

NORTH
YONGE
RAILWAYS

II

Part of Toronto-Lake Simcoe Line Operated Again.

The south end of the Toronto-Lake Simcoe electric railway between the north limits of Toronto and Richmond Hill, 10.5 miles, was again placed in operation, July 17, following the purchase of that part of the line from the City of Toronto by the Town of Richmond Hill and North York, Vaughan and Markham Townships, and the entering into of an agreement with Toronto Transportation Commission for the operation of the section. The whole Toronto-Lake Simcoe line, formerly Metropolitan Division, Toronto and York Radial Rys., was secured by the City of Toronto from the Sir William Mackenzie interests some years ago, and after being operated by the Hydro Electric Power Commission of Ontario Railways Department for a while, was entrusted to the Toronto Transportation Commission for operation. This year, however, the whole line was abandoned, on account of continuing loss in operation. After considerable delay, an agreement was arrived at between the four municipalities named, on the one hand, and the City of Toronto, on the other, for purchase of the line from Toronto to Richmond Hill for \$75,000, and an agreement was entered into between the municipalities and the T.T.C. for its operation, the T.T.C. to determine fares and service, any surplus to be used toward fare reduction, and any deficit to be met by the municipalities, in the proportion of 55% for North York Tps., 11% each for Markham and Vaughan Tps., and 23% for Richmond Hill. The County of York, in the southern part of which the municipalities mentioned are situated, took legal action to compel Toronto to resume operation of the whole line, but lost its case, and finally abandoned an appeal which it was announced would be taken.

The decision to abandon the appeal was arrived at by the York County Council on June 23, and it was expected that the four southern municipalities could complete their agreements with the City of Toronto and the T.T.C. and have cars running between Toronto and Richmond Hill in a short time. The delay to July 17 in having operation started arose from several causes. Municipal bylaws authorizing the agreement had to be passed, and the Reeves of Richmond Hill and of Markham Tp. objected to a section in the agreement to provide that the T.T.C. operate the line for 15 years; this difficulty was overcome by changing the section to specify that the agreement be for 5 years, one year's notice of desire to terminate to be given at any time thereafter. The Toronto City board of control then insisted that it be made a condition of the agreement of sale that the line be not sold to any private interests at any time. This was agreed to. On July 4 the county withdrew its litigation; the agreement of sale was signed on July 10, and the city received the \$75,000 for the south section of the line on July 14.

Operation was begun on July 17 at 7.30 p.m., when a car containing representatives of the four municipalities, the City of Toronto, and the T.T.C., preceded by a car carrying a band, proceeded from Toronto to Richmond Hill, where a celebration was held. The service is being given with one-man cars, including a number bought by the H.E.P.C. of O. Railways Department for the radial railway between Toronto and Port Credit, some years ago, and described in these columns at the time.

The route is divided into 6 fare zones, with a 5c fare in each, the return fare between Toronto and Richmond Hill being 55c. The cars connect at the Toronto north limits with those of the T.T.C. city system. The basic service to Richmond Hill is an hourly one, with a 40 minutes one to Steele's Corners, at the north side of the suburban area adjoining Toronto, headway being decreased in rush hours.

At the time of writing, arrangements are being made for a vote of the rate-payers of the Town of Newmarket and the townships through which the line runs, on a proposition to buy the 12.42 miles between Richmond Hill and Newmarket and have it also operated by the T.T.C. The City of Toronto asked \$150,000 for this section of the line, and the possible purchasers are trying to secure a reduction in that price. The annual deficit on operation of this section would, it is estimated, be from \$45,000 to \$60,000 a year. The city has undertaken not to disturb the line south of Newmarket before Sept. 15, to allow time for a decision as to purchase to be arrived at. The line north of Newmarket, extending to Sutton, on Lake Simcoe, will without doubt be taken up. The Toronto city board of control on July 11 directed City Solicitor Colquhoun to appoint a trustee to dispose of, on the city's behalf, all of the Toronto-Lake Simcoe line assets not taken over by the municipalities served.

a result, it was stated that Montreal people would have to prepare themselves for a ban on parking of motor vehicles in congested streets. On July 4 it was reported that a bylaw prohibiting parking on the south side of a portion of St. James Street would be enforced. On the same date the city executive voted to appropriate \$25,000 for carrying out traffic improvements, such as installation of manually operated traffic signals, creation of safety zones, etc., to prohibit left hand turns at specified busy street corners, and to adopt the sticker system of summoning to court those guilty of violating traffic laws. There had been some talk of employing a traffic expert for the city, but this was decided against.

The next step in the city's effort to secure better traffic conditions was a recommendation by the advisory traffic committee that motor vehicle parking be prohibited in an area bounded by McGill, St. Paul, Craig and St. Vincent Sts. and the court house, and information to hand at the time of writing is that this prohibition will be placed in effect about the beginning of August, although, as was to be expected, numerous protests from merchants and others within the area, who fear the driving away of a large part of their trade, have been received by the committee and the city authorities.

August 1930

Proposed Abandonment of Toronto-Lake Simcoe Radial Railway.

Toronto Transportation Commission wrote the city board of control on May 22, recommending abandonment of the radial railway running from Toronto northerly to Sutton, on Lake Simcoe. The letter stated that this line, known as the Metropolitan Division, together with the Scarborough Division running east out of Toronto, and the Mimico Division running west out of Toronto, were acquired by the city in 1920; that they were operated by the Hydro Electric Power Commission of Ontario Railways Department from Nov. 1, 1922, to Jan. 11, 1927, and have since then been operated by the T.T.C.; that the Scarborough and Mimico Divisions were incorporated into the T.T.C. city system in 1928; that the Mimico Division is self-supporting and that the Scarborough Division is self supporting as far east as Birchcliff; that abandonment of the Scarborough Division line east of Birchcliff is being considered; that the Metropolitan Division's losses are a charge against Toronto taxpayers; that that line is 48.66 miles long from Toronto north city limits to Sutton, and that the Schomberg branch, on which operation was abandoned on June 30, 1927, is 14.36 miles long; that freight and express revenue on the Metropolitan Division line was 19.5% less in 1928 than in 1927 and passenger revenue 5.5% less; that the city council appropriated \$430,000 to place the line in good condition, \$300,000 for cars and \$105,000 for track improvements, but that only the \$105,000 has been spent; that the 1927 operating loss on the Metropolitan Division was \$327,019.92, and the 1928 operating loss was \$381,044.38; that annual fixed charges on the outstanding debentures are \$271,542, which will have to be met for about 11 years, but which can be reduced by salvage of assets if the line is abandoned, and that, in the T.T.C.'s opinion, the final loss to the city will be less if the line is abandoned than it will be if operation is continued.

