

Just A. Ferronut's

REMEMBERING WHEN! - TITBITS FROM FIFTY YEARS AGO

These items will no doubt bring back many memories to our older members, while perhaps showing how our hobby has changed over the past fifty years. These are a series of short items gleaned from the various 1948 UCRS NEWSLETTERS.

January, 1948 - T.T.C. NOTES - On December 22nd, 1947 the first of the post-war all-electric P.C.C. cars arrived at Hillcrest shops from Canadian Car and Foundry Company. Numbered 4300, it is the vanguard of a fleet of 100 such cars (4300 - 4399) ordered by the TTC in May of 1946. Apparently this car was a pilot model sent ahead to Toronto for the TTC's inspection. Inspection of 4300 has revealed that the long wait was well worth it, as the new cars are truly a radical departure from the previous PCC's, and generally speaking, are substantially improved.

February, 1948 - RAILROADS STEP UP PROPORTION OF DIESEL LOCOMOTIVES - By *Albert S. Olver* - 95% of the locomotives which Class I Railroads had on order on November 1st, 1947 were diesels, while diesels constituted 87% of the units on order on November 1st, 1946, a report by the Association of American Railroads shows.

Of 967 locomotives on order on the first of November, 1947, 918 were diesel, 45 steam, and 4 electric, compared with 500 diesel, 67 steam and 6 electric, a year ago that date.

In the first ten months of 1947, the report said also, Class I roads put in service 606 diesel locomotives, 68 steam, and 2 electric, to total 676, while in the corresponding period of 1946, 346 diesel and 79 steam were installed.

February, 1948 - ELECTRIC LINE CURTAILMENT IN NORTHERN ONTARIO - On December 12th, 1947 the last car ran on the inter-city line between Port Arthur and Fort William. Since then, all streetcar service in Fort William has been discontinued, and the Fort William Utilities is offering for sale the seventeen remaining streetcars. Service on the inter-city line has been taken over by Canadian Car and Foundry Trolley buses. Eight of these have been delivered to Fort William, and Seven to Port Arthur, and they are being used jointly on the line by the two companies, just as the streetcars were.

A severe hydro shortage in Sudbury has caused the Sudbury - Copper Cliff Suburban Electric Railway to substitute buses for cars "wherever this is practical". How long this arrangement will continue is not known.

March, 1948 - FOREIGN ENGINES IN TORONTO DURING 1947 - By *George W. Horner* - George reported that there were 106 foreign engines operating out of Toronto during 1947. The New York Central System engines accounted for 56 of these. Another nine engines came from the Toronto, Hamilton & Buffalo, with the Wabash Railroad adding 4 more. Long vanished Delaware, Lackawanna & Western had 6 engines in southern Ontario and its nemesis, Lehigh Valley added 6 more. Other engines included 5 from the Erie Railroad, 6 from Bellefonte Central Railroad. The Dominion Steel & Coal supplied 2 and the National Harbour Board added one. Missouri Pacific supplied 2; there was one from Pittsburgh & Ohio Valley Railroad as well as one from Detroit Terminal. The Central Vermont contributed 3 engines and the Pacific Great Eastern another 2. Not only can wonder where a lot of these lines ran, but for the cinder fans, these 106 engines were all steam!

April, 1948 - N.S. & T: - Car 325 was shipped to the Montreal and Southern Counties Railway on January 17th, 1948, now all of the Brill-built "Washington" series are off the property.

April, 1948 - GRAND RIVER RAILWAY: - The new combination car, 626 the frame for which was received late last year, has been assembled at the Preston shops during the winter, and should be out on the line by April. This is the first new interurban car in Canada since the Windsor, Essex and Lake Shore Rapid Railway cars of 1930.

June, 1948 - MONTREAL OBSERVATIONS - By *Raymond F. Corley* - Canadian locomotive Company has started delivery of the 18 locomotives ordered from it by the C.N. for road operation on Prince Edward Island. They are numbered 7803-7820, are class Q-7-a with 22% haulage rating, built to Baldwin Design and are finished in combination of C.N.R. green, white and yellow. 7803 and 7804 arrived at Montreal on April 30th, 1948, were used for a week in switching service, then left for P.E.I., pulling a train multiple-unit. **Note: May, 1949** - The Story of CNR 7803-7820: The 18 75-Ton diesel road switchers ordered by the CNR early in 1947 from the Canadian Locomotive Company for Prince Edward Island operation have been rejected by the railway. As the Canadian Locomotive Company's first attempt at mass producing this form of motive power, poor judgment was shown in accepting the order without preparation or foresight of the manufacturing and supply problems.

