



151-155

Formerly Toronto & York Radial Railway 151 - 155
Originally Guelph Radial Railway 60, 70, 80, 90, 100.

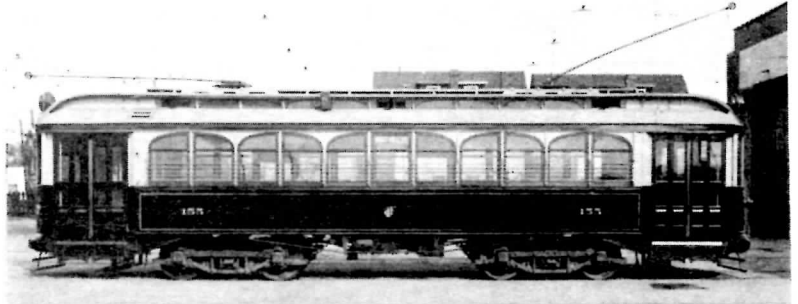
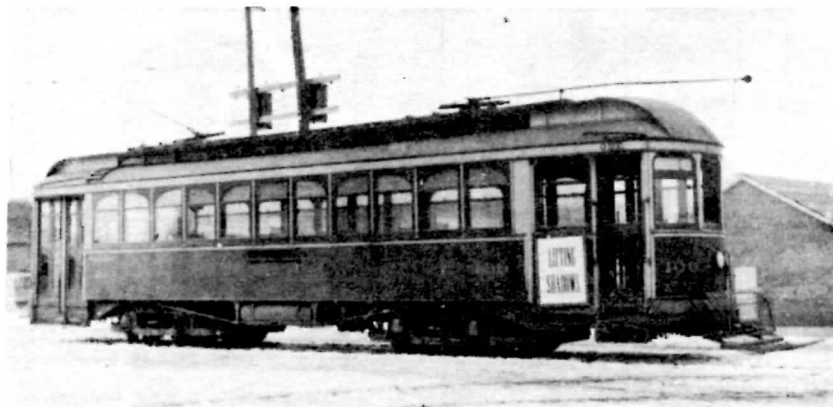
These five cars were built for city service on the municipally-owned Guelph Radial Railway, and represent three separate orders placed with the Preston Car & Coach works during the years 1911-1914. They were of Preston's so-called "Prairie" type, other examples of which were operated in such cities as Lethbridge, Calgary, Edmonton, Regina, Fort William and Port Arthur. Only a few cars of this type were purchased by lines in Southern Ontario: the Niagara, St. Catharines & Toronto once had six, the Toronto & York Radial had seven for the Glen-grove local service on the Metropolitan division, and the Kitchener & Waterloo had two, numbers 22 and 24, which were used in tripper service until 1946.

The Guelph cars were built for two-man, double end, rear-entrance operation, with folding rear doors and a single sliding front exit door. The last three cars, 80, 90 and 100, were of semi-convertible design.

These were the only double truck cars operated by the Guelph Radial Railway, and when the last two had been delivered, the line owned sufficient cars of this type to completely cover the base service of the Guelph street railway system.

In 1922 seven single truck safety cars were bought for the Guelph Radial by the Hydro-Electric Power Commission of Ontario, which was then managing the road for its owners, the City of Guelph. As the double truck cars were no longer needed, the H.E.P.C. decided in 1925 to transfer them to the Scarboro division of the Toronto & York Radial Railway, then owned by the City of Toronto and also managed by the H.E.P.C.

Three of the cars were rebuilt by the Ottawa Car Manufacturing Company as Toronto & York Radial Railway 152-154, while the other two, which became 151 and 155, were rebuilt in the H.E.P.C. Strachan Avenue yard in Toronto. All five cars were equipped with new trucks and motors. Pneumatically-operated double folding doors were installed on both sides of each vestibule to make the cars suitable for either one or two-man operation. Headlights were placed on the roof, following usual Hydro-Electric Railways practice for suburban cars. The Ottawa works replaced the original arched upper sash of cars 152-154 with rectangular sash, completely destroying the characteristic Preston appearance of the cars. The origin of these cars was further obscured by placing the Ottawa name on the bulkheads. The two cars rebuilt in Toronto (of which 155 above was one), retained their arch windows, and had steel dashers applied. Because the five cars had originally been of three separate builder's orders, and had now been rebuilt in two different styles, there were minor variations among all five of them.



