

January, 1948 - Number 26

THE UPPER CANADA RAILWAY SOCIETY MEETS THE THIRD FRIDAY OF EVERY MONTH IN ROOM 486, TORONTO UNION STATION. The next meeting will be held on January 16th; in addition to this being the annual meeting for the election of officers, it is hoped that an interesting talk on the history of early Toronto railways will be presented at this meeting.

CANADIAN PACIFIC RAILWAY: SCHEDULE FREIGHTS OUT OF TORONTO

By George W. Horner

ARRIVALS

	70	Arrive West Toronto	11:25 AM.	Daily	From	London
	72	" " "	5:20 PM.	"		London
	74	" " "	5:50 AM.	"		Windsor
	76	" " "	12:01 AM.	"		London
	78	" " "	7:30 AM.	"		St.
Thomas						
	80	" " "	8:40 AM.	"		MacTier
	82	" " "	10:10 AM.	"		MacTier
	82	" " "	3:30 AM.	"		London
	84	" " "	10:25 AM.	"		Port
McNicol						
	86	" " "	6:00 PM.	"		Port
McNicol						
	88	" " "	7:15 PM.	"		MacTier
	901	" " "	7:45 PM.	"		Newport
	902	" " "	7:45 AM.	"		Windsor
	903	" " "	2:00 PM.	"		Newport
	904	" " "	5:50 PM.	"		Windsor
	905	" Parkdale	6:30 AM.	"	ex-Sun-Mon	Montreal
	906	" West Toronto	1:00 PM.	Daily		Windsor
	915	" " "	9:45 PM.	"		Newport
	954	" " "	5:30 PM.	"		Vancouver

DEPARTURES

	71	Leave West Toronto	1:00 AM.	Daily	To	London
	73	" " "	10:35 PM.	"		St.
Thomas						
	74	" " "	12:45 AM.	"		Havelock
	76	" " "	11:40 AM.	"		Trenton
	78	" " "	10:35 AM.	"		Trenton
	80	" " "	1:40 PM.	"		Trenton
	901	" " "	9:10 PM.	"		Windsor
	902	" " "	9:30 AM.	"		Newport
	903	" " "	3:45 PM.	"		Windsor
	904	" " "	7:05 PM.	"		Newport
	906	" " "	2:15 PM.	"		Newport
	910	" Parkdale	6:30 PM.	"	ex Sat-Sun	Montreal
	915	" West Toronto	11:15 PM.	Daily		Windsor
	953	" " "	10:15 AM.	"		Vancouver
	955	" Parkdale	7:00 PM.	"		Sudbury
	959	" West Toronto	3:45 AM.	"		Vancouver

T.T.C. NOTES

On December 22nd, 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, as, at the time of writing, no more cars have been received. However, 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. Practically all the standards features of the post-war PCC have been incorporated including standee windows, more closely spaced window posts (opposite the seat backs), complete elimination of the use of compressed air with doors, windshield wiper and defroster electrically operated. Brake shoes are absent and the air brakes of the previous design have been replaced by a drum brake. Power shut-off is cushioned, which feature will reduce the jerkiness produced on older PCC's with repeated application and shut off of the accelerator in heavy traffic. Single seats within the car have been moved to the right side, with a continuous line of double seats down the closed side. Centre doors are one window space towards the rear, while wartime seating plan of inward facing seats has been abandoned. The rear end has been completely re-shaped with a vertical back, and more rounded with larger rear windows and less red paint on the tail of the car. There is ample room for 4 persons in the rear seat.

The front end is perhaps the most striking part of the car. A massive cast steel anticlimber with coupling pin incorporated will certainly be felt by any automobiles that should chance to get in 4300's way. The windshields slope inward from the bottom and an anti-glare shield, with peep-hole, curving across the upper left corner gives a particularly streamlined appearance. The route and destination signs show through a single opening, which has been brought to the vertical. The operator's control panel has been completely redesigned and elevated considerably above the position it formerly occupied.

The ceiling forms a continuous arch, and ventilation is provided by 5 circular ventilators in the centre of the ceiling, spaced down the car.

All in all, the new 4300's will be without any doubt, the finest transit vehicles in Canada and should certainly eclipse the glitter of the new trolley buses which characterised 1947. Delivery of the remainder of the cars is expected to begin this month, and it is reported that the last two will have large deck roof of the Pittsburgh Railways 1600, with the large ceiling fans.

— A total of 118 one man Toronto Railway cars have been ear-marked for scrapping, being replaced by the 4300's, and tenders have already been asked on these cars with bids to be submitted by the scrap companies. The highest bidder will be obliged to remove the veterans from the TTC property at the rate of 25 per month. 52 of the best preserved one man T.R.'s will be kept indefinitely as well as the 15 trailer-pulling two man cars, (1984, 1986, 1990-2014). The tentative list of one-man Toronto Railway cars to be retained is as follows:

1320	1342	1354	1390	1402	1428	1442	1460	1484	2046	2090
1322	1344	1356	1392	1404	1430	1444	1462	2024	2048	
1324	1346	1368	1396	1414	1432	1450	1472	2026	2062	
1336	1348	1374	1398	1418	1434	1456	1476	2028	2074	
1340	1352	1386	1400	1426	1438	1458	1480	2040	2078	

All other one man T.R.'s will be scrapped; of these 1408, 1780 and 1792 are already partially dismantled on the west track at Russell yard.

— The Third Avenue Railway System sweepers have all been reconditioned and are now out of Hillcrest. They got their first workout in the New Year's storm.

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THE JANUARY MEETING OF THE SOCIETY WILL BE HELD AT ROOM 486, TORONTO, AND WILL COMMENCE AT 8:30 PM., FRIDAY, JANUARY 16TH, 1948.

The speaker at the January 16th meeting will be Mr. Frederick W. Collins, Industrial Manager of the Canadian Pacific Railway Company, who makes his headquarters in Montréal. Mr. Collins will speak on the railway history of Toronto. Those who heard him speak to the predecessor group of the Society on this subject some years ago are well aware of the interest and importance of this address. Those who attend will undoubtedly spend a most enjoyable evening.

The January meeting is also the Annual Meeting at which the reports of the officers on their conduct of the Society's affairs during 1947 will be presented. Following the presentation of these reports the annual election will take place. Under the terms of the new amendment to the constitution, passed at the December 1947 meeting, all nominations for the office of Director had to be filed with the Honourary Secretary, by post, not later than midnight, December 31, 1947. (See the December Newsletter for the full wording of this amendment). As of the closing date for nominations the following had been received:

William C. Bailey
Robert J. Bost
David Dunsmore
John W. Griffin

Ralph Oakley
Albert S. Olver
William T. Sharp
John H. Walker

Stuart I. Westland

Since no nominations in excess of the permissible number of Directors (9) were received, those nominated will be elected by acclamation.

MAKE EVERY EFFORT TO ATTEND THE IMPORTANT JANUARY MEETING. INTERESTED GUESTS ARE WELCOME AT THIS MEETING.