



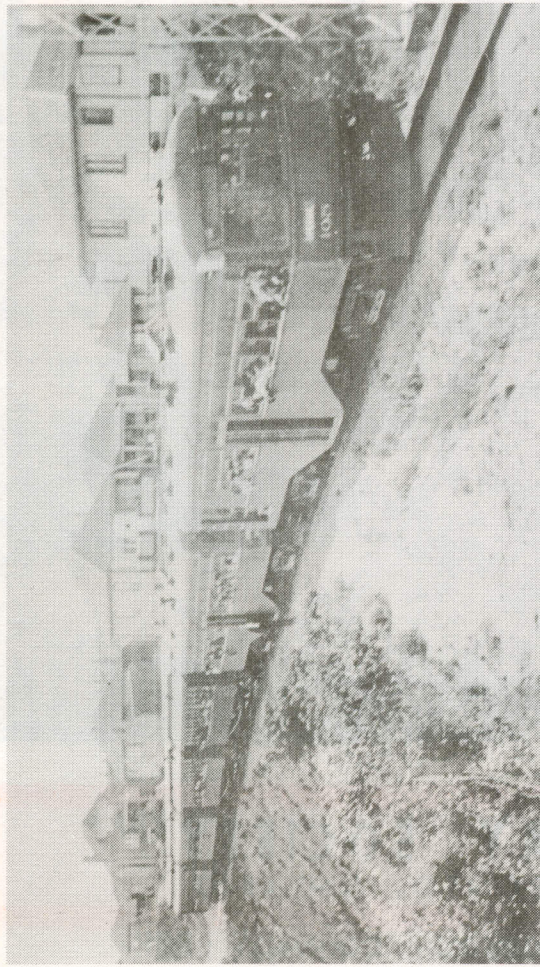
TORONTO SUBURBANS RLY
POSSIBLE STOUTSVILLE VIA CANCELLATION

Newsletter

INCORPORATED 1952

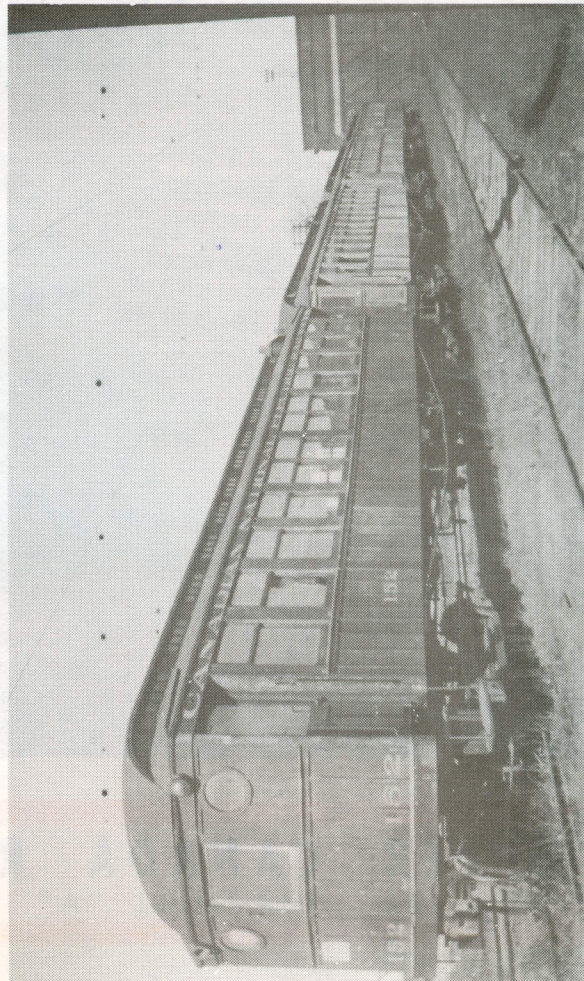
NUMBER 382

AUGUST 1981



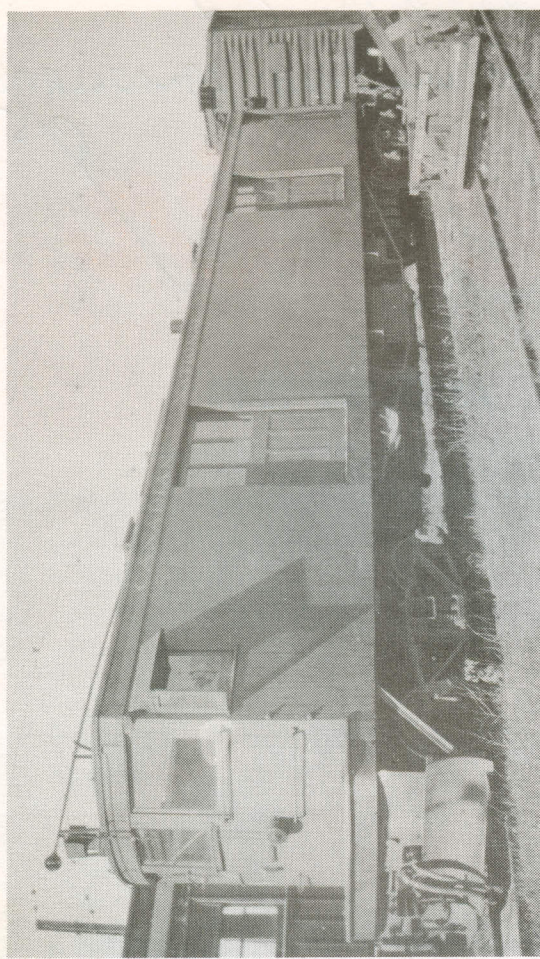
Carrying white flags as an extra movement, a train led by centre entrance cars 105 and 101, with the four ex-New York City elevated cars trailing, pauses at a point on the 1924 cutoff east of Rockcliffe Blvd.

