

## UCRS NEWSLETTER - 1949

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### September, 1949 - Number 44

The Society will hold its first meeting of the new season on Friday September 16<sup>th</sup> in Room 486 of Toronto Union Station. It is hoped that every resident member will make an effort to attend in order that the new season may begin in a satisfactory fashion.

#### TTC MULTIPLE UNIT PCC's - NOTES

July 26/49 (AM)	- First car 4401, delivered and unloaded at Hillcrest Shops.
July 28/49	- First train (4400-4401) tested on Hillcrest test track.
Aug 2/49	- First train (4400-4401) tested in non-revenue street service.
Aug 23-24/49 (Night)	- Train (4400-4401) moved to Canadian National Exhibition for display at Eastern Entrance from Aug. 26 to Sept. 10 inclusive.
Aug 24/49	- Trains 4402-4403 and 4404-4405 sent to Danforth and Lansdowne respectively, for training purposes.
Aug 25/49	- First cars (as single units) put in revenue service on Bloor route, evening rush hours. 4402, 4403 from Danforth. 4404, 4405 from Lansdowne. Other cars as single units put in revenue service on Bloor as received by these divisions.
Aug 30/49	- First train (4409-4408) put in test revenue service on Bloor (64 run), from Lansdowne Division, for one trip commencing 7:10 A.M. and two trips commencing 2:34 P.M.

#### AUGUST LOCOMOTIVE DELIVERIES

##### Montreal Locomotive Works:

one 1000 H.P. (MU) #101 to Alma and Jonquiere Railway.  
one 1000 H.P. (MU) #1 to Allard Lake Mines (Romaine River Railway).  
two 1000 H.P. #7995, 7996 to CNR (first of twenty: 7995-7999 and 7600-7614)

##### AMERICAN LOCOMOTIVE COMPANY:

three 1000 H.P. #7096 - 7098 to CPR.  
five 1500 H.P. #8400 - 8404 to CPR.

All eight for Wells River dieselization of the locomotives necessary to complete this dieselization project, the only ones remaining to be delivered are three Electro-Motive passenger units #1800 - 1802.

Steam locomotives replaced: In the project 23 diesels will replace 41 steam locomotives; the assignment of steam locomotives to the Montreal - Wells River service in October 1948, at the time the diesel orders were placed, was:

4-6-0 (Ten Wheeler) Type.

d-10: 1044, 1062 - 1068, 1071 - 1074, 1077 - 1086, 1109, 1110.

4-6-2 (Pacific) Type.

G-1: 2210, 2211, 2218, 2229.

G-2: 2512, 2583, 2584, 2596, 2597.

2-8-0 (Consolidation) Type.

M-4: 3516, 3518, 3520, 3521, 3524, 3525, 3527, 3529.

Locomotives 1044, 1109, 1110, 2210, 2211, 2218, 2229 and 2512 were "Canadian" locomotives, built in Canada, while all others were "American" built by Alco. "American" locomotives could cross the border without payment of customs duties provided that on their return trip, they re-entered the U.S.A. They could not be used on runs exclusively in Canada. A similar set of regulations with respect to American operation applied to the "Canadian" locomotives.

#### HAMILTON STREET RAILWAY CHANGES

Thursday August 4<sup>th</sup> was the last day of street car operation on the Westdale portion of the Burlington - Westdale route of the Hamilton Street Railway. As the first step in the modernization programme for the next five years, made possible by the fare increase of May 20<sup>th</sup> (to 4 tickets for 30 cents), this line was converted to gas bus.

The last car was 504 on 13 run, leaving King and James Streets (downtown) at 1:15 A.M. (Friday morning) and turning the Westdale loop for the last time at 1:30 A.M., crowded with a number of interested citizens including the editor of the Newsletter. Track removal began the very next morning, and at the time of writing, about of half of the lines trackage has been torn out. A. Cope and Sons, Contractors, are handling this job.

Other recent developments include the ordering of 15 48-passenger CCF-Brill trolley buses for 1950 delivery; those however will be used in a gas route conversion. Locomotive 149, idle for two years, was scrapped on August 29<sup>th</sup> and work car 15 is soon to follow. Also planned is the conversion of two of the single truck 400's to sand cars to be stored on Birch Avenue. The east side of the carbarn yard is being cleaned out to permit of the laying of a concrete roadway for trolley bus use.

The Burlington car line now runs easterly from King and James to Sanford Avenue and loops through the car barn property, as no turning facilities are available down town.

#### CORNWALL STREET RAILWAY:

All passenger rail operation came to an end on July 27<sup>th</sup>. A humorous ceremony at the barn terminated the operation that began in 1896. Freight business will continue as heretofore.

#### MONTREAL TRAMWAYS COMPANY:

The fares on Canada's largest street railway system will be boosted on September 30<sup>th</sup> from the present 4 tickets for 25 cents to a three for a quarter schedule; cash fare will be 10 cents straight, with fifteen cent night fare.