

TORONTO RAILWAY HERITAGE CENTRE COMMEMORATIVE BOOKLET



Jordan, Ont. Oct. 19, 1958

Grant Kingsland Collection

THE RELOCATION OF CNR 6213 TO ROUNDHOUSE PARK

JUNE 2009

Toronto's Engine - CNR 6213

In August, 1942, in the midst of World War II, Montreal Locomotive Works built Canadian National Railways #6213, one of 35 identical "Northern Type" steam locomotives ordered to help the railway meet increased wartime traffic demands. A member of the U-2-g Class, 6213 was one of the most advanced locomotives produced for the railway.

In subsequent years 6213 would handle not just troop trains but also premier passenger and fast freight trains from the Maritimes to the Prairies.



CNR 6213 at Sarnia, Ont. July 26, 1957

James A. Brown photo

By 1960, steam locomotives had been replaced by diesel locomotives on Canada's major railways. The steam locomotive had been central to the creation of Canada and had a significant role in the development of Toronto. The Upper Canada Railway Society (UCRS), a group of railway enthusiasts based in Toronto were determined that this part of Toronto's history should be commemorated by preserving a steam locomotive to be admired by future generations. A committee led by Mr. James A. Brown determined that of the few locomotives available for preservation, CNR 6213 would make the best candidate and in March 1960, she was prepared for her last move to the grounds of the Canadian National Exhibition for permanent display.



John Freyseng and Jim Brown restoring the number plate to 6213 for its presentation to the City of Toronto. Spadina roundhouse, 19 March, 1960

Robert Sandusky photo

The Spadina shop crews lovingly restored the locomotive to pristine condition. The bigger challenge was moving such a large machine to the Marine Museum, then housed in the Stanley Barracks, on the south side of the CNE, a location far from any railway connection.

This is the story of that first move.



CNR 6213 begins its trip across the CNE grounds. It was taken to a siding beside the CNE by CNR S-13 no. 8513 and moved by a front-end loader onto the temporary panel track shown here. This was as far east as the Gardiner Expressway elevated section had been built as of this date.
10 August 1960. John D. Knowles photo.



Workers lay a panel of track in front of 6213 as it slowly makes its way from its siding across to its berth beside Stanley Barracks on the south side of the CNE.
10 August 1960. John Mills photo



Just after noon on the fourth day of moving to the display location on the CNE grounds. A Canadian National crew bus serves as the lunch room while the foreman (in the straw hat) surveys the task ahead. The Hough loader was used to move 6213 while the air compressor kept sufficient pressure in the loco's reservoirs to provide engine braking if needed. 15 August 1960. John D. Knowles photo



At the end of the fourth day of moving, CNR 6213 had reached the south end of the CNE Midway. 15 August 1960. John M. Mills photo.

At last, 6213 had found a permanent home



6213 sits outside the Stanley Barracks on the CNE grounds

April 2009

Robert Dickson photo

For almost a half century, Toronto's own steam locomotive would weather the seasons outdoors in this location. Maintained in splendour by members of UCRS and the Toronto Locomotive Preservation Society, who were not prepared to see it rust and decay, as too often happens, to these invaluable relics of the steam era.

The massive redevelopment of the railway lands, including the removal of railway facilities from the area south of Front St., beginning in the 1970s, represented a major threat to Toronto's railway heritage.

Over the next 30 years, various schemes were proposed to preserve a meaningful collection of artefacts to commemorate the vital role that railways played in the city's development and to remember the thousands of people who worked for them. The focal point would be the former Canadian Pacific Railway's John Street Roundhouse, and the dream was that Toronto's own locomotive, CNR 6213 would someday be part of this display. At last this day has come, as almost a half century after it was placed on display at the CNE, locomotive 6213 will now take its rightful place as the primary attraction of the Toronto Railway Heritage Centre.

Welcome home CNR 6213!!!



6213 on the turntable at the former CPR John St. Roundhouse, now the Toronto Railway Heritage Centre
June 18, 2009 Dave Wetherald photo

The June 2009 Move



6213's tender passes through the Princes' Gate as it leaves the CNE for its new home
June 4, 2009

Ivan J Balaban photo



The tender arrives at the Roundhouse as it passes the CN Tower
June 4, 2009

Todd Sunderlin photo



CNR 6213 passes the Princes' Gate as it leaves the CNE grounds, its home for 48 years
June 10, 2009 Ivan J Balaban photo



6213 on the elevated section of Lakeshore Ave over Spadina Ave
June 10, 2009 Lance Gleich photo



The locomotive passes the location of its original home, the former CN Spadina Roundhouse, now the Rogers Centre
June 10, 2009
Lance Gleich photo



CNR 6213 finally arrives at its new home, the Toronto Railway Heritage Centre
June 10, 2009
Lance Gleich photo



6213 after turning into its new home, will slowly be lowered onto these tracks.
June 10, 2009 Dave Wetherald photo



After 48 years outside, 6213 rests inside the John St. Roundhouse
June 18, 2009 Dave Wetherald photo

Come share the experience with us!

How can I help?

The Toronto Railway Historical Association is completely volunteer-based. Contact us to contribute to the Toronto Railway Heritage Centre, either through a donation or through active involvement. Please let us know your contact information, skills, interests, and availability. You don't have to be an expert to help. We are now finalizing the design of and commencing construction on the museum. If you are interested in getting involved, contact us at trha@rogers.com or www.trha.ca

We are a federally registered charitable organization and will provide tax receipts for all donations of \$25.00 or more.



(Text by R. McQuade with R. Sandusky, G. Kingsland, B. Dickson , D. Boles.
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