--from R.F. Corley collection



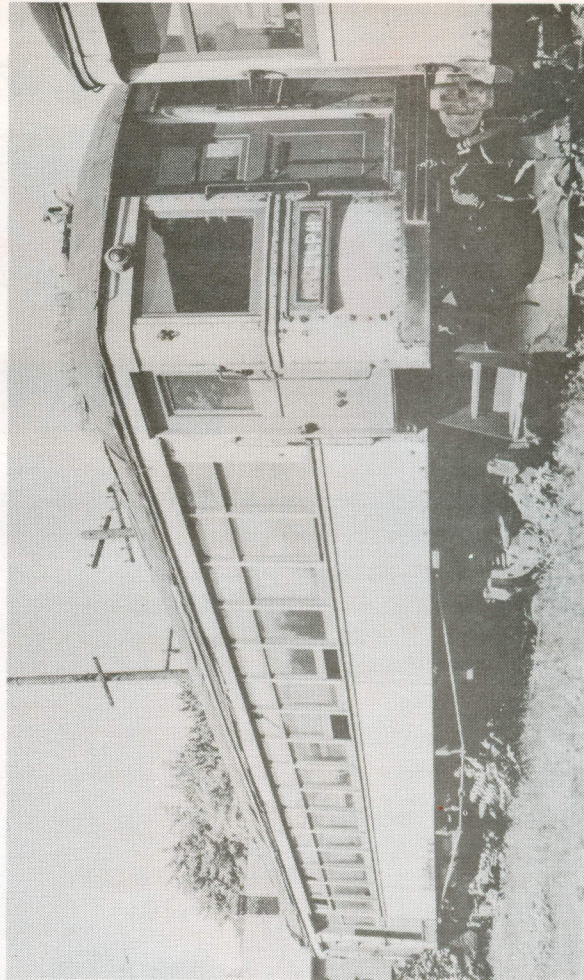
The four New York elevated trailers on Track 9 in front of Lambton Carhouse about 1934, with 152 in the foreground. The body of car 150 was ultimately used as an annex to a dance hall only a few hundred feet from this location, in nearby Lambton Park.

--Charles Bridges photo



Large express car 201, originally constructed for the St. Louis, Montesano and Southern Ry., in Lambton Yard about 1934. The car was scrapped by the CNR at Leaside.

--Charles Bridges photo



Toronto Suburban Railway combine 108 in storage in the carhouse yard at St. Catharines in the late 1930's. Although sister car 107 (all coach) was rebuilt as NS&T 83, with train doors removed, in 1943, 108 saw no further service as a passenger car.

--J.D. Knowles photo

TORONTO SUBURBAN RY.: 50 years since abandonment

August 15, 1981 marks the 50th anniversary of the end of service on what was Toronto's closest approach to the typical mid-western interurban, the Guelph line of the Toronto Suburban Railway, known in latter years as the Toronto Suburban District of the Canadian National Electric Railways. The occasion was also significant in that it represented the end (other than for a small intramural operation within the TTC Hillcrest Shop property) of standard gauge electric railway operation in the Toronto area. The Guelph line has taken on an increasingly legendary status among electric railway enthusiasts with the passing years since its abandonment, and as tangible landmarks of the railway have one by one disappeared. It is rather difficult now to realize how short the period of operation actually was: placing same against a modern day time scale, it is surprising to find that, if the GO Transit Lakeshore rail operation was abandoned on September 24, 1981, it would have had exactly the same service life as the Toronto Suburban's Guelph line.

Altogether, the Toronto Suburban and its predecessors had a 39-year history, commencing with two small local street railways operating single truck wooden cars, and finishing service in the form of a high speed electric interurban line operating large steel cars under catenary overhead carrying 1500 volts D.C. potential and involving no street running whatsoever at the Toronto end. About the only detail that was common to both 1892 and 1931 was that an observer at the corner of Keele St. and St. Clair Ave. West could in either year have witnessed the operations of a constituent company within the Toronto Suburban lineage.

The original ownership of the Toronto Suburban (the Royce family) became interested in making quite lengthy extensions to the small system quite early in the 20th century. In 1901 authority was secured to extend the railway's Lambton route (which operated on Dundas St. West between Keele St. and a loop at Lambton Park, just east of the Humber Valley) to Hamilton. Some grading and track laying is believed to have occurred in 1902-03 between Lambton and Summerville. In 1904 power was secured to extend to Niagara Falls with branch lines in the Niagara Peninsula, together with shorter extensions to Woodbridge and Brampton.

In April, 1910 the power to extend to Brampton was considerably extended, authority being given to carry on to Guelph. The following year power was conferred upon the company to make extensions to Milton and Acton and, in 1912, to Berlin (later Kitchener). In the meantime the company had been acquired by Sir William Mackenzie, and from this point was destined to become a part of the Canadian National Railways system. Debenture stock was sold in London, England for the purpose of extending and improving the Toronto Suburban Railway.

