

April, 1949 - Number 39

The Society will meet on the FOURTH Friday of this month, April 22<sup>nd</sup>, at 8:30 P.M. in Room 486 of Toronto Union Station. The programme for this meeting will consist of an address by Mr. Raymond Corley, B.A.SC., a member of the Society and a transportation engineer of the Canadian General Electric Company, the subject is to be "The History of the Development of the PCC Car" and a discussion of their present use and varying types. Mr. Corley has made a special hobby of PCC cars, and was employed for two summers working on them in the T.T.C. Hillcrest Shops; thus he may be counted upon to give an interesting and authoritative address.

NOTE TO ASSOCIATE MEMBERS

The Directors wish to express their thanks for the items of interest and the good wishes contained in the many letters received. While it is not possible to acknowledge each letter personally, they are none the less much appreciated. The Society is always pleased to hear from its out-of-town members.

CANADIAN NATIONAL RAILWAYS ORDERS ELECTRIC  
LOCOMOTIVES FOR MONTREAL TERMINAL ELECTRIFICATION

At the close of January an order was received by the Canadian General Electric Company from the Canadian National Railways for three 87.5 ton, 2400-volt D.C. straight electric locomotives, to be delivered early in 1950. These units will be used in the Montreal terminal electrification - the only railroad electrification exclusively in Canada at the present time.

The electrified territory in Montreal terminals extends south from Central Station to Turcot yard on the line to Toronto and to the Victoria Bridge crossing to the South shore route on the St. Lawrence. Passenger trains entering and leaving Montreal from these lines are hauled by electric locomotives between the interchange points and the terminal. In addition a suburban service is operated north from the Central Station through the Mount Royal Tunnel to St. Eustache, 17 miles distant.

The original six 83-ton locomotives in this service were purchased by the Canadian National Railways from the Canadian General Electric Company in 1915, and nine more English Electric equipped units were acquired from the Montreal Harbour Commission during the last war.

The new locomotives will be acquired in order to handle the increased traffic throughout the territory. With a total weight in working order of 175,000 lbs, they have a starting tractive effort of 52,000 lbs. and a continuous tractive effort of 17,900 lbs. Each locomotive is equipped with four type GE 754 traction motors, each pair permanently connected two in series. These motors are a completely new design and are being applied extensively on both new and replacement applications for high voltage railroads. Type P electro-pneumatic control is supplied with series and series-parallel operating ranges. Two or more units may be used in multiple-unit operation under the control of one operator.

Wheel arrangement is B-B with 2-axle swing bolster trucks and 38-inch driving wheels. Maximum speed of the locomotives is 60 miles per hour.

CANADIAN PACIFIC RAILWAY DIESEL LOCOMOTIVES  
IN SERVICE AND ON ORDER

### 1000 H.P. Standard Switching Locomotives

<u>Road No's</u>	<u>Class</u>	<u>Date Built</u>	<u>Builder</u>
7010-7014	DS-10a	1943	American Locomotive Works
7015-7024	DS-10b	1944	American Locomotive Works
7025-7037	DS-10c	1945	American Locomotive Works
7038-7051	DS-10d	1946	American Locomotive Works
7052-7064	DS-10e	1947	American Locomotive Works
7065	DS-10f	1948	Baldwin Locomotive Works
7066-7075	DS-10g	1948	Baldwin Locomotive Works
7076-7095	DS-10h	1948-9	Montreal Locomotive Works
7096-7105	DS-10j	1949	Montreal Locomotive Works

### 1000 H.P. Standard Switching Locomotives Allocated to E. & N. Railway

<u>Generator</u>	<u>Road No's</u>	<u>Class</u>	<u>Date Built</u>	<u>Builder</u>	<u>Steam</u>
	8000-8004	DRS-10a	December 1948	Baldwin Locomotive Works	Vapor-Clarkson
	8005-8012	DRS-10a	December 1948	Baldwin Locomotive Works	No

### Diesel-Electric Locomotives on order for Montreal-Wells River Operation

<u>Road No's</u>	<u>Class</u>	<u>Type</u>	<u>Builder</u>
1800-1802 #	DPA-20a	2000 HP Passenger "A" Units	General Motors E.M.D.
4000-4007 #	DFA-15a	1500 HP Freight "A" Units	Montreal Locomotive Works
4400-4403 #	DFB-15a	1500 HP Freight "B" Units	Montreal Locomotive Works
8400-8404 #	DRS-15a	1500 HP Road Switchers	Montreal Locomotive Works
7106-7108 #	DS-10k	1000 HP Standard Switchers	Montreal Locomotive Works

