

The Toronto Civic Railways

MERGED WITH TORONTO RAILWAY CO. TO FORM T.T.C., Sept. 1, 1921

At the time the Toronto Civic Railway's various routes were built, the principal trolley operator in Toronto was the privately-owned Toronto Railway Company, which was operating under a 30 year franchise granted in 1891. The Toronto City Council was actively considering the acquisition of the Toronto Railway for municipal operation upon the expiration of its franchise in 1921. The Toronto Railway was therefore unwilling to make large capital expenditures to expand its facilities, due to the prospect of being forced to sell out at prices fixed by an arbitration board. The Railway was not obliged to build lines in the districts annexed by the City after 1891.

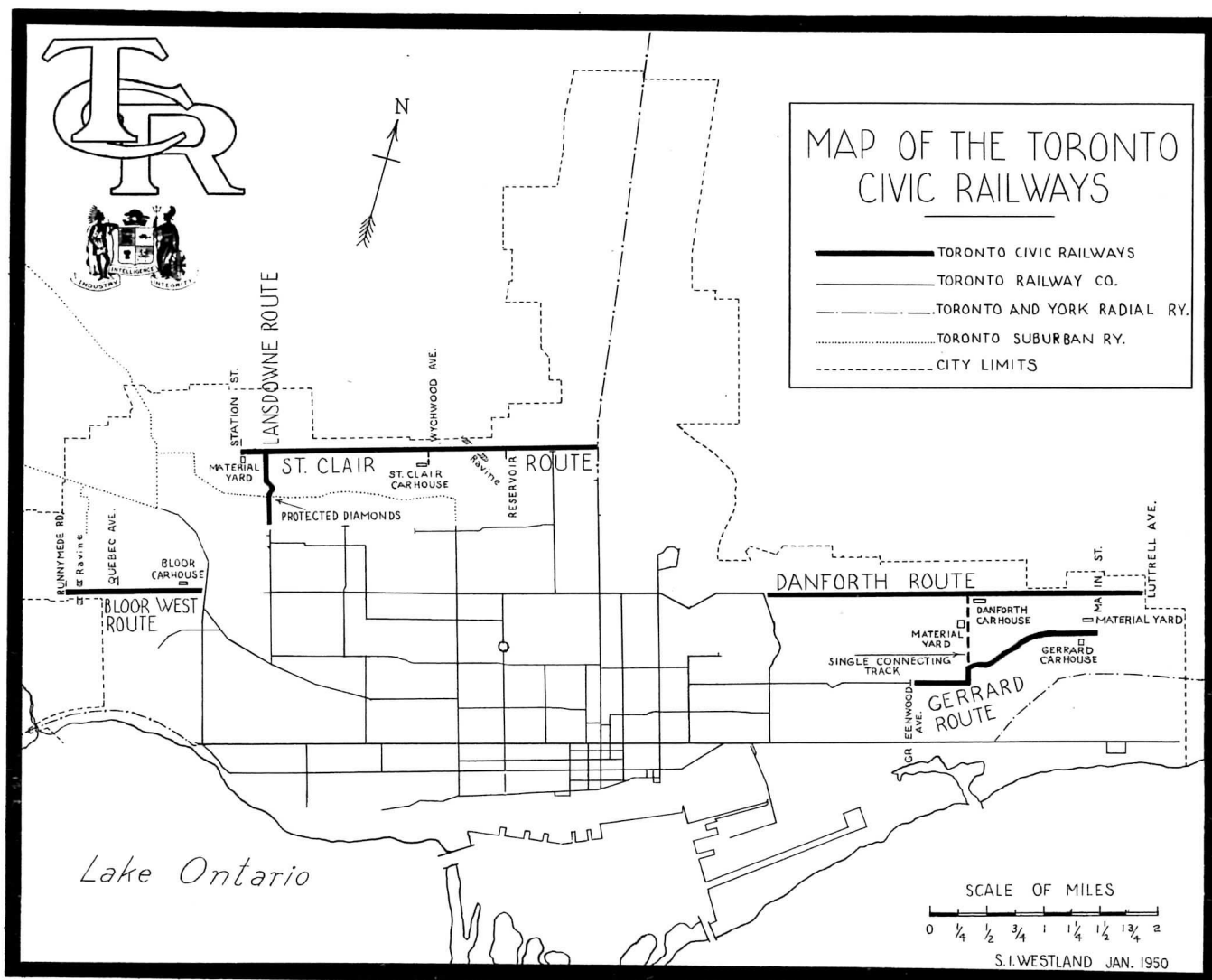
The City requested the Railway to build a number of such lines, but the latter declined to do so. The City then exercised the prerogative vested in it by the agreement with the Railway, to build such lines as were required when the Railway failed to do so when petitioned. Three such lines were projected in 1910, and active work was taken up on them that year. Two more routes were built subsequently.

Most of the Civic lines were paved double track. The gauge adopted was that of the Toronto Railway Company, 4'10 7/8". Power was purchased from the Toronto Hydro-Electric System, and was fed to each route from a nearby T.H.E.S. substation.

