

THE TORONTO TRANSPORTATION COMMISSION

The Toronto Transportation was formed on September 1, 1921 when the Toronto Street Railway Co. and the Toronto Civic Railways were acquired by the City of Toronto. The Toronto Suburban Railways and the Toronto and York Radial Railway & Metropolitan Lines were also taken over by the T.T.C. between 1921 and 1927.

All time car roster of the Toronto Transportation Commission compiled by W.C. Bailey and J. Smith with the generous assistance of Mr. J. Ross and Mr. R. Forth of the T.T.C. Rolling Stock Dept.

CARS OF THE TORONTO RAILWAY COMPANY TAKEN OVER BY THE T.T.C. ON SEPT. 1, 1921.

| Car Numbers (even numbers) | Builder | Year Built | Notes |
|-----------------------------------|--|---------------|---|
| 64 | Jones Car Manufacturing Company, Schen. N.Y. | | <ul style="list-style-type: none"> • Single truck, open platform trailer. • Converted from Horse Car in 1891. • Preserved for historical collection at Hillcrest. |
| 70 | Jones Car Manufacturing Company, Schen. N.Y. | | <ul style="list-style-type: none"> • Single truck, open platform trailer. • Converted from Horse Car in 1891. • Scrapped 1921-1923. |
| 100, 104 to 148, 152 to 168 | T.R.C. | 1904 | <ul style="list-style-type: none"> • Single truck, convertible open platform trailers. • Scrapped 1921 to 1923. |
| 170 | T.R.C. | 1909 | <ul style="list-style-type: none"> • Originally built as trailer, used as test car & then fitted for passenger service. • Only double truck car with arch roof. • Converted to instruction car 1921. • Scrapped 1938. |
| 172 to 206 | T.R.C. | | <ul style="list-style-type: none"> • Single truck, closed trailers with semi-closed vestibules. • Converted from Horse Cars in 1893. • Rebuilt 1918 & 1919. • Scrapped 1921 to 1923. |

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| 208 to 266 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with semi-closed platforms. • Converted from Horse Cars in 1897 to 1899. • Rebuilt 1919 & 1920. • Scrapped 1921 to 1923. |
| 268 to 274 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with semi-closed platforms. • Converted from Horse Cars in 1895 to 1896. • Rebuilt 1920 & 1921. • Scrapped 1921 to 1923. |
| 276 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailer with open platforms. • Converted from Horse Car in 1892. • Scrapped 1921 to 1923. |
| 278 | T.R.C. | <ul style="list-style-type: none"> • Double truck, double end, closed motors. • Converted from Horse Car in 1892 • Rebuilt 1905 & 1906. • Scrapped 1921 to 1923. |
| 280, 282 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Cars in 1892. • Scrapped 1921 to 1923. |
| 284 to 304 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with semi-closed platforms. • Converted from Horse Cars in 1895 to 1896. • Rebuilt 1920 & 1921. • Scrapped 1921 to 1923. |
| 306 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Converted from Horse Car in 1892 & 1893. • Preserved for historical collection at Hillcrest. |
| 308 to 316, 320 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with semi-closed platforms. • Converted from Horse Cars in 1895 to 1896. • Rebuilt 1920 & 1921. • Scrapped 1921 to 1923. |
| 324 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. |

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| | | <ul style="list-style-type: none"> • Converted from Horse Car in 1892 & 1893. • Scrapped 1921 to 1923. |
| 330 | T.R.C. | <ul style="list-style-type: none"> • Double truck, double end, closed motors. • Converted from Horse Car in 1892 • Rebuilt 1905 & 1906. • Scrapped 1921 to 1923. |
| 332 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Cars in 1892. • Scrapped 1921 to 1923. |
| 334 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Converted from Horse Car in 1892 & 1893. • Scrapped 1921 to 1923. |
| 338, 342, 346 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Cars in 1892. • Scrapped 1921 to 1923. |
| 350 | T.R.C. | <ul style="list-style-type: none"> • Double truck, double end, closed motors. • Converted from Horse Cars in 1892 • Rebuilt 1905 & 1906. • Scrapped 1921 to 1923. |
| 352, 356 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Cars in 1892. • Scrapped 1921 to 1923. |
| 358 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Converted from Horse Car in 1892 & 1893. • Scrapped 1921 to 1923. |
| 366, 368, 370, 378, 390 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Cars in 1892. • Scrapped 1921 to 1923. |
| 394 | T.R.C. | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. |

