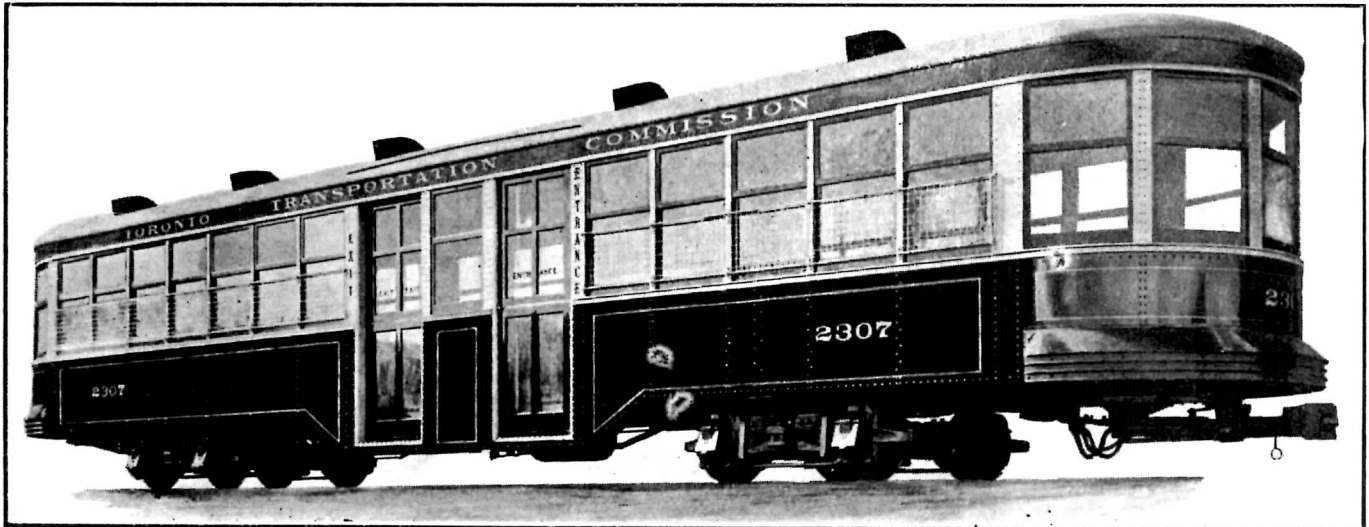




2301-2419

TWO-DOOR TRAILERS 2301-2419



HISTORY OF TRAILERS 2301-2419

Of the 250 cars ordered by the Toronto Transportation Commission in 1921 as the first phase of the rolling stock modernization program, sixty comprised the double truck steel trailers of series 2301-2419, group "D" (later group "N"). These cars were ordered within weeks of the completion by the Toronto Railway Company of the last of its class V3 single truck trailers, which had been converted from open motors, but the T.T.C. order showed that the new Commission was not content to operate trailers of such obsolete design, in spite of how recent their construction might have been.

The 2301 series was built by the Canadian Car & Foundry Company of Montreal, which delivered the first two units, 2301 and 2303, during August, 1921, before the T.T.C. had taken over operation from the Toronto Railway Company and two months before delivery began on the remainder of the series. Construction and delivery of the series was completed in November, 1921.

For several days from October 3, 1921 (the day following the inauguration of single unit Witt service on the BROADVIEW route), a Peter Witt train, believed to have been 2300-2301, was stationed on Richmond Street, west of Yonge Street. This display train served primarily as a "school" for passengers, demonstrating the then new front door loading system and other operational features of both units. This was probably the first occasion on which a Peter Witt trailer was "unveiled" to the Toronto public, as motor cars only are believed to have been exhibited at the 1921 Canadian National Exhibition.

The first units of series 2301-2419 entered service on October 17, 1921 on the BROADVIEW route, which at that time was the only route equipped with the new Peter Witt cars. The use of these trailers was ex-

tended on November 21, 1921, when the COLLEGE route was converted to Witt train operation, and a few units, previously run in on the other routes, went into service on the YONGE route on December 14, 1921, when Peter Witts (many running as single units at first) began service here.

The two-door trailers were built as matching units for motors 2300-2578. They were of steel construction with an interior body lining of wood; a steel centre sill ran the full length of each unit and the other underframe members were also of steel. Two centre doors were provided, the forward door serving as an entrance and the rearward door as an exit. The door locations were split by a single window behind the conductor's stand. Although these cars represented modern rolling stock practice at the time, the inadequacy of the door arrangement for units of such a high capacity was soon to become apparent, and to result in a short life for this first set of trailers.

This design of trailer had been in use in several U.S. cities, and the T.T.C. was counting on their experience, which reported a considerably lighter loading on the second unit of two-car trains; subsequent experience in Toronto did not bear this out, at least at periods of maximum travel. A single door served the loads offering to the trailers at heavy points, while the double doors of the Peter Witt motors swallowed up much more quickly the passengers gathered around the front end of each train. The result was, of course, that the motor car was loaded and ready to go while passengers were still single filing into the trailer. The later three-door trailers, a T.T.C. innovation designed by David W. Harvey, and represented by series 2701-3029, corrected this serious operating deficiency in 2301-2419.

