

December, 1962 - Number 203

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Cover Photo: Photo of CN 5606 at St. Mary's Station in 1958. J. A. Brown [0203-001.jpg](#)

#### TRACK REMOVAL STIRS - MEMORY OF DOVERCOURT CARLINE

Map: The Dovercourt Route of the TTC [0203-002.pcx](#)

Map: TTC Trackage to be Abandoned & Route Extension after Trolley Coach Installations. [0203-003.pcx](#)

During September and October of this year, T.T.C. track forces removed the long-abandoned tangent track on Dovercourt Road between College and Bloor Streets. Disconnected at the south end shortly following abandonment, this track was retained for the purposes of the Harbord Street extension - an abortive plan which fell afoul of Toronto's housing shortage after World War II.

Before dwelling on this, however, it may be interesting to review the story of the Dovercourt carline, of which the old track just removed served as a silent reminder for almost 15 years past its demise. Track has existed on the College to Bloor section of the street continuously since 1888, when horse-car service from Front and Frederick Streets (via McCaul Street) to Bloor and Dovercourt was commenced.

With electrification in 1894, the route became a shuttle, from College to Bloor, for a period of weeks, to be then linked to the Carlton and College services in turn for a further short period of weeks. The Dovercourt route was reinstated as a separate operation on September 16<sup>th</sup>, 1895, at which time new track on Ossington between College and Dundas was opened and the line extended southerly via College and Ossington to Queen Street. From this date forward, until the abandonment of the route on December 8<sup>th</sup>, 1947, the Ossington - College - Dovercourt "step" routing was in continuous effect.

On July 23<sup>rd</sup>, 1897, an extension of service northerly to Van Horne Street was made, but the new section north of Bloor was single track only, and so remained until its double tracking in 1906. (A passing siding north of Northumberland Street was added in 1903). It was to be another 26 years, however, before the north "frontier" at Van Horne was breached with a further projection of the service.

In 1902 a short southerly extension took place with the laying of track on Shaw Street from Queen to King, when on February 14<sup>th</sup> the Dovercourt cars were operated east on Queen from Ossington and south on Shaw to wye at King. For the remainder of the period of the Toronto Railway Company franchise the route was unchanged, and the single-track cars continued to lurch around the various curves and to be laboriously wyeed at each end of the line.

Extension of the Dovercourt route was blocked for many years by the grade crossing with the C.P.R. north of Van Horne Street, and following the extensive program of improvement and grade separation of the steam railway's North Toronto line by which an underpass was constructed at Dovercourt Road, the Toronto Railway Company had abandoned any notion of further voluntary route extensions.

One of the better known illustrations in the T.T.C.'s now out-of-print publicity book "Wheels of Progress" depicts a Way Department gang labouring over a track extension on Dovercourt Road north of Van Horne Street, with a caption that "miles of track were laid in districts formerly without service". The photo is dated July, 1922, but what the caption does not state is that

despite the track extension portrayed, this particular district remained without service for another year and a half following the date of the photo. It is interesting to conjecture as to where the T.T.C., in mid-1922, planned ultimately to extend these tracks. Contemporary newspaper accounts indicate that the laying of track on Oakwood Avenue from Davenport Road to St. Clair was seriously contemplated. Such accounts do not suggest what route might have used the Oakwood track, but it is not at all untoward to suggest that had the same been laid, an extension of the Dovercourt carline to St. Clair would have resulted.

Prior to November 16<sup>th</sup>, 1923 (the date of the completion of the "clean-up deal" when the City of Toronto took over those portions of the Toronto Suburban Railway within its limits) any extension of the Dovercourt service would have been awkward, owing to this railway's single track line along Davenport Road and the necessity to jog T.T.C. tracks easterly on Davenport to Oakwood.

Immediately following acquisition of the Toronto Suburban lines, the T.T.C. proceeded to lift out the single track on Davenport Road and to lay new double track the full distance from Bathurst Street to Townsley Loop on Old Weston Road. Installation of a new T-intersection at Dovercourt and Davenport permitted the long-awaited extension of the Dovercourt service on December 5<sup>th</sup>, 1923, to wye at this point. With completion of the Davenport trackwork, the Dovercourt service was further extended on January 20<sup>th</sup>, 1924 westerly to the new Townsley Loop, while a Birney-operated shuttle served Davenport Road from Bathurst to Dovercourt only.

The Oakwood extension was actively opposed by ratepayers in the area on the grounds that Oakwood Avenue was not a main street and would be physically much disrupted by the construction of car tracks. While this type of opposition did not deter the T.T.C. from making carline extensions in other areas during the 1920's, nevertheless, when added to the jog problem on Davenport, it was enough to put the extension of the Dovercourt line to Oakwood and St. Clair aside at least for the time being. A shuttle bus service began on Oakwood between Davenport and St. Clair in January of 1926, which may have been thought of as temporary at first; in any case the carline was never extended and a through north-south routing in this area had to wait many years until the inauguration of the Ossington trolley coach service.

With the opening of an around-the-block track loop at the King Street end on October 26<sup>th</sup>, 1924, following construction on Defoe (now Adelaide) and Crawford Streets, the Dovercourt route was completed in its final form, with a round trip mileage of 9.04. Between September 9<sup>th</sup>, 1928 and October 28<sup>th</sup>, 1931 the line was doubled back easterly on St. Clair Avenue from Old Weston Road to Prescott Avenue to serve new track that was intended to become ultimately a portion of the St. Clair service. This intention was accomplished with the opening of the underpass beneath the C.N.R. Newmarket Subdivision on October 29<sup>th</sup>, 1931, at which time the Dovercourt line reverted to the Townsley Loop terminus.

In addition to the normal routing, the various configurations of which have been described, the Dovercourt line had both a lengthy tripper extension to downtown, and an extended routing during the period of the Canadian National Exhibition. Starting sometime between 1901 and 1908 (the exact year is not recorded), the service was extended via King and Dufferin to the Western Entrance of the Exhibition during the latter's late August-early September period of operation.

