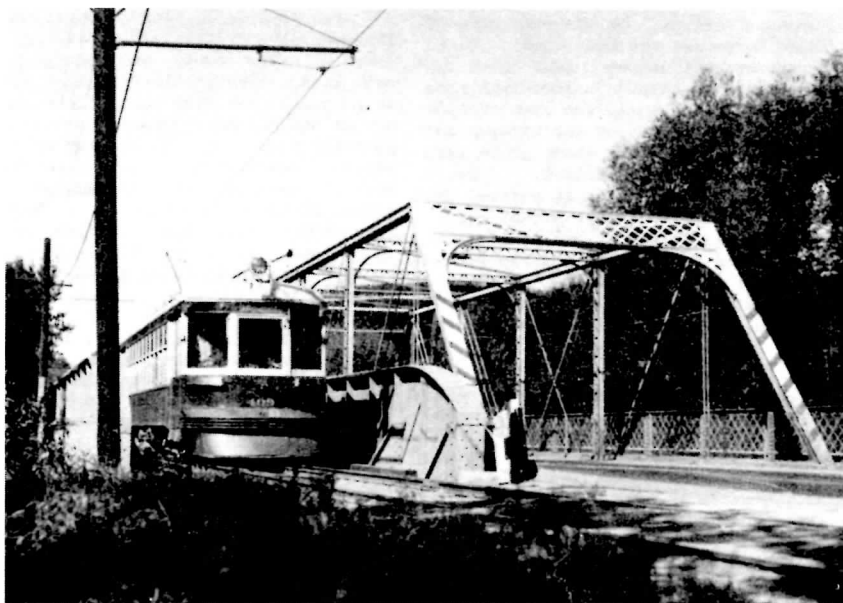




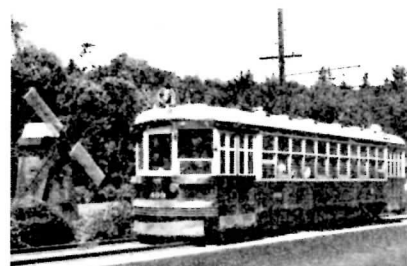
NORTH YONGE RAILWAYS



Crossing the Don River in Hogg's Hollow - the only bridge on the line.



North Toronto Terminal.



In Hogg's Hollow.



In Willowdale in 1941.

After the abandonment of the Lake Simcoe line on March 16, 1930, the territory between the Toronto City Limit and Richmond Hill was served by a TTC red bus line known as the North York Bus. This was routed via Yonge Blvd. and the high level bridge, thus leaving the Hogg's Hollow area without transportation. Additional sources of dissatisfaction included overcrowding and unreliability in bad weather. A strong demand therefore arose for the return of the electric cars.



2120 fighting a storm.



At Richmond Hill station.

To satisfy this demand for the restoration of satisfactory transportation, the Townships of North York, Markham, and Vaughan, and the Village of Richmond Hill, arranged to purchase for \$66,500 the 10.3 miles of line between the City Limit and the north end of Richmond Hill, and made an agreement with the TTC to operate the line for them. Under this agreement, dated July 17, 1930, the TTC was to operate and maintain the line, providing cars and crews, and using a modern type of car with a satisfactory speed. The TTC was to keep 7% of the gross receipts as payment for administration of the line and any surplus or deficit was to be divided among the municipalities as follows:

Township of North York	55%
Township of Markham	11%
Township of Vaughan	11%
Village of Richmond Hill	23%

The TTC agreed to refrain from operating buses in the radial area, which extended (and still extends) as far as the south side of the cross roads at Elgin Mills. The Municipalities also agreed not to permit the operation of competing bus lines in this territory.



At Pearson's Siding near Thornhill.



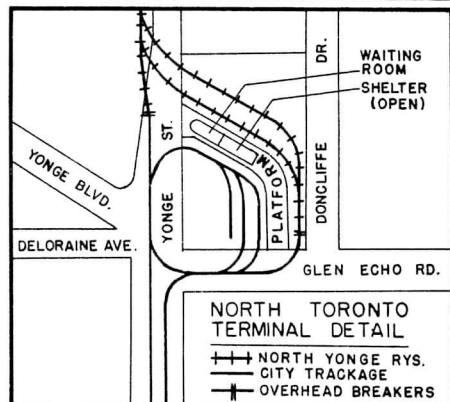
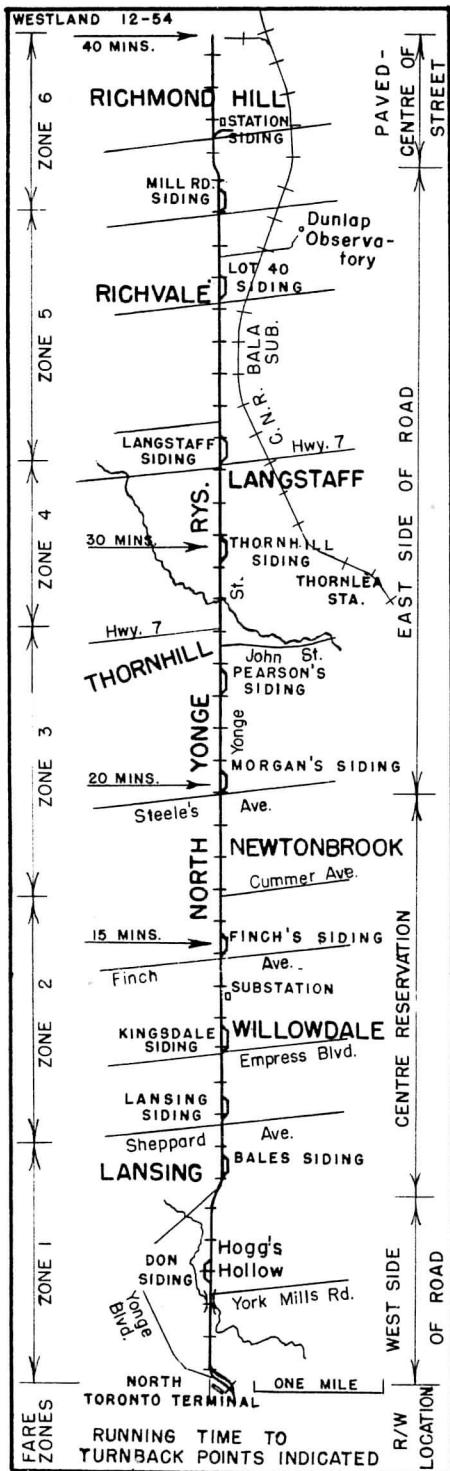
Three-car meet in Lansing.



