

# Tableau *of* Transportation

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Toronto Centennial Celebrations  
... EXHIBITION PARK ...  
July 2nd, 3rd and 4th, 1934

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EXHIBITED BY  
TORONTO TRANSPORTATION COMMISSION  
AND  
GRAY COACH LINES

# Wheels of Progress

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HEREVER two or more old-timers get together during Toronto's Centennial Celebrations they will match memories on anecdotes concerning people, places and events associated with Toronto's one hundred years of growth and progress. You will hear old stories with enough facts to hold them together and with enough embellishment drawn from still active imaginations to make the old stories "good old stories" and to make the "good old days" seem almost as good as when they were lived.

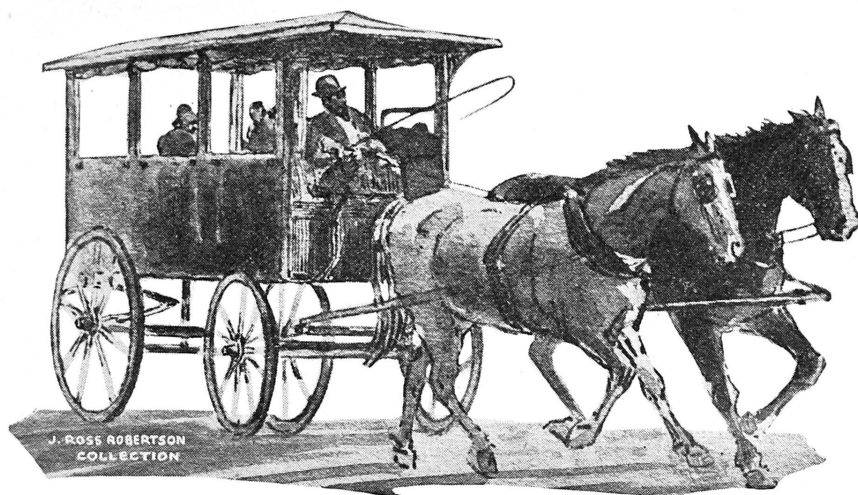
Invariably, either as the exclusive topic or as the main link with people and events, transportation will be to the fore in the stories. It will be: "John, I'll bet you don't remember the omnibuses that used to run to the Market." And John, with enthusiastic and lovable disregard for the fact that he is only eighty-two, will claim that he remembers when (three years before he was born) there were no omnibuses at all. And from there on the stories will continue, with horse-cars on wheels and on sleighs, with pea straw heating systems, with the Smiths and the Kielys and McKenzie and Mann, and franchise rights and franchise fights, and coffee pot fare boxes, and Sunday cars (were the ballot boxes really stuffed?), and the first electric cars, and the sprinkler cars, and rattling hand brakes and cars that jumped the tracks "clean over the bridge—or almost", and wood block paving, and strikes and riots—and so on into the present.

There is a reason why transportation is the main topic when the history of Toronto is reviewed by those who have lived through most of the city's hundred years. They know, as no others can know, that the progress and growth of Toronto has been paced by the progress of its public transportation facilities. They voted for, fought for and in some instances paid for what they believed was necessary to promote the welfare of Toronto through promoting the progress of its public transportation services.

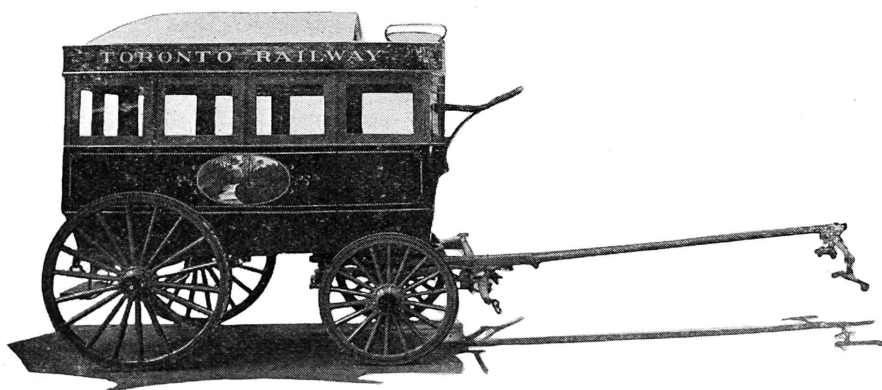
So that Torontonians of to-day and the visitors who will join with us in our city's July Centennial Celebrations may, like John, the old-timer, live again through the days before they were born, a tableau of carriages, omnibuses, stage coaches, horse cars, pioneer electric cars, relatively ancient gasoline motor charabancs and buses, and modern electric street cars and 1934 models of interurban motor coaches has been arranged for public review on July 2nd, 3rd and 4th at the Eastern Entrance street car loop in the Canadian National Exhibition grounds.

