Newsletter

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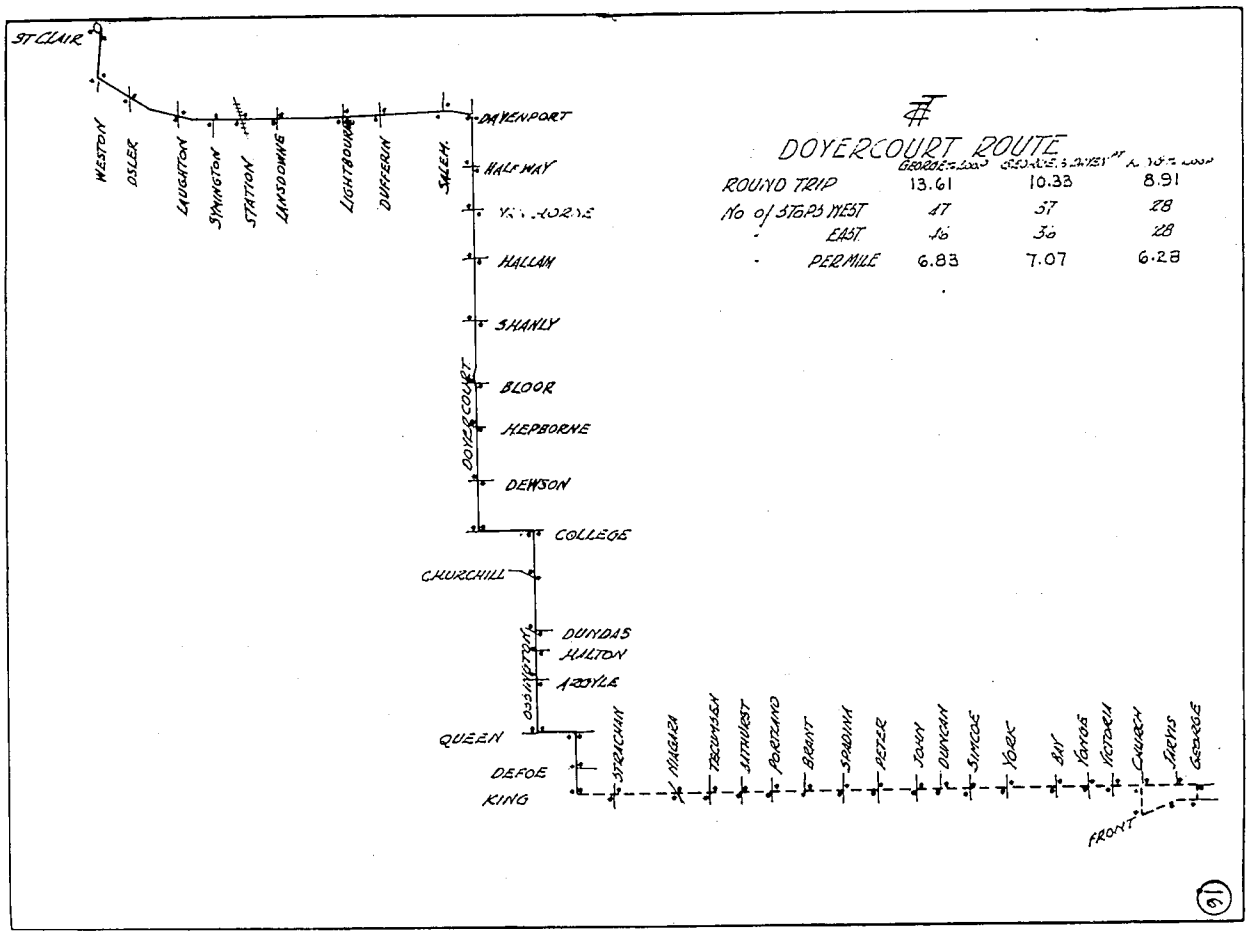
ONLY 4 YEARS AGO DID J.A. BROWN CAPTURE
THIS SCENE AT ST. MARYS STATION

Merry Christmas!