Bulletin 40

DECEMBER 1954

Upper Canada Railway Society
BOX 122, TERMINAL "A"
TORONTO, CANADA



The first agreement ran for fifteen years, was renewed in 1945 for three years, and again in 1946 for one additional year. Before this expired, rail service had been abandoned, and the new contract drawn up in 1949 was for bus service only.

The line started at the North Toronto Terminal, on the east side of Yonge Street at the City Limit, where direct connection was made with the city street cars. Immediately on leaving the terminal, the line crossed to the west margin of the highway and plunged down the long steep grade into picturesque Hogg's Hollow. After crossing the Don River, it started the toilsome climb to higher ground again. On reaching the top of the grade, the track swung to a reserved strip in the centre of the dual highway, continuing thus through the built-up communities of Lansing, Willowdale, and Newton Brook.

At Steeles Avenue, the dual highway arrangement ended, and the line continued along the east edge of the highway through more open and rolling country to the south end of Richmond Hill, where it swung to the centre of the main street, and continued thus on paved track through the length of the village to the north end, where it swung again to the east side of the highway, and immediately terminated.

Single tracked throughout, the North Yonge line was laid with old 56-lb. and newer 80-lb. rail dating back to Metropolitan days, the heavier rail being mostly south of Steeles. The paved trackage in Richmond Hill boasted 93-lb. "T" rail, laid by the TTC. Overhead was direct suspended from span wires on the dual highway section and in the main street of Richmond Hill, and from bracket arms elsewhere. Nachod trolley-contact block signals furnished protection throughout.

The TTC assigned the eight cars of series 409-416 to operate the line. Built by Ottawa Car Co. in 1924-25, these were small low-floor double-end one-man steel cars, and were the only passenger cars ever used on the North Yonge line.

Snow-fighting equipment comprised Rotary Plow RP-190, box-cab wedge plow TP-7, and Scraper Car 2120, a former Civic Railways passenger car, which still retained much of its original

exterior appearance. Only the 2120 saw much use, and only it lasted until the end.

Cars were maintained at the TTC's Eglinton Division, and were deadheaded over regular Yonge Street car tracks to and from North Toronto Terminal.

For fare collection purposes, the line was divided into six zones, and a fare of five cents was charged for each zone. Return tickets were sold at agencies for five cents less than double the one way. Thus Toronto to Richmond Hill was 30¢ one way or 55¢ return. Commutation tickets were also sold at agencies, and were popular. A ticket office was maintained at North Toronto Terminal, and agencies were established at stops 8, 11, 16, and 25, the last-named being Richmond Hill station.

The original schedule of 1930 provided cars to Richmond Hill at 20 minutes, and to Steeles at 40 minutes, ~~part~~ each hour, giving an odd 20-40-20 headway on the southern part of the line. This was gradually increased until the final timetable, in use during 1947-48, showed cars on the hour to Thornhill, on the 20 to Steeles and on the 40 to Richmond Hill. More frequent service was offered in rush hours, usually including some short trips to Finch's only.

After the war, the territory along the railway grew so rapidly that the eight small cars were hard-pressed to handle the traffic, and the TTC had no additional suitable cars. It was common to see all eight cars in use at once, making proper maintenance impossible. Also, much of the track and overhead was worn out.

As an alternative to completely rebuilding the line, the TTC proposed to substitute buses, and the acute power shortage in the fall of 1948 furnished a good excuse to "temporarily" close the line. A proposed vote of the ratepayers on the question of rehabilitating the railway was unquestionably influenced by propaganda issued by those who wished to see the line permanently abandoned. When the vote was finally taken, after some delay, the result was overwhelmingly in favour of keeping the buses.

The line was then sold for scrap, and Toronto's last interurban line passed into history.

TYPICAL TICKETS - Right, coupon from an employees' book. Lower Left, coupon from commutation ticket. Lower Right, half of a return card ticket, as sold at stations and agencies.

Ticket 18	NORTH YONGE RAILWAYS		BOOK 1251
	MANAGEMENT OF Toronto Transportation Commission		
	EMPLOYEES TICKET		
	NOT GOOD ON CITY LINES		

NORTH YONGE RAILWAYS	
12-RIDE TICKET ONE CONTINUOUS RIDE BETWEEN TORONTO and STOP 11 NEWTONBROOK	
102884	THIS COUPON VOID IF DETACHED

FORM # 11 - COUPON 7

24662
North Yonge Railway TORONTO —TO— NEWTONBROOK
No stop-over allowed. Good to return within one month of date stamped on back. Form # 2 R