

Canadian Rail

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FRONT COVER: *Montreal street car No. 1600 is seen heading west along Notre Dame Street, having just left the terminus at George V, the eastern limit of the city, on June 17, 1957. Car 1600 was the first of the modern type trailer cars to run in Montreal. It was built by J.G. Brill of Philadelphia in 1914, and was converted to a one-man car in 1934. Less than a week after the photo was taken, street car service ceased on this line and, later in 1957, 1600 was retired.*

Photo by Fred Angus.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9

Membership Dues for 1994:

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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open from late May to early October (daily until Labour Day). Members, and their immediate families, are admitted free of charge.

THE GOAL OF THE ASSOCIATION IS THE COLLECTION, PRESERVATION AND DISSEMINATION OF ITEMS RELATING TO THE HISTORY OF CANADIAN RAILWAYS

The CRHA has a number of local divisions across the country. Many hold regular meetings and issue newsletters. Further information may be obtained by writing to the division.

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The Report of the Collection Committee

INTRODUCTION

This "Rolling Stock Collections Report" was prepared by the Collection Committee between 1988 and 1992 at the request of the Board of Directors of the Canadian Railroad Historical Association and the management of the Canadian Railway Museum. The Committee was requested to define the "National Collection" and to summarize the reasons for the artifacts being in the Association's collection.

The Committee was established in 1986, and has been composed of the following persons:

Chairman: Peter Murphy

Secretary: Fred Angus

Charles DeJean

Gérard Fréchette

John Godfrey

Janet Homewood (CRM Director, 1988-1991)

David Johnson

David Monaghan (CRM Director, 1985-1988)

Stan Smaill

Len Thibeault

The Committee is extremely thankful for the input and assistance received from many individuals including François Gaudette, Ken Goslett, the late Omer Lavallée and Dr. Robert Nicholls.

The Canadian Railroad Historical Association's "National Collection of Railway Rolling Stock" is defined as "those artifacts that are representative, and/or historically or technologically significant, and which illustrate and contribute to an understanding of the evolution and social impact of rail transportation systems in Canada."

The evaluation of each artifact was done on the "CRHA Collection Committee: Artifact Evaluation Form". The form provides a standard format listing basic information (company, road number, date built, builder, date acquired, terms of donation, source etc.), reason(s) for the piece being in the collection (historic, technological, representativeness of Canadian railways, social), condition, etc. The results of this analysis is presented by category. Each category has a brief introduction followed by a listing of each artifact including a description and brief statement of why it is in the collection. Each category is subdivided into two sub-categories: those artifacts that constitute the "National Collection" and those preserved for other purposes, such as operation, animation of the museum, or for local or regional interest.

The system utilized in the collections analysis did not permit definitive ranking between adjacent items on the list, but the relative positions in the list are significant. For example, within the steam locomotive collection, CN 6153 and CP 2850 are both extremely significant in the collection, and either is more important to the collection than those lower in the table. However, items lower in the list may be important to completely tell a particular story, so it cannot be assumed any item at the end of the list is unnecessary to the collection and hence available for

deaccessioning. Each item must therefore be considered on its own merits.

The artifacts in the "National Collection" are those required to tell the complete story of the railways of Canada and their social and economic impact. The choice of what to include in the National Collection was not easy. After much discussion, the Collection Committee recommends that those artifacts listed in the first part of each table be considered the "National Collection" at this time. It must be remembered that there is other preserved or operating railway equipment which may be worthy of being part of the "National Collection".

RAILWAYS

Abbreviation	Company
AC	Algoma Central
AC&HB	Algoma Central and Hudson Bay
BR	British Railways
CGR	Canadian Government Railways
CNoR	Canadian Northern Railway
CNR	Canadian National Railways
CPR	Canadian Pacific Railway (CP Rail)
GTP	Grand Trunk Pacific Railway
GTR	Grand Trunk Railway
ICR	Intercolonial Railway
L&PS	London and Port Stanley Railway
LB&SCR	London, Brighton & South Coast Railway
M&SC	Montreal and Southern Counties Railway
MSR	Montreal Street Railway
MTC	Montreal Tramways Company
NAR	Northern Alberta Railways
NFLD	Newfoundland Ry., Terra Transport, CNR
NHB	National Harbours Board Railway
NSi.C&T	Niagara, St. Catharines & Toronto Railway
ONR	Ontario Northland Railway
PGE	Pacific Great Eastern Railway
QNS&L	Quebec North Shore and Labrador Railway
QSR	Quebec Street Railway
R&S	Roberval and Saguenay Railway
S&H	Salem and Hillsborough Railroad
S&L	Sydney and Louisbourg Railway
SNCF	Société Nationale des Chemins de Fer
TSR	Toronto Suburban Railway
TTC	Toronto Transportation Commission (Toronto Transit Commission since 1954)

BUILDERS

BLW	Baldwin Locomotive Works, Philadelphia, Pa.
B&S	Barney and Smith, Dayton, Ohio
Brighton	London, Brighton & South Coast Railway, Brighton Works, England
Brill	J.G. Brill Company, Philadelphia, Pa.
Brownell	Brownell Car Company, St. Louis, Mo.
CC&F	Canadian Car and Foundry, Montreal, Que.
CLC	Canadian Locomotive Company, Kingston, Ont.
CN-Transcona	Canadian National Railways, Transcona Shops, Winnipeg, Man.
CNR	Canadian National Railways
CP-Angus	Canadian Pacific Railway, Angus Shops, Montreal, Que.
CP-Delorimier	Canadian Pacific Railway, Delorimier Shops, Montreal, Que.
CP-Hochelaga	Canadian Pacific Railway, Hochelaga Shops, Montreal, Que.
CP-Perth	Canadian Pacific Railway, Perth Shops, Perth, Ont.
DC&F	Dominion Car and Foundry, Montreal, Que.
Doncaster	London & North Eastern Railway, Doncaster Works, England
ECCo.	Eastern Car Company, Trenton, N.S.
GE	General Electric Company, Erie, Penn.
GMD	General Motors Diesel Division, London, Ont.
GTR-Pt.St.Charles	Grand Trunk Railway, Point St. Charles Shops, Montreal, Que.
J&S	Jackson and Sharp Company, Wilmington, Del.
Jewett	Jewett Car Company, Newark, Ohio
Kawasaki	Kawasaki Heavy Industries, Osaka, Japan
Kuhlman	G. C. Kuhlman Car Company, Collinwood, Ohio
Larivière	N. & A. C. Larivière, Montreal, Que.
MLW	Montreal Locomotive Works, Montreal Que.
MSR	Montreal Street Railway, Montreal, Que.
MTC	Montreal Tramways Company, Montreal Que.
Newburyport	Newburyport Car Company, Newburyport, Mass.
NSC	National Steel Car, Hamilton, Ont.

