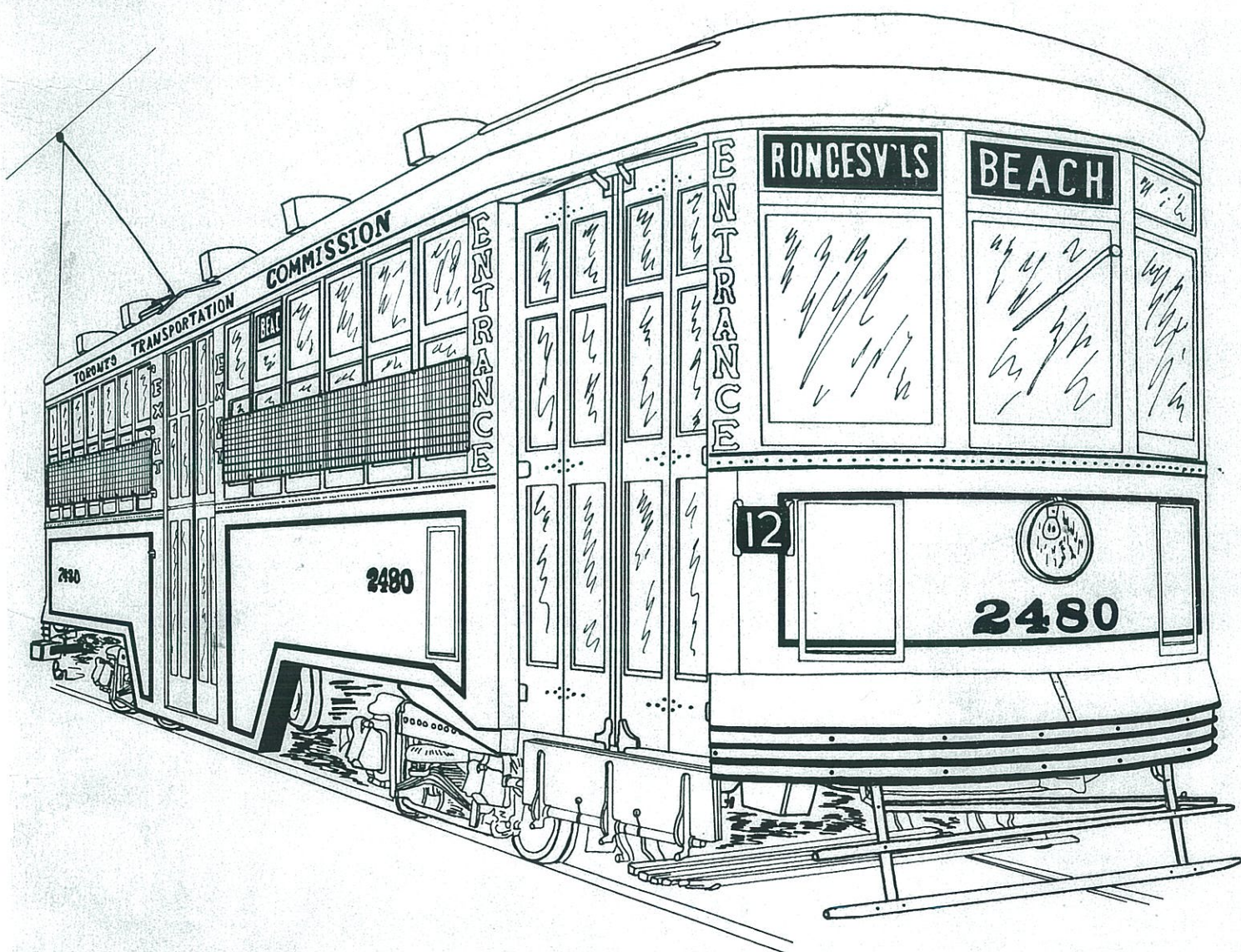
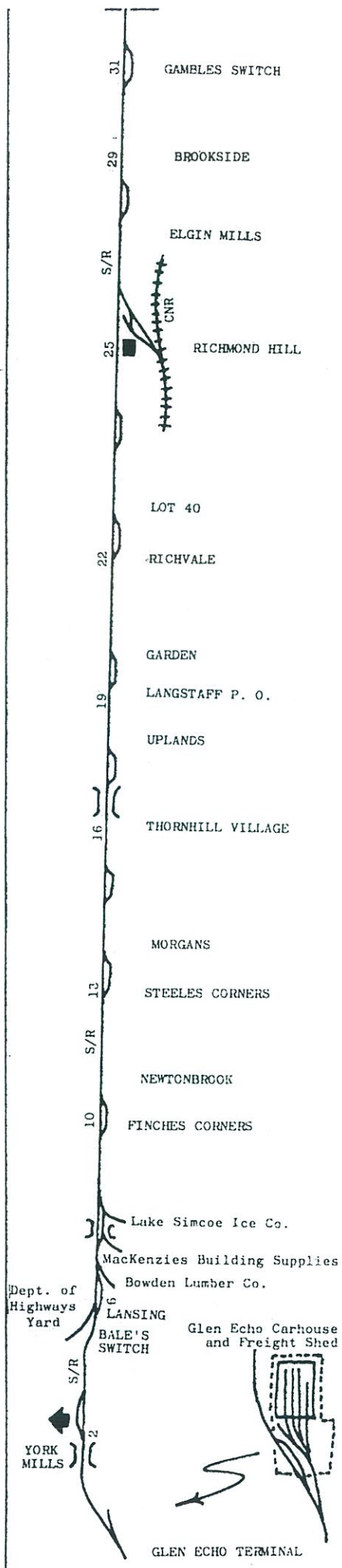