The letter concluded as follows:—"Your Commission recommends that in the best interests of the city and in order to protect the city from further unnecessary loss, operation of the Metropolitan Division be discontinued. If our recommendation is adopted, we would suggest that all service cease on Sept. 30, 1929. Operation should be continued through the summer and over the exhibition period on account of the fact that the summer months represent the period when losses are comparatively light and the maximum amount of revenue can be obtained. If the city adopts the foregoing recommendation, your Commission will make every effort to assist the city in adjusting and disposing of the assets."

The T.T.C. in its letter quoted extracts from a report on the Metropolitan Division situation, made by R. M. Feustel, Fort Wayne, Ind., President, Indiana Service Corporation, who it had retained to make a study of the matter. These are summarized as follows:—"The permanent population outside of Toronto served by the line appears to be not over 20,000. The transient summer population at Lake Simcoe affords a temporary increase in revenue, but it is for only a very small portion of the year. Revenue decreased from \$636,218 in 1923 to \$409,487 in 1927. The trend is similar to that obtaining on some 2,000 miles of line in Ohio, Michigan, Indiana and Illinois. The service has been well arranged to fit the traffic available. The rather high average track mile revenue of \$18,500 a year speaks well for past operations, but it probably represents the maximum which will ever be earned on the property. The inroads of trucks and automobiles are increasing. The pas-

senger car equipment on the line is somewhat old in type. Cost of power is high, on account of this old equipment, and also on account of heavy grades and the amount of snow removal necessary. The present downward trend in gross earnings may be expected to continue until only about \$4,000 to \$5,000 per mile of track will be earned. Transportation costs are high, due to a rather high average wage and low average schedule speed. In the light of experience in the United States I would hesitate to make any additional reconstruction or capital expenditure on this line. While operating expenses could be decreased somewhat with large capital expenditures, the net revenue after the change would not warrant the expenditures. It is obvious that with the past 5 years' record of no net earnings available for return or retirement, and no prospect of bettering this condition, the maximum amount of money can be saved by an early abandonment of operations."

The city board of control referred the T.T.C. letter to the Toronto Corporation Counsel for a report on the legal aspects of the proposed abandonment, and to the city Commissioner of Finance for a report upon the financial aspects of it, and expressed itself as in favor of carrying out the T.T.C. recommendation. As was to be expected, the communities served by the line are much against operation being stopped. The Toronto Finance Commissioner is in favor of abandonment, and the Toronto Corporation Counsel is said to hold the view that there are no legal difficulties in the way.

July 1929

Toronto-Lake Simcoe Electric Railway Line Abandoned.

Operation ceased at 1.15 a.m. on March 16 on what is said to be one of the first, if not the first, of the electric radial railways built in Canada, the Toronto-Lake Simcoe line, owned by the City of Toronto and operated since Jan. 11, 1927, by Toronto Transportation Commission. On the following day, a local bus service between the Toronto north city limits and Richmond Hill, 10.5 miles, was started, to serve local traffic, and Gray Coach Lines, Ltd., route between Toronto and Newmarket, was extended to Jackson's Point, on Lake Simcoe, to serve through traffic.

The negotiations between the City of Toronto and York County looking to the possibility of a continuance of radial railway operation, which began soon after the Toronto Transportation Commission recommended to the city council that operation of the line be discontinued, were dealt with in Canadian Railway and Marine World for March to the point where the city council adopted the city board of control's recommendation that the line be abandoned on March 15 if the county authorities did not make any concrete proposition for taking it over from the city or paying a portion of the annual deficit. On Feb. 21, Reeve Lundy, of Newmarket, chairman of the York County committee which was handling the matter, stated that the county would neither take over the line nor pay any of the losses, but that it would take legal action to compel the city to continue operation, his claim being that certain agreements make it obligatory for the city to maintain a service. The Ontario Minister of Public Works and Highways, Mr. Henry, many of whose constituents live along the line, made a further attempt to bring the city and county authorities together at a conference on March 1, at which the city offered to lease the road to the county at \$1 a year, on condition that the county would assume financial responsibility in respect of operation. Mr. Henry stating that no bus competition between Toronto and Newmarket would be allowed. The county council, however, voted against this proposition, on March 7, by 52 to 5. On March 11, the Toronto City Clerk advised the T.T.C. that the city council had not changed its decision to have operation discontinued on March 16, and operation of the electric cars was, in accordance with that instruction, stopped on that date by the T.T.C. The railway's physical plant is being left in its present condition for the time being.

For the past year or so, the T.T.C. motor coach operating subsidiary, Gray Coach Lines, Ltd., has been giving a motor coach service, at fares about 30% higher than radial railway fares, between downtown terminals in Toronto and Newmarket, 22.72 miles north of the radial railway terminal at Toronto north city limits. On March 16, this coach service was extended to Jackson's Point, on Lake Simcoe, 47.38 miles from Toronto north city limits. There are 15 coach trips daily between Toronto and Newmarket, 3 coaches continuing on to Jackson's Point daily, in addition to which there is a round trip between Toronto and Newmarket, daily except Sundays, and 2 extra round trips on Saturdays only. These services are given with grey interurban coaches.

The local service, between Toronto north city limits and Richmond Hill, is given by T.T.C. red buses, making 66 trips a day out of the radial railway terminal at Toronto north city limits. On 36 of these trips, the buses run only to Willow-

dale, 3.05 miles, and on the other 30 to Richmond Hill, 10.5 miles. Connection is made with T.T.C. city street cars at the Toronto north city limits. The fares on the buses are the same as they were on the radial railway cars. New tickets have been issued, and outstanding old tickets must be redeemed on or before April 30. Station to station parcel express service has also been started between Toronto and all points north served by the buses and coaches.

T. H. Lennox, K.C., York County Solicitor, announced on March 12 that Gideon Grant, K.C., had been retained to represent the county's interests in litigation which would be undertaken against the city in connection with the railway's abandonment. On March 18, Mr. Grant filed a writ at Osgoode Hall asking for a mandatory injunction to restrain the city and its agent, the Toronto Transportation Commission, from removing, selling, dismantling or in any other way disposing of the railway property so as to in any way interfere with its operating efficiently, and also for a mandatory injunction to compel continuance of its operation. The writ referred to the county's rights as determined by an agreement made between it and the Metropolitan Street Ry. Co., upon which the county bases its claim that the city is obligated to continue operation. Toronto authorities contend that the agreement is not binding upon the city.