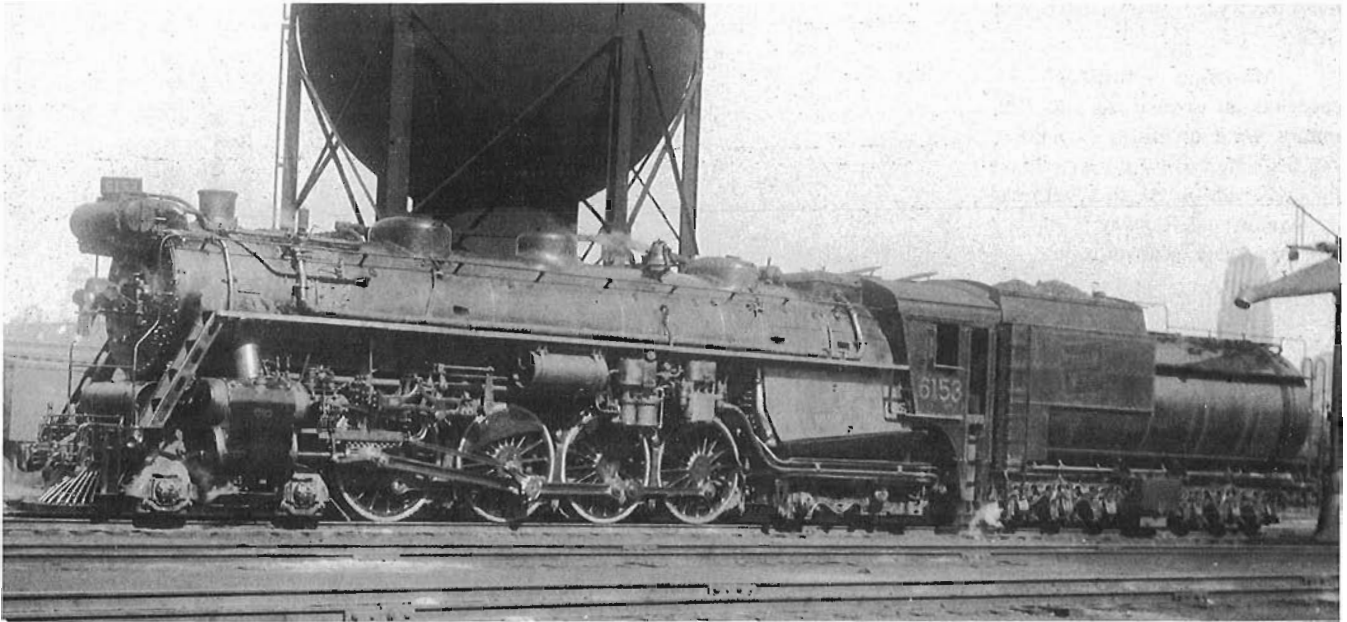
Ottawa	Ottawa Car Manufacturing Company, Ottawa, Ont.
P&C	Patterson and Corbin, St. Catharines, Ont.
Pittsburgh	Pittsburgh Locomotive and Car Works, Allegheny, Penn.
PLY	Plymouth Locomotive Works, Plymouth, Ohio
Porter	H. K. Porter, Pittsburgh, Penn.
Preston	Preston Car and Coach, Preston, Ont.
PSC	Pressed Steel Car, Pittsburgh, Penn.
RC	Rhodes Curry and Company, Amherst, N.S.
SACM	Société Alsacienne de Constructions Mécaniques, Belfort, France
Schenectady	Schenectady Locomotive Works, Schenectady, N.Y.
Stephenson	John Stephenson & Company, New York, N.Y.
Wagner	Wagner Palace Car Company, Buffalo, N.Y.
WSC	Western Steel Car, Chicago, Ill.

THE COLLECTION**STEAM LOCOMOTIVES**

The Collection Committee endorses the following general description of an ideal national collection of steam locomotives. First, the following features should be represented:

1. Every common wheel arrangement used in Canada.
2. Major technological advances in Canadian steam locomotives.
3. Every principal pre-1922 Canadian railway, including:
 - a) Canadian Northern,
 - b) Grand Trunk,
 - c) Intercolonial,
 - d) Canadian Pacific,
 - e) Etc.
4. Every major Canadian locomotive builder.
5. Every major variety of steam locomotive, i.e. freight, passenger, transfer, switchers and special service locomotives.
6. Foreign, i.e. non-Canadian, locomotives, for comparison and contrast to the Canadian locomotives.

In addition, a balance should be maintained between the CPR and the CNR sub-collections.



CNR 6153 at Toronto, Ontario about 1935. Patterson-George Collection.



CPR 2850 at Winnipeg, Manitoba in 1955. Patterson-George Collection.

**STEAM LOCOMOTIVES IN THE NATIONAL COLLECTION
(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)**

CNR 6153, 4-8-4, MLW, 1929

CN 6153 is one of 203 "Northern" class locomotives on Canadian National Railways that formed the mainstay of CN's steam power in the 1940's for both passenger and freight service. CN 6153 took part in the "End of an Era" ceremony at Turcot Yards on September 4, 1960, and was used in special excursion service

for about two years after that date. It is essentially unmodified and is in moderately good condition.

CPR 2850, 4-6-4, MLW, 1938

CP 2850 was the locomotive on the Royal Train in 1939 that earned the designation "Royal" for these Hudson class locomotives. 2850 has been declared a National Historic "Site" by the Government of Canada. It is also a fine example of a locomotive designed by H.P. Bowen, and is typical of CP passenger motive power.

Maritime Ry. 5 , 4-6-0, Pittsburgh, 1895/6

Maritime Railway #5 represents an unmodified late 19th century North American locomotive with flat slide valves. It was used on the construction of the National Transcontinental Railway, Canada's third transcontinental railway.

CPR 144, 4-4-0, CP-Delorimier, 1886

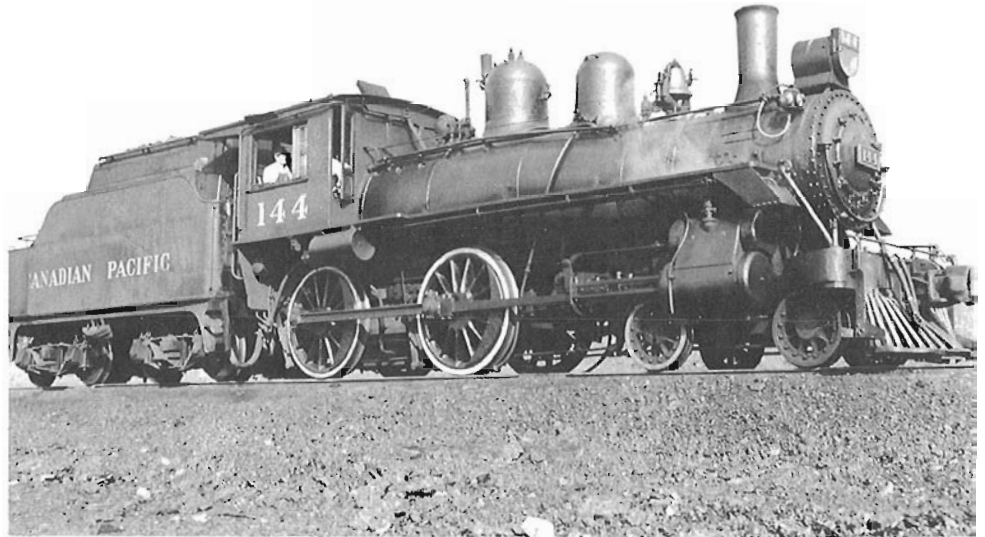
CP 144 is the oldest Canadian built steam locomotive in existence and was rebuilt in 1914 at CP's Angus Shops with a steel cab, superheater, etc. for branch line service where it served until 1960. It is in good condition.

CPR 5935, 2-10-4, MLW, 1949

CP 5935 was the last standard gauge steam locomotive built for a Canadian railway. It represents the "Selkirk" class of locomotives which were designed by Canadian Pacific for service in the Rocky Mountains. It is the heaviest type of steam locomotive in the British Commonwealth.

