



211 - 213

Formerly Toronto & York Radial Railway 211 & 213
Originally Edmonton Radial Railway 50 & 58

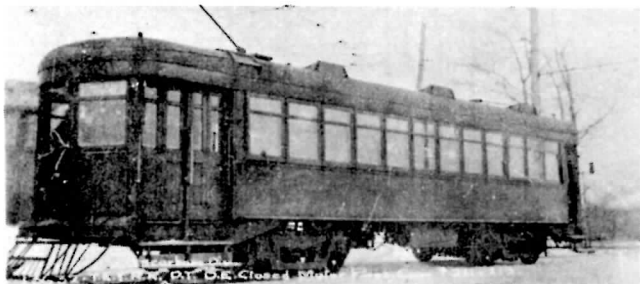
T.T.C. cars 211 and 213 were built by the Preston Car and Coach Company of Preston, Ontario as Edmonton Radial Railway numbers 50 and 58, and were shipped to Edmonton in May, 1913 as two units of a group of 35 cars numbered 47 to 81 which were built for that property in 1913 by Preston.

The cars in this group had a very modern appearance for the times, having arch roofs and square-cut windows. They were built as two-man, rear entrance, front exit cars and seated 42 persons. An unusual feature was that the rear, or loading, platform, was larger than the front, having two doors to the other's one. The cars had Standard O-50-O trucks, and were variously equipped with Westinghouse 101-BA, Allis-Chalmers 301, and General Electric 80 motors. Control was K-6.

In 1913 Edmonton was in the midst of an unprecedented real estate boom, like many other cities in the Canadian west. However, the First World War, which was declared on August 1, 1914, put a stop to further immigration from the British Isles and Europe, and consequently halted the boom. The Edmonton Radial Railway then found themselves with a surplus of cars, many of which had never entered service, having been purchased with future expansion in mind.

In 1918, Mr. D. M. Campbell, General Manager of the Preston Car and Coach Company until it was acquired by the J. G. Brill Company, arranged for the sale of four of the 1913-built 47-81 series cars to Eastern Canada. Numbers 50 and 58 went to the Toronto and York Radial Railway, where they became 211 and 213, replacing the T&Y's original cars 211 and 213, which had been destroyed in a carhouse fire earlier in the year (the T&Y suffered numerous carhouse fires during its existence, and as a result was continually purchasing second-hand cars from other operators). The other two Edmonton cars, 80 and 81, were sold to the Oshawa Railway, retaining their same numbers on the O.R.

Upon their arrival on the Toronto and York, 211 and 213 were immediately rebuilt for double end operation. New trucks were installed, and GE 67 motors replaced the original ones. Strap steel pilots were added, and portable headlights were mounted on the end dashers. An unusual feature of this rebuilding was that while the cars emerged from the shops as double-enders, the door arrangement was not changed, that is, both doors remained on one side of the car, so that passengers boarded and alighted on the same side, re-



Toronto & York Radial Railway 213 at the Warden Avenue carhouse in January of 1921.

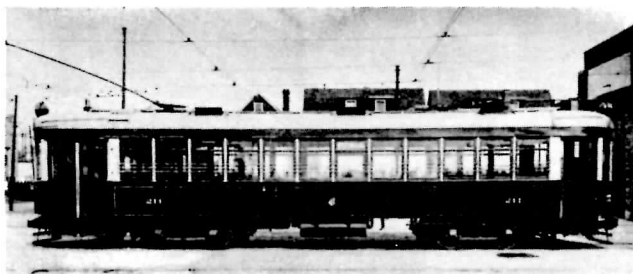
gardless of which direction the car was heading. The odd size vestibules were also retained. The cars were then assigned to the Scarboro Division of the Toronto and York, on which line they spent the rest of their life.

The two cars remained unaltered for the next 9 years, under the ownership of the Toronto and York, and under the Hydro Electric Railways, which managed the T&Y from 1920 to 1927 after its purchase by the city of Toronto. In 1927 the T&Y was turned over to the management of the Toronto Transportation Commission. The TTC immediately rebuilt the cars to its standards by installing air-operated folding doors and steps, Curtis D-2 trucks, GE 80 motors, and HB Lifeguard fenders. Headlights were permanently mounted on the roof in typical TTC suburban car fashion. The Commission's paint scheme of red and cream completed the transformation, and the cars presented a completely different appearance from the original design. They were then based at Russell Carhouse, from which the Scarboro route was operated.