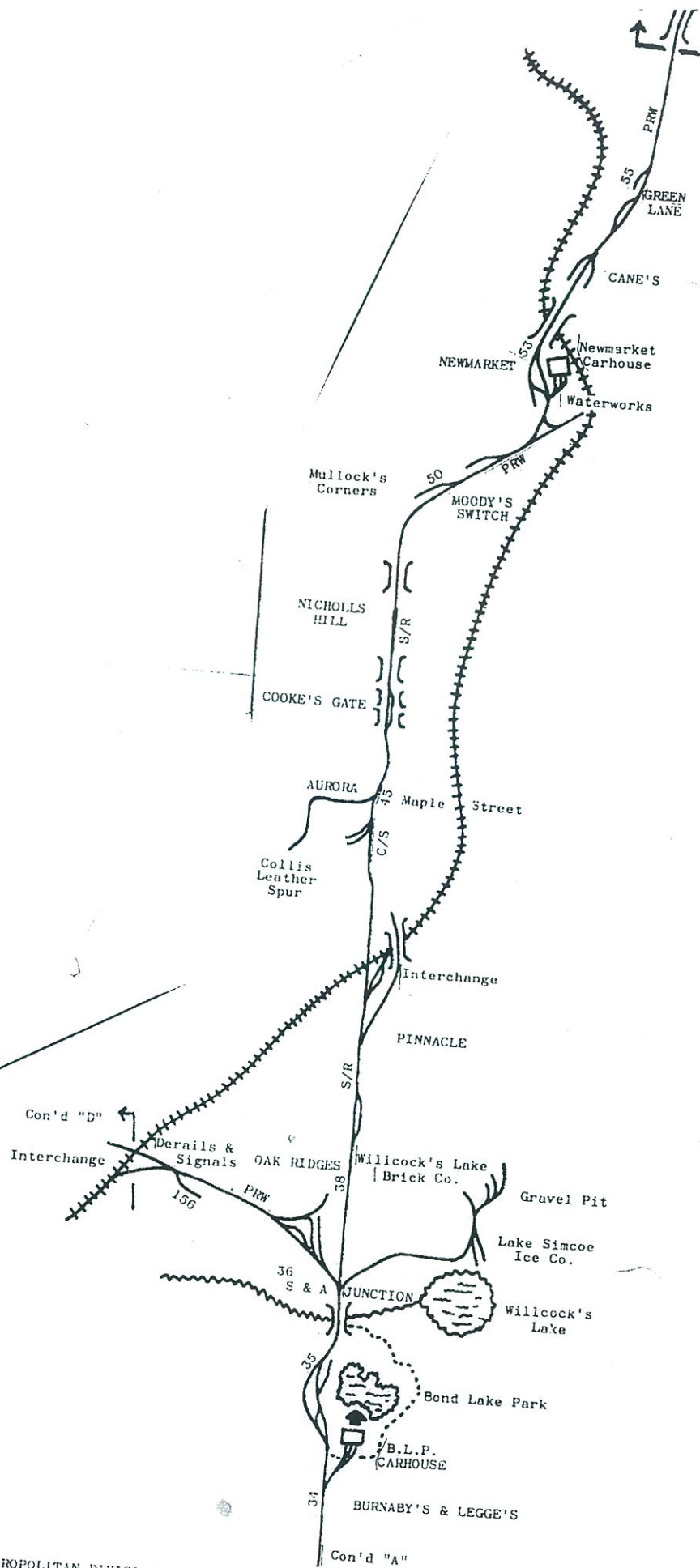
NORTH
YONGE
RAILWAYS

TTC '28



by John F. Bromley

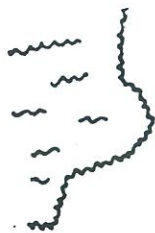




T&YR METROPOLITAN DIVISION
 As of May, 1926
 NOT TO SCALE

TOOL HOUSE

T&YR PROPERTY



PETERS CORNERS

RAVENSHOE

COWIESONS

BOAG'S SIDE ROAD

HOLBORN'S SIDE ROAD

QUEENSVILLE

DOAN'S CROSSING

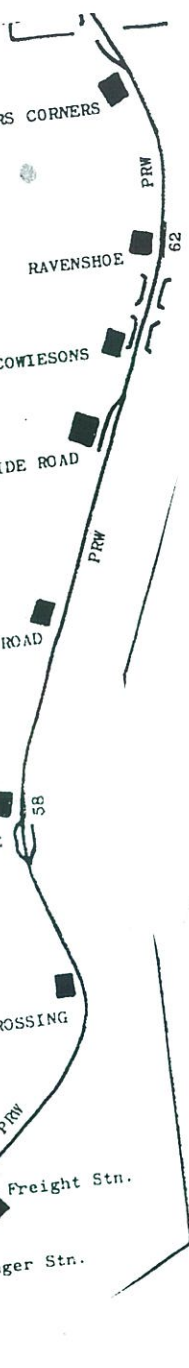
SHARON

Freight Stn.

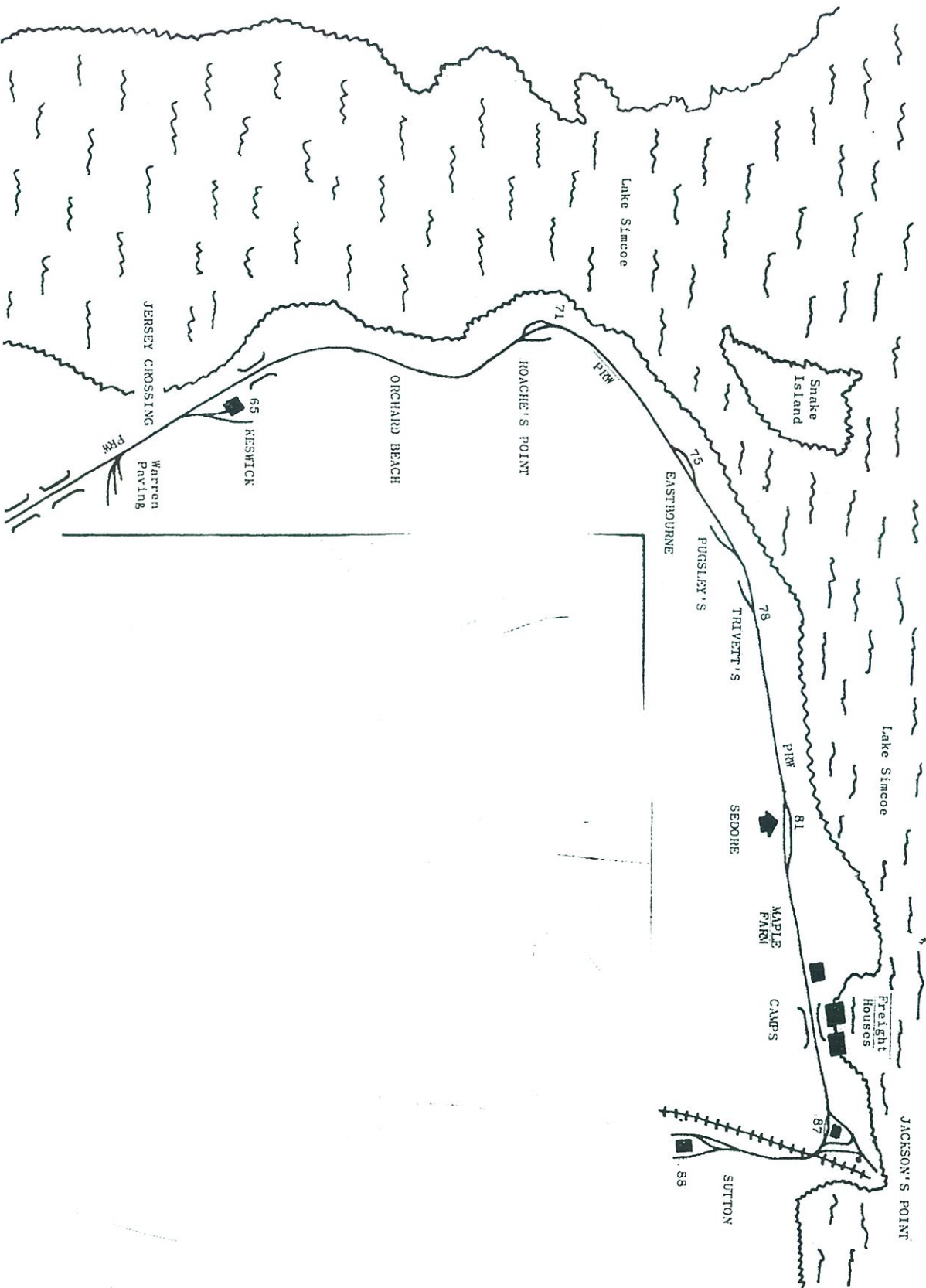
Passenger Stn.

