

June, 1949 - Number 41

The Society finished the 1948-49 season with the meeting of May 27th, when David Dunsmore conducted a question and answer period on Canadian steam railways which proved very interesting to all in attendance. There will be a three-month break in the meeting schedule, and then the new season will begin with the meeting scheduled for September 16th. In the meantime during the summer months, many of the Society's members will in all probability be taking trips to places of railway interest about the province or perhaps even further distant and will see things which will be of interest to other members of the Society. All members who do any travelling this summer are urged to send in a review of their trip and special things of interest seen to the editor so that other members may hear about them through the medium of the News-Letter.

TTC DEVELOPMENTS

According to the latest word available the 100 multiple unit PCC cars which are to be received this year will commence arriving in August. However, they will not enter service until the Exhibition is over, when reassignment of cars to other division and scrapping of older cars can be more easily accomplished. A new track loop known as the Hillingdon Loop, has been installed at the northeast corner of the Danforth Carhouse property and this will be used for off-street coupling and uncoupling of the second units of the 2-car trains at rush hours, as is now done with the trailers of the Peter Witt cars at Russell and Eglinton Divisions. Present plans call for a peak use of 43 trains (86 cars) on Bloor, while the other 14 cars will be used on Carlton.

The bulk of the 4300's (the present cars on Bloor and Carlton) will be displaced from Lansdowne and Danforth Divisions and will be assigned to Roncesvalles and Russell Divisions for operation on the Queen route.

If acceptable tenders are received from construction contractors, work will begin in September on the Yonge Street subway. A schedule covering stages of construction from September 1949 to June 1950 has been drawn up and has been designed to cause the minimum of interference to downtown traffic. The subway is to be dug by the cut-and-cover method and street car tracks will be relaid on top of the subway roof so that the Yonge route will retain its normal routing as far as is possible during the period of construction. Work will commence in September on the segments on Front between York and Bay and on Yonge between Queen and Shuter. Details of the schedule to June 1950 will be published in the next issue. In the street car rerouting, use will be made of renewed trackage on Wellington, Victoria and Richmond Streets. In the work at the Queen and Yonge intersection, provision will be made for the proposed Queen Street street car-subway line, planned for the more distant future after the completion of the Yonge project.

It now appears quite definite that the North Yonge Railways will never again resume operation. The six month's "trial" operation period for the buses has long been up and nothing has been heard in the way of a demand for restoration of the cars even though the buses are crowded and smelly and definitely are not as profitable financially as were the cars. The cars (409-416) which had been stored inside until recently are now outside in Russell Yard and considered as scrap by the Rolling Stock Department. The terminal tracks at Glen Echo Road have been paved over, although, peculiarly enough, nothing as yet has been actually dismantled: Nachod signals, Railway Crossing signs, etc. all remain intact. All in all, it can be seen now that last fall's power shortage was merely a "blind" for ceasing operation — it came along at just the wrong time in the history of the North Yonge Railways.

A current plan is to reconvert the 15 one man Witts from 2450 to 2478 (ex-two man cars) back to two man cars to act as direct replacements for the 15 two man Toronto Railway cars (1984 to 2014) which it is proposed to scrap.

LOCOMOTIVE NOTES

By R. F. Corley

The CNR has ordered 18 new locomotives for Prince Edward Island as noted in the last issue: these will be 70 ton 660 H.P. Alco-G.E. road switchers and will be numbered 7802-7819 superseding the proposed but now abandoned idea of a locomotive 7802 to have been built from the parts of 7750 (scrapped December 1948) and the burned 7903, and also superseding old 7803-7820, the rejected order. The new locomotives will be delivered in the first quarter of 1950 and will permit the long-delayed P.E.I. dieselization.

The Montreal Locomotive Works recently received the following orders for Alco-G.E. design diesel locomotives:

Canadian National Railways - 20 1000 H.P. Switchers (April 1949).

Alma and Jonquiere - 1 1000 H.P. Switcher (April 1949).

Allard Lake Mines Limited, Quebec - 2 1000 H.P. Switchers (MU) (April 1949).

Napierville Junction - 2 1500 H.P. Road-Switchers (May 1949).

Delivery of CPR 7076-7095 and CNR 7975-7994 has been completed; the Ontario Northland had received its numbers 1300 and 1301.