At the time of writing, March 24, viewing the matter without taking into consideration the possible results of the litigation started by York County, there appears to be a strong likelihood that operation of the railway through North York Township, from Toronto's north boundary to Steele's Corners, 4.48 miles, and possibly from Toronto's north boundary to Richmond Hill, 10.5 miles, will be resumed. On March 14, before railway operation was discontinued, a North York Tp. Council delegation waited on the Toronto board of control, and discussed propositions to purchase or lease the part of the line between Toronto's north boundary and Steele's Corners, or to enter into an agreement with the city for its operation by the T.T.C. The board of control intimated that if a suitable arrangement could be made with the T.T.C., it would receive the city's approval. A deputation from Richmond Hill also discussed with the city board of control the possibility of operating the railway as far north as there. On March 17, a meeting of North York Council and the reeves of Richmond Hill and of Markham and Vaughan Townships, was held and was attended by the Ontario Minister of Public Works and Highways, Mr. Henry, at which the whole matter was discussed, and it was decided that each municipal council would take up with the T.T.C. separately, the matter of resumption of the railway's operation. A scrap price of \$150,000 is reported to have been placed on the portion of the line between Toronto and Richmond Hill, and of \$82,000 on the portion between Toronto and Steele's Corners. People in the municipalities are said to be unfavorable to the bus service, and to feel that a railway service would be a more tangible asset and of greater value in developing their communities, the buses being looked upon, by comparison, as of a very transient nature. The buses are also objected to on the ground of dangerous traffic congestion on Yonge St., north of the city.

On March 18, the Toronto board of control decided to ask the T.T.C. to act

as trustee for the city in connection with the railway, until the whole matter has been disposed of finally. Arrangements have been made by which the T.T.C. will submit to North York, Vaughan and Markham Tps., and Richmond Hill, estimates of the cost of operating the railway between Toronto and Steele's Corners, and between Toronto and Richmond Hill.

The abandoned radial railway was promoted in 1877, when the Metropolitan Street Ry. Co. of Toronto was incorporated by the Ontario Statutes, 1877, chap. 84. The Statutes of 1893, chap. 94, changed the company's name to Metropolitan Street Ry. Co., and confirmed agreements between it and York County, first for the line's extension to Eglinton, at a point now well within the Toronto limits, then to the top of York Mills hill, at Toronto's present north limits, and then to Richmond Hill. The railway was first operated with horse cars. One section of one of the agreements stipulated that car speed should never exceed 6 m.p.h. Another specified that "no steam motive power or other than horse power shall be used," but the 1893 act gave the company the right to use cable or electricity. The Statutes of 1898, chap. 66, incorporated the Toronto and York Radial Ry. Co., which absorbed the line north from Toronto, which was extended north from Richmond Hill to Lake Simcoe, and was named the Metropolitan Division of the Toronto and York Radial Rys. The line passed into the City of Toronto's possession in 1921, when it was acquired by the Hydro Electric Power Commission of Ontario on the city's behalf, under authority of the Statutes of 1921, chap. 24; it was transferred to the city from the H.E.P.C. of O. under authority of the Statutes of 1926, chap. 113, and was then turned over to the T.T.C. for operation. For many years the line has not paid operating expenses. Interest and debt retirement charges amount to \$271,288 a year, which the city will have to meet for many years to come.

Since the foregoing was written, an agreement has been entered into between the Toronto city board of control and representatives of Richmond Hill and North York, Vaughan and Markham Townships, for those municipalities to buy the railway between the north boundary of Toronto and Richmond Hill for \$75,000, the T.T.C. to operate it for them, any deficits to be borne by the municipalities. The agreement is subject to favorable votes by the ratepayers of the municipalities; it is expected that the votes will be taken before the middle of April, and as sentiment is said to be overwhelmingly in favor of the radial railway cars as opposed to buses, it is altogether likely that the agreement will be approved. Representatives of the municipalities have undertaken to ask York County authorities to withdraw their litigation; if this is not done, it is probable that some arrangement whereby the city will lease the line between Toronto and Richmond Hill will be made for the time being.

April 1930

Passenger Fares.

have caused so much delay (nearly three months), as had our application been acted upon favorably it would have helped the employment situation in the city during the rather unfortunate conditions we are now passing through. I am still ready to co-operate with the city in trying to arrive at a mutually satisfactory conclusion without the delay and expense which would be incurred by proceeding to arbitration. It follows as a matter of course, however, that unless we can satisfactorily dispose of the pending negotiations shortly the procedure called for in the fares agreement will have to be followed."—A Winnipeg press report of May 14 said that the city council had decided unanimously against the company's application for an increase in fares.

Winnipeg Electric Co. states, in a recent issue of its bulletin, that in 1901 the average electric railway fare in Winnipeg was 4.18c. The average fare today is 5.86c. In 1901, the average wages of the company's employees were 19c an hour; today they are 60c an hour.

Toronto-Lake Simcoe Electric Railway Matters.

Following abandonment of operation of the electric railway between the north limits of Toronto and Sutton, on Lake Simcoe, and the reaching of a provisional agreement arrived at by Toronto Board of Control, Toronto Transportation Commission, Town of Richmond Hill, and North York, Markham and Vaughan Townships, for purchase by the municipalities named and resumption of operation of the line between the north limits of Toronto and Richmond Hill, 10.5 miles, a vote of the ratepayers in the outside municipalities on bylaws authorizing entrance into the agreement was held on May 3. The result, 1,336 votes in favor of the line between Toronto and Richmond Hill being bought and operation resumed, compared with 110 votes against, showed that the people concerned were greatly in favor of electric railway service compared with bus service being given by Toronto Transportation Commission. A summary of the proposed agreement for purchase of the Toronto-Richmond Hill section of the line by the four municipalities for \$75,000, and resumption of operation, was given in Canadian Railway and Marine World for May, pg. 310. The apparent success of the scheme for resumption of operation on the section of the line south of Richmond Hill attracted attention in the municipalities north of there, served by the line, and on May 5, Newmarket Town Council decided to ask for a conference with the officials of other municipalities north of Richmond Hill, to see if some arrangement could be made for resumption of operation on the whole line, north to its terminus at Sutton. On May 6, a conference of North York Tp., York County and T.T.C. officials was held in Toronto, to consider action to be taken following the vote, but it was decided to defer action until a meeting of the reeves of all municipalities in York County could be held. Matters were complicated by the fact that the county had taken legal action to force the City of Toronto to resume operation of the whole line, by its agent, the T.T.C. On May 7, the Toronto city board of control received a letter from W. B. Redfern, who has been acting in an engineering capacity for York County in connection with the railway, asking on what terms the municipalities could take over the line from Toronto to Newmarket. The