This routing was changed to via Queen and Dufferin (from Ossington) in 1923. Another variant from regular operation occurred during July, August and early September of the years 1922, 1923 and 1924, when the extended route to the Exhibition was operated between 2:00 p.m. and 10:00 p.m., seven days a week for picnic traffic. After the 1924 season this operation was dropped, presumably an early victim of automobile competition.

A downtown rush-hour extension was commenced with the general system rerouting of July 1<sup>st</sup>, 1923. This was an extension of the regular route east on King Street to loop via King, Bay, Wellington and York Streets. After only a short period, the route was further extended

to loop via Church, Front, George and King Streets. The loop was again shifted easterly in 1933 to via George, Front, Sherbourne and King. After February 13<sup>th</sup>, 1945, a few A.M. trippers were extended the full length of the King route to Erindale Loop (to Broadview and Gerrard only after March 3<sup>rd</sup>, 1947).

With extension of the regular route to Townsley Loop on January 20<sup>th</sup>, 1924, the tripper service continued to wye at Dovercourt and Davenport until December 9<sup>th</sup>, 1940, when the A.M. service was extended to Townsley also.

There is no doubt that the Dovercourt route was one of the more "picturesque" of those operated in Toronto. While the Sherbourne line was the living projection of the Toronto Railway Company right into 1947 (25 years after T.R.C. ownership had actually vanished), its quaint flavour was at least partially duplicated in the Dovercourt line. Moreover, the Dovercourt line had a few quirks of its own, such as its almost erratic alignment, the greatly varying conditions of the track and an equally varying traffic pattern; a heavy rush-hour carrier, but quite a lightly-travelled line at other times. Certainly from an equipment point-of-view this line was not chosen as the haunts for the most recent rolling stock on the system. Following a period of operation using primarily two-man cars of the series 1564 - 1710 during the adjustment years of 1921 to 1924, the route was equipped with standard T.R.C. double truck cars, and on March 1<sup>st</sup>, 1925 became one of the first Toronto lines to be converted for one-man operation, using cars of the series 1512 - 1926. These, augmented by other T.R.C. cars as conversions to one man operation continued, served the Dovercourt route until February 13<sup>th</sup>, 1942 when the arrival on the system of the A-3 (4200 - 4259) group of P.C.C. cars allowed small Witt cars to take over the base runs on the line, and this equipment held down this service until the end. P.C.C.'s took over the night Dovercourt service on October 1<sup>st</sup>, 1942, but this was the extent of the foothold that the modern cars ever got on the line.

The deteriorating condition of certain T.R.C.-laid track sections on west end routes was causing the T.T.C. concern as early as 1940. These segments included Ossington Avenue (Queen to Dundas), laid in 1920, Shaw Street, laid in 1909, and The Ossington - Hallam - Lappin portions of the Harbord route, laid in 1915 (north of Bloor). The discontinuity of north-south crosstown routings in the west end posed problems as well.

In 1940 a plan to inaugurate trolley coach service on Ossington and Lansdowne Avenues was formulated (they were referred to as trolley buses then). However, the shortages of World War II intervened, and further thought of rubber-tired operation on these routes was out of the question for the duration. Meanwhile, the old track progressively deteriorated. In the fall of 1945 the plans again became active, as one of the T.T.C.'s first major post-war changes. The first step involved the placing of an order with Canadian Car and Foundry for fifty 44-passenger trolley coaches, to which order another 25 were soon added. The plan (see accompanying drawing) was to eliminate street car operation from the bad track sections and to reroute and extend the Harbord car in such a manner as to use some of the track which was in better shape, including the entire north end of the Dovercourt line.

The interesting thing about this plan and the one aspect of the whole program which was of interest to rail transit enthusiasts, was the proposal to extend Harbord Street westerly, including the car tracks, for the three-block distance between Ossington Avenue and Dovercourt Road. At Dovercourt, new curves would be laid to connect with the existing Dovercourt line trackage and the old Dovercourt route would be covered from that point north. With this in mind, the track on Dovercourt between College and Bloor was not to be abandoned.

The trolley coach conversion program, though extensively delayed by the slow delivery of vehicles and then overhead special work parts, got into high gear in 1947. On June 19<sup>th</sup> the small Witts ended their chores on Lansdowne with the first trolley coach operation, and on October

6<sup>th</sup> the Annette service commenced (but not directly replacing any existing street car service on that date). Finally, on December 8<sup>th</sup> came the day of reckoning for the Dovercourt route. At 8:00 p.m., while a ribbon-cutting ceremony for the new Ossington trolley coach service was taking place on Ossington Avenue just south of Bloor Street (illuminated by Coleman gas lanterns held by T.T.C. Guides because of the power shortage then in effect), the Dovercourt small Witts began to plod back to Lansdowne Carhouse. Immediately the north end of the route became alive with A-1 group P.C.C's sporting the new ST. CLAIR - HARBORD combination while the lower end of the route (below College) was choked with T-44 trolley buses packed to the doors with freeloading passengers (no fares were charged for the remainder of the evening).

However, the central portion of the Dovercourt line (Bloor to College) was forlorn, quiet and deserted. The Harbord Street extension had not been made owing to fears on the part of the city administration of adverse public opinion resulting from the demolition of some thirty houses if the extension was carried out; the housing shortage, as well as the power shortage, was much in the forefront in Toronto in those immediate post-war years. As a result, the Harbord line was forced to follow a rather unsatisfactory routing via Ossington and Bloor to reach Dovercourt Road, involving three right angle turns where one should suffice, and necessitating operating over common trackage with the heavily trafficked Bloor line. This arrangement was felt to be temporary at the time, but nothing was ever done on the Harbord Street Extension (after all, there was very little in it for the motorist) and it was eventually realised that it would never be carried out.

Within weeks after the change, the College Street portion of the College-Dovercourt intersection special work was removed, although no other track or overhead removal between Bloor and College followed for a long period. The deserted track was increasingly covered with tar patches as the track allowance paving deteriorated over the years, and some portions of the intersection at Bloor were ultimately removed.

