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FRONT COVER:

MONTREAL AND SOUTHERN COUNTIES
Railway car 9, built in 1911,
just turning off the famed
Victoria Bridge en route for the
McGill Street terminal of the
M. & S.C. The date MDCCCXCVII
(1897) visible over the first
span is the date of the rebuild-
ing of the bridge which first
made the M. & S.C. feasible.
C.R.H.A. Archives, Toohey
Collection.

OPPOSITE:

RUSH HOUR AT MCGILL STREET in
February 1948, as five suburban
cars, all different, leave the
terminal. Car 104, built in 1912,
is now preserved at the Canadian
Railway Museum.
C.R.H.A. Archives, Toohey
Collection.

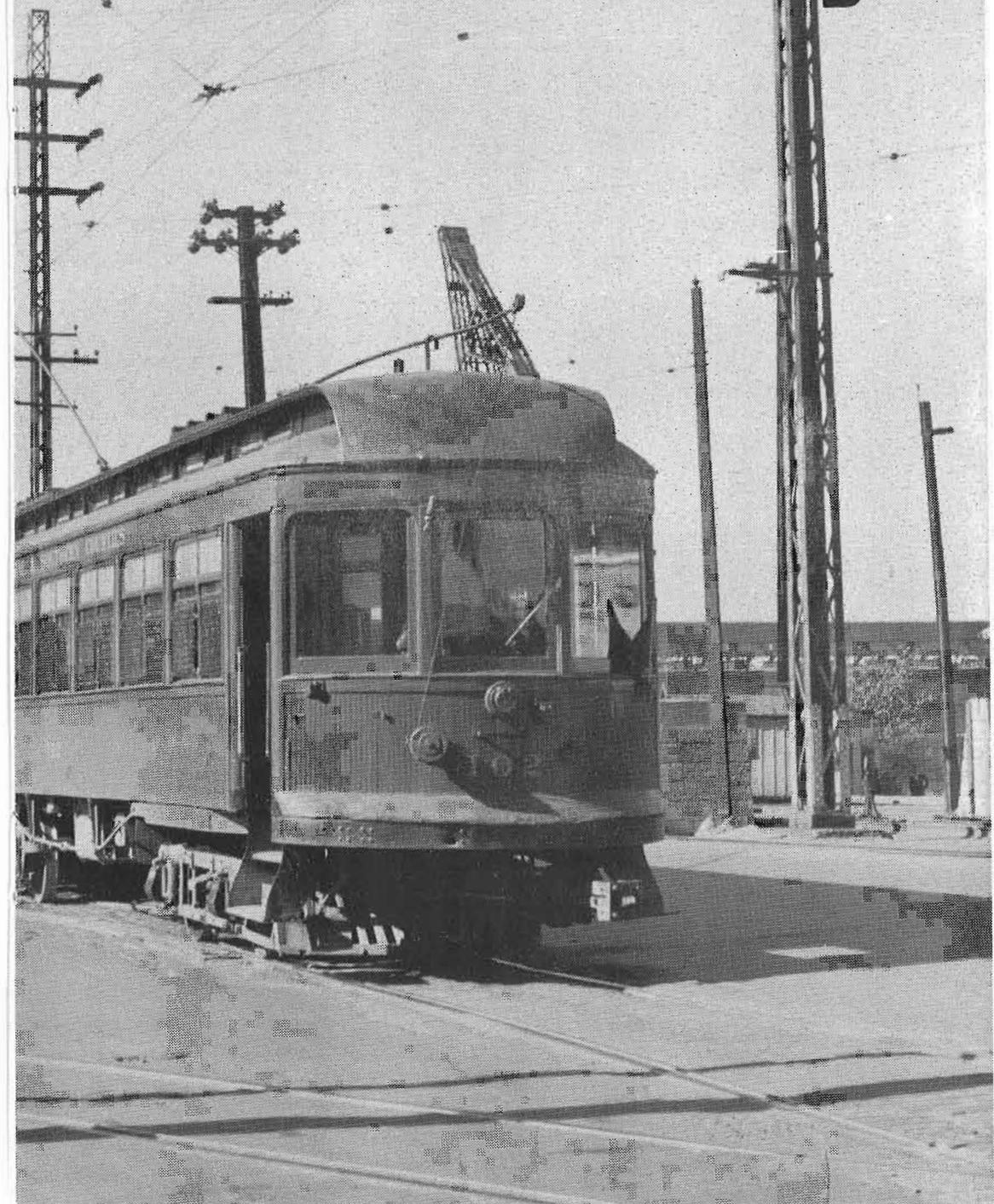
The Montreal and South



A THREE-CAR SUBURBAN TRAIN headed by car 102 turns from McGill street on to Common street on June 5 1950. Note the port facilities in the background, also the revetment wall built to protect the area from flooding, following the disastrous inundations of the 1880's.

C.R.H.A. Archives, Toohey collection.

ern Counties Railway



The Montreal and Southern Counties Railway

Twenty-five years ago the last run took place of the cars of the Montreal and Southern Counties Ry. In its last years this electric interurban line seemed to be almost an anachronism with its 1910-era wooden electric cars and its friendly, almost informal, style of operation. But the M. & S.C. was no "Toonerville Trolley". For almost half a century it provided fast, frequent and efficient service between Montreal and towns and communities south of the St. Lawrence river.

A trip on the M. & S.C. could be either on the suburban or the interurban cars. Both departed from Montreal's Mc.Gill Street station, travelled through the streets of waterfront Montreal, and then made an impressive crossing of Victoria Bridge on what is now the downstream (northbound) roadway. At St. Lambert the suburban routes divided, one going to Montreal South and the other to Mac-kayville and Greenfield Park. This operation was much like a street car line with its double-ended cars usually running singly.

But the most impressive aspect of the M. & S.C. was the run to Granby on the interurban car. Climbing aboard a big 600-class car at Mc. Gill street, the traveller would soon be crossing the river, but this time with a three or four car train usually with a freight motor at the head end. Once clear of street traffic the train would pick up speed on its own right-of-way, and with the air horn blowing to warn traffic at crossings, would traverse the picturesque apple-growing countryside of southern Quebec. Soon the Richelieu river would be crossed, later the Yamaska, and finally the train would pull into Granby. En route, numerous stops would be made, not only for passengers, but also for freight, including milk and farm produce along the way.

Service began on November 1 1909 when the first car ran from Mc.Gill Street to St. Lambert. In the next few years the line was extended until it reached Granby in 1916. Apart from a few small changes, service continued until the electric cars were cut back from Granby to Marieville in 1951. Four years later, June 19 1955 the last M. & S.C. train crossed Victoria Bridge, but even then the service beyond St. Lambert continued, and until 1955 it could be said that the system had at least one car of each class on its roster. The end was near, however, and early in the morning of October 14 1956 the last run was made.

October 14 1956. A lot of water has flowed under Victoria Bridge since then, and a whole new generation of Montrealers has grown up. As another in our series of special issues of Canadian Rail devoted to interesting railways of the past we again present a nostalgic flashback, this time to the days of the M. & S.C. when electric cars left every 20 minutes for the South Shore, and several times a day for Granby.

Extra 611 East now leaving for St. Lambert, Chambly, Richelieu, Marieville, Rougemont, St.Cesaire, Abbotsford, and Granby.

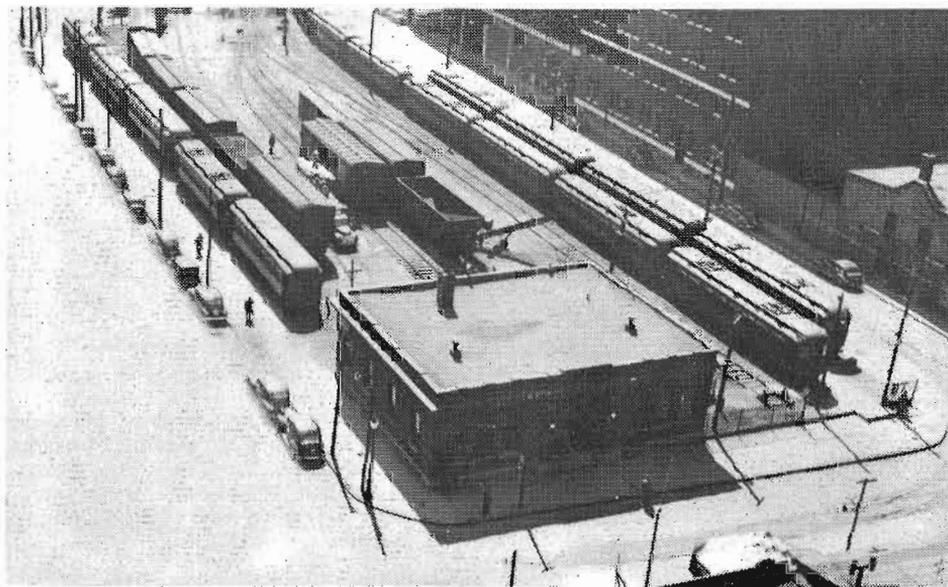
ALL ABOARD! EN VOITURE!

MCGILL STREET 1909 - 1955

M. Peter Murphy

The Electric interurban in Canada never gained the prominence it did in the United States this obviously because of our relatively small population and its sparse distribution across our ten glorious provinces. Canada never knew the glory of an Indianapolis Traction Terminal where an average of 520 passenger cars from 12 routes were accommodated daily, or a marble and tile finished traction terminal as existed on the Salt Lake and Utah Railroad. We did however have several very interesting terminal operations such as the Carrall Street depot of the BC Electric and the St. Catharines Terminal of the N St. C & T. Another interurban terminal and precisely the subject of this article was the McGill Street terminal of the Montreal & Southern Counties Railway. Operating out of a modest brick station more reminiscent of a rural post office than a railway station the M & S C terminal operation is most interesting because of its political evolution, track layout and combined suburban/interurban operation.

Albert Corriveau was the secretary and principal promoter of the Montreal Park & Island Railway which by 1897 was operating suburban trolley lines to virtually all the Montreal suburbs located on the island. Expansion to the South Shore was impossible because of the natural obstruction created by the mighty St. Lawrence River even though the original charter of the MPIR permitted



A "bird's eye" view of the McGill Street station, with no less than sixteen M. & S.C. passenger cars visible in the yard behind the building. This photo gives an excellent idea of the track layout at the terminal. The photo was taken by R.F. Corley on May 3 1948.

Montreal & Southern Counties
Railway Co.

Montreal & Southern Counties
Railway Co.

