



4550 - 4574

Formerly Cincinnati Street Railway 1150 - 1174

The Toronto Transportation Commission in August, 1950 made an agreement to buy 52 P.C.C. cars from the Cincinnati Street Railway for about \$750,000. These cars, which were in good condition, were placed on sale because the Cincinnati system had been forced by civic pressure to plan complete elimination of rail operation. The T.T.C. availed itself of the opportunity of acquiring these cars at a considerable saving over the cost of new cars of similar type.

The cars were built for Cincinnati's 5'2 3/8" track gauge and dual trolley system, with a floating circuit (no ground to rail) and polarity changeover switch. All had back-up controllers concealed behind the rear seats, and standard P.C.C. dash lights.

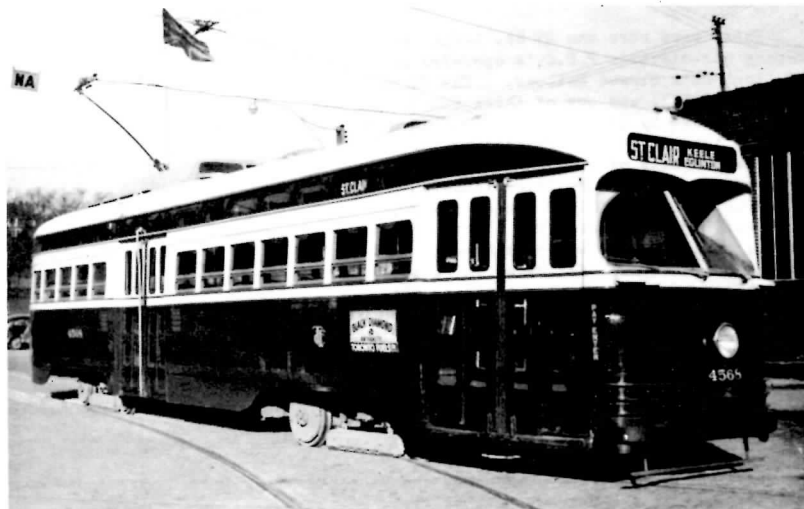
The newest group comprised 25 all-electric cars, numbered 1150-1174. They were ordered from St. Louis Car Co. in August, 1944. The original contract was for 50 cars, but was reduced to 25 as a result of civic pressure. The cars were delivered in August, 1947 after numerous wartime delays, and were placed in service on the Warsaw and Lockland lines. The body design and electrical equipment were similar to Toronto's 4300 series, but there were a number of important differences. The entrances were fitted with individually-controlled "blinker" doors, while the exit doors did not have door engines, but were pushed open by alighting passengers, closed by spring and electrically locked. The windows are of the lift type, and have no-draft sash. General Electric brake actuators are used.

All the cars purchased were re-wired for the single trolley system with rail return, and the trucks were rebuilt to 4' 10 7/8" gauge. Each car received a body overhaul and paint job, but many required only a paint touch-up inside. Standard T.T.C. bumpers were installed, one of the two line switches was removed, back-up controls were taken out, and the T.T.C.'s gang switch layout adopted. On the roof the standard green "advance light" was installed to enable intending passengers to see the cars from a distance at night. Hand rails in the front vestibule were altered.

Because the all-electric cars were in particularly good condition, they were not completely overhauled before being placed in service, but merely altered where necessary to conform to T.T.C. standards. The original doors were replaced by the two leaf, outward opening type, and the posts between the doors removed. The two front doors now operate in unison, powered by one door engine. The rear doors have individual door engines, and are treadle-controlled. The single sander for the rear truck was discarded.



C.S.R. 1156 after arrival at T.T.C. Hillcrest shops, September 17, 1950. Livery was yellow with green striping, black numbers and a grey roof.



4568 in fresh T.T.C. red and cream livery, December 28, 1950.

The first all-electric car completed, 4551, was used for instructional purposes at the St. Clair divisional car-house for several days before entering service, as this division did not operate all-electric cars previously. Regular service with this type of car was inaugurated on the St. Clair route on October 23rd, using 4550, 4551 and 4556. The series is being used mainly on this route, and is also used on Dupont and the Yonge night car.

As the ex Cincinnati cars entered service, a general re-assignment of cars took place throughout the system. The purchase of these 52 cars made possible the scrapping of 40 obsolete Toronto Railway type wooden cars.