Con'd "B"

SUBSTATION
PASSENGER STATION OR SHELTER (UNLESS OTHERWISE INDICATED)

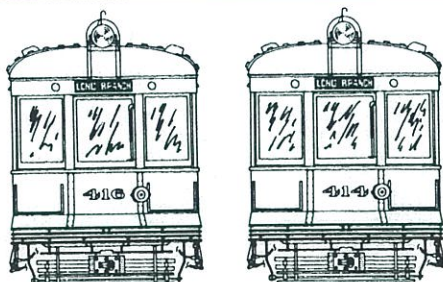


Metropolitan Division Trackage (1926)

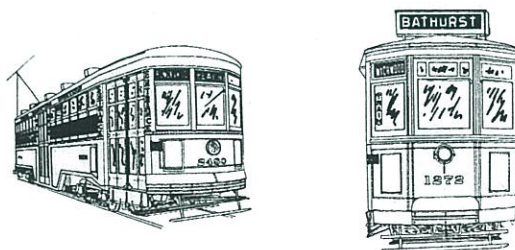
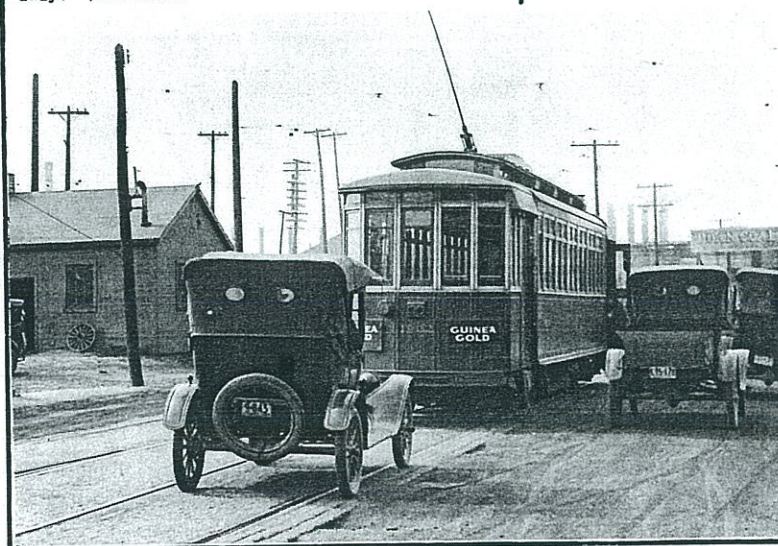
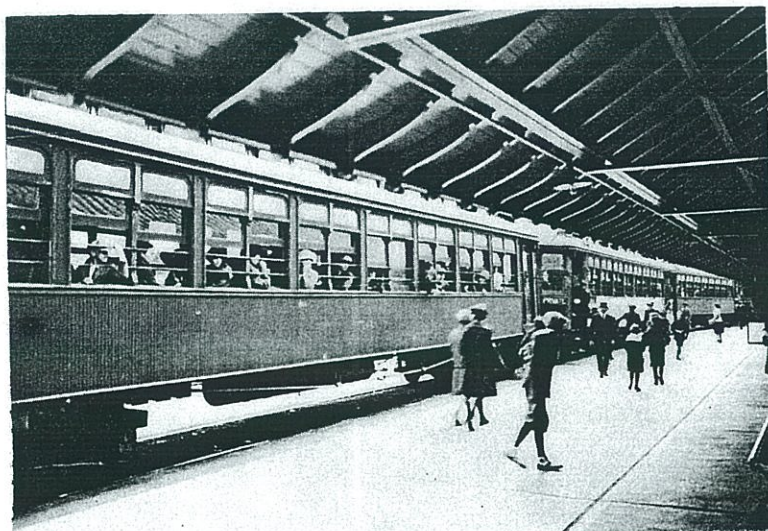




ABOVE: Bond Lake Park, on the LAKE SIMCOE line, was extremely popular in earlier years, although attendance in the late 1920's dropped considerably. Three cars lay over at the park as a fourth arrives from Toronto with a load of picnickers, for a day of fun. /Hydro Photo, courtesy RFC.