letter was sent on to the T.T.C. with a request for information. On the same date the T.T.C. reported to the board of control that of the 114 employees of the abandoned line, 64 were employed by the T.T.C. Of the 114, 57 are residents of Toronto, and 57 non-residents. Of the 64 re-employed, 39 are residents of Toronto and 25 non-residents. On May 13, a meeting of municipal officials and people of all the municipalities served by the line, between Richmond Hill and Sutton, was held at Newmarket, at which it was decided that in the event of York County being unsuccessful in its action to compel resumption of operation, an effort should be made to secure resumption between Richmond Hill and Sutton, as well as south of Richmond Hill. The chairman, Dr. L. W. Dales, suggested that \$75,000 would be a fair price for the section of line between Richmond Hill and Sutton, if purchase becomes necessary. The meeting went on record as being unalterably opposed to permanent abandonment of electric railway operation. On May 10, at a meeting at Newmarket, a committee of municipal representatives was appointed to keep in touch with the situation, pending disposition of the county's action. The committee was instructed to negotiate with Toronto city authorities and the T.T.C., to learn the amount wanted for the Richmond Hill-Sutton section of the line and the probable cost of a service, this, of course, being in the event of the county losing its action. Reference to the county's action was made at Osgoode Hall, Toronto, May 20, when Mr. Justice McEvoy expressed doubt as to whether, under the agreement between York County and Metropolitan St. Ry. Co. (former owner of the line), the continuance or cessation of operation could be determined by arbitration. He indicated that he would consider the whole question, including the county's application, made by Gideon Grant, K.C., for a permanent injunction to restrain the City of Toronto and/or the T.T.C. from dismantling and disposing of the railway property.

JUNE 1930

Toronto-Lake Simcoe Radial Railway Proposed Abandonment.

The conference which had been arranged for July 24 in Toronto between York County transportation committee, Toronto board of control, and Toronto Transportation Commission, to discuss the T.T.C.'s recommendation to the Toronto board of control that the radial electric railway between Toronto and Sutton, on Lake Simcoe, owned by the City of Toronto and operated by the T.T.C. as agent, be abandoned, was no more fruitful than the preceding ones described in our August issue, pg. 515. The T.T.C. recommendation for abandonment was dealt with in Canadian Railway and Marine World for June, pg. 386, and in the July issue, pg. 462. The municipalities represented on the York County transportation committee are very much opposed to operation being discontinued. The view of their representatives is that the City of Toronto is bound by contract to continue the radial railway service, but city authorities hold an opposite view. The most recent development in connection with the matter is the expression of intention by the municipalities affected to secure an expert on radial electric railway operation to report on the situation, in an attempt to show, among other things, that the large deficits being incurred by the line are caused to a great extent by charges which are levied against it but which it should not properly be called upon to bear.

Belt Line for Toronto.—Considerable prominence has been given in Toronto recently to a proposal for the creation of a belt line street car service in the north-west part of the city and adjoining territory by the extension of the Bathurst St. car line northwardly to Eglinton Ave. and the construction of a line on Eglinton Ave. from Bathurst St. easterly to Mount Pleasant Road, the belt line service to be along St. Clair Ave. on the south, Bathurst St. on the west, Eglinton Ave. on the north, and Mount Pleasant Road on the east. We are advised officially that while this is a logical development, there is no likelihood of the project being undertaken in the near future. Three corporate bodies would be concerned in carrying it out, viz., the councils of the City of Toronto, York Township, and Forest Hill Village, and no joint discussion on the matter have been held.

September
1929

Toronto-Lake Simcoe Electric Railway Operation.

No further action has been taken with regard to the electric railway between Toronto and Sutton, on Lake Simcoe, which is owned by the City of Toronto and operated by the Toronto Transportation Commission as agent, since the matter was dealt with in our January issue, pg. 40. As stated in that issue, the city council, on Dec. 16, 1929, adopted the city board of control's recommendation that the line be operated until Feb. 1 this year, and stipulated that that would be the last postponement of the date for abandoning operation of the line, in the absence of any concrete proposal from York County which would relieve the city of a portion of the loss incurred by operation. The T.T.C. originally recommended that operation be abandoned on Sept. 30, 1929; on request of York County authorities, operation was authorized by the city council until Nov. 30, 1929, and again to Feb. 1 this year. The line has lost money continuously.

On Jan. 16, Reeve Lundy, of Newmarket, a town north of Toronto served by the line, who is chairman of the York County committee which is trying to secure continuance of operation, stated that he believed that operation would not be abandoned until the conclusion of the judicial investigation being made into Toronto Transportation Commission affairs by Senior Judge Denton of York County; what basis he had for the statement, or what connection there is between operation of this line and the investigation into T.T.C. affairs, is unknown. The result of the investigation will probably have nothing to do with the decision to be arrived at in regard to the Lake Simcoe line's disposal.

As stated in previous articles, the T.T.C. has been operating a motor coach service between Toronto and Newmarket, paralleling the electric railway, the coach revenues being credited to the railway and the coach expenses charged against it, our advice being that the operation of the coaches has cut down the railway deficit considerably. The York County committee, however, applied to the Ontario Minister of Public Works and Highways, Mr. Henry, to withdraw the permit for operation of the coaches—"in competition with the rail-

February 1930

way," as the committee stated. Up to the time of writing, the permit has not been withdrawn, and the coaches continue to operate.

On Jan. 20, it was arranged to hold a meeting on Jan. 25, between members of the York County Council, of the transportation committee representing places in the county served by the line, and of the Toronto city board of control, to discuss the line's future but the meeting was postponed to Feb. 1. Our information at the time of writing, Jan. 27, is that it is very unlikely that operation on the line will be discontinued on Feb. 1, and that probably there will be no decisive action taken in the matter until the Toronto city council meets on Feb. 9.

WC

February 1930

Hamilton Radial Electric Railway to be Abandoned.

lian Railway and Marine World
rised officially Nov. 3, that the
on Power and Transmission Co.
cided to discontinue operating
its Hamilton Radial Electric Ry.
Hamilton to Burlington, Ont., and
stitute a bus service. The actual
the discontinuance of the car
was not fixed, but when it is with-
the railway tracks will be taken up

Burlington and the Hamilton
its, a distance of about 11 miles,
of which consists of a private
way. The present right of way
used for power line purposes.
es charged on the electric cars
Hamilton and Burlington have
be single and 35c return, with a
fare of 25c between Hamilton
Burlington Canal.