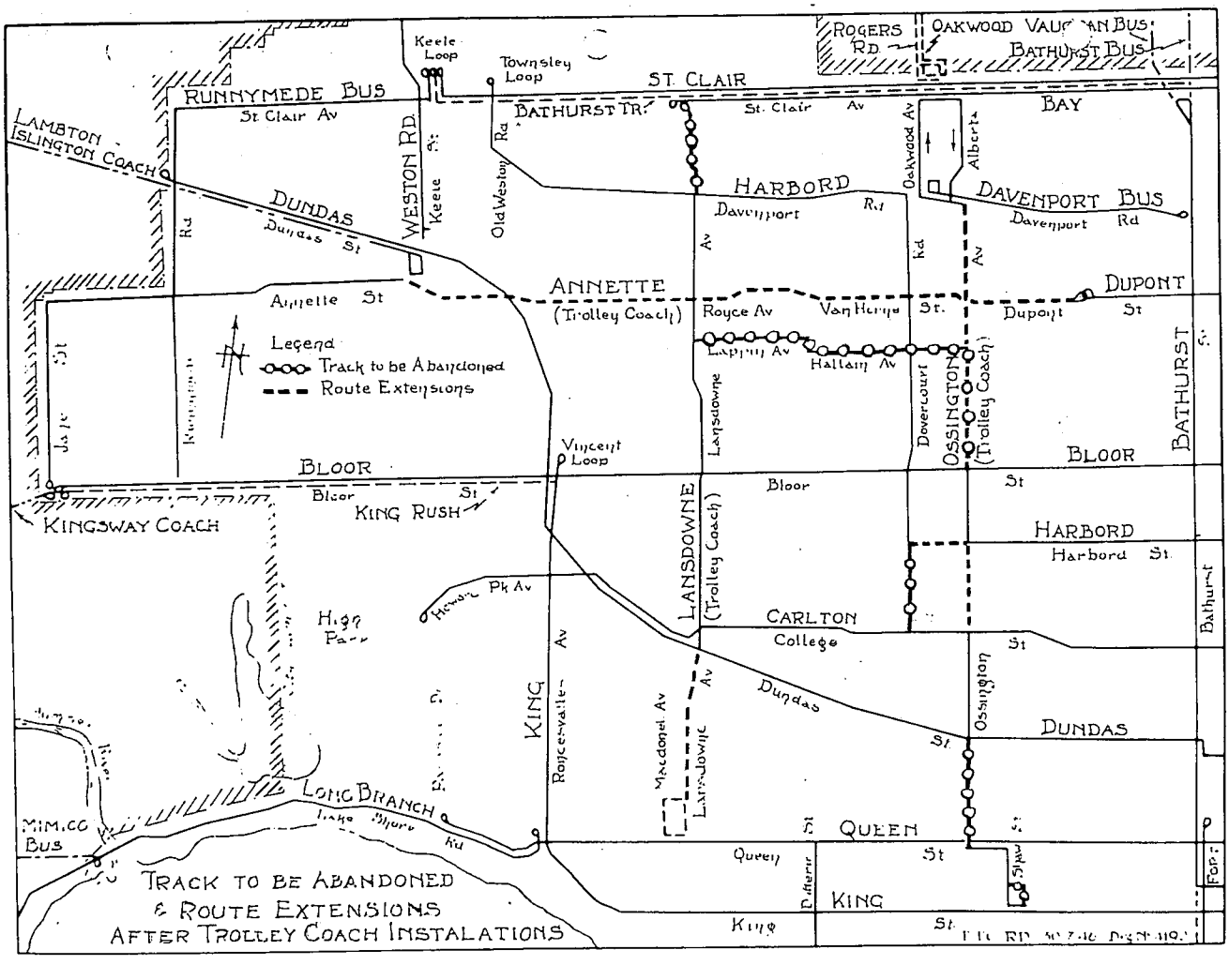
UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO

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 5th, 1923, to wye at this point. With completion of the Davenport trackwork, the Dovercourt service was further extended on January 20th, 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 26th, 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 9th, 1928 and October 28th, 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 29th, 1931, at which time the



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.

