

April, 1950 - Number 51

The Society meets on the third Friday of each month at 8.30 p.m. in Room 486, Toronto Union Station. The next meeting will be held on April 21<sup>st</sup>.

MARCH

Mr. A. Andrew Merrilees, a member of the Society, provided the program for the March meeting with a very interesting address on Ontario Electric Railways. He outlined in a very concise and yet complete fashion the history and operations of all of the electric railways which operated in the Southern portion of this province, excepting those that served Toronto. Unfortunately, attendance at the meeting was not up to its usual high level, and many of our members missed a most instructive talk.

MEMBERSHIP

The Society regrets having to lose one of its most faithful members, Mr. George Corrin, who will shortly move to Saskatoon, Saskatchewan, to assume new business duties. Mr. Corrin joined the group in 1941 and has been one of its foremost authorities on train operation, schedules and equipment, particularly in the Toronto area. It is expected that he will continue as an associate member and we hope that in the more distant future circumstances may permit of his return to Toronto.

Two new associate members in the Toronto area are welcomed:  
No. 151 John T. Hulme, 125 Bedford Park Avenue, Toronto 12.  
No. 152 William A. Shields, 27 Woodland Park Road, Toronto 13.

MORE PCC CARS FOR TORONTO; OTHER

The Toronto Transportation Commission has ordered 50 more allelectric PCC cars, with delivery expected in the fall of this year. These cars will be single units and are

intended primarily to replace the Toronto Railway (wooden) cars still in operation. There are still 84 of the latter on the roster, so that the replacement may not be complete. Cars 1386 and 1852 have recently been scrapped.

It is planned to equip all 289 of the air-electric PCC's with extended dynamic braking, which will reduce the use of the wheel brakes and save wear on brake shoes. Experiments were made with this arrangement on cars 4136 and 4260 several years ago; 4260 at this time had drum brakes in place of air brakes.

Multiple-unit operation began on the Bloor route on March 13<sup>th</sup>. The cars are being used thus in rush hours only, with coupling up and uncoupling done at the Hillingdon Loop and on the east side of the Jane Loop. The MU operation has thus far proved to be very successful.

The new sand car, now in regular service, has been renumbered from W-12 to W-26.

SUBWAY CONSTRUCTION PROGRESS REPORT

April 1, 1950

By John M. Mills

Toronto's Yonge Street Subway, since the start of construction on September, 8, 1949, has progressed without delay and is now somewhat ahead of schedule. The method of construction is as follows:

After the street is closed to traffic, tracks and concrete subgrade, are removed and about twelve feet of earth excavated. Large steel beams are then placed, and temporary wooden roadway and car tracks laid on them.

Below the decking, power shovels take off two or more layers of earth to complete the excavation.

At time of writing, decking is complete and traffic moving on Front Street between Bay and Yonge Streets, between Wellington and Front Streets and between Queen Street and

Dundas Square. Decking is almost complete between York and Bay Streets and between Wellington and King Streets. Top lift excavation is under way from King to Adelaide Streets and preparation (track removal, pile driving, etc.) between Adelaide and Richmond Streets. Under the decking between Queen and Louisa Streets, excavation is complete and concrete pouring for the subway structure begun. Between Louisa St. and Dundas Square, intermediate lift excavation is under way,

#### T.H. & B. ORDERS EIGHT DIESEL LOCOMOTIVES

The Toronto, Hamilton and Buffalo Railway has ordered eight locomotives from General Motors Diesel Limited of London, Ontario. The order comprises four standard switchers and four 1500 h.p. road switchers. The latter will be the first locomotives of the type to operate in Southern Ontario. The T. H. & B. expects to be able to dieselize completely its freight and switching operations.

#### CNR RECLASSIFIES DIESELS

The Canadian National Railways has altered its locomotive classification system so as to make the numbering of diesel locomotives more systematic and to use unfilled numbers that had previously been allotted to steam locomotives.

All switchers and road switchers previously were assigned numbers in the series 7700-7999, classified as "Q", while road diesels were given number group 9000-9099 and class letter "V". In place of this, the following system has been devised:

- All switchers to be class "Q".
- Miscellaneous types of switchers under 1000 h.p. built before 1940 will retain present classes Q-1, Q-2, Q-4. (Q-3, locomotive 7750, extinct).
- Electro-Motive (or GMD) 1000 h.p. switchers will be class Q-5.
- Alco (or MLW) 1000 h.p. switchers will be class Q-6.
- Numbers assigned to switchers: 7700, 7730, 7800, 7801, 7900-8199.
- Electro-Motive (or GMD) road locomotives will be class "V".

and lower lift will follow.

Future schedule calls for excavation and decking to continue north from King Street, and to start north from Dundas Square later in April. Tenders for the next three sections will be opened May 10<sup>th</sup>, covering the portion between Alexander and Heath Streets, construction to begin in July. (A brief review of progress in subway construction, written by Mr. Mills, will appear each month).