The two-door trailer had the highest seating capacity of any unit on the system, providing 64 seats during summer months, when the Peter Smith heaters

were out of the cars. Seats were wood slat, with 30 places provided by the forward facing seats to the rear of the centre doors, while 34 passengers were accommodated on the longitudinal benches in the forward part of the car and around the two ends. The conductor's stand had a floor elevated 8 inches over the level of the main car floor. Door controls consisted of double levers similar to those used in the motor cars, placed to the right of the conductor, while the Cleveland fare box originally installed in this series was to his left. (The principle of Harvey trailer operation required the reversal of these positions in 2701-3029). 2301-2419 were equipped with Tomlinson couplers at the front end, the type adopted as standard by the Commission.

Use of these cars was restricted to the BROADVIEW, COLLEGE and YONGE routes until the general routing change of July 1, 1923. Danforth, Lansdowne and St. Clair (Eglinton after December of 1922) Divisions accommodated them during this early period, with an average of 25, 18 and 17 units assigned respectively. Following the wholesale rerouting and equipment reassignment that Dominion Day of 1923 brought to the T.T.C. system, trailer series 2301-2419 was concentrated at only two divisions, Dundas and Danforth. For the balance of their period of use on the system some 30-odd cars of the series saw duty on the DUNDAS route, being hauled for the next nine years by the Brill (Preston) 2580-2678 series motors based at Dundas Division. A few of the Dundas Division trailers were also used on CARLTON. After the closing of this division in October of 1931 the motor cars and some of the 2301 trailers were moved to Roncesvalles Division, while other trailers remained at Dundas, henceforth only a trailer yard for such runs on the DUNDAS route that were train-operated for only a portion of their schedule. These runs, of course, required an on-line location for picking up and dropping trailers. No trailers were operated on CARLTON from the west end following the closing of Dundas Division.

The 2301 trailers assigned to Danforth Division were used principally on KING and on the SHERBOURNE and CARLTON trippers.

As a result of a significant reduction in train operation during the early 1930's (the KING route was converted completely to one man single unit operation in 1933), half of the two-door trailers were retired from service and placed in storage in September of 1935. This also corresponded generally (but not exactly) with the inception of the LONG BRANCH route, using single units, which replaced a lengthy section of the train-operated LAKE SHORE route. These 30 trailers formed part of a group of 73 cars sold for scrap to the Antipitsky Metal Company in 1936, and they were dismantled in George Street Yard.

The receipt and placing in service of the first group of PCC cars in 1938 ended Witt train operation on the BLOOR and DUNDAS routes and permitted the retirement of 90 more trailers. Of these ninety, the first thirty disposed of were the remaining Group N cars, sold for scrap to Frankel Brothers of Toronto. Eleven of these thirty had been in storage since 1937. These cars were advertised for sale on October 12,

1938, the Frankel tender was accepted during November and scrapping commenced in December. Thus ended the abbreviated career of a series of cars that suffered right from the outset, despite modernity in other respects, from a basic design defect.

The only two cars of the series of which the bodies are known to have been sold for further use are 2409 and 2411. These bodies, in shifting locations, were used as sheds south of Kleinberg, Ontario, near Highway 27, until about 1947, when they disappeared.

DISPOSAL GROUPS

1st Group:	2nd Group:
Retired Sept. 1935	11 Retired to storage 1937
Scrap 1936 (Antipitsky)	all retired and scrapped (Frankel) Dec. 1938

2307	2357	2381	2301	2329	2385
2311	2363	2383	2303	2331	2387
2317	2365	2389	2305	2333	2391
2323	2367	2393	2309	2335	2395
2337	2369	2397	2313	2343	2409
2339	2371	2399	2315	2345	2411
2341	2373	2401	2319	2347	2413
2351	2375	2403	2321	2349	2415
2353	2377	2405	2325	2359	2417
2355	2379	2407	2327	2361	2419

SPECIFICATIONS

Class: N (originally D)

Builder & Date: Canadian Car & Foundry, 1921

Type: DT SE Arch Roof P.A.Y.P. steel centre entrance and exit Peter Witt trailer

Length Overall: 49'2"

Width Overall: 8'4"

Height Overall: 10'4-1/8"

Height from floor to rail: 2'4"

Weight empty: 28,600 lbs.

Seating: Wood slat (15 cross in rear section, longitudinal in forward section and both ends, total capacity (stove out) 64.

Brake Equipment: Westinghouse S.T.E.