T.T.C. 155 at Russell car house on September 27, 1927.
BELOW - Guelph Radial Railway 100 at Waterloo Avenue car house, Guelph, in December, 1920.

The Hydro-Electric Power Commission was planning in 1925 to change the gauge of the Scarboro line from 4 ft. 10 7/8 in. to Standard 4 ft. 8 1/2 in. but never actually did so, as arrangements to transfer the Toronto & York Radials from H.E.P.C. management to Toronto Transportation Commission management interrupted the re-gauging program. Although the gauge of the Scarboro line was never changed to Standard, cars 151-155 as rebuilt in 1925 were still Standard gauge, ready to go into service as soon as the proposed conversion had taken place.

When the T.T.C. took over the T. & Y.R. in January, 1927, cars 151-155 were still on Standard gauge trucks, having seen no service during their time on the T. & Y.R. They were carefully driven nearly ten miles over the T.T.C.'s 4 ft. 10 7/8 in. gauge track to Hillcrest Shops, and there converted for operation on the wider gauge. They were then placed in service on the Scarboro line. A rear treadle exit was later installed (see drawing), provision being made so that the operator could open the door on his left for use as an entrance on roadside trackage, where it was necessary for passengers to board and alight on the side of the car away from automobile traffic.

Cars 151, 152 and 153 were later transferred to Roncesvalles car house, where with 2128 they provided all the service on the Port Credit line. They also saw occasional use on the Dufferin stub. At that time cars 154, 155, 211 and 213 were on the Scarboro line. When the Port Credit line was abandoned in February, 1935, 151-155 took over all operation on the Scarboro line until it too was abandoned in June, 1936.

The cars were then placed in reserve at Russell car house for possible use in emergency shuttle services which were occasionally operated when lines using single end cars became blocked due to large fires, etc. In the days before operation of large capacity motor buses in Toronto, several double end cars were always available for this purpose. Thus maintenance on the five cars was not entirely neglected after abandonment of the Scarboro line; a complete paint job was applied to 153 after the abandonment.

The cars were finally removed to Dundas trailer yard during the summer of 1938 to await scrapping. They were sold to Frankel Brothers with a large group of other cars, and broken up at George Street yard in April, 1939.

SPECIFICATIONS

T.T.O. Class: P-5

Builder & Date: Preston Car & Coach
G.R.R. 60, 70 - 1911
80 - 1913
90, 100 - 1914

Type: DT, DE, Suburban cars

Construction: Wood, composite under-frame, cherry interior

Length overall: 45' 10" (originally)
46' 0" (T.T.C.)

Width overall: 8' 7"

Height overall: 12' 5 1/2" (originally)
12' 3" (T.T.C.)

Net weight: 50,300 lbs. (originally)
49,950 lbs. average on T.T.C.

Seats: Rattan reversible seats with longitudinal seats at ends.
G.R.R. 80 had longitudinal seats only while in Guelph.
(Total capacity of 44)

Control: K-28

Motors & Gear Ratio:

- 4 West. 101B2 (40 h.p.) with 66/18 gearing (originally)
- 4 West. 3060V4 (65 h.p.) with 69/15 gearing (T. & Y.R.)
- 4 G.E. 80A (40 h.p.) with 64/22 gearing (T.T.C.)

