

May, 1959 - Number 160

SOCIETY ACTIVITIES: - The Society meets on the first and third Fridays of every month from September to June. The June outdoor meeting will be held on the evening of the 5th at Bathurst and Front Streets.

PAST MEETINGS

- April 17th - An excellent evening's program was provided by the Canadian National Railways, with a four man delegation, headed - by Project Director J. L. Cann, present to tell Society members the details on the recently announced Toronto Terminal Project. A film of a hump yard installation on the Pittsburgh and Lake Erie Railroad was shown. About 45 members and guests were present.
- May .1 - Meeting at C.N.R. Scarboro station, followed by model railroading.

OTTAWA ABANDONS LAST STREET CAR LINE

The last Ottawa carline, the "A" (Britannia-George Loop) route, was abandoned at the close of operations for Thursday, April 30th, as the conclusion of an accelerated abandonment program. (There is one further phase to the abandonment of lesser interest to railfans, being the discontinuance of the Bronson trolley coach route, this being scheduled for a date later this year).

The conclusion of rail service was marked by a parade of street cars on Saturday, May 2nd, including a horse car body transported on a motor truck, various service cars and a few of the remaining passenger cars, being units of the workhorse 800 series. Following the conclusion of the parade, the Canadian Railroad Historical Association operated a farewell excursion with one car over the length of the Britannia line

U.C.R.S. member Bruce Cole, who visited Ottawa a few days before the abandonment, reports that about 30 cars were still in active status, based at Cobourg barn, along with most of the remaining service cars. Two sweepers were, however, still located at Champagne Barn, where the work of filling inspection pits with sand and rip-rap was in progress preparatory to paving for buses.

Thus passes the electric street railway from a city which truly had a "street car tradition", stemming partially from the fact that the system, as electrified in 1891, was a pioneer system in Canada; partially from the fact that a local company once closely associated with the system had a long and distinguished record as a builder of electric railway rolling stock; and partially from the fact that the old O.E.R. management, in power until 1948, stoutly regarded the street car as a permanent feature in Ottawa, even to the point of placing new cars in service in the final year of its administration.

35 YONGE STREET - WHERE MUCH OF TORONTO'S TRANSIT HISTORY WAS MADE

By S. I. Westland

In November, 1958 hoardings were erected around the seven-storey office building at the north-east corner of Front and Yonge Streets in Toronto, and large signs affixed to these hoardings soon proclaimed that early demolition of the structure within would follow. By the middle of April, 1959, No. 35 Yonge Street had ceased physically to exist. This building as most U.C.R.S. members are well aware, was for some 36 years the head office of the Toronto Transportation Commission

and its successor (after January 1st, 1954) Toronto Transit Commission.

It is appropriate, therefore, to review at this time the history of this building in view of its having been the long-time "working home" of many famous names in Canadian transit history, and further as the location where many decisions having a far-reaching effect on Toronto's transit history were made.

The history of the building used by the T.T.C. goes back to 1889, at which time construction of the structure began on the site of the four-storey American Hotel which had been demolished earlier in the year. (This hotel, one of Toronto's best at the time of its construction, dated back to 1840). 35 Yonge Street was built as the headquarters of the Toronto Board of Trade, and the name of this organization could still be seen in the stonework at the front of the building, below the sixth floor windows, right up until demolition. The Board of Trade used two floors and rented the others to various grain brokers and traders, as well as the offices of various railway, steamship and telegraph companies. It was thus in its early years a typical multi-purpose downtown office building, giving little hint that it would eventually be taken over by a single user who would occupy not only the entire building, but also various nearby buildings as annexes.

35 Yonge comprised originally seven storeys and a basement, being of "L" shape, with the arms along the Yonge and Front Street frontages. These frontages were 100'-6" on Yonge Street and 110'-6" on Front, while the depth of the sections were 52'-0" and 47'-6" respectively. The corner of the "L" at the intersection was rounded off at a radius of 28 feet, matching the curve of the sidewalk. The owned property, however, consisted of that portion of the public sidewalk enclosed by the projection to an intersection of the east street line of Yonge Street and the north street line of Front Street. An interesting point in connection with this was the practice of the T.T.C. and probably the Board of Trade before it, to barricade this area for one day (usually a Sunday) each year, in order that title to it could be retained. The building had rubble stone and concrete foundations, while the walls facing the streets had red sandstone bearing walls over the first and second storeys, with red face brick above. The rear walls were stock brick, and were covered with a stucco layer in later years, on those faces where adjacent buildings had been demolished.