In the historical arrangement of the tableau precedence is given to four private passenger vehicles,—a coach formerly owned by King George IV, a buggy, a phaeton and a sleigh. These vehicles are typical of the private transportation facilities used by those who could afford the luxury of private transportation before the inauguration of the first public transportation services in Toronto in 1849. The late John Howard, who presented High Park to the city, was the owner of these vehicles, which are exhibited by courtesy of the York Historical Society and the Parks Commissioner of Toronto.

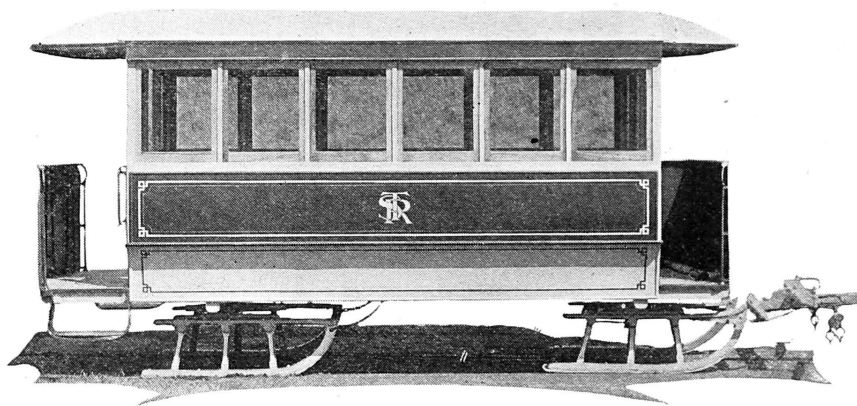
The interurban horse drawn stage coach, with its routes radiating from Toronto (York) from 1828 until 1895, was an important factor in Toronto's development as the main centre of trade and travel in Upper Canada. An original model of the stage coach restored from a decrepit condition by the Toronto Transportation Commission, is included in the tableau as the predecessor of the modern interurban motor coach. The particular model displayed was in service for more than fifteen years, between Richmond Hill and Toronto, and was still in operation when interurban electric railway service was inaugurated on a parallel route in 1895.



The first public transportation service inside the city was inaugurated in 1849, when H. B. Williams built a six-passenger omnibus and routed it between St. Lawrence Market and the Red Lion Hotel, Yorkville, at Bloor Street, via King Street and Yonge Street. The fare was sixpence. Mr. Williams' pioneer public transportation service was an immediate success and his omnibuses were steadily increased in numbers and size. A model of the first omnibuses is not available, but included in the tableau, and similar to them, are original omnibuses used by the first incorporated street railway in Canada, the Toronto Railway Company, whose service commenced in 1861. They used omnibuses and horse



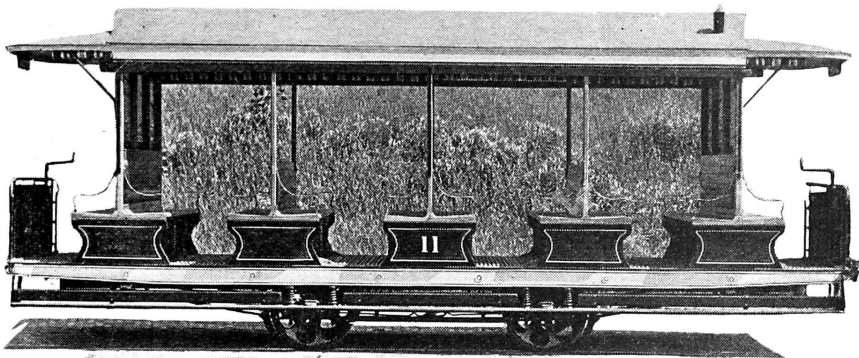
cars and sleighs. With Winter weather and no organized street cleaning, even this diversity of the Company's rolling stock did not ensure satisfactory service and at times vehicles of all three types were pressed into service at the same time in desperate hope that where one type failed to get through the streets another might succeed. A model of the sleighs is also in the tableau.