GTR 713, 2-6-0, GTR-St. Charles, 1900

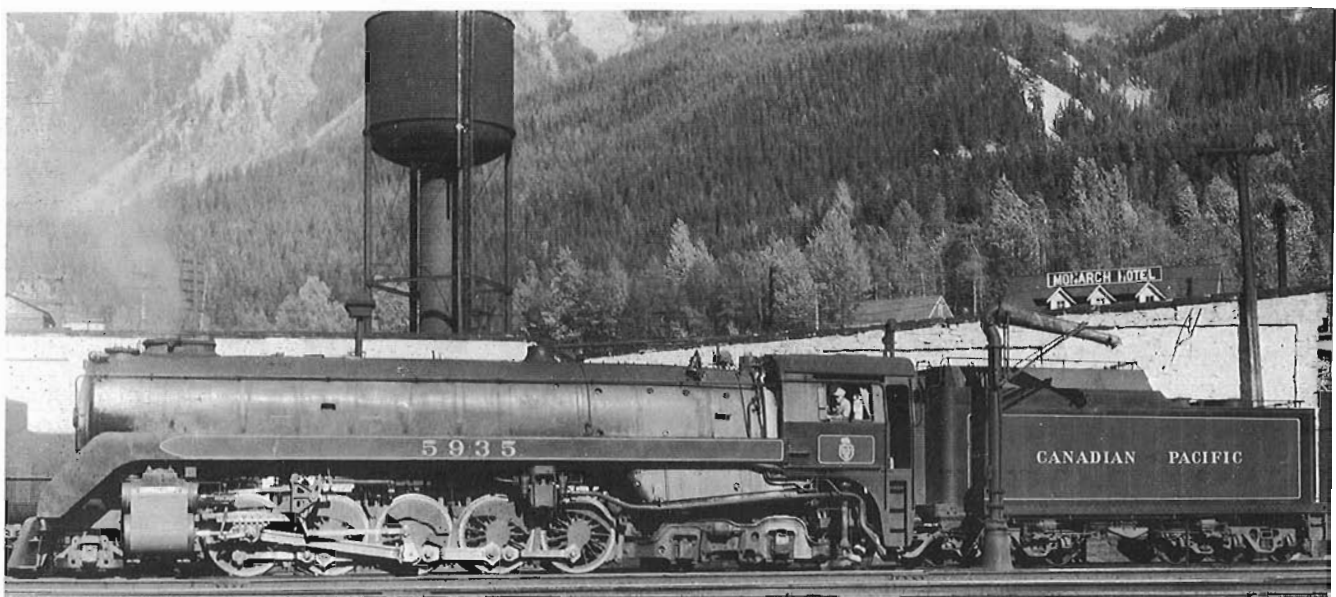
GTR 713 represents a Grand Trunk-built Mogul class locomotive. Moguls constituted 28% of the locomotives on the GT at the time of amalgamation into Canadian National Railways. This is the only GTR-built locomotive, and the only Mogul in the collection.



CPR 144 at Norton, New Brunswick in October, 1955. Patterson-George collection.

CPR 2341, 4-6-2, MLW, 1926

CP 2341 represents a CP heavy Pacific class locomotive and was the first to be equipped with a nickel-steel high pressure boiler and was used extensively in MLW promotional material. It was also one of the earlier stoker-equipped locomotives.



CPR "Selkirk" class 2-10-4 No. 5935 at Field, British Columbia on June 7, 1952. Patterson-George collection.

CPR 5468, 2-8-2, MLW, 1948

CP 5468 represents a high pressure, oil-fired, heavy freight locomotive. It is one of the last class of freight steam locomotives built new for a Canadian railway. It is currently under lease to the Selkirk Division of the CRHA, Revelstoke, B.C.

CNR 5550, 4-6-2, MLW, 1914

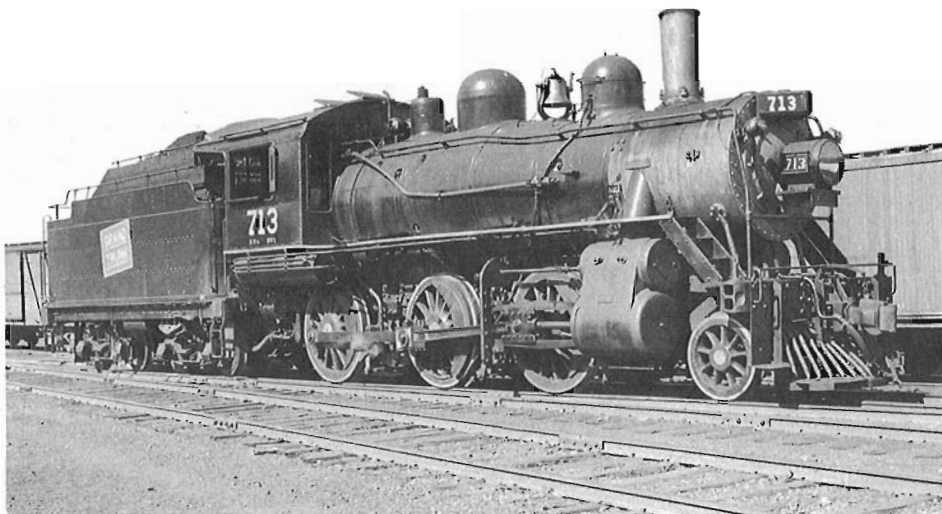
CN 5550 was originally built for the Intercolonial / Canadian Government Railways and was widely used throughout the CNR system. It was built with the enclosed cab. It is the only Intercolonial locomotive in the collection.

CNR 49, 4-6-4T, MLW, 1914

CN 49 is an example of a double-ended tank locomotive designed and used for commuter service. It was the last regular steam engine out-shopped at the Point St. Charles Shops. (August 23, 1957.)

CPR 492, 4-6-0, CP-Angus, 1914

CP 492 represents a relatively unmodified Angus-built locomotive, designed to replace the 4-4-0's on branch line service. The "10 Wheelers" constituted the largest and most varied class of locomotives on the CP.



CNR (GTR) 713 at Portland, Maine on May 24, 1939. Patterson-George collection.

CNR 5702, 4-6-4, MLW, 1930

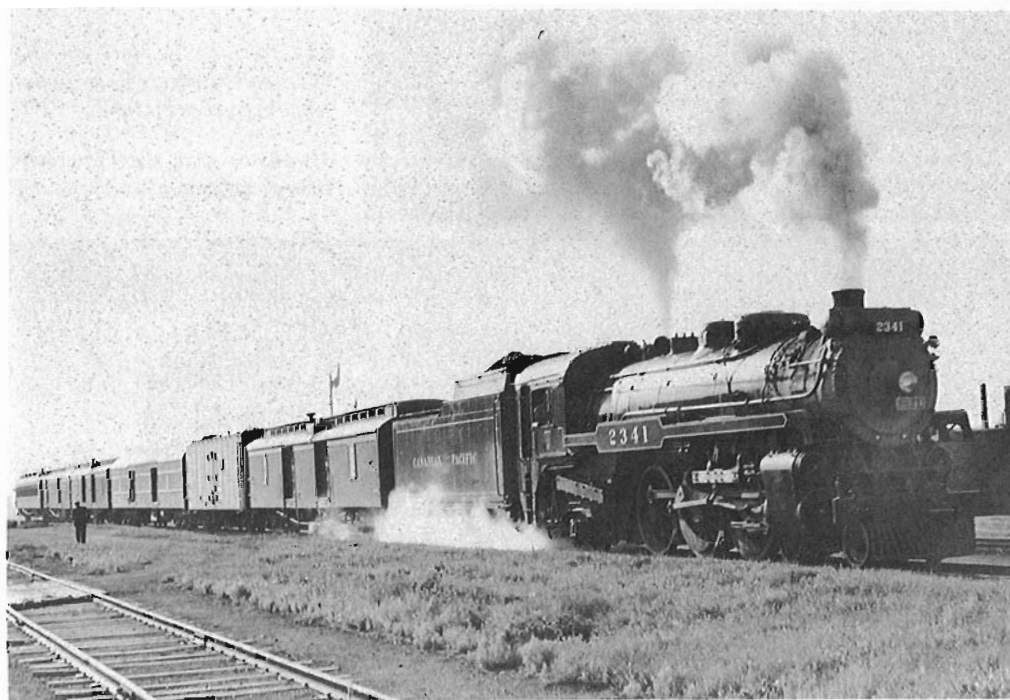
A CN Hudson class locomotive with the largest drivers (80") and largest Vanderbilt tender ever used in Canada. This locomotive type saw the first application of smoke deflectors and unit brake in Canada. It represents high speed passenger motive power.

