

Corrections and Updates to November 2020

TIRES AND WIRES, The story of electric trolley coaches serving sixteen Canadian cities

ACKNOWLEDGEMENTS

p.4 right column ...Carl **Lantz**

OTTAWA

p.52 upper photo caption: Date should be **1958** not 1968.

p.55 upper photo caption should read: Running northbound on Bronson just past the corner of **Fifth Avenue, coach 2010 heads towards downtown** on June...

TORONTO

p.65 map is missing the street name at the right -- **Mount Pleasant Rd.**

WINNIPEG

p.116 map. Route listings top left: 83 ACADEMY should be **83 STAFFORD**.

REGINA

p.127 right column, paragraph 4, line 10-11:

...north to McCallum Avenue... should read ...**north to Hill Avenue...**

VANCOUVER

p.196 upper photo caption should read:

A B.C. Hydro overhead truck, still in the B.C. Electric red paint scheme, works at Broadway and Oak in 1969 as a coach pulls away from its stop. Just behind the pole you can see another B.C. Hydro worker guiding the coach past the line truck.

p.234 below photo caption should read:

...while climbing **the Arbutus Street hill at West 35th Avenue**, May 12th 1997.

----- The above have been corrected in the second printing -----

ACKNOWLEDGEMENTS

NFI Group Inc, p.6 second sentence of the second paragraph clarified as follows:

Through a 1971 agreement with AM General Corporation, to assemble bus shells in AMG's Mishawaka, IN plant, Flyer was able to supply trolley coaches into American markets such as Dayton, San Francisco and Boston, while also providing coaches from its Winnipeg plant to Edmonton and Vancouver.

p.6 second and third paragraphs, while the term "SFMTA" is current for the San Francisco transit system, at the time of the Flyer sales the term used was "Muni".

INTRODUCTION

p.7 table **A snapshot of trolleybus service in Canada** has the starting dates of Fort William and Port Arthur reversed. Also the Current Status for Thunder Bay should be **Ended - September 16, 1972**.

BUILDERS

p.18 St. Louis Car second sentence should read:

It commenced trolley coach building in 1921 and continued until **1951**.

HALIFAX

p.26 map. Overhead shown for Route 8 and a New Route 10, introduced on August 11th 1963 as diesel bus routes, is deleted from the map. The new Route 10 was not the same as the old trolley coach Route 10. That service was incorporated into trolley coach Route 12.

Please see the **revised map for Halifax**.

p.28 left column, second last paragraph should read:

With rising ridership, NSL&P placed an order in 1950 for an additional **four** coaches and two more in 1952.

MONTREAL

p.45 second last sentence of last paragraph should read: One hundred units were originally to go to the Belgian Congo, but when this deal failed, they were eventually sold to Mexico City where they continued to serve for many years in company with nine ACF Brill T-46s from Winnipeg.

TORONTO

p.76 left column, last complete paragraph should read: MOUNT PLEASANT -- version two -- ran quietly until **January 1992** when the Eglinton Garage closed....

p.76 right column, second last paragraph should read: After testing two coaches in late 1989 and early 1990, an additional **38** buses were shipped and started operating **in 1990 and 1991** on a three-year lease.

HAMILTON

p.88 top photo caption is revised:

On a cold December 28th 1950, Brill 701 swings through the loop on route 3-CANNON at Strathearne and Roxborough with one lonely passenger. When the wiring was extended to Reid/Dunsmure on October 31st 1960, an S turn was required for buses travelling westbound (coming from Reid and Dunsmure) that did not short turn. Buses going west on Roxborough would have to go through the, now short-turn, loop (right hand turn) and then proceed north (right) on Strathearne. In the 1970s wire was added to make the turn from west to north without going into the loop (remaining on both streets) (Ohio Brass Collection, The Strahorn Library, Illinois Railway Museum. Location information - Kevin Nicol)

p.88 bottom photo caption is revised:

HSR 702 signed CANNON-STRATHEARNE is eastbound on Cannon Street, just west of Birch Avenue. The houses in the background are still there today. The track in the foreground is part of the abandoned Birch Street private streetcar right of way (operations ended in 1951). The timeline would be sometime during the early 1950s, just after trolley buses were introduced, as indicated by the cars in the photo. (Anthony F. Krisak, collection of Richard A. Krisak. Location information - Kevin Nicol)

REGINA

p.127 right column top should read: ...the first coach, No.**100**, were destroyed,...

p.131 photo caption is revised: **Opposite Bottom:** Making its turn off 11th Avenue onto Albert Street South, coach 146 is signed 13TH AVE. WEST on Route 3. This coach was one of 24 received during 1949 to replace coaches lost in the fire in January of that year.

p.132 photo caption should read: **Below:** July **1965** and RTS 147...

EDMONTON

pp.142 and 143 Map omitted overhead for Route 7 on 107 Avenue, between 124 Street and 156 Street, which was installed in 1983, and the Mitchell Garage which opened on April 7th, 1981 on the north side of 118 Avenue east of 156 Street.

Please see the **revised map for Edmonton**.

EDMONTON (continued)

p.159 left column, second paragraph states Route 7 was constructed November 1975. However an Edmonton Transit Service notice for insertion in the Edmonton Journal from March 28-31, 1983 says: "Effective April 24, 1983 new trolley routes will serve... 7 Jasper Place 107th Avenue – Downtown – Rossdale".

p.165 photo caption should read: Coach 174 sits at the **WESTMOUNT** terminal

p.167 photo caption should read: ...November 6th, **1987** finds retired...

VANCOUVER

p.196 right column, line 4 should read: **March 8th 1957**.

p.203 left column, second paragraph add: The actual last day of regular service of the Brills was March 15th 1984 with coach 2257 operating on route 9-BROADWAY.

ROSTERS

p.243 Toronto roster indicates that the build date for the BBCs as 1980, should be **1981/2** as per the Edmonton roster on page 247.

p.248 Note 8 to the Edmonton roster indicates sale date to Mexico as 1986, should be **1987**.

BOOMERS

p.254 photo caption is revised:

Ex-Edmonton BBC/GM coach No.110, now retired into Dayton's historical fleet, poses June 6th 2018 on a fan trip. Unit 110 and sister No.109 were used in daily revenue service by the Miami Valley Regional Transit Authority (Dayton) starting in 1996. No.109 was last operated late 1999, and No.110 operated into July 2002 until the new ETI/Skoda coaches had some structural issues resolved. They retained their Edmonton fleet numbers. (Rob Hutchinson. Date details -- Tom Morrow/Russell Schultz/Trolleybus Magazine)

p.254 last sentence of last paragraph changed to: No.110 went into revenue service January 5th 1996, and No.109 followed on April 8th.