Finally, the tangent track removal of this last fall has written FINIS to the Harbord Street Extension and has effaced the most tangible remnant of a colourful street car line - the DOVERCOURT route.

Photo: Dovercourt car line with TTC 2024 southbound on Dufferin Street, at Springhurst, on September 6, 1947. Photo by J. D. Knowles [0203-004.jpg](#)

Photo: TTC Witt No. 2766 on Dovercourt car line at Crawford and King, on August 11<sup>th</sup> 1947. [0203-005.jpg](#)

## THE WINGED ONES

À propos the fog that has recently shrouded southern Ontario, we offer the following bit of Ogden Nashery:

I don't travel on planes,  
I travel on trains.  
Once in a while, on trains,  
I see people who travel on planes.  
Every once in a while, I'm surrounded  
By people whose planes have been grounded.  
I'm enthralled by their air-minded snobbery,  
Their exclusive hobnobbery.  
And I'll swear to, before any notary,  
The clichés of their coterie.  
They feel they have to explain  
How they happen to be on the train,  
For even in Drawing Room A

They seem to feel declass  ,  
 So they sit with portentous faces,  
 And clutch their attach   cases.  
 As the Scotches they rapidly drain  
 That they wouldn't have got on the plane,  
 They grumble and fume about how  
 They'd have been in Miami by now.  
 They frowningly glance at their watches  
 And order more Scotches.  
 By the time that they're passing through Rahway,  
 They should be in Havana or Norway,  
 And they strongly imply that perhaps,  
 Since they're late, the world will collapse.  
 Then as station merges with station,  
 They complain of the noise and vibration.  
 These outcasts of aviation,  
 Sometimes, on the train, I'm surrounded  
 By people whose planes have been grounded  
 That's the only trouble with trains:  
 When it fogs, when it smogs, when it rains,  
 You get people from planes,  
 - Ogden Nash, in *The New Yorker*, courtesy of the *Michigan Railfan*.

#### MISCELLANY

➤ Revenue passengers carried by the Canadian Railways in 1961 numbered 18,783,732 compared to 19,497,233 in 1960, a decrease of 3.7 per cent. Passenger-miles declined 13.4 per cent to 1,960,591,000 from 2,263,795,000 in the preceding year while the average passenger journey declined 10.3 per cent from 116 miles to 104 miles.

Revenue freight handled in Canada in 1961 totalled 174,640,305 tons, a decrease of 1.2 per cent from the 1960 total of 178,841,002 tons. However, ton-miles rose slightly to 65,828,403,000 from 65,444,784,000 in the preceding year, indicating an increased distance of haul of 1.6 per cent from 366 miles to 372 miles in 1961.

➤ The City of Montreal has called tenders for the construction of the portion of the north-south subway designated 2-A-4. This work will include construction of the line under Prenov   and Berri Streets from a point south of Rosemont Boulevard to a point north of Cherrier Street, a distance of 7465 feet and which includes two stations.

➤ The Pacific Great Eastern Railway is constructing a new reinforced concrete and masonry paint shop at Squamish, BC.

#### C.N.R. REPORT

➤ On Tuesday, September 25<sup>th</sup>, E.F. Willis, Lieutenant Governor of Manitoba, threw a ceremonial switch activating the rail complex known as Symington Yard in Winnipeg. The new yard, in service after four years of construction, contains 108 miles of track spread across its 630-acre site and has the capability to classify 7000 cars per day while it stores another 7000. Similar in function to the automated yards now in operation at Moncton and Montreal, and under construction at Toronto, the yard will save 30% to 50% of the time formerly wasted in passing through the Winnipeg rail "gateway" to the east or west.

The yard is named after H. J. Symington, a Winnipeg lawyer who served on the C.N. Board

of Directors for 20 years. A few brief statistics of the yard are as follows:

Main classification yard - 62 tracks                      Total yard tracks - 156

Diesel shop capacity - 44 engines                      Total employees - 700

Number of switches - 337, of which 160 are gas heated in winter to keep them free of ice and snow.

➤ An express refrigerator car, coupled to the rear of train No. 44 on Friday, November 3<sup>rd</sup>, undoubtedly saved many lives when it absorbed the impact of the collision of a southbound freight train with No. 44 near Concord, Ontario. Engine 4562, heading the freight, sustained moderate damage to its longer hood but remained upright and was moved away from the scene on its own trucks.

Two wrecking cranes, from Toronto and Mimico, had the Newmarket Subdivision cleared by noon the next day.

➤ The C.N.R. has applied to the Board of Transport Commissioners for permission to abandon the 12.7-mile branch line from Peterborough to Millbrook, Ontario. The southerly portion of the line, from Millbrook to Port Hope, was abandoned in 1951. (See "End of C.N.R. Passenger Service on the Midland", *Newsletter 193*, Page 12). Three municipal councils and three industrial firms located on the line plan to oppose this abandonment before the Board. Traffic on the branch in recent years has consisted principally of softwood, Christmas trees, coal, farm implements and grain. (Although volume figures are not available, on first glance it seems that continued operation of the line might be justified! - Ed.)

➤ A public meeting was held by the Collingwood (Ontario) Chamber of Commerce in Barrie on November 1<sup>st</sup>, following the circulation of a petition during last summer with the view of urging the C.N.R. to provide additional service, using R.D.C. cars, between Toronto, Orillia and Huntsville, and between Toronto, Barrie and Meaford. (Where the cars are to come from was not thought of!).

➤ The first of the C.N.R.'s order for 250 89-foot tri-level flat cars for automobiles was turned out by National Steel Car of Hamilton on November 27<sup>th</sup>.

➤ The Great Slave Lake Railway (CN) is now open for traffic from Grimshaw to Manning, Alberta, a distance of 60 miles and is handling grain shipments southward. The first such shipment was made from the elevators at Manning in late October. Grain has previously moved in the area by truck at a rate varying from 12 to 35 cents per bushel; the rail shipments are being made at a rate from 7 to 15 cents per bushel cheaper than the truck rates.