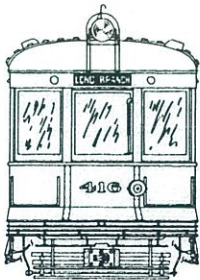
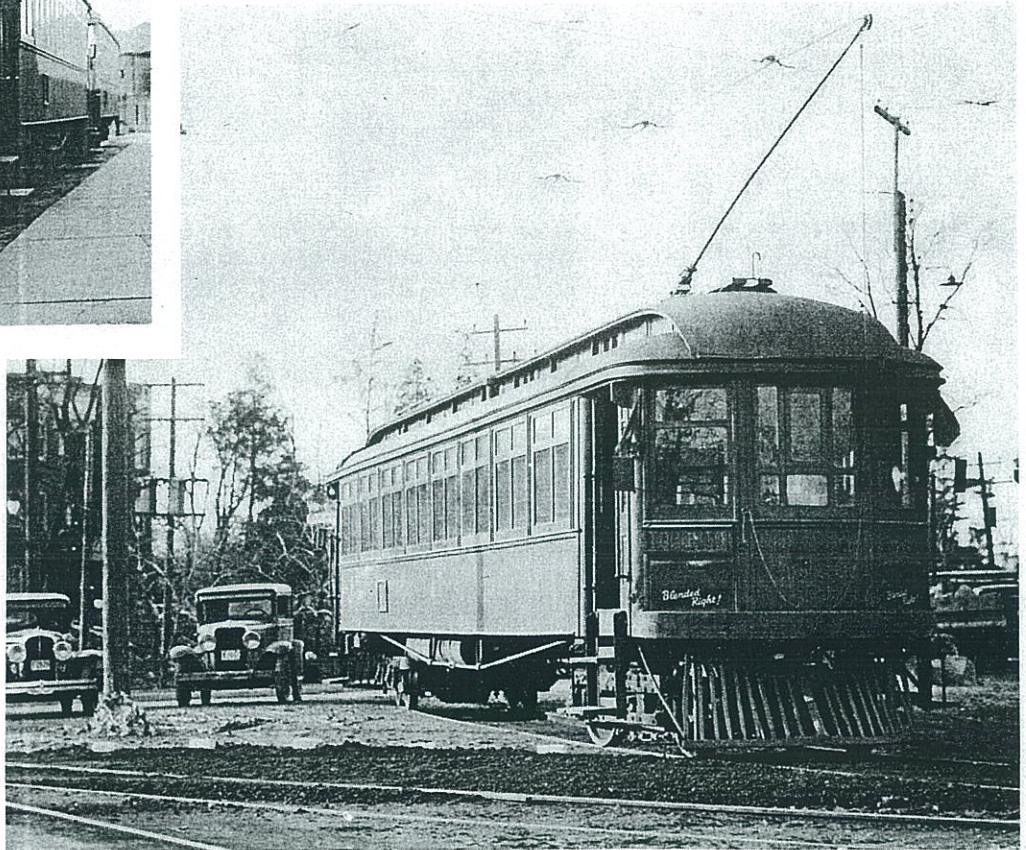
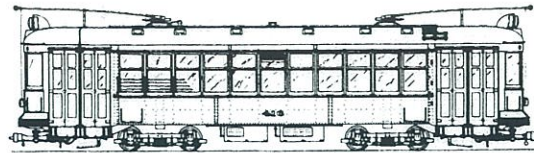
RIGHT: Four special cars loaded with children on a Sunday School outing prepare to leave Glen Echo Terminal for Bond Lake. BELOW: One-man car 1922 in LAMBTON service loads on Runnymede Road early in 1928. The end for LAMBTON was just six months away. /TTC-UCRS.



