

November, 1949 - Number 46

SPECIAL NOTICE

The November meeting of the Society will not be held in the usual location. Instead, it will take place at the T.T.C. School of Instruction, 1134 Bathurst Street. The School is located on the Hillcrest property, immediately north of the C.P.R. tracks and south of the main gate to the shop property. The doorway to enter is that one at the south end of the building, over which the legend "SCHOOL OF INSTRUCTION" appears. A member of the Society will be posted on Bathurst Street to guide those unfamiliar with the property to the right entrance. An unusual and interesting meeting should be had, and it is hoped that every member will make an effort to be present. In view of the unusual nature of the meeting, it would be appreciated if nearby associate members could be in attendance also.

The Society is planning to hold a banquet in the near future to give the members a chance to spend a social evening together. The original plan to hold this in December has proved to be impractical and seems likely that the first or second Thursday in February will be the date chosen. It is hoped that a number of associate members will be able to come to Toronto for the occasion.

RAILWAYS RUNNING THROUGH THE COUNTY OF YORK

From "Historical Atlas of York County, Ontario"
(Miles and Company, Toronto, 1878)

THE GRAND TRUNK RAILWAY - running through the County of York, has a length of main line within the County of 29½ miles. It was opened for traffic in 1856, and has in the County five stations, viz:

- *Scarboro Junction*, distant from Toronto nine miles. The Toronto and Nipissing makes a junction at this station with the G.T.R., and by the addition of a third rail runs from thence over the line of the latter company to its terminus at Toronto.
- *Don*, distant from Union Station 1¾ miles.
- *Toronto City*, a new union passenger station was erected here in 1872. The passenger trains of the Toronto, Grey and Bruce Railway started from this station and run by the addition of a third rail over the line of the G.T.R. as far as Queen Street Junction, whence it branches off to its own line of rails. The Grand Trunk here has the offices of the chief assistants of the different working departments of its system. The Company has here also a large freight shed, elevator and two engine houses, one capable of holding 28 engines, the other 19.
- *Carlton Station*, distant from Toronto 5½ miles.
- *Weston*, distant from Toronto 8½ miles.

At the Don, extensive pens are built for the feeding of cattle from the west en route to the seaboard, and the traffic of this railway entails the use of 10½ miles of siding within the city, and even this large quantity is not sufficient for its growing business, but is being added to year by year.

The traffic brought into the city by this railway is by far the greatest of any of the railways entering it, and having connections with the west, it must continue to be a formidable rival to other lines, and this has been accomplished without any local aid the city or municipality.

GREAT WESTERN RAILWAY OF CANADA - The length of the Great Western Railway within the County of York is 10½ miles. Upon this portion there are the following stations or stopping places for trains: Mimico, Mimico Grove, close to Mimico Park, Humber, High Park, Northern Railway Crossing, Queen's Wharf, Union Station, Yonge Street Station. The aggregate length of sidings on this portion of the railway is 3⅓ miles.

The only streams of any consequence in the County crossed by the railway are the Mimico and Humber. The aggregate length of bridging across them is 452 feet.

About 1600 passenger trains each way have been run annually for the past few years, carrying an average of 150,000 passengers to, and 98,000 passengers from Toronto.

The yearly average of freight trains for the same period has been 1250 each way, carrying in round numbers 120,000 and 60,000 tons of freight to and from Toronto respectively.

The line was opened on December 3, 1855.

TORONTO AND NIPISSING RAILWAY - This road was opened for traffic in 1871. It runs through a fine agricultural and lumbering district to the east of Lake Simcoe and Georgian Bay. The road is 3 foot, 6 inch gauge and was the first narrow gauge open for traffic in America. It connects with the Grand Trunk Railway at Scarboro Junction and with the Midland Railway at Midland Junction.

The main line is 88 miles long at present, but it is intended to extend the road from Coboconk, the present terminus, to Lake Nipissing, a distance of over 150 miles, to connect with the Canada Pacific Railway. About 30 miles of the main line runs through the County of York, having the following stations: Toronto, Scarboro Junction, Agincourt, Unionville, Markham and Stouffville.

At Stouffville it connects with the Lake Simcoe Junction Railway, which runs from Stouffville to Jackson's Point, in the extreme north of the county.