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| | | | <ul style="list-style-type: none"> • Converted from Horse Car in 1893 • Scrapped 1921 to 1923. |
| 408 | T.R.C. | | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Car in 1892. • Scrapped 1921 to 1923. |
| 410 | T.R.C. | | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Converted from Horse Car in 1893 • Scrapped 1921 to 1923. |
| 422, 430 | T.R.C. | | <ul style="list-style-type: none"> • Single truck, closed trailers with open platforms. • Converted from Horse Cars in 1892. • Scrapped 1921 to 1923. |
| 438, 440 | T.R.C. | 1893 & 1894 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Converted from Horse Cars in 1893 • Scrapped 1921 to 1923. |
| 444 to 446 | T.R.C. | 1894 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Scrapped 1921 to 1923. |
| 450 | T.R.C. | 1893 & 1894 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Converted from Horse Car in 1893 • Scrapped 1921 to 1923. |
| 452 | T.R.C. | 1894 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Scrapped 1921 to 1923. |
| 458 | T.R.C. | 1893 & 1894 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Converted from Horse Car in 1893 • Scrapped 1921 to 1923. |
| 462 | T.R.C. | 1894 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platform. • Scrapped 1921 to 1923. |

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| 464 | T.R.C. | 1893 • Single truck, closed motors with semi-closed rear platform. 1894 • Converted from Horse Car in 1893 • Scrapped 1921 to 1923. |
| 466 | T.R.C. | 1894 • Single truck, closed motors with semi-closed rear platform. • Scrapped 1921 to 1923. |
| 470 | T.R.C. | 1894 • Double truck, closed motors with semi-closed rear platform. • First double truck car built in Canada. • Scrapped 1921 to 1923. |
| 474 | T.R.C. | 1893 • Single truck, closed motors with semi-closed rear platform. & 1894 • Converted from Horse Car in 1893 • Scrapped 1921 to 1923. |
| 482 to 486, 490 | T.R.C. | 1894 • Single truck, closed motors with semi-closed rear platform. • Scrapped 1921 to 1923. |
| 492 | T.R.C. | 1895 • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 494 to 502 | T.R.C. | 1895 • Double truck, closed motors with semi-closed rear platform. • Scrapped 1921 to 1923. |
| 504 | T.R.C. | 1895 • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 506 | T.R.C. | 1901 • Single truck, closed motors. • Scrapped 1921 to 1923. |
| 508 to 518 | T.R.C. | 1895 • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 520 to 526, 536 | T.R.C. | 1896 • Single truck, closed motors with semi-closed rear platforms. |

- Scrapped 1921 to 1923.

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| 540 to 546, 550, 552 | T.R.C. | 1897 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 554 to 562, 568, 570, 574, 578, 580 to 584, 588 to 602, 608, 610 | T.R.C. | 1898 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Body of 610 used at Hillcrest • Scrapped 1921 to 1923. |
| 614 to 620, 624 to 632, 636 to 640 | T.R.C. | 1899 & 1900 | <ul style="list-style-type: none"> • Double truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 642 | T.R.C. | 1909 | <ul style="list-style-type: none"> • Double truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 654 | T.R.C. | 1898 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 656 to 664, 670 to 678, 682, 684 | T.R.C. | 1899 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 686 | T.R.C. | 1901 | <ul style="list-style-type: none"> • Single truck, closed motors. • Scrapped 1921 to 1923. |
| 688 to 694 | T.R.C. | 1899 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 696 to 702, 706 to 712 | T.R.C. | 1900 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 714, 718, 720 | T.R.C. | 1901 | <ul style="list-style-type: none"> • Single truck, closed motors. • Scrapped 1921 to 1923. |
| 722 to 730 | T.R.C. | 1900 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |

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| 732 to 736, 740 to 770 | T.R.C. | 1900 | <ul style="list-style-type: none"> • Double truck, closed motors. • Scrapped 1921 to 1923. |
| 772, 774, 784 to 788 | T.R.C. | 1900 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 790 to 808, 812, to 816, 820, 824 to 828 832, 834, 838, 842, 846, 848, 852 to 856, 860 to 864, 872, 878, 880, 884 | T.R.C. | 1902 | <ul style="list-style-type: none"> • Single truck, closed motors with semi-closed rear platforms. • Scrapped 1921 to 1923. |
| 866 to 882 | T.R.C. | 1901 | <ul style="list-style-type: none"> • Single truck, closed motors. • Scrapped 1921 to 1923. |
| 892 | T.R.C. | 1900 | <ul style="list-style-type: none"> • Double truck, closed motors. • Scrapped 1921 to 1923. |
| 894 to 904, 908 | T.R.C. | 1903 | <ul style="list-style-type: none"> • Double truck, closed motors. • Scrapped 1921 to 1923. |
| 912 to 916, 920 to 942 | T.R.C. | 1903 | <ul style="list-style-type: none"> • Double truck, convertible motors with semi-closed rear platforms. • 912 rebuilt 1914. • 914, 916, 920 to 942 rebuilt 1915. • Scrapped 1921 to 1923. |
| 946, 950, 952, 958, 960, 962, 966, 970 | T.R.C. | 1904 | <ul style="list-style-type: none"> • Double truck, convertible motors with semi-closed rear platforms. • Rebuilt 1915. • Scrapped 1921 to 1923. |
| 972 to 1030 | T.R.C. | 1904 | <ul style="list-style-type: none"> • Single truck, convertible motors. • Scrapped 1921 to 1923. |
| 1034 to 1044, 1048, to 1056, 1060 | T.R.C. | 1905 | <ul style="list-style-type: none"> • Double truck, convertible motors with semi-closed rear platforms. • 1032, 1046, 1058, 1062, 1064 were destroyed by fire 1918. • Scrapped 1921 to 1923. |
| 1066 to 1080, | T.R.C. | 1906 | <ul style="list-style-type: none"> • Double truck, convertible motors with semi- |

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| 1086, 1090, 1094 to 1098, 1102 to 1106, 1110 to 1114, 1118, 1120, 1124, 1128, 1130, 1134, 1136 to 1142 | | | closed rear platforms. |
| | | | <ul style="list-style-type: none"> • 1082, 1084, 1088, 1092, 1100, 1108, 1116, 1122, 1126, 1132 destroyed by fire 1918. • Scrapped 1921 to 1923. |
| 1144, 1148 to 1152, 1156 to 1162, 1166, 1168 | T.R.C. | 1907 | <ul style="list-style-type: none"> • Double truck, convertible motors with semi-closed rear platforms. • 1146, 1154, 1164 destroyed by fire 1918. • Scrapped 1921 to 1923. |
| 1170 to 1194, 1202 to 1228 | T.R.C. | 1907 | <ul style="list-style-type: none"> • Double truck, convertible motors. • Rebuilt 1917. • 1196, 1198, 1200 destroyed by fire 1918. • 1172 to 1228 used as second cars for leading cars 1244 to 1294, all of which were rebuilt for 2-car train operation. Rebuilt as single units 1926. • 1172 to 1228 scrapped 1933. |
| 1230 to 1234, 1238, 1240 to 1310 | T.R.C. | 1908 | <ul style="list-style-type: none"> • Double truck, convertible motors. • Rebuilt 1917. • 1236 destroyed by fire 1918. • 1230 to 1242 used as second cars for leading cars 1296 to 1300, 1306, 1308 & 1328 all of which were rebuilt for 2-car train operation. Rebuilt as single units in 1926. • 1302, 1304 scrapped 1935. • 1230 to 1242 scrapped 1933. • 1244 to 1300, 1306, 1308 scrapped 1935. • 1310 scrapped 1940. • 1328 is still in service. |
| 1312 to 1356, 1360 to 1366 | T.R.C. | 1910 | <ul style="list-style-type: none"> • Double truck, convertible motors. • Rebuilt 1921. • 1318, 1332 scrapped 1940. • 1360 scrapped 123 after collision. • 1358 destroyed by fire 1918. |
| 1368, 1374, 1376 to 1418, 1422 to 1484, 1488 to 1504, 1510 to 1526, | T.R.C. | 1911 | <ul style="list-style-type: none"> • Double truck, convertible motors. • Rebuilt 1921. • 1384 scrapped 1940. • 1388 to 1562 rebuilt 1920. • 1424 damaged by fire and scrapped 1923. |