A distinctive appearance was given to the building not only by its rounded corner, but also by the copper sheeting covered hip roof and the circular tower over the front corner, all serving to give the structure a certain monumental aspect. This tower was a difficult piece of construction, and the upper stories of the building collapsed under its weight at one point during the original erection. A large room of circular shape lay directly under the base of the tower on the sixth floor, which room was equivalent to the sixth and seventh floors, plus a high domed ceiling, in height. The room, of elegant appointment, had a diameter of 56 feet and was known appropriately enough as the "Round Room" during T.T.C. days. A feature of this room was its elaborate wood panelling and carving, one principal element of the motif being the heads of bears and bulls, which gave hint of the building's intimate connection with the stock exchange in its earlier days.

Also distinctive were the elaborate portals around the entrance doors, one located on Yonge Street and one on Front. A view of one of these portals is included in the photo spread on page 8. The steel circular staircase, with marble treads, was located in a "stair tower" in the crotch of the "L" at the rear of the building. Two passenger elevators were provided, near the end of the Front Street wing. The building was of fire resisting construction, with interior partitions of brick and hollow tile, as well as steel columns and floor beams and hollow tile floors.

Shortly after the erection of 35 Yonge Street (the 1909 Goad's Atlas shows it as 31 Yonge Street), a seven storey third wing was constructed, extending northerly from the east end of the

Front Street wing, and having an axis perpendicular to the line of Front Street. The date of the construction of this annex is not known exactly, but the structure was in existence by 1894.

This newer wing gave the building a "U" shape, and as the two north-south wings butted against the building to the north ("Stanley Chambers", 37 Yonge Street), a small enclosed light well was formed, which extended from the top of the structure down to the level of the second floor. It did not go below this to the ground as the first floor of 35 Yonge Street was extended over the full area of the owned property. A connection between the ends of the "U" was available on the seventh floor, where a small covered passageway of about 4 feet in width and 12 feet in length extended between the Yonge Street wing and the annex. Windows faced on the light well in all wings as well as the stair tower, but the confined dimensions and height of the well made the aspect from these windows a rather dismal one.

The annex wing was narrower than the two original wings, having a width of 22 feet, which allowed room for a corridor and a single line of office on one side only. The east wall of the annex was contiguous to a four storey building at 10 Front Street East. The boiler room was located partially under the light shaft and partially under the annex.

The Toronto Transportation Commission, formed in November, 1920 to succeed the Toronto Civic Railways and the Toronto Railway Company in the task of providing street railway service in Toronto following the expiration of the franchise of the latter after August 31st, 1921, was set up and appointed by the City of Toronto. Rather naturally, then, the Commission's first office space, used during those first few organizational months of its life, was located in the City Hall. Upon assumption of the operating systems at midnight of August 31st - September 1st, 1921, together with the operating staff, larger quarters were necessary and were found as a temporary measure, in the Ryrie Building at Yonge and Shuter Streets. The Treasurer's Department was, however, established in accommodation at the south-east corner of Yonge and Wellington Streets and led the later general shift to the lower end of Yonge Street that came with the purchase and occupancy by the Commission of the former Board of Trade Building.

No. 35 Yonge Street was purchased by the T.T.C. during 1921 after it had been determined that the Toronto Railway Company's head office building at the north-west corner of King and Church Streets would not be among the assets to be taken over from the private company. Occupancy of the Board of Trade building by the T.T.C. did not occur until April 10th, 1922. At this time, and for a certain period thereafter, the Toronto Hydro-Electric System shared space in 35 Yonge Street and the brass plates carrying the names of the two Commissions housed within were placed on either side of the entrance doorways. The Commission used for a period of only about one year the east annex of the building, together with 10 Front Street East, which had also been included in the original property purchase. Intercommunicating doors had been cut through the walls between the latter building and the lower four floors of the annex. Only a few of the offices in each of these buildings was used by the T.T.C., however, and most were vacant during the last year of their existence. In 1923, the Commission demolished 10 Front Street East, together with most of the seven storey annex, leaving only the southerly 12 feet, more or less, of the latter, which became incorporated as a portion of the east wing. The passageway connecting the seventh floors of the annex and the west (Yonge Street) wing had been removed about 1920-21.

A one storey extension to the remaining portion of the Head Office building was made in 1923, following the demolitions, which covered the area of the light well and the seven-storey annex, this space being used by the Cashier's Department. The area which had been occupied by 10 Front Street East was turned into a parking lot for Head Office employees' cars but its narrow width, 30 feet, limited its utility in that function.