➤ A joint rail-highway bridge is now under construction across the Hay River and will be completed during 1963. Tenders for the clearing, grading and installation of culverts on the 40-mile branch line from mile 368.5 to Pine Point Mine were received by the C.N. until November 26<sup>th</sup>.

➤ The C.N.R. is inviting proposals for the leasing of railway property at the head of 100<sup>th</sup> Street in Edmonton, Alberta, including the present station and its grounds. A condition of the lease would be the development of a 20-storey office building on the site and in which the railway would lease back office space and space for station facilities on the ground floor of the building.

This imposing structure would conform to the recently prepared City of Edmonton Civic Centre Development Plan.

#### T.T.C. NOTES

➤ During the first week of November, the trailing-point wye on Queen Street East at MacLean Avenue was removed. While a short length of track and the switch still remain on MacLean, all points and frogs on Queen have been replaced with straight lengths of rail. Superfluous trolley wire in the area was removed coincident with the trackwork. It is rumoured that complaints about car noise from nearby residents led to the demise of this seldom-used track facility.

- The T.T.C. has ceased using the dump adjacent to Avon Loop, on Weston Road in York Township. The Township ordered the Commission to cease operation of the dump owing to an infestation of rats and the proximity of dwellings in the area. The dump, which was serviced by a spur track trailing from Avon Loop at an extremely sharp grade, was opened in 1944, replacing a dump formerly operated north of the loop at Keele and St. Clair. The dump trackage was not equipped with overhead, but used a snake to obtain power for car movements.
- Scrapping of all but ten of the remaining small Witt cars has been authorised by the Commission. The surface car requirements after conversion of the Dupont line are estimated at 749 cars, and with 741 P.C.C.'s available, the extra ten Witts still find a place. However, it is almost a forgone conclusion that these cars will not be used in active service and their retention on the system will probably not be of long duration. It would therefore appear that the Peter Witt cars have less than three months of useful service left in Toronto.
- The Commission decided at its meeting of November 27<sup>th</sup> favourably towards the donation of a small Witt car to the Canadian Railroad Historical Association for inclusion in the Canadian Rail Transportation Museum at Delson, QC. The exact unit of equipment has yet to be selected.
- Four P.C.C.'s, reported earlier in the *Newsletter* as having been damaged in collisions, have come into the news again. No. 4098 was recently repaired and returned to service about the beginning of December. However, the other three cars were not so fortunate. The stripped bodies of Nos. 4052, 4179 and 4227 were sold for scrap to Western Iron and Metal Company, and on December 5<sup>th</sup>, they were loaded onto Wimco's trucks at Hillcrest and hauled away to be cut up. This brings to four the number of P.C.C.'s that have been deleted from the T.T.C. roster, the first one, No. 4063, having gone in 1947.
- The relocated Lipton Loop, just north of the intersection of Danforth and Pape Avenues and used as the eastern terminus of the Harbord line, was put into use effective with the first car on Sunday, December 2<sup>nd</sup>. T.T.C. track gangs went to work on Monday pulling out the old trackage and the overhead to make way for subway construction in the area. (See *Newsletter 200*, Page 116.)

## MISCELLANY

- To celebrate its centennial in midsummer 1963, the Town of Aurora, 30 miles north of Toronto, will issue a bronze token, to have a currency value of \$1.00 in the town during the celebrations. These tokens may be of interest to railway enthusiasts as well for one side of the token carries the inscription "First Steam Train Ran to Aurora, 1853" and shows a good facsimile of one of the locomotives of the Ontario, Simcoe and Huron Union Railway, the railway referred to by the text. These tokens may be purchased any time after December 1<sup>st</sup> by sending \$1.00 for each token to the Centennial Committee, Box 112, Aurora, Ontario.

## RAILWAYS OF SCANDINAVIA

By Robert J. Sandusky.

Map: Railways of Scandinavia

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Photo: This 2-4-0 locomotive, housed at the Tomtebodas Museum of the Swedish State Railway was built in 1886 by Motala. No. 347 was the first S. J. locomotive to be numbered, rather than named.

0203-007.jpg

Photos by Robert Sandusky.

It took only a few tantalizing articles on Scandinavia, suggesting that the great pall of standardisation had not yet completely blanketed that part of the world, to cause this correspondent to journey there earlier this year. A very fortunate opportunity subsequently arose of joining most of a Railway Correspondence and Travel Society tour of southern Sweden

and Finland.

Starting from London a direct route was pursued to Sweden via Harwich, Hook of Holland, then Holland-Scandinavian Express through Bremen, Hamburg, Grossenbrode, Gedser, Copenhagen and Halsingborg. After leaving behind a rotund Netherland State electric motor and picking up a racy German Federal 4-6-2, a considerable amount of steam activity was encountered. An assortment of 4-6-2, 4-6-0, 4-6-4T, 0-10-0T, and 2-10-0 types were working all manner of trains. A DB 2-8-2 finished the run to Grossenbrode where the through cars were rolled into the ferry "Theodore Heuss" and after a smooth, 3-hour voyage were duly plucked from the hold at Gedser by a Danish 0-6-0T. A diesel sounding much like a G.M. product carried on to Copenhagen.

Upon changing at Copenhagen I had my first introduction to the 3-passenger roomette. After contorting oneself into a berth in one of these marvels of compactness one finds them quite comfortable. The Swedes, who think of everything, have arranged a row of spring-up seats along the outside passageway to accommodate passengers awaiting their turn to enter their roomettes.

Next morning found the train bowling along electrified trackage of the Statens Järnvägar (S.J.) in the rolling Swedish countryside near Linköping. We detrained at Flen, about 100 km west of Stockholm, where the State Railway is bisected by a private line, the T.G.O.J. The Trafikaktiebolaget Grängesberg-Oxelösunds Järnvägar is a 270 km ore-hauler owned by the Grangesberg Company, (a large iron ore and steel producer with its own rail and ship transportation system).