Brake valves: West. SX-2 (originally)
West. M28 (1925)

Hand Brakes: Peacock

Trucks:

- G.R.R. 60, 70 - Brill 27G with 4' 6" wheelbase
- G.R.R. 80-100 - Standard O-50 with 4' 6" wheelbase
- T. & Y.R. and T.T.C. 151-155 - Taylor (C.C. & F.) with 6' 0" wheelbase

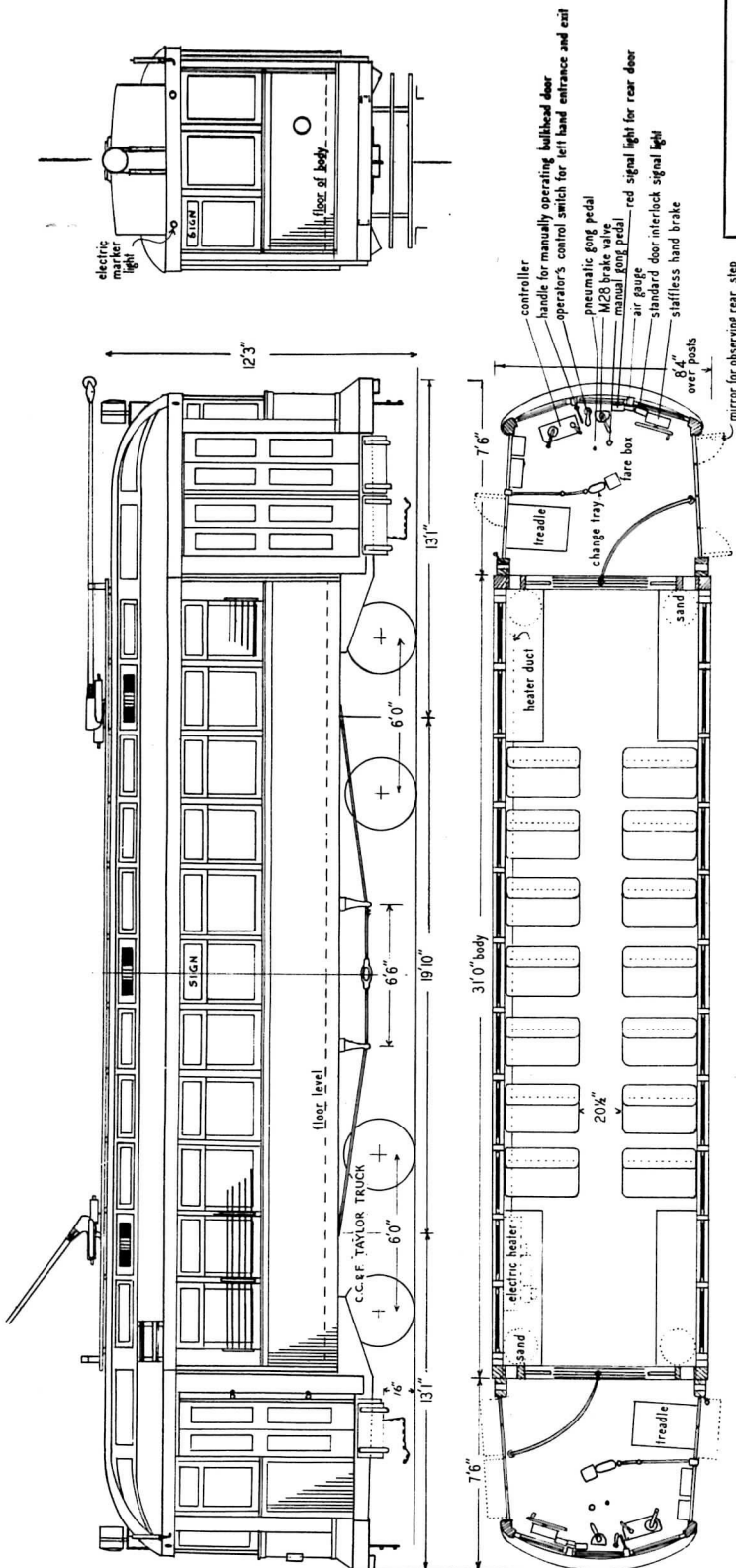
Size & Type 33" chilled iron
of Wheel: (all trucks)

Heating: Electric

Fenders: Watson (originally)
HB Lifeguard (1925)

PLAN OF CARS 152 - 154

MINOR DIMENSIONAL VARIATIONS ON ALL FIVE CARS.



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