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| 1532 to 1548, 1552 to 1562 | | | <ul style="list-style-type: none"> • 1372, 1420, 1506, 1508, 1528, 1530, 1550 destroyed by fire 1918. • 1915, 1516, 1522, 1526, 1536, 1540, 1552 & 1560 scrapped 1940. |
| 1564 to 1594, 1598 to 1602, 1606 to 1610, 1614 to 1620, 1624, 1626 to 1646 1650 to 1662 | T.R.C. | 1912 | <ul style="list-style-type: none"> • Single truck, convertible motors. • 1566, 1568, 1578, 1596, 1604, 1612, 1622, 1648 destroyed by fire 1918. • 1580, 1592 rebuilt as line cars for the T.&Y.R.R. 1927 and scrapped 1938. |
| 1664 to 1710 | T.R.C. | 1913 | <ul style="list-style-type: none"> • Single truck, convertible motors. • 1676, 1688 rebuilt as line cars for the T.&Y.R.R. 1927 and scrapped 1938. • 1704, 1706, 1708, 1710 rebuilt as grinding and welding cars W22, W23, W24, W25. |
| 1712 | T.R.C. | 1913 | <ul style="list-style-type: none"> • Double truck, convertible motor with semi-closed rear platform. • Formerly built as single truck. • Rebuilt by T.T.C. 1921. • Scrapped ? |
| 1764 to 1782, 1786 to 1792, 1796 to 1800, 1804 to 1818, 1822 to 1826, 1830 to 1862 | T.R.C. | 1912 | <ul style="list-style-type: none"> • Double truck, convertible motor. • Rebuilt 1919. • 1784, 1794, 1802, 1828 destroyed by fire 1918. • 1884, 1800, 1808, 1812, 1818, 1846, 1862, 1866, 1890, 1892, 1894, 1896 scrapped 1940. • 1814, 1842, 1848, 1856 sold to Québec Railway Light and Power Company 1943. |
| 1864 to 1954, 1958 to 1986, 1990 to 2010 | T.R.C. | 1913 | <ul style="list-style-type: none"> • Double truck, convertible motor. • Rebuilt 1919. • 1866, 1890, 1892, 1894 & 1896 scrapped 1940. • 1884 scrapped after collision 1933. • 1882, 1886, 1898, 1900, 1908, 1910, 1914, 1916, 1918 & 1926 sold to Ottawa 1942. • 1870, 1872, 1876, 1878 sold to Fot William 1942. • 1956, 1988 destroyed by fire 1918. • 1928 to 1982 scrapped 1938. • 1984, 1986, 1900, 1992, 1994, 1996, 1998, 2000, 2002, 2004, 2006, 2008, 2010 still in service as two-man cars and pull steel trailer |

cars.

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| 2012, 2014 | T.R.C. | 1914 | <ul style="list-style-type: none"> • Double truck, convertible motor. • Rebuilt 1919. • 2012, 2014 still in service as two-man cars and pull steel trailer cars. |
| 2016 | T.R.C. | 1914 | <ul style="list-style-type: none"> • Double truck, convertible motor. • Rebuilt 1919. |
| 2018, 2020, 2024 to 2064 | T.R.C. | 1916 | <ul style="list-style-type: none"> • Double truck, convertible motor. • Rebuilt 1919. • 2062, 2064 rebuilt 1918. • 2022 destroyed by fire 1918. • 2018, 2042, 2050 scrapped 1940. |
| 2066 to 2112 | T.R.C. | 1917 | <ul style="list-style-type: none"> • Double truck, closed motor. • Rebuilt 1918 & 1919. • 2080 scrapped 1940. • 2088 destroyed by fire 1927. • 2076 scrapped after collision with truck 1940. • 2100 has leather cushions on seats, only wooden cars so equipped. |

NOTES ON T.R.C. CARS

- 1928 to 2112 are geared lower than 1310 to 1924
- Cars nos. 1310 to 1926 and 2016 to 2112 were formerly two-man cars and were rebuilt as one-man cars between 1924 and 1933.
- All cars on this list are of wooden construction.