Hamilton Radial Electric Ry. Co.
orporated by the Ontario Legis-
May 27, 1893, with C. M. Counsell,
lden, W. A. Wood, A. Zimmerman
Patterson as provisional directors,

a branch line from Hamilton through
St. Catharines to some point on the
Niagara River, between Niagara Falls
and Fort Erie, with a bridge over the
Niagara River; a branch line from Brant-
ford to Windsor, with a ferry connection
to Detroit, or in the alternative, a line
from Brantford to London; and suburban
lines within Wentworth county, outside
the city of Hamilton. No further con-
struction was undertaken by the company
after the completion of the line to Oak-
ville in 1906, although surveys were made
in 1908 for an extension from Oakville
towards Toronto. The section of the
line from Burlington to Oakville was
abandoned Aug. 3, 1925, and the track
and overhead equipment was removed
subsequently. This section of the line
was laid on a private right of way on
which are several heavy bridges, and the
track was well ballasted. There have
been reports recently that this mileage
might be acquired by the Ontario High-
ways Department for use as a portion of

December 1928

Toronto-Lake Simcoe Electric Railway Operation.

The electric radial railway line between Toronto and Sutton, on Lake Simcoe, 48.66 miles, is owned by the City of Toronto and operated by the Toronto Transportation Commission, as agent, its operation being altogether separate from that of the T.T.C. city system. Canadian Railway and Marine World has given in preceding issues particulars of the deficits incurred by the line; the T.T.C. recommendation to the Toronto city board of control that its operation be discontinued on Sept. 30, 1929; the city council's decision to continue its operation until Nov. 30, 1929; the report to York County transportation committee, composed of representatives of places served by the line, by W. B. Redfern, of James, Proctor and Redfern, Toronto, recommending continuance of operation; and the York County Council's resolution calling upon the City of Toronto to continue operation, secure new cars, effect a general improvement in service, and remove the motor coach competition offered by Gray Coach Lines, Ltd., a T.T.C. motor coach operating subsidiary. D. W. Harvey, General Manager, T.T.C., claims that the coaches are operated to cut down radial railway expenses, having replaced a part of the passenger car service; the coach revenue is credited to the railway, and the coach expenses debited against it.

York County Council passed a resolution in the latter part of Nov. 1929, asking the Ontario Minister of Public Works and Highways to cancel the license permitting operation of motor coaches between points served by the radial railway. No action has been taken on this request to the time of writing, Dec. 18, 1929.

Although Nov. 30, 1929, was the date set by Toronto City Council for the termination of operation of the railway, it was continued. At the York County Council meeting at which the resolution

mentioned above was passed, the county's Solicitor, T. H. Lennox, K.C., gave his opinion that the City of Toronto is legally bound to give a radial railway service, but he recommended continuance of negotiations with the city authorities in preference to litigation to force the city to continue the service. It was decided to have some county representatives, including members of the council and others, seek an interview with the city authorities to discuss the matter further. The county representatives met the city board of control on Dec. 10. Following discussion, the board adopted a resolution instructing the Toronto Transportation Commission's General Manager, Mr. Harvey, to continue operation of the radial railway until Feb. 1, 1930, the county representatives to be prepared to make further representations in the matter before Jan. 28. During the discussion, Mr. Harvey, in answer to a question by the Mayor, stated that the operation of motor coaches had been largely responsible for reducing the radial railway's operating expenses by \$80,000 during the first 10 months of 1929.

Toronto City Council, on Dec. 16, 1929, adopted the board of control's recommendation that operation of the radial railway be continued to Feb. 1, 1930. During the discussion, one alderman stated that the deficit on the line is costing the city \$35,000 a month, and argued that York County should bear some of the loss. Another contended that Toronto's alleged obligation to continue operation of the railway indefinitely should be taken to a court for a ruling. A city controller stated he would like to see the county take over the line, but that it would be impossible to secure an agreement between the city and the county while the investigation into Toronto Transportation Commission affairs is under way. He said that if the line is to be sold to the county, it will have to be done by negotiation, for if the city tries to force the county's hand, a legal action will result, with litigation costing the city more than the operation of the railway would during a period of reasonable length in which to conduct negotiations.

JANUARY 1930

Electric Railway Department

Toronto Terminals, Hydro Electric Railways, Toronto & York District.

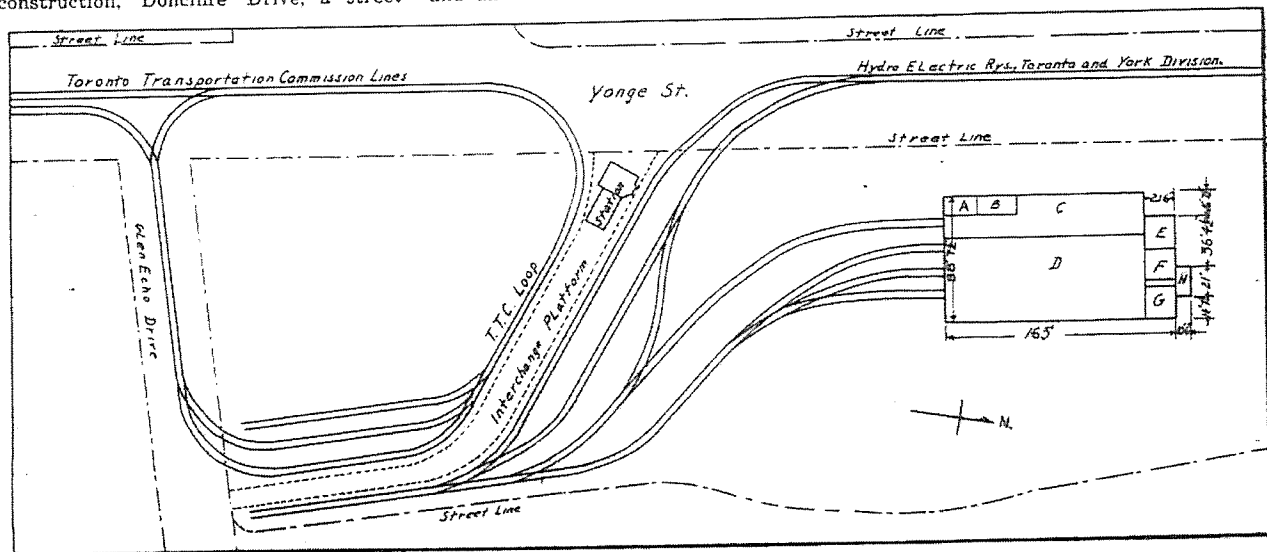
The Toronto & York Radial Ry. is now being operated by the Hydro Electric Power Commission of Ontario, and the old Metropolitan Division, running north from Toronto's north boundary, is designated the Hydro Electric Railways, Toronto & York District, Metropolitan Division. Consequent upon the Toronto Transportation Commission's lines on Yonge St. being extended to the north city limits, the radial railway single track line on Yonge St., between the former southern terminal and the north city limits, was taken up, and a new radial line terminal at the north city limits became necessary.