Fares on the Civic Railway were laid down in City of Toronto by-law No. 6304. From 5.30 a.m. to midnight, adults paid two cents cash, with tickets at six for 10 cents. Children under nine years of age paid one cent, infants in arms travelled free. The night fare was five cents cash. This abnormally low fare structure precluded any possibility of profitable operation. Numerous attempts were made to raise the fares to the level of those of the Toronto Railway Company, but the original low fare structure which had been adopted for political reasons remained.

GERRARD ROUTE

The Gerrard route, in the eastern part of Toronto, was the first Civic car line to be completed and placed in operation. It commenced at the terminal of the Toronto Railway's Parliament line, at Gerrard Street and Greenwood Ave., and ran eastward to Gerrard and Main Sts., 3.5 miles distant. The route was almost level for half a mile from the Greenwood end, then climbed a steep grade averaging 2.5 per cent for almost a mile, with a final steep ascent of 4.2 per cent entering East Toronto. While the line was under construction, the materials used in building it were stored on a strip of the Grand Trunk Railway's right of way a short distance west of York (now Danforth, C.N.R.) Station, and forwarded to the scene of operations on a temporary narrow gauge railway. The Gerrard route was double tracked, with 80 lb. "T" rail.



Power was obtained from the East Toronto pumping station, located 1500 feet east of the Main St. terminal, at Gerrard St. and Wayland Ave.

Operation commenced on December 18, 1912. A seven minute headway was maintained with four double truck cars. At first the cars were kept in a small shed near the east end of the line, at Gerrard St. and Norwood Road. In 1913 a line was laid on Coxwell Ave. from Gerrard to Danforth, connecting the Gerrard and Danforth routes of the Civic Railway, and enabling the Gerrard cars to use the Danforth Carhouse upon its completion.

As a result of the construction of this Civic Railway route the Toronto & York Radial Railway (Scarborough Division) stub line from Kingston Road to Gerrard and Main, via Walter and Kimberley Sts., was abandoned in 1913 as the Civic connection afforded more convenient access to the East Toronto area, with corresponding decline in revenue on the Radial Railway's short route.

ST. CLAIR ROUTE

The St. Clair route ran from Yonge St. to Station St. (near Caledonia Road), a distance of 3.14 miles. At the time that the line was built, the City decided to widen St. Clair Ave., since much of the property fronting on it was still vacant, and the project could be carried out with comparative ease. Accordingly the road between Yonge Street and Avenue Road was widened to 86 ft., and between Avenue Road and Station St., to 109 ft. These generous widths made it possible to build a double track trolley line on a 33 ft. boulevard in the middle of the road. As the street was undulating in profile, much cut and fill work was required in building the car line, particularly in crossing two ravines. In places where the work was heavy, a steam shovel, dinky locomotive and dump cars were used.

To obtain space convenient to a railway line for a material yard during the construction, the City closed off a portion of Station St. near the Grand Trunk's North Bay line. The yard also served as an assembly point for the Civic street cars, many of which were purchased piecemeal. The car bodies, trucks motors and other equipment were delivered to the yard from the various manufacturers' plants and assembled into complete cars by the T.C.R.'s own staff. The yard was later used for a time in place of a carhouse while the building on Wychwood Ave. was being completed.

The St. Clair carhouse was located on the south-west corner of Wychwood Ave. and Benson St., two blocks south of St. Clair Ave. The original structure was a single bay, 3 track one, but another identical bay was added in 1916. After acquisition by the Toronto Transportation Commission in 1921, a third bay was added, together with an extensive yard and office facilities.

The overhead on the boulevard right of way was suspended from a single line of tubular steel poles with double bracket arms. The trolley wire was 00 hard-drawn copper, standard on the T.C.R. Electrical energy was fed from the substation on MacPherson Ave., near Avenue Road.

The St. Clair route was placed in service on August 25, 1913. The line was noteworthy as the only long section of boulevard right of way in the city. After the Civic lines passed to T.T.C. ownership, the roadway remained in its original condition for a number of years before being converted by sections to paved trackage.

The City considered taking over the portion of the Toronto & York Radial Railway on Yonge Street within the city limits and operating it in conjunction with the St. Clair line. The project was dropped because of strong opposition on the grounds that it would not provide new service to an area previously without public transportation, and that it was therefore unfair to ask the taxpayers to make good the losses caused by operating the line at the standard two cent fare.

In 1920 a Civic car route was projected on Mount Pleasant Road. It did not get beyond the planning stage during the T.C.R. regime, but the T.T.C. extended the St. Clair route eastward on St. Clair and north on Mount Pleasant Road several years later.

DANFORTH ROUTE

The Danforth route ran from Broadview Ave. eastward to Luttrell Ave., 3.38 miles. Connections were made at the west end of the line with the Toronto Railway Company's Broadview route, and after the Prince Edward Viaduct was opened in 1918, with the crosstown Bloor route.