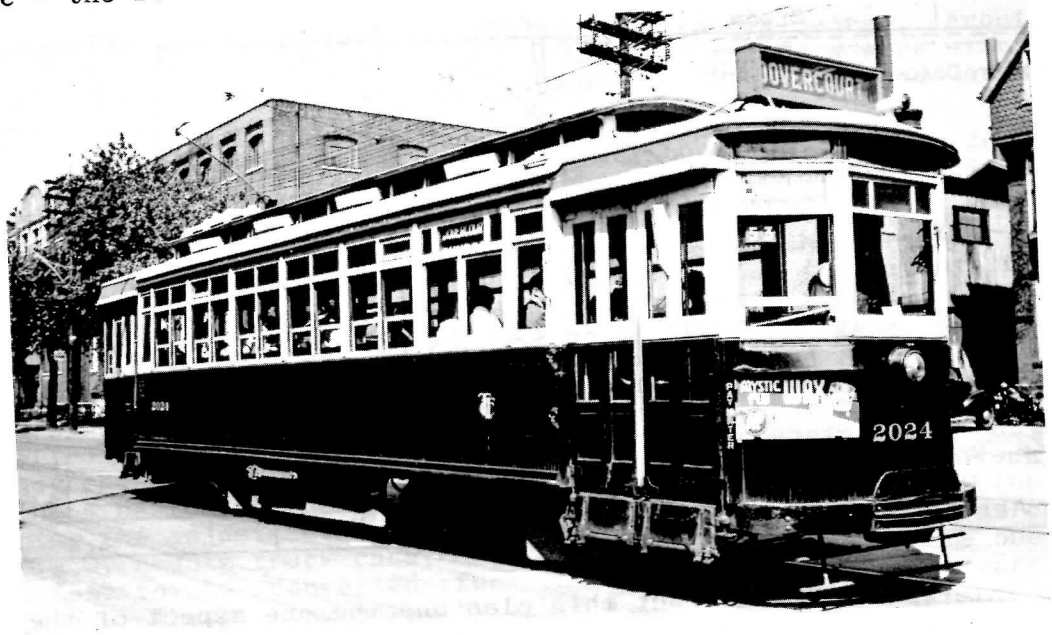
The trolley coach conversion program, though extensively delayed by the slow delivery of vehicles and then overhead specialwork parts, got into high gear in 1947. On June 19th the small Witts ended their chores on Lansdowne with the first trolley coach operation, and on October 6th the Annette service commenced (but not directly replacing any existing street car service on that date). Finally, on December 8th 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

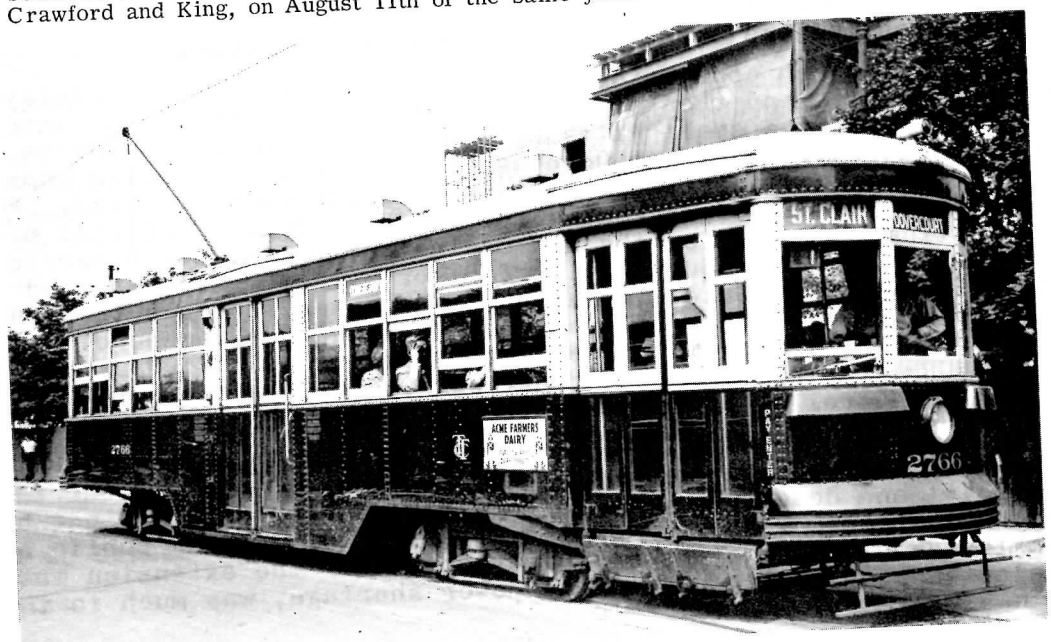
Toronto in those immediate post-war years. As a result, the Harbord line was forced to follow a rather unsatisfactory routing via Ossington and Bloor to reach Dovercourt Road, involving three right angle turns where one should suffice, and necessitating operating over common trackage with the heavily 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.