As stated in Canadian Railway and Marine World for February, terminal facilities have been provided near the Toronto Transportation Commission's north Yonge St. loop, and to permit their construction, Doncliffe Drive, a street

and interchange platform are exclusively those of the radial line, and consist of a main track, run-around track, a track leading to the freight house portion of the main building at the north end of the property, a connection between the two latter tracks, and a lead branching into three tracks entering the car barn. The building at the north end, also exclusively a radial line facility, is divided as follows, with reference to the lettering on the plan: A, office; B, perishable freight storage; C, freight house; D, car barn; E, blacksmith shop; F, machine shop; G, carpenter shop; H, lavatory and wash room. The portion of the building occupied by the carpenter shop and machine shop has a basement below it, in which are the boiler room and coal storage, and also has a second story, divided into an air brake, controller, etc., repair room, and an armature room.

ft. east. The roof eaves are 8 ft. above the platform, and the roof is 18 ft. wide and slopes to the eaves at an angle of 30 deg. to the horizontal. It is carried by steel I beam and angle supports, at 12 ft. centers, and is of steel truss construction, with wood rafters, and covered with wood and Spanish metal tiling.

The car barn, repair shop and freight house building is of steel truss and brick construction, with concrete foundations, and is divided as mentioned above. It is 173½ ft. long over all, and 88 ft. 7½ in. wide. The car barn portion is 141 ft. 1½ in. x 54 ft. One concrete pit, with 5 in. concrete floor on 8 in. cinder fill, extends underneath all three tracks, the bottom of the pit being 4 ft. 8 in. below the top of rail, and the tracks being supported on reinforced concrete piers. The track on the east side of the building is equipped with a 40-ton 4-screw hoist. Two sets



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formerly running east from Yonge St., one block north of Glenecho Drive, was closed. Some of the terminal construction work was done jointly by the Hydro Electric Railways and the Toronto Transportation Commission; and the construction of facilities for use by the radial line alone, was done under contract from the Hydro Electric Power Commission's Railways Department.

The accompanying plan shows the layout of the new terminal and the arrangement of its facilities. Toronto Transportation Commission cars, from the downtown portion of the city, turn at the loop shown, while radial cars from north of the city proceed to the station and interchange platform, between the loop track and the radial track, where the passengers change from one line to the other. The interchange platform, a joint facility, follows the loop tracks all the way around from Yonge St. to the former street line of Glenecho Drive. This platform was the first unit of the new facilities to be completed, having been finished early in the winter of 1922-23. The station is a purely radial railway facility. The tracks to the north of the station

The station, which is also a purely radial line facility, is of buff colored brick and hollow tile construction, with concrete foundations and Spanish tile roofing. The length over all is 50 ft. The one story or eastern portion is 22 ft. wide and the two story or western portion is 28 ft. wide. The height to eaves of the two story portion is 18½ ft., and of the one story portion, 10 ft. The west side is provided with a canopy, 9 ft. above the ground level. The interior is divided into a waiting room, 20 x 34 ft.; lavatories; a ticket office, 11 x 8 ft.; an annex for conductors, 5 ft. 5 in. x 3 ft., and a baggage room 14½ x 15 ft. On the second floor are the Superintendent's office, 14 x 13 ft., and the dispatcher's office 14 x 13 ft. The interior is finished in lath and plaster; the floor downstairs is of tile, which also extends to the windows, and the partitions between the rooms are of tile. The building is heated by hot water and electrically lighted.

The interchange platform is 352 ft. long, and ranges in width from 27 to 36 ft. It is of concrete, and is covered in part by an umbrella roof, which adjoins the station building, and extends for 150

of stairs lead into the pit at the north end of the building and one at the south. Sand storage space of 60 tons capacity is provided at the east side, the sand being dried by steam coils.

The freight storage portion of this building, 31 ft. 1½ in. x 141 ft. 1½ in., includes the perishable freight room, 14 ft. x 23½ ft., and an office, 14 ft. x 23 ft. 10½ in. The freight shed is served by the most westerly track entering the building. The flooring in the freight shed and perishable freight room is of 2 in. plank, with a top flooring of 1 in. white pine. The office portion has 1 in. maple flooring.

The shop portion of the building is of heavy mill type construction, and the various shops, the locations of which are given above, have the following dimensions: blacksmith shop, 21½ ft. x 19 ft. 10½ in.; machine shop, 20 ft. x 21½ ft.; carpenter shop, 21 ft. x 21½ ft.; boiler room and coal storage, equal in area to the machine shop and carpenter shop, under which they are located; armature shop and air brake repair shop, equal in area to the machine shop and carpenter shop respectively, over which they are

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located. The blacksmith shop, machine shop and carpenter shop are fitted up to take care adequately of running repairs on electric car bodies and trucks, and the armature and air brake repair shops are equipped to take care of the motor and air brake work. A feature of the construction is that a hoist has been installed to lift armatures, motors, etc., out of the car barn portion of the building and to transfer them into the armature shop in the one straight line movement. Stairs leading to the boiler room and coal storage space in the basement, and leading to the armature shop and air brake repair shop in the second story, are located between the machine shop and carpenter shop. The building is heated by steam, with the low pressure system.

The interchange platform, provided jointly by the Hydro Electric Power Commission of Ontario's Railways Department and the Toronto Transportation Commission, was built by Toronto Transportation Commission forces, and the umbrella shelter, also provided jointly, was built by the Metallic Roofing Co., Toronto. The contractors for the station, and car barn, repair shop and freight house building, were Sullivan & Fried, Toronto. The buildings were designed by J. C. Cramm, Designing Engineer, Railways Department, Hydro Electric Power Commission of Ontario. Construction was in charge of T. U. Fairlie, Engineer, Railways Department, H.E.P.C., and the design and construction were carried on under the supervision of F. A. Gaby, Chief Engineer, H.E.P.C. Construction was begun about Nov. 1, 1922; all track-lage and overhead work were completed Jan. 15, 1923, and the station and car barn and freight shed building were completed and placed in operation March 15.

The new facilities will serve the Hydro Electric Railways' Toronto and York District, Metropolitan Division, including the branch line from Aurora to Schomberg, formerly the Schomberg & Aurora Ry.

Electric Railway Department

Toronto Transportation Commission's Track Extension on Upper Yonge Street.