LONGUEUIL to MONTREAL				MONTREAL to LONGUEUIL			
Leaves Longueuil	Leaves Montreal	Leaves St. Lambert	Train No.	Leaves Montreal	Leaves St. Lambert	Leaves Montreal	
5.40x a.m.	5.50x a.m.	6.00x a.m.	101	6.20x a.m.	5.20x a.m.	5.30x a.m.	
6.00x "	6.10x "	6.20x "		6.40x "	5.40x "	5.50x "	6.00x "
6.30x "	6.30x "	6.40x "		7.00x "	5.60x "	6.10x "	6.20x "
6.40x "	6.50x "	7.00x "		7.20x "	5.80x "	6.30x "	6.40x "
7.00x "	7.10x "	7.20x "		7.40x "	6.00x "	6.50x "	7.00x "
7.20x "	7.30x "	7.40x "		8.00x "	6.20x "	7.10x "	7.20x "
7.40x "	7.50x "	8.00x "		8.20x "	6.40x "	7.30x "	7.40x "
8.00x "	8.10x "	8.20x "		8.40x "	6.60x "	7.50x "	7.60x "
8.20x "	8.30x "	8.40x "		9.00x "	6.80x "	8.10x "	8.20x "
8.40x "	8.50x "	9.00x "		9.20x "	7.00x "	8.30x "	8.40x "
9.00x "	9.10x "	9.20x "		9.40x "	7.20x "	8.50x "	9.00x "
9.20x "	9.30x "	9.40x "		10.00x "	7.40x "	9.10x "	9.20x "
9.40x "	9.50x "	10.00x "		10.20x "	7.60x "	9.30x "	9.40x "
10.20x "	10.30x "	10.40x "		11.00x "	7.80x "	9.50x "	10.00x "
11.00x "	11.10x "	11.20x "		11.40x "	8.00x "	10.10x "	10.20x "
11.40x "	11.50x "	11.35x "		12.00x noon	8.20x "	10.30x "	10.40x "
12.20 p.m.	12.30 p.m.	12.40 p.m.		12.70 p.m.	8.40x "	10.50x "	11.00x "
1.00 "	1.10 "	1.20 "		1.00 "	8.60x "	11.20x "	11.30x "
1.40 "	1.50 "	2.00 "	1.40 "	8.80x "	12.00 noon	12.10 p.m.	
2.20 "	2.30 "	2.40 "	1.80 "	9.00x "	12.40 p.m.	12.50 "	
3.00 "	3.10 "	3.20 "	2.20 "	9.20x "	1.20 "	1.30 "	
3.40 "	3.50 "	4.00 "	2.60 "	9.40x "	2.00 "	2.10 "	
4.20 "	4.30 "	4.40x "	3.00 "	9.60x "	2.40 "	2.50 "	
5.00 "	5.10 "	5.20x "	3.40 "	9.80x "	2.80 "	2.90 "	
5.20x "	5.30x "	5.40x "	3.80 "	10.00x "	3.20 "	3.30 "	
5.40 "	5.50 "	6.00 "	4.20 "	10.20x "	3.60 "	3.70 "	
6.00x "	6.10x "	6.20x "	4.60x "	10.40x "	4.00 "	4.10 "	
6.20 "	6.30 "	6.40 "	5.00 "	10.60x "	4.40 "	4.50 "	
6.40x "	St. Lambert only	6.50x "	5.20x "	10.80x "	4.80x "	4.90x "	
7.00 "	7.10 p.m.	7.20 "	5.40 "	11.00x "	5.20 "	5.30 "	
7.20x "	St. Lambert only	7.30 "	5.60 "	11.20x "	5.40x "	5.50x "	
7.40 "	7.50 p.m.	8.00 "	5.80 "	11.40x "	5.60x "	5.70x "	
8.30 "	8.40 "	8.50 "	6.00x "	11.60x "	6.00x "	6.10x "	
8.50 "	9.00 "	9.10 "	6.20 "	11.80x "	6.20x "	6.30x "	
10.30 "	10.40 "	10.50 "	6.40x "	12.00x "	6.40x "	6.50x "	
11.30 "	11.40 "	11.50 "	7.00 "	7.40 "	6.60x "	6.70x "	
12.15 "	St. Lambert only			7.80 "	7.20 "	7.30 "	
				8.20 "	8.05 "	8.15 "	
				8.60 "	8.50 "	9.00 "	
				9.00 "	9.35 "	9.45 "	
				9.40 "	10.10 "	10.20 "	
				9.80 "	10.50 "	11.00 "	
				10.20 "	11.30 "	11.40 "	
				10.60 "	12.15 "	12.25 "	
					St. Lambert only		

Cars marked X run on week days only.

Extra cars will be run when traffic warrants it.

A TIMETABLE OF DECEMBER 1910 lists all runs between Montreal, St. Lambert, and Longueuil. The interurban section was not yet built.

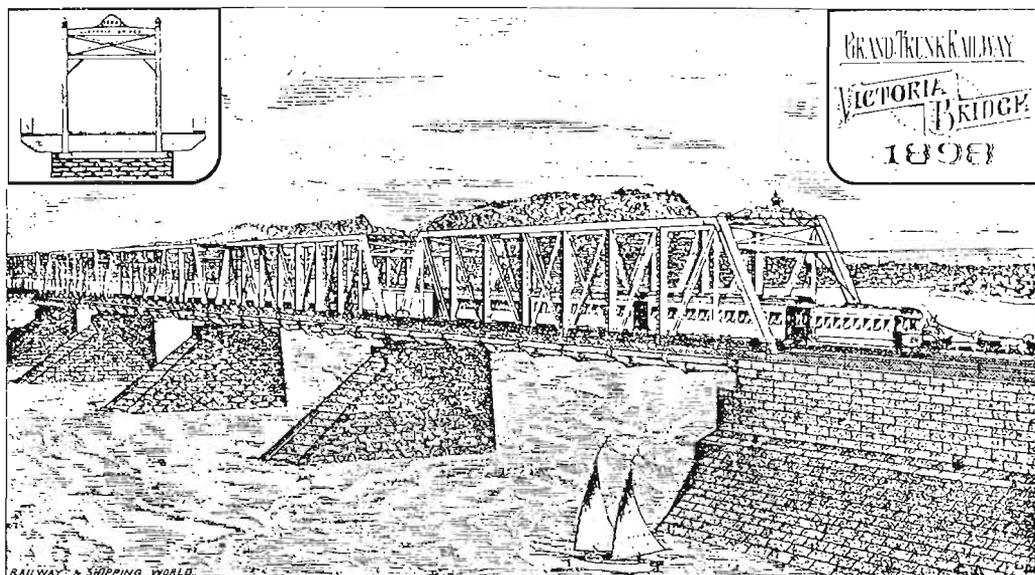
it to do so. As plans were being prepared for the replacement of the original Victoria Tubular Bridge, Albert Coriveau and associates were busy applying for a Federal Charter to construct an electric railway from Montreal to the "South Shore" and Huntingdon. On June 25, 1897 the charter for the Montreal & Southern Counties Railway was granted but no actual work was done for several years even though the new Victoria Jubilee Bridge was opened later in 1898. In 1901 Coriveau retired from active railway promotion and the MPIR came under control of the Montreal Street Railway.

It was ten years after the charter had been granted that construction actually began on the M & S C. The Grand Trunk Railway granted permission to use the downstream lane of the Victoria Bridge for the electric railway and by a generous infusion of money to get construction started the Grand Trunk took a controlling interest in the new railway.

The Montreal Street Railway vigorously opposed the granting of running rights through any of the streets of Montreal to the M & S C and by the time the rights were obtained the M & S C had attended no less than 145 regular and special meetings of the City Council of Montreal to plead its case.

By Spring 1909 the M & S C had laid tracks along Riverside, Mill, Common, Grey Nun and Youville Streets, the actual brick station being constructed at the south west corner of McGill and Youville Streets. Originally cars were wyeed at the corner of Grey Nun and Youville Streets but as train lengths increased another means of turning the cars had to be found. By 1913 the Montreal & Southern Counties Railway had negotiated an agreement with the Montreal Tramways Company whereby M & S C trains could share a one block long length of common southbound track on McGill Street between Youville and Common Streets.

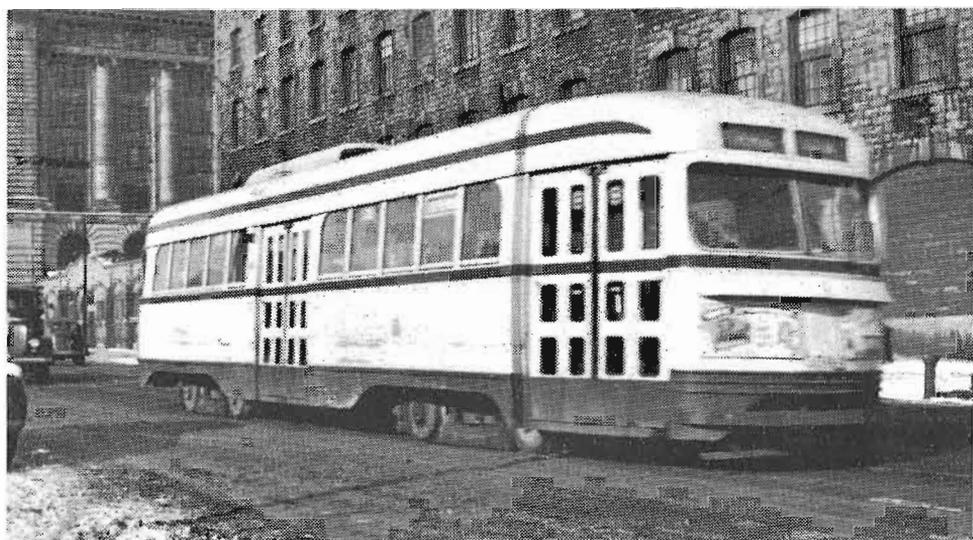
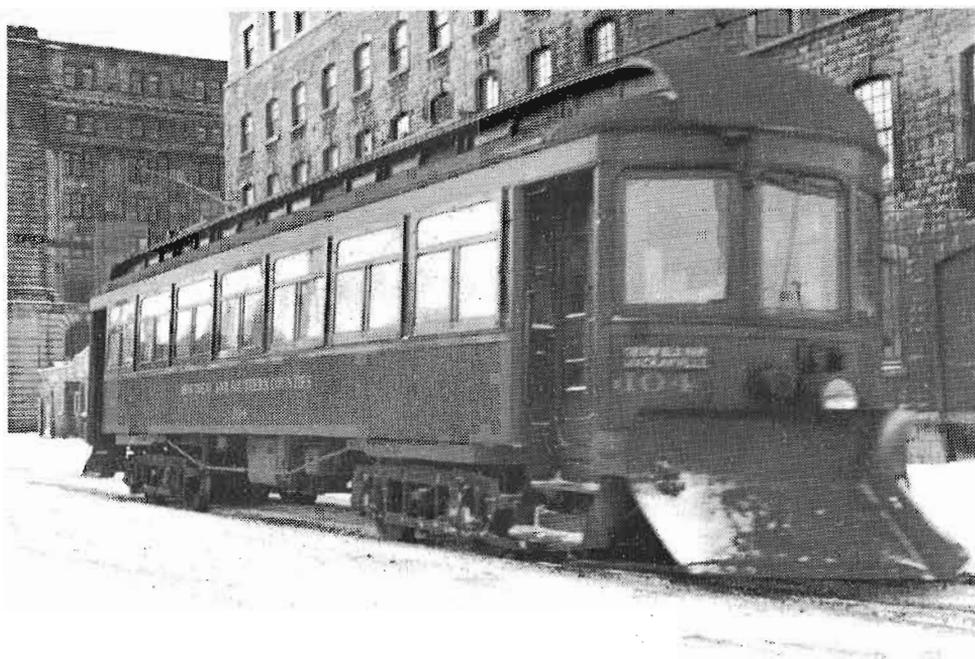
While the M S R and M & S C were originally viewed as rivals they indeed turned out to be complementary to one another. Rapidly the McGill Street terminal of the M & S C became the transfer point for street car passengers travelling to the south shore. Operation of electric cars on the common track consisted of southbound Montreal Tramways Cars operating on Outremont route 29. It was on route 29 that the MTCO operated its fleet of PCC cars almost exclusively, and so it was not unusual to see



ABUTMENT AND END SPANS, VICTORIA JUBILEE BRIDGE.