A set of green and silver electric railcars awaited nearby, and after loading connecting passengers headed north to Eskilstuna. The little cars were of a design which has been adapted in electric and diesel form for lines of many gauges in Norway, Sweden and Finland. They have arch roofs and perfectly round ends, resulting in enormous vestibules which often have seating accommodations and eventually become filled with luggage, or passengers, or both. Usually they are single cars assembled for MU operation but the electrics were permanently coupled in pairs. The trucks were equipped with inside journals and track brakes, much like a PCC tram. The train fairly rocketed over the T.G.O.J.'s well-maintained line (most of which is under C.T.C.)

This railway, which hauls over 2 million metric tons of ore per year out of the Bergslagen area, has been electrified since 1956 and now uses about 30 electric and 10 diesel locos, plus an assortment of electric and diesel railcars. Like S.J., the T.G.O.J. is electrified at 16,000 V, 16 <sup>2</sup>/<sub>3</sub> cycle. It quotes the same tariff rates as S.J. and rolling stock is used interchangeably.

Their largest electric locos are 4500 HP Co-Co and 4000 HP Bo-Bo types, Swedish built in 1954-55 and similar to ones found on S.J.'s roster. The rest are made up of smaller Bo-Bo and O-C-O types, while the diesels are of assorted Swedish and German manufacture.

Now the Swedish have not yet become completely dependent upon electric and diesel power. For strategic reasons a great variety of steam power is stored in addition to what is still in service. The T.G.O.J. falls into this category and keeps 2 such locos in service. A Sharp-Stewart 0-6-0ST was shunter at Eskilstuna depot, where there were four other freight and passenger locos stored. There are security regulations around rail yards and an indiscriminate photographer always runs the risk of having his films confiscated.

Leaving the T.G.O.J. for the time being the next point of interest was the town of Södertälje, just off S.J.'s mainline southwest from Stockholm. Here is located the Swedish Railway Club, operating one of their three 60 cm steam locos over the scenic 3 km line of the Lina Brick Works.

The Club itself was founded as recently as 1958, after which date the museum branch was formed (and called Östra Södermanlands Järnväg), for the purpose of collecting equipment from some of the seven 60 cm. common carriers which once operated in Sweden. All such lines have disappeared but much of their equipment went to industrial railways of the same gauge.

Ö.S.J. has saved 3 steam locos, a small diesel and, at last count, 16 assorted carriages and wagons. Some are stored at Lina Brick and the rest are elsewhere because of lack of space.



In spite of having to do repair work in the open the club has 2 steam locos and several cars available for service. What amounted to a new car was being rebuilt this year, using the frame and trucks from an old one, while beside it the third loco was being completely overhauled. The two operable locos are Orenstein and Koppel 0-4-0T's, "Lotta" and "Dylta", who are 49 and 44 years of age respectively. Slightly more exciting is "Hamra", an 0-4-4-0 mallet tank who sports one of those characteristic, early-Swedish spark-arresting stacks looking somewhat like a huge top with a long stem, stuck point-down into the smokebox. "Hamra" has the added feature of inside frames on the front bogie and outside frames on the rear. A rare item indeed! Operation is on Sundays when the brick works are closed.

It was a short trainride to Stockholm, with its waterways and many bridges, and "Bore", one of a number of ships linking Sweden with Finland. A long and narrow arm of the sea, reminiscent of Central Ontario's lake district, was navigated upon leaving the city. As darkness descended the dining room provided an excellent introduction to the Scandinavian style of dining for those who had not yet had the experience.

Early the next morning "Bore" docked at Turku Åbo (once capital of Finland). In the street at shipside a metre gauge tram track looped, and periodically a brown and cream, double-truck tram on route 1 would appear from the centre of town. Just off the street was the train for Helsinki, a varied combination of new blue and grey coaches, a dark chocolate postal van and in the middle a low varnished wooden diner of the Finnish Restaurant Car Company. Customs formalities between the ship and train were almost non-existent.

Soon a bright red and cream, double-ended diesel cab unit introduced itself with a high-pitched, mechanical pip, sounding like the Dominion Observatory time signal. Its only identification was a winged "VR" which suggested that it might almost look at home in Australia.

A young Finn who spoke four languages explained that it was "Valtionrautatiet" which means, literally, "State iron road".

The new passenger cars turned out to be of German manufacture, solid and well-appointed with picture windows and interior fittings much like a Canadian coach but with some added conveniences such as the individual lunch or writing trays provided with each seat and a profusion of waste baskets for the litter which invariably accumulates when the food vendors pass through.

There were folding doors at the end of each aisle and generous baggage storage space in the vestibules.

The train rolled at a leisurely pace over the landscape, and the coaches rode quite well over a line which had not yet been rebuilt to accommodate the demands of heavy diesel traction.

At Salo there were a number of USSR gondolas loaded with scrap iron for a local mill. Soviet cars are a common sight on the VR and they are generally in groups since they employ knuckle couplers, (and sometimes buffers), while all conventional VR equipment uses the continental screw coupler with buffers. When a compromise becomes necessary the knuckle coupler is removed.

East of Salo a Finnish Gentleman pointed out the location of a former Russian military base set up as part of war reparations and where, until 1956, through VR trains used a USSR loco over the short stretch of line while coach windows were shuttered and guards posted to discourage peeping.

Helsinki station is a U-shaped building embracing 8 open-air, stub-end terminal tracks. Since its construction in 1914 it has been an architectural landmark. Built of reddish granite it has a tall, slender clock tower on the east side, while on the south is the huge archway of the main entrance, flanked on both sides by a pair of inscrutable statues holding light globes in their outstretched hands. The keynote of Helsinki's bilingual nature is struck by the words "Rautatieasema" and "Järnvägsstation" ("railway station" in Finnish and Swedish) above the entrance.

Several tram lines pass in front of the station. The street railway system is metre gauge and generally confined to street running within the city, except for route 1. The latter runs northeast from the city centre and was discovered to have about 2 miles of well-kept reserved track. The green and cream cars accelerate quickly and run smoothly. They are rear entrance, pay enter, and have a conductress stationed at the rear, while the motorman is isolated in his short, full-width cab. The city-owned system ordered 75 new double-truck cars between 1955 and 1957. These appear to be used on all routes along with a number of single and double-truck prewar models. During rush hours trailers are a common sight behind all types of motor car. The large number of buses about suggested that the tram lines did not have a monopoly on local transportation.