The Treasurer's Department moved into the Head Office building some time after April 10th, 1922. In October of 1923 a stub-end siding was built on the north side of Front Street adjacent

to the south-east corner of the building; this spur track ran from a facing switch on the westbound track. The spur was used by Money Car 28, which gathered cash and ticket receipts from the fareboxes turned into the divisional carhouse offices, and brought them to Head Office for sorting by the Cashier's Department. The siding proved to be rather short-lived in this location.

By 1928 it had been decided that further space for future expansion should be acquired by the Commission adjacent to 35 Yonge Street. This resulted in a program of property purchase during 1928 and 1929 which roughly doubled the amount of land owned in the Yonge-Front vicinity.

The plan on Page 7 shows the various land parcels, numbered #2 through #9, which were acquired in this program.

The location of 35 Yonge Street was and is at a point where the office building complex of downtown Toronto ends and the warehouse district of Front Street East and Wellington Street East begins. Five of the buildings acquired by the T.T.C. in the expansion program were thus warehouse buildings, including a four-storey structure at 12 Front Street East, a five-storey building to the immediate east of this known as 14 and 16 Front Street East, and which was physically divided into two properties by a firewall; a four and three-storey warehouse at No. 41 Yonge Street, and four-storey warehouses at 5 and 7 Wellington Street East. A four-storey office building, known as STANLEY CHAMBERS, No. 37 Yonge Street, and which lay directly north of and contiguous to the existing Head Office building was also acquired during 1928, as was the four-storey HYDRO HOTEL, No. 39 Yonge Street, which lay directly north of and contiguous to Stanley Chambers.

The Wellington Street properties were physically separated from the remainder of the holdings, as enlarged by a 35 foot wide lane, which extended in an east-west direction behind the properties, although reaching neither Yonge Street nor Scott Street. Its connection to the street system was a 10 foot wide extension northerly from its westerly end to Wellington Street.

The T.T.C. proceeded to use only a limited amount of the extra floor space resulting from the 1928-29 expansion program for the Head Office; the upper two stories were lopped off of 14 and 16 Front Street East. The upper floor of the resulting three storey building was utilized as the Head Office employees' rifle range, while the first and second floors continued to be rented to other users, a situation which continued for many years thereafter. Some time later the basement of 14 - 16 Front East was put into T.T.C. use as an underground garage for Head Office officials; ramps from Front Street led down to the basement level. The reason for the removal of the top two stories of this building remains somewhat unclear. This structure, as the Gowans-Kent Building, a chinaware and crockery warehouse, suffered extensive damage in 1899 when fire ravaged the immediate area, and it is believed that the building, although rebuilt, remained physically weakened and that it was supported to some degree by 12 Front Street East, next door; the demolition of the latter building in 1928 would thus have necessitated the lowering in height of 14-16.

Only Stanley Chambers, of the various acquired buildings, was utilized immediately to its full extent, as an annex to the Head Office. Despite its completely dissimilar architecture to 35 Yonge Street, even to differing floor heights, it was made over entirely as an extension to the main building, with doors cut through the contiguous walls and short flights of stairs constructed to connect the varying floor levels. The Yonge Street door of the Stanley Chambers was removed.

A small piece of new construction was also undertaken in 1928-29, as the 1923 Cashier's Department extension to the main building was added to at its north-east corner, to bring the building into line with the north wall of Stanley Chambers, as well as moving outwards and changing the angle of a portion of the east wall. The extent of this extension can be seen in the lower diagram on Page 6.

The areas of the demolished buildings together with the public lane and the parking area where 10 Front Street East had been were all combined to form a "T" shaped courtyard, the main

portion of which extended from Wellington Street through to Front Street across the 35 foot lane, with a branch leading westerly to Yonge Street through the site of the former Hydro Hotel. Ornamental iron gates were erected at the Wellington and Yonge Street entrances. The yard was paved with smooth red brick, which remained in good condition and gave a good appearance throughout its lifetime. The two legs of the public lane were laid with the same material, but the differing direction of the courses of brickwork in the lane served to identify the T.T.C. and city-owned sections of the pavement. Barricades were erected on one day each year across the courtyard along the boundaries of the lane in similar manner and for a similar purpose as the barricading of the Yonge-Front corner, mentioned previously.

Although the courtyard was of value for Commission automobiles, etc., its original purpose at the time of its construction was to allow 35 Yonge Street to be utilized as an interurban bus terminal for the T.T.C.'s subsidiary Gray Coach Lines. The T.T.C. had been in the interurban bus field since 1926, and the gray vehicles were loaded and unloaded around the intersection of Bay and Dundas and on Front Street adjacent to the Head Office building for the first few years of operation. This unsatisfactory arrangement was terminated when the courtyard became available, and 35 Yonge Street became for a few years Toronto's principal bus depot. The ground floor was fitted as a waiting room and tickets were sold at the Cashier's Department wickets. A platform and canopy was built along the east side of the Head Office building, which facilities remained right up until demolition, although of little use in later years.

