



2120-2126

Formerly Toronto Civic Railway 120 - 123

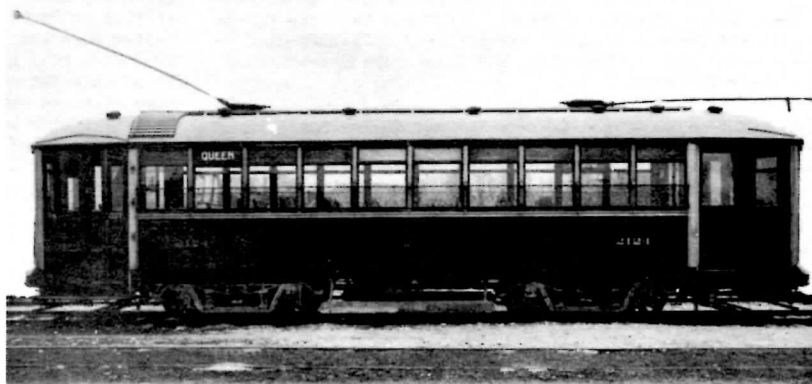
The first cars bought by the City of Toronto for its Civic Railways were four double truck cars built by the McGuire-Cummings Manufacturing of Paris, Illinois. These cars were used to inaugurate service on the Gerrard route in 1912 and operated initially from the small Gerrard carbarn. For the duration of their life on the Toronto Civic Railways, the 120's continued to serve Gerrard Street, being operated from Danforth carhouse after its opening.

After being taken over by the T.T.C., the four cars were used temporarily on lines that were being converted to double track (e.g. Kingston Road) until loops constructed at the ends of these lines enabled the use of single end cars. The Niles cars were similarly employed.

In common with the other Civic rolling stock, the cars retained the T.C.R. numbers, although equipped with the T.T.C. emblem, until about 1923; they were then re-numbered into the T.T.C. system as 2120 to 2126 (even numbers).

The 2120's were used as trippers on double end routes until 1927, when, along with 2160 - 2166, they were converted for radial operation on the newly acquired Port Credit line from Long Branch to Port Credit. 2120 was converted to a part-time scraper car on November 29, 1930. The cars were used here as two-man units for a time and then the last three cars were transferred to the Lansdowne route on April 4, 1933, when the line was extended south from its terminus at Royce Ave. to College Street. When the route was converted to one-man car operation later in 1933, the cars were placed in storage at Lansdowne Division. 2122 to 2126 were sold for scrap with a large group of other cars to the Anitipitsky Metal Company on July 23, 1936.

2120 for fourteen years since has been the sole representative of the group. It became a full time scraper car in 1934 and was transferred to the North Yonge Railways upon abandonment of the Port Credit route in February, 1935. 2120 underwent a major conversion job in August of 1943 when it was equipped with a side wing plow and small bay windows for the plow operator. The body was braced on the inside with steel rails. K-35G controllers were installed on November 15, 1943. The car remained here until after the cessation of the North Yonge Railways on October 10, 1948. It is slated for scrap in 1950, being the last DT, DE car of passenger body in the city.



Side view of T.T.C. 2124, May 21, 1926

Specifications:

Class: T.C.R. Group A
T.T.C. Class I

Builder & Date: McGuire-Cummings Manufacturing Co.,
Paris, Illinois, November, 1912

Type: DT, DE, P.A.Y.E., 2 man, semi-convertible, rear entrance, front and rear exit, city & suburban service

Construction: Wood with steel underframe, oak interior

Length: Of body - 30'0" ; Overall - 44'0"

Width: Overall - 8'9"

Height: Overall - 11' 6 1/2"

Net Weight: 48,800 lbs.

Seating Capacity: 48

Type of Seats: Rattan, 16 reversible double seats and 4 longitudinal seats (2 at each end) each with seating capacity of 4 persons.

Control: G-E Type K-28B

Motors: Four G-E 80, 40 h.p.

