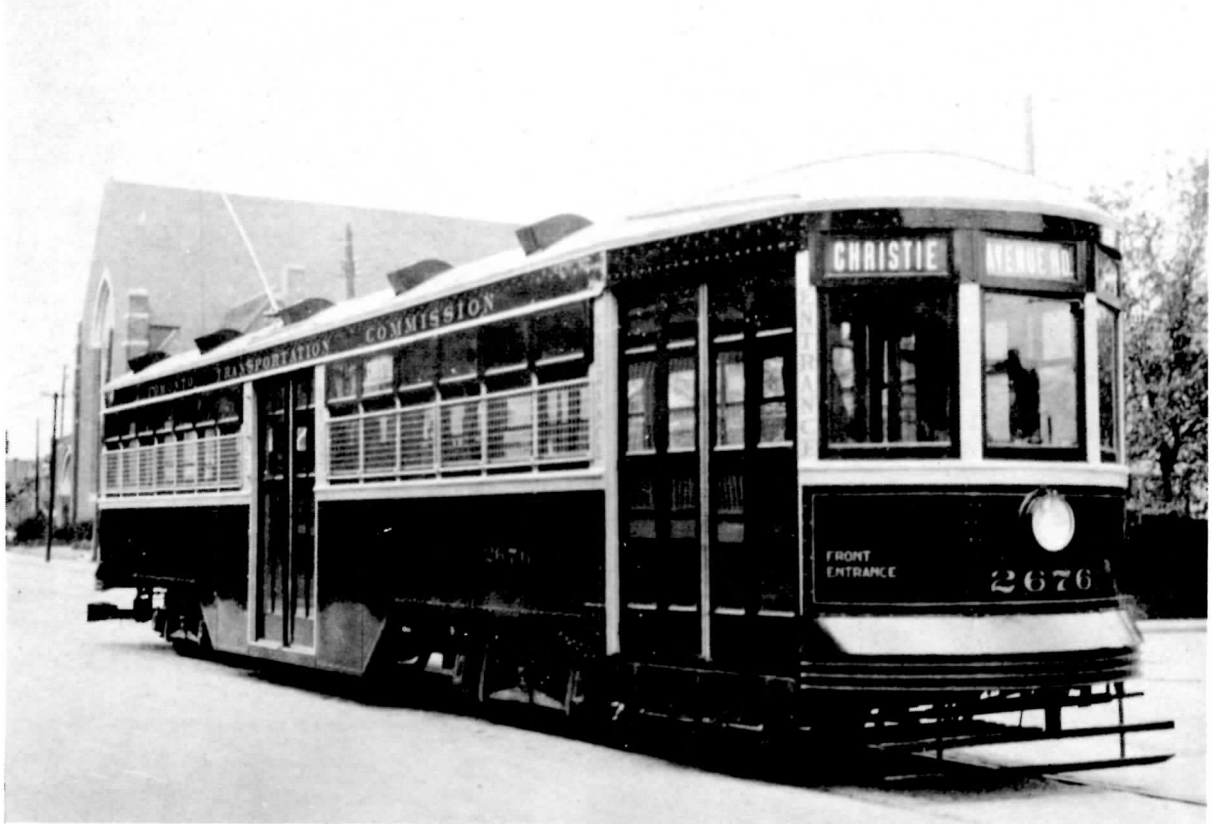




2580 - 2678



Car 2676 poses on Wychwood Avenue after being delivered from the builders in 1922.

The full scale rehabilitation program of the Toronto Transportation Commission of the 1921-1923 period, wherein the Toronto Railway Company system was virtually reconstructed from the ground up, was featured by the purchase of many of the then popular Peter Witt cars and a considerable number of matching trailers. The first group ordered, 2300-2498, was built by the Canadian Car & Foundry Company, electrical and control equipment being supplied by Westinghouse; the second group, 2500-2578, from the same builder, had English Electric (Dick Kerr) equipment. The General Electric Company, to this point not having benefitted from the T.T.C. program, solicited successfully from the Commission an order for equipments for 50 cars.

In view of General Electric's working agreement with the J.G.Brill Company of Philadelphia, Pa., the order for the car bodies went to the Canadian Brill Company (occupying the plant of the Preston Car & Coach Company in Preston, Ontario), and a group of 50 Peter Witts of the Brill Company's (Kuhlman-built in the U.S.) "Car Riders" design was produced. These cars were the only ones of their type ever to be built or operated in Canada. American examples were to be found in Buffalo, Syracuse, Utica, Akron and Toledo.