Construction began in earnest on a 46.3 mile extension to Guelph in July of 1912, this terminus being selected over the originally planned destinations of Hamilton and Niagara Falls presumably because of difficulties in securing a right-of-way for the latter route. Even so, progress was relatively slow as the country traversed between Lambton and Guelph was not the easiest through which to construct a railway, specific problems encountered having been the necessity to reconstruct an underpass beneath the Grand Trunk Railway, delays in permission to cross streets, difficulties with the bridge foundation at the Humber River, and a delay in selecting the design for the Mimico Creek bridge.

The principal contract for the work was given to the Suburban Construction Co., with grading, bridging and fencing of about 41 miles of the line being subcontracted to Ewen Mackenzie as well as the ballasting and tracklaying for the entire line with the exception of the 0.6 miles east of the west end of the Humber Bridge. The grading of the most westerly five miles of the line was awarded to Charles Cook and Co. Most of the grading on the Guelph line was completed during 1912 and 1913. By the end of 1914, 41½ miles of track had been laid, entirely west of Islington, but the five-mile gap between that point and Lambton was not closed until 1916, difficulties at the Humber Bridge having caused an extensive delay.

Track was laid with 60 lb. ASCE rail rolled by Algoma Steel Co., on jackpine and hemlock ties in six inches of gravel ballast. Catenary overhead construction was used, suspended from bracket arms attached to high (35 foot) wooden poles (see sketch of car 104) carrying a 25,000 volt A.C. three-phase 25 cycle line near the top of the poles. A 7/16" messenger wire supported standard 4/0 grooved trolley wire. A 4/0 feed wire tapped into the contact wire every half mile. The line was sectionalized at the substations, which were located at Islington (corrugated iron on wood frame), at Montgomery Road; and Georgetown (brick, attached to the passenger station). A brick substation was constructed at Guelph, but was never used. Two 500 KW. rotary converters were installed in Georgetown Substation and one such unit at Islington. The transformers, converters and control gear were supplied by Canadian General Electric Company.

The line had several notable bridges. Largest was the 711-foot long, 86-foot high structure across the Humber River, just west of Lambton Park. Originally the east approach to the bridge consisted of a 200-foot trestle section, but this was later replaced by a high earth fill. The balance of the bridge was of deck plate girder construction, on steel trestle towers founded on low concrete piers which contrasted with the high concrete and stone supports of the adjacent CPR bridge. The Mimico Creek bridge was an 80-foot long through plate girder on concrete piers and abutments, while that over Etobicoke Creek had two 50-foot plate girders on two concrete abutments and one pier. There was a 165-foot trestle over Dixie Creek, a three-span through plate girder bridge over the Credit River at mileage 15.3 (Meadowdale), a 315-foot trestle over the West Credit at mileage 23.3, another of 410 feet in length (70 feet high) at mileage 25.8 (Georgetown), and another of 270 feet in length at mileage 28.1. The trestle at Georgetown was continued on the west by a three-span I-beam bridge on concrete pedestals to carry the line over Water St. 180-foot long trestles existed at Limehouse and Dolly Varden Mine, and another of equal length crossed Fairy Lake at Acton. Finally there were two crossings of the Eramosa River on through plate girder bridges on concrete abutments, each 80 feet long, at mileages 41.3 and 43.4.

Passing sidings were constructed at Eaton Farm (immediately east of Brown's Line), Summerville, Dixie, Cooksville, Huronbrow St. (Centre Rd.), Streetsville, Meadowdale, Churchville, Huttonville, Norval, Georgetown, Dolly Varden, Acton, Blue Springs Road, Eden Mills and Eramosa. As the first cars were originally single ended, wyes with 100-foot radius curves were installed at Lambton Carhouse, Cooksville, Georgetown and Guelph. A freight yard was installed at the latter point, and a store was used