Gear Ratio: 69/17, spur

Brake Valve: (T.C.R.) G-E Type S, Form F4
(T.T.C.) West. M-20A

Hand Brakes: Peacock

Trucks: McGuire-Cummings Type MCB 10-A

Wheel Base: 6' 0"

Size & Type
of Wheels: 33", Cast iron

Heating: Peter Smith Heaters

Fenders: (T.C.R.) Watson
(T.T.C.) H-B Lifeguard

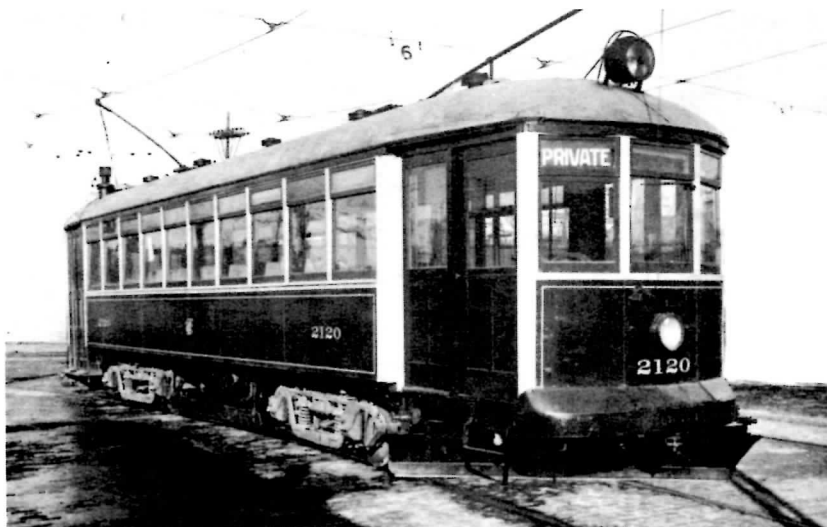
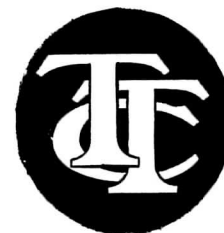


Photo taken Jan. 9, 1937 of TTC 2120 as originally converted to scraper car.

This series was identical in major respects to cars of the same builder operated on the Gary Railways and the Chicago & West Towns Railway.

2128-2166



Formerly Toronto Civic Railway 100 - 119

Twenty double truck wooden cars were placed in service, as the Toronto Civic Railway's largest group, in the latter part of 1913. These cars were partially built by the Niles Car and Manufacturing Co. and finished by the City of Toronto. They inaugurated service on the St. Clair and Danforth routes in August and October of 1913, respectively. After receipt of the Preston 200 - 212 series, the Niles were concentrated at St. Clair Division.

Upon acquisition by the T.T.C., the series was distributed rather widely about the system as certain cars were used on temporary assignments. Among these were the provision of service on Kingston Road and Yonge (north of Woodlawn) while double track was under construction to the city limits. At least one car is also known to have run on Bathurst as a single end car about 1922. They did not remain long on the St. Clair route under T.T.C. ownership as single end cars took over on December 21, 1921.

Car 109 saw only 2 month's service on the T.T.C. as it was burned on November 1, 1921 and only the trucks and under-frame salvaged. These were kept and later used to build the Rolling Stock Supply Car RS-3 which was placed in service October 15, 1926. As with all the ex Toronto Civic rolling stock, 109 was still carrying its Civic Railway number on the T.T.C.; but since the 100 - 119 series had been assigned the new numbers of 2128 - 2166, although were not actually renumbered until about 2 years later, the corresponding T.T.C. number of 2146 was left vacant in the renumbering to mark 109's demise.

In 1925 the Township of York and the Town of Weston jointly took over the portion of the Toronto Suburban Railway's Weston line between Northlands Ave. and Humber St. (Weston). An agreement was reached with the T.T.C. for operation of one man cars on this line and 2128-2144 and 2148-2158 were converted for the purpose in November, 1925; service commenced with these cars operated from Dundas Division on Nov. 23th. The T.T.C. owned section of the route was incorporated in the new route and double fare boxes were used in order to keep fares paid in the city and township zones separate. As the fare boxes were arranged to revolve on a stanchion, four were needed in each car. Some of these cars, although fitted for Weston service, were used on the Spadina and Lansdowne routes.