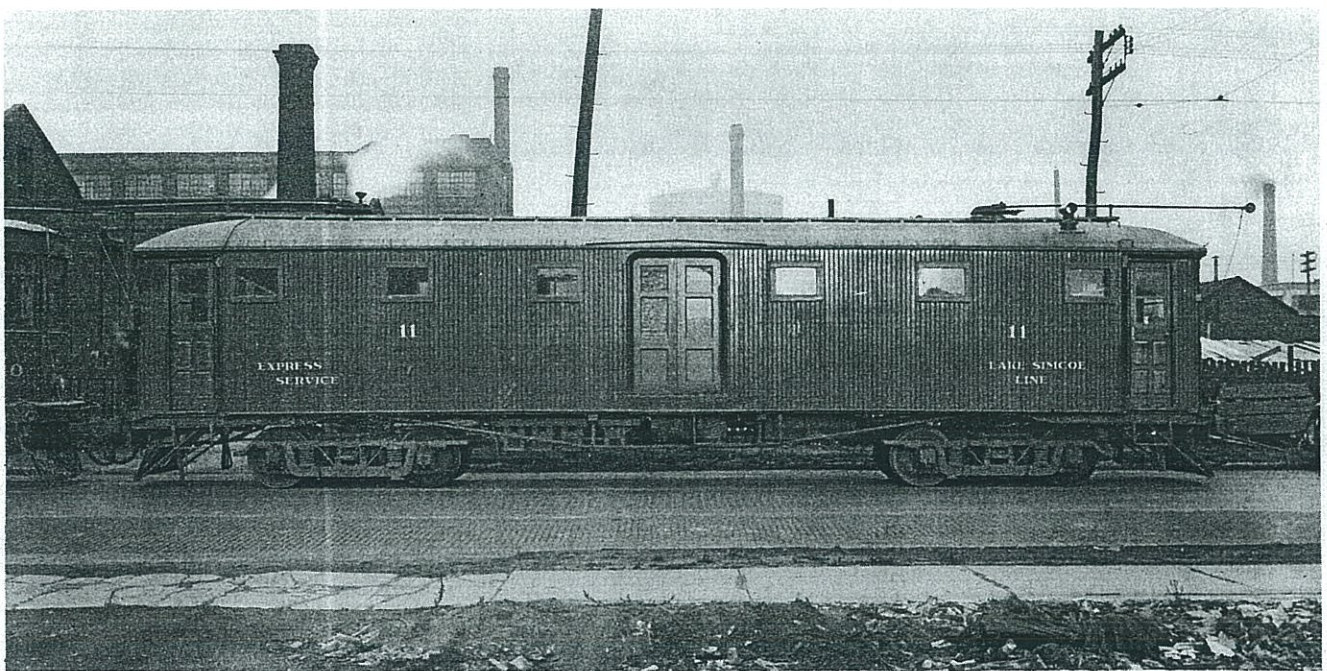
OPPOSITE PAGE

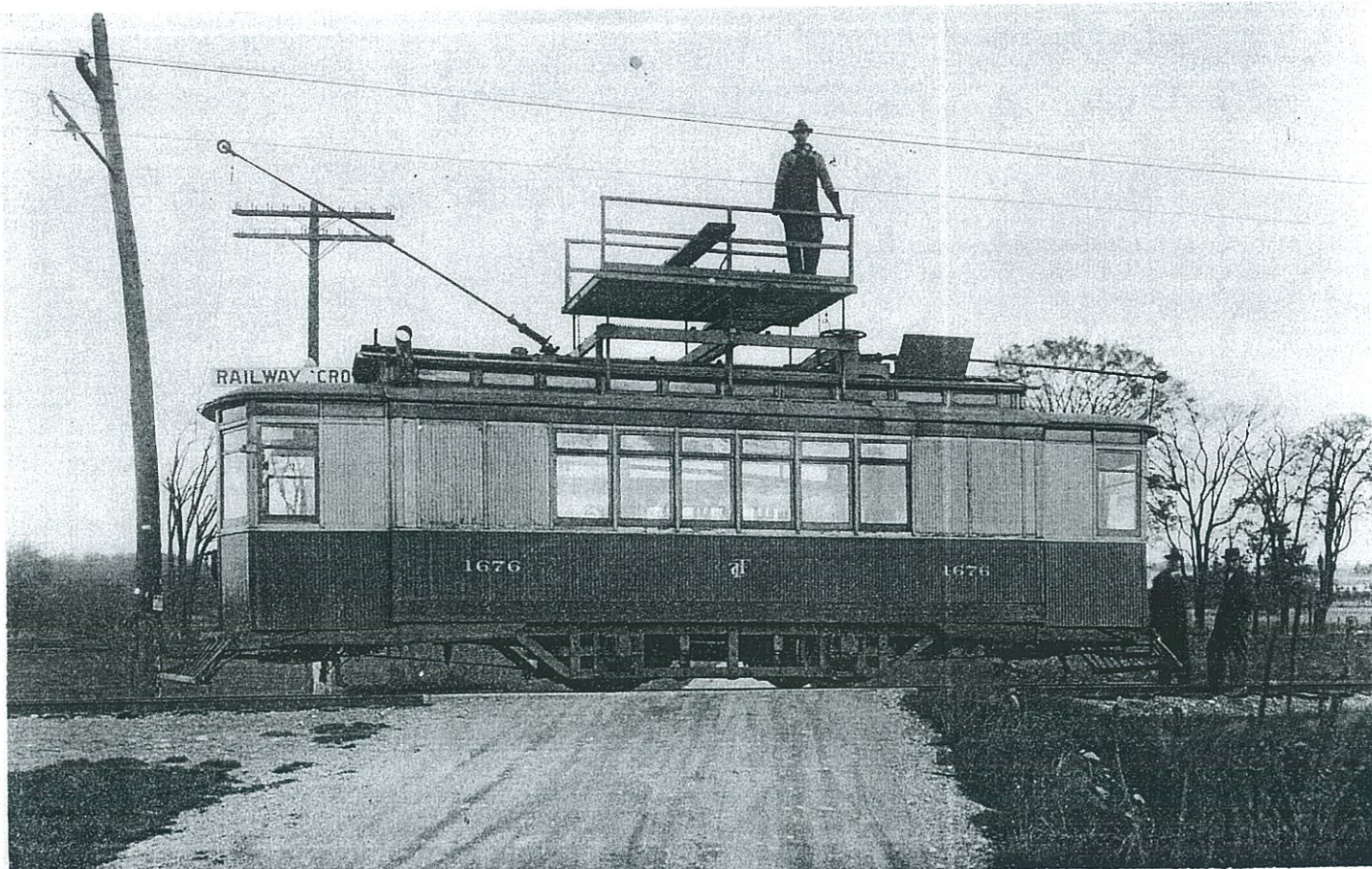
TOP RIGHT: On August 25, 1928, preparations were almost complete for the removal of the rear ladder at Russell Carhouse to a new position to the north. CENTER LEFT: On August 27, track and overhead was completed, with the assistance of Line Car 1580. Motor 1930 finds difficulty with the new work as a crewman resets the pole. BOTTOM: Work was about to start on the removal of the first section of the St. Clair reservation as 2792 pauses westbound at Wychwood Avenue on September 12, 1928.

LEFT: Car 60, in rather dilapidated condition, awaits passengers at Glen Echo Terminal for its local LAKE SIMCOE line run to Thornhill, on the last day of service in 1930. BELOW: Radial 56 lays over on a siding at Glen Echo, also on the last day. /Both Photos, JKL.



BELOW: Express motor 11, pictured on Sherbourne Street by the Express Terminal, clearly shows its Brooklyn Elevated Railroad origin, where it ran in earlier years as number 112.

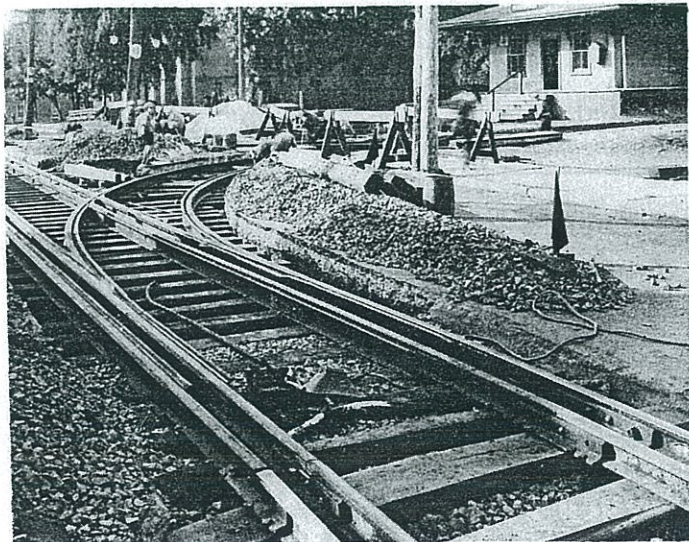




Line Car 1676 and its crew pose at an unidentified crossing north of Mullock's Corners on the LAKE SIMCOE line in October, 1928.



Forming a part of the metropolitan Division was Bond Lake Park, some fourteen miles north of Glen Echo. As in the case of Scarborough Heights, the popularity of Bond Lake was on the wane, as more and more automobiles took to the highways. In an effort to bolster sagging attendance, the TTC converted Witt motor cars 2500-2522 for use on the radial line, along with six-motor trains 1244-1170 through 1250-1176. Improvements on these units were identical to those described earlier as being applied to Class H-2 cars 2160-2166. All of these cars were often seen on specials to Bond Lake during the summers of 1928 and 1929.