The Toronto cars, numbered 2580-2678, were constructed in late 1921 and early 1922, and entered service between January 30 and May 11, 1922. For approximately the first year of their service in Toronto the Brills were assigned to several routes operating from St.Clair Division, most notably the AVENUE ROAD (later BAY) route between Caledonia Road and the Station Loop, to which route they introduced Witt operation on May 1, 1922. This route used Yonge Street south of Bloor (Bay was yet to be opened between College and Bloor Streets), and the Brills thus were seen regularly on Yonge Street for a period of several months.

Beginning in January, 1923, small Witts of series 2700-2798 were placed in AVENUE ROAD service, and the Brills were moved away from St.Clair Division. On January 11, 1923,

they introduced Witt service to the DUNDAS route, and they became thereafter standard equipment on this route, hauling 2-door trailers of series 2301-2419. About 33 cars were assigned to Dundas Division for use on the DUNDAS route, and a few from this division were used on CARLTON, occasionally pulling trailers. The remainder of the Brills (about 17) were assigned to the east end Danforth Division, and from here they were used primarily on KING, and occasionally on CARLTON. Only on the DUNDAS line, however, did they form the standard equipment.

For the next eight years this assignment of the Brill group remained constant, until the closing of Dundas as an operating division in October, 1931. The motor cars from this division were transferred to Roncesvalles Carhouse and Dundas became a trailer storage yard where DUNDAS route cars picked up their trailers. The Brills did not appear on CARLTON after this change.

In 1933, the small Witts (2700-2898) were the subject of a conversion program to one man (pay enter) operation as a depression-forced economy measure. The BAY route had grown considerably in traffic during the 1920's, and the Commission felt that two man operation was still required on the line. Accordingly, the Brills were all moved to St.Clair Division to become BAY route regulars, a position they enjoyed right up until the end of this line with the opening of the Yonge Subway. 2400-series cars (from KING) replaced the Brills on DUNDAS at the time of the 1933 shift.

In common with the other groups of Witts, the Brills underwent the various changes of the 1930's including removal of window screens and partitioning in the front vestibule, the addition of leather-covered Dunlopillo seating, linoleum flooring, extra safety lighting on the front end and the modernized paint scheme of 1939. (Car 2676 was the last Witt on the system to carry the old hair-stripe paint scheme late in 1941).

The cars of this group were never used for trailer pulling after being moved away from Dundas and Danforth Divisions, essentially because of their use on the BAY route with its steep Avenue Road hill, on which regular trailer operation was never thought practical, although YONGE trains did use the hill during emergency diversions. (About 1934 experiments were carried on using car 2666 in YONGE train service, carrying an economy meter for purposes of comparison of power consumption). Nevertheless, the Tomlinson couplers on the cars were retained and maintained for many years until several were removed in 1947 owing to excessive costs of maintenance. About three to four years later, couplers were removed from the remainder of the group. During these last years a further change in the appearance of the cars was made (this peculiar to the Brills) by way of an extension rearwards of the trolley boards out over the curve of the roof, giving something of a "diving board" effect.

Electric front windshield defrosters were tried on several of the highest numbered cars of the group (2660 and up) in the late 1930's, as well as on other types of cars, but these were not fully successful and were not adopted. A door post, on which the centre doors closed, was built into the cars, but this was removed about 1940. This feature was also peculiar to the Brills, and was not found on the other Witts.

Electrically, the Brills with their GE 241B motors were considered excellent, and gave very little trouble; it is reported that some motors had never been out of the trucks for repairs. The trucks and motors from Brill cars were used on the five double truck service cars constructed for use in the Yonge Subway, in preference to the various other types of trucks available at the time. The car bodies, in comparison to those of the CC&F-built cars, were definitely regarded as inferior. This is exemplified by the fact that, during 1951-52 when a program of conversion of all existing 2400, 2500 and 2900 series two man cars to pay enter operation for post-subway use was being considered, at no time was the Brill group included in such plans. Essentially the bodies were less rugged in construction, and required a greater amount of maintenance as contrasted with the Witts from the other builders. Body equipment, such as doors, window sash, and hardware all varied in size and type from

the other Witts, and this had much to do with the fact that during their history the Brills always were concentrated at one or two divisions in order to minimize maintenance expenses.