THE NORTHERN RAILWAY OF CANADA - runs through almost the centre of the County of York, passing through the townships of York, Vaughan, King and the westerly corners of Whitechurch and East Gwillimbury. The line is celebrated as being the first upon which any engine was run in Upper Canada, the first sod having been turned by the Earl of Elgin, on October 15, 1851, and the first trip made in September, 1852. The road was not opened for traffic throughout until January 1, 1855. The mileage at this period was only 95, whereas at the present time it is 206½, with 49 miles of sidings, the chief extensions having been the North Grey Branch, Collingwood to Meaford, 20½ miles; the Muskoka branch, Barrie to Gravenhurst, 50 miles; and the North Simcoe branch to Penetanguishene, 34 miles, the last mentioned being held on lease. The effect which the building of this, the pioneer road in Upper Canada, has had on the prosperity of the townships through which it passes cannot be over-estimated, and as regards the future, there are three directions in which great results may confidently be expected from the Northern Railway of Canada. The first of these is the development of the Muskoka district. The Muskoka branch was opened only in 1875 and has proved wonderfully successful; the area under settlement in this important district increases rapidly year by year. Moreover, if the construction of the Canada Pacific Railway should proceed, a company has already been formed to undertake an extension of the Northern Railway via Bracebridge to effect a junction with that line somewhere in the neighbourhood of Lake Nipissing.

The vast importance of such an undertaking to the City of Toronto and to the whole district served by the Northern Railway will be at once apparent. The second direction in which the Northern Railway possesses a much more than local importance, is the Lake Superior trade. The growth of Manitoba and the Western Settlements generally, has been very rapid of late years and has been greatly helped by the establishment of a line of steamers plying on Lake Superior, in direct connection with the Northern Railway. There is every reason to suppose that the flow of emigration will tend steadily toward Manitoba, in which case the importance of the Collingwood and Lake Superior

line of steamers to the Province of Ontario, will be even greater than it is at present. The third direction in which it is probable that the Northern Railway will do much in the future, is as a connecting link on the great through route between Chicago and the Eastern seaboard ports of the United States. The arrangements for direct communication are complete via Collingwood, Toronto and Ogdensburg to all Eastern seaports and the amount of grain and general freight carried is increasing largely.

In 1853, Colonel Cumberland became Managing Director of the Northern Railway, and under his management all the extensions mentioned above have been carried out. It is contemplated to change the gauge of this line to standard, and it cannot be doubted that a scheme so certain to prove beneficial to the City of Toronto, and to all the municipalities through which it passes, will meet with warm support both from City and County officials.

YORKVILLE LOOP LINE RAILWAY - This railway, now in course of construction, will run from a point on the G.T.R. at or near the Carlton Station to a point also on the G.T.R. in the Township of Scarboro, passing through the Village of Yorkville.

The object of this line is:

(1) To provide a shorter route, which may be used by all the railways running into Toronto, for the passage of through freight, and thus obviate the necessity for the present crowding of the Esplanade.

(2) To provide railway facilities for the northern portion of the city and Yorkville by having a station at the latter place and a system of short trains to connect with those in and out of the city by all lines.

(3) To save the existing cost of working the traffic over the heavy grades between the points to be connected by this line and the delays caused by the overcrowding of the Esplanade.

THE TORONTO, GREY AND BRUCE RAILWAY - which runs for 25 miles through the County of York, is one of our local railways promoted and constructed under the auspices of several prominent Toronto merchants during the years 1867-71. It has a total mileage of 191, viz., 122 miles from Toronto to Owen Sound, on the Georgian Bay, with a branch of 69 miles from Orangeville to Teeswater, in the County of Bruce. This railway is constructed to a gauge of 3 feet, 6 inches, and met with considerable opposition in consequence of its exceptional gauge during the time it was under construction. It has received handsome bonuses in aid of its construction from the various municipalities through which it runs, as well as from the City of Toronto; but the Townships of York and Vaughan through which it has a mileage of eleven in each township, and the Township of Luther in the County of Wellington constitute the only municipalities through which the railway passes which have not taxed themselves in its aid. There are in the Township of York: a flag station at Carlton, five miles from Toronto, and a freight and passenger station at Weston, eight miles from the city. In the Township of Vaughan there are freight and passenger stations at Woodbridge and Kleinburg, respectively 16½ and 11 miles from Toronto; and a flag station at Humber Summit, 15 miles from Toronto, as well as a siding near the flour mills of Messrs. J. & D. Elder on the Humber between Woodbridge and Kleinburg. It is, we understand, in contemplation to change the gauge of this railway to standard. The traffic carried over the railway from the County of York consists chiefly of flour from the mills along the Humber Valley in the neighbourhood of Kleinburg and Woodbridge, and agricultural implements from the works of Messrs. Abell at Woodbridge, and Patterson, of Patterson.

(To be continued)