CARS ACQUIRED FROM THE TORONTO & YORK RADIAL RAILWAYS IN 1927.

| Car Numbers | Builder | Year Built | Notes |
|--------------------|--------------------|-------------------|---|
| 409 to 412 | Ottawa Car Company | 1924 | <ul style="list-style-type: none"> • Double truck, closed motor. |
| 413 to 416 | Ottawa Car Company | 1925 | <ul style="list-style-type: none"> • Double end steel construction. • Originally equipped with Tomlinson couplers for M.U. operation, never used and removed by T.T.C. in 1927. • Used for a time on Bathurst St. as single ended cars. • All still in service. |

NOTES ON T.&Y.R.R. CARS

- A number of other cars were acquired from the line but have not data about them.

CARS OF THE TORONTO CIVIC RAILWAYS ACQUIRED BY THE T.T.C. IN 1921

| Car Numbers (even numbers) | Builder | Year Built | Notes |
|---------------------------------------|---------------------------------------|-------------------|--|
| 2120 to 2126 | McGuire Cummings Paris, Ontario | 1912 | <ul style="list-style-type: none">• Formerly nos. 120 to 123.• Double truck, semi-convertible motors.• Double end cars.• Originally two-man cars converted for one-man operation.• 2120 converted to snow scraper 1935.• 2122, 2124, 2126 scrapped 1935. |
| 2128 to 2166 | Niles Car Company | 1913 | <ul style="list-style-type: none">• Formerly nos. 100 to 119.• Double truck, semi-convertible motors.• Double end cars.• Originally two-man cars.• 2128, 2130, 2132, 2134, 2136, 2138, 2140, 2142, 2144, 2158, 2150, 2152, 2154, 2156, 2158 converted for one-man operation.• 2160, 2162, 2164, 2166 not converted, scrapped 1935.• 2146 damaged by fire 1921 and rebuilt as RS3 1923. |
| 2168 to 2192 | Preson Car & Coach Company | 1917 | <ul style="list-style-type: none">• Formerly nos. 200 to 212.• Single maximum trucks, semi-convertible motors• Originally two-man cars converted for one-man operation.• Rebuilt by T.T.C. as double truck closed motors 1927.• Steel construction. |
| 2200 to 2212 | Preson Car & Coach Company | 1915 | <ul style="list-style-type: none">• Formerly nos. 50 to 56.• Single maximum trucks, semi-convertible motors• Double end motors.• Converted to snow scraper cars 1935. |
| 2214 | Preson Car & | 1917 | <ul style="list-style-type: none">• Formerly nos. 57. |

Coach Company

- Single maximum trucks, semi-convertible motors
- Double end motors.
- Converted to snow scraper car 1935.

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| 2216 to 2264 | J.G. Brill Company | 1920 | <ul style="list-style-type: none">• Formerly nos. 60 to 85.• Single truck, double closed end motors• All sold 1922-1940. |
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CARS PLACED IN SERVICE BY THE T.T.C. AFTER SEPT. 1, 1921

| Car Numbers | Builder | Year Built | Notes |
|--------------------------------|--------------------------------|-------------------|---|
| 2300 to 2478 (even numbers) | Canadian Car & Foundry Company | 1921 | <ul style="list-style-type: none">• Double truck, closed motors, steel construction.• Originally two-man cars converted for one-man operation 1936.• 2466 experimentally equipped with radio transmitters Nov., 1924. |
| 2301 to 2419 (odd numbers) | Canadian Car & Foundry Company | 1921 | <ul style="list-style-type: none">• Double truck, closed motors, steel construction.• 2301 to 2335, 2343 to 2349, 2359, 2361, 2391, 2409 to 2419 scrapped 1938.• 2337 to 2341, 2351 to 2357, 2363 to 2389, 2393 to 2407 scrapped 1936. |
| 2480 to 2498 (even numbers) | Canadian Car & Foundry Company | 1921 | <ul style="list-style-type: none">• Double truck, closed motors, steel construction.• Two-man cars. |
| 2500 to 2578 (even numbers) | Canadian Car & Foundry Company | 1922 | <ul style="list-style-type: none">• Double truck, closed motors, steel construction.• Two-man cars.• 2500 to 2518 equipped with whistles & flag brackets for excursions on Metropolitan Line 1927-1929.• 2500 to 2522 equipped with Fischer blow trolleys in 1928. |
| 2700 to 2754 (even numbers) | Canadian Car & Foundry Company | 1922 | <ul style="list-style-type: none">• Double truck, closed motors, steel construction.• Originally two-man cars converted for one-man operation 1932 to 1935. |