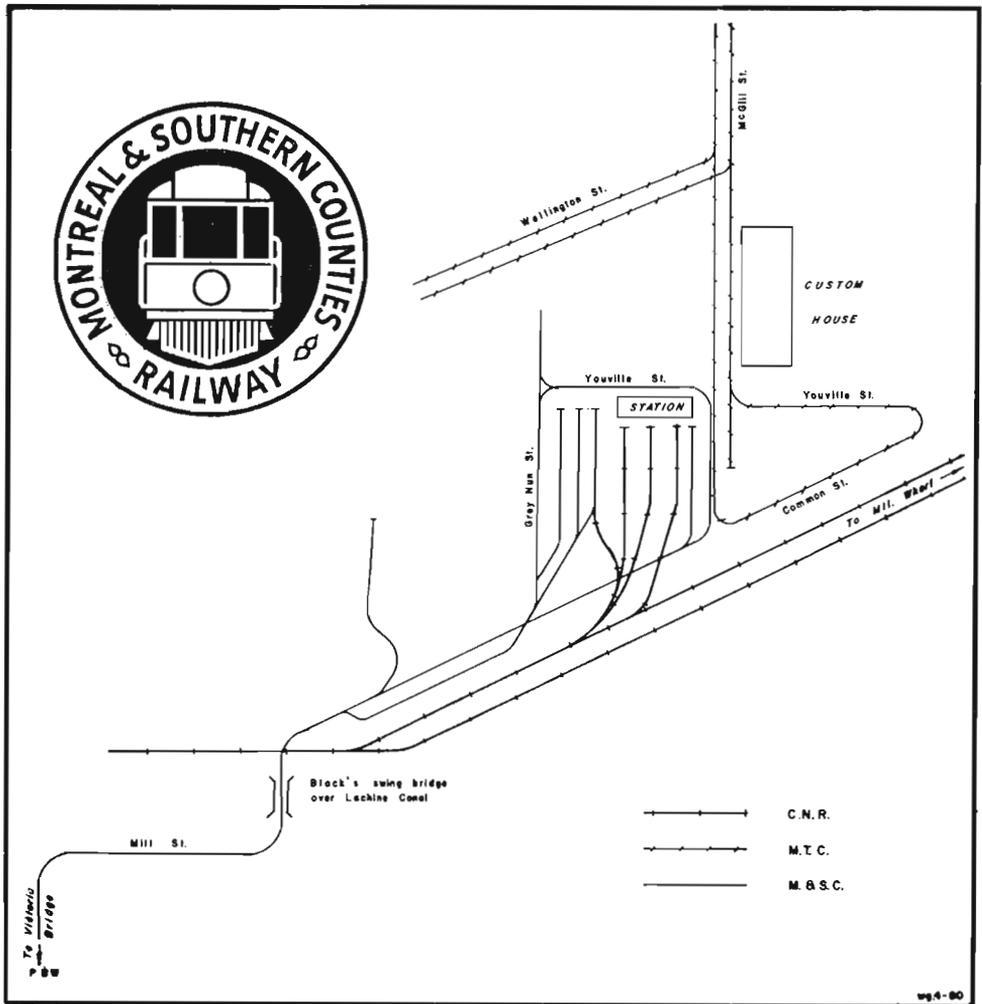
WHAT THE M. & S.C. MIGHT HAVE BEEN LIKE! An artist's conception of the rebuilt Victoria Bridge in 1898. Notice the electric car bearing number "1898" in the front dash board. Other than the fact that the car is running inside the bridge span, this is quite similar to what actually came to pass eleven years later.

Railway and Shipping World, Vol. 1 No. 1, March 1898.



TWO PHOTOS ILLUSTRATING THE OPERATION ON THE COMMON TRACK between the M. & S.C. and the Montreal Tramways Co. In one view, car 104, fully equipped for winter with snowplow and double windows, heads south on McGill street on January 25 1948. The other photo, taken at the same spot only three days earlier, depicts Montreal P.C.C. car 3514 at the south end of the Outremont street car line. Note the double wire overhead; one is for the M. & S.C. while the other is for the M.T.Co.

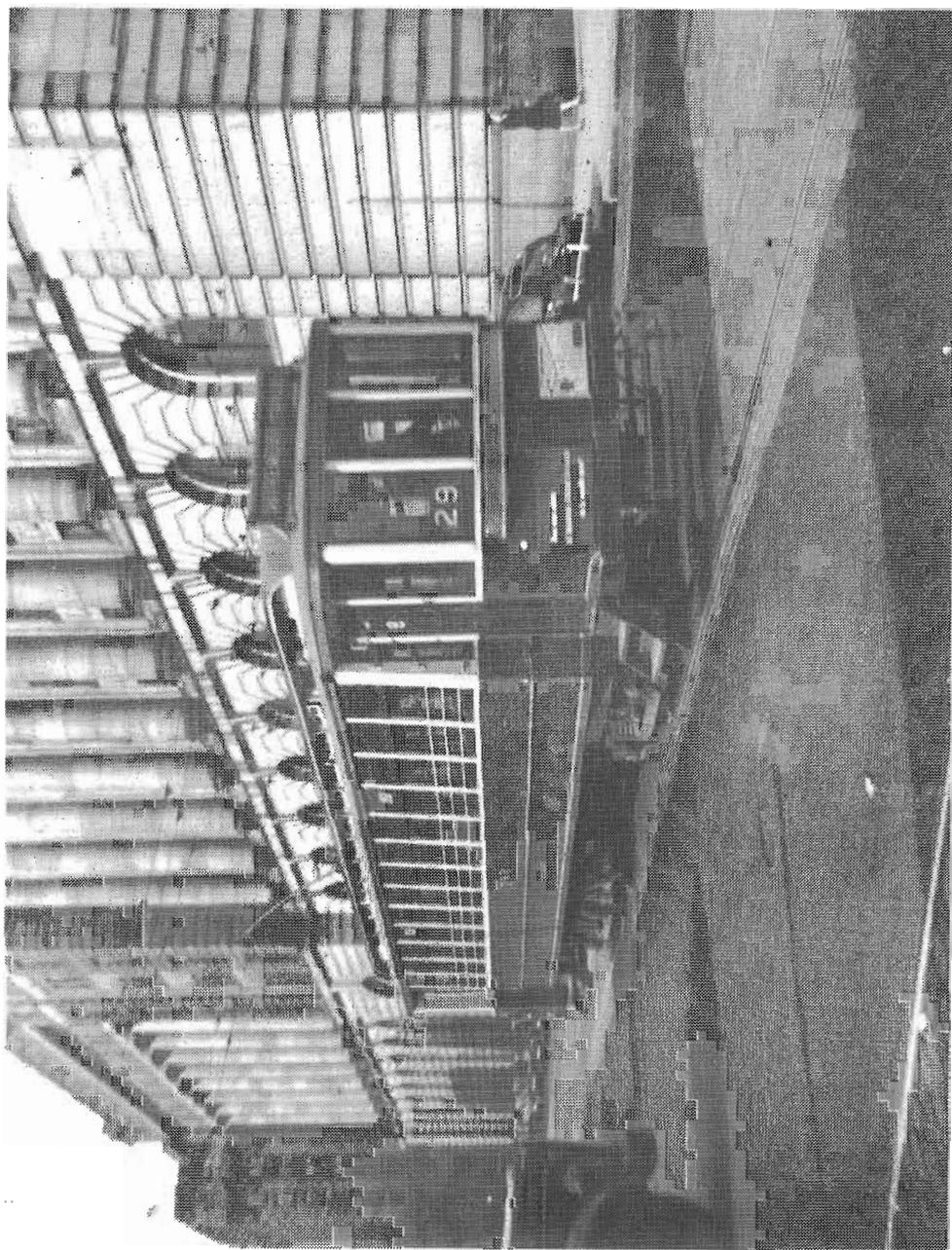
Both photos from C.R.H.A. archives, Toohey collection.



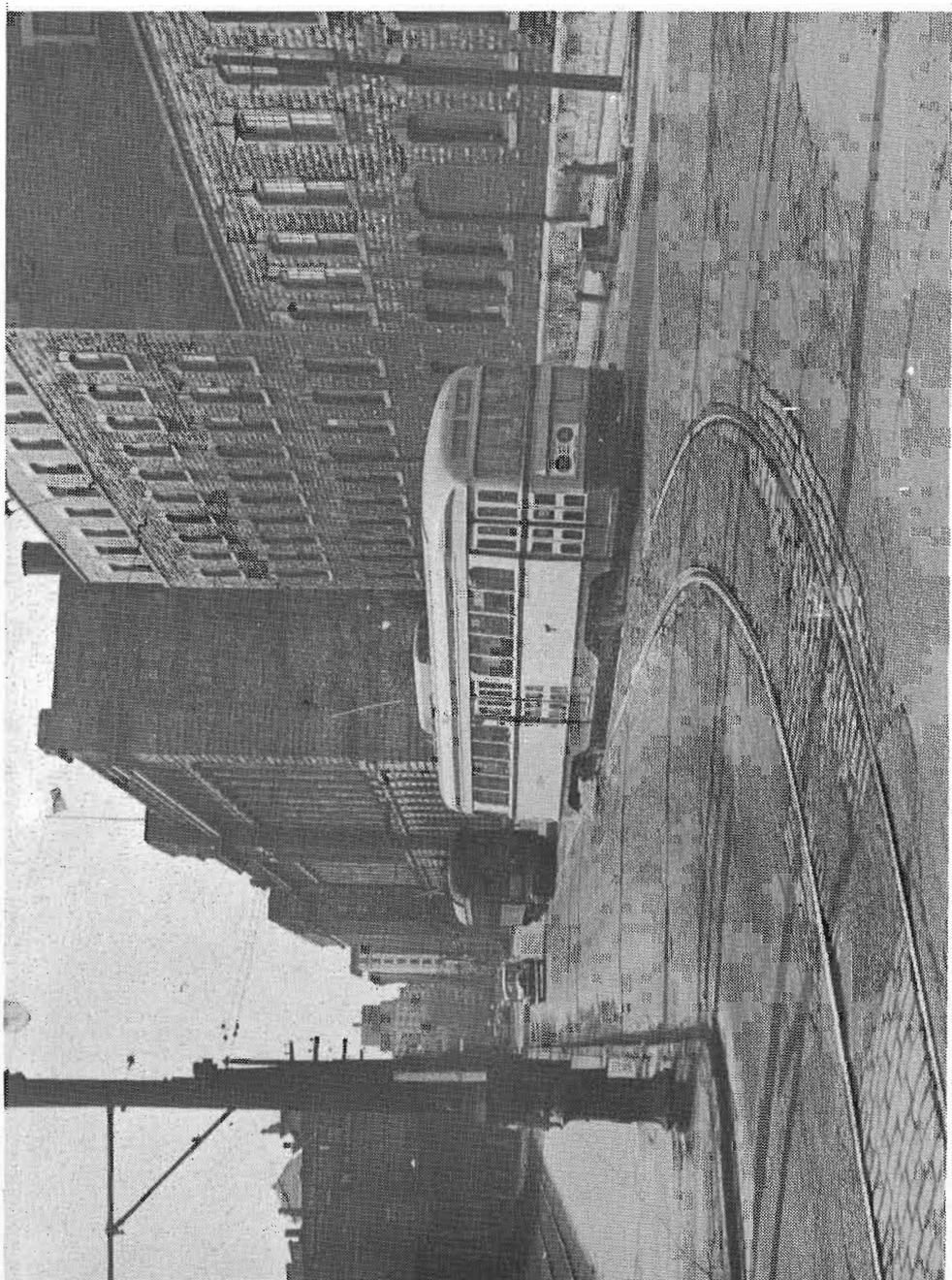
trains of lumbering CNR green interurbans interspersed with a cream coloured PCC car or two during rush hours on Mc Gill Street.

While the tracks were shared the trolley overhead was not. Two separate wires hung about 18 inches apart assured independent power supply for each railway. At the foot of McGill Street trolley contacts were installed which fed the first electric switch to be installed in Montreal. An M & S C trolley making contact threw the switch to head west along Common Street, while a MTC trolley threw the switch to head east to the "Youville Loop" and the end of route 29.

M & S C suburban cars in rush hours looped around Grey Nun, Youville & McGill Streets stopping to load in front of the M & S C station. The interurban trains once looped around McGill Street were backed into the yard where after the express had been loaded and passengers boarded they headed out curving directly onto Common Street, Black's Bridge, Mill Street and the Victoria Bridge.



ONE OF THE OLDEST STREET CARS THEN RUNNING IN MONTREAL, car 793, built in 1908, is just approaching the McGill Street terminal on October 25 1947. Note the M. & S.C. track in the foreground. This type of car was in service before the interurban, and were a familiar sight in the area during almost the whole era of the M. & S.C. C.R.H.A. archives. Toohey collection.



P.C.C. CAR 3508 turns off the common track while M. & S.C. car 324 follows close behind. The two trolley wires are clearly visible. The date was April 1953.

C.R.H.A. Archives, Toohey Collection.

And so it was for many years until the early morning hours of Sunday, June 19, 1955 when car 326 departed the McGill Street Terminal for the last time. While the M & S C was not officially abandoned until October 13, 1956 service after June 19, 1955 was provided out of St. Lambert only as the downstream lane of Victoria Bridge was converted back to a roadway in conjunction with the St. Lawrence Seaway construction.

The little McGill Street Station was boarded up and remained that way until recently save for a brief period when it was used as a home for an office service company.