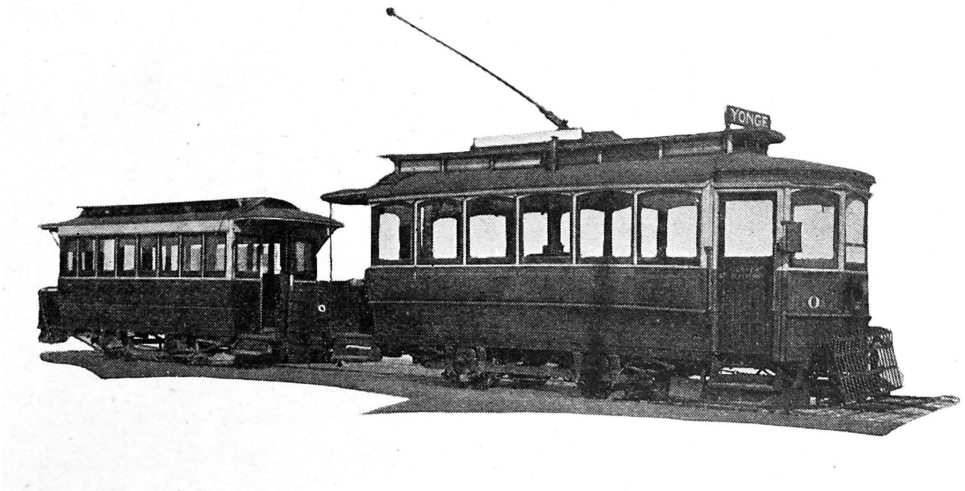
Car number 16 in the tableau is one of the first twenty rail horse cars used in Toronto. This one-horse car made its maiden journey down Yonge Street from Yorkville (at Bloor Street) on September 10th, 1861. With a cheering populace and with the Artillery Band playing from the roof of the car, this marked a memorable advance in the city's public transportation services. The car was derailed twice on its maiden journey, but willing hands assisted the old grey mare to drag it back onto the track.



Car number 11 is an open two-horse car that was very popular in the horse-car era from 1861 until the first electric car in 1892 and the last horse-car service in 1894. Car number 327 is a similar model of the open cars used after the street railway was electrified.

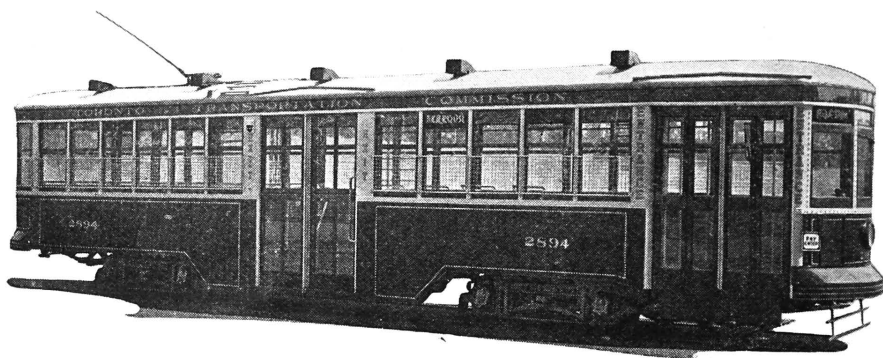


With car number 306, one of the first electric cars, is trailer 64, formerly a horse car. When the system was electrified under the terms of the franchise granted to (Sir) Wm. McKenzie and associates, their Toronto Railway Company remodelled many of the former horse cars for electrical operation. This electric train of motor 306 and trailer 64 was in regular service from 1892 until 1921.



The Toronto Railway Company's franchise expired on August 31st, 1921, and the Toronto Transportation Commission's management of the public transportation services as a municipally-owned public utility commenced on September 1st, 1921.

The contrast between the train of 306 and 64 and the next car, number 2894, in the tableau is eloquent testimony of the over-night forward stride made in the advancement of public transportation when the T.T.C. immediately introduced as its standard of rolling stock the modern steel car of which 2894 is typical.