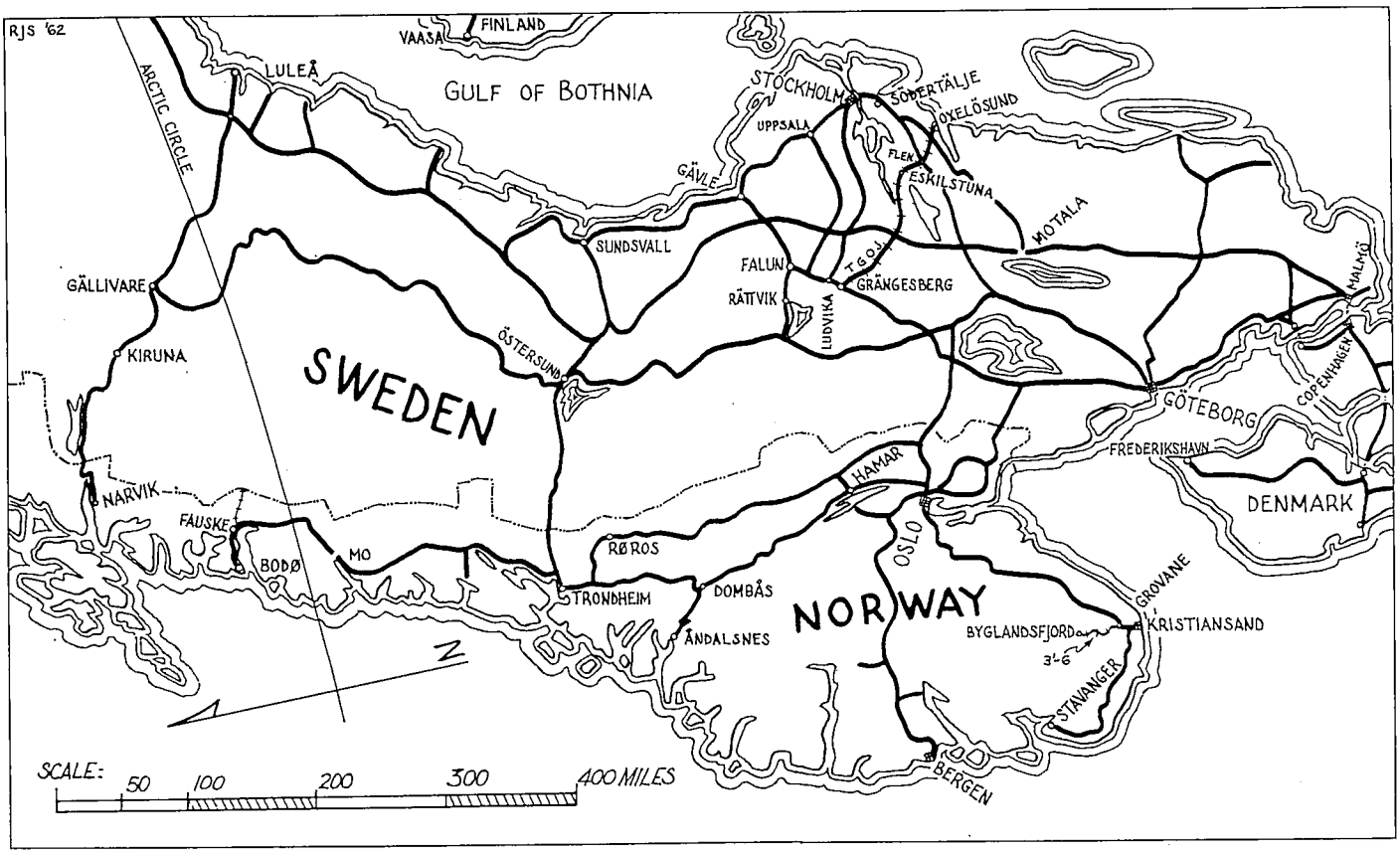
Within weeks after the change, the College Street portion of the College-Dovercourt intersection specialwork was removed, although no other track or overhead removal between Bloor and College followed for a long period. The deserted track was increasingly covered with tar patches as the track allowance 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.