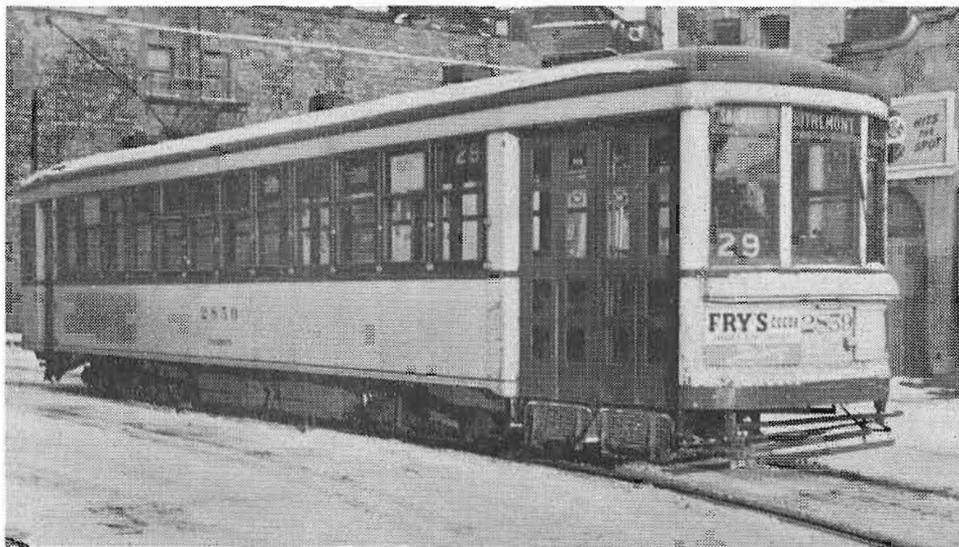
We are pleased to report however that the McGill Street Station is today alive and well and operating as a nostalgic light meal restaurant appropriately called "Il était une fois" (once upon a time). Tastefully re-decorated by The Ettingers the restaurant is overflowing with nostalgic decor and has maintained its railway motif including the traditional pot-bellied stove front and centre.

While one can no longer board the grinding green car for Marieville at McGill Street you can enjoy a fine meal and relax in the cosy atmosphere that only the old M & S C McGill Street Station can offer.

Bibliography

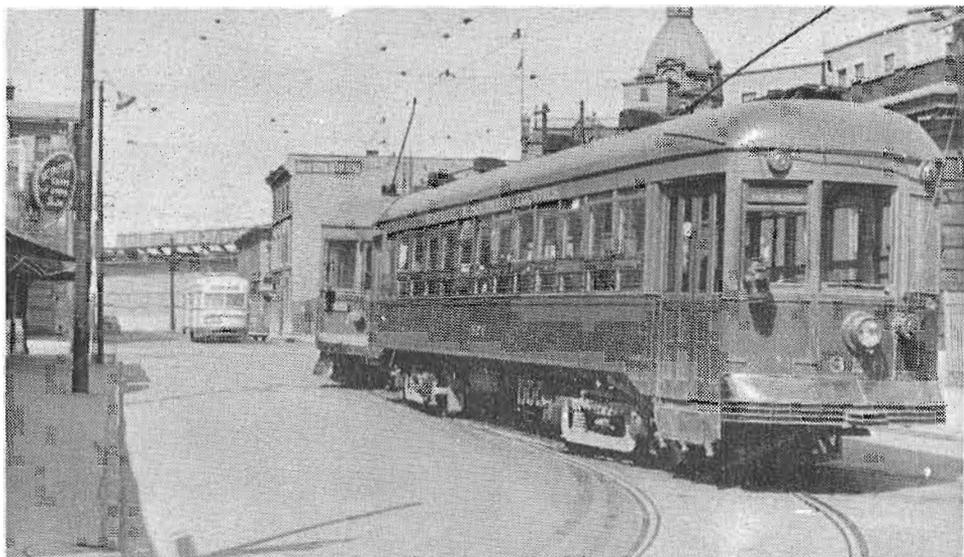
Catenary Through the Counties (Clegg, Lavallée)

The Interurban Era (Middleton)



ON YOVILLE STREET ON JANUARY 25 1948, M.T.Co. car 2859 is about to turn north on to McGill street across the street from the M. & S.C. station. This section of track was not common to both systems, but was exclusively used by the Montreal city cars.

C.R.H.A. archives, Toohey collection.



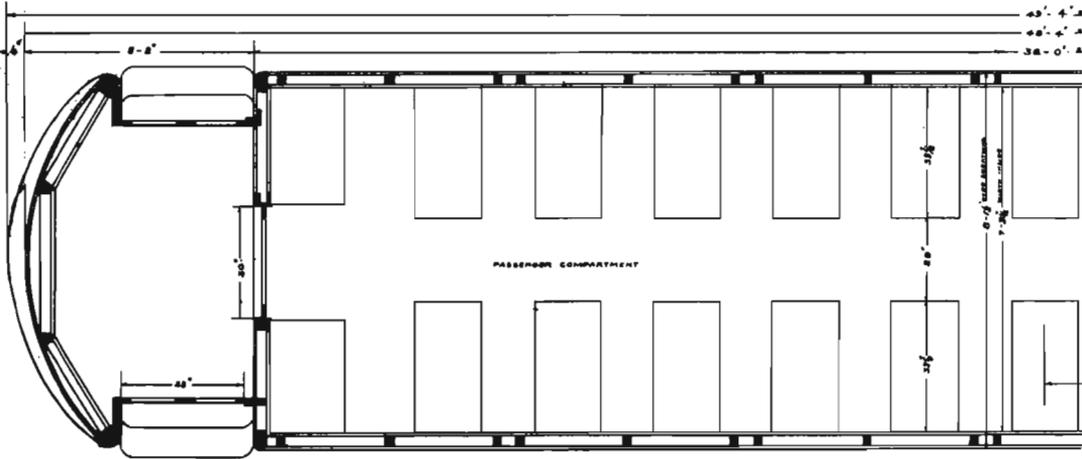
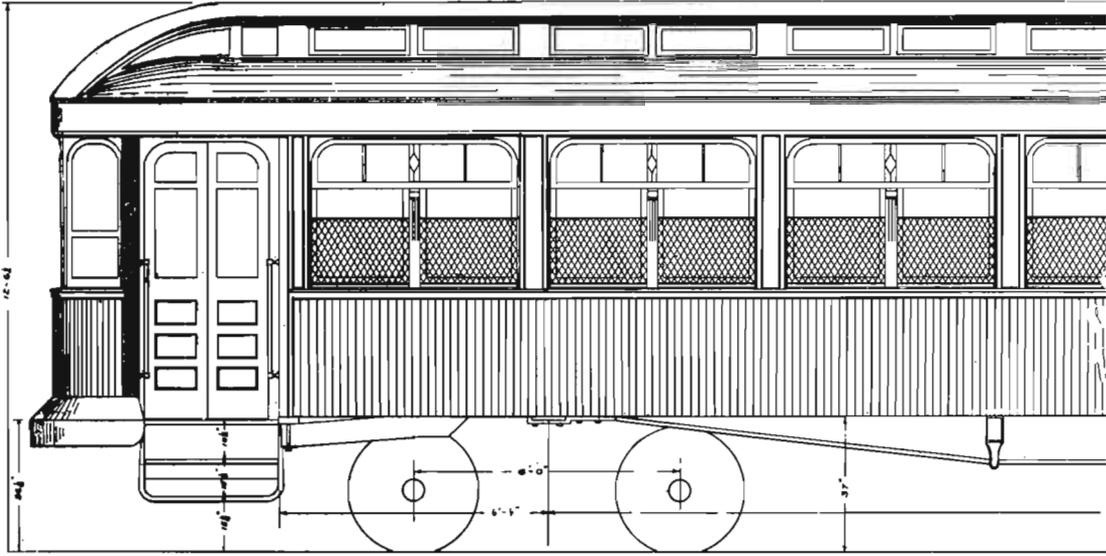
Car 326, bound for Montreal South, and a 100-class car, heading for Greenfield Park and Mackayville, standing in front of the Montreal terminal ready to depart. Both these routes ran at 20-minute intervals during the daytime. Note the Montreal Tramways P.C.C. car in the background.

Collection of Peter Murphy.

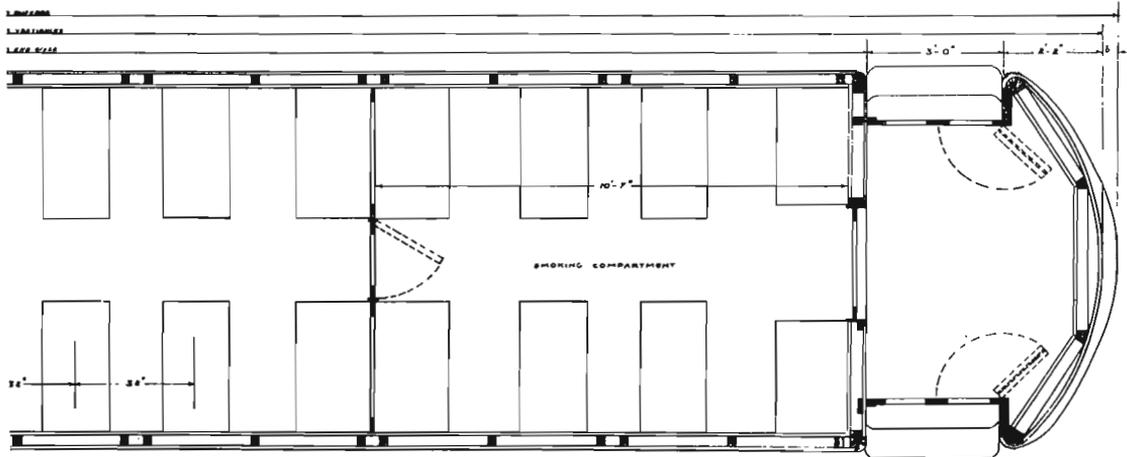
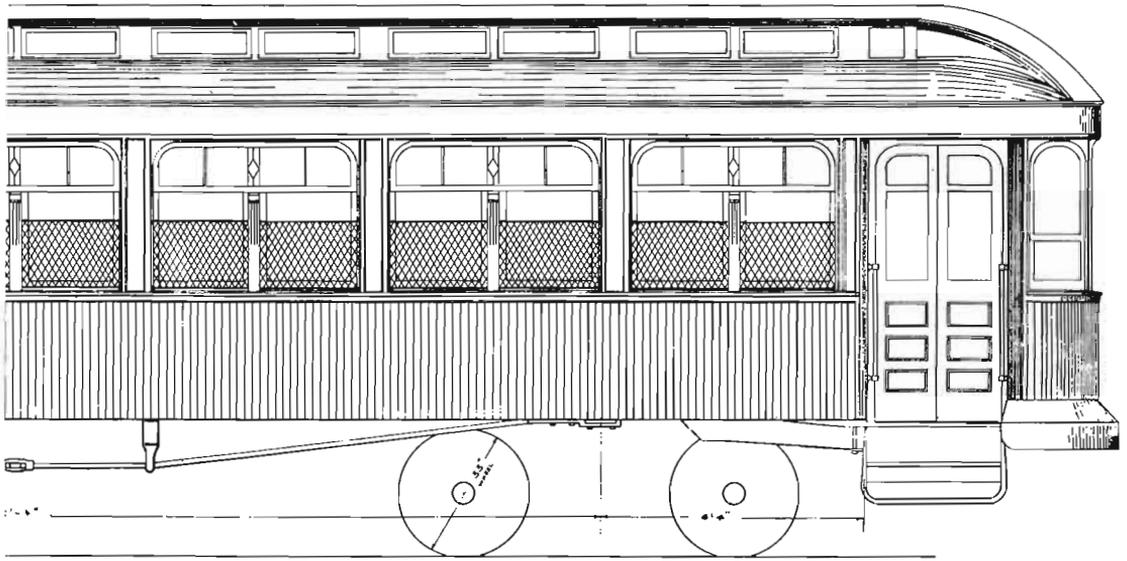


THREE MONTREAL TRANWAYS CO. TWO-MAN CARS wait on McGill Street while M. & S.C. baggage motor 502 rounds the curve leaving the terminal. The date was September 3 1951, and the street cars were on a special rail enthusiasts excursion. The track they are on was not used by the M.T.C. in regular service. M. & S.C. 502 is, however, on a regular run to Granby.

