

October, 1948 - Number 33

OTTAWA ELECTRIC RAILWAY: RECEIVES FOUR NEW CARS; OTHER NOTES

By Thomas B. Weston and W. T. Sharp

Four new street cars - not of PCC design - but of conventional body and truck construction and with-drum type controllers and standard air brakes - have recently been put in service by the Ottawa Electric Railway. They are numbered 1000-1003, and are the forerunners of 16 similar cars which may be ordered later, depending on their success. Built by Ottawa Car and Aircraft Mfg. Co., they are double truck, single end, one man pay-enter type with rear exit door and have been fitted with Brill trucks. The cars are 47 feet long and eight feet, six inches wide; they seat 49 passengers in tubular frame seats upholstered with blue leather covering. They are Ottawa's first arch roofed cars, and the windows open from the top down. Folding front door steps have been eliminated and the doors have twice as many leaves as the older cars, i.e. Each half of the front door is in itself a four-leaf door. The cars are finished in the standard Ottawa red paint job; car 1000 made a demonstration run on June 14<sup>th</sup>, they entered regular service the following day.

The city of Ottawa took over the system on August 13<sup>th</sup>, and it will be operated under the Ottawa Transportation Commission. The three members were recently appointed by city council, and went on record to the effect that a careful study of transit problems, both in Ottawa and other cities, would be made before formulation of any policy for the future. The fact that the railway right-of-way is in good condition, and that the assets to be acquired: include a Hydro-Electric power development supplying more than half the power required to operate the system, would indicate the continuance of electric traction for some time to come.

Before purchase of the system was agreed upon, the O.E.R. was engaged in renovating most of its cars. New seating was being installed, the trucks were changed on the 900 series, and Herringbone gearing was being installed in the existing trucks on the 800 series. However, after the purchase price was settled, this work has suspended. Conversion was completed on the 900 class, but not on the 800's. Nothing has been done to the 650 series except to replace some of the Brill 27F trucks with others of the same type (since the 900's originally had this type of truck, there will be quite a few spares). The Ottawa Electric Railway, now the O.T.C., has 130 street cars; the ten Toronto Railway Company cars of the 950 series are all still in service, although they have not been used much of late.

LOCOMOTIVE NOTES

By Raymond Corley

The new CNR Electro-Motive road freight diesels (9000-9005), although ordered for use as two A-B-A combinations, are instead being operated, temporarily at least, as three two-unit combinations.

They are running thusly: 9000-9001 (A-B Units), 9002-9003 (Two A-Units) and 9005-9004 (A-B Units). Each unit is rated at 32% Tractive effective giving 64% as currently used. They are designated Class V-1-a (Duplicates old oil-electric passenger units 9000 and 9001, now scrapped) and are finished in olive green and cream with gold striping and lettering.

9005-9004 were involved in the much-publicized wreck at Riverdale Station on June 13<sup>th</sup> when, while pulling an 84-car freight, they had a rear end collision with eight wheel switcher 8339 which was switching cars on the main line; in the resultant tangle much livestock was freed to roam Toronto's streets. 9005-9004 were returned to the builders at Lagrange, Illinois, who

effected repairs during the summer, and the two units are now back in service.

Grand Trunk Western ordered 22, 1500 H.P. Diesel Road Units (Presumably 11 each of the "A" and "B" units), of which delivery began in June at the rate of two per month. They are numbered 9006-9027 inclusive and are being used on the Port Huron to Chicago main line. These locomotives are the same as CNR 9000-9005, electro-motive F-3 type.

The Canadian Pacific Railway has currently 44 Diesel Locomotives on order as follows:

➤ 20 from Montreal Locomotive works (these are standard Alco 1000 H.P. Switchers to be numbered 7077-7096. The first of these, #7077, was exhibited at the Canadian International Trade Fair at Toronto in the spring of this year.

➤ 24 from Canadian Locomotive Company at Kingston, Ontario, including 5 freight, 5 passenger, and 14 switchers. All of these are to be 1000 H.P. Locomotives of switcher type, although the passenger locomotives will be fitted with oil-fired boilers for heating passenger trains on the Esquimalt & Nanaimo Railway, where they are to be used.

The Pacific Great Eastern Railway has acquired its first diesel locomotive, 65-ton G.E. industrial type switcher for use in yard service. It has been numbered 551 and is finished in orange with black crest on cab, built June 1948.

Current delivery on CNR diesels for Prince Edward Island is very slow. These are eighteen (7803-7820) being built by Canadian Locomotive Company, only three had trickled through by July.

#### TORONTO TRANSPORTATION COMMISSION NOTES

The 100 PCC cars ordered by the TTC in June for possible 1949 delivery are to be equipped with couplers and M.U. control for operation in two car trains on the Bloor route. Although all one hundred will be so equipped, only 86 will be operated in trains at any given time, with the other 14 used as single units on other lines, presumably Carlton. A usually reliable source has stated that these cars will be built at Canadian Car & Foundry's Fort William Plant, which has never built Street Cars previously (others had been finished at Montreal after being sent through from St. Louis Car Company). This will be the first example anywhere of M.U. PCC operation on an all-street surface route. After these are received, TTC will have 489 PCC cars (fourth highest total in the world), 200 of them all-electric (third highest total of this type).

#### TORONTO RAILWAY CAR DISPOSALS

The scrapping program for Toronto Railway Cars of the TTC has left in operation 88 one man plus 15 two man cars for a total of 103. The list of cars disposed of from September 1947 to the present is as follows:

1312	1436	1502	1772	1880	2038
1320	1440	1510	1778	1888	2046
1328	1446	1520	1780	1902	2048
1336	1448	1524	1786	1904	2058
1338	1454	1532	1788	1906	2060
1342	1464	1542	1790	1912	2064
1350	1466	1544	1792	1920	2066
1356	1468	1546	1804	1922	2070
1388	1480	1548	1806	1924	2082
1392	1492	1554	1826	2016	2094
1396	1494	1558	1832	2020	2096
1398	1496	1764	1838	2032	2102
1402	1498	1768	1858	2034	2104

1406

1500

1770

1860

2036

2110

2112

Also, 2108 is no longer available, having been converted to a service car. The main scrapping program, concentrated in the spring while the 4300's were arriving, was stopped in June; however, 1448 and 2110 were junked recently because of collision damage. Thus this leaves a list bearing very little resemblance to the original list of cars planned for retention published in the January 1948 NEWS-LETTER.

Car 2142, and sweeper S-3, 4, 5, and 7 were also scrapped during the drive by the same company, which received as well the remains of 2524, the burned Peter Witt.

The rest of the Niles double-enders (2128-2158) are currently meeting the torch save for 2128 and 2148, which will be out of a job after the Spadina abandonment on October 9<sup>th</sup>.

2150 made the last run on Weston Road on the evening of September 13<sup>th</sup>, bedecked with signs and a P.A. system. Trolley coaches immediately took over the double track portion, while gas buses are on the single track portion until the track is removed and the street widened, when the trolley coaches will run right through. The Niles cars were not used at all after the abandonment, and have been run one by one down to the scrap yard on Curtis dummy trucks, as the baldwin 75-20K trucks from them are being kept at Hillcrest.