CPR 999, 4-6-0, MLW, 1912

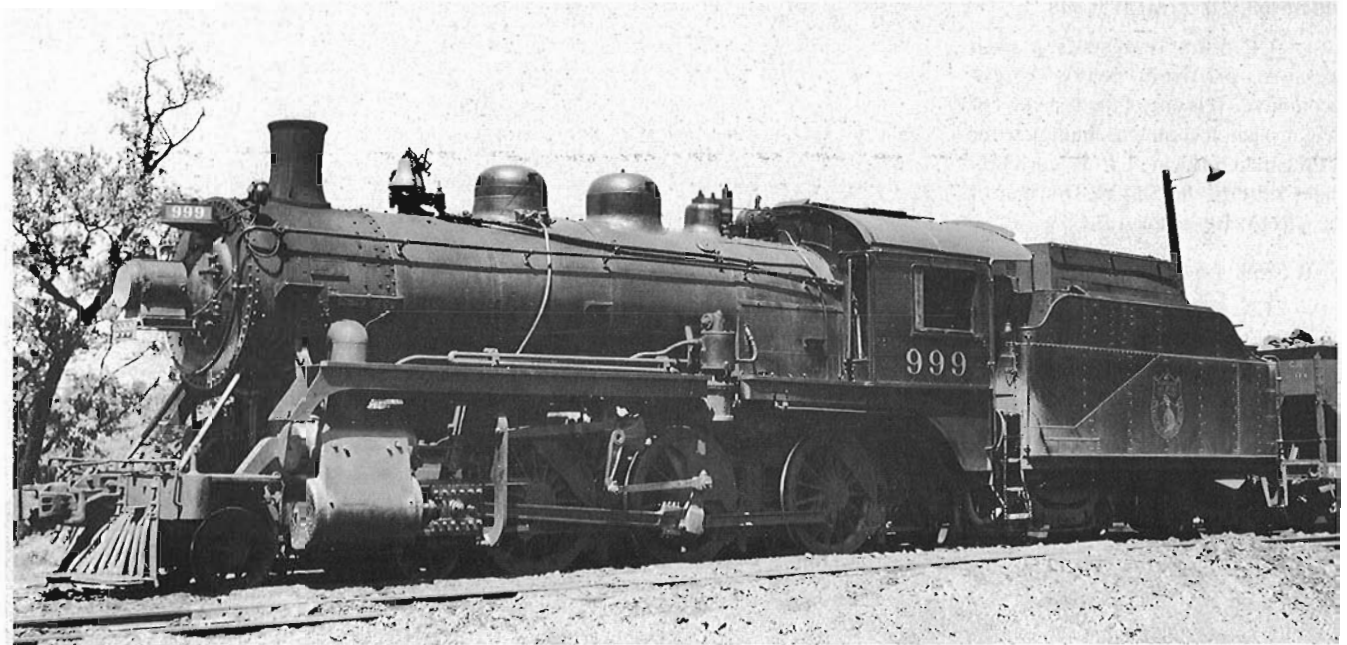
CP999 is the only Dominion Atlantic Railway locomotive preserved. On the DAR, it operated with the name "Fronsac". It is a D-10 class locomotive, one of over 500 operated by the CPR.

CNR 4100, 2-10-2, CLC, 1924

CN 4100 has been declared a National Historic "Site" by the Government of Canada and represents a heavy transfer locomotive that was the most powerful in the British Commonwealth when built, with 91,735 lbs tractive effort, with booster, and weighing 327 tons. It is the only "Santa Fe" class locomotive in the collection and was of the first class equipped with Vanderbilt tender.



CPR 2341 hauling train No. 54 at Brandon, Manitoba on August 25, 1947. Patterson-George collection.



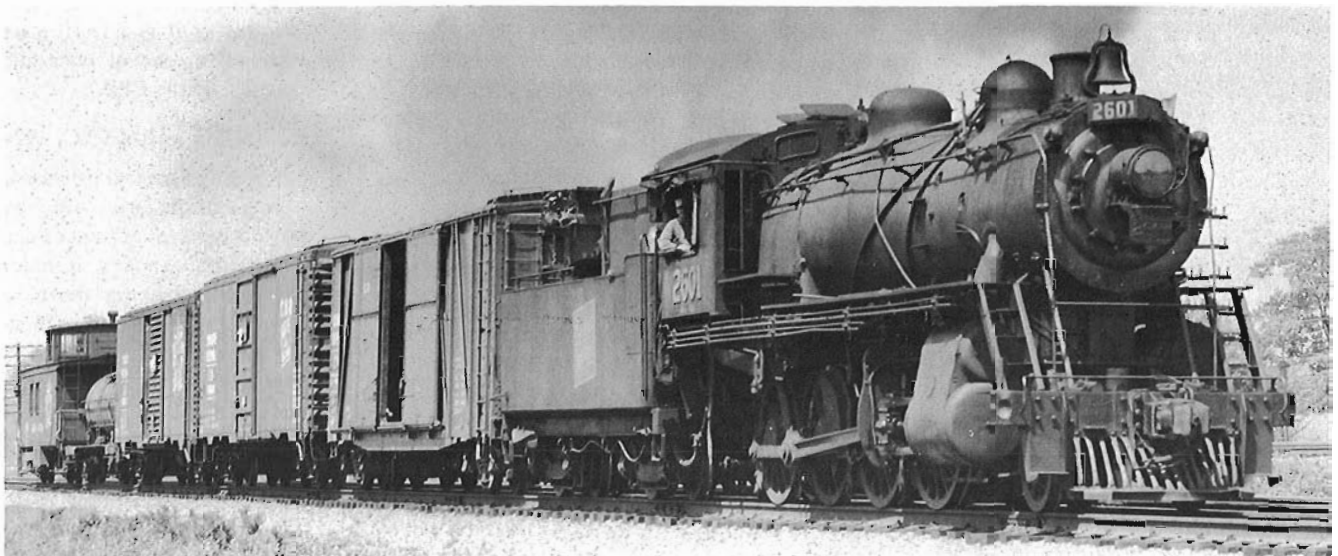
ABOVE: CPR 999, with the Dominion Atlantic Railway's "Evangeline" herald on the tender, pictured at Kentville, Nova Scotia on June 8, 1942.



LEFT: CPR 6271 on the "Swansea Turn" at Sunnyside (Toronto), Ontario on February 24, 1952.

BELOW: CNR 2601 on the Vaudreuil wayfreight at Beau-repaire, Quebec on June 1, 1957

All photos from the Patterson-George collection.





CNR 3239, on the "Woodstock Turn", at Burlington, Ontario on November 21, 1958. Patterson-George collection.

CPR 6271, 0-6-0, CP-Angus, 1913

A typical yard switcher seen across the country on both major railways, many smaller railways and industrial sites.

LB&SC 54, 0-6-0T, Brighton, 1875

London & Brighton and South Coast Railway #54 is the oldest locomotive in the collection and represents a 19th century British locomotive. This unmodified piece with its inside cylinders, provides an interesting comparison with CP 144. It is equipped with the 1875 Westinghouse air brake.

CNR 2601, 2-8-0, MLW, 1907

CN 2601 represents a "Consolidation" class locomotive. This class constituted 26% of the CN locomotive roster in 1931. It originally operated on the Grand Trunk Railway as a compound locomotive.

CNR 3239, 2-8-2, CLC, 1917

CN 3239 represents the "Mikado" class and the Kingston Locomotive Works. It was originally Canadian Government Railways 2839, where it was part of the class that constituted 25% of the motive power fleet.

CPR 2231, 4-6-2, CP-Angus, 1914

CP 2231 represents a light "Pacific" class locomotive. It pulled the special train for the Prince of Wales (later King Edward VIII) in 1919. It also represents the first class of locomotives to have an enclosed cab that became the standard for Canadian locomotives.

CNR 1520, 4-6-0, CLC, 1906

Canadian National 1520 (originally Canadian Northern) represents the most popular wheel arrangement on the CNoR. It is the oldest Canadian Locomotive Company locomotive in existence.

