

UCRS NEWSLETTER - 1949

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The Society will open its 1949-1950 schedule of monthly meetings with a meeting to be held Friday, September 16th, at 8:30 P.M. in Room 486 Toronto Union Station. Further details will be announced in the September Newsletter.

TTC MULTIPLE UNIT CARS ARRIVE

Car 4401 was delivered to the Hillcrest Shop property of the Toronto Transportation Commission on Tuesday July 26th and car 4400 was unloaded two days later, the first two units of the 100 ordered in May 1948 to further modernise the service and alleviate the "saturated" conditions of the Bloor carline. Many members no doubt saw the photograph of the two cars coupled together which appeared in the Toronto Telegram of July 28th. Further cars have arrived since that time, the arrivals consisting of one or two cars each week. Cars 4400 and 4401 did test running in multiple at Hillcrest and lately have gone to Lansdowne and Danforth car houses in order to familiarize crews and shedmen with their operational features, particularly the method of coupling the cars.

The cars in most respects duplicate the 4300-4399 series with the following principal exceptions:

Because of multiple-unit operation, a number of features associated with this are added: A new type of coupler is employed with the socket for electrical connections integral with the coupler casting rather than on a separate jumper. The sockets have 27 contact buttons for electrical connections (4 not used) and are set diagonally to the plane of movement. A releasing handle is incorporated in the top of the coupler instead of the dangling chain associated with the Tomlinson couplers used by the Peter Witts. The couplers are being painted red at Hillcrest to blend with the car body; the radial swing of the couplers does not allow the application of any skirting below the anti-climbers. Drum switches are added in order to open the circuit to the second car when it is added: as each unit can act as a first or second car, a drum switch is needed both at the front and rear ends. The operators are provided with an intercommunication bell and a "trolley pole off" warning buzzer has been added. The reverser positions have been changed with "forward" now in the forward position; the controls in the second car are locked except for the foot interlock with which the man in the second car can throw the train into emergency by depression of the pedal. An emergency re-set switch must be adjusted in both cars in this event.

WITT CONVERSIONS

Reconversion of cars 2450 to 2478 to two man operation is now in progress with 2460, 2468 and 2478 undergoing the work at present. The deadman feature of the controllers will be retained, as will electrical operation of the centre doors by the conductor. Thus a full return to the original state of the cars will not be effected.

GENERAL MOTORS TO BUILD DIESEL LOCOMOTIVE PLANT IN CANADA

With the expectation that Canadian railways will turn to diesel locomotive operation increasingly in the coming years,, the General Motors Corporation decided to construct locomotives for sale to Canadian railroads in the country at a plant to be built in the immediate future at London, Ontario. It is expected that the new plant will be able to turn out its first locomotive

approximately a year from the present time.

The site chosen for the plant is between Dundas and Oxford Streets and the Clark and Crumlin Sideroads, this being east of the city. It is expected the plant will be served by the Toronto - Windsor line of the Canadian Pacific. Options have been approved for a 210 acre block of land for a plant with 226,000 square feet of floor space. It will have a maximum capacity of one locomotive per day, and will be operated by a new GM subsidiary, General Motors Diesel Limited.

It is expected that 90 to 95% of the workers will be hired locally and that many of the parts and materials used in construction will be obtained in Ontario or other Canadian plants.

Honourable William Griesinger, Ontario Minister of Planning and Development said in commenting upon the new plant that large scale production of Diesel locomotives at London will mean a tremendous step forward for Canadian railroads and will strengthen the Canadian economy. The Canadian subsidiary will work in close cooperation with the Electro-Motive Division of General Motors, builders of diesel locomotives in the United States, with its principal plant at La Grange, Illinois.

All current GMC design will be produced at London, with at least one mile of test track will be built on the property for road testing of equipment.

PACIFIC GREAT EASTERN EXTENSION LIKELY

George Murray, M.P. recently stated that from information he obtained in Ottawa, the long-hoped for rail outlet for the Peace River country is at last assured. The Dominion Government will bonus each mile of construction from Quesnel north to Prince George B.C., thus Northern B.C. and Alberta will now be developed by rail as was Ontario when the T&NO under construction by the Ontario government received a similar bonus from the Ottawa treasury. When the Pacific Great Eastern is extended to the banks of the Peace River, added value will be given every acre of land between Grande Prairie and Vancouver, and the way will be made clear for the greatest era of land settlement in the history of the North-West.

The announcement from Ottawa would indicate that the Dominion Government having removed the mountain differential freight barrier will now grant British Columbia and Alberta equality of treatment with Ontario Quebec and the Maritimes in regards to railway extensions and services.