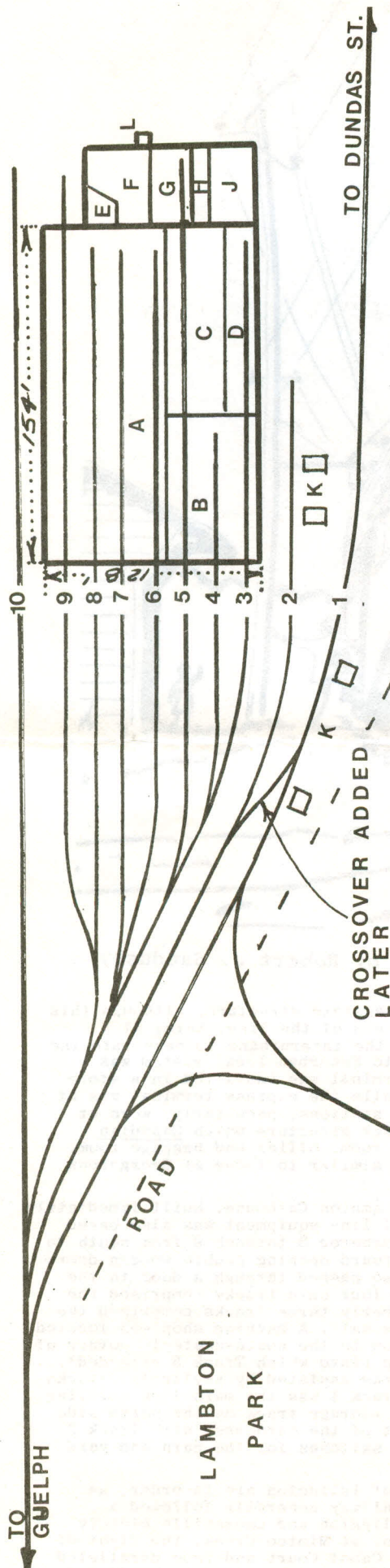


--Sketch by Robert J. Sandusky

as the passenger and express terminal (intended to be replaced by a separate structure, although this never occurred) on Carden St. behind the GTR station. At the Toronto end of the line, terminal facilities were no more permanent than at Guelph. In order to permit the interurbans to penetrate the City of Toronto as far as Keele and Dundas Streets, the entire Toronto Suburban local system was changed from 4'10 3/4" to standard in 1917. The Toronto passenger terminal was installed in a store at 938 Keele St. (old numbering series), just north of Dundas St., while the express terminal was at 2896 Dundas St. West, a bank building. The Suburban's most permanent stations, peculiarly, were at two mid-line locations, at Georgetown and Acton. The former had a brick structure which Canadian Railway and Marine World described as "of neat design", with waiting room, office and baggage room, while Acton was served by a two-storey frame station with facilities similar to those at Georgetown downstairs and living quarters upstairs.

The Toronto Suburban's most impressive building was the seven-track Lambton Carhouse, built immediately to the north-east of Lambton Park for the Guelph line, although local line equipment was also based there. The red brick structure was stub end in design with tracks, numbered 3 through 9 from south to north, entering through the west wall, each track having a set of outward opening double wooden doors which were painted, at least in later years, box car red. Track 9 also passed through a door in the east wall to extend beyond same about one rail length. The northerly four barn tracks comprised the inspection or storage section and had an earth floor, while the southerly three tracks comprised the repair section, separated from the inspection section by a brick fire wall. A machine shop was located opposite the shorter Track 4, while Track 3 extended into a paint shop in the south-easterly corner of the building. Along the east wall were a boiler room, blacksmith shop (into which Track 5 extended), wash rooms and stores. Illumination of the interior of the building was assisted by skylights. Tracks 1 and 2 were outside tracks to the south of the carhouse building (Track 1 was the main line carrying out to Dundas St. in the early years), while Track 10 was an outside storage track on the north side of the building. The tracks formed a fairly sizeable yard to the west of the carhouse, with Track 3 forming the ladder for the tracks to the north of it. Trolley cutout switches for the barn and yard were mounted on one of the poles in the yard.

A few words about the alignment of the Guelph line in the area west of Islington are in order, as questions seem frequently to be asked about the subject. While the railway generally followed a "cross-country" course, not related to roads, the section between Islington and Cooksville closely paralleled Dundas St. After underpassing the present day CPR Galt Sub. at Mimico Creek, the right-of-way headed north-west to cross Dundas St. at the present location of Cabot Court and then paralleled the road. East of Kipling Ave., the line was behind the back yards of premises on the north side of



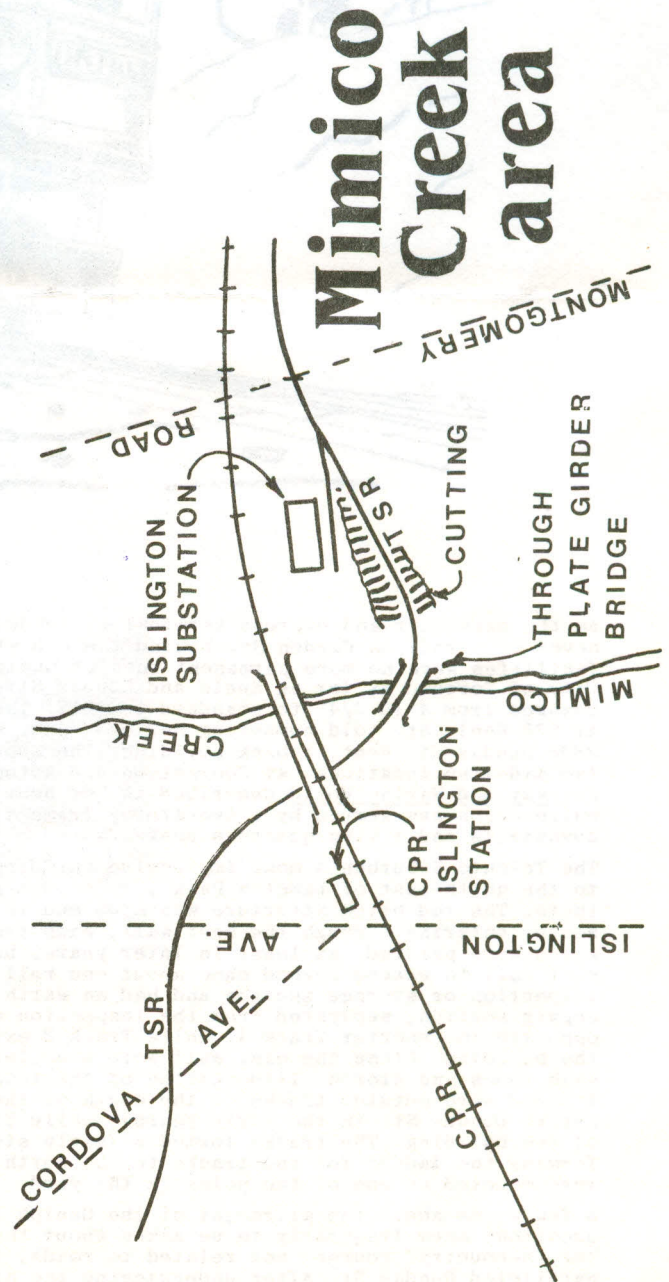
Lambton Carhouse

ORIGINAL LAYOUT

Map Key:

- A - Inspection Area
- B - Repair Shop
- C - Machine Shop
- D - Paint Shop
- E - Coal Storage
- F - Boiler Room
- G - Blacksmith Shop
- H - Wash Room
- J - Stores
- K - Sheds
- L - Stack

Maps not drawn to scale



Dundas. From Kipling to present day Neilson Rd., the line was on its own right-of-way, immediately north of Dundas, and passing in front of the three or four farm houses in the section. From Brown's Line, the track was on a falling gradient, and left Dundas, where Neilson Rd. now is, to swing far north in a large arc crossing Etobicoke Creek bottom at a low level bridge before returning to Dundas at the highway underpass, crossing the highway to the south side on a 47 degree angle, at mileage 5.4. The road was much lowered at this point after the bridge was removed. The railway then followed the south side of Dundas St. to just east of Dixie Rd., where it shifted further to the south to parallel the road about a quarter mile distant from it. It then crossed Dundas St. paralleling the CPR just east of Cooksville and, heading north-westerly, left the road alignment.

A Sunoco gas station at the south-east corner at Dixie Rd. had a very small "tank farm", served only by a TSR siding.

Service on the Guelph line finally commenced on April 14, 1917 using four 61-foot steel single end centre entrance cars of distinctive design mounted on Standard C-80 trucks. This equipment, built by Preston Car and Coach Co., was painted dark green with gold lettering and numbers, the former consisting of the legend TORONTO SUBURBAN RY. on the letterboard. The upper sash of the side windows was glazed with leaded glass. A single marker light was mounted in the end letterboard, directly over the centre window, this having been removed and replaced by double markers in conventional corner positions when the cars were converted to double end operation in later years. Six cars had been ordered from Preston, of which 101 was a coach, 104-106 had baggage compartments, while it is not known for sure what configuration 102-103 were ordered as. Because of the delay in the opening of the line, the cars had been stored for a period by the builder, during which time a fire at the plant destroyed 102 and 103. For reasons that are not clear, the Toronto Suburban does not appear to have pressed for the replacement of these units and was content to open the Guelph line with a car fleet only two thirds the size of that which had been intended. The design of the Preston cars was apparently secured from the Cincinnati Car Co., which constructed a number of centre entrance car series of similar design for various U.S. interurbans. One group, the 60 series of the Kansas City, Clay County and St. Joseph Ry., was virtually identical to the Toronto Suburban cars.

The first schedule provided for only two daily trips to Guelph, one to Georgetown, and four to Cooksville. Local line cars 28 and 29 were used in the latter service. The Guelph line cars changed over to the 550 volts of the local lines at the west end of Lambton Yard, a switch on the cars being thrown at this point. This switch also had to be used when the cars passed onto the tracks of the Guelph Radial Railway, the local street car system in that city. After passengers detrained at Keele and Dundas, the cars deadheaded north on Keele St. and east on St. Clair to the old local lines carhouse at the south-west corner of St. Clair and Old Weston Rd., where a loop in the carhouse yard permitted the single end equipment to reverse.

By 1918 it had become apparent that more equipment was required; four former New York Elevated cars, of wood construction with open platforms, were obtained through an equipment dealer. This equipment, which had the vestibules enclosed in later years, was not motorized and was in striking contrast to the modern steel cars.

The Guelph line operated for only a brief period as a Canadian Northern Ry. subsidiary, under the ownership of Mackenzie and Mann. By order of the Privy Council on September 23, 1918 the Dominion Government acquired the Northern as the first constituent company of the publicly owned Canadian National system. The years of profitability for the Guelph line were brief, as the operation began to show a deficit in 1921, and there was never a profit thereafter. Professor John F. Due, in The Intercity Electric Railway Industry in Canada says that the Toronto Suburban, in the mid-1920's, was the most unprofitable electric railway in the country. The break-up of the system commenced with the City of Toronto's "clean-up deal" after 1921 whereunder the lines of the Toronto and York Radial Railways and the Toronto Suburban Railway lying within the city limits were acquired for reconstruction and operation by the TTC as extensions to the city system. The Suburban's lines were acquired on November 15, 1923 and work began immediately on the construction of a double track line to Toronto gauge on Dundas St. between Keele and Runnymede. The Guelph and Weston-Woodbridge lines were physically divorced and the big steel cars were forced away from their Keele-Dundas terminal, having to wye at Lambton Yard to back to a local line connection at Runnymede Rd. Later, following acquisition of the Runnymede-Lambton Park Loop section of the side-of-the-road Lambton line by the Township of York, this section was changed back to Toronto gauge on November 25, 1924 and the TTC began operating it. Guelph line cars terminated at Lambton Carhouse, an inauspicious location for passengers to begin their trips.