Plans to rehabilitate the Metropolitan Division were many and varied over the years. On December 16, 1927, the TTC called for tenders for the construction of fourteen lightweight single end radial cars, to be geared for high-speed operation. Eight of the proposed cars were to be of the combination type, while the balance were planned as straight passenger cars. All were to have multiple unit control, the combines to be equipped with rear couplers and the passenger cars to have front couplers and emergency drawbars at the rear. City Council appropriated \$430,000. for the purchase of the cars and for various other improvements. None of the plans were carried out, and the fast lightweights died on the drawing board.

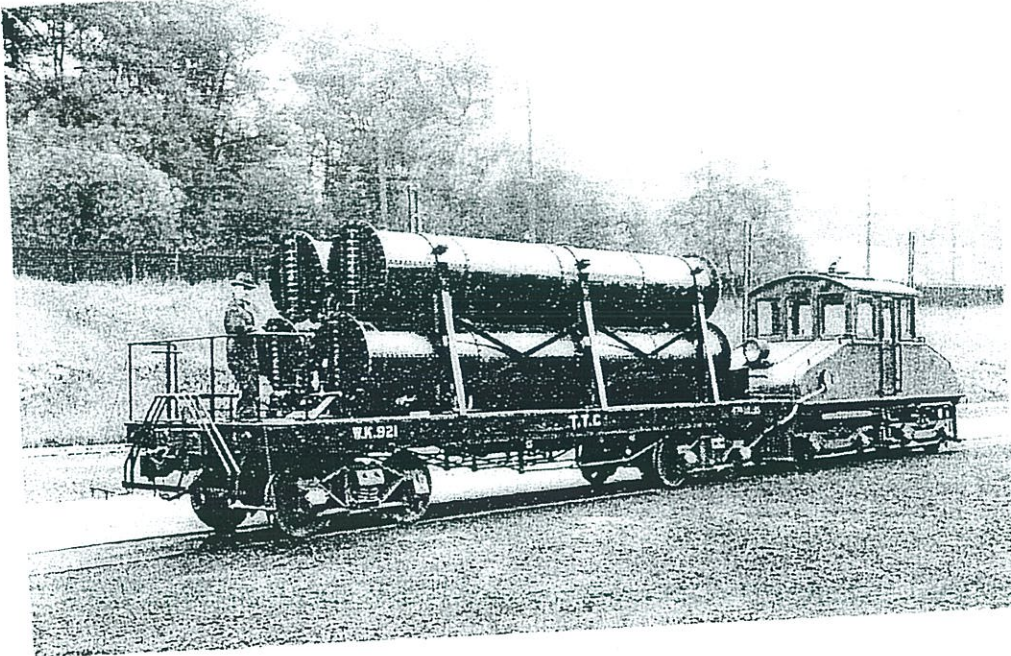
It was originally planned, after the change of gauge of the Metropolitan Division, to operate LAKE SIMCOE cars direct to a terminal behind the TTC Head Office at 35 Yonge Street in the downtown area. This plan was delayed, supposedly until new cars could be purchased and was, of course, never implemented.

In the latter part of 1928, the TTC purchased Metropolitan Bus Lines, which operated coaches north from Toronto, for their subsidiary Gray Coach Lines, and it was rumoured that the TTC was planning to discontinue service on the LAKE SIMCOE line north of Thornhill. Violent protests followed from almost all communities situated along the route, and the TTC admitted such a scheme was premature.

(The parks at Bond Lake and Scarborough Heights were closed after the 1929 season, and on March 13, 1930, the LAKE SIMCOE line was abandoned. After much discussion, service was restored as far as Richmond Hill on July 17, 1930. The townships of North York, Markham and Vaughan, together with the Town of Richmond Hill, purchased those parts of the line that lay on or within their boundaries and entered into agreement with the TTC to operate the line under the name of North Yonge Railways. This last section of the LAKE SIMCOE line remained until October 10, 1948, when buses replaced Toronto's last radial.)

