

## Issue 110 Transit History Colour Section...



*Montreal Transportation Commission T44 number 4057 had just been outshopped from an overhaul and repaint when Peter caught it with his lens., however the system was only four years from abandonment. The trolley coaches stopped running in mid-1966, a few months before the first Metro line opened. Of the 105 CC&F Brill coaches 100, including 4057, went south to Mexico City in 1967. Photo date: June 30, 1962.*

*Photo: Peter Cox Collection via CTHF*



*The Hamilton Street Railway introduced their new colour scheme in late 1972 when the Flyer Industries trolley coaches started to replace the T48 and T48A Brill coaches. Coach 745 from 1951 was still in service a few years later and received a variation of the new livery. Photo date: Nov 03, 1978.*

*Photo: Peter Cox Collection via CTHF*



*Thanks to the Transit Museum Society (TRAMS) and Canada's last operating trolley bus system it is still possible to ride on a fully operational CC&F-Brill trolley coach today. B.C. Electric's last T48A purchased new, number 2416, is restored to running condition and makes occasional tours of the Vancouver trolley system. The 1954 coach and its companion T44, number 2040, attract a lot of attention (and the occasional confused revenue passenger) whenever they venture back onto Vancouver's streets. Operator extraordinaire Angus McIntyre piloted 2416 on this day in August of 2018. Photo: Andrew Gold*



*The final order of new T48A trolleys for the TTC consisted of 40 buses of a slightly different configuration. Using the flexibility of the Brill design these 40-foot buses were built with double-width front and rear doors, resulting in a slightly different side window arrangement on the right side (and probably 2 less seats). The 9085-9124 group would have been quick to unload at busy bus stops! Photo date: May 30, 1966. Photo: Peter Cox Collection via CTHF*



The Brill trolley model T46 was not produced by CC&F. It was essentially a T44 with an extended front platform that permitted a double-width front door and added two seats to the total capacity. This bus is an ACF T46 and is one of 10 acquired by the Greater Winnipeg Transit Commission in 1956 to expand their fleet. It was built for Flint, Michigan in 1951 and sold when that system abandoned trolley buses. The other nine buses in this group went on to be sold to Mexico City in 1969 as Winnipeg started to wind down their trolley system before ending electric operations in 1970, however this one was off the roster by then and didn't make the trip south. The nine that did go to Mexico City (only seven went into service there) operated in all three countries in North America, the only trolley coaches known to do so. Note the protruding shroud around the front destination sign, a spotting feature of ACF Brills that was not present on the CC&F products.

Photo: Peter Cox Collection via CTHF



Winnipeg purchased a total of 104 new CC&F trolley coaches between 1947 and 1950. Number 1756 (Winnipeg used only even numbers on electric vehicles) was part of the final order for 30 T48A models in 1950. Though similar to the ACF-Brill T46 above the T48A is a bit longer with an additional small window behind the exit door. The ad on the side of the bus offers a monthly bus pass for \$10! The bus in the background is a Mitsubishi Fuso model MAR 750L delivered earlier that year. See the back cover of Issue 102 for a front view. Photo date: May 16, 1966.

Photo: Peter Cox Collection via CTHF



*Top: SW&A streetcar #351 restored to like-new condition. The body was stripped down to the frame for a complete rebuilding which included the construction of a new floor and underside frame. The carbody was then reassembled with new parts where the original pieces were missing or beyond repair. Preparations are now underway to create a permanent indoor public space for this car.*

*Photo: RM Restorations*

*Centre: The interior view of the car showing the utilitarian arrangement of the day. Primarily used in suburban service, this car was one of the few in the fleet which had separate smoking compartment.*

*Photo: Chris Prentice*

*Bottom: This is the view from the rear smoking compartment showing the doors providing separation from the main passenger cabin.*

*Photo: RM Restorations*

