

Happenings

By Tom Twigge-Molecey



TTC 416

Work on 416 continues at a steady pace. The dismantled trucks have been sandblasted and painted. New pedestal liners are being fabricated to replace the worn out ones from the car. The liners themselves are being manufactured free of charge by a steel company in Guelph. The tapered sockets for the plow bolts are being machined in-house. Once the pedestal liners are installed, the trucks can be reassembled. Work also continues prepping the roof for fiberglass and the reconstruction of the seats is ongoing.

TTC TP-11

The plow continues to progress. The front plow blade has been painted and is ready for reinstallation. The missing carriage bolts from the deck were all installed and the deck is now complete. The motor leads were all rung out and the back truck has now been hooked-up. The rotten steel on the closed side of the cab has been cut out and replacement panels are on-hand. The area around the front windows and door posts was needle gunned and primed. In the coming months the controller will be reinstalled and wired up and the required control circuits to make the car operational will be completed. It is planned to have the car operable by mid-December to assist with snow fighting activities this coming winter.



TTC S-37

The clear winner in the progress department is the sweeper. During the past few months, the exterior of the carbody was substantially completed. The trolley boards were removed and the roof repaired. Then the new fiberglass roof was installed and painted. New drip trim along both sides of the car was fabricated and installed. New trolley boards and saddleblocks were installed and painted and the trolley poles and bases were reinstalled. The new siding installation was completed, along with the trim around the east end of the car. A new broom skirt was fabricated and installed on the east end. The hood lights were rewired and reinstalled and the "Eyebrow" above the hood lights was also reinstalled. The headlight, taillight and trolley catcher were also reinstalled. The entire east half of the car was sanded, primed, sanded, painted, sanded and painted again - it just gleams! Work has also continued on the interior, with airbrake servicing and paint stripping and sanding. The north sliding door was repaired and the south sliding door was stripped, sanded and painted. A few weeks of detail work remain and the exterior restoration of the sweeper will be complete after 13 years of work. Congratulations to Ian Smith for an outstanding achievement in seeing this phase of the project right through from start to finish.



Happenings

L&PS 8

Half of the car's new mahogany upper sash has now been fabricated and the first two windows installed. The results so far are impressive. Unfortunately, the installation work entails major repairs to the window posts and tracks for the lower sash, so progress on installation has been slow. It is hoped to have half of the car completed by the end of the year. Concurrent with the sash work, the air system has seen constant attention over the past few months. Repeat problems with feed valves caused our master mechanic varying degrees of headache until it was discovered that the relay valve on the triple valve had a slow leak, which led to the brakes not wanting to release. The relay valve was removed, rebuilt and reinstalled and the car has been running problem free ever since.



TTC 4600

With all the work on 4611 and W-30 this summer, 4600's bodywork went on the back burner. Recognizing the need for the car for Halloween, the decision was made to put it back in service on a limited basis. To that end, the interior was reassembled. The car card frames and window trim were reinstalled on the closed side, as well as all the seat cushions (all were removed to facilitate the roof repairs). The interior was half repainted. Thanks to Jim Sorensen, John Johnson and Caroline Rose for putting the interior back together. The car was serviced and inspected and is back in limited service.