On October 27, 1933, car 2126 was converted for radial operation on Port Credit. Provision was made so that the operator could open the treadle door on his left side; thus cars could be entered from either side by passengers. It was retired from this service upon abandonment of Port Credit in February, 1935 and used as a fare box car at Dundas Division until 1938. Successively stored at Wade Avenue and Russell yards until rehabilitated in 1941, it was pressed into wartime service on the Spadina route.

Meanwhile cars 2160 - 2166, which never were converted to one man operation, served on the Lansdowne North and later on the through Lansdowne routes until about 1933 when Lansdowne received one man cars. They were then stored at Lansdowne Division and sold to the Antipitsky Metal Company for scrap on July 23, 1936.

The one man cars underwent a modernization program in 1940-41 as outlined in the specifications. 2128, 2148 and 2152 were not as extensively modernized and spent the major portion of their time from 1941 to 1948 on Spadina.

In 1948, all 15 of the remaining Niles cars were withdrawn from service and sold to the Western Iron and Metal Company. 2142 was scrapped in June and the remainder between September and November. The bulk of the cars ended service on September 13th with cessation of rail service on Weston Road and the last three Niles operated October 9th, 1948 when rail operation ceased on the Spadina route. It is of interest to note that the sturdy Baldwin trucks from some of these cars after scrapping were used on Third Avenue Railway system sweepers S-38 to S-41 (acquired by the T.T.C.) and on the rebuilt sand car W-12.

Specifications:

Class: (TCR) - Group B (100-106, 113-119)
- Group C (107-112)
(TTC) - Class H-1 (2128-2158)
- Class H-2 (2160-2166)

Builder & Date: Niles Car and Manufacturing Co. (Niles, Ohio), August, 1913

Type: DT, DE, P.A.Y.E., 2 man, semi-convertible, rear entrance, front and rear exit, city and suburban service.

Construction: Wood with composite wood and steel under-frame, oak interior.

Length: Of body - 31' 1"
Overall - 45' 1"

Width: Overall - 8'8"

Height: Overall - 11'10"

Net Weight:

(2 man cars) - 46800#
(1 man cars) - 52550#

Seating Capacity: 48

Type of Seats:

Rattan, 16 reversible double seats, 4 longitudinal (2 at each end) with seating capacity of 4 persons.

Control: G.E. Type K-28B

Motors: Four G.E. 80A

Gear Ratio: 69/17, spur

Brake Valve: (TCR) - G.E. Type S, Form F4
(TTC 1 man) - West. Type M-28F
(TTC 2 man) - West. Type M-20A

Handbrakes: Peacock

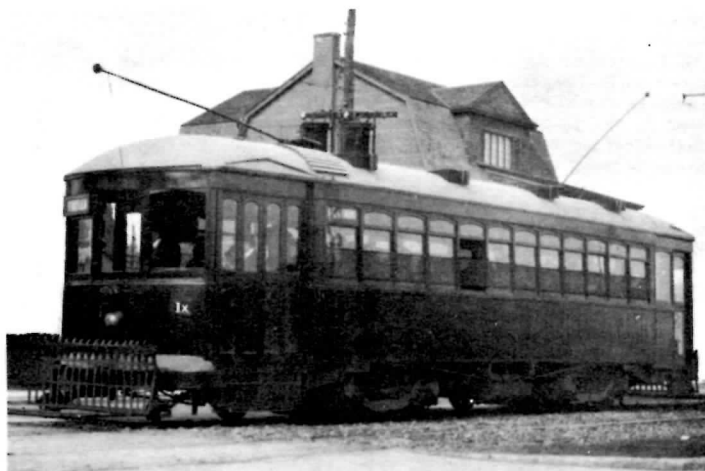
Trucks: Baldwin Type 75-20K

Wheel Base: 6'3"

Size of Wheels: 33", cast iron

Heating: Peter Smith heaters

Fenders: (TCR) Watson
(TTC) H.B. Lifeguard



Car 113 in service on the St. Clair route in 1921

