September, 1950 - Number 56

IMPORTANT NOTE FOR RESIDENT MEMBERS

The September meeting of the Society, the opening meeting for 1950-51, will be held on the fourth Friday of the month, that is, September 22nd., in Room 486, Toronto Union Station. All succeeding meetings will, however, be held upon the third Friday of the month, as has been the custom previously.

TORONTO TO PURCHASE PCC CARS FROM CINCINNATI

The Toronto Transportation Commission has reached an agreement with the Cincinnati Street Railway Company whereby it will purchase 52 PCC cars from the latter, the vehicles expected to arrive during the coming fall. The American company has been forced by civic pressure to abandon all street car operations in the near future, thus this fleet of PCC cars, with many years of useful life still in it, has been offered to other transit properties. Owing to the high price prevailing on new PCC's, particularly in Canada, the availability of this group of cars has been a valuable windfall to the TTC.

The cars are broken into three groups, one of which consists of a single car. This single car number 1100, was purchased in 1939, along with two other sample cars. 100 was a Pullman-Standard PCC, 1100 a St. Louis Car Company PCC, and 1200 a "Brilliner", a streamlined car built by the J. G. Brill Company. Nos. 1000 (now 1127) and 1200 are still in Cincinnati, but these two cars are not being purchased by the TTC because they are non-standard in the fleet. The Cincinnati Street Railway apparently liked the St. Louis car best, as an order for 26 cars followed in late 1939, and these were delivered in early 1940. They correspond roughly with the 4150-4199 group in Toronto. These cars are now numbered 1101-1126. The last group of cars is quite recent, comprising 25 all-electric cars built in 1947, and numbered 1150-1174. These cars are very similar to the TTC 4300 series. Thus Toronto is receiving 27 air-electric and 25 all-electric cars.

These cars have a number of features about them which differ from cars on the TTC, and it will be interesting to observe how far they are remodelled in order to match the Toronto fleet. They have, of course, the famous dual trolley pole agreement with its associated metallic circuit. The rail gauge is 5 feet 2½ inches. Alterations will be made on account of these variations of course. The cars have inward folding front doors with a centre post, and 1100-1126 have inward folding centre doors as well. The cars are equipped with blinds, and 1150-1174 have a "no-draft" ventilation sash. 1101.-1126 have a rear-end treatment that closely resembles the all-electric design with extra large back windows; they also have a belt rail which differs from the TTC cars. Cars 1150-1174 have single seats on the closed side of the cars, instead of on the open as have 4300-4499 in Toronto. In addition to these variations mentioned, they have many more minor ones.

In a statement released to the press, the TTC says that it expects to have all of the cars in service by the end of the year. Two cars are to be sent ahead very soon to be converted ahead of the rest. These cars, together with the 50 new cars that are on order for delivery in 1951 will raise the Toronto PCC fleet to 591 cars, 275 of them post-war. All Toronto Railway cars will be retired, thus the old cars are running on "borrowed time" only at present.

Special Note: It is the intention of the Society to hold an excursion on one of the first Cincinnati cars to be readied for service (the first, if possible) on a Sunday during the coming fall. It will be a tour which will cover little-used trackage on the system and should cost in the neighbourhood of $1.50 per person. Each member who is interested in this excursion is requested

to advise W. C. Bailey, 2006 Queen Street East, Toronto 8, as soon as possible so that some idea of the number to be expected may be gained. An exact date cannot as yet be set, of course. Further details will be announced later.

CANADIAN PACIFIC ARTICULATED LOCOMOTIVES

By F. H. Howard (1940)

The Canadian Pacific Railway's only venture into articulated locomotives took place between 1909 and 1911, when it introduced engines noteworthy for their cylinder arrangement. This consisted in the central location of all four cylinders between the two six-wheeled engines, with no truck support whatever, forming thus a locomotive of the 0-6-6-0 wheel arrangement.

The first group, built by the road in 1909, had 23¼ inch and 34 inch by 26 inch cylinders, 200 pounds boiler pressure, 58-inch drivers, and a tractive force of 57,000 pounds. A second lot, appearing in 1910, had four 33-7/8 inch by 26 inch cylinders, and were, of course, simple engines.

These locomotives had some boiler features which are of interest when compared with modern practise. The front third of the shell was filled with tubes, in the usual way, but its function was only to heat the feedwater, or at best to produce saturated steam, which was conducted to rear third. The water was then evaporated there in boiler proper, whence it was led to the middle portion of the boiler shell where a vertical superheater of 69 elements was mounted between two tube sheets. Large outside pipes connected the "feedwater heater" to the boiler, the dome to the superheater header, and the superheater to the cylinders, thus enhancing the already strange appearance given by the cylinder placement. Incidentally, this evaporative "feedwater heater" may have been the fore-runner of the modern steaming economizer known to stationary practice.

These engines were built for the Spiral Tunnel section of the Canadian Pacific; which was finished in 1908. They had a short life only, being replaced by more powerful rigid types, and were themselves rebuilt into 2-10-0's. One of them, numbered 5750, is familiar in the Toronto vicinity.

MOTIVE POWER NEWS

The 22 locomotives ordered by the Canadian National Railways from General Motors Diesel Limited, as reported in the last issue, are to be 800 H. P. switchers. This capacity switcher, according to General Motors, can do equal the work of the old 1000 H.P. model discontinued about a year ago.