The operation of buses through the courtyard made continued use of the cash car spur on Front Street inadvisable, as buses turned on to the street right through the location where car 28 had been parked when visiting Head Office. This spur track was accordingly removed in 1928 and a new spur track of greater length was laid in the courtyard at the time of its paving. This second siding was connected to the eastbound tangent track on Wellington Street by a trailing switch, and made a reverse curve within the courtyard in order to bring the tail end close to the one-storey Cashier's Department extension of 35 Yonge Street, where the valuable shipments within car 28 were unloaded. Overhead poles were not required within the courtyard, as the span wires were anchored to the flanking buildings. The second cash car spur, extending as it did into an area which was being used as a bus terminal, probably caused more than one person not knowing its purpose to conclude that it was the remnant of some interurban electric railway service that had preceded the buses; at least this was the reaction of the author when he first witnessed the track about 1931.

The intensive use of 35 Yonge St. as a bus terminal lasted only until 1931, when the Bay and Dundas facility was opened. Certain routes to the west, notably the Hamilton service, however, continued to make 35 Yonge Street a "port of call" on the way out of Toronto until the practice was discontinued during World War II. Sightseeing service was dispatched from the courtyard, and this continued to be the case after all other regular bus services abandoned the Head Office stop. The downtown-Exhibition coach service also operated through the courtyard during the period that the C.N.E. was in operation, and this practice continued until the property was vacated.

The Head Office properties remained as they had been established in the 1928-29 expansion program for some 14 years before the necessity for further expansion was felt. During these years there was little change other than the abandonment of the cash car spur by car 28 when it was withdrawn from service in 1938 and placed in storage at Russell Division. From this time forward motor trucks took over the venerable car's task. The spur continued to be of some use as the P.C.C. era arrived, however, as the first units of various car series were taken to the courtyard for inspection by the Commissioners and top executives. It is believed that the last car exhibited on the spur was a car of the A5 (4275-4299) group in February of 1945. The double tangent track on Wellington Street was reconstructed during 1946 in preparation for its use by various diversions

of the Yonge carline in association with the construction of the Yonge Subway; during this reconstruction the switch for the old courtyard spur was removed, and the rails were lifted back to the south street line of Wellington Street from the switch. From that time until removal in 1958 the rails stood unused in the courtyard brickwork, while the Commission inspected post-war P.C.C. cars as they stood on Front Street, south of the Head Office building. The cars necessarily stood on the eastbound track, as the westbound track between Scott Street and Yonge Street was removed in November of 1947 in advance of a sewer construction project which was also associated with the construction of the Yonge Subway. The road was repaved without replacement of the track, and to the present time the eastbound track remains alone on Front Street between Yonge and Scott Streets, now without overhead and deadending at Yonge Street.

The discontinuance of operation of G.C.L. interurban bus services through the courtyard during the war years freed certain space on the main floor of 35 Yonge Street, as the extensive foyer area was no longer required as a coach terminal waiting room. Various offices were established along the Front Street windows, and in connection with this the Front Street entrance to the building was permanently sealed up. This entrance had only limited value in any case, as a door opened onto the courtyard near the south-east corner of the building.

In 1943 the Commission occupied fully the old warehouse building at 14-16 Front Street East, which became known simply as 14 Front East, as the building was then used as an integral unit. A shaft for a self-service elevator was built against the west wall of the building, in the courtyard. The floors in the two halves of the building were connected by firedoors.

14 Front East was needed at this time to house the extra staff taken on to form the new Rapid Transit Department, which was charged with the execution of the complete planning of the Yonge and Queen Street subways. The earliest planning on these projects, when location details were still of a confidential nature, was done elsewhere in the downtown area, the exact location of this temporary office being kept a rather well guarded secret. Eventually, when the detail planning stage got underway, all staff of this department was based at 14 Front Street East. A rapid transit display now was set up on the second floor of the building, where details of the rapid transit construction program were illustrated by maps, charts and photographs, and where civic officials and businessmen's groups, etc., could meet in order to be apprised of the details of the project. The U.C.R.S. February 1946 meeting was held in this room.