- Alco (or MLW) road locomotives will be class "W".

- The capital letters “A” and “B” be used in the class designation between the numeral and the sub-class letter to denote “A” and “B” units, e.g.:
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- V – Locomotives with 4-wheel trucks will have odd class numbers, e.g., V-1, V-3, V-5, W-1, W-3, W-5, etc.  
- – Locomotives with 6-wheel trucks will have even class numbers, e.g., V-2, V-4, V-6, W-2, W-4, W-6, etc.  
- Numbers 9000 to 9999 have been assigned to road locomotives, broken down as follows:  
”                   9000 - 9299    EMD(or GMD)  
                    4-wheel trucks  
u                   9300 - 9399    EMD(or GMD)  
n                   6-wheel trucks  
i                   9400 - 9699    Alco (MLW)  
t                   4-wheel trucks  
)                   9700 - 9799    Alco (MLW)  
W                   6-wheel trucks  
-                   9800 - 9999    For future use  
2 – All road-switchers (or general  
- purpose) locomotives will be given  
B class letter “Y”.  
- – Numbers assigned to road-switchers:  
a                   7751, 7752, 7802 - 7899.
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- NEW P.E.I. LOCOMOTIVES
- At the beginning of April, Erie Works of General Electric Co. delivered Nos. 7802 and 7803, first of the 18 70-ton road-switchers for the Prince Edward Island lines of the CNR.

The first two were tested at Montreal before being sent to the island. The remaining locomotives to complete the long-delayed P.E.I. dieselization will be delivered at the rate of two a week.

#### C.P.R. DIESEL NUMBERING

The Canadian Pacific Railway has also devised a long-range numbering and classification scheme for its diesel locomotives, which is as follows:

<u>ROAD NUMBERS</u>	<u>CLASS</u>	<u>TYPE</u>
		<u>Road Passenger</u>
1400 - 1599	DPA-15 or 16	1500 or 1600 H.P. "A" unit
1600 - 1799	DPB-15 or 16	1500 or 1600 H.P. "B" unit
1800 - 1999	DPA-20	2000 H.P. "A" unit
2000 - 2199	DPB-20	2000 H.P. "B" unit
		<u>Road Freight</u>
4000 - 4399	DFA-15 or 16	1500 or 1600 H.P. "A" unit
4400 - 4699	DFB-15 or 16	1500 or 1600 H.P. "B" unit
4700 - 4999	For Future Use	
		<u>Switcher and Road-Switcher</u>
6400 - 6599	For Small Switchers	
6700 - 6999	For Small Switchers	
7010 - 7399	DS-10	1000 H.P. Switcher
8000 - 8399	DRS-10	1000 H.P. Road-Switcher
8400 - 8799	DRS-15	1500 H.P. Road-Switcher

#### LOCOMOTIVE DELIVERIES

The Roberval and Saguenay Railway has received a 1500 h.p. road-switcher, numbered 20, from the Montreal Locomotive Works. The Ontario Northland has received two (1302 and 1303) and the Napierville Junction two (4050 and 4051) of the same type from the same builder.

#### NEW C.N.R. ROOMETTE CARS

The C.N.R. is receiving 20 new roomette cars from Canadian Car and Foundry which are of more than ordinary interest on account of their unusual design. They are termed "duplex" cars, which means that there are two different floor levels. Twelve of the 24 rooms have a level two steps higher than the others; the result is a peculiar window arrangement in which six windows on each side are out of line with the other six being considerable above them.

Upper level rooms have a bed which pulls down from a recess in the wall, while in the lower rooms it slides out from under the seat. The rooms are enclosed by means of sliding doors; each room has seating accommodation, a "fold-away" wash basin, concealed toilet and a section table. The cars are to be given names beginning with the letter "I". Ten will be finished with a green interior colour scheme, while the other ten will be finished in tones of coral. The car "INGERSOLL" was exhibited in Toronto at the foot of Simcoe Street from March 27<sup>th</sup>. to 29<sup>th</sup>.

#### N. S. & T. ABANDONS PORT DALHOUSIE LINE

At 2.00 p.m., March 1<sup>st</sup>, 1950, car 302 of the Niagara, St. Catharines and Toronto Railway pulled into the car barn yard after having made the last trip over the Port Dalhousie line and ending the last electric railway passenger service out of St. Catharines. Only the Port Colborne line still has rail passenger service, connecting this town with Welland, Fonthill and Thorold.

LE&N - GRR FAN TRIP

The Society will hold an excursion on the Lake Erie and Northern Grand River Railways on April 29<sup>th</sup>, the day before passenger service is to be abandoned, under present plans. This will be an informal excursion only, riding regularly schedules trains. It is expected that automobiles will be used to reach the line from Toronto. Further details will be announced at the April meeting; interested associate members are asked to communicate with the Secretary at the Society's address.