Two scenes from the Dovercourt car line, photographed by J. D. Knowles. Above: 2024 southbound on Dufferin Street, at Springhurst, on Sept. 6, 1947. Below: Witt No. 2766 at Crawford and King, on August 11th of the same year.





RAILWAYS OF SCANDINAVIA

By Robert J. Sandusky.
Photos by the Author.

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 Hälsingborg. 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 100km 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 270km ore-hauler owned by the Grängesberg 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

This 2-4-0 locomotive, housed at the Tomteboda 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.

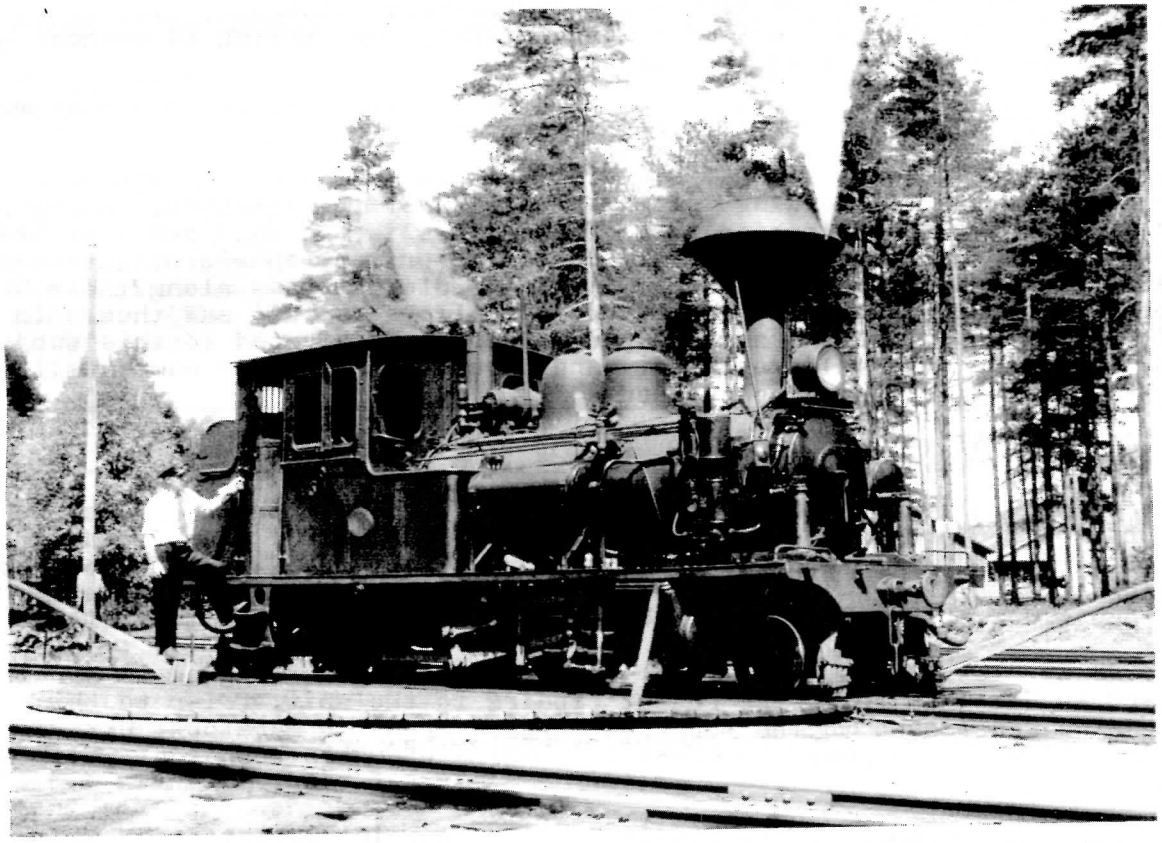
north to Eskilstuna. The little cars were of a design which has been adapted in electric and diesel form for lines of many gauges in Norway, Sweden and Finland. They have arch roofs and perfectly round ends, resulting in enormous vestibules which often have seating accommodations and eventually become 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 16000V, 16 2/3 cycle. It quotes the same tariff rates as S.J. and rolling stock is used interchangeably. Their largest electric locos are 4500HP Co-Co and 4000HP 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 0-C-0 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 indiscriminant 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 Södertalje, just off S.J's mainline southwest from Stockholm. Here is located the Swedish Railway Club, operating one of their three 60cm steam locos over the scenic 3km 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 60cm. 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.



