

Upper Canada Railway Society

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TORONTO, CANADA

NEWSLETTER

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The Society meets on the third Friday of every month in Room 486, Toronto Union Station, at 8:30 P.M. The next meeting will be held on October 17th, and will feature a showing of 35 mm. colour slides of railroad subjects, taken by U.C.R.S. members.

In addition to the publications mentioned in the last issue, the News Report of the Canadian Railroad Historical Association is received by the Society's library, and the file of back issues is available for reading at each meeting. These issues are kept together in a green spring binder.

Forming a portion of the program of the November meeting, a trip through the John Street roundhouse will be held. Further details on this interesting diversion will be presented in the next issue.

CLEVELAND P.C.C. CARS TO BE ADDED TO T.T.C. FLEET

The T.T.C. has concluded arrangements with the Cleveland Transit System for the purchase of the entire fleet of 75 P.C.C. cars owned by the latter property. Added to the 48 cars to be received from Birmingham, these will make a total of 123 P.C.C.'s to be put into service on the Toronto system within the next few months.

The Cleveland Transit System recently became committed to all-bus operation following the successful negotiation of an R.F.C. loan to be used toward the construction of the east-west rapid transit line now under development in that city. The C.T.S. has five car lines in operation at the present time: West 25th-State, Madison, Clarke, Superior and East 55th. The reconstruction of a bridge in the near future will necessitate the abandonment of the West side lines (the first three named) and permit the release of 50 cars to Toronto (although the P.C.C.'s are currently used on the east side lines, Superior and E. 55th). The last 25 P.C.C.'s will be released for shipment to Toronto, presumably, when arrangements for substitution are made for the two east side routes, in about six months' time.

The 75 Cleveland cars comprise two groups, viz: 50 cars built by Pullman-Standard Mfg. Co. of Worcester, Massachusetts, which are wired for multiple-unit operation, although not so used, and 25 single unit St. Louis-built cars which were purchased from the Louisville Railway Co. without having seen any operation on the Kentucky property. Both groups were constructed in 1946, during the post-war "boom" of P.C.C. buying, just after mass production of these cars was switched from the air-electric to the all-electric design. All 75 cars are equipped with motor-driven ceiling ventilation fans, with the associated monitor roof, although this is rather less prominent on the St. Louis cars. These fans are similar to those in cars 4398 and 4399 in Toronto, removed some years ago. The Pullman and St. Louis groups differ in many respects, which will serve to heighten interest in the cars here.

A comparison of details on the two groups is made herewith:

| <u>CTR Car Nos.</u> | <u>Builder</u> | <u>Elec. Eqpt</u> | <u>MU or SU</u> | <u>Length</u> | <u>Weight</u> | <u>Seats</u> |
|---------------------|----------------------------|-----------------------------------|------------------------|------------------------|---------------|--------------|
| 4200 - 4249 | Pullman | West. | MU | 46'-6" | 39,800 | 52 |
| 4250 - 4274 | St. Louis | West. | SU | 46'-1" | 38,500 | 58 |
| | <u>Back-up Control</u> | <u>Doors</u> | <u>No. Fans</u> | <u>Arm Rests</u> | | |
| 4200 - 4249 | Yes | Inward Blinker | 4 | No | | |
| 4250 - 4274 | No | Inward Blinker | 3 | Yes | | |
| | <u>Windows</u> | <u>Standee Wdws.</u> | <u>No-draft Sash</u> | <u>Seat Backs</u> | | |
| 4200 - 4249 | Life Slips | Clear | Yes | Plain | | |
| 4250 - 4274 | Automotive | Green tinted* | No | Ribbed | | |
| | <u>Switch Control Exit</u> | <u>Draft Screen (behind opr.)</u> | | | | |
| 4200 - 4249 | Yes | Full-steel & glass | | | | |
| 4250 - 4274 | No | $\frac{1}{2}$ height steel | | | | |
| | <u>Ceiling</u> | <u>Upholstry</u> | <u>Interior Colour</u> | <u>Door Interlocks</u> | | |
| | <u>Battery</u> | | | | | |
| | <u>Lights</u> | | | | | |
| 4200 - 4249 | Yes | Green | cream & grey | Yes | | |
| 4250 - 4274 | No | Green | Light green & cream | Yes | | |

NOTES:

- * St. Louis cars have extra inside sash on standee windows, hinged at top.
- Additional features on Pullman cars: route sign located in first window behind entrance and first window behind exit; buzzer cord eyes have rollers; battery boxes are not located at rear of car.
- Cars 4250-4274 ex Louisville Railway Co. 501-525. Exchange arrangements made with L.R.Co. in Sept. 1946; cars delivered to Cleveland, Dec. 1946 - Jan. 1947. Cars 501-515 were delivered to Louisville, then reshipped to Cleveland. Cars 516-525 were shipped direct from car builder to Cleveland.