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| 2756 to 2798 (even numbers) | Canadian Car & Foundry Company | 1923 | <ul style="list-style-type: none"> • Double truck, closed motors, steel construction. • Originally two-man cars converted for one-man operation 1932 to 1935. • 2772 with herringbone gears, rubber inserts in wheel 1942. |
| 2800 to 2898 (even numbers) | Canadian Car & Foundry Company | 1923 | <ul style="list-style-type: none"> • Double truck, closed motors, steel construction. • Originally two-man cars converted for one-man operation 1932 to 1935. • 2894 damaged by fire 1943, completely rebuilt. |
| 2701 to 2899 (odd numbers) | Canadian Car & Foundry Company | 1923 | <ul style="list-style-type: none"> • Double truck, closed motors, steel construction. • 2701 to 2759 scrapped 1939. • 2765, 2769, 2773, 2779, 2781, 2791, 2793, 2797, 2805, 2817, 2819, 2827, 2859, 2865, 2887, 2889, 2899 scrapped 1940. |
| 2800 to 3018 (even numbers) | Canadian Car & Foundry Company | 1923 | <ul style="list-style-type: none"> • Double truck, closed motors, steel construction. • Originally two-man cars. • 2956 damaged by fire and scrapped 1935. |
| 2901 to 3029 (odd numbers) | Canadian Car & Foundry Company | 1923 | <ul style="list-style-type: none"> • Double truck, closed motors, steel construction. • 2913, 2919, 2927, 2929, 2947, 2949, 2961, 2973, 2977, 2981, 1983, 3003, 3021 scrapped 1940. • 3028 had SKF roller bearings in trucks 1927 to 1941. |
| 4000 to 4139 | Canadian Car & Foundry Company | 1938 | <ul style="list-style-type: none"> • Streamlined, double truck, P.C.C. cars, steel construction. • One-man cars. |
| 4150 to 4199 | Canadian Car & Foundry Company Canadian Car & Foundry Company | 1940 | <ul style="list-style-type: none"> • Streamlined, double truck, P.C.C. cars, steel construction. • One-man cars. |
| 4200 to 4259 | Canadian Car & Foundry | 1942 | <ul style="list-style-type: none"> • Streamlined, double truck, P.C.C. cars, steel construction. |

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| | Company Canadian Car & Foundry Company | | <ul style="list-style-type: none"> One-man cars. |
| 4260 to 4274 | Canadian Car & Foundry Company | 1944 | <ul style="list-style-type: none"> Streamlined, double truck, P.C.C. cars, steel construction. One-man cars. |
| | Canadian Car & Foundry Company | | |

COMPANY SERVICE CARS

| Car Numbers | Type | Builder | Year Built | Notes |
|----------------|--------------|---------|------------|---|
| C1 | Crane | T.R.C. | 1913 | |
| C2 | Crane | T.R.C. | 1921 | |
| RS3 | Supply | T.T.C. | 1928 | <ul style="list-style-type: none"> Built from the remains of car no. 2146 which was badly damaged by fire 1921. |
| 28 | Money | T.R.C. | 1911 | <ul style="list-style-type: none"> Rebuilt 1925 by T.T.C. Remounted on trucks of car 1688 in 1937. Removed from service 1938 and stored. |
| S1, S2 | Snow sweeper | T.R.C. | 1892 | |
| S3, S4 | Snow sweeper | T.R.C. | 1893 | |
| S5 | Snow sweeper | T.R.C. | 1894 | |
| S6, S7, S8, S9 | Snow sweeper | T.R.C. | 1895 | |
| S10, S11 | Snow sweeper | T.R.C. | 1899 | <ul style="list-style-type: none"> S11 is double end car. |
| S12 | Snow sweeper | T.R.C. | 1901 | |
| S13, S14, S17 | Snow sweeper | T.R.C. | 1918 | |