The construction material yard for the Danforth route was on the west side of Coxwell Ave., between Hanson Ave. and the Grand Trunk Railway tracks. Although this property is now a ball park, it was used for many years by both the T.C.R. and the Toronto Transportation Commission. It was here that the T.T.C.'s Witt type cars were unloaded from railway flatcars when they arrived from the builders' plants.

The route was built during 1912 and 1913, and was opened for traffic on October 30, 1913. The line was double track, paved with wood blocks. There was no appreciable curvature or steep gradients.

The Danforth carhouse, which served both the Danforth and Gerrard routes, was built on the property at the south-east corner of Coxwell and Danforth Aves. The building was a six track, "L" shaped structure of brick and terra cotta on a steel framework, with accommodation for 12 cars. It also contained the T.C.R.'s stores, motor shop and machine shop; these were housed in a rear wing, part of which was in two stories. It was opened about the middle of 1915; prior to that date, cars on the two routes were operated from Gerrard carhouse or from Hanson yard.

In 1920 Birney cars were introduced on a short Danforth route from Broadview Ave. to Greenwood Ave., run in conjunction with the double-track Preston built cars on the complete route.

BLOOR ROUTE

When the construction of the Bloor route was first considered, the City Council intended to have this municipally owned line operated by the Toronto Railway Company under agreement. Discussion with the Company led to the conclusion that the route could be run less expensively by the Civic Railway. Consequently the line was planned as a self-contained division of the Civic system.

Construction started on Nov. 4, 1914 on a 0.745 mile temporary track as a single line on the north road allowance of Bloor Street from Dundas St. to Quebec Ave. Various sizes of rail averaging 60 lb. were used; a passing siding was installed at Keele Street. The line was opened for service by the Mayor and other Civic officials on Feb. 23, 1915. The rolling stock consisted of three single truck cars, two of which were used to provide the eight minute service.

Between Dorval and Indian Roads there was a small frame carhouse with galvanized iron sheathing, constructed in January, 1915. The building was a single pit structure, 85 x 21 feet in overall dimension, with accommodation for two cars. Power for the line was obtained from the substation at Edwin and Ruskin Aves.

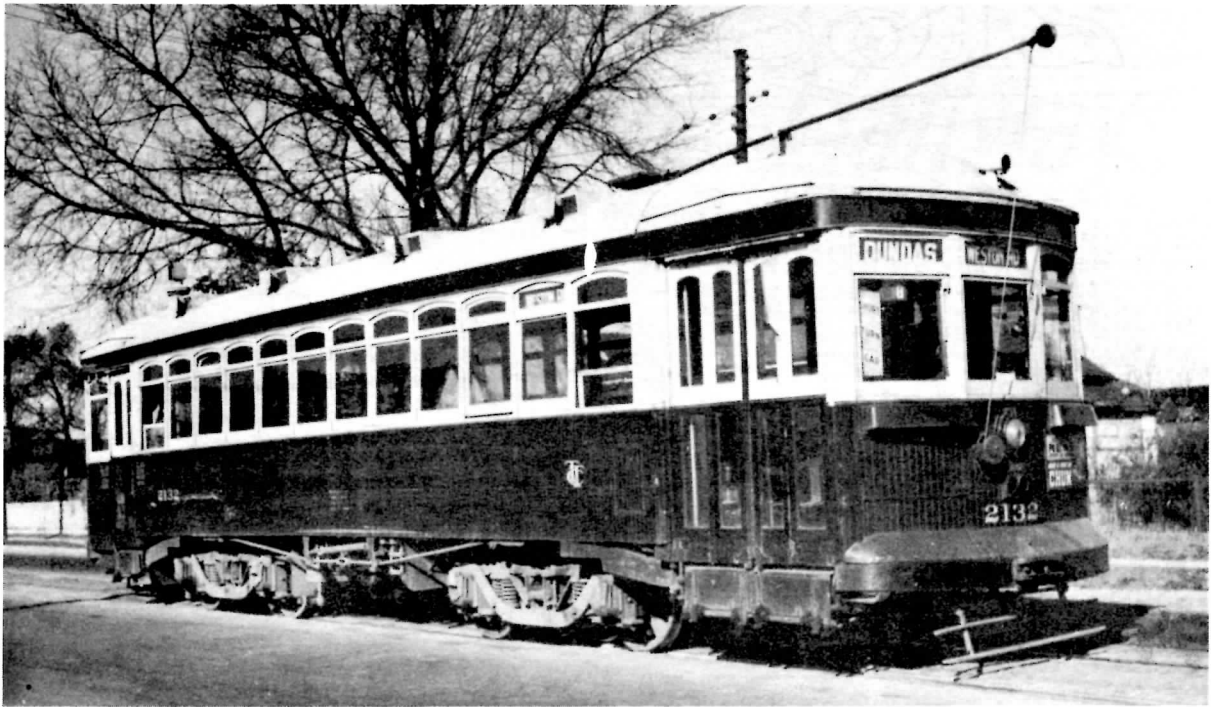
A permanent double track line was built during 1915 to replace the single track temporary installation. Later, a 0.49 mile extension from Quebec Ave. to Runnymede Rd. was undertaken. Original construction was temporary single track with 56 lb. rail and was commenced on Sept. 28, 1917. Service commenced on this extension on November 12 of that year. Double tracking of the extension was undertaken in 1920.