The addition of 123 P.C.C. cars to the T.T.C. roster will give Toronto a total of 714 cars of this type, the largest fleet in the world. It will cause the retirement of practically all, if not all of the 123 two man Peter Witts of the 2400, 2500 and 2900 series, which were to have been converted to one man operation for post-subway tripper use. A few of these Witts may be saved as inactive spares after their work on Yonge and Bay is done, but this is not definite. The 50 Brills and 105 trailers are to be eliminated as soon as possible, of course.

The principal and immediate reason for the purchase of the 75 C.T.S. cars by the T.T.C. was the estimated requirement of 75 extra multiple unit P.C.C. cars on the Bloor route after operation of the Yonge Street subway begins. According to present estimates, the through Bloor service will require 138 cars in peak operation, while another 36 will be used on a Bloor tripper service which will cover a portion of the line only. It is presumed that demand for downtown tripper service (now provided by the Church and Danforth routes) will be very small after the subway begins operation, and that the extra service on the Bloor route will satisfy requirements. Bloor cannot handle any more single units satisfactorily, so it was decided that 75 more multiple-unit P.C.C. cars would have to be provided to augment the present 100 MU cars (4400-4499) now on the line. Several alternative methods of

obtaining the extra cars were considered; among these was the conversion to MU of 75 cars of the 4300 series. This would have meant the loss of these cars to other routes and the deficit would have to be made up by converted Peter Witts or bus substitution on one or more lines. The latter alternative was ruled out because of the great capital expense and operating costs involved. The use of Peter Witts, while more economical for the immediate purpose in view, could not be as satisfactory in the long run because of the advanced age of the cars, and the thought that none of them will last more than another ten years.

As the mass production of P.C.C. cars on this continent has stopped, and the purchase of new cars will probably be impossible before long, it was thought best for long term purposes to acquire 123 available second hand P.C.C. cars to replace the Large Witts which otherwise would have been retained -- by a remarkable coincidence, these also total 123. To enable their complete replacement, the purchase of the Birmingham cars was decided upon, in addition to the Cleveland cars.

Free-wheeled operation does not appear feasible in Toronto on routes with a volume of more than 3,500 passengers per maximum hour. Apart from Yonge, there are eight such routes in the city (Bloor, Bathurst-Fort, Carlton, Dundas, Harbord, King, Kingston Rd.-Queen, and Bay-St. Clair). Thus, unless rapid transit facilities are provided in the areas served by these routes, they will have to continue indefinitely with surface rail operation. In addition to this, there are other routes of lesser volume which might conceivably be operated with free-wheel vehicles but on which rail operation is still decidedly more economical.

These considerations indicate that the T.T.C. will of necessity maintain a large street car system for many years to come, in contrast to many other large cities which have gone or will go to all-bus operation because peak hour loads are much lower than those in Toronto. Low population density is the cause of lighter transit volumes in many other cities, while the lack of alternative parallel streets, and decreased riding, due to automobile use and increased fares, are factors in still others.

A further consideration in the purchase of the Cleveland group was the fact that 50 of the cars are already partially equipped for MU operation, requiring only the addition of couplers and drum switches. This allows a considerable saving in the conversion cost.

The intention is to convert all of the Cleveland cars to MU operation, including the 25 ex-Louisville cars. The 48 Birmingham cars will remain single units in Toronto. As it will not be possible to scrap all two-man Witts and trailers until the subway is in operation, a deficit in storage space may develop on the system. One hundred and twenty three cars will be added to the fleet, while about 50 only can be retired immediately. Accordingly, some one man cars may have to enter dead storage for a period. All 100 Small Witts (2700-2898) and the 75 one man Large Witts (2300-2448) are to be kept in the post-subway period, but these cars are not required as urgently as are the two man cars while Yonge and Bay still have surface rail operation.

The T.T.C. roster of rail equipment, after the changeover period has passed, will consist of 724 P.C.C. cars, 175 one man Peter Witts, and 104 subway cars for a grand total of 993 units, a loss of only 50 from the present 1043.