E.B.Eddy 2, 0-4-0T, MLW, 1925

E.B.Eddy 2 represents industrial railways. It was the first locomotive acquired by the CRHA.

BR 60010 "Dominion of Canada", 4-6-2, Doncaster, 1937

British Rail's 60010, "Dominion of Canada", represents British railways and serves as an interesting contrast to CN 5702. The "Mallard" class of locomotives held the world speed record for steam at 126 1/2 miles per hour. The "Dominion of Canada" was in the speed trials. It is a streamlined locomotive, equipped with a speedometer and a corridor tender with a water scoop. These features permitted it to cover the 393 miles from London to Edinburgh without service stops, whereas most Canadian locomotives in the same service would stop every 125-150 miles for water.



A magnificent view of CPR 2231, along with 5171, at Islington (Toronto), Ontario in January, 1955. Patterson-George collection.

CPR 2928, 4-4-4, CLC, 1938

CP2928 represents the "Jubilee" class, light prairie branchline motive power designed by H.P. Bowen. The wheel arrangement was peculiar to the CPR in Canada and was developed to replace the older, smaller locomotives used on these lines.

SNCF 030C841, 0-6-0, SACM, 1883

Société Nationale des Chemins de Fer 030C841 represents an early French mainline locomotive based on an 1867 design. The tender was provided by Germany as First World War reparations. The locomotive was unofficially named "St. Mâlo" after its acquisition by the CRHA. Earlier locomotives of this class did bear names, and it was felt that "St. Malo" was appropriate due to its connection with Jacques Cartier, as well as it being situated on the railway where this locomotive first ran. This locomotive serves as a comparison to British ("Waddon") and North American practice (CP 144). It has outside valve gear.

OTHER STEAM LOCOMOTIVES IN THE COLLECTION

CPR 29, 4-4-0, CP-Delormier, 1887

Last CP steam locomotive in regular and excursion service. It has been heavily rebuilt and served in branch line service out of Ottawa, Farnham and in New Brunswick.

QNS&L 1112, 4-6-0, MLW, 1912

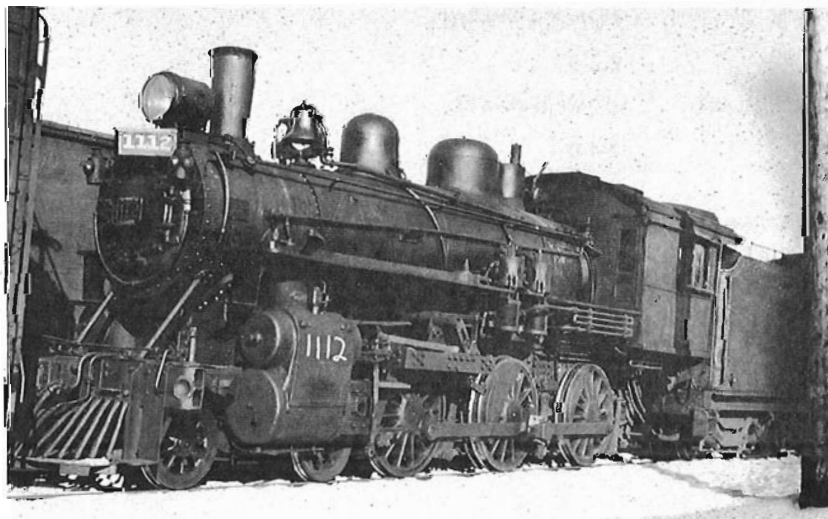
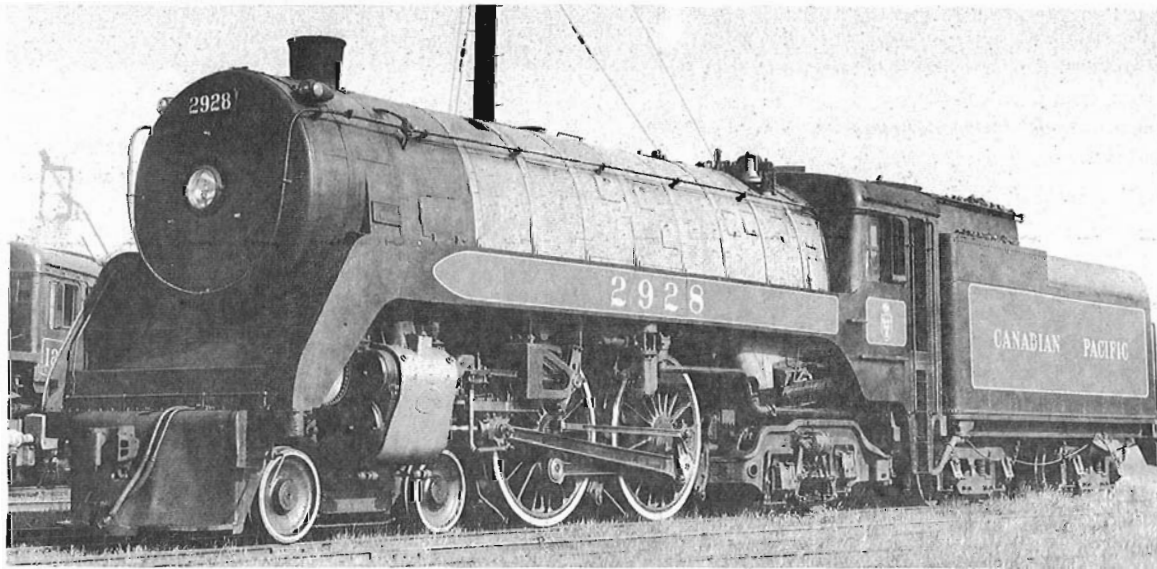
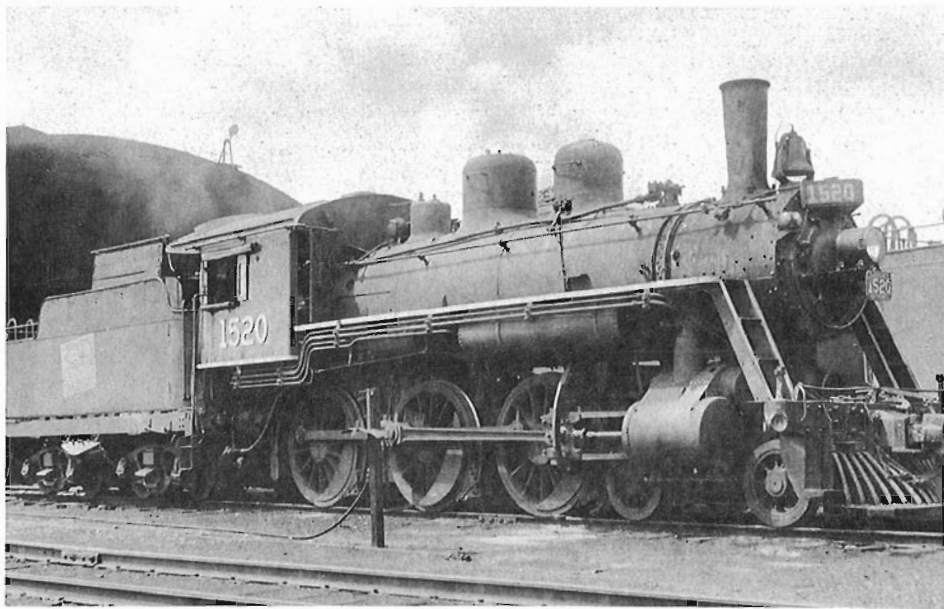
QNS&L 1112 represents the largest class of Canadian Northern locomotives. It served as CN 1112 from 1919 to 1952, when it was sold to the QNS&L as a construction locomotive. QNS&L converted it to an oil burner.

CNR 1009, 4-6-0, MLW, 1912

CN 1009 served as a Canadian Government Railways construction engine. It has flat valves which were essentially outdated in 1912. It is currently in operating condition and under lease to the New Brunswick Division, CRHA, Hillsborough, N.B.