Hand Brake: Peacock Drop Handle

Trucks: CC & F (Pattern TS 3266)

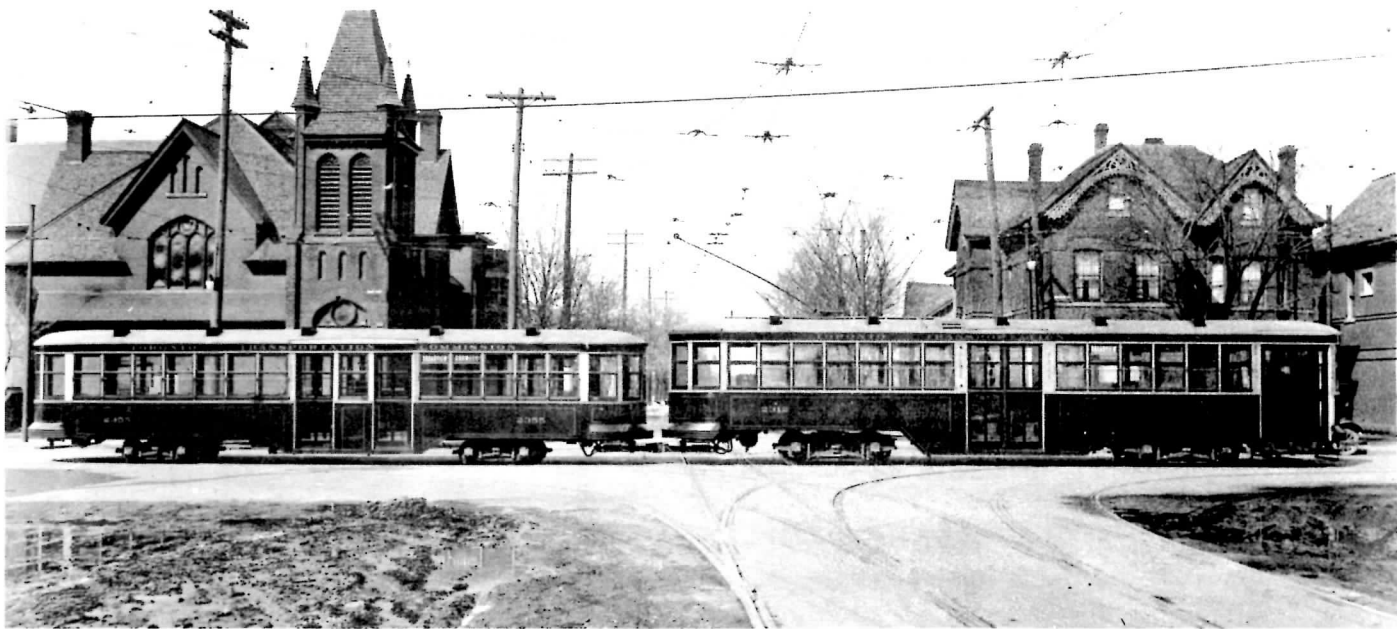
Truck Wheelbase: 4'2" Axles: 4-1/2"

Truck centres: 26'0"

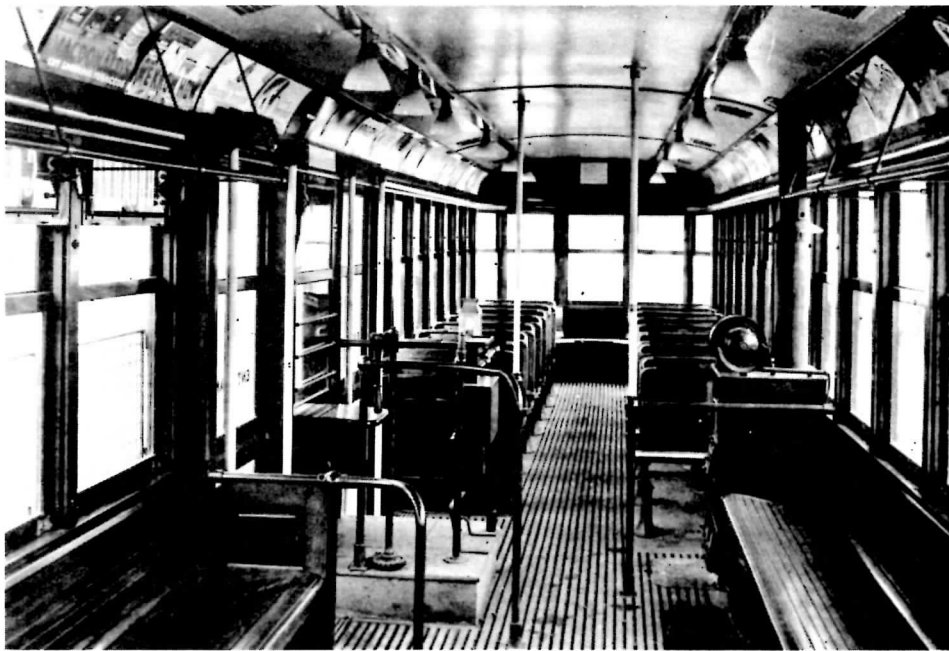
Wheels: 22" cast iron

Heating: Peter Smith coal stove, type 2-PO, forced air circulation

Couplers: Front - Tomlinson; Rear - Victor drawbar



Motor 2312, Trailer 2355, eastbound on Danforth at Main St. March 10, 1923



Interior of 2355,
Mar. 10, 1923



2409 (left) and 2411, near Kleinberg, Ontario. (See text)



UPPER CANADA RAILWAY SOCIETY

TORONTO TRANSPORTATION COMMISSION 2 DOOR TRAILERS

PLAN AND ELEVATION
Drawn by J. William Hood