In summary, Toronto is on the threshold of a period of great change on the local transportation scene, one to rival the 1921-1923 reconstruction of the system from the decrepit property of the Toronto Railway Co., and the disjointed Toronto Civic Railways. With the purchase and conversion of P.C.C. cars, new subway cars and trolley coaches, the mass scrapping of older cars, the opening of the subway and major rerouting in the surface system on its account, the next year and a half should prove to be a period of unprecedented interest for Toronto railfans.

P.C.C. Excursion Planned - - The Society has already formulated plans for a six-hour Sunday photo excursion on the first of the second hand cars to readied for Toronto service; this will probably be one of the Cleveland cars. It is expected that at least some of these will be on Toronto streets before the end of this year. As was done with the first ex-Cincinnati car, this trip will be operated, if possible, before the first car enters regular passenger service. Further details will be announced as plans develop.

ONTARIO NORTHLAND NOTES

Several steam locomotives are being overhauled at North Bay, and will be placed in storage at Englehart until they are required when a diesel overhaul program is undertaken. Engines recently shopped include Ten-wheeler 200, Mikados 313 and 316, and Consolidation 400. Mikado 300 will probably soon be scrapped.

"The Northland" is now powered by 1500 series road diesels, and the North Bay-Timmins mixed by a road-switcher. Passenger-baggage accommodation on the mixed train is provided by one of the ex-storage battery cars (1001 or 1002), hauled ahead of the caboose.

MONTREAL AND SOUTHERN COUNTIES RY.

Only one car, 603, has been scrapped since interurban service beyond Marieville was replaced by C.N.R. passenger trains. This car caught fire at the St. Lambert shop one night about a year ago, and was badly damaged before the blaze was discovered.

Car 609 now has luminous numbers on both ends. All motors used in interurban service will have these numerals applied to facilitate identification of M. & S.C. trains after dark by C.N.R. diesel crews at meeting points.

The former Northeast Oklahoma Railroad locomotive, no. 327, has been overhauled by the C.N.R. and loaned to the C.N.'s former Q.R.L. & P. interurban line. It is now lettered "Q.R. 327".

CORRECTIONS ON C.P.R. DIESEL ROSTER

- Class DRS-10a, listed as 1500 H.P., should read 1000 H.P.
- Locomotives 4028-4037 were equipped with steam generators by G.M.D. last winter, while 4058-4063 are also so equipped. - - (F.H. Howard)

SUBWAY CONSTRUCTION PROGRESS REPORT

September 1, 1952

by John M. Mills

At Eglinton, excavation is complete and the sides of the "ditch" are shored up with long cross girders, giving a peculiar appearance. Work is under way for the loading platforms for the surface routes

which will feed into the Eglinton terminal. South of Eglinton, excavation is almost finished and bridge construction is proceeding rapidly. At Davisville, grading of the yard area is finished, as are the footings of the shop building. Steelwork for the latter structure is rapidly being erected. Davisville station building has the walls and roof completed, but is as yet an empty shell, since none of the interior fittings has been installed. At St. Clair, work seems to have come to a temporary standstill, apparently to concentrate work on Davisville Shops which were seriously delayed by a steel shortage. The station building is finished up to the street floor level, but no brickwork has been started. Concreting of the track area appears complete. South of this station, the line assumes an almost-complete appearance, and seems to require only the laying of track. (Construction of the southbound track in this area began during September -Ed.) Grading and bridges are finished, and landscaping of the sides of the cut has been started. Summerhill station is being concreted, while Rosedale Station has reached the same stage as Davisville.

In the underground section south of Severn Street, the northbound track has been laid to within about 200 yards of the north portal, while the southbound track area is being used by trucks cleaning up the last construction debris. Station finishing is well under way, with terrazzo floors and glass tile walls being installed at all stations. The colours used are listed below. The wall colour will extend to within six inches of the ceiling, where there will be a row of tiles of the trim colour, with the station name repeated about every eight feet.

Wellesley is the most advanced of the above ground stations; installation of the terrazzo flooring, etc. is now proceeding. South of College Street, the only surface activity is the installation of gratings at vent shafts (one at each end of each station, and one mid-way between stations), and installation of railings at sidewalk entrances.