OSC 25, 2-4-0, Baldwin, 1900

Old Sidney Collieries 25 represents a light maritime colliery engine. It is the only Baldwin built locomotive in the collection, as well as the only one with the 2-4-0 wheel arrangement, and 4 wheel tender.



TOP: CNR 1520 at Lindsay, Ontario during the summer of 1957.

ABOVE: CPR 2928 in the Hamilton Yard of the Toronto Hamilton and Buffalo Railway about 1953.

LEFT: Somewhat the worse for the wear, CNR 1112 is seen, without main rods, at Moncton, New Brunswick in December, 1937.

All photos from Patterson-George collection.



CPR 3388 at Aroostook, Maine on August 30, 1958. Patterson-George collection.

NHB 4, 0-6-0, MLW, 1914

National Harbours Board #4 represents the 0-6-0 switcher, and the National Harbours Board which operated railways in all major Canadian ports.

NAR 73, 2-8-0, CLC, 1927

Northern Alberta Railways #73 is of regional interest as it is the only NAR steam locomotive in existence. It was originally built for the Edmonton, Dunvegan and British Columbia Railway. NAR #73 is currently located at the Alberta Pioneer Railway Museum, Edmonton, Alberta.

St. Anne Paper 3, 0-4-0, MLW, 1916

St. Anne Paper #3 represents an industrial locomotive and was one of the last operating at the time of acquisition.

CPR 3388, 2-8-0, Schenectady, 1902

CP 3388 is the oldest CPR freight locomotive in Canada. Built by the Schenectady Locomotive Works, it represents the many American built locomotives that operated in Canada.

JOHN MOLSON, 2-2-2, Kawasaki, 1970

The "John Molson" is a reproduction of a late 1840's steam engine. The original "John Molson" was built by Kinmonds, Hutton and Steel of Dundee, Scotland, in 1849 and operated on the Champlain and St. Lawrence Rail Road.

The CRHA collection of steam locomotives can also be organized on the basis of wheel arrangement as follows:

0-4-0

E.B.EDDY 2

St.Anne 3

0-6-0

CPR 6271

LB&SC 54

NHB 4

SNCF 030C841

0-8-0 SWITCHER

None in collection

2-2-2

JOHN MOLSON

2-4-0

OSC 25

2-6-0 MOGUL

GTR 713

2-8-0 CONSOLIDATION

CNR 2601

NAR 73

CPR 3388

2-8-2 MIKADO

CPR 5468

CNR 3239

2-10-2 SANTA FE

CNR 4100

2-10-4 SELKIRK

CPR 5935

4-4-0 AMERICAN

CPR 144

CPR 29

4-4-4 JUBILEE

CPR 2928

4-6-0 TEN WHEEL

Maritime 5

CPR 492

CPR 999

QNS&L 1112

CNR 1520

CNR 1009

4-6-2 PACIFIC

CPR 2341

CNR 5550

CPR 2231

BR 60010

4-6-4 HUDSON

CPR 2850

CNR 5702

4-6-4T

CNR 49

4-8-2 MOUNTAIN

None in collection

4-8-4 NORTHERN

CNR 6153

DIESEL LOCOMOTIVES

The Collection Committee suggests that the CRHA's national collection of diesel locomotives assure:

1. Representation of the major Canadian designers and builders of internal combustion locomotives. The major Canadian builders include CLC, MLW, GMD and GE.
2. That industrial units, switchers, road switchers and main-line units be included, with representation of both low horse-power and high horse-power units among them.

2. First units of regular production should be acquired, when available.

3. Early experimental units from both Canadian National and Canadian Pacific Railways be included.

4. Both major railways and other Canadian railways be represented.

DIESEL LOCOMOTIVES IN THE NATIONAL COLLECTION

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

CNR 15824, Railcar, OTTAWA/CNR, 1926

Although not a true diesel Locomotive, #15824 a circa 1926 oil electric built by Ottawa Car is one of a class of the earliest self propelled diesel-electric cars in existence; no other in Canada has been preserved. It is similar to the oil electric that crossed Canada in 67 hours establishing a speed and endurance record at that time. It was used mainly in branch line service and its success led to acceleration of the establishment of the Diesel as a reliable source of motive power, and the replacement of steam. The unit is preserved 'as built' except for the 1940's power technology.

CP 8905, H-24-66, CLC, 1955

Canadian Pacific 'Trainmaster' #8905 was the first high-horsepower diesel built in Canada. It was a Canadian-built attempt to dieselize Canadian Pacific's western region with high horsepower diesels; it is the only Trainmaster left in the world. It is the only diesel (other than #77 below) in the CRHA collection preserved that represents CLC's diesel-building era.

CP 7077, S-2, MLW, 1948

Canadian Pacific Diesel switcher 7077 was exhibited in Windsor Station in 1948 as MLW's first production diesel. It is part of MLW's first diesel production run in Canada. It's 539 turbocharged engine is representative of 1940's technology; the body is standard switcher configuration. All major Canadian railroads used them in the early diesel era.

CN 77, Diesel Switcher, CLC, 1929

This is the oldest surviving Canadian National diesel locomotive. It is a diesel electric based on the contemporary Westinghouse electric locomotive end-cab design of the period. The unit has been re-engined but retains its original electrical equipment; it is a good example of the early experimental diesel era.

R&S 20, RS-2, MLW, 1949

Using 1930's US technology, #20 was MLW's first road diesel built in Canada in 1949. It is a classic example of an early RS-2 standard road switcher design which was widely used across eastern Canada. It is largely unmodified and remains in operating condition.

CN 9400, FA-1, MLW, 1950

Canadian National 9400 was the first Alco A road unit of streamlined design. Locomotives of this type were used extensively by Canadian National and Canadian Pacific in both freight and passenger service in Eastern Canada.

CP 7000, Diesel Switcher, NSC, 1937

Built by National Steel Car 8 years after CN #77, #7000 is Canadian Pacific's first diesel locomotive. Although historic in Canadian Pacific's history, #7000 is a one of a kind 'oddball'; it was outdated and inefficient when built. It influenced the introduction of the diesel in yard switcher service on Canadian Pacific. Sold by CP in the early 1940's, it was acquired by the CRHA from Marathon Paper in 1964 and was restored cosmetically by CP to its 1937 appearance.



NFLD 805, G-8, GMD, 1956

This narrow gauge locomotive is of a type built for both standard gauge (CN 850-854) and narrow gauge operation. It is also a good example of a typical Canadian-built export locomotive. It is the only example of a narrow gauge diesel locomotive in the CRHA collection.

Hydro Quebec Switcher, 15 ton, PLY, 1922

Example of a very early gas-mechanical industrial switcher built by Plymouth in 1922.

OTHER DIESEL LOCOMOTIVES IN THE COLLECTION

NHB 1002, S-3, MLW, 1951

Acquired as a tool by the CRM in 1987, it is an unmodified Alco design in operating condition.