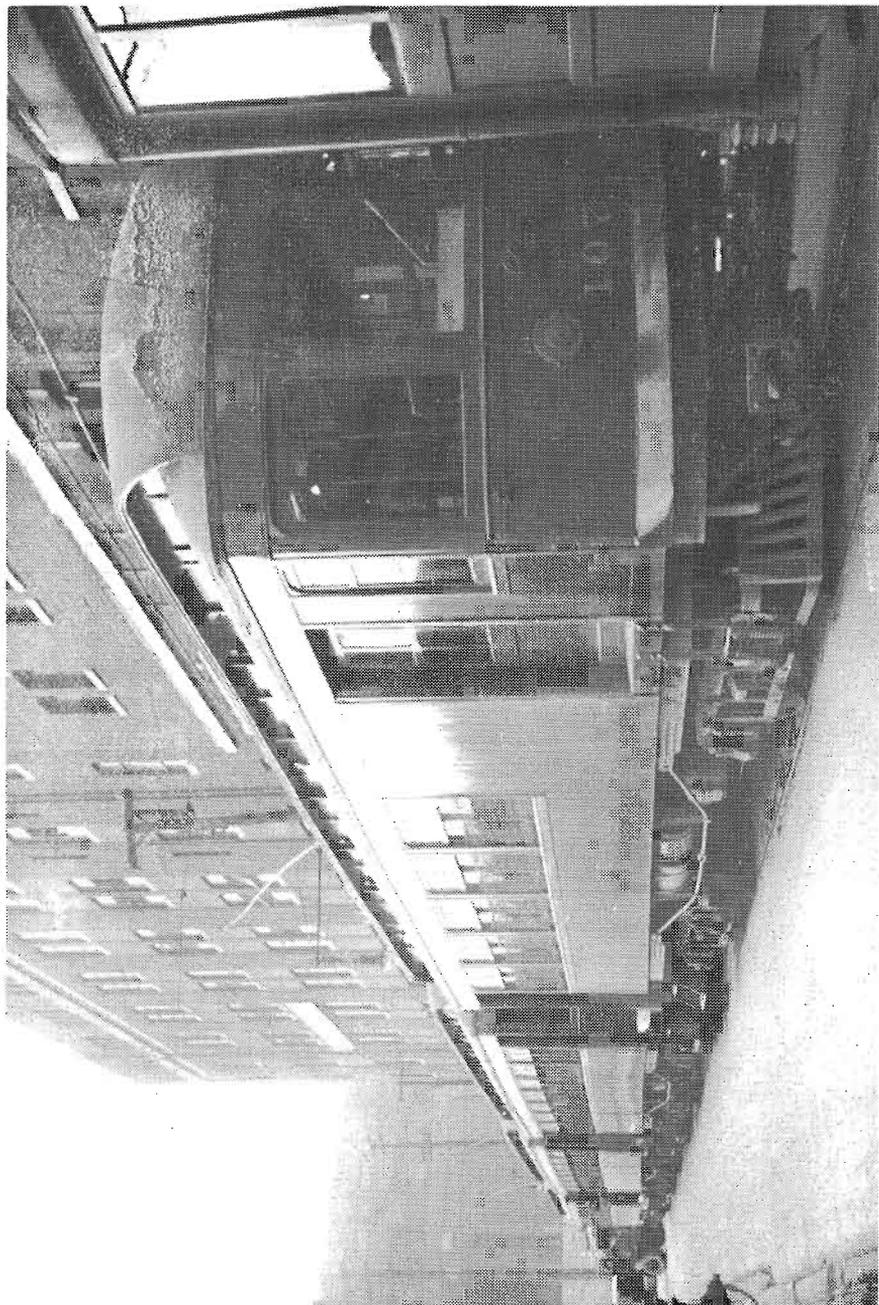
C.R.H.A. Archives, Toohey collection.



THIS DRAWING, REPRODUCED FROM AN ORIGINAL BLUEPRINT OF 1909, shows one of the first M. & S.C. cars of the series numbered from 1 to 8. Three of these cars lasted until 1955.

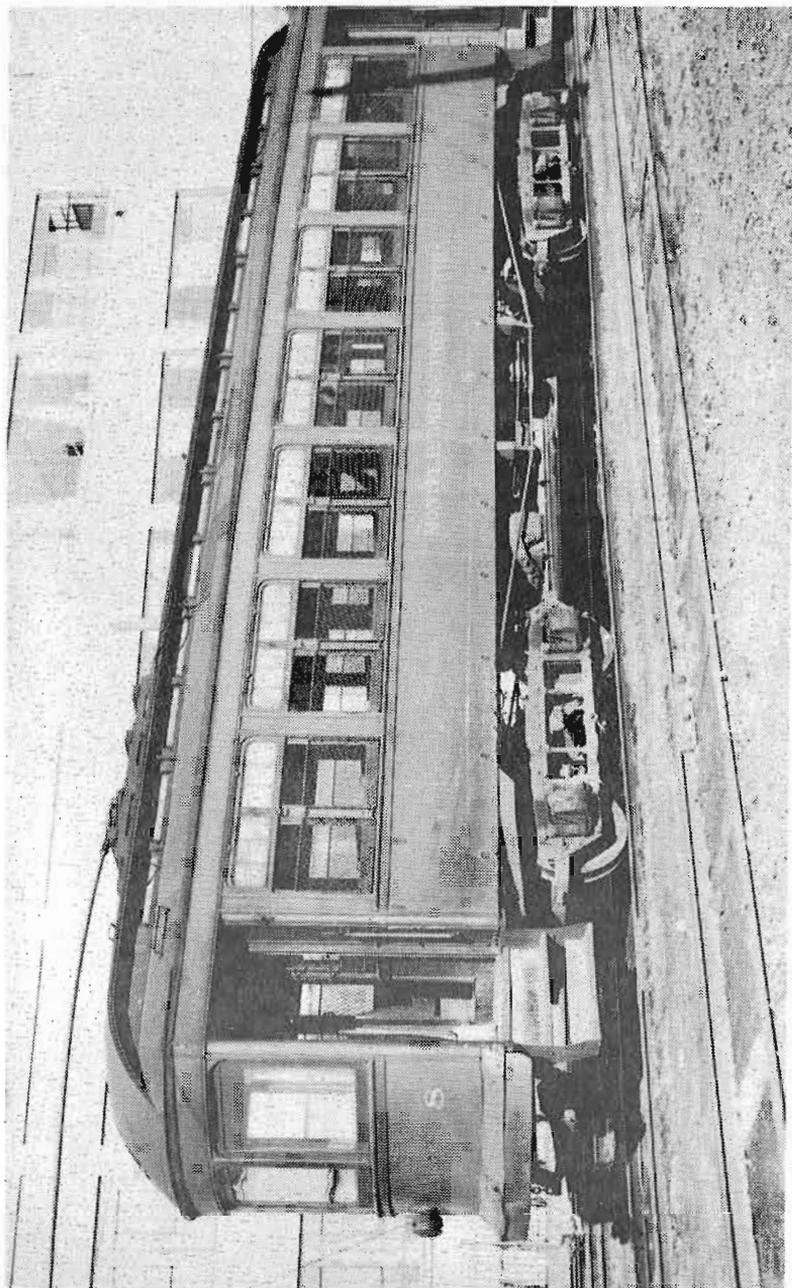


SUBURBAN TROLLEY CAR
MONTREAL & SOUTHERN COUNTIES RY.
 CAR DEPT.
MONTREAL JAN 25/09



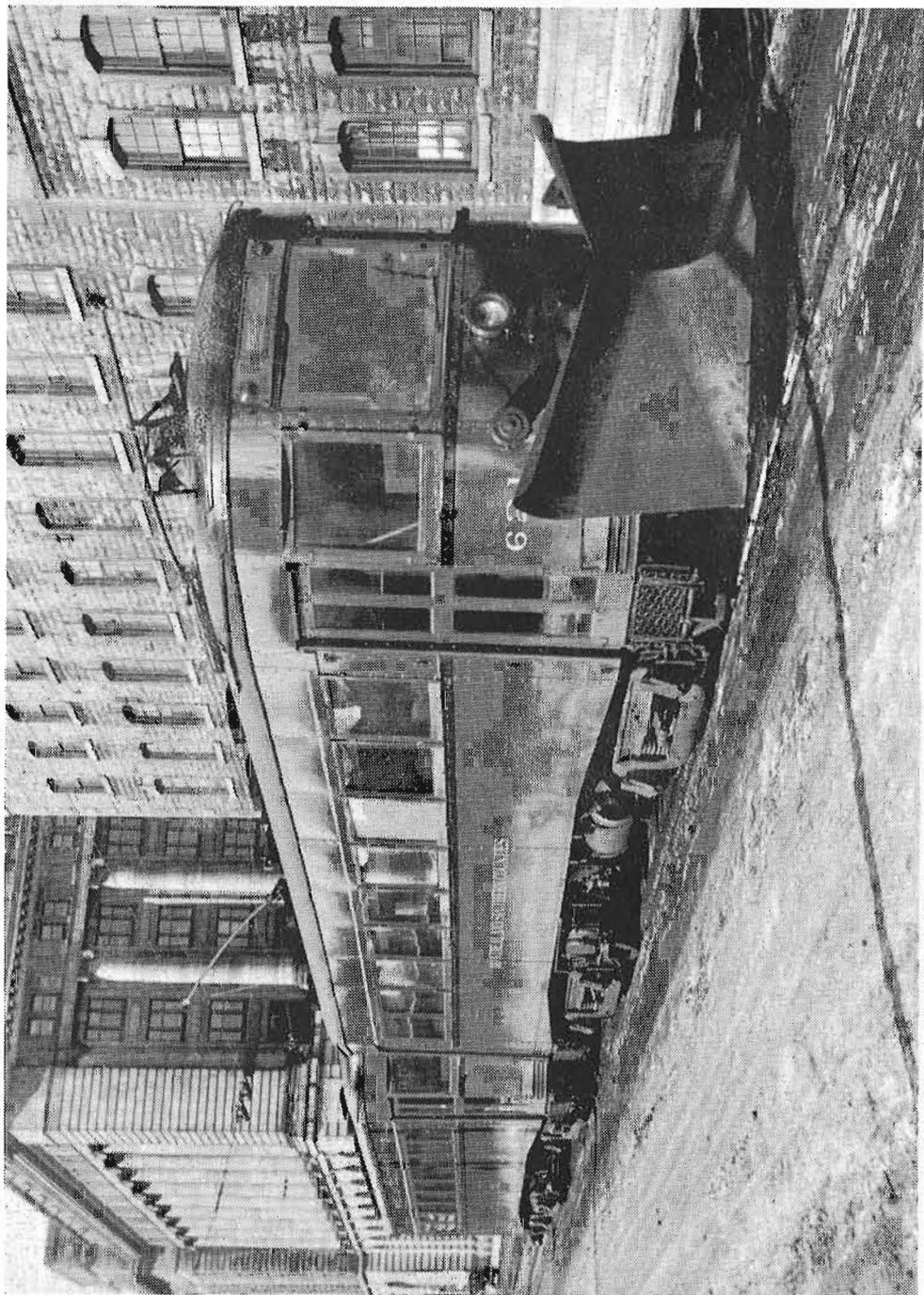
A lineup of seven M. & S.C. cars on Grey Nuns Street on June 10 1952. These are all suburban cars ready to load the rush-hour crowds bound for the South shore.

Collection of Peter Murphy.