STATION COLOUR SCHEMES (Wall tile - Trim): Union = Yellow - red. King = Light green - green. Queen = Light grey - blue. Dundas = Yellow - black. College = Light green - red. Wellesley = Grey - green. Bloor = Yellow - blue. Rosedale = Light green - black. Summerhill = Grey - red. St. Clair = Yellow - green. Davisville = Light green - blue. Eglinton = Grey - black.

M I S C E L L A N Y

(by G.W. Horner and others)

The following Central Vermont locomotives have been scrapped: 221, 230, 232, 337, 339 and 401.

C.N.R. road diesels 9076 and 9078 have been transferred to the Western Region, along with other locomotives of this new series. The 12 units beginning at 9084 are slated for immediate transfer to the Western Region. 9084-9090 are on the Montreal District.

C.N.R. locomotives removed from service with locations are as follows: 1208 - Lindsay, 1258 - Belleville, 3700 - Limouilou, 4014 - Limouilou, 1236 and 1315 - Gravenhurst (these two are in use as stationary boilers; 2541 - Fort Erie, 2636 - Joffre. 2542 was scrapped on July 15th.

C.N.R. Mogul 86 made the last scheduled run over the Brockville - Westport branch on August 30th. No train has operated over the line since that date. The Napanee - Forfar mixed trains which still operate carry passengers in one direction only.

C.P.R. Pacifics 2525 and 2559 are now in the Toronto - Hamilton service.

The Barrie Chamber of Commerce proposes that the Barrie station of the C.N.R. be closed, and a new line be built west of Barrie or across a mile long bridge over the bay. All tracks would then be removed from the waterfront, and trains would be forced to use Allandale station.

Effective with the fall timetable, Sunday service on the Hespeler branch of the Grand River Railway was discontinued.

The Ottawa Transportation Commission is rebuilding track on Rideau Street with 104 lb. relay rail salvaged from the abandoned Bronson route.

Ex Cincinnati cars of series 4550-4574 are in service on the Township of York Railways, converted to P.C.C. operation on September 7th.

C.P.R. PLACES LARGE NUMBER OF ORDERS FOR DIESELS

The Canadian Pacific Railway recently ordered a total of 73 diesel-electric locomotives from three Canadian builders. The bulk of these will be used in the next district-dieselization of the railway, that planned for the Kettle Valley line in Southern British Columbia and through Crow's Nest Pass. The separate orders are listed hereunder:

| <u>Quantity</u> | <u>Builder</u> | <u>TYPE</u> | <u>ROAD NOS.</u> | <u>CLASSIFICATION</u> |
|-----------------|----------------|-------------------|------------------|-----------------------|
| 10 | GMD | 1500 H.P. "A" | 4066-4075 | DFA-15f |
| 6 | CLC | 1600 H.P. "A" | 4076-4081 | DFA-16d |
| 12 | MLW | 1600 H.P. "A" | 4082-4093 | DFA-16e |
| 4 | CLC | 1600 H.P. "B" | 4455-4458 | DFB-16b |
| 4 | GMD | 1500 H.P. "B" | 4459-4462 | DFB-15e |
| 8 | MLW | 1600 H.P. "B" | 4463-4470 | DFB-16c |
| 5 | MLW | 660 H.P. SW | 6518-6522 | DS-6c |
| 4 | MLW | 1000 H.P. SW. | 7115-7118 | DS-10m |
| 6 | GMD | 1200 H.P. RD. SW. | 7400-7405 | DS-12a |
| 14 | GMD | 1500 H.P. RD. SW. | 8412-8425 | DRS-15d |

RENUMBERING OF T.T.C. SECOND HAND CARS

Since the article on the Cleveland purchase earlier in this issue was written, the proposed renumbering scheme of the 123 second hand cars has been learned. The cars will have Toronto numbers and classifications as follows:

| <u>PREVIOUS OWNER AND NOS.</u> | <u>BUILDER</u> | <u>T.T.C. NOS. AND CLASS</u> |
|--------------------------------|----------------|------------------------------|
| Cleveland = 4200-4249 | Pullman | 4625-4674 (MU) A11 |
| Cleveland = 4250-4274 | St. Louis | 4675-4699 (MU) A12 |
| Birmingham = 800-847 | Pullman | 4700-4747 (SU) A13 |

C.P.R. ORDERS NEW COMMUTER COACHES

For service on the Montreal - Rigaud commuter trains, the C.P.R. has ordered 40 special 103-seat coaches from Canadian Car & Foundry. New features include bus type upholstered seats and wide parcel racks.