LANSDOWNE ROUTE

The Lansdowne route was, in effect, an extension to the Toronto Railway Company's Lansdowne Ave. trackage, which ran as far north as Royce Ave., just south of the Canadian Pacific Railway's level crossing. The Civic route commenced immediately north of the crossing and continued northward to St. Clair Ave. where track connections were made with the St. Clair route. This was the only point where there was a free transfer privilege between two Civic Railway routes.

The line, consisting of 0.615 miles of double track, was built during 1915 and 1916. It crossed the Toronto Suburban Railway's single track Davenport Road local trolley line at grade. The Toronto Suburban was planning to change the gauge of its local lines in 1916; the Civic Railway was unable to install the crossing until the change had been completed. Accordingly, it was not until Jan. 16, 1917 that service began with two cars used to maintain an eight minute headway.

At the Lansdowne - Davenport crossing, car movements southbound on the Civic line and in both directions on the Toronto Suburban were controlled by an interlocking plant, complete with derrails and semaphores, operated by the Civic car conductors. The device was designed to prevent Civic cars from starting down the steep grade approaching the diamond when Toronto Suburban cars were using the crossing. Northbound Civic car movements were not governed by this plant.



TTC 2132 on Weston Road route, at St. John's Road, taken November 1, 1947

Notes on Conversions

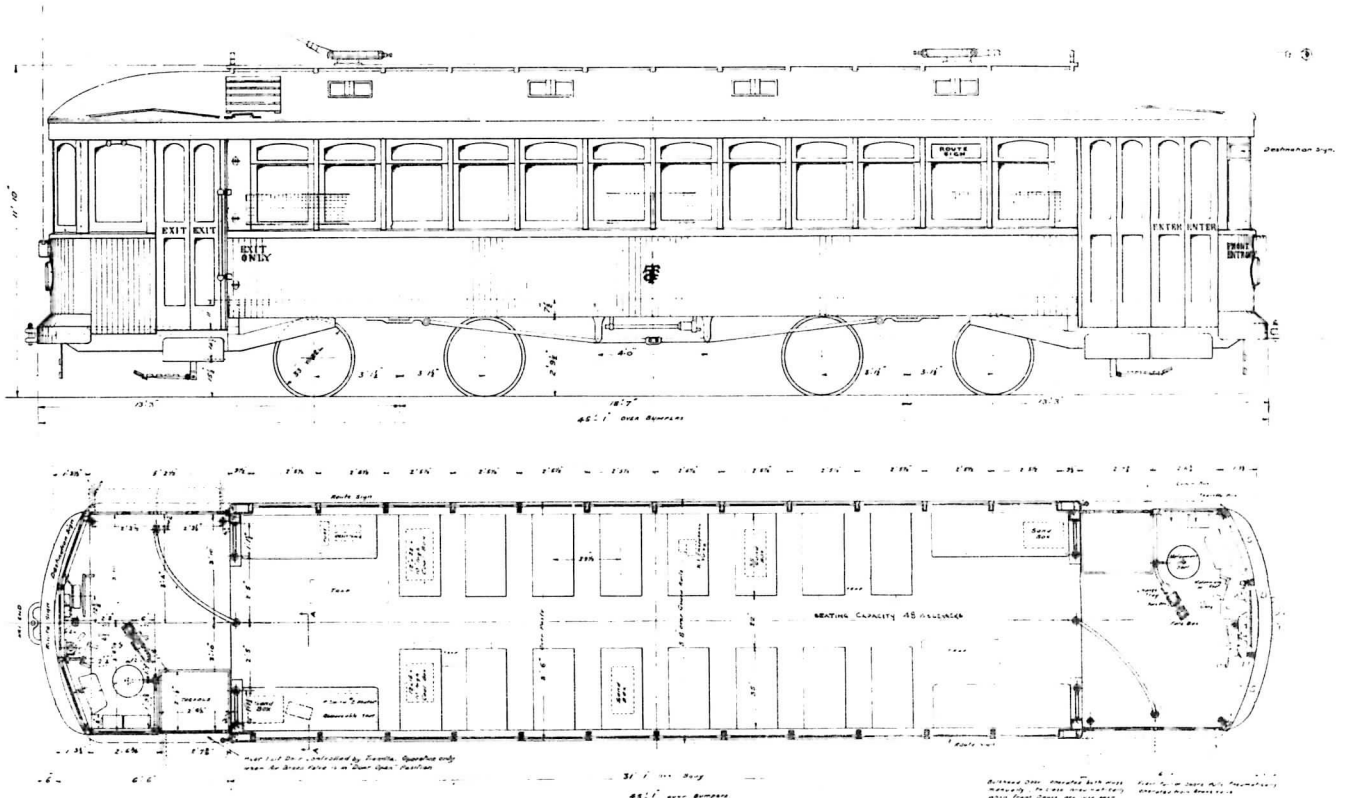
Type: Cars 2128-2158 converted to 1 man, DE, PAYE, front entrance, rear treadle exit, in November and December, 1925.