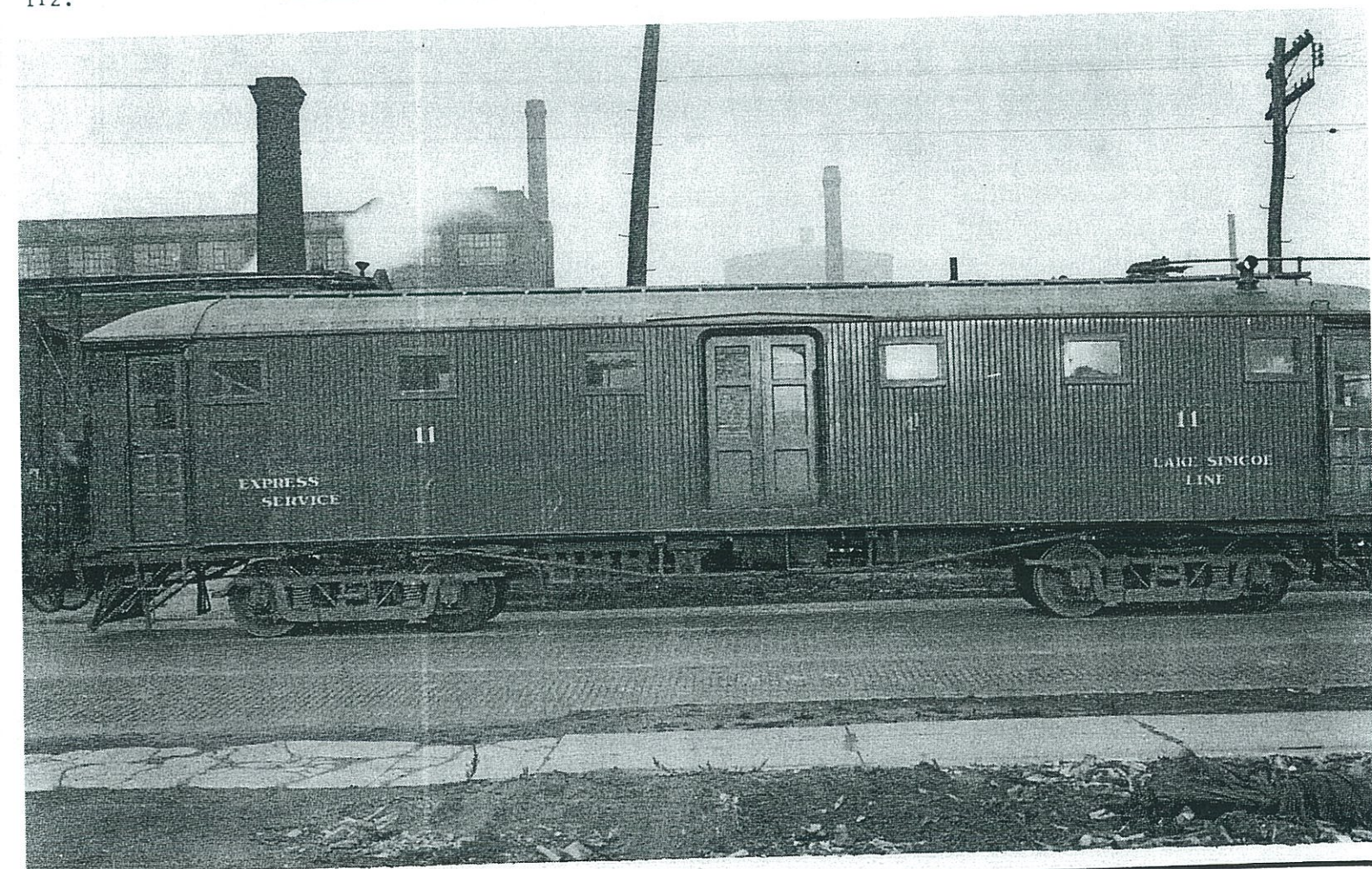
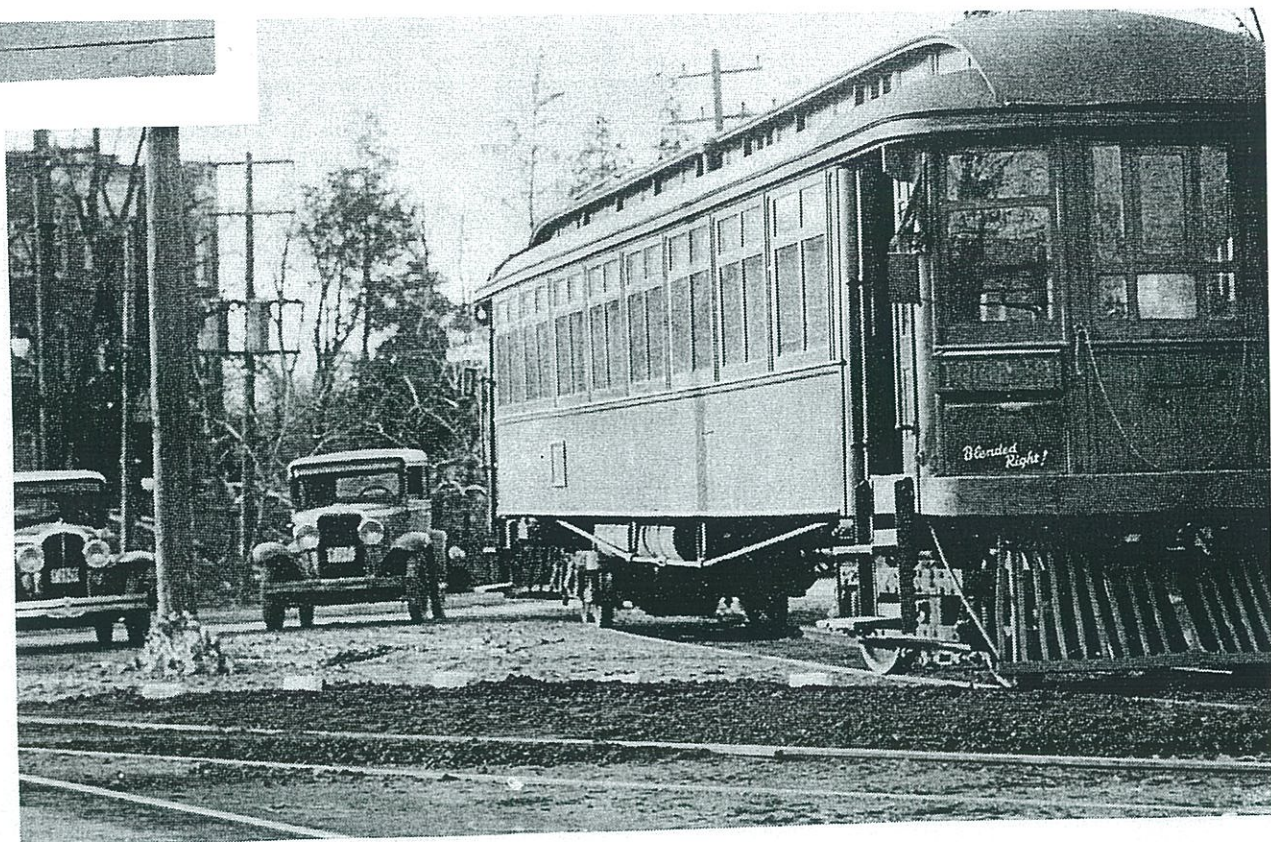
An uncommon sight on the TTC system was dual gauge track. The standard gauge rails bypassed the Aurora Station on the LAKE SIMCOE line.

