



1170-1308

Formerly Toronto Railway Company 1170 - 1308



The group under consideration comprised 70 of the Toronto Railway Company's standard home-built double truck cars. All told, about 470 of these distinctive cars were built between the years 1903 and 1917, with minor variations being made in their design during this period. Cars 1170-1308 were built in the Front and Frederick car building shop during 1907 and 1908 and fell into the Toronto Railway classes O and N. There were four cars in this numbering scope that never were inherited by the T.T.C. as they had been previously destroyed in fires at the King East carhouse. Car 1236 was burned March 30, 1912, and 1196, 1198 and 1200 on December 28, 1916.

As were all of the T.R.C. standard "box" cars built up to 1914, these cars were convertible on the open side only, with permanent sash and side panels on the closed side. The Ontario Railway and Municipal Board forbade the construction of additional open cars in 1915, and also frowned upon the continued use of then existing open or convertible cars. Accordingly the T.R.C. cars were no longer converted in summer and in 1917-21 underwent a rebuilding program. From this they emerged as permanently closed cars with closed rear vestibules and a pay-enter system of fare collection.

1170-1308 were the lowest numbered T.R.C. cars that were retained by the T.T.C. after the modernization program of 1921-1924. From 1921 until 1926, they were used on the new system largely as they had been when turned over to it, as 2 man rear entrance P.A.Y.E., front and rear exit cars. They hauled single truck trailers as long as these remained in service in the changeover period following 1921. None of the 1170-1308 group was repainted with the T.T.C. scheme until 1926.

Car 1170 was an exception to the foregoing remarks. About 1923, it was remodelled as a rear car for an experimental two car, six motor train, of which car 1328 was the lead unit. At variance with the cars later so converted, 1328 and 1170 had a jumper connection between units, the rear door of 1170 served as an emergency exit, and the P.A.Y.E. rear entrance system was continued on 1328.

The idea for a 6 motor train was given to the T.T.C. by the 1500, 1600 and 1800 series cars of Montreal Tramways which were already operating under a similar system, and some of which continue to do so at the time of writing. It was the desire of officials to be able to operate a two car train on some of Toronto's hilly routes which made impractical the operation of Peter Witt trailers.

Train 1328-1170 was considered a success, and it was decided to convert all of series 1172-1308 (65 cars) to form 33 two car trains, with 1170 modified to match the others. 1244-1308 became first cars, remodelled to two man, front entrance, pay-leave cars. The controller was of the K-6 type, modified to carry the current for all 6 motors of the train. An extra drum switch was installed on the first car connecting the motor leads and auxiliary circuits for the second car to contacts on the Tomlinson coupler. Reversing of the controller cut out the two motors on the front truck of the second car, this having the value of reducing the number of 550 volt motor leads through

the coupler. The first cars could also be used as single cars or to haul non-motored steel (Peter Witt) trailers, the contacts for which were located on the opposite side of the coupler. Longitudinal seats were installed in the first cars, making for a large standee capacity.

The second cars, 1170-1242, were not designed for use as single units, but were equipped for independent movement in the yards. They carried a trolley pole, circuit breaker, reverser switch and resistor unit; the rear truck was a dummy (without motors). When moving singly, the second cars had power supplied to the No. 6 motor only, controlled by the circuit breaker. Braking was by hand, as they were not equipped with a compressor. For use in a train, the second car had its pole hooked down, reverser switch in forward position, circuit breaker open, and both motors powered. Brake equipment was controlled by the motorman's valve on the first car, although the second car had an emergency valve and brake cylinder. The conductor in the second car sat at the closed side of the front vestibule facing the entrance doors. Exit was made either through the front door or the rear treadle door. Six wooden cross seats were used in the second cars, in addition to longitudinal seats.

Gearing on the cars was changed from 17:69 (spur) to 15:71 (helical), giving a 16.5% increase in tractive power supplied to the car axles. All of the cars were repainted in T.T.C. red and cream, coincident with the conversions. The first trains completed were placed in operation on the Harbord, Danforth & Bathurst tripper routes, with their use later extended to the Carlton and Sherbourne trippers and the King route.

Trains 1244-1170, 1246-1172, 1248-1174, and 1250-1176 were subsequently converted for use as picnic specials on the T.T.C. Lake Simcoe radial line, after it had been converted from standard to T.T.C. gauge. This conversion consisted of the application of air whistles, flag brackets, and 33" wheels with a large flange and tread. On July 12, 1928, these cars, along with similarly converted cars 2502, 2504, 2516, and 2160 and a group of other city cars, were used with the regular L.S.L. equipment on an Orangemen's picnic which took them the length of the line to Sutton (49 miles). On frequent occasions the 4 trains visited Bond Lake Park, north of Richmond Hill, during the summers of 1928 and 1929.

Because of the drop in riding occasioned by the depression, the T.T.C. reduced its fleet of cars, and as these trains represented the system's oldest cars, they were withdrawn from service. The second cars, 1170-1242, were sold for scrap to the E.W. Knight Co. in October, 1933, after train operation had been discontinued earlier that year. On January 19, 1935, the first cars were stored after operating singly for a short period, and were sold to the Antipitsky Metal Co. as scrap on July 23, 1936.

Car 1306 was not included in this sale as its body was put into use as a waiting room at Roncesvalles and Queen Streets, and transferred to the Dundas car house site in 1937 as a watchman's shanty when the other buildings on the property were demolished.