Despite repeated delays in production, the first two locomotives were delivered April 30, 1948 far behind schedule and only five more followed by late summer. Their operational record was very bad, and the abnormal number of road failures, especially on the diesel engine, forced the CNR to return the seven locomotives to the builder in October 1948 and halt further deliveries. Subsequent tests on a "revamped" locomotive produced seven road failures in 1785 miles; as a result, the order was cancelled outright early this year, as confirmed by Mr. R. C. Vaughan, Chairman and President of the CNR, on March 28th in a Parliamentary address. Future of the locomotives is uncertain but it is expected that an effort will be made to dispose of them elsewhere in Canada, probably to industrial roads. Meanwhile the CN has recently ordered in their place 18 70-ton standard road-switchers from the Montreal Locomotive Works.

September, 1948 - MONTREAL AND SOUTHERN COUNTIES FANTRIP - The Montreal members of the Upper Canada Railway Society are sponsoring the first annual railfan trip to be held on the Montreal and Southern Counties Interurban Electric line on Sunday, September 12th, 1948. Car will be standing at McGill Street Station about 7:35 A.M. (Standard Time) and will leave at 8:00 A.M. It will proceed to Granby where a stop will be made for dinner. After the return trip to St. Lambert (East-End), the trip will then go on to Montreal South and make a stop at the carshops on the way back. The price was \$3.00.

October, 1948 - TORONTO TRANSPORTATION COMMISSION NOTES - The 100 PCC cars ordered by the TTC in June for possible 1949 delivery are to be equipped with couplers and M.U. control for operation in two car trains on the Bloor route. Although all one hundred will be so equipped, only 86 will be operated in trains at any given time, with the other 14 used as single units on other lines, presumably Carlton.

October, 1948 - TORONTO RAILWAY CAR DISPOSALS - The scrapping program for Toronto Railway Cars of the TTC has left in operation 88 one man plus 15 two man cars for a total of 103.

Car 2142, and sweeper S-3, 4, 5, and 7 were also scrapped during the drive by the same company, which received as well the remains of 2524, the burned Peter Witt.

The rest of the Niles double-enders (2128-2158) are

currently meeting the torch save for 2128 and 2148, which will be out of a job after the Spadina abandonment on October 9th, 1948.

So, with these few titbits, we will leave you to ponder the ever-changing scene of our hobby! So whether these items just bring back a few memories, or perhaps cause you to do some head scratching, as to how they fitted into things, we leave them with you!

October, 1948 - LOCOMOTIVE NOTES - By

Raymond Corley - The new CNR Electro-Motive road freight diesels (9000-9005), although ordered for use as two A-B-A combinations, are instead being operated, temporarily at least, as three two-unit combinations. They are running thusly: 9000-9001 (A-B Units), 9002-9003 (Two A-Units) and 9005-9004 (A-B Units). Each unit is rated at 32% Tractive effective giving 64% as currently used. They are designated Class V-1-a (Duplicates old oil-electric passenger units 9000 and 9001, now scrapped) and are finished in olive green and cream with gold striping and lettering.

9005-9004 were involved in the much-publicized wreck at Riverdale Station on June 13th when, while pulling an 84-car freight, they had a rear end collision with eight wheel switcher 8339 which was switching cars on the main line; in the resultant tangle much livestock was freed to roam Toronto's streets. 9005-9004 were returned to the builders at Lagrange, Illinois, who effected repairs during the summer, and the two units are now back in service.

Grand Trunk Western ordered 22, 1500 H.P. Diesel Road Units (Presumably 11 each of the "A" and "B" units), of which delivery began in June at the rate of two per month. They are numbered 9006-9027 inclusive and are being used on the Port Huron to Chicago main line. These locomotives are the same as CNR 9000-9005, electro-motive F-3 type.

The Canadian Pacific Railway has currently 44 Diesel Locomotives on order as follows:

< 20 from Montreal Locomotive works

(these are standard Alco 1000 H.P. Switchers to be numbered 7077-7096. The first of these, #7077, was exhibited at the Canadian International Trade Fair at Toronto in the spring of this year.

< 24 from Canadian Locomotive Company

at Kingston, Ontario, including 5 freight, 5 passenger, and 14 switchers. All of these are to be 1000 H.P.

Locomotives of switcher type, although the passenger locomotives will be fitted with oil-fired boilers for heating passenger trains on the Esquimalt & Nanaimo Railway, where they are to be used.

The Pacific Great Eastern Railway has acquired its first diesel locomotive, 65-ton G.E. industrial type switcher for use in yard service. It has been numbered 551 and is finished in orange with black crest on cab, built June 1948.

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