This year marks VR's centenary. The first train ran between Helsinki and Tavastehus (now Hämeenlinna) in January 1862. A special exhibition train had been assembled and at the time was stored near the main station. The consist was an elderly, orange postal van, a blue, first class carriage and a brake van. All were of the 4-wheel variety. In addition there were a number of conventional coaches painted orange and white and whose interiors had been stripped and fitted out with a fine display of photos, models and memorabilia depicting the history of VR. There was even a model of one of the first locomotives, a 4-4-0 built in Birkenhead's Canada Works in 1860 and similar to engines of the same type built for the Grand Trunk Railway.

The motive power depot was in the suburb of Pasila, about 2 km north, and up a stiff grade from the main station. Steam passenger locos predominated while there was a lesser number of switching types and road diesels. The steam power seemed to bear out what someone once wrote, that "Finns tend to like that which is efficient and neat" such as, "well adapted machines". The engines were all straight forward, uncomplicated, almost dignified, painted dark green and black with red wheels and pilot beams and well-cleaned running gear. Among the older types was a series of high-wheeled, double-end, side tank 2-8-2's, built in Finland and Germany in the mid-1920's and currently in use on short passenger runs out of Helsinki. The newer models were elephant-eared 4-6-2 and 2-8-2 tender engines, identical in design. Almost 90 of the latter were built by companies such as Jung, Tampere Machine Company and Lokomo Company between 1937 and 1957 and they contain in their ranks the last steam locos built for VR. Further variety was added by a military-looking Vulcan 0-6-2T and a few tall 4-6-0's. In storage was a small 1909 4-6-0, a balloon-stacked 0-6-0T and what was said to be VR's first self propelled car, a wood vehicle dating back to 1924. The latter appeared to be a double-truck car but closer examination indicated that the body was set upon 4 pairs of pedestals with generous sideplay to allow for journals accommodating themselves to curves. Among the diesels were some of the new 1900 HP A-1-A A-1-A double end units used on mainline passenger service. Local freight duties were the lot of some 840 HP 0-D-0 hydraulics, all of Finnish manufacture.

Pasila is a good vantage point from which to observe VR traffic leaving the main terminal.

On an average weekday the most recent schedules showed 26 departures and 16 arrivals from 3:00-8:00 p.m. All manner of passenger equipment appears in this cavalcade including large numbers of 4-wheel coaches, some large brown and grey railcars and several MU sets of blue and grey railcars generally similar to ones seen in Sweden. One 1919 4-6-0 put on a good display by lifting 15 4-wheel and 2 regular coaches up the grade from the main station.

(To be continued next month)

Photo: Norwegian State Railways No. 5 repose on the turntable at Byglandsfjord. The 3' - 6" gauge track is quite evident here. [0203-008.jpg](#)

#### Editor's Note:

During the past summer, several U.C.R.S. members from the Toronto area travelled abroad to sample railroading on the east side of the Atlantic. Being avid steam fans,

they saw much to remind them of old times in Canada, and some things that were quite new to their eyes as well. While the primary sphere of interest of the *Newsletter* is Canada, we would be remiss if we did not pass along these Canadians' impressions, good and bad, of European railways as they saw them. In the months to come, no more than one article per issue may be devoted to this subject. We hope you enjoy the material presented, and would welcome your comments if you feel such subject matter should be avoided.

#### LOCOMOTIVE POWER NOTES

➤ Canadian National diesel-electric locomotive no. 500, built in the Oshawa Railway shops in 1930 and used on that railway until March 1931 when it was transferred to the Thousand Islands Railway, is up for sale by the C.N. The locomotive was re-engined with a Cumins 250 h.p. diesel at Stratford Shops in 1948 while the electrical equipment is probably original. Asking price for the unit is \$11,000.

➤ C.P.R. DS-6g class 600 h.p. switcher No. 6561 has been assigned to service at Aberdeen Yard in Hamilton following recent repairs to the unit. Prior to this service, the engine was leased to the Marathon Paper Company in Marathon, Ontario for switching duties on the company's property. Engine 6560 has been sent north as a replacement.

(William E. Weighill)

➤ On October 3<sup>th</sup>, workmen at the Acadia Coal Company in Stellarton, NS loaded Old Sydney Collieries 2-4-0 type locomotive No. 25 aboard C.N. flat car No. 663095 for the journey to the C.R.H.A. museum in the Montreal area. This diminutive engine, riding piggyback aboard the flat car to protect it from damage in transit, achieved fame by being the only steam engine ever to pass over the hump at C.N's Montreal Yard while on its way to Delson, QC.

➤ At the Four Star Colliery, Broughton, NS, former Old Sydney Collieries 2-6-0 No. 17 is being used for switching and transfer runs to the nearby Sydney and Louisburg interchange tracks. As some switching moves require the train to negotiate a rather sharp grade in the yard and the sander on the locomotive does not function properly, one of the crewmen attends this duty in a rather unusual way. Equipped with a small nail keg full of sand, he positions himself on the front footboard of the engine and distributes the sand on the rails as it is required!

Engine No. 18, used prior to the arrival of No. 17, has been cannibalised for parts to keep the newer engine running.

(K. S. MacDonald)

#### RAPID TRANSIT PROGRESS

➤ A proposal to extend the Yonge Street Subway line has been tabled with the T.T.C. by transit consultant W. E. P. Duncan. The proposed extension would be up to 6.42 miles in length and would place the northern terminus of the line at Steeles Avenue. However, it is not likely that the new line would be built before 1971, and the paralleling Spadina line had been completed. The latter route is necessary to relieve some of the passenger load on the south half of the Yonge line. The extension would be built by cut and cover techniques with its alignment to the east or west of Yonge Street, to minimise costs, which, for the section from Eglinton to Glen Echo alone would be about \$33 million, including four stations.