Noteworthy accidents involving Brill cars damaged 2600 in 1931, 2658 in 1945 and 2610 in 1949; in the case of the latter two cars, each was out of service for a year following its collision, and only the pressing need for all available rolling stock caused its eventual repair.

The group remained intact until early 1953, when the arrival of ex-Cleveland PCC's made certain rolling stock surplus. Car 2664 was the first of the group to be sent to George Street, on February 24th, and by year's end 32 cars had been disposed of, most of them during May and June of that year. The other 18 cars were given a reprieve until the end of operation of the BAY route, although not all of them were used over those last few months. The handful of active cars ran their last on March 30, 1954 (S-day), although 2668 came out to participate in the Upper Canada Railway Society farewell excursion of April 4, 1954.

Peculiarly enough, 16 out of the 18 remaining Brills were not scrapped until all of the other two man Witts and trailers being disposed of in the post-subway scrap drive had left the property. This anomalous situation was explained by the fact that the Rochester Transit Corporation had expressed interest in acquiring some of the Brills for their since-abandoned "subway". Negotiations to this end were not fruitful however, and the last 16 cars went to George Street in June, 1954. Although most of the 50 cars were burned and cut up for scrap, it is known that the bodies of several were sold, the one believed to have remained closest to the local scene being the body of 2652 on Hyde Ave., in York Township.

Disposal data is as follows:-

Scrapped 1953 - 2580 2584 2588 2592 2600 2602 2604 2606 2608
2610 2612 2616 2618 2624 2630 2632 2634 2636
2642 2644 2648 2650 2652 2654 2656 2658 2660
2664 2672 2674 2676 2678

Scrapped 1954 - Remainder of group



Close-up of No. 2660 showing unsuccessful experimental electric defroster on windshield. January 31, 1936.

Specifications

Class	- M
Builder & Date	- Canadian Brill Company, Preston, Ontario, 1922
Type	- DT SE AR two man P.A.Y.P., front entrance, centre exit
Construction	- Steel
Length Overall	- 52' 3 1/4"
Width Overall	- 3' 4"
Height Overall	- 11' 4"
Net Weight	- 50,000 lbs.
Seat. Capacity	- 60 (reduced to 56 about 1942)
Type of Seats	- Wood slat. Changed to leather-covered foam rubber in 1938.
Controller	- GE K-35XA
Motors	- 4 GE 241B, 50 h.p.
Gear Ratio	- 14:63
Air Brakes	- West SME, M-20A valve
Compressor	- West DH-16
Trucks	- Brill 77E1
Wheelbase	- 5' 10"
Truck Centres	- 26' 5 1/4"
Wheels	- 30"
Heating	- Peter Smith coal stove. Changed to electric blast heaters in 1947.
Fender	- HB Lifeguard



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TORONTO, CANADA

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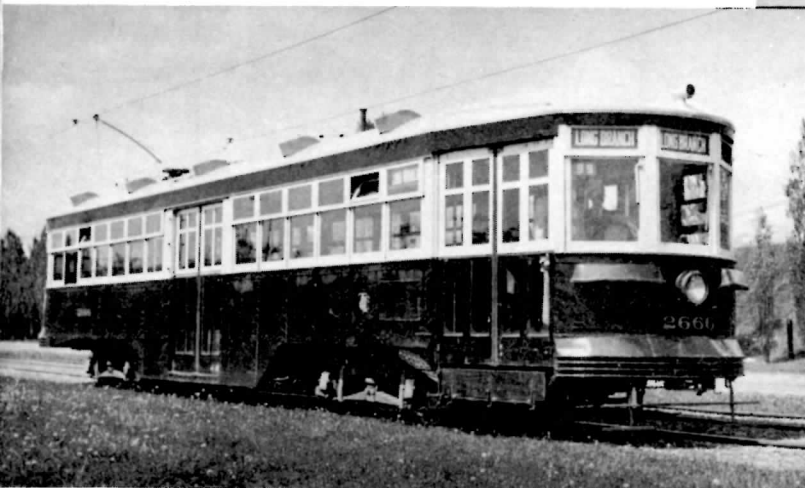
February 1958



Interior of number 2590 showing original arrangement. March 2, 1923.