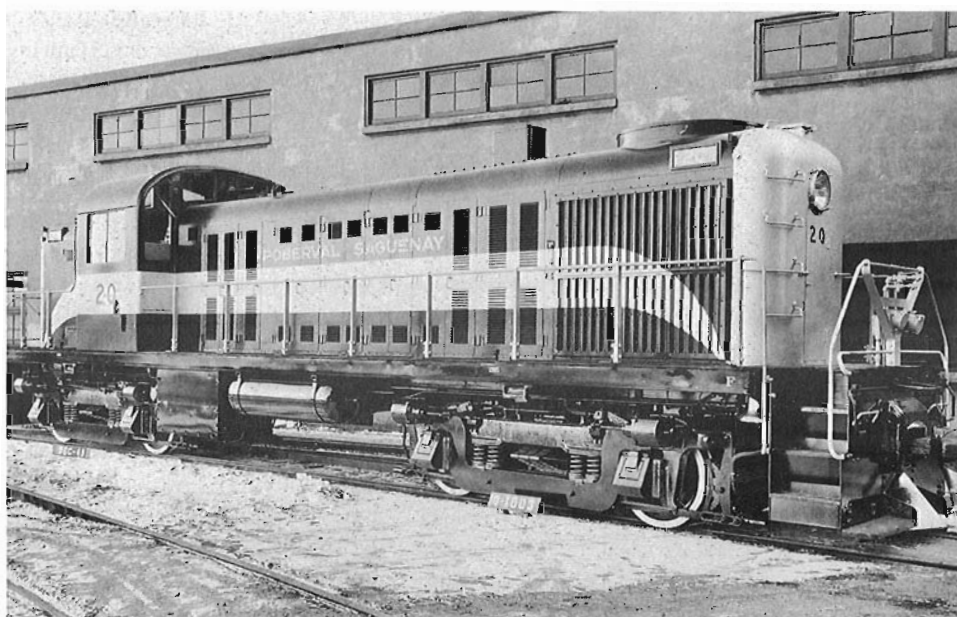
CN 30, GE 70 ton, GE, 1950

#30 is a good example of territorial dieselization. Although acquired as a tool by the CRM it is typical of short line and heavy industrial dieselization. Locomotives of this type were used on the P.G.E. and Thurso & Nation Valley as two examples. This locomotive saw its operating days spent on the now extinct Prince Edward Island Railway.

Stelco 9, Gas-electric, PORTER, 1928

This gas electric was the first operating piece at the CRM. Although significant in CRHA/CRM history, it is an 'oddball' and not representative of any major class of locomotives.

CNR 9400 hauling a freight train across Ile Perrot, about 25 miles west of Montreal, on June 4, 1950. Patterson-George collection.



Roberval and Saguenay No. 20 as it appeared when new. National Archives of Canada, Merrilees collection, photo No. PA-185885.

NOTE. Due to lack of space, it is not possible to illustrate all the equipment in the collection. We hope to show more photos of the diesels, freight and passenger cars, and miscellaneous equipment in a later issue. However the entire report appears in this issue.

FREIGHT EQUIPMENT

The original freight car acquisition committee was formed in October 1979 with the mandate to assemble a reputable historic collection of railway freight cars for public display. The subject was fully researched so that a truly representative collection could be assembled. A report was submitted to the CRHA Board in March 1980. Many hours of research and travel physical searching were carried out over the ensuing years by committee members to locate exhibits worthy of preservation. Unfortunately, some highly desirable freight cars were in too poor condition to move and had to be passed over; however the committee succeeded in assembling a core collection of basically pre-1925 historic freight equipment which has been placed in order of importance.

FREIGHT EQUIPMENT IN THE NATIONAL COLLECTION

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

ACR 10302 (nee AC&HB 4341), Hopper, PSC, 1901

This car survived almost 80 years in its original condition before being discovered by accident on the Algoma Central Railway. It is the oldest existing steel freight car in Canada and probably in North America. It is representative of mining in the North and of the Algoma Central Railway.

NAR 14005, Gondola - HART SIDE DUMP CAR, DC&F, 1908

Canadian design and patent, the Hart Otis side and centre dumping car was instrumental in the building of the Western Railways. It was also used extensively for 'filling in' wooden trestles. This particular car was used by the contractor in the building of the Edmonton Dunvegan and British Columbia Railway.

CPR 435288, Caboose, CP-Perth, 1884

Early CPR caboose that was heavily rebuilt with a steel underframe in 1905. This caboose may have been in the first lot built new for the CPR in 1884. Also representative of a small builder in Perth, Ontario.

CPR 284845, Reefer, NSC, 1923

The first refrigerated car concept designed in Canada used to transport fruit and perishable goods. Double sheathed with hair felt insulation, cars were 'iced' at regular intervals and remained in service until replaced by the express reefer.

CPR 420800, Flat, builder unknown, 1919

In the early years of railroading the flat car played a much more significant role in transporting freight than today. A flat car could be loaded and unloaded at a dock or ramp without the use of a crane, (cranes were rare in 1920). Many of the goods transported in a gondola car today would then have been transported on a flat car. This particular car is a prized example of an early flat car. In 1922 over 20,000 such cars were in service on Canadian National and Canadian Pacific alone. This may be one of the first flats equipped with Bettendorf trucks and without truss rods.

CNR 71933, Box, nee CGR 551672, CC&F, 1916

This was the most significant box car design ever used in Canada. Of a Canadian Government Railway design, over 75,000

of these cars were in service in 1920. Designated the 'Dominion Box Car' by the C.G.R., production extended from 1908 until the 1920's. This was a truly Canadian design which the US was slow to adopt. Canadian National was still purchasing them in 1923; they were used by all major railways in Canada.

CNR 10582, Reefer, CN-Transcona, 1949

Early reefers like 284845 above were iced in either end, leading to poor circulation of cooled air and rotted goods in the centre of the car and near doors. Pacific Fruit Express experimented with belt driven ventilation but Canadian Railways decided to distribute the ice more evenly throughout the car and so invented the 8 hatch reefer, top bunkered. At the start of World War II the Canadian Government funded the development of this car with the National Research Council and the Dept. of Fisheries and Agriculture in order to develop a refrigerated car to carry more fish from B.C. to the Atlantic to feed the troops. The Atlantic fishery was closed because of submarine activity. This car is the most efficient iced refrigerator car ever developed in the world. The first prototypes were used on the CPR and had increased carrying capacity because of the lack of end ice storage tanks; ice and brine were sprayed into overhead tanks. In a 1941 test from Chicago to New Orleans, the Canadian design was tested against the US design end-bunker car. The Canadian car experienced a 1 degree F temperature rise without re-icing, while the American car experienced 40% perished goods and had to be re-iced several times. US Railways got out of the perishable market and companies like PFE went directly to mechanical reefers after World War II. The Canadian design was never used extensively in the US.

NATX 5377, Tank, PSC, 1929

This car, typical of the second generation of tank cars shows the evolution of these cars. It has a larger capacity and lower running boards than the earlier versions.

CNR 650002, Flat, Builder unknown, 1914

Although not as impressive looking as most freight cars, the lowly flat car has played a very important part in railway history. This is an example of an old flat car that survived into the 1980's by being used in the CN Belleville frog shop.

CNR 124882, Gondola, 1915

GS dumping gondola - Enterprise patent. These cars were used to move almost all loose commodities including the vast quantities of coal used to power the railways in the steam era. All coal on the CPR and GTR moved in GS dumping gondolas and they were designed to dump into the coaling towers. There were two main designs, both Canadian, the Otis car and the Enterprise patent from the Maritimes which was promoted by the CNR.

CNR 14016, 3'6" Gauge flat, CC&F, 1954

Typical pulpwood car used on the Newfoundland Railway, these were used extensively to haul pulp wood across the system. Typical car to have included in a mixed train display.

ULTX 11204, Tank, CC&F, 1916

Little is known about this car other than it is a typical tank car of the 1898 - 1920 period. Most tank cars were leased and never owned by mainline railways.

GTR 17084, Box, WSC, 1910

This early double-sheathed box car was built in Chicago, USA for the Grand Trunk Railway. Because of its fish-belly steel frame, it is an excellent example of the transition from truss rods to steel construction. Our first choice was the acquisition of a truss rodded turn-of-the-century box car located on the Algoma Central; but it was in too poor condition to be moved. This double-sheathed box car was the best representative of the period that could be found.

CNR 44206, Hopper, PSC, 1907

At one point in GTR history, the two bay hopper was the second most numerous type of car on the roster. This car was built in the USA and is representative of US practice at the time. The GTR used this type of car because of its US influence.

CNR 70004 (nee GTR box car), CC&F/CNR, 1913

This car was built as a box car and re-built into a stock car in 1948; it is typical of a stock car of the 1920-1945 period. In 1925 the stock car was a very significant car on Canadian railways. Prior to refrigeration, beef had to be shipped "on the hoof" and many communities such as Chappleau had major stock exercise pens to comply with the law that required animals to be exercised after travelling for a specified time. Today beef is shipped dressed, and the stock car is a thing of the past. In 22 CNR and CPR owned over 10,000 stock cars.

CNR 78214, Caboose, CN-London, 1939

A typical CNR end-cupola caboose that serves as a good contrast with the CP caboose.

OTHER FREIGHT EQUIPMENT IN THE COLLECTION**CNR 7035**, 3'6" Gauge Stock, ECCo., 1958

Not really typical of Newfoundland operations; unfortunately a wood sheathed box car could not be saved. This car shows the relative size difference between mainline and narrow gauge cars and should be included in a mixed train display.

NJ 34, Caboose, D&H, 1912

NJ caboose represents the Napierville Junction Railroad, a subsidiary of the Delaware and Hudson Railroad that joins the CP at Delson Qc. It has a low centre cupola, and the interior is set up as a display for the public.

PASSENGER EQUIPMENT

The Collection Committee recommends that the CRHA's national collection of passenger equipment represent each area of passenger car usage:

1. Head-end equipment, including baggage, mail, and express cars.
2. Coaches.
3. First-class equipment such as sleepers and dining cars.
4. Business cars, particularly those of historic significance.

The collection should include 19th century wooden equipment, early 20th century heavy-weight steel equipment and the streamlined equipment of the latter half of this century. The streamlined equipment is presently under-represented in the collection.

PASSENGER EQUIPMENT IN THE NATIONAL COLLECTION

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

CNR 2737, Tourist Sleeper, Pullman, 1911

CN 2737 is one of the earliest all-steel Pullman cars, and the second oldest still in existence. It was purchased by the CNR in 1941 to meet war-time traffic demands and was converted to a tourist class sleeper.

CPR 1554, First Class Coach, CP-Angus, 1908

CP 1554 is a typical wooden coach with steel underframe. It is the best example of an early 20th century coach still in existence. It may have been one of the earliest coaches to be equipped with electric light.

CPR 51, School Car, CP-Hochelaga, 1898

Currently configured as a school car, this vehicle was built in 1898 as CP coach #442. In 1942 the Ontario Government equipped the car as a school and provided the teacher while the railway moved the car between remote points where students were taught in the car. It was one of the first to be equipped with wide vestibules.

CPR "Neville", 12-1 Sleeper, CC&F/CPR, 1921

"Neville" represents the first group of CP steel first class sleepers, and a very early (1936) conversion to ice-activated air conditioning.

CPR 1, Business Car, Builder unknown, c.1867

Acquired by the CPR in 1881 from the St. Lawrence and Ottawa (#9). The car has been extensively rebuilt. This car was on the first transcontinental CP passenger train, July 4, 1886:

CPR 38 "Saskatchewan", Business Car, B&S, 1883

The "Saskatchewan" was built for Sir William C. Van Home and served as his business car from 1883 to 1915.

CNR 760, Coach, CC&F, 1949

A narrow (42") gauge coach ordered when CN when took over the Newfoundland Railway when Newfoundland entered confederation.

CPR 3987, Baggage, CP-Angus, 1913

A typical head-end car; it is in excellent condition with its original wooden ends (many were converted to steel).

CNR 2335, Coach, CC&F, 1914

CN 2335 was built for the Grand Trunk and has a steel frame and a wooden body representing the transition between the two modes of construction.

CNR 63 "Canada", Business Car, Wagner, 1897

Built for the Grand Trunk railway, Car "Canada" served as the business car of Charles M. Hays while he was president of the GTR prior to his death on the "Titanic" in 1912. The car continued in service until the mid-1960's. The sides have been metal sheathed. The interior is basically the original 1890's decor.

CPR 3618, Mail Express, CP-Angus, 1940

An example of a light-weight, smooth sided head-end car. Head-end traffic, mail, express and baggage, provided much of the revenue from passenger trains. The mail could be sorted on-route in these cars, and the mail equipment is still in place.

S&L 4, Combine, RC, 1894

An essentially unmodified example of a wooden pre-turn of the century passenger car designed for lighter travelled lines. It still has its original shutters. In 1901 this car may have been used by Marconi when setting up the first trans-Atlantic radio transmitter.

CNR 1265, Diner, CC&F, 1921

A typical heavy-weight diner in use for more than forty years.

CNR 15767, Trailer, Brill, 1926

Originally a Central Vermont oil-electric self-propelled car, it was converted into a combine-trailer. It is suitable to be paired with CN 15824.

OTHER PASSENGER EQUIPMENT IN THE COLLECTION

CPR 56, Official, CP, 1893

Last used as a "Rules Instruction" car, this car started life in 1893 as the 12-1 sleeper "Calcutta" and served as the parlour car "Malahat" on the Esquimalt and Nanaimo Railway until 1952.

CPR "Brookdale", Sleeper, Pullman, 1939

This light weight car was built as the "Cascade Lane" for service on the modernized 20th Century Limited. It was bought by CP in 1959 and renamed the "Brookdale". In 1993 this car was donated to a museum in St. Thomas, Ontario, where it is to be restored to its appearance when on the New York Central.

ELECTRIC STREET RAILWAY EQUIPMENT

The national collection of electric street railway equipment should include:

1. All the phases of technological evolution of the city street car from the pioneer electric cars of the late 1880's to the present-day "light rail vehicles".
2. Examples from different geographical areas of Canada.



Montreal Street Railway observation car No. 1 as it appeared when new in 1905. National Archives of Canada, Merrilees Collection, photo No. PA-164716.

3. Representation of a variety of car builders as an illustration of the numerous car shops that provided rolling stock for Canada's street car systems.

4. Examples of work and maintenance-of-way equipment.

ELECTRIC EQUIPMENT IN THE NATIONAL COLLECTION

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

MTC 3517, SE DT PCC, CC&F, 1944

Because of the war, a fifty car order at CC&F intended for Toronto was divided up three ways between Vancouver, Toronto and Montreal, the latter city receiving 18 cars. The PCC (Presidents' Conference Committee) was a committee-designed car to attempt to stem the decline of streetcar systems throughout North America. The shells of these fifty cars were made by St. Louis Car; final assembly took place at CC&F in Montreal. Of note is that the first electric streetcar, MSR #350, and the last, MTC #3517, built for Montreal were built in St. Louis Mo. The PCC's spent most of their operating life on the Outremont #29 line.

TTC 2300, SE DT Peter Witt, CC&F, 1921

First new car acquired by the Toronto Transportation Commission when it was created to take over all streetcar operation in Toronto on Sept. 1, 1921. One of 575 (motors and trailers, large and small) Peter Witt type cars built for the TTC from 1921 to 1923. Re-gauged from 4' 10 7/8" to standard gauge in 1963. This is the only example of a Toronto passenger car in our collection, and the only example of a Peter Witt car in our collection. It is an excellent example of earliest type of lightweight (for that period) type of construction. TTC 2300 is presently stored at the John Street Roundhouse in Toronto.

MTC 1, SE DT Observation, MSR, 1905

First observation car of its type ever built. Used in popular excursion service known as the Two Mountains tour in Montreal.

MTC 350 "The Rocket", SE ST Psgr., Brownell, 1892

Car 350, known as "The Rocket", was the first electric car to operate in Montreal, Sept. 21, 1892; it was owned by the Royal Electric Company and was their demonstrator car. It was acquired by the Montreal Street Railway about 1894. Car 350 has Brownell's patented 'accelerator' design with two doors in end bulkheads, one for entrance the other for exit. Longer and more elegant than other cars (like 274) in Montreal at that time and so was chosen to be the first car to inaugurate the electric service. It was retired from passenger service in 1914 and preserved by the Montreal Tramways Company at that time. Probably the first streetcar to be preserved in Canada for its historical significance.

MTC 859