The CPR is receiving delivery of its Alco Road Freight diesels 4000-4007 ("A" units) and 4400-4403 ("B" units). 4000, 4001 and 4400 were delivered in May. These locomotives are finished in a pleasing combination of CPR red, grey and gold trimming.

The Newfoundland division of the Canadian National Railways received six new Mikado freight locomotives from M.L.W. in April. These units are oil-fired and are numbered 1024-1029. Also received are eight new passenger coaches from Canadian Car and Foundry. These units, like the locomotives had to be shipped on flat cars because of their narrow gauge.

On the west coast, Pacific Great Eastern has obtained delivery of four 70 Ton Alco diesels, Nos. 552-555. The British Columbia Electric has three of the same type on order, Nos. 940-942, to be equipped for MU control; these will be used on the Fraser Valley Line in dieselized freight service.

NEWS OF EASTERN CANADIAN ELECTRIC RAILWAYS AS SEEN BY THE EDITOR ON A RECENT TRIP

CORNWALL STREET RAILWAY:

The Second Street line commenced trolley coach operation on June 9th inaugurating the use of these vehicles in Cornwall. A combined Pitt - Belt Line route will shortly take over from the rest of the street car operation.

MONTREAL TRAMWAYS COMPANY:

A modification in the paint scheme on the cars has recently been adopted. Doors (formerly varnished) are now being painted the colour of the car body and the M. T. Company monogram, as on the PCC's, is replacing the word "Tramways" on all the older cars.

On May 1st all routes terminating at Snowdon Loop commenced using a new terminal on the Cartierville line near Van Horne where two new loops have, been constructed to turn cars from both directions separately.

The attitude of Rolling Stock officials towards the purchase of new cars was found to be as follows: PCC's are definitely not liked and no more will be bought. Chief complaint against them appears to be the high cost of maintenance as compared with older conventional cars. (However a small fleet of PCC's is probably more costly to maintain per unit than is a large one). The company would like to purchase new cars of a simplified design from Canadian Car and Foundry but the price quoted by the builders makes their purchase prohibitive at the present time. No equipment of any kind is on order at the moment and the financial position of the company is precarious.

A fare increase is being sought, but does not appear to be forthcoming.

Disposition of the four wartime masonite body cars (1175-1178) will be:

1175, 1176 - conversion to brine cars.

1177 - conversion to instruction car (painted red and cream).

1178 - scrapped.

MONTREAL AND SOUTHERN COUNTIES RAILWAY

The recent abandonment rumour appears to have aroused unnecessary fears. Although the management would like to put buses on the local lines, the parent CNR will not allow expenditure for their purchase and installation of servicing facilities, so the local lines will retain car operation indefinitely. However, studies are being made as to the dieselization of the outer end of the interurban line, with Granby trains to run from Southwark yard to the Central Station via CNR.

Electric interurban operation would continue as far out as Marieville. Car maintenance continues at a high standard and several freshly-painted units are in evidence. The Brill MCB trucks of the 320 series are being overhauled in the CNR Point St. Charles shops in order to give better riding qualities. The management is still looking about for suitable second hand cars.

OTTAWA TRANSPORTATION COMMISSION

The Company is only moderately satisfied with the four new cars (1000-1003) built in 1948. Final cost to the company of each was over \$50 000, more than a PCC would have been. The other sixteen originally planned will not be ordered. Bodies of the new cars are nicely finished, with bulls-eye lights and modern seats, but the cars are slow and brake in a rough manner. The new management seems to be quite street car-conscious nevertheless. Consideration is being given to construction of new cars in the company shops as practically all necessary material save brass window sash, are on hand. Recent studies of conversion to trolley bus operation, made by the Canadian General Electric Company, apparently failed to impress the management as to the advisability of installing these vehicles.

Tangent track on Queen Street in the downtown area was recently renewed, and currently a long section of the Lindenlea loop of the "H" line has been ripped out for renewal (along Maple Lane and Springdale Road). Buses are supplying temporary service until the track on this scenic line is rebuilt.

It is not planned to retire the ex-Toronto Railway cars for some time to come although 959 and 960 are used only in emergencies.

NOTE

A review of the Society's jointly-operated excursion on June 25th, to Stratford and Palmerston will appear in the next issue.