Norwegian State Rlys. no. 5 reposes on the turntable at Byglandsfjord. The 3' 6" gauge track is quite evident here.

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

* 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.

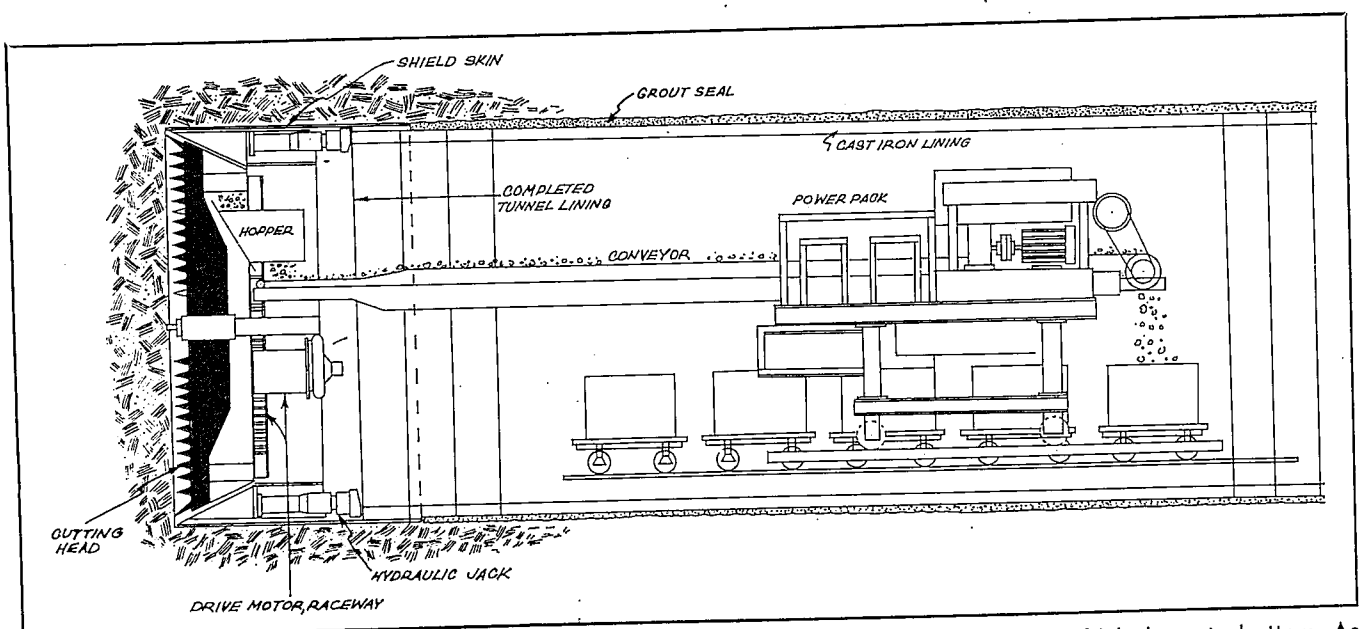
Also approved was a proposal to extend the Bloor - Danforth Subway line an additional 3.95 miles from the presently planned terminals at Keele Street and Woodbine Avenue to suburban stations at Royal York Road in the west end and Warden Avenue in the east. Estimated cost of the additions is about $70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

* Robert McAlpine Ltd. 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 10th 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 Ltd. 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.



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