Type of Seats: In October, 1940, rattan seats on cars 2130-2144, 2150, 2154-2158 were covered with leather. Cars 2128, 2148, 2152 had reversible seats only replaced by wood slat seats.

Control: Cars 2130-44, 50, 54-58 equipped with K-35G controllers in October, 1940; 2152 with K-35XA in 1944; 2128 and 2148 with K-35 in 1945.

Motors: T.C.R. Cars 107-112 (Group C) equipped with Westinghouse Type 533T4 motors in 1915. These removed and replaced by GE Type 80A motors in 1923.

Trucks: 2128 and 2148 equipped with Curtis D-2 trucks (from T.R.C. cars) in August, 1945.





Formerly Toronto Civic Railway 200 - 212

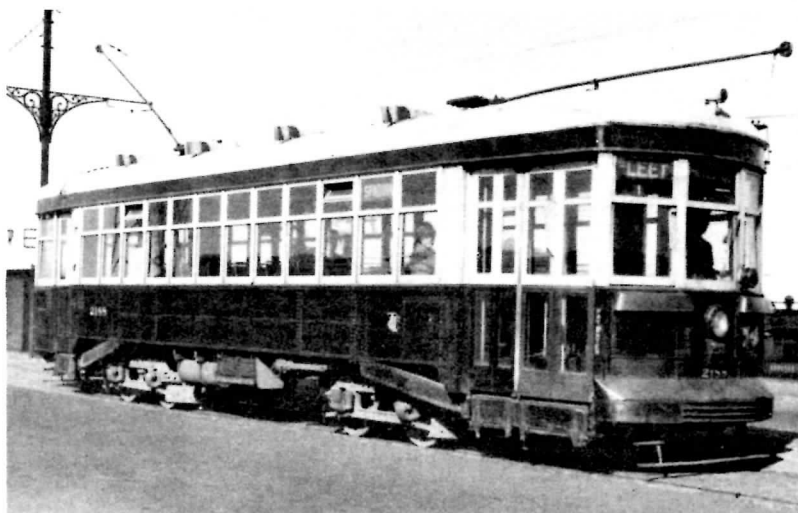
The City of Toronto purchased 13 steel double truck cars from Preston Car and Coach Co. in 1918 for use on Danforth Ave. These were the first steel city cars in Toronto. The city had under consideration about 1919 the purchase of 13 extra cars of similar design for the Mount Pleasant line but these cars, and the route, failed to materialize. Cars 200 - 212 operated for the remaining period of existence of the Civic Railways and on the T.T.C. for a time as two-man rear entrance cars.

The group underwent two conversions in fairly rapid succession. In 1923, the cars were converted to one man operation as two door cars with a "nearside" system of loading and unloading. The entrance door was about one-third wider than the exit door, a rather unique arrangement. The group served the Church route (which at that time ran to Dupont and Christie Sts., operated from St. Clair Division) until 1925, when the second conversion took place.

At this time the Prestons were rebuilt to standard pay-enter treadle cars in line with the system that had just been introduced on rebuilt one man T.R.C. cars. A single exit door with treadle was cut in the left side of each vestibule; the peculiar front doors were retained. Four motor Curtis trucks replaced the maximum traction type at this time.

The cars were then assigned to Lansdowne Carhouse and operated on the Spadina route from Bloor to Front (later Fleet) right up until the abandonment of rail service on this route on October 10, 1948. They also ran on the Lansdowne route from 1933 until May 3, 1940, when single end cars took over.

In 1948, after abandonment of Spadina, eleven of the thirteen were sold for scrap to Kaufman Metal Co. and left T.T.C. rails in December of that year. The other two (2184 and 2190) were kept at Roncesvalles for Dufferin stub service but did not operate here. They were sold to the Western Iron and Metal Company and scrapped on November 2, 1949.



TTC 2188 on Spadina Avenue bridge, October 3, 1948.

Specifications:

Class: T.C.R. Group F - T.T.C. Class J

Builder & Date: Preston Car & Coach Co., February, 1918

Type: DT, DE, P.A.Y.E., 2 man, semi-convertible, front exit, rear entrance and exit, city or suburban service. Converted to one-two man nearside safety car, front entrance and exit only, in 1923. Converted to one man, front entrance and exit, rear treadle exit car in April - June, 1925.

Construction: Wood, steel sheathed, steel underframe.