SPECIFICATIONS

T.T.C. Class: A-9

Builder & Date: St. Louis Car Co., August, 1947

Type: DT, SE, P.A.Y.E., 1 man P.C.C., front entrance, centre exit, city service

Construction: Steel

Length overall: 46' 5 3/8"

Width overall: 8' 4" Height overall: 10' 4 7/8"

Net weight: 36,000 lbs. as originally built.
37,300 lbs. as remodelled 1950

Seating capacity: 50

Type of seats: Tubular steel, foam rubber cushion, "Koroseal" covering

Control: Westinghouse accelerator

Motors & Gear ratio: Four West. 1432J, 55 h.p., with 43/6 hypoid gearing

Brake Equipment: Combined dynamic, internal expanding drum brake and track brake

Trucks: Clark B-2

Wheelbase: 6' 0"

Wheel size: 25"

Heating: Forced ventilation (M.G. set blower)

Fenders: HB Lifeguard

4575-4601



Formerly Cincinnati Street Railway 1100 - 1126

These cars were the 27 St. Louis Car Company air-electric P.C.C.'s operated by the Cincinnati Street Railway. The first car, 1100 (4575) was one of three sample cars purchased by the C.S.R. in 1939 in order to investigate the respective merits of current models of modern cars. The other two cars were a Pullman-Standard built P.C.C. numbered 1000 (later 1127) and a Brilliner numbered 1200 (later 1128). Neither of these cars was purchased by the T.T.C. Car 1100 was delivered in July, 1939 and was found most acceptable to the management of the three sample cars. Accordingly, an order for 26 more St. Louis cars of a slightly different design was placed in September of that year and cars 1101-1126 were delivered in January, 1940.

Cars 1101-1126 were originally used on the Madisonville and Westwood lines. The Madisonville line was abandoned, and the cars went to the Kennedy Heights line, which was later abandoned also. Latterly the cars ran on the Warsaw, Westwood and Lockland lines.

When the cars were sold to the T.T.C. in August, 1950, 1122 was the one of this series sent ahead for experimental conversion. It was the first car of either type to be renovated and readied for service. Its first revenue run was an Upper Canada Railway Society excursion on October 15th, when the above photograph was made. It entered regular service on the Kingston Rd. tripper route on October 27th, and several days later was put into base service on the Queen route where all of this series is being used. Cars 1109 and 1123 were sent soon after 1122's arrival, but further shipment of these cars was stopped until all cars of the series 1150-1174 had been sent.

Unlike the all-electric cars, each air-electric car received an electrical overhaul. While this overhaul did not include the application of extended dynamic braking, as used on other Toronto P.C.C.'s, this work will be done later, and some preparatory alterations have already been made. The most important changes made only on the air-electric cars are as follows: removal of the two sanders for the rear truck; installation of front ventilator and rear stop lights; control of both front doors by one switch; removal of window blinds. The first three of these cars to enter service, 4584, 4597 and 4598 retained their blinker doors, which soon proved to be too drafty for use in Toronto

weather. This necessitated the installation of conventional T.T.C. doors on these three cars; all other cars of this type had their doors replaced as part of the body overhaul before entering service. All cars of this type have been fitted with electric windshield wipers, being the first T.T.C. air-electric cars to be so equipped.

SPECIFICATIONS

T.T.C. Class: A-10

Builder & Date: St. Louis Car Co. 4575 - July, 1939
4576-4601 - January, 1940

Type: DT, SE, P.A.Y.E., 1 man P.C.C., front entrance, centre exit, city service

Construction: Steel

Length: 46' 0"

Width overall: 8' 4" Height overall: 10' 2 1/8"

Net weight: 35,280 lbs. as originally built
36,800 lbs. as remodelled 1950

Seating capacity: 53

Type of seats: Tubular steel, foam rubber cushion, "Koroseal" covering

Control: Westinghouse accelerator

Motors & Four West. 1432, 55 h.p.,
Gear ratio: with 43/6 hypoid gearing

Brake equipment: Combined dynamic, wheel tread brake and track brake

Trucks: Clark B-2

Wheelbase: 6' 0"

Wheel size: 25"

Heating: Forced ventilation (M.G. set blower)

Fenders: HB Lifeguard



C.S.R. 1115 in original style livery, at end of Kennedy Heights line in March, 1943. (Earl W. Clark, Covington, Ky.)

UPPER CANADA RAILWAY SOCIETY,
Box 122, Terminal "A",
Toronto, Ontario.

Bulletin Number 30,
February, 1951.



JOINT
ISSUE



ELECTRIC RAILROADERS'
ASSOCIATION,
Lackawanna Terminal,
Hoboken, N.J.

Supplement to HEADLIGHTS.