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| S15 | Snow sweeper | T.R.C. | 1919 | • Double end car. |
| S16 | Snow sweeper | T.R.C. | 1909 | |
| S18, S19, S20 | Snow sweeper | McGuire Cummings | | • Former T.C.R. cars (double end cars) |
| S21, S22, S23, S24, S25 | Snow sweeper | T.T.C | 1921 | |
| S26, S27, S28 | Snow sweeper | T.T.C | 1924 | |
| TP2 | Snow plough | T.R.C. | 1918 | <ul style="list-style-type: none"> • Originally built as an air compressor car, rebuilt 1928 for Metropolitan as Express Car. • Rebuilt as snow plough in 1936. |
| TP7 | Snow plough | T.R.C. | 1907 | |
| RP190 | Rotary snow plough | J. Coughlan Company | 1918 | <ul style="list-style-type: none"> • Formerly Toronto & York Radial Railway no. 90. • Scrapped 1943. |
| W1, W3, W5, W9 | Flat | T.T.C. | 1922 | • Snow plough attached to front. |
| W2 | Flat | T.R.C. | 1904 | • Scrapped 1938. |
| W4 | Flat | T.R.C. | 1906 | |
| W6 | Flat | T.T.C. | 1921 | • Snow plough attached. |
| W7, W8 | Flat | T.R.C. | 1909 | |
| | 4-wheel flat trailer | T.T.C. | 1923 | • Scrapped 1938. |
| W11, W12, W13 | Differential dump | Differential Steel Car Company | 1921 | • W11 scrapped 1939. |
| W14, W15, W16, W17, W18, W19, W20, W21 | Differential dump | Differential Steel Car Company | 1922 | <ul style="list-style-type: none"> • W19 to W21 scrapped 1939. • W15 converted to switcher car no. Y18 |

in 1940.

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| W22, W24, W25 | Grinding | | | <ul style="list-style-type: none">Rebuilt from T.R.C. cars nos. 1708, 1706 & 1704.W25 double end car. |
| W23 | Welding | | | <ul style="list-style-type: none">Rebuilt from T.R.C. car no. 1710. |
| W850, W851 | Differential dump trailers | Differential Steel Car Company | 1922 | <ul style="list-style-type: none">Acquired from T.&Y.R.R.Both equipped with radial drawbars.W850 had Tomlinson coupler in 1927.W851 scrapped 1939. |
| 2120 | Snow scraper | T.T.C. | 1935 | <ul style="list-style-type: none">Converted from former T.R.C. car no. 2120.Double truck car, equipped with side plough, etc. 1943. |
| 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214 | Snow scraper | T.T.C. | 1935 | <ul style="list-style-type: none">Converted from former T.R.C. cars nos. 2200-2214.Single truck cars. |
| Y1, Y2, Y3, Y4, Y5, Y6, Y7 | Switcher | T.T.C. | 1922 | <ul style="list-style-type: none">Originally equipped with trolley poles, replaced with Bow Trolleys 1926.Y1 scrapped 1939.Y5 scrapped 1942. |
| Y8, Y9, Y10, Y11, Y12 | Switcher | T.T.C. | 1923 | <ul style="list-style-type: none">Y8, Y9, Y11 scrapped 1939. |
| Y13 | Switcher | T.R.C. | 1908 | <ul style="list-style-type: none">Scrapped 1933. |
| Y14 | Switcher | T.R.C. | 1910 | <ul style="list-style-type: none">Scrapped 1938. |

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| Y15 | Switcher | T.R.C. | 1917 | <ul style="list-style-type: none"> Scrapped 1928. |
| Y16 | Switcher | T.T.C. | 1928 | <ul style="list-style-type: none"> Standard gauge car. Trucks and controls from Y15. Scrapped 1940. |
| Y17 | Switcher | T.T.C. | 1929 | <ul style="list-style-type: none"> Scrapped 1938. |
| Y18 | Switcher | T.T.C. | 1940 | <ul style="list-style-type: none"> Formerly W15 Differential Dump Car. Standard gauge trucks (4'8 1/2"). Only standard gauge car on TTC. All other equipment has gauge of 4'10 7/8". |
| 170 | Instruction | | | <ul style="list-style-type: none"> Originally T.R.C. car no. 170 built as trailer. Rebuilt 1921 as instruction car. Scrapped 1938. |