Length: Of body - 31' 8" Overall - 47' 0"

Width: Overall - 8' 6" Height: Overall - 11' 10 1/4"

Net Weight: 40,346 lbs. as originally built - 41,150 lbs. as remodelled 1923 - 42,150 lbs. as rebuilt 1925

Seating Capacity: 48 (original); 42 (in 1923); 44 (in 1925)

Type of Seats: Wood, 12 reversible double seats and 4 longt. seats (2 at each end) each seating 5 persons - (as rebuilt in 1925). Reversible seats on cars 2168-2182 changed to leather about 1940.

Control: West. Type K-51A

Motors & Gear Ratio: - Two West. 535 T3, 40 h.p. with 63/14 spur (original)
- Four West. 533 T4, 50 h.p. with 61/16 helical (1925)
- Four G.E. 80A, 40 h.p. with 69/17 spur (1941 to 1947)

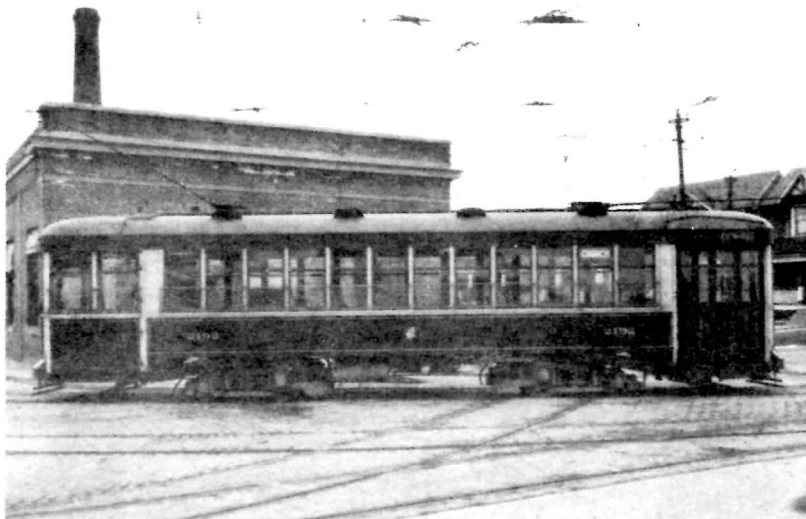
Brake Valve: West. Type SX-2 - replaced by West. Type M-28F in June/23

Handbrakes: Peacock ratchet

Type Trucks	Wheel Base	Size of Wheel
Brill 39 E1	4' 6"	33" & 21" (orig.)
Curtis D-2	4' 2"	33" (1925)

Heating: Peter Smith heaters

Fenders: H.B. Lifeguards



2192, as two man car with maximum traction trucks, at St. Clair Carhouse in 1923.





2120-2126

Formerly Toronto Civic Railway 120 - 123

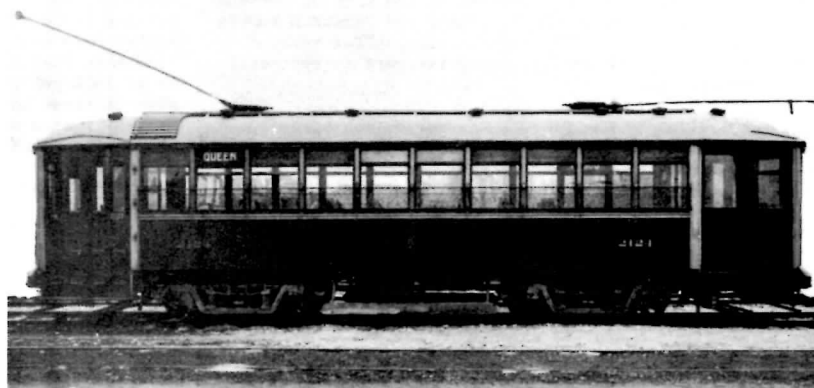
The first cars bought by the City of Toronto for its Civic Railways were four double truck cars built by the McGuire-Cummings Manufacturing of Paris, Illinois. These cars were used to inaugurate service on the Gerrard route in 1912 and operated initially from the small Gerrard car barn. For the duration of their life on the Toronto Civic Railways, the 120's continued to serve Gerrard Street, being operated from Danforth carhouse after its opening.

After being taken over by the T.T.C., the four cars were used temporarily on lines that were being converted to double track (e.g. Kingston Road) until loops constructed at the ends of these lines enabled the use of single end cars. The Niles cars were similarly employed.

In common with the other Civic rolling stock, the cars retained the T.C.R. numbers, although equipped with the T.T.C. emblem, until about 1923; they were then re-numbered into the T.T.C. system as 2120 to 2126 (even numbers).

The 2120's were used as trippers on double end routes until 1927, when, along with 2160 - 2166, they were converted for radial operation on the newly acquired Port Credit line from Long Branch to Port Credit. 2120 was converted to a part-time scraper car on November 29, 1930. The cars were used here as two-man units for a time and then the last three cars were transferred to the Lansdowne route on April 4, 1933, when the line was extended south from its terminus at Royce Ave. to College Street. When the route was converted to one-man car operation later in 1933, the cars were placed in storage at Lansdowne Division. 2122 to 2126 were sold for scrap with a large group of other cars to the Anitipitsky Metal Company on July 23, 1936.