**NOTE:** # = On Order

R. F. Corley  
March 31, 1949.

### CANADIAN PACIFIC RAILWAY LOCATION OF DIESEL-ELECTRIC LOCOMOTIVES

1800-1802	On Order	7037	Calgary
4000-4007	On Order	7038-7040	Montreal
4400-4403	On Order	7041	Quebec
7000	Sold (at Marathon, ON)	7042	Montreal
7010-7014	Montreal	7043-7047	Toronto
7015-7017	Winnipeg	7048-7049	Winnipeg
7018-7019	Calgary	7050-7051	Calgary
7020-7027	Toronto	7052	Quebec
7028-7030	Montreal	7053-7055	Vancouver
7030-7031	Toronto	7056	Three Rivers
7033-7034	Montreal	7057-7058	Montreal
7035-7036	Winnipeg	7059-61	Toronto

7062-63	Windsor
7064	Montreal
7065-72	Vancouver
7073-75	Winnipeg
7076	Sherbrooke
7077	Toronto
7078	Sherbrooke
7079-80	Windsor
7081-82	Winnipeg
7083-85 #	Winnipeg
7086 #	Three Rivers
7087 #	Montreal
7088-89 #	Ottawa
7090-93	Sudbury
7094-95	Smiths Falls
7096-7108	On Order
8000-12	E&N Rly.
8400-04	On Order

**NOTE:** # = On Order

The membership is reminded of the Fan Trip of all the Railroad Clubs of Toronto and Hamilton districts together with own own Society, to be held on Saturday, June 25<sup>th</sup>. We travel by Special Train through Hamilton, Brantford, Stratford, Palmerston, Guelph and Georgetown. A two-hour stop will be made at Stratford Back Shops of the CNR. Subscription is \$5.00 from Toronto and UCRS has been allotted 15 tickets, which include Dinner on the return trip as is usual. Any unsold tickets will be sent back to the General Committee on May 1<sup>st</sup>. If we require more than 15 tickets we will be able to get them up until May 1<sup>st</sup>, but cannot guarantee them later. Come and bring your wife. Further information may be obtained from John Griffin, 226 Bay Street, PL 3949, and subscriptions may be forwarded to him also.

#### RECENT SPILLS

Two recent CNR wrecks in local territory occurred both in close proximity to travelled ways and thus attracted wide spectator attention. On March 25<sup>th</sup>, five box cars loaded each with four motor trucks, were derailed and piled up against each other in the Don Valley immediately north of the Prince Edward Viaduct at the Rosedale yard wye. The train was North-bound with Calgary as its destination. Not long after the wreck the viaduct was lined with people gazing into the valley below to view the clean-up operations.

At 6:00 A.M. on March 28<sup>th</sup>, Northern type No. 6309 heeled over on its side at the west junction at Bayview, Ontario, just outside Hamilton. The train consisting of eleven cars of machinery bound from Sarnia to Hamilton was travelling at about three M.P.H. The tender remained upright and the freight cars were soon removed; the line was not completely blocked, but was restricted to single track operation until the locomotive was lifted and track repaired. A large body of onlookers viewed this week also from the park which is contained by the three legs of the wye.

#### TTC NOTES

On March 28<sup>th</sup>, Crane Car C-1 was repainted canary yellow with red warning stripes. It was thought advisable to make this car more easily visible to motorists as it does much night operation on track jobs etc.

The grinding cars W-22, 24 and 25 have been renovated and equipped with large signs reading "Grinding Car" on the front right hand dash in order to keep the old ladies off of them. (They were converted from single truck Toronto Railway passenger cars and still look very much like passenger cars when on the street; thus the decision to apply the signs).

From more than one official source it has recently been learned that at least fifty of the Toronto Railway cars now owned by the TTC will be kept even after the arrival this summer of the multiple unit 4400"s. Extensive body maintenance has been done on certain of them, and practically all of them have been repainted within the past year. This is, of course, great news for electric railway enthusiasts who had previously expected to see the final demise of all of the wooden cars in Toronto in 1949.