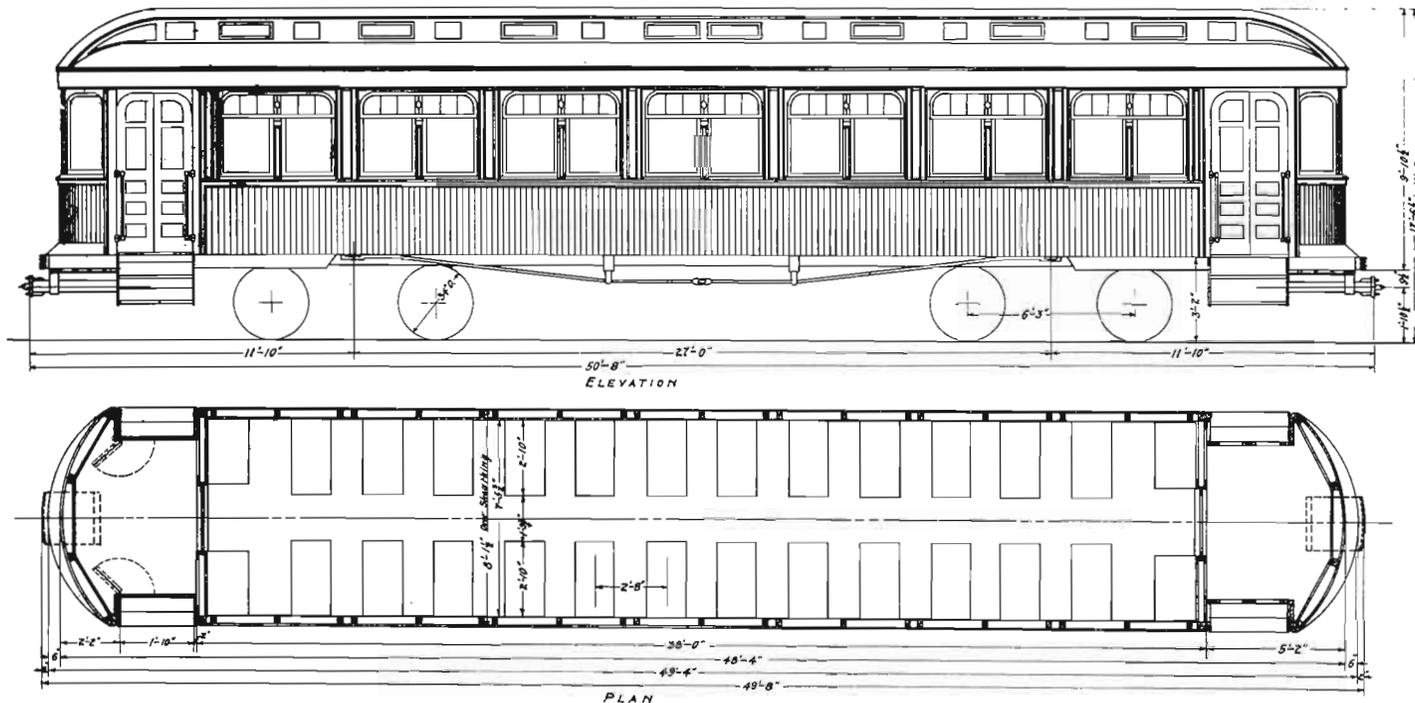
WHEN THE M. & S.C. BEGAN SERVICE in 1909 it had eight passenger cars numbered 1 to 8. This view shows No. 8 at St. Lambert on May 3 1948, one of three original cars (the other two were 5 and 6) which were in service until 1955.

Photo by R.F. Corley.



FORMER WINDSOR ESSEX AND LAKE SHORE CAR 621 hauls trailer 220 on McGill street in February 1948. These luxurious cars were not usually run on the line to Montreal South, so this is quite a rare view.

C.R.H.A. Archives, Toohy Collection.

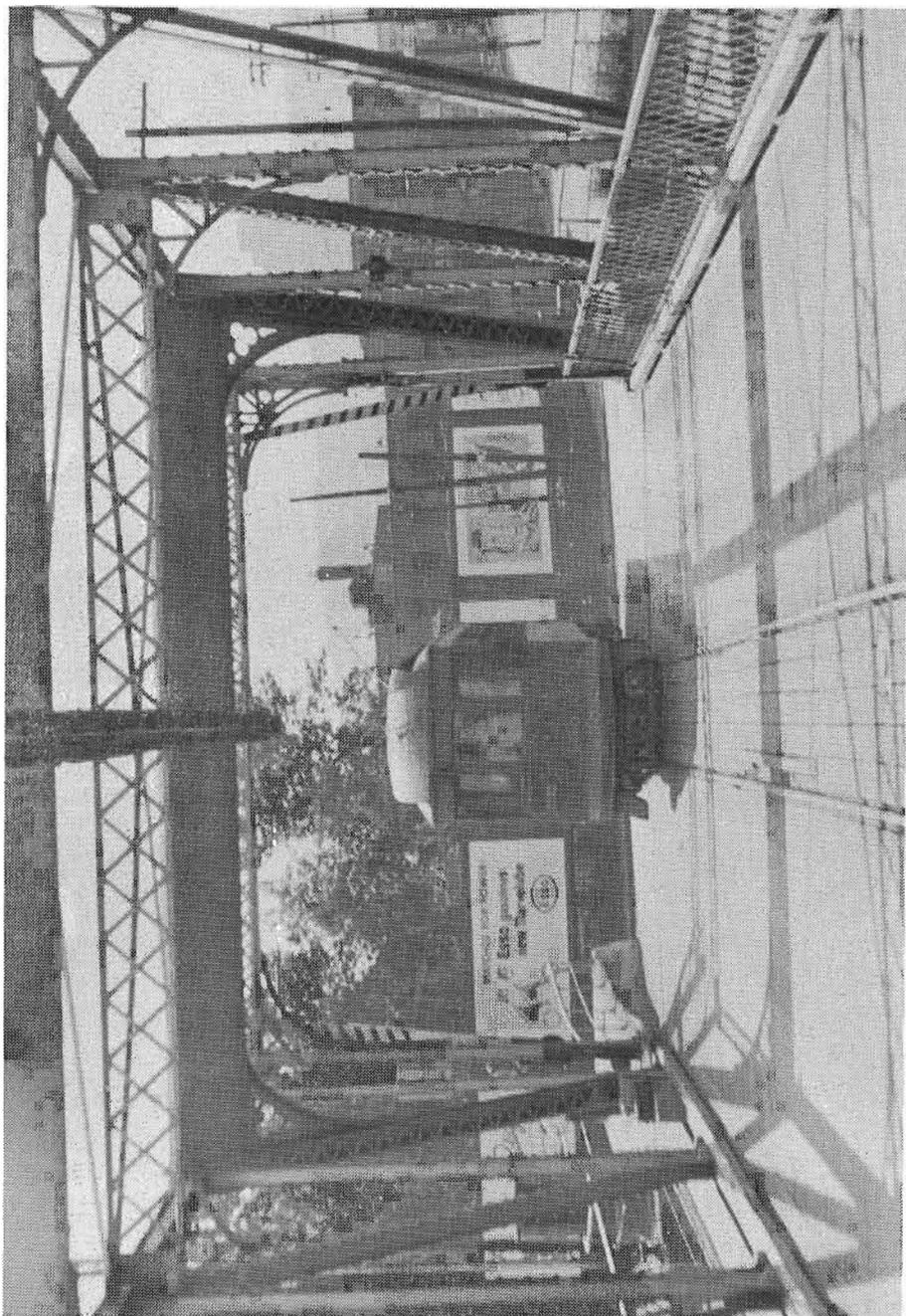


A drawing of a suburban trailer of the low-200 series. However the 100-series motor units were similar, except they had motor trucks and trolley poles. Although the drawing was made in 1922, the cars were a decade older, having been built in 1912.

SUBURBAN
TRAILER PASSENGER CAR

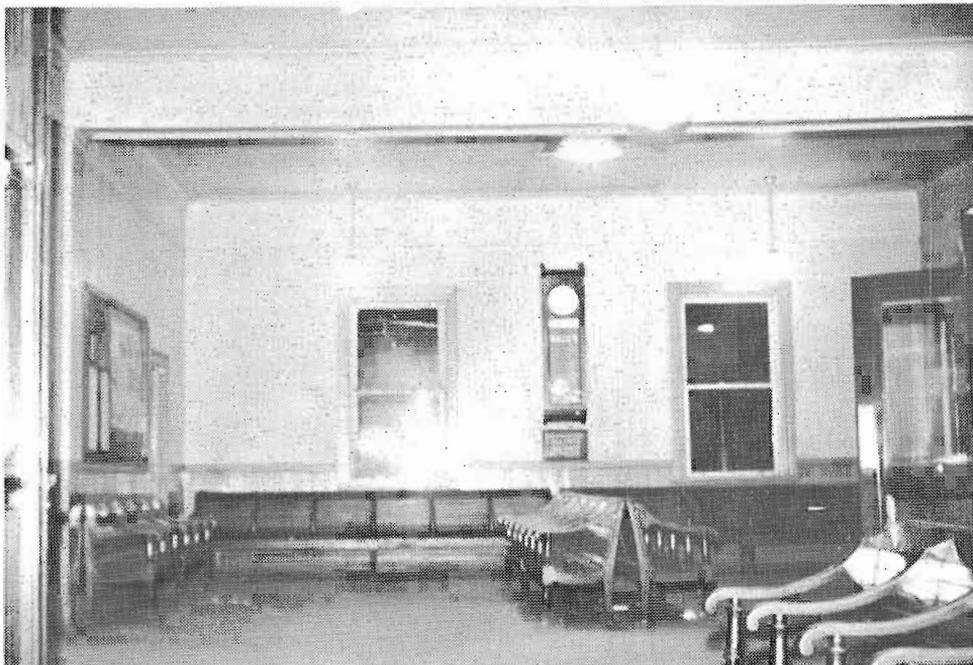
MONTREAL & SOUTHERN CO. RY.
MONTREAL, QUEBEC, CANADA.

DATE: Dec. 2-1922



Suburban car 100 just coming on to Black's Bridge at the start of its southbound trip. In the upper-right corner can be seen the outline of the Sun Life building, then the tallest in Montreal!

Collection of Peter Murphy.



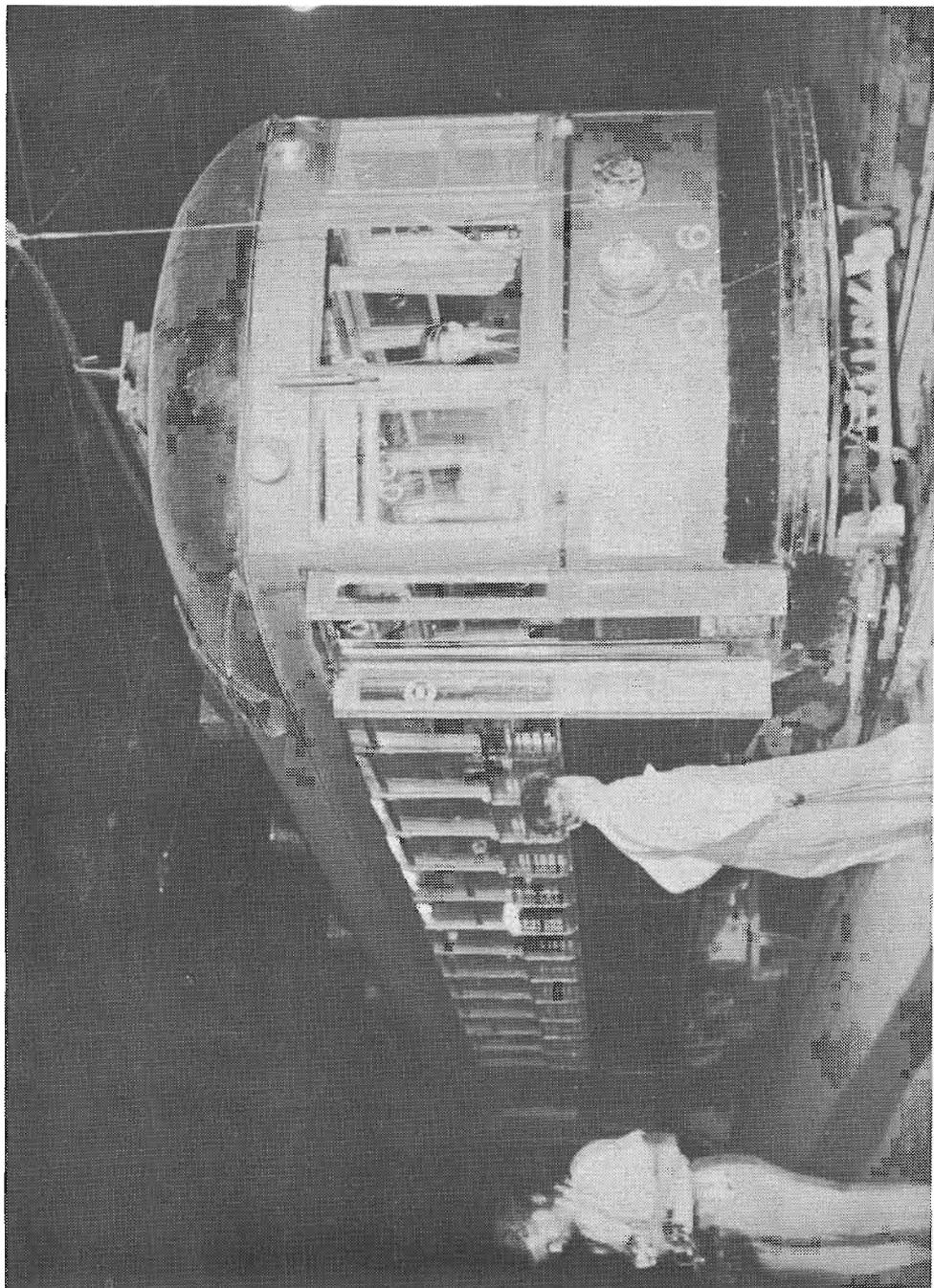
INSIDE THE MC.GILL STREET STATION on the last night, the benches are empty, and the old clock ticks away the last few minutes of service at the old depôt. Note "M&SCR" on the clock glass.