2120 for fourteen years since has been the sole representative of the group. It became a full time scraper car in 1934 and was transferred to the North Yonge Railways upon abandonment of the Port Credit route in February, 1935. 2120 underwent a major conversion job in August of 1943 when it was equipped with a side wing plow and small bay windows for the plow operator. The body was braced on the inside with steel rails. K-35G controllers were installed on November 15, 1943. The car remained here until after the cessation of the North Yonge Railways on October 10, 1948. It is slated for scrap in 1950, being the last DT, DE car of passenger body in the city.



Side view of T.T.C. 2124, May 21, 1926

Specifications:

Class: T.C.R. Group A
T.T.C. Class I

Builder & Date: McGuire-Cummings Manufacturing Co.,
Paris, Illinois, November, 1912

Type: DT, DE, P.A.Y.E., 2 man, semi-convertible, rear entrance, front and rear exit, city & suburban service

Construction: Wood with steel underframe, oak interior

Length: Of body - 30'0" ; Overall - 44'0"

Width: Overall - 8'9"

Height: Overall - 11' 6 1/2"

Net Weight: 48,800 lbs.

Seating Capacity: 48

Type of Seats: Rattan, 16 reversible double seats and 4 longitudinal seats (2 at each end) each with seating capacity of 4 persons.

Control: G-E Type K-28B

Motors: Four G-E 80, 40 h.p.

Gear Ratio: 69/17, spur

Brake Valve: (T.C.R.) G-E Type S, Form F4
(T.T.C.) West. M-20A

Hand Brakes: Peacock

Trucks: McGuire-Cummings Type MCB 10-A

Wheel Base: 6' 0"

Size & Type
of Wheels: 33", Cast iron

Heating: Peter Smith Heaters

Fenders: (T.C.R.) Watson
(T.T.C.) H-B Lifeguard

This series was identical in major respects to cars of the same builder operated on the Gary Railways and the Chicago & West Towns Railway.

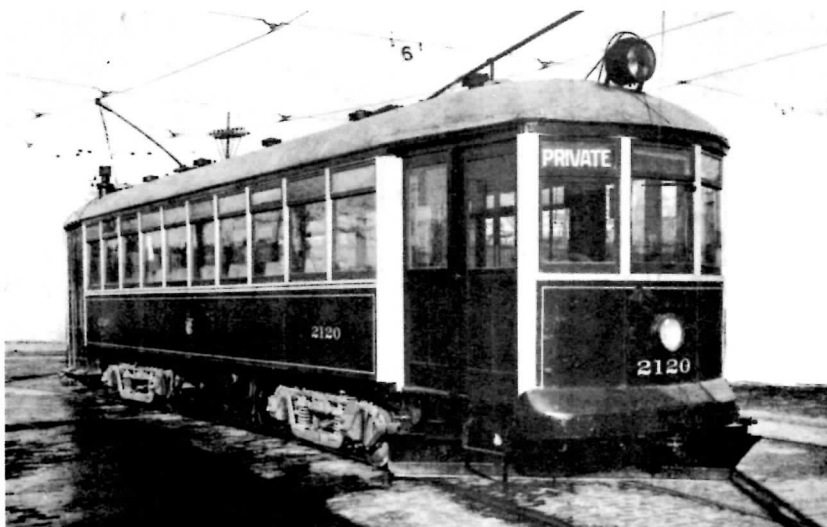
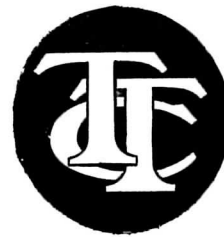


Photo taken Jan. 9, 1937 of TTC 2120 as originally converted to scraper car.

2128-2166



Formerly Toronto Civic Railway 100 - 119

Twenty double truck wooden cars were placed in service, as the Toronto Civic Railway's largest group, in the latter part of 1913. These cars were partially built by the Niles Car and Manufacturing Co. and finished by the City of Toronto. They inaugurated service on the St. Clair and Danforth routes in August and October of 1913, respectively. After receipt of the Preston 200 - 212 series, the Niles were concentrated at St. Clair Division.

Upon acquisition by the T.T.C., the series was distributed rather widely about the system as certain cars were used on temporary assignments. Among these were the provision of service on Kingston Road and Yonge (north of Woodlawn) while double track was under construction to the city limits. At least one car is also known to have run on Bathurst as a single end car about 1922. They did not remain long on the St. Clair route under T.T.C. ownership as single end cars took over on December 21, 1921.