The Toronto public was given a demonstration in 1921 of how rapidly and efficiently the rehabilitation of an under-maintained street railway system can

Electric Power Commission of Ontario for operation, and by which it was made possible for the Toronto Transportation Commission to build and operate a double

Yonge St., on which a temporary standard gauge track with passing sidings, was laid, to provide for continued operation by the radial cars in the first stages of construction. This temporary line was cut in to the original radial railway line at different points, the operation of the radial cars being transferred from the original radial line to the new temporary line, in stages, the original radial line being released, so that excavation to provide for the foundation for the new double track line could be undertaken, as follows: Aug. 26, between Merton St. and Eglinton Ave.; Aug. 29, between Lawton Blvd. and a point 300 ft. south of belt line railway crossing; Sept. 2, from a point 300 ft. south of belt line crossing to Merton St.; Sept. 3, from Eglinton Ave. to Glengrove Ave.; Sept. 5, from Heath St. to Lawton Blvd.; Sept. 10, from Lympstone Ave. to Melrose Ave.; Sept. 13, from Glengrove Ave. to Lympstone Ave.; Sept. 15, from Melrose Ave. to Deloraine Ave. These streets are shown on the accompanying location map, fig. 3. During this period, the radial cars maintained service by using the unreleased portions of their original track and the portions of the temporary track between, connections between original and temporary track being maintained as needed, until the original track was all released and operation entirely transferred to the temporary track by Sept. 15.

The original radial railway track was not released between Lawton Blvd. loop

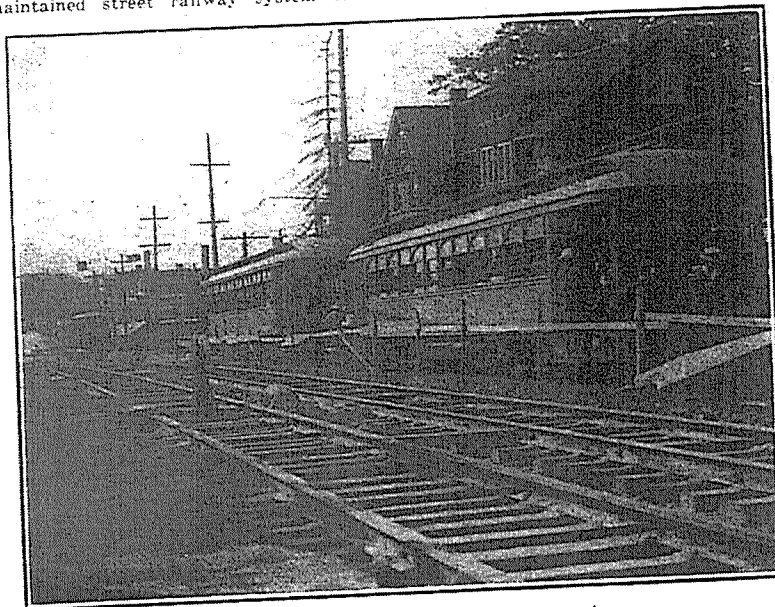


Fig. 1.—Looking south on Yonge St., near Farnham Ave.

be gone ahead with even under heavy traffic and other adverse conditions, and by last summer the speed with which large intersections were installed and other difficult jobs accomplished no longer aroused unusual interest, as the Toronto Transportation Commission's efficiency in track work had come to be taken for granted. However, the surprising rapidity with which the Commission accomplished its largest individual undertaking, viz., the construction of a double track line containing 37,100 ft. of single track, on upper Yonge St., between the original terminus at Farnham Ave. and the northern city limits, constituted an achievement so outstandingly remarkable that wide-spread favorable comment was a logical result.

The Toronto and York Radial Ry's Metropolitan Division single track line down the west side of Yonge St. from the northern city limits to its terminus near Farnham Ave., had long been inadequate and a source of danger, about which complaints were bitter and numerous, while the condition of the street itself, due to the postponement of repairs until a decision was reached as to trackage for future rail traffic, was extremely bad. For these reasons, the laying of a double track street car line, and the re-surfacing of this portion of the city's main north and south artery, had been eagerly looked forward to by North Toronto citizens. The beginning of the Yonge St. work was contingent upon the consummation of the transaction known as the "clean-up deal", under which the Toronto & York Radial Ry's Metropolitan Division north of Toronto city limits is being turned over to the Hydro-

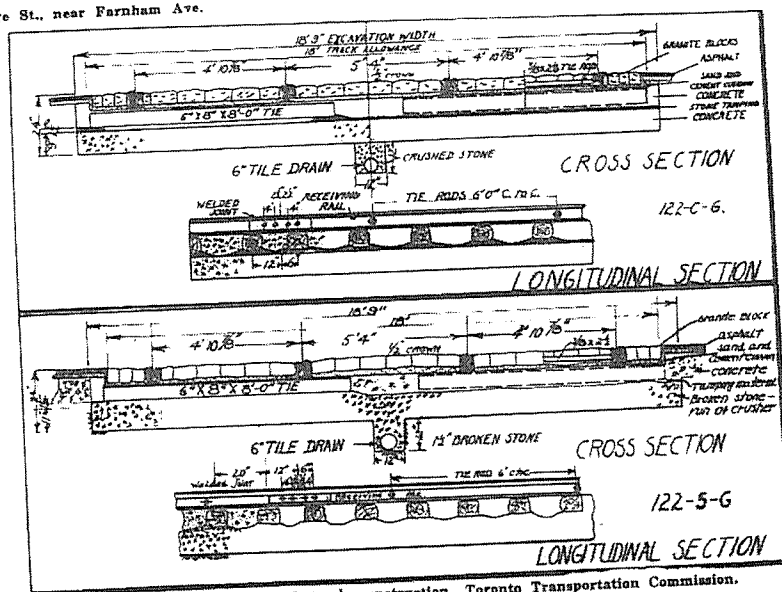


Fig. 2.—Standard types of track construction, Toronto Transportation Commission.

track line from Farnham Ave. to the north city limits, this new line replacing the portion of the T.&Y.R.Ry's Metropolitan Division within the city limits. After many delays, the deal was completed, and on Aug. 26 work on the new line was begun.

Prior to the commencement of actual construction, a temporary grade had been prepared at the extreme west side of

and Heath St. until Sept. 5. South of Heath St. the original radial line remained in service and did not interfere to any great extent with excavation, and when work was begun by the Transportation Commission on Aug. 26, steam shovels were put to work north from Farnham Ave. On the following day excavation was in progress at four different points between Farnham and Eglin-

ton Aves., and by Sept. 5 the excavation between these two avenues had been completed. The total depth of excavation below finished grade of top of rail was 2 ft., and the width 18 ft., which affords some idea of the material to be removed. In many places the amount was increased as some grade revision was introduced. Pneumatically operated drills were used to break the old road paving at the excavation side limits, while the excavation was done by steam shovel and the removal of the material by motor trucks. After Sept. 5, excavation quickly proceeded northward, and Radial Ry. service was at all times maintained by using the temporary track and unreleased portion of the original radial track till this was all released, when the temporary track was used exclusively, as stated above. Closely following the excavation came the laying of the foundation for the new permanent double track. By Sept. 8 the stone foundation was laid, the ties laid and tamped, and the steel in place, between Farnham Ave. and the Lawton Blvd. loop.