Ultimately the entire Engineering Department's Head Office staff was moved into 14 Front Street East in order to alleviate crowded conditions in 35 Yonge Street induced by the wartime traffic boom on the transit system. As the design of the Yonge Subway was completed and construction commenced, and further work on the Queen subway-surface project was abandoned, the Rapid Transit Department was reduced in size and finally abandoned altogether, its remaining personnel being absorbed by the Engineering Department. 14 Front East was to live to see preliminary plans for "the Bloor-University subway executed within its walls prior to its demolition. This rather inauspicious looking building was truly the cradle of rapid transit in the Dominion of Canada, and the Editor firmly believes that the Society should exhort the Toronto Historical Board (a civic body appointed to maintain various historic buildings and to mark suitably historic sites within the city) to act when another building is erected on the site. It is suggested that a plaque should be affixed to such building proclaiming the spot to be that whereon Canada's First Subway was designed and the construction thereof supervised.

During latter years adjuncts to Head Office were maintained in rented quarters on the third floor of 6 Wellington Street East and the second floor of 184 Bay Street. The former was a rapid transit construction office. The latter housed the G.C.L. Ticket Audit, which was moved to 35 Yonge Street when space became available following the first shift of Head Office staff to Hillcrest early in 1954, and also by virtue of the construction of a one storey extension to

Stanley Chambers in 1953, utilizing a portion of the courtyard which extended westerly to Yonge Street. It was on this area that the old Hydro Hotel had once stood. This short-lived extension was constructed of red brick and stone trim and stood out in strange contrast, both in height and newness, with the venerable structures on either side of it; it provided additional space for the Cashier's Department.

On January 1st, 1954, the three-man Toronto Transportation Commission was replaced by the five-man Toronto Transit Commission, and this was soon reflected on the face of 35 Yonge Street.

The large brass letters affixed to the wide course of stone between the second and third floor windows had for many years spelled out **TORONTO TRANSPORTATION COMMISSION**, around the 28 foot radius curve of the front corner of the building. The word "**TRANSPORTATION**" was amended to "**TRANSIT**", but the old word was indelibly marked on the stonework, and could easily be read under "**TRANSIT**" over the last five years of the building's existence.

➤ The generalized assignment of floor space in the buildings in January of 1954, just prior to the first moves to Hillcrest, was as follows:

35 Yonge Street, Including Stanley Chambers

- 1st. Floor - Foyer, Cashier's Department, Transportation (Motor Traffic) Department.
- 2nd. Floor - Treasurer's Department.
- 3rd. Floor - Research Department, Public Relations Section, Safety Section, Statistician's Department, Canadian Transit Association, Accountants, (Price, Waterhouse & Company) and certain offices of Treasurer's Department.
- 4th. Floor - Transportation Department, Purchasing Department.
- 5th. Floor - Executive Department, Commissioners Offices and Board Room.
- 6th. Floor - Round Room, Cafeteria, Legal Library.
- 7th. Floor - (Top of Round Room) Library, Legal Department.

14 Front Street East

- Basement - Officials' Garage, (rented) snack bar.
- 1st. Floor - Treasurer's Department (Tabulating Section, Passenger Guides).
- 2nd. Floor - Engineering Department (Electrical Section).
- 3rd. Floor - Engineering Department (Way and Structures Section).

41 Yonge Street

- 1st. Floor - Lost Articles Office.
- (2nd., 3rd. and 4th. floors were vacant and were never used by the T.T.C.)

In March of 1954 the departments on the fourth floor of the main building moved to the Hillcrest Administration Building on Bathurst Street, which was being gradually fitted to take over those departments in 35 Yonge Street concerned with engineering and the operation of the system, as well as certain other departments, such as the Equipment Department, which had always been located at Hillcrest. This move allowed the remaining departments at 35 Yonge Street to "loosen their belts" somewhat. Extensive alterations were carried out on both the 3rd. and 4th. floors at this time, and among the changes was the establishment of a new Conference Room on the 4th. Floor, which was fitted with a large and elegant coloured map of the T.T.C. system, and which room was used for various official meetings. Local members will recall that the Society's "farewell" tour of 35 Yonge Street on March 1st, 1957 was preceded and followed by a gathering in this Committee Room.

By 1955 the T.T.C. had decided to put the Head Office properties up for sale and to locate a new Head Office building somewhere on real estate already owned in conjunction with the Yonge

Subway. This was a long term economy move, both as regards the better use of land, and as 35 Yonge Street was becoming increasingly unsuitable for modern office procedure. The Head Office properties were purchased in 1956 by the O'Keefe Brewing Company as part of a large land assembly scheme in the area, involving the construction of a civic centre on lands on the east side of Yonge Street, on both sides of Front Street. The T.T.C. was to continue to occupy the buildings until the new Head Office, which was decided for siting at Davisville Subway Station, was ready for occupancy.