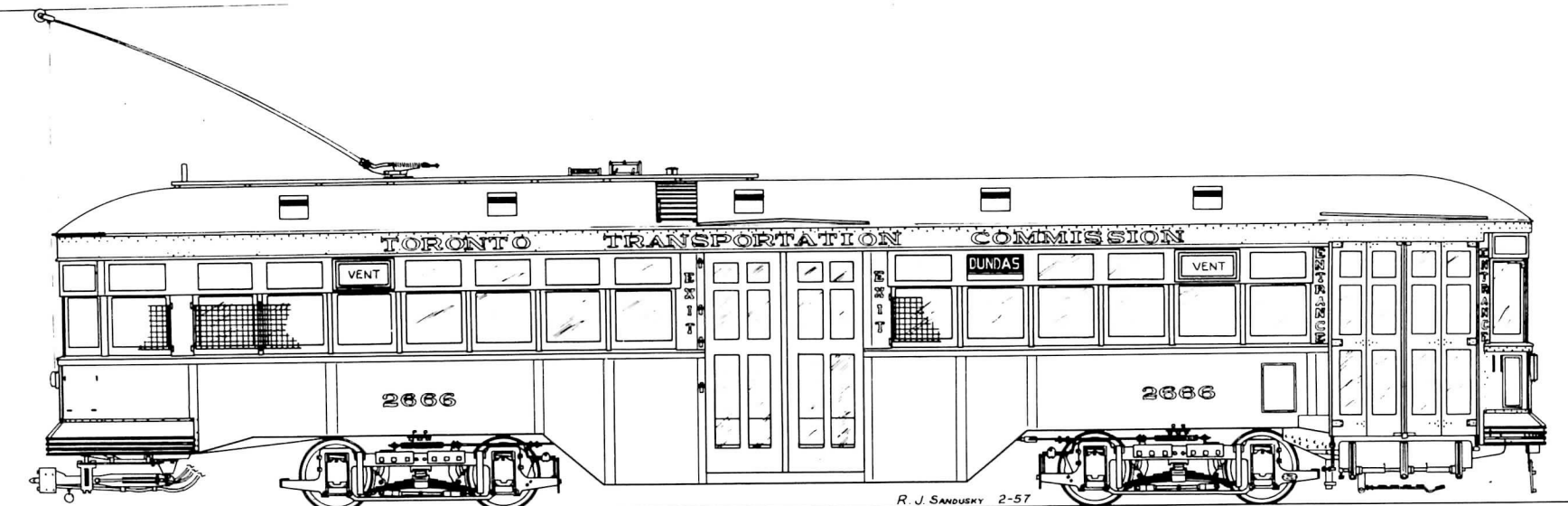
Cars 2614 and 2630 pass at Dundas Street and Ossington Avenue in service on the Dundas route. The dip in the eastbound track was caused by sewer excavation. March 5, 1931.



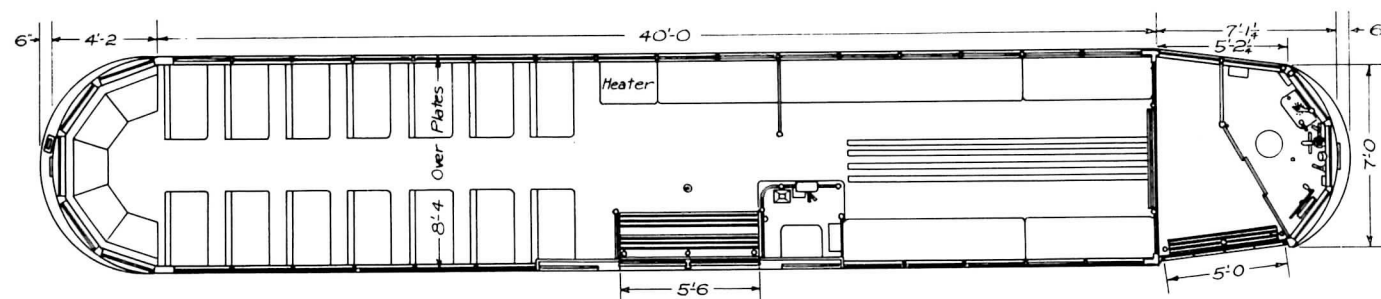
This is how the Brills looked towards the last. Number 2666 was photographed on the Long Branch route during a UCRS fantrip on May 18, 1952.



The end of the line. Car 2664, the first of the group to go, is shown at George Street Yard just prior to being scrapped. February 25, 1953.



0 10 20 30
SCALE OF FEET



T. T. C. 2580 - 2678

Drawn by R. J. Sandusky