From Glen Echo north, a large viaduct type of structure would carry the line across Hogg's Hollow while the roadbed would continue in open cut from there to Sheppard Avenue. Including three stations, this section would cost \$30 million. Also required for this project would be a small car storage yard in the vicinity of Sheppard Avenue. The final segment of the plan, the 2.46 miles from Sheppard to Steeles Avenue, costing \$38 million, would not be needed at least until 1980, according to Mr. Duncan. It would include six stations and another storage yard.

➤ The Toronto Transit Commission announced in late November that the opening of the University Avenue Subway line is to be delayed two months from January 1<sup>st</sup> to March 1<sup>st</sup>, 1963. Full operation of the subway and the abandonment of the Dupont carline are now scheduled for the latter date.

In the meantime, the Property Owners' Association of Metropolitan Toronto continues to be highly critical of the fact that the University Avenue line was built and is being opened in advance of the Bloor line, and states that over one million dollars could be saved by delaying the opening of the University line for six months. (The Association claims that operation of this line will result in losses of nearly \$200,000 per month - it would be interesting to see what arithmetic led to this conclusion!).

➤ W. H. Paterson, General Manager of Subway Construction, said in a recent address that automatically-controlled trains are a good possibility for the Bloor - Danforth Subway when it opens in 1967. The automatic train control would stop trains within two inches of set marks at stations and would gain five seconds at each of the thirty station stops on the line, cutting out the need for one train. Automation would thus save the \$1,500,000 capital cost of one train in each direction and would pay for itself accordingly. He observed that automation would not replace the human crew which would still be available to take over manually in the event of an equipment failure.

➤ Despite recent discussions of early extension of the Bloor - Danforth Subway beyond the Woodbine and Keele terminals, Metropolitan Council on November 13<sup>th</sup> authorised a six-year \$79 million construction program for the Spadina rapid transit line. Approximately \$7½ million will be spent on the line in 1963, presumably on plans and engineering.

➤ New building development over subway structures continues to be planned - the T.T.C. has agreed to redesign the Yonge Station on the Bloor line to provide a foundation for a 20-storey, two 12-storey and one 4-storey building complex extending over the subway from Yonge Street to Park Road. Metro will pay the additional expenses involved. A cylindrical 30-storey apartment building, which would be the highest structure in the city (added to land elevation) is proposed for erection over the St. Clair Station on the Yonge line, actually fronting on Pleasant Boulevard.

The buildings, if they materialize, will offer the best proof yet to show how rapid transit lines reap new assessment for a city, returning land to profitable use after their construction, in striking contrast to the hundreds of acres rendered tax-sterile by one expressway and its interchanges.

➤ Sunday service of the Yonge Subway is now provided by the 5300-series cars operating in two-car trains. By the end of November, up to car No. 5324 had been delivered at Davisville.

➤ A new agreement has been reached between the T.T.C. and the Metropolitan Toronto Executive Council concerning the financing of new rapid transit facilities in this city. Metro will, in the future, assume 70% of the total costs of new lines while the T.T.C. will contribute only 30%. The present ratio is 55 - 45%. Under this new agreement, the Metro government will be responsible for the acquisition of land and the construction of structures while the T.T.C. will supply, operate and maintain all trackage, signals and rolling stock.

Also approved was a proposal to extend the Bloor - Danforth Subway line an additional 3.95 miles from the presently planned terminals at Keele Street and Woodbine Avenue to suburban stations at Royal York Road in the west end and Warden Avenue in the east. Estimated cost of the additions is about \$70 million.

➤ Robert McAlpine Limited has been awarded the contract for section D-5 of the Bloor - Danforth Subway, involving cut and cover construction between the Prince Edward Viaduct and Donlands Station. Building demolitions have been taking place through this section over the past two months. Tenders are being received until December 10<sup>th</sup> for contracts D-2A (Sherbourne Station) and D-3 (east end of Sherbourne Station to west end of Prince Edward Viaduct, including the covered

bridge over the Rosedale Ravine).

Contract D-1A for construction of the Yonge Station under the present Bloor Station on the Yonge line, and contract D-7 for construction of Greenwood Yard, have both still to be let, although work on both is scheduled to start early in 1963.

Work on contract D-5 (concrete decking for Prince Edward Viaduct) must await certain minor repairs to the original bridge structure. Ten pairs of beams at one end of the bridge must be removed and inspected prior to construction.

➤ Robert McAlpine Limited has installed a specially designed mechanical mole in the south tube (eastward track) of contract D-2 on which tunnelling is now in progress between Sherbourne and Yonge. The conventional shield method is being used for work in the north tube. The new mole (see diagram) is making twice as much progress (20 feet per day) as the shield working in the adjacent tube. Its cutterhead consists of four perpendicular arms on which the cutter teeth are mounted. Muck is scooped into buckets on the back of the cutterhead which in turn dump the material into a hopper and onto a conveyor belt feeding into 1 cubic yard muck cars. Five trains, each including five of these cars, are required for each two foot advance of the cutterhead.

Two tracks run under the conveyor, so that one train is always being loaded. After each advance of the head, eight 800 pound cast iron liner segments per ring are inserted by two hydraulic arms mounted on the rear of the mole.

Sketch: Mole Advances by pushing back against completed lining. Cutterhead teeth gouge clay, which drops to bottom. As machine advances, scoops in periphery of cutterhead pick up muck, drops it at the top into a hopper, where it drops onto a conveyor belt back to the ore cars under trailer.

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## **ELECTRIC RAILWAY NEWS**

➤ The Cornwall Street Railway has bought Grand River Railway electric locomotive No. 230, and the unit was shipped from Galt on about November 29<sup>th</sup>.

➤ The seven remaining engines of the C.P. Electric Lines are stored in Preston, either near the former shop building or on the siding on the hill behind the shop. Nearly all of the overhead has been removed, with the exception of some small portions in the Kitchener - Waterloo area.

It is interesting to note a Preston newspaper report which states that the Town Council of Preston is considering preserving one of the locally-built electric engines as a display piece in a local park. A former Electric Lines motorman, who also serves as a council member, has been the chief proponent of this scheme, although it has received considerable other support in the area. The major obstacle to be overcome is the \$1800 price that the Canadian Pacific is asking for the engine.