The Research Department moved to the Hillcrest Administration Building on February 9th, 1957 as did the Engineering Department from 14 Front Street East on November 8th, 1957. The other departments stayed on in the old quarters until February of 1958, when, in moves on three successive weekends ending with that of February 22nd, all personnel and office equipment was relocated in the new McBrien Building at 1900 Yonge Street.

The new owners of 35 Yonge Street put the building up for rent, and it is understood that some space on the main floor was occupied for a few months. In the meantime, 14 Front Street East was demolished during the early spring of 1958, and the cleared area was turned into a parking lot.

Finally, in November of 1958, as related in the sentence which opened this narrative, demolition of the old Head Office building was commenced, and has since been completed. At the time of writing, ironically enough, only the decrepit Structure at 41 Yonge Street remains of the various buildings in the area that were owned by the T.T.C.

By virtue of building demolitions and a gradual creeping away of the active portions of the downtown area, the Front and Yonge area has declined over the years. A comparison of the surface transit services operated past the corner in 1921, when the 35 Yonge Street property was purchased by the T.T.C., and in 1958, when the last Commission employees left the property, as shown on page 14, points up this fact.

KEY TO PROPERTY PARCEL NUMBERS USED ON PLAN ON PAGE 7

(Hatched areas indicate locations of buildings used on a permanent basis by the T.T.C.)

- 1 - 35 Yonge Street, including area of 1923 extension replacing previous annex and light shaft.
- 2 - Stanley Chambers, originally 37 Yonge Street.
- 3 - Site of Hydro Hotel (39 Yonge Street); became part of courtyard, 1928; one storey annex to Stanley Chambers constructed in 1953.
- 4 - 41 Yonge street.
- 5 - Site of 5 Wellington Street East; became part of courtyard, 1928.
- 6 - Site of 7 Wellington Street East; became part of courtyard, 1928.
- 7 - 16 Front Street East (later part of 14 Front Street East).
- 8 - 14 Front Street East (original area).
- 9 - Site of 12 Front Street East; became part of courtyard, 1928.
- 10 - Site of 10 Front Street East; demolished to form parking area, 1923; became part of courtyard, 1928.

The Editor wishes to acknowledge the assistance of Mr. L. H. Pursley in the preparation of the foregoing article.

Photo: The elaborate Romanesque style Yonge Street entrance door, this had a duplicate on the Front Street side of the building, which was blocked off latterly. [0160-001.pcx](#)

Photo: General view of 35 Yonge Street looking north-east. The "Stanley Chambers" Annex is visible at the extreme left. The "Round Room" was located on the 6th floor directly under the dome. [0160-002.jpg](#)

Photo: One of the brass number plates affixed at each side of the Yonge Street entrance. [0160-003.jpg](#)

Photo: 14 Front Street East, a building which was originally an additional two storeys in height;

the elevator shaft was added by the T.T.C. in fairly recent times.

[0160-004.jpg](#)

Photo: The Lost Articles Office at 41 Yonge Street only the bottom floor of this building was used during the period of T.T.C. ownership. Part of the one storey extension to the Stanley Chambers built in 1953 is visible at right.

[0160-005.jpg](#)

Map: 35 Yonge Street Prior to 1923.

[0160-006.pcx](#)

Map: 35 Yonge Street After 1928.

[0160-007.pcx](#)

Map: Head Office Properties and Surrounding Trackage.

[0160-008.pcx](#)

Map: Toronto Railway Company Routes July 1921

[0160-009.pcx](#)

Map: Toronto Railway Company Routes March 1954

[0160-010.pcx](#)

Map: Toronto Railway Company Routes February 1958

[0160-011.pcx](#)

DIESELIZATION ON THE DOMINION ATLANTIC RAILWAY

by Kenneth S. Macdonald, Truro, NS

"D.A.R. WILL SWITCH TO DIESELS", printed in red ink, **formed the** headline for the *Halifax Chronicle-Herald* on April 3, 1959, together with a photo of C.P.R. D10 4-6-0 1027, one of the locomotives used on the D.A.R. Ten diesels for freight service were expected on the system in the ensuing six weeks. Two steam locomotives will be retained on the Dominion Atlantic at least until the fall of this year as protection for the Dayliners on the Halifax - Yarmouth run.

Up until this year the only other diesel operation on the D.A.R. has been the use of two M.L.W. 660 H.P. switchers (C.P.R. 6560 and 6561) hauling gypsum trains from near Windsor to Hantsport, NS.

Lately C.P.R. Pacific 2627, with the colourful D.A.R. crest on the tender, has been used on the Midland Branch from Windsor to Truro.