Despite the deficits and the loss of the Junction terminal, the CN management was reasonably bullish about the Guelph line (as well as its other subsidiary electric railways) in the 1920's. Having formed the Canadian National Electric Railways by merging the Toronto Suburban and the partially constructed Toronto Eastern Ry. on December 17, 1923, the management began construction during 1924 of a new cutoff from the Guelph line immediately east of the Humber Bridge (the point became known as Humber Junction). The new line proceeded north-easterly, underpassing the CPR, and then followed the right-of-way of the Toronto Belt Line Railway's abandoned westerly loop north of St. Clair Ave. and then a Toronto and Niagara Power Co. right-of-way, crossing Weston Rd. on an overpass and then curving sharply to the south to end at a three-track terminal at the north-east corner of Keele and St. Clair. It was planned to extend the line to CN Parkdale Station (and ultimately to Union Station following completion of work on the Toronto Viaduct project) by electrifying CNR trackage. It is also said that the CNR wanted to link the Guelph line and the Toronto Eastern by constructing a link across the north end of the city, using the remaining part of the Toronto Belt Line Ry. (between the CNR Newmarket Sub. and Mt. Pleasant Rd.). However, the track down Mud Creek ravine east of Mt. Pleasant had been removed during the first World War, and would have had to be reinstated to connect with the former Canadian Northern Orono Sub., which Toronto Eastern planned latterly to use. There was also the problem of no link between the Brampton and Newmarket Subs. At the Keele terminal at first a local line car body (believed to be that of No. 12) was used as the passenger facility, but in 1929 a small brick station was constructed. The most westerly of the three terminal tracks (shorter than the others) was used by Toronto Suburban express cars, while the two easterly tracks were used by the passenger cars; a switch joining the tracks at the south end permitted motor cars to run around trailers.

The new cutoff used the CNR's standard catenary on steel lattice tower overhead construction, also seen on the Oshawa Ry. and the Port Dalhousie East-St. Catharines-Thorold freight line of the NS&T. However, the Keele-St. Clair yard overhead was on wooden poles.

A way yard, with a non-electrified siding, was established on the cutoff a short distance west of Rockcliffe Blvd. The cutoff was also used for carload freight service to a few industries close to the Toronto end of the line, interchanging with the CNR at West Toronto Yard.

With the construction of the new line the Preston cars were rebuilt for double end operation, with motorman's cab moved from the centre to the right side and with dash mounted roller destination signs. The cars were henceforth lettered "Canadian National Electric Railways". Four significant pieces of

equipment were added in the mid-1920's, all having been constructed at the St. Catharines shops of the NS&T. These comprised large steel passenger cars 107 and 108 (the latter a combine), 58-ton box cab locomotive 300, and line car-snowplow 252. Cars 107 and 108 were not constructed at the same time. The locomotive was used for the carload freight haulage and for another specialized service: in 1925 an extensive picnic ground known as Eldorado Park was opened adjacent to the Guelph line, midway between Churchville and Huttonville (south-west of Brampton) on the Credit River, and 300 was used for excursion service to this point. For this purpose a group of gas lit open platform wooden coaches of the 3000 series were borrowed seasonally from the CNR to be used on group picnic specials behind the box cab. One of the best known Toronto Suburban photographs shows 300 with 12 of these coaches on the Summerville curve. The 150 series cars were stored for a period as they could not be hauled at high speeds, but the 3000 series coaches were also disadvantageous in that they could not operate to the Guelph terminal over the local street car tracks.

In 1926 the extension over CNR trackage to Parkdale Station was still firmly in the mind of management, this having formed the subject of an article in the Canadian National Magazine published during that year. This thinking may have prevailed as late as 1929, as the structure constructed at Keele and St. Clair appears to have been designed as an intermediate station.

The service had been increased to a two-hour headway in 1924, and an hourly schedule for weekend p.m. periods in 1926. These schedule improvements seem to offer additional evidence that the company was anxious to build up patronage in this period despite (or perhaps because of) the mounting deficits. In the late 1920's the livery for the cars was changed to a yellow-orange with blue hair striping and a green roof. Lettering was applied by hand. Somewhat later this colour scheme was substituted for by traction orange with a maroon roof, with lettering applied by the use of decals. Not all cars had been changed by the time of abandonment, and 101 and 201 retained the intermediate paint scheme.

The onset of the depression, combined with the growing use of automobiles and the competition offered by a paralleling bus operator put the handwriting on the wall for the Guelph line. When car 105 was wrecked in a collision with line car 252 (in service as a snow plow) in 1929, no effort was made to repair the former. The railway had gross earnings of \$166,902 and operating expenses of \$238,160 in 1929, for an operating deficit of \$71,258. While revenue passengers that year totalled 278,971 (freight traffic amounted to 43,865 tons), by the summer of 1931 passenger carryings had dwindled to 300 per day. A semi-yearly interest payment on the debenture stock issued in 1911 was due on July 15th, 1931 and the CNR defaulted on this. The Minister of Railways and Canals announced in the Legislature in Ottawa on July 20th that such payment would not be made. On the following day the CNR directors met and decided that all operations on the Guelph line would cease on August 15th, 1931. The last train over the line is believed to have comprised cars 106-101, and UCRS member Gordon Hlandforth, having boarded at Blue Springs Rd. on the eastbound trip, was the last passenger to disembark from a Toronto Suburban car. In Toronto Suburban Memories (Canadian National Electric Lines Historical Group) he remarks that the last trip was without ceremony and that the passengers, if they were aware that they were riding a graveyard run, seemed not to care about it. Three days later the property was the subject of a receivership order, the British Empire Trust Co. as trustee having acted on behalf of the stockholders, as it had been arranged in 1911 that the debenture stock be secured by a trust deed constituting a first fixed mortgage on the assets of the railway.