➤ The London and Port Stanley Railway continues to eke out a meagre existence between its two terminal points using the two diesels, L-4 and L-5 as their main line motive power. The former locomotive recently underwent a wheel-grinding operation at the N.Y.C. shop in St. Thomas, while electric motor L-1 received a wheel grinding and general overhaul at the L.& P.S. shop in London.

Passenger cars No. 4 and 8 still remain in London, although car No. 10 was recently donated to the Canadian Railroad Historical Association for their Montreal area museum project, and was moved there during early November. Also sent to the museum was a large gasoline-powered, rail-borne motor car of early vintage. Car No. 8 is still used for heated express shipments at the rear of diesel-hauled freight trains. The car gathers power for its electric heaters from the overhead between London and St. Thomas.

Current operations on the line see two return trips to St. Thomas each day, leaving London at 6:00 and 11:00 a.m., with the latter trip running all the way to Port Stanley. On their return

from St. Thomas the morning crew switches in the London area, using one of the box-cab electrics. Another crew continues this work from 4:00 p.m. onwards

(B. Coleman)

➤ On October 27<sup>th</sup>, the Ontario Electric Railway Historical Association acquired as a donation 2000 feet of 60 pound rail from the Lansdowne Avenue foundry of the Canadian General Electric Company. The rail was rendered surplus by the fact that C.G.E. is converting the building to other uses not requiring railway service.

Also obtained at the same time was a complete 3-way stub switch (often remarked over the years by local railway enthusiasts, as this switch was quite visible from Davenport Road) and a standard 2-way stub switch, along with a considerable number of good hardwood ties. The rail appears to be of considerable age, bearing dates such as "C.P.R. 1883".

This fortunate development will permit the Association to complete the two-track carhouse yard during 1963 (using a split switch from the main line and a stub switch in the yard) and will release all of the 85 pound rail previously on hand for use on the main line trackage. Previous rail acquisitions included the following:

- (1) 280 feet of 60 pound rail and the greater portion of an 85 pound rail split switch purchased from the Hamilton Street Railway in 1954;
- (2) two lengths of 45 pound rail donated by one of the members who acquired it in exchange for an antique gun;
- (3) 1800 feet of 85 pound rail purchased in 1961 and removed by Association members from the building and yard of the former American Motors (originally Ford) plant at Danforth and Victoria Park Avenues in the east end of Toronto.

Rolling stock on the property has now been tarpaulined over for the winter with the exception of M. & S.C. 107 and T.T.C. 1326 which repose under the car house roof

(R. D. Cooper)

## U.C.R.S. ANNOUNCEMENTS

The entertainment at the December meeting, to be held on Friday, December 21<sup>st</sup>, at the Consumers' Gas Company Auditorium, 19 Toronto Street, will revolve about the theme of "Night".

Three 16 m.m. movies, showing railway operations at night will be shown, as will 35 m.m. slides on the same theme.

The December meeting of the Hamilton Chapter of the Society will be held on December 28<sup>th</sup>, commencing at 8:00 p.m. (note the new time!) in the Board Room of the C.N.R. station. Members are invited to bring any colour slides of interest for projection.

The January outdoor meeting location suggestion is the C.N. station, Parkdale.

Advance notice is hereby given of the Annual Meeting of the Society, to be held on Friday, January 18<sup>th</sup>, at a location yet to be determined. Mailed notice of the location of the meeting will be sent to all Resident members only, if the *Newsletter* cannot be sent out in time next month. Now is an appropriate time to think about nominations for the Directorate for 1963.

Don't forget the first steam excursion of 1963, to Orillia, on January 27<sup>th</sup>. A special member rate of the fare will be \$6.00 for those purchasing their tickets in advance ONLY.

## MEMBERS' ADVERTISEMENTS

Kenneth S. MacDonald, 9 York Street, Truro, NS, offers photos of Canadian railways, and especially lines in the Maritimes, for sale or trade. Write to him at the above address for details.

WANTED: A copy of any tape recording made on the U.C.R.S. excursion to St. Thomas on September 30<sup>th</sup>. If you have such material, write to W. W. Milne, 215 St. James Avenue North,

Niagara Falls, Ontario.

G. A. Matheson, Box 454, Lennoxville, Quebec, wants 616 to 5 x 7 photos of steam engines in southern Quebec, especially C.P. 421, 5419 and 5447. Live still shots or good action views are preferred.

FOR SALE: Rare old photos of streetcars taken in the 40's. Post card size - 15¢ each. Guaranteed acceptable to you. The following lines and number of photos of each are available: Toronto (7), Montreal (11), Ottawa (3), London and Port Stanley (14) N.St.C. & T. (10) Lake Erie and Northern (6), Grand River (8), Fort William (3), Port Arthur (3). Send 15¢ for list and sample to: Steve Zawacki, 19366 Fenelon Avenue, Detroit 34, Michigan.

Photos of C.P.R. steam power in the Revelstoke, BC area, 5 x 7 double weight paper are offered for sale by Brian Dickey, Box 1109, Napanee, Ontario at 75¢ each. Write him for a list of subjects.

WANTED: Photographs of G.T.R. or G.T.P. 4-4-0 type locomotives that became B-26a class engines on the Canadian National System. Write to William C. Fitt, Box 328, Birmingham, Michigan, if you could supply such a photo.

#### **MISCELLANY**

➤ The Aggregate Producers Association has filed a petition with the Privy Council in Ottawa in respect to an agreed charge as agreed to between the Canadian National and Acton Limestone Quarries. This charge was to be 86 cents per ton, whereas the established rate for shipments is \$1.30 per ton. The telegram sent to Ottawa requested that the C.N. - Acton agreement be held up for six months or until such time as a satisfactory agreed charge can be arrived at with all aggregate producers shipping by rail to Toronto. The Minister of Transport replied to the effect that he understood that the railway was prepared to arrange similar agreed charges with other shippers on the same principles and therefore he considers suspension of the agreement unnecessary.