MICHIGAN RAILROAD CLUB FAN TRIP

On Sunday June 14th the Michigan Railroad Club will operate a steam-powered excursion from Detroit to Jackson, MI, and return. A further feature of the trip will be the use of open gondola cars on the train. Times of departure and arrival at Detroit are scheduled as 8:15 A.M. and 9:15 P.M., E.S.T. respectively. The fare is \$9.00, including a meal at Jackson. Tickets may be obtained from W. Rudduck, Box 2271, Dearborn, MI, U.S.A.

C.P.R. NEW BRUNSWICK STEAM REPORT

By T. F. McIlwraith Junior

McAdam (April 1, 1959):

At 6:30 A.M., the only steam engine moving was V4 0-8-0 6928 which was switching in the yard, along with two regularly-assigned diesel switchers. D10 1044 was on the ready track by the roundhouse. Inside 802, 6964, 2598, 2626, 5361, 2504 were all steaming. F1 4-4-4 2926, which had been running to St. Stephen throughout the winter, was in for a hydrostatic test. Gas car 9005, which used to run from Ottawa to Manawaki, was held as protection for the car between Fredericton Junction and Fredericton. M4 3429 and P2 5455 were out of service inside. Three locomotives were in the backshop - D4 453, which had its boiler front removed and was being worked on, 5357 and 2660, stored. About 7:00, 5330 came in on a westbound freight, uncoupled, and moved to the coaling tower. V5 6961 came in from Vanceboro, Maine, on a regular overnight transfer run with the Maine Central. Soon after this, 1044 left with a wayfreight for St. Stephen. 6964 came out and pushed 2926 farther into its stall so the doors could be closed behind. Just before the Boston - Saint John passenger train arrived, 2504 came out to make up a wayfreight for Aroostook.

Fredericton (April 1, 1959):

Gas car 9003 was running, making three round trips daily (except Sunday, when only one trip is made) between Fredericton and Fredericton Junction, where connections are made with the trains between Saint John and Montreal or Boston. Baggage and Buffet car 3051 was kept in Fredericton for use as a trailer for 9003, the lunch stand not being used. P1 5206 was moving in the yard, making up a freight for McAdam.

Bay Shore (Saint John) (April 1, 1959):

R2 2-10-0 5755 was standing outside the roundhouse while sister 5754 was switching. The latter was to be tied up that night in anticipation of a drop in traffic with shipping opening to Montreal. The 2-10-0's run only in winter when freight traffic in Saint John, a year round port, is heaviest. N2 3719, with a short "bob-tail" tender, like those which some G2's had in Montreal suburban service, was also switching. Locomotives 5452, 3692 and 3700 were steaming inside. DA 492 had just returned from St. George. Along with 490, which sat on the next track, these locomotives are kept for service on this branch, being the heaviest engines usable. Pacific 2397, the only remaining G3 in the Maritimes, was being used in freight service to McAdam. This type of locomotive used to pull trains 41 and 42 between Saint John and Montreal before dieselization. Also in the roundhouse were 6932 and 2628, both out of service. N2 3641 was switching in the yards at Lancaster and 3582 was doing the same job at the Union Station in Saint John.

Norton-Chipman (April 2, 1959):

Motive power for mixed train 559 was Class A2m 4-4-0 136, the oldest of the remaining three C.P.R. 4-4-0's, built by Rogers in 1883. The train included box car 264264 and wooden combine 3363. Going north, a parcel was unloaded at Belleisle, water was taken at Perry, seventeen bales of wire were unloaded at Cody, and stops were made at Young's Cove Road, Cumberland Bay and Pennlyn, five passengers being picked up at the latter point. Switching of hoppers at a number of sidings between Coal Creek and Chipman delayed the train and arrival at the northern terminus was an hour late. 136 was wye'd and coaled for the return trip. Inside the two-track engine house sat 29 and 144, the other two 4-4-0's. 144 and 136 had been used alternately during the winter, 144 having been running the day before. 29 is a less powerful engine and is not used in winter. However, with 136 due in McAdam the following week for a hydrostatic test, 29 was expected to take over. On the return trip, more switching was done between Chipman and Coal Creek. Two passengers were carried to Pennlyn and three more got on at Cumberland Bay to ride to Norton.

Two unscheduled stops were made - one near Cody - to thaw frozen culverts so that the track would not be flooded during the spring melting. Using 136's steam, a long hose with a perforated nozzle on the end was fed through the culvert, melting the ice as it went. The 4-4-0 and combine arrived at Norton an hour late.

MISCELLANY

➤ The C.P.R.'s last 0-6-0 switcher in active service, 6275, has been replaced at Goderich by 660 H.P. diesel 6589. The 0-6-0 has been donated by the railway to the Huronia Museum at Goderich, and has already been moved on portable track lengths through the streets of the town to its place of preservation.