The equipment was stored in Lambton Carhouse, with a watchman on duty on a 24-hour basis, for the next several years pending a settlement between the CNR and the stockholders as to disposition. Only cars 150-153 were unable to be accommodated within the building. On May 4th, 1933 the CNR offered to pay off the stockholders at 25 cents on the dollar, and this offer was accepted, although authority to make payment was not granted by an Act of the Dominion Government until 1934, finally permitting the line to be dismantled.

The overhead in the Lambton Carhouse area and in the Keele St. Yard (and possibly on the entire line) was removed over the winter of 1934-35. The cutoff overhead, being on steel towers, was dismantled last. Salvaging operations were principally carried out in the summer of 1935. The carhouse was not cleared out until fall. A CNR 0-6-0 had been brought in to deliver a boxcar to Lambton Carhouse but was found to be too heavy for the track, thus CNR self-propelled cars 15791 and 15797 were used to haul out loads of rail and to remove the Toronto Suburban equipment to West Toronto Yard. Rail truck 401 was also used on some of the lighter work. Several pieces of equipment were transferred to St. Catharines or Montreal, but car 105 was scrapped at Lambton and the other three centre entrance cars

TORONTO SUBURBAN DISTRICT TORONTO-GEORGETOWN-ACTON-GUELPH									
TABLE No. 166									
Eastern Time									
Miles				Lv Toronto, Ont. Ar.		A.M.		A.M.	
0				(St. Clair Ave. & Keele St.)		8.20		11.00	
May 21st to Sept. 5th, Saturdays, Sundays and Holidays only, additional trains leave Toronto for Georgetown 1.30 p.m., 3.30 p.m., 5.30 p.m., and 7.30 p.m.	A.M.	A.M.	A.M.	Islington		8.09	10.48		
	10.30	8.30	6.30	Dixie		8.00	10.39		
	every	8.42	6.42	Cooksville		7.56	10.34		
	2	8.52	6.52	Streetsville		7.46	10.23		
	hrs.	8.56	6.56	Meadowdale		7.42	10.19		
	to	9.06	7.06	Churchville		7.38	10.15		
	8.30	9.10	7.10	Eldorado Park		7.35	10.12		
	P.M.	9.15	7.15	Huttonville		7.32	10.09		
	also	9.18	7.18	Norval		7.27	10.03		
	11.00	9.21	7.21	Georgetown		7.19	9.57		
	P.M.	9.27	7.27	Acton		6.58	9.37		
	.....	9.35	7.35	Blue Springs		6.50	9.30		
	.....	9.55	7.55	Eden Mills		6.39	9.19		
	.....	10.00	8.00	Ar Guelph, Ont. Lv		6.20	9.00	11.00	
	.....	10.10	8.10	(C.N.R. Station)		A.M.	A.M.	A.M.	
FOR STEAM TRAIN SERVICES—Toronto-Guelph, see Tables 178 and 179.									

CNER Guelph line schedule, appearing as Table 166 in the June 26, 1927 CNR system folder.

were taken to the CNR Leaside shop yard, where the bodies were finally cut up (along with that of 201) in 1937. The bodies of 150-153 were disposed of from Lambton.

The Humber Bridge was dismantled in the fall of 1936 after 100 lb. rail and new ties had been laid on it, and over a short approach section, to facilitate use of a bridge erecting crane. The crane was hired from a bridge building company. A large portion of the bridge is said to have been sent to British Columbia for re-use, although other segments were later observed in storage at the B&B area in the CNR Danforth Yard. By 1936 cars 15791 and 15797 were stored out of service at Spadina Coach Shop. The track on the cutoff line had certain tie replacements effected, permitting the use of steam locomotives in the bridge removal. During 1936 a few revenue carloads of gravel were hauled over the cutoff to Scarlett Road, being left on the "main line" for unloading by road contractors. The portion of the cutoff east of Jane St. remained active as a CN spur until quite recently, there having been a retail coal yard and a paint factory at the end of the spur serving the Toronto Suburban material yard. The last revenue loads on this line were inbound tank cars of furnace oil to a fuel dealer, Bonham-Johnson Fuels on Woolner Ave. The track west of Symes Rd. was torn up in July, 1966. The track from (new) Maybank Ave. to Symes is still in place, but isolated, in 1981. In World War II years the track had actually been re-extended a short distance to serve a contractor's yard at the north-east corner of Jane St. and Woolner Ave.

After abandonment, the Keele-St. Clair terminal tracks were annexed to the adjacent CNR West Toronto Yard, and were usually occupied by wooden refrigerator cars. Only one track of the original three serves to this day. The Mimico Creek bridge was left in place after track removal, and was evidently dismantled and transported away by road vehicles.