The track between Farnham Ave. and the Lawton loop was built to the Commission's 122-S-G standard, which includes broken stone foundation, 122 lb. steel and granite block surfacing. North of Lawton loop, the Commission's type 122-C-G construction was used, having concrete slab foundation, 122 lb. steel and granite surface. Cross and longitudinal sections of both types are shown in fig. 2, and detailed descriptions of both were given in Canadian Railway and Marine World for Dec. 1921, pg. 656. Between Lawton Blvd. loop and Eglinton Ave., the concrete slab foundation was in place by Sept. 6; by Sept. 9, it was in place between Eglinton Ave. and Glencairn Ave., and by Sept. 25 the foundation was completed over the whole section, from Farnham Ave. to the northern city limits.

During the first part of the work's progress, the radial railway cars were able to use their original barns south of St. Clair Ave. for repairs. By Sept. 7 the 122-S-G double track line had been completed from Farnham Ave. to Lawton Blvd., and on that date the Radial Co. began operation, with some cars furnished by the Toronto Transportation Commission, on the new double track line from Heath St. to Farnham Ave. Removal of the original radial track south of Heath St. was not commenced till Sept. 24.

With a service maintained by the Radial Co.'s own standard gauge cars operating on the temporary track from the north city limits to Heath St., and the 4 ft. 10 7/8 in. gauge cars furnished by the Transportation Commission operating on the new permanent line south from Heath St. (4 ft. 10 7/8 in. being the gauge of all Toronto Transportation Commission lines), completion of the remaining portion of the new double track line was soon accomplished. As stated above, the new track was completed from Farnham Ave. to the Lawton Blvd. loop by Sept. 7. By Sept. 13 it was completed from the Lawton loop to Eglinton Ave.; by Sept. 20 between Eglinton Ave. and Glencairn Ave., and by Sept. 29 the entire section between Farnham Ave. and the turnout to the loop at the north city limits had been completed. On Sept. 24, the Radial Co. began to operate the cars furnished by the Transportation Commission on the new track from Eglinton Ave. to Farnham Ave., allowing the temporary track to be removed between those points, while the temporary track

between Eglinton Ave. and the north city limits remained in operation.

Accompanying the laying of the main line track, the installation of required special work proceeded rapidly. A permanent cross-over was installed near Farnham Ave. on Aug. 31. A double track 3-part Y was put in at the intersection of Yonge St. and St. Clair Ave. on Sept. 9. The loop near Lawton Blvd. was completed Aug. 31; to be used for turning cars which, on account of lower traffic density at the northern end of the line, will not proceed to the city limits. At Berwick St. two units of special work for the Eglinton car house entrance were completed on Sept. 26 and 28, the main line portions having been installed some days previously. The special work at Yonge St. and Eglinton Ave. was completed Sept. 21, the main line portions being completed Sept. 15. The Yonge St. portion of a Y at Glencairn Ave., an additional facility for short-routing some cars, was installed Sept. 21, and by the end of September the construction of the loop at the northern city limits was in progress. This loop is being built east of Yonge St., on Glenecho Road and Doncliffe Road. The T.&Y. R.Ry's Metropolitan Division will have its southern terminus immediately adjoining this loop.

The Commission introduced a new factor in its electric railway construction in Toronto by laying, as an experiment and with special construction, 0.95 mile of double track with steel ties. Of this distance 0.45 mile was laid with International steel twin ties and the remainder with Carnegie sec. M 24 steel ties.

The following statistical information in connection with the work is of interest: number of steam shovels used, 4; concrete mixers, 4; air compressors, 5; welding machines, 6; motor trucks, 100; number of men, 500 on day and 500 on night shift; steel rails on straight track construction, 122 lb. section, 1,343 tons; special work, 251 tons; number of welded joints, 1200; standard wooden ties, 32 ft. b.m. per tie, 14,325; special ties, 30,500 ft. b.m.; international steel twin ties, 800, or 108,000 lb.; Carnegie steel ties, sec. M 24, 2600 ties or 180,550 lb.; excavation, 30,000 cu. yds.; concrete for track base, 7714 cu. yds.; concrete for paving base, 1386 cu. yds.; granite blocks for wearing surface, 1,097,000.

Fig. 1 gives a good idea of the work's nature, showing the new double track line at the south end of the section, with the ties and rails laid on the stone foundation. An indication of the depth and width of excavation, and the work still necessary to obtain a surface between rails and tracks is also given. The original radial track is at the right.

As stated, the Toronto & York Radial Ry. furnished a service from Sept. 24 on the new double track line between Eglinton Ave. and Farnham Ave. with cars supplied by the Transportation Commission, the service from Eglinton Ave. northward being furnished by radial cars on the temporary track. A week later the radial line extended its service on the new line, with the T.T.C. cars, to as far north as Glencairn Ave., thus releasing the section of temporary track between Eglinton and Glencairn Aves., and on Oct. 15, the loop at the northern city limits being completed, the service on the new track was extended to the northern city limits, releasing the remaining section of the temporary track. During this period the T.&Y.R.Ry. cars were maintained and repaired at temporary sheds at the northern city limits,

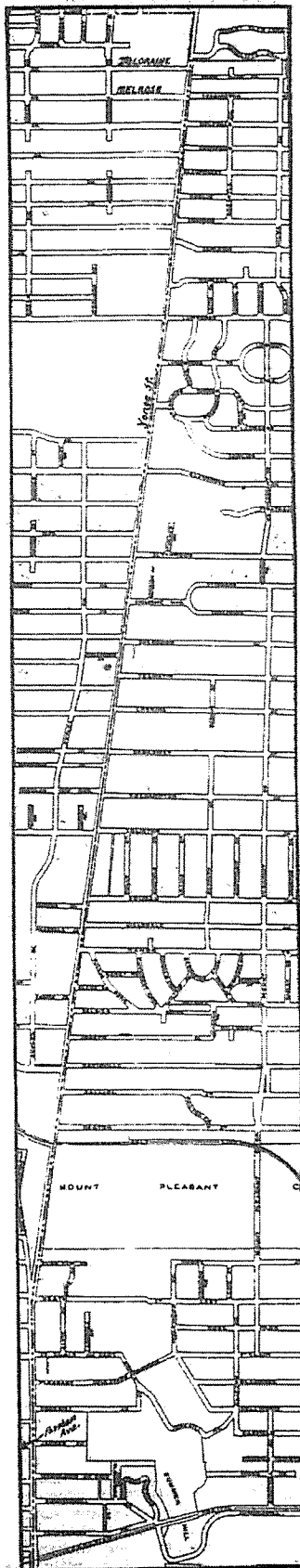


Fig. 3—Location of track construction on upper Yonge St.