Photo by Fred Angus.

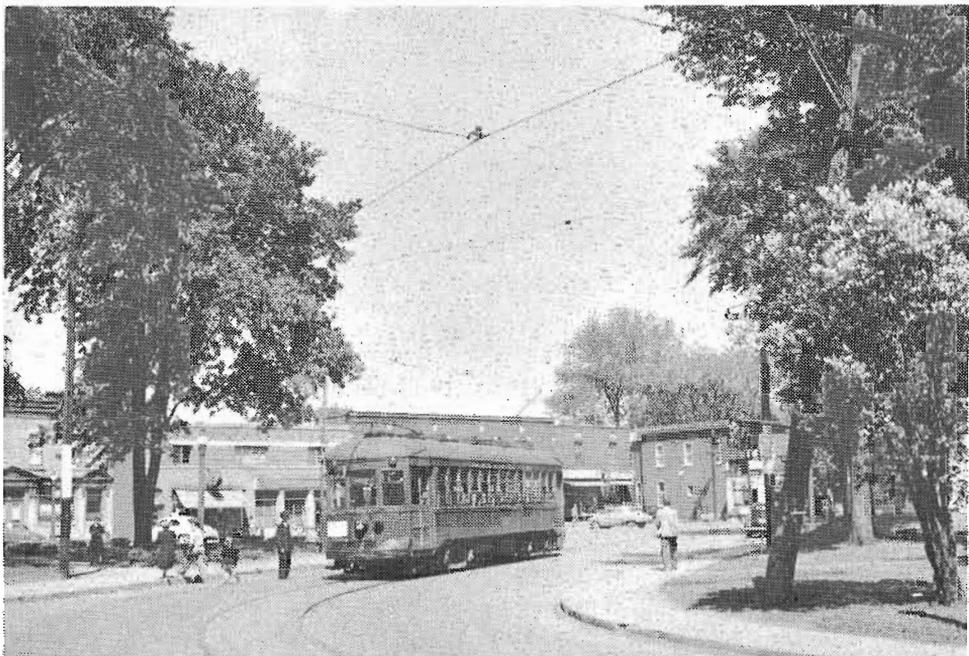


THE LAST CAR TO LEAVE THE MC.GILL STREET TERMINAL! Car 326 is shown here in the early morning hours of Sunday June 19 1955, just before it departed for the last time, ending 46 years of service.

Photo by Fred Angus.

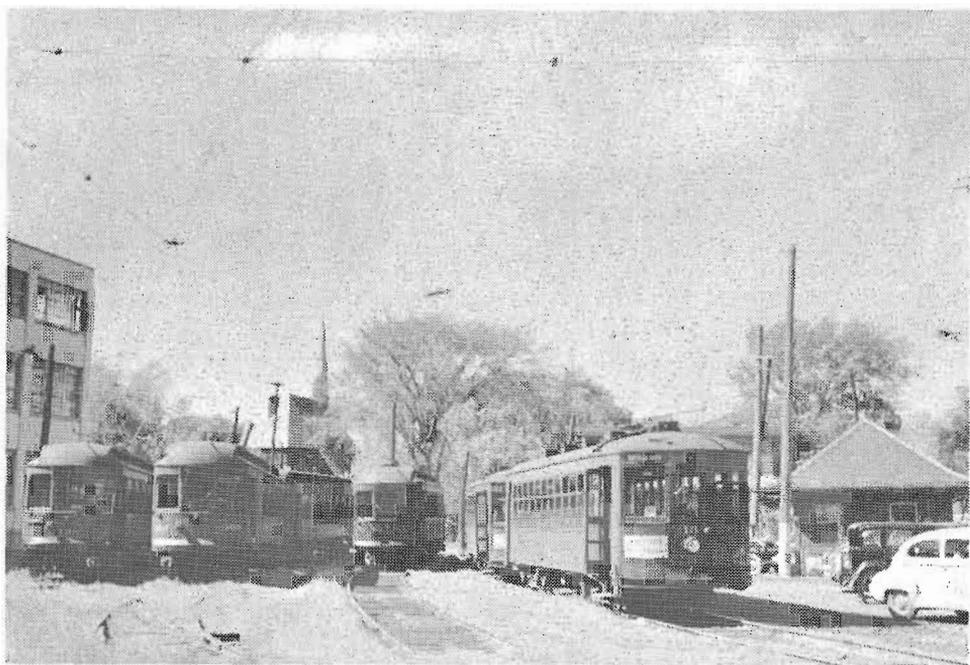


BACK AT THE BARNS at about 2:00 A.M. on June 19 1955, No. 326 has completed **the** last run of a M. & S.C. car across Victoria bridge.
Photo by Fred Angus.



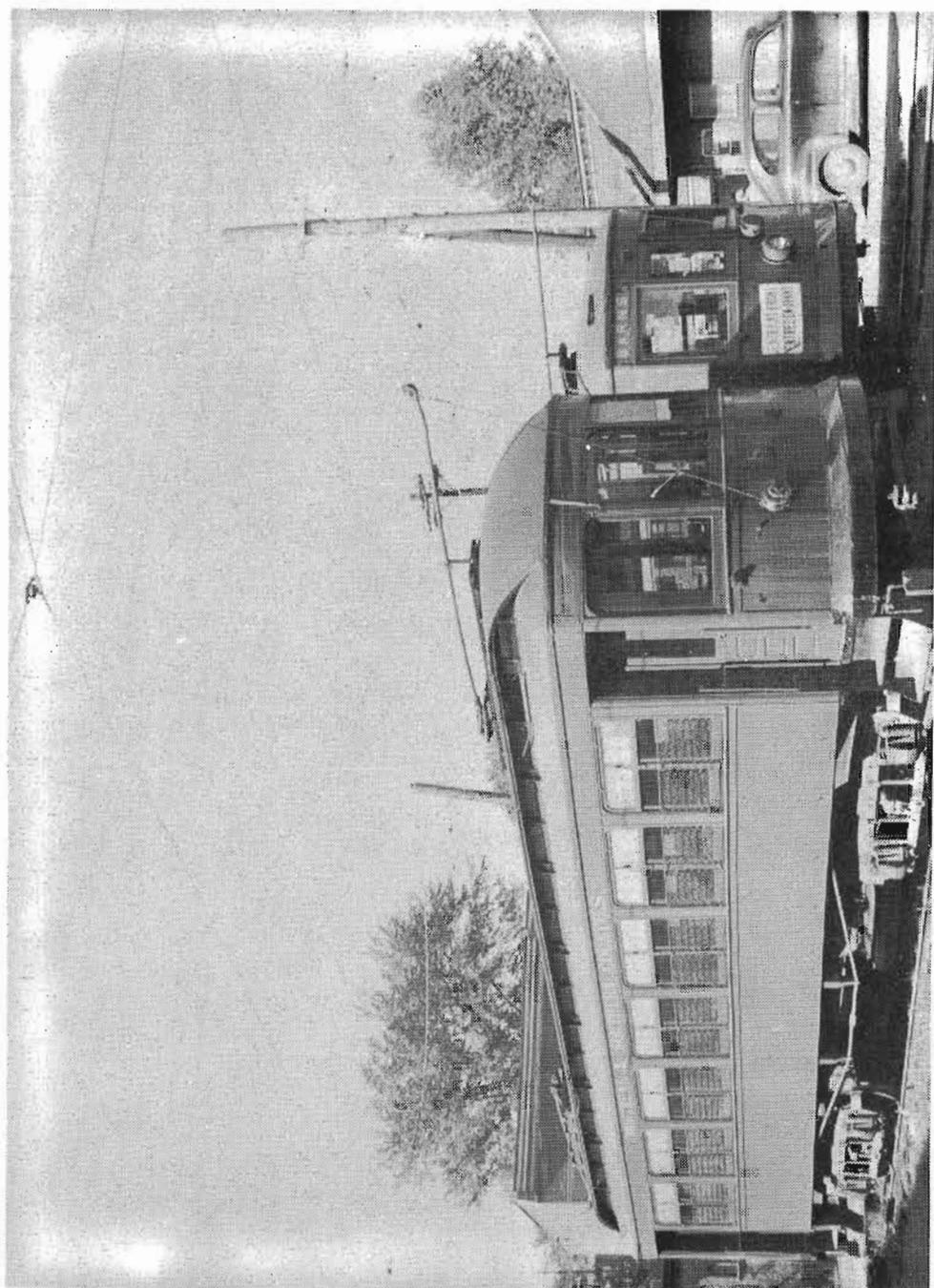
IN ST. LAMBERT TOWN SQUARE car 324 stops to pick up a passenger on June 5 1950.

C.R.H.A. archives. Toohey collection.



THE YARD AT ST. LAMBERT on June 5 1950. From left to right we see cars 103, 107, 200, 8, 12, 13.

C.R.H.A. archives. Toohey collection.



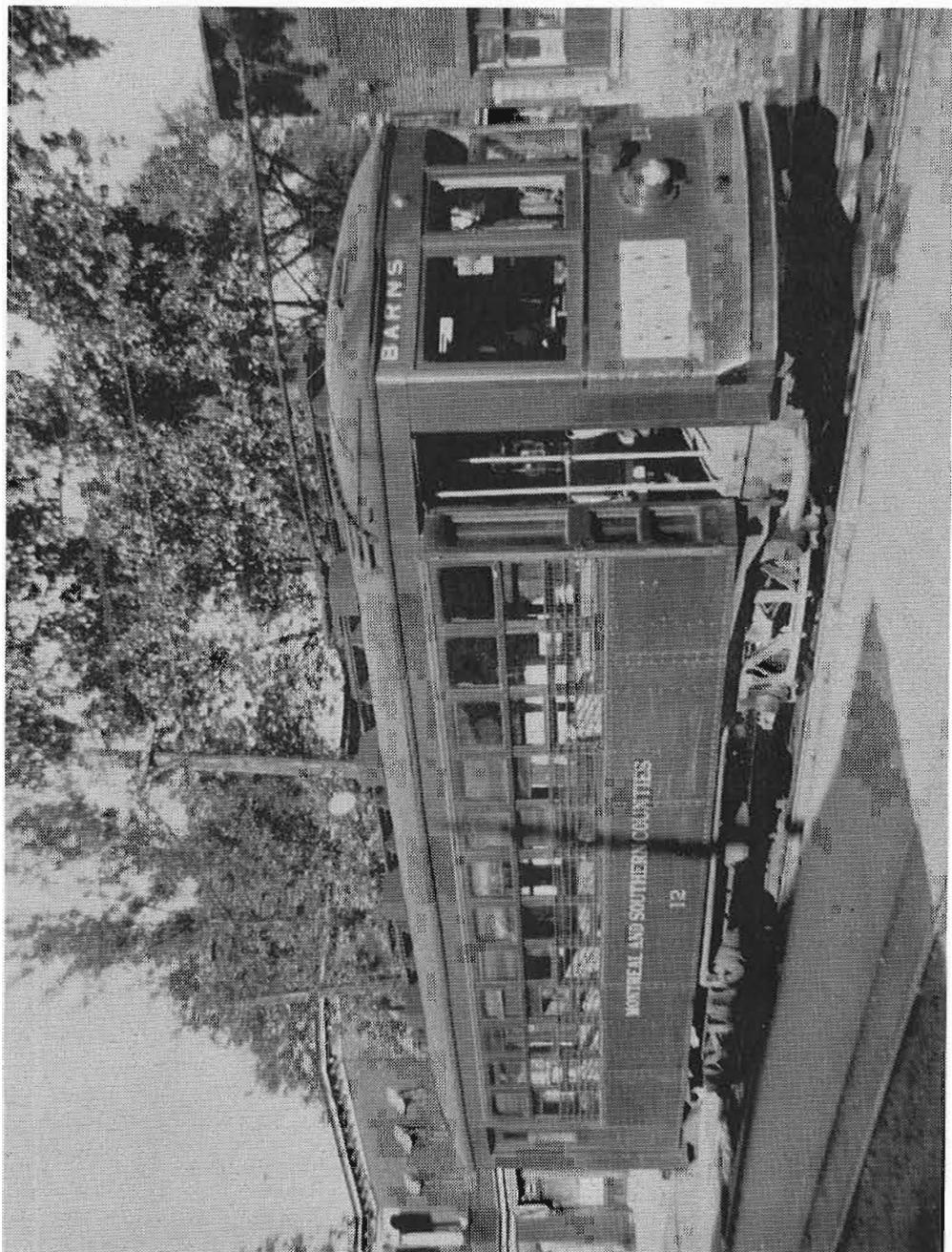
CAR 8 AT ST LAMBERT on June 5 1950. This is one of the original cars built in 1909.