Car 109 saw only 2 month's service on the T.T.C. as it was burned on November 1, 1921 and only the trucks and under-frame salvaged. These were kept and later used to build the Rolling Stock Supply Car RS-3 which was placed in service October 15, 1926. As with all the ex Toronto Civic rolling stock, 109 was still carrying its Civic Railway number on the T.T.C.; but since the 100 - 119 series had been assigned the new numbers of 2128 - 2166, although were not actually renumbered until about 2 years later, the corresponding T.T.C. number of 2146 was left vacant in the renumbering to mark 109's demise.

In 1925 the Township of York and the Town of Weston jointly took over the portion of the Toronto Suburban Railway's Weston line between Northlands Ave. and Humber St. (Weston). An agreement was reached with the T.T.C. for operation of one man cars on this line and 2128-2144 and 2148-2158 were converted for the purpose in November, 1925; service commenced with these cars operated from Dundas Division on Nov. 28th. The T.T.C. owned section of the route was incorporated in the new route and double fare boxes were used in order to keep fares paid in the city and township zones separate. As the fare boxes were arranged to revolve on a stanchion, four were needed in each car. Some of these cars, although fitted for Weston service, were used on the Spadina and Lansdowne routes.

On October 27, 1933, car 2128 was converted for radial operation on Port Credit. Provision was made so that the operator could open the treadle door on his left side; thus cars could be entered from either side by passengers. It was retired from this service upon abandonment of Port Credit in February, 1935 and used as a fare box car at Dundas Division until 1938. Successively stored at Wade Avenue and Russell yards until rehabilitated in 1941, it was pressed into wartime service on the Spadina route.

Meanwhile cars 2160 - 2166, which never were converted to one man operation, served on the Lansdowne North and later on the through Lansdowne routes until about 1933 when Lansdowne received one man cars. They were then stored at Lansdowne Division and sold to the Antipitsky Metal Company for scrap on July 23, 1936.

The one man cars underwent a modernization program in 1940-41 as outlined in the specifications. 2128, 2148 and 2152 were not as extensively modernized and spent the major portion of their time from 1941 to 1948 on Spadina.

In 1948, all 15 of the remaining Niles cars were withdrawn from service and sold to the Western Iron and Metal Company. 2142 was scrapped in June and the remainder between September and November. The bulk of the cars ended service on September 13th with cessation of rail service on Weston Road and the last three Niles operated October 9th, 1948 when rail operation ceased on the Spadina route. It is of interest to note that the sturdy Baldwin trucks from some of these cars after scrapping were used on Third Avenue Railway system sweepers S-38 to S-41 (acquired by the T.T.C.) and on the rebuilt sand car W-12.

Specifications:

Class: (TCR) - Group B (100-106, 113-119)
- Group C (107-112)
(TTC) - Class H-1 (2128-2158)
- Class H-2 (2160-2166)

Builder &

Date: Niles Car and Manufacturing Co. (Niles, Ohio),
August, 1913

Type: DT, DE, P.A.Y.E., 2 man, semi-convertible, rear entrance, front and rear exit, city and suburban service.

Construction: Wood with composite wood and steel under-frame, oak interior.

Length: Of body - 31' 1"
Overall - 45' 1"

Width: Overall - 8' 8"

Height: Overall - 11' 10"

Net Weight:

(2 man cars) - 46800#
(1 man cars) - 52550#

Seating Capacity: 48

Type of Seats:

Rattan, 16 reversible double seats, 4 longitudinal (2 at each end) with seating capacity of 4 persons.

Control: G.E. Type
K-28B

Motors: Four G.E. 80A

Gear Ratio: 69/17, spur

Brake Valve: (TCR) - G.E. Type S, Form F4
(TTC 1 man) - West. Type M-28F
(TTC 2 man) - West. Type M-20A

Handbrakes: Peacock

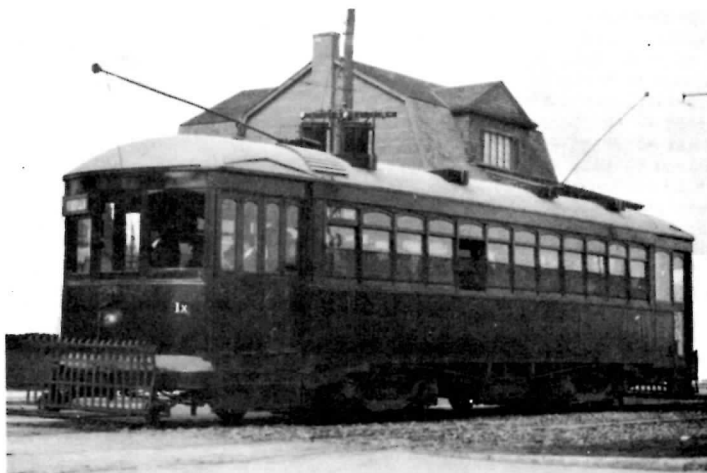
Trucks: Baldwin Type 75-20K

Wheel Base: 6' 3"

Size of Wheels: 33", cast iron

Heating: Peter Smith heaters

Fenders: (TCR) Watson
(TTC) H.B. Lifeguard



Car 113 in service on the St. Clair route in 1921