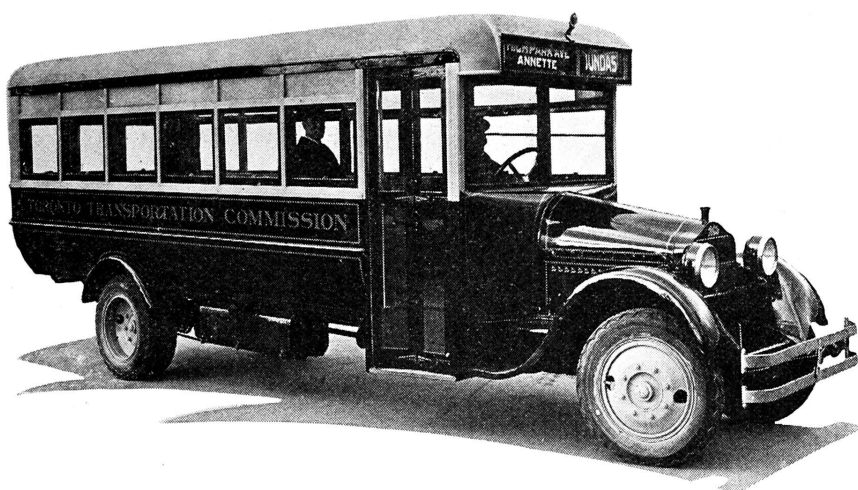


Bus number 1, the double-decker of the Fifth Avenue type, recalls another advance in Toronto's public transportation services. Foreseeing the important factor the motor bus would become in feeder route service in the universal fare city system, the T.T.C. purchased in September, 1921, eight of these four-cylinder, solid tired motor buses and used them to provide service in city districts not served by rail cars. Bus number 1 is one of the original eight.

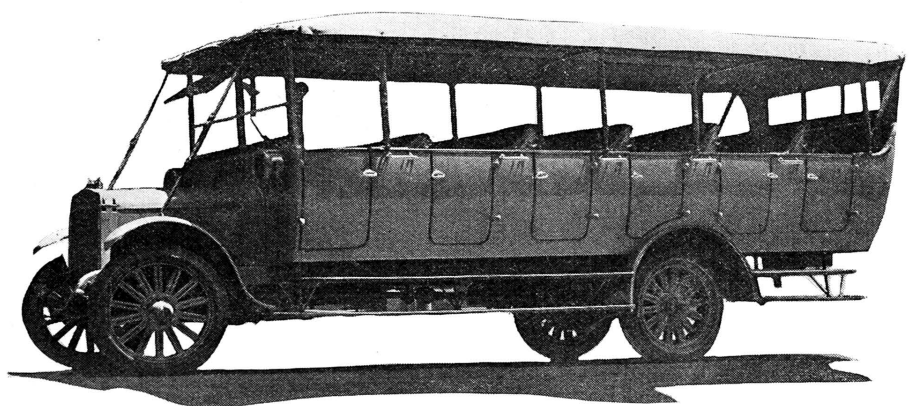


Under the sponsorship of established transportation systems, motor buses were soon designed and equipped to provide safer and more comfortable accommodation for the passengers. Bus number 17, the first pneumatic tired bus purchased by the Toronto system, marks one stage in this development. When it was placed in service in 1924, the passengers who had ridden on solid tired buses thought that number 17 was the last word in bus development.

But it was not. The balloon tired buses now in service on the city system are further advanced over number 17 than it was over bus number 1.



There is a good story in Charabanc number 202. Once upon a time, before gasoline engines were first grafted onto passenger vehicles, amongst the most interesting sights and sounds familiar to Toronto's streets were the four-horse-drawn tally-ho and the celestial strains that poured forth from the six-foot trumpet blown with great gusto by a trumpeter-footman in gorgeous array. Sight-seeing passengers fluttered from the hotels at his call.



With thunderous roar Charabanc 202 banished the tally-ho and silenced the trumpeter in 1912. The Charabancs represented in the tableau by 202 were operated by a privately owned company for local sightseeing tours and solid-tired jaunts as far as Niagara Falls until 1925, when they were acquired by the T.T.C. for Gray Coach Lines and were soon replaced by modern sightseeing and interurban motor coaches, of which the coach number 618 in the tableau is the latest addition to the fleet of 207 motor coaches and motor buses now owned by the publicly-owned transportation system.





Sleek and silent, these coaches purr along the highways, providing what does indeed seem to be the last word in safe and comfortable interurban transportation service. Some of its most important features are reclining seats, hot water heating, forced air ventilation, four-wheel air brakes, enclosed baggage compartments, and innumerable other devices for the safety and comfort of passengers.

As the curtain is drawn on this tableau of transportation vehicles, it is apparent why transportation is the main topic when the history of Toronto is reviewed by those who have lived through most of the city's hundred years. They know, as no others can know, that the progress and growth of Toronto has been paced by the progress of public transportation facilities.

This progress is illustrated here by pictorial comparison of the inter-urban stage coach which even before 1834 made Toronto the travel centre of Upper Canada, and the modern motor stage coach of 1934, whose routes on the King's Highways, converge on a metropolis that is beyond the dreams of the most optimistic imagination of pioneer citizens.

And, so, on into the next hundred years!