C.R.H.A. archives. Toohy collection.



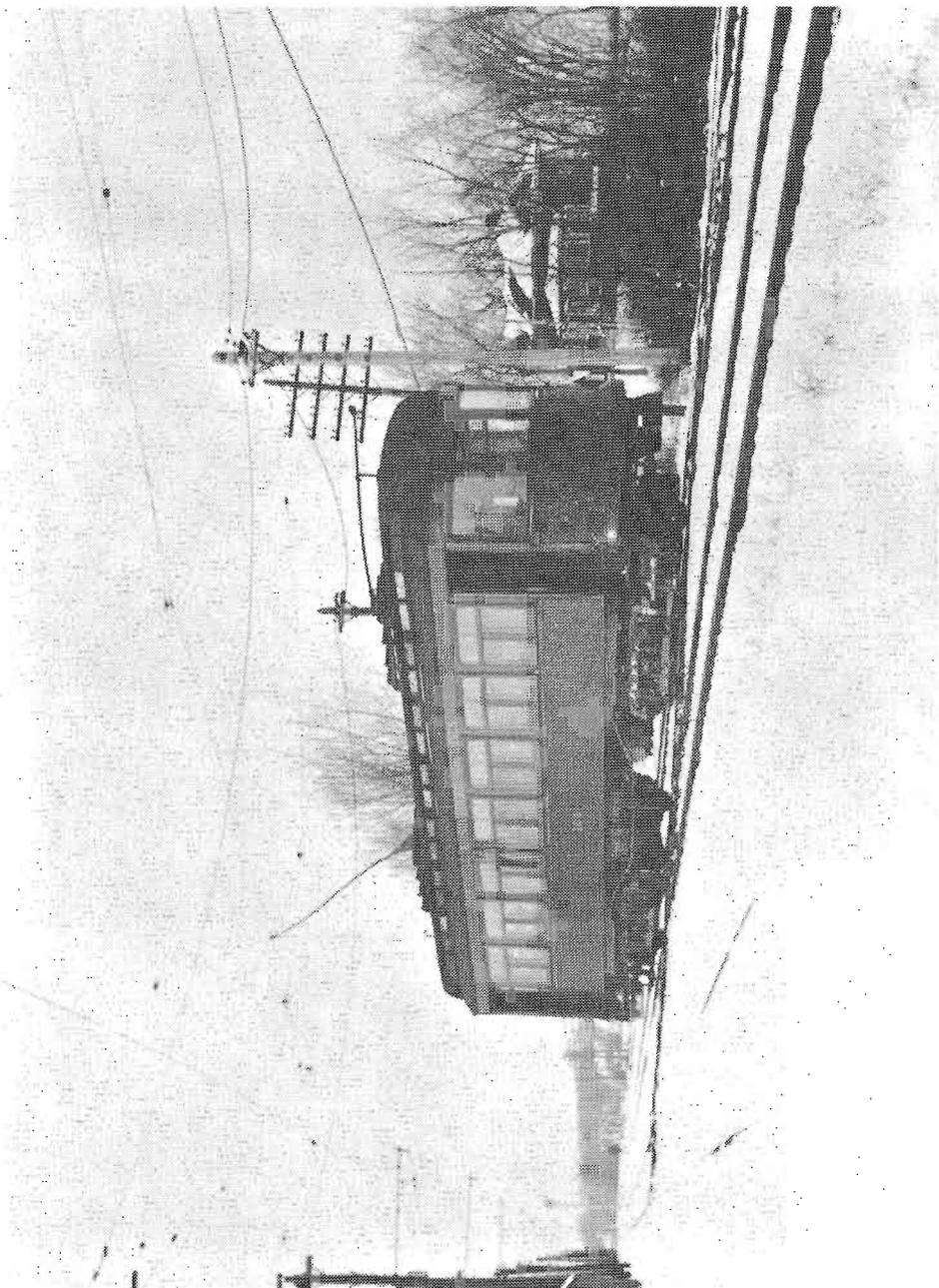
A RATHER RARE VIEW showing the M. & S.C. track on Victoria Bridge with car 320 approaching Montreal in 1949. What is now the downstream roadway on the bridge was then shared by the electric line and a sidewalk for pedestrians and bicycles. The main C.N.R. tracks are in the background inside the span.

C.R.H.A. archives. Toohey collection.



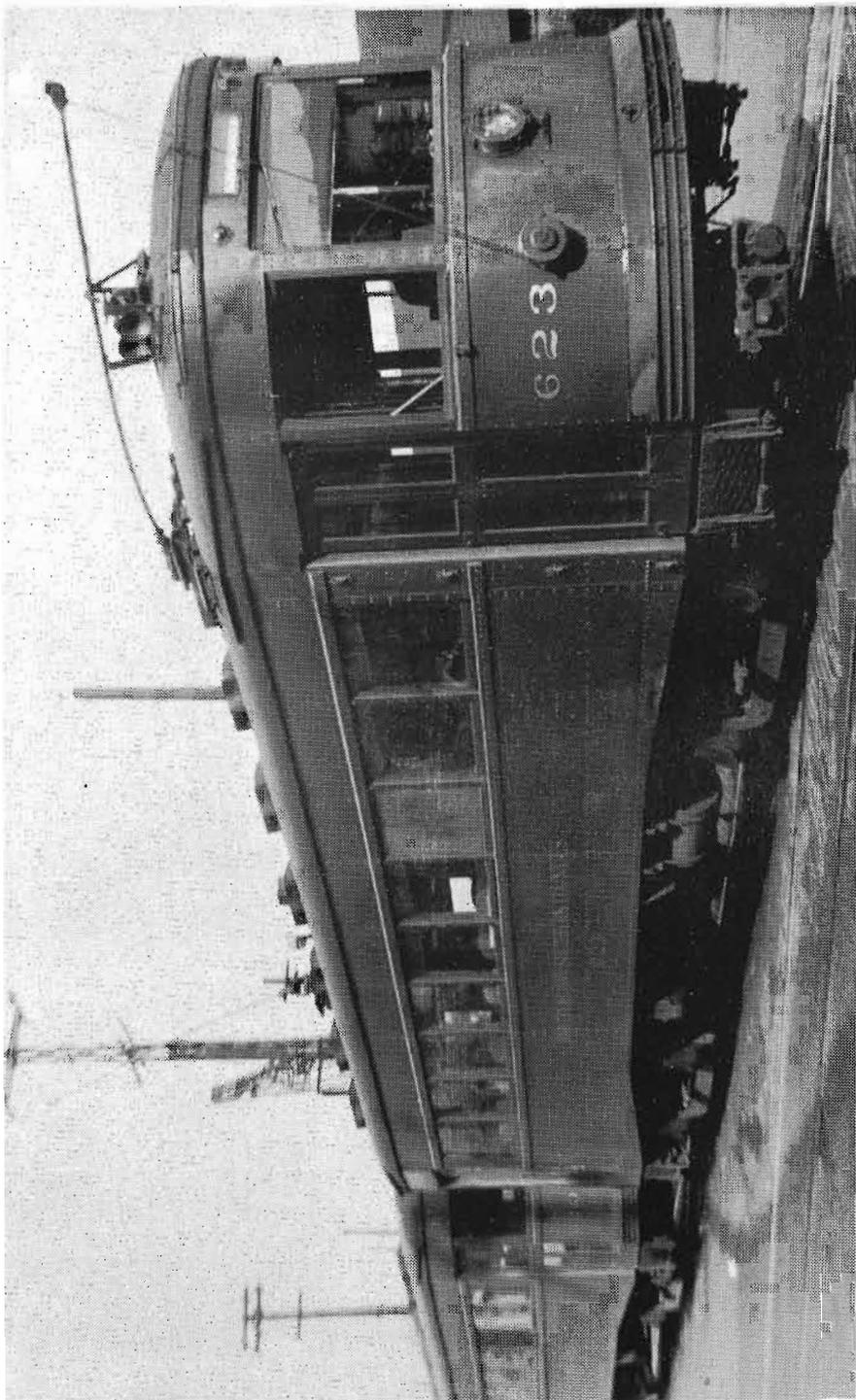
No. 12 WAS ONE OF THE CARS acquired second-hand by the M. & S.C. It closely resembled a double-truck Birney, and is shown at St. Lambert on a sunny summer day in 1949.

C.R.H.A. archives. Toohey collection.



NO. 104 CROSSING THE C.N.R. LINE at Ranelagh in 1949 bound for MacKayville. This car has been preserved and is now at the Canadian Railway Museum.

C.R.H.A. archives. Toohy collection.



CAR 623 AND TRAILER 220 on Common Street in the year 1949.
C.R.H.A. Archives, Toohy Collection.

CONTINUATION NOTICE

Due to the large amount of good material that has turned up lately, we have had to split our M. & S.C. flashback into two parts, and devote this issue to the suburban operations. We must, therefore ask the readers to transfer at St. Lambert, and we will resume our trip to Granby with the July Canadian Rail. In that issue we will give you more than thirty fine photos, as well as four scale drawings, reduced to "HO" scale, of interurban cars. We will also tell you why car 606 disappeared from the roster in 1927. Or did it? So watch for the Interurban operation of the M. & S.C. in July.

**MONTREAL & SOUTHERN COUNTIES
RAILWAY COMPANY**

A.M. * TRANSFER * P.M.

CAR LEFT	TERMINUS	FORM 503	Date issued
1	20 40	C 736208	JAN. 13
2	20 40		FEB. 14
3	20 40	DESTINATION	MCH 15
4	20 40	MONTREAL *	APL 16
5	20 40	ST. LAMBERT *	MAY 17
6	20 40	MONTREAL SOUTH *	JUN. 18
7	20 40	GREENFIELD PARK *	JULY 19
8	20 40	MACKAYVILLE *	AUG. 20
9	20 40	SPECIAL *	SEP. 21
10	20 40	Bearer started from	OCT. 22
11	20 40	* E W *	NOV. 23
12	20 40	NO STOP-OVER PAS D'ARRET	DEC. 24

1955 - 56 - 57 - 58 - 59 - 60

Not Transferable Personnel	SCHOLAR ECOLIER *
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The Dispatch Gen. Pass. Traf. Mar.

BACK COVER

ONE OF THE M. & S.C.'s most modern cars, No. 621, built in 1930, is seen on Mill street amid grain elevators near the port of Montreal.
C.R.H.A. Archives, Toohy collection.