The last active piece of Toronto Suburban equipment was 252, which, as CN 15710 on the Montreal terminal electrification, lasted until 1967. Other physical reminders of the Guelph line have continued to disappear through the years. While the right-of-way can be traced fairly readily in still rural areas, road widenings and housing subdivisions have largely obliterated it closer to Toronto. The shell of the long derelict Guelph substation building has been used for a small apartment building and may be seen at 22 James St. East. The Keele-St. Clair terminal station, after functioning as the Premium Lunch, was demolished in 1972. Lambton Carhouse, disposed of to Par-Tex Foundation Co., was demolished in 1977, having been used in latter years by Hercules Sales Co. The building had had additions on three sides since the days of railway use.

One Toronto Suburban landmark which will probably remain indefinitely are the Humber River Bridge piers. The central three of these are now used to support a light bridge which carries the Humber Valley Bike-way over the river at this point. Only as recently as July 7th, 1981 the bridge over Weston Rd. was removed, after the rail across it and for a short distance west had been lifted and taken to the Ontario Electric Railway Historical Association's Rockwood museum. It is still possible to ride on electric cars on about a mile of the Guelph line right-of-way east from the Campbellville Road (between Blue Springs Road and Eden Mills) on the Association's Halton County Radial Railway.

--The assistance of John D. Knowles in supplying the equipment roster and much of the information in this article is gratefully acknowledged. Thanks are also extended to Peter F. Oehm and Ontario Hydro.

CANADIAN NATIONAL ELECTRIC RAILWAYS

TORONTO SUBURBAN DISTRICT

1931 Equipment Roster

1500 volts direct current - cars also equipped for running on 500 volts d.c. Guelph city system trackage.

101 Passenger motor, centre doors, steel body, 61 ft., 40 tons, Preston Car & Coach 1915 1, 2
 Note: Cars 102 and 103 were destroyed by fire at builder's plant before delivery, and were not replaced.

104, 106 Combination passenger and express motors, centre doors, steel body, 61 ft., 40 tons, Preston Car & Coach 1915 1, 2

105 Same as 104 and 106 1, 3

107 Passenger motor, four end doors, train doors, steel body, 61 ft., 40 tons, Niagara St. Catharines & Toronto Ry., St. Catharines Shops, 1924. 4

108 Combination passenger and express motor, four end doors, train doors, one express door on each side, steel body, 61 ft., 40 tons, NS&T Shops, 1926. 5

150-153

201 Passenger trailers, wood body, steel underframe, 48 ft., 19 tons 6

250 Express motor, wood body, steel underframe, 55 ft., St. Louis Car Co., 1907 2, 7

251 Express motor, wood body, steel underframe, 53 ft., Preston Car & Coach, 1921 8

252 Express trailer, wood body, steel underframe. 53 ft., Preston Car & Coach, 1921 9

253 Line car - snowplow, wood body, steel underframe, 41 ft., NS&T Shops, 1924 10

300 Gasoline emergency track car

401 Box cab locomotive, steel body and underframe, 34 ft., 58 tons. NS&T Shops, 1925 11

International rail truck, stake body, 1926 (?) 12

CNER also rented group of open platform steam train coaches from Canadian National Railways each spring for excursion work and returned them in fall.

Motors - Locomotive 300 had 4 x GE 239A motors, 175 h.p. each. All other motor cars had 4 x GE 240A motors, 95 h.p. each.

Notes

1 Originally single end with centre controls; converted to double end with enclosed cab on right side.

2 Scrapped at CNR Leaside Shops, 1937.

3 Wrecked in head-on collision with snowplow 252 at Norval, 1929. Not rebuilt, and scrapped at Lambton barn, September 1935.

4 Shipped back to NS&T Ry. 1935. Partly rebuilt as NS&T one-man car 83 in 1938; completed 1943, and ran until abandonment in 1959.

5 Shipped back to NS&T Ry. 1935. In 1942 made into Montreal & Southern Counties Ry. 2nd 300 snowplow, by cutting off express compartment and putting on new wooden flat end.

6 Former New York rapid transit cars with open platforms. Enclosed vestibules added by TSRY. 150 and 151 had three rectangular vestibule windows on each end. 152 and 153 had rectangular centre window on each end and two round side windows. Bodies detrucked and left at Lambton Barn, September 1935. No. 150 used at nearby Lambton Park dancehall, cut into two pieces, until about 1944. Others trucked away during following winter.

- 7 Built on two-car order for St. Louis Montesano & Southern, but not delivered. Obtained unused by TS Ry. in 1917 with Russell snowplow added. Plow probably later transferred to car 252. Shipped to NS&T 1935 but returned to Leaside 1936. (Other car on order became London & Port Stanley Ry. E-1).
- 8 Became Montreal & Southern Counties Ry. freight motor 306 in 1935. Converted from left hand driving positions to right hand at that time. In 1956 became Canadian National Railways 69467, snowplow and line car on former Quebec Ry. Light & Power Co. interurban.
- 9 Became NS&T 251 trailer emergency car in 1935, for carrying heavy recovery equipment. Scrapped 1946 and body incorporated into new house at 23 Charles Ave., St. Catharines.
- 10 Became M&SC 305 in 1935. In 1956 became CNR 15710 on Montreal terminal electrification. Scrapped 1967.
- 11 Shipped back to NS&T 1935, not used. Traded through dealer 1938 to Waterloo, Cedar Falls & Northern (Iowa) No. 7. Used mostly for switching Rath Packing Co. plant at Waterloo, Iowa.
- 12 Used mostly for emergencies when overhead power off. Left in Lambton barn after fall 1935 cleanout, and removed in spring of 1936.