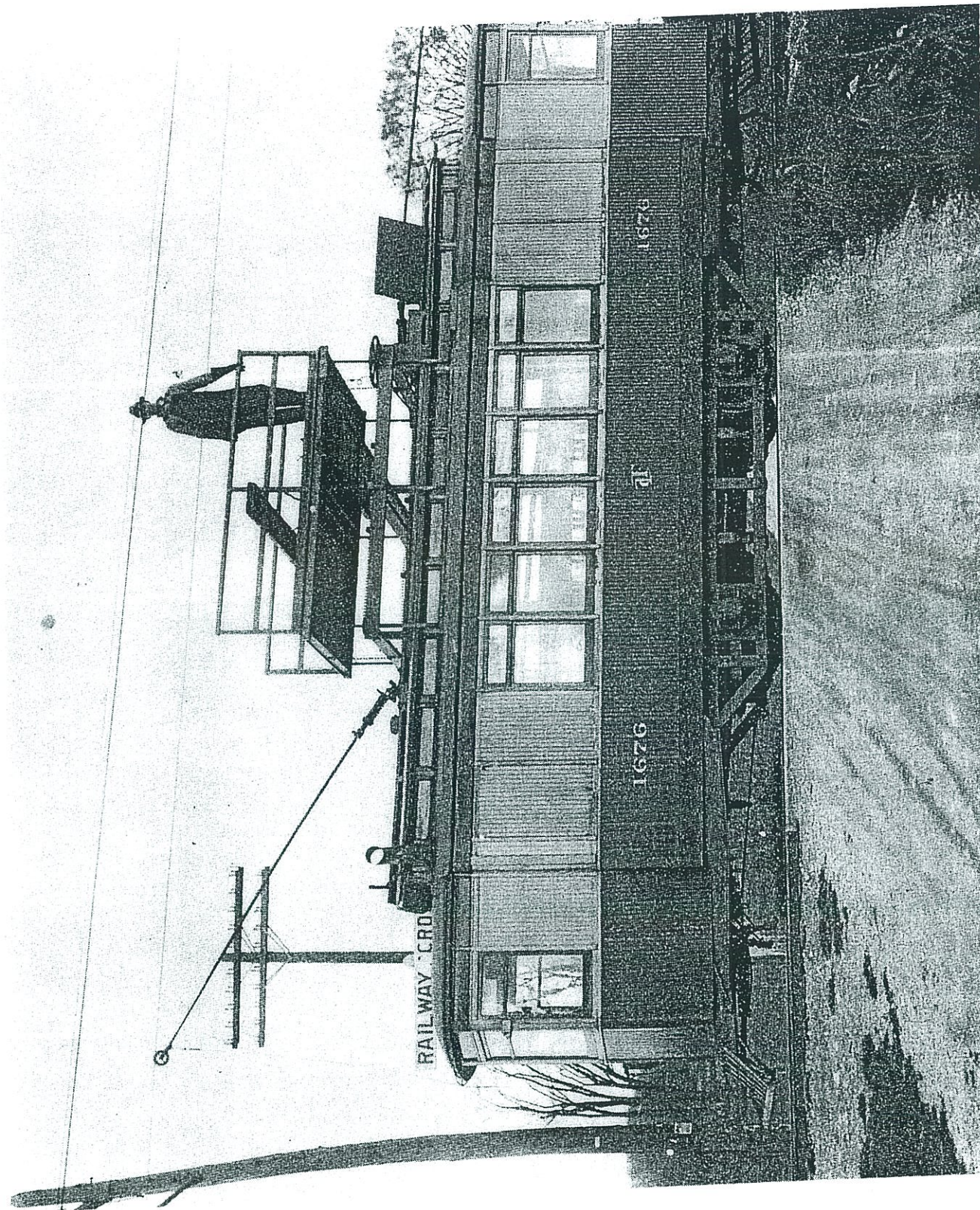
Twenty-two cattle owned by Reeve H. R. Osborne of Sutton passed away quietly during the night of July 10. It was alleged that the multiple deaths were due to a diet of grass consumed on the right-of-way of the LAKE SIMCOE line that afternoon, which had been sprayed with weed killer shortly before. TTC crews had made certain that the gate to the Reeve's pasture was locked before spraying the deadly concoction, and it was contended that a person or persons unknown had opened the gate after the TTC equipment had gone by, thus allowing the herd access to the radial line. The Reeve claimed the cattle were valued at \$2,000., but the TTC offered \$1,500. compensation without admission of legal liability. Unfortunately, no record can be found of the final disposition of "The Case Of The Careless Cows".





Express motor 11, seen on Sherbourne Street, clearly shows its origin, where it was built in earlier years as motor 112.

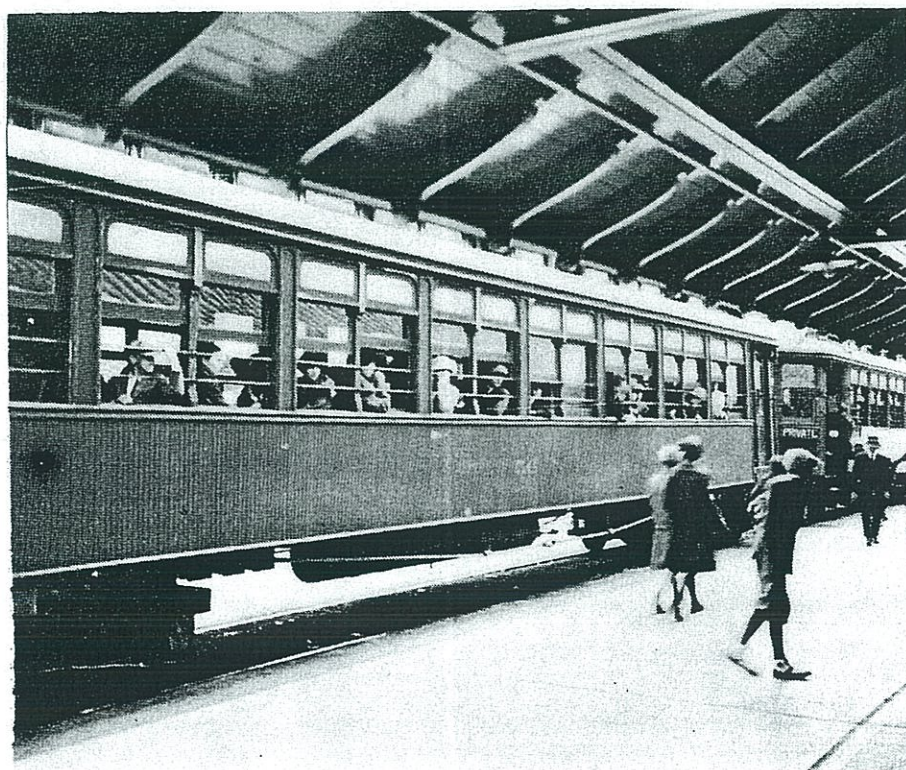
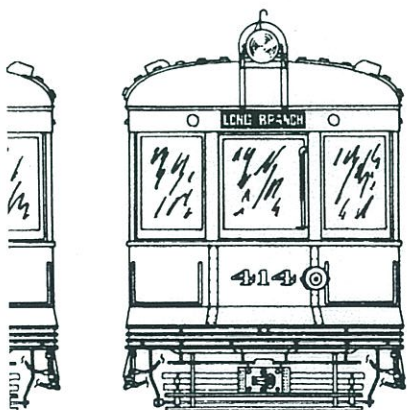




676 and its crew pose at an unidentified crossing
1100's Corners on the LAKE SIMCOE line in October,



Park, on the LAKE SIMCOE line, popular in earlier years, although in the late 1920's dropped considerably over at the park as a fourth car onto with a load of picnickers, etc. /Hydro Photo, courtesy RFC.



Local cars loaded with children on outing prepare to leave Glen Echo Lake. BELOW: One-man car 1922 loaded on Runnymede Road early for LAMBTON was just six months