

October, 1949 - Number 45

The Society meets the third Friday of each month in Room 486, Toronto Union Station, at 8:30 P.M.

The next meeting will be held on October 21st, 1949. As usual, a programme of entertainment and instruction will follow the business meeting.

SEPTEMBER MEETING

The meeting of September 16th saw the new season off to a good start with the usual high number of members in attendance. The programme consisted of a film produced by the London (England) Passenger Transport Board and which gives some insight into the operations and maintenance of this gigantic city transit system, including both the surface vehicles and the underground railway system. Because of the interest in the film, it was projected a second time during the evening.

A proposal was made at the meeting and which received practically unanimous support from the members present, was that a banquet be held by the Society for its members sometime during the spring season.

SEPTEMBER LOCOMOTIVE NOTES

by Raymond F. Corley

The order of eighteen 70-ton Alco-GE road switchers for the Canadian National Railway's Prince Edward Island dieselization (in place of the rejected 7803-7820 from Canadian Locomotive Company) will be numbered 7802-7819, designated Class Q-7-a, and rated at 23%.

The Greater Winnipeg Water District Railway ordered its second 44-ton 400 HP Alco-GE diesel road switcher in July. The previous locomotive was purchased in 1946.

Deliveries now completed now comprise Canadian Pacific 7099-7108, Alma and Jonquiere 101, Allard Lake Mines No. 1, and Canadian National 7995, CPR 7096-7098 and 8400-8404.

Canadian John-Manville ordered a 1000 HP switcher from Montreal Locomotive Works in August for its Asbestos and Danville Railway. This is the first diesel for this railway, which has quite a stud of steam locomotives.

CPR's 1800-1802 (Electro-Motive passenger units) are expected to be delivered very shortly at the time of writing.

TRANSIT NOTES

Toronto: At the time of writing, almost all of the TTC series 2450-2478 of one-man Peter Witts have been converted to two-man operation and are in service on the Bay route. Points regarding the unusual conversion are:

- Two-man controllers (no pilot valve) installed (a change in plans after the last note regarding these cars in the Newsletter).
- Foot valve operation retained for front doors (a feature on one-man operation).
- Couplers not installed.
- Conductor's stand installed according to previous design except that centre door control is electrical, with only one handle for both doors.
- Red side exit light, grab rail, treadles, centre panel at exit doors, channelizing stanchions at front door and operator's mirror removed.
- M-20 Brake valves (from cars 1984 - 2014) replaced the self-lapping type.
- Communication bell over rear windows (which had been removed) re-instated.

These cars began life as two-man trailer pulling cars in 1922 and were rebuilt for one-man operation in 1939 (2450 and 2452) and 1941 (2454 - 2478). During the past few years, they had seen service only as rush hour extras for the most part, but are now back in heavy base service.

At time of writing, about seventy of the new cars 4400 - 4499 have arrived. Multiple unit operation has not yet commenced.

Cars 1984 - 2014, the last two-man Toronto Railway cars, have been retired from service, stripped and put into storage in Russell Yard. Western Iron and Metal Company is gradually receiving the cars at George Street Yard and scrapping them. Several requests have come in for a list of all Toronto Railway cars scrapped during the past few years; this will be printed in the Newsletter as soon as the current changes have been completed.

Operation of the ten rush hour trains on the King route will shortly be discontinued. The extra equipment made available will go on Yonge Street.

A vote of the ratepayers of North York Township on September 26, 1949 on the question of buses versus cars for North Yonge radial line was 4 to 1 in favour of continuing the diesel buses in service permanently. No word has yet been heard of track removal.

HAMILTON:

All of the remaining single truck cars were removed from the car barn property during September.

404 and 406 are being used for sand and salt storage on Birch Avenue north of Barton Street, while the bodies of 408 and 420 were sold. All trackage has been removed from King Street West.

CORNWALL:

Car 25 made the funeral run in July, painted black with moons, stars and other decorations all over it. A Cornwall Street Railway official dressed as Father Time rode on the roof of the car, which circles the Belt Line route, bringing electric railway passenger service to an end. A new trolley bus followed the car to provide the contrast between "old" and "new".

LONDON:

October 3, 1949 was the first day of competitive operation between the London and Port Stanley Railway and the new bus line which parallels its route. The railway has reduced its fares to 10 cents between any two points on its line in order to meet the automotive threat. In effect, thus it will give interurban streetcar service. Business was reportedly very good on the first day of competition.