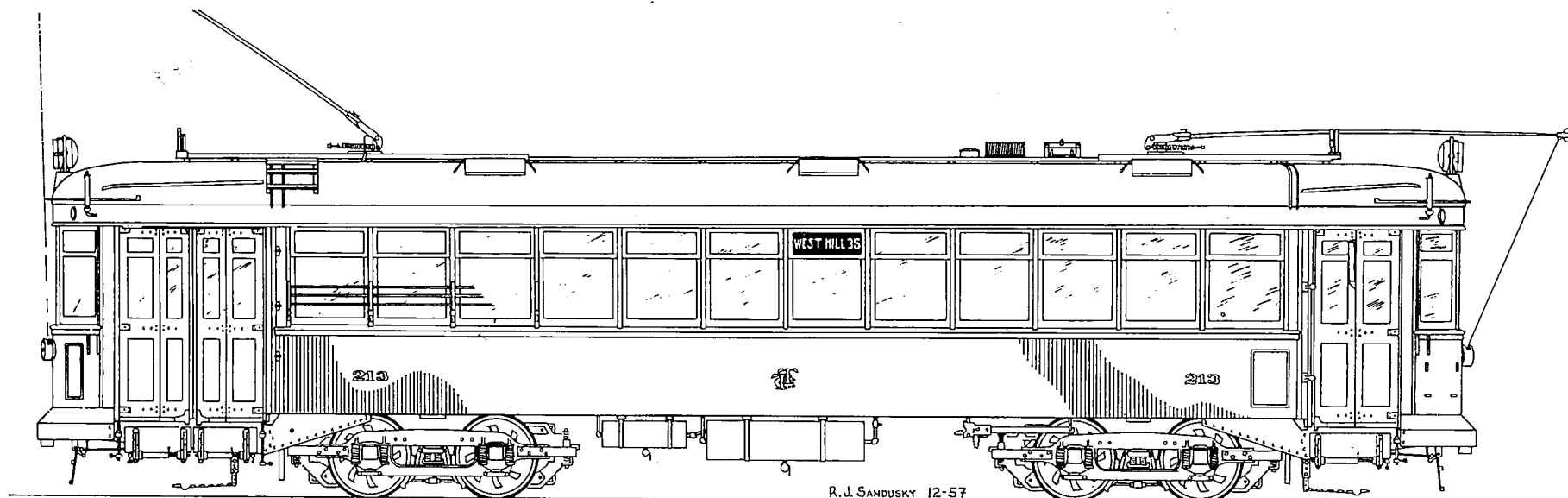
In August, 1928, the cars were rebuilt for the third, and last, time, this time from two-man radials to one-man suburban cars. Doors were installed on both sides of the cars, with a treadle exit being built into the rear doors. Provision was made, as in the case with cars 151 - 155, so that the operator could open the treadle door on his left for use as an entrance, enabling passengers to board and alight on the side away from the roadway. The different size vestibules were still retained through this final rebuilding.

At this time, 211 and 213, along with cars 154 and 155, provided all the service on the Scarboro line. This arrangement continued until the abandonment of the Port Credit line on February 9, 1935, at which time cars 151, 152 and 153 were transferred to the Scarboro route. From this time 151 to 155 provided all service here, and 211 and 213 were placed in reserve storage at Russell Carhouse for possible emergency use. However, after the total abandonment of the Scarboro route on June 25, 1936, and the releasing of 151-155 to emergency storage, 211 and 213 were deemed unnecessary, and were sold for scrap in July of 1936.

It is of interest to note at this time that the other two cars which came to Eastern Canada, Oshawa Railway's 80 and 81, served on the OR until that line's abandonment in 1940, at which time the bodies were transferred to the Niagara, St. Catharines and Toronto Railway. Rebuilt as NS&T 327 and 328, the cars ran until September of 1950, when they were cut up for scrap.



T.T.C. 211 photographed at the Russell carhouse on September 27, 1927.



SPECIFICATIONS (1927 - 1936)

Class - P-6
 Type - DT DE AR Wood Suburban
 Builder & Date - Preston Car & Coach Co., Preston, Ontario. May, 1913.
 Construction - Composite underframe, wood siding.
 Length Overall - 46' 6". Of body - 33' 4 1/2".
 Width Overall - 9' 4".
 Height Overall - 11' 6".
 Net Weight - 53,800 lbs.
 Seating Capacity - 48.
 Type of Seats - Rattan.
 Control - K-6 with slip ring.
 Motors - 4 G.E. 80, 40 h.p.
 Gear Ratio - 62 : 22 spur.
 Brake Valve - M-28.
 Compressor - West. DH-16.
 Hand Brakes - 1 Peacock Staffless on large platform.
 1 Preston Wheel type on small platform.
 Trucks - Curtis D-2.
 Wheelbase - 4' 2".
 Wheel Size - 33" cast iron.
 Truck Centres - 22' 4".
 Heating - 25 electric underseat.
 Fenders - H.B. Lifeguard.

Upper Canada Railway Society

BOX 122, TERMINAL "A"

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