➤ Grand Trunk Western E.M.D. road-switcher 4541 is being rebuilt and regear'd, following a wreck, to become G.T.W. 4139.

➤ Grand Trunk Western diesel switcher 8026 (Alco, 1953) is being scrapped; G.T.W. 79 was scrapped on December 31, 1958.

➤ Thousand Islands Railway locomotive 500 has recently been given a classification (LS-3a) in the C.N.R. system, and appears in the C.N. official summary of diesel-electric locomotives, where its haulage rating is listed as 4%.

- Canadian Car Company (formerly C.C.& F.) 0-6-0 switchers 4 and 6 have been sold for scrap to the Steel Company of Canada Limited. During the trip from Montreal to Hamilton, one of the locomotives burned out a brass, and the engines were stored for some time on a siding at Gananoque Junction awaiting a replacement.
- On Thursday, April 16th, for the first time since dieselization began, there was no steam power in service on the Southern Ontario District of the C.N.R.
- The experimental T.T.C. subway train comprising the six cars 5110-5115 was used in revenue service for the first time on May 6th.
- The T.T.C. is presently renewing tangent track on Bloor Street West between Oakmount Road and Quebec Avenue, a short section not reconstructed when the remainder of the trackage between Indian Road and Runnymede Road was renewed in 1949, also taking place currently is the rebuilding of the track base on Lake Shore Road between 23rd Street and 32nd Street in Long Branch, as an extension of the work of a similar nature completed last year between Brown's Line and 32nd Street (see *Newsletter 155*, Page 6).
- Further track work planned for 1959 is the reconstruction of a lengthy tangent section of Queen Street West, viz., from Bathurst Street westerly to Shaw Street.
- Work is now in progress at the T.T.C. St. Clair carhouse in building a southerly extension to the divisional office. This extension is being erected across Tracks 1 and 2, which will of necessity be henceforth long stub end tracks.

STEAM POWER RECENTLY OBSERVED IN ONTARIO

As the operation of steam locomotives in Southern Ontario draws to a close, many local enthusiasts are following the movements of the remaining power more meticulously than ever before, and are keeping an equally close watch on those engines stored out of service at the various terminals.

Recent lists arising from such efforts are as follows:

- Observed at Stratford, Ontario (C.N.R.) on April 11th - By T. F. McIlwraith Junior

1520 - (ex-1225)	5066	6069	6151	6235	6264
2335	5101	6070	6158	6237	6400
2586	5144	6071	6170	6240	6401
2650	5263	6078	6171	6241	6403
2655	5264	6105	6185	6247	7312 (ex-7157)
3252	5279	6125	6188	6250	Tender of 6166
3299	5285	6131	6217	6253*	
3366	5298	6140	6220	6256	
3473	5568	6143	6223	6285	* - Many parts missing
3492	5580	6145	6224*	6259	
3501	5704	6147	6228	6262	
3547	6027	6148	6229	6263	

All of the above locomotives stored out of service.

- Observed at Mimico (C.N.R.) on April 18th - By Wilfred Stallan

In steam: 6201, 6204

Stored outside (rods on): 6167, 6251, 6137, 6236, 6241, 6182, 6126, 6178, 6112 (new paint), 6167, 8303.

Stored outside (rods off): 6246, 6207, 6245, 6034, 6254, 6168, 6261, 6100, 7471, 5077, 7379, 5071, 3407 (ex-Joffre), 6127, 2435 (ex-Joffre), 2527 (ex-Limoilou).

- Observed at Ottawa (C.P.R.) in late April - By Bruce Cole

In steam: 1270, 3408

Stored out of service: 424, 899, 1226, 1267, 2500, 5152.

C.N.R. - 8360, only steam locomotive left at Ottawa, put into storage on April 22nd. About half of the roundhouse was torn down, with the remaining half to follow in a few weeks.

➤ Observed at various points on May 9th and 10th - By Alan Crompton

Smiths Falls (C.P.R.),

in service: 1231, 1255, 2219, 2811, 6933

for repairs: 1223, 2659

stored, stack capped: 840, 870, 964, 1087, 1106, 2224, 2514, 5416.

Brockville (C.N.R.), all stored: 3436, 4063, 5281, 6155

Trenton (C.P.R.), in service: 3507

stored for protection: 815

Spadina Avenue (C.N.R.) May 1st, all stored:

5031, 5267, 5565, 5701, 5702, 6007, 6021, 6211, 6213, 6214, 6215,
6219, 6230, 6233, 6234, 6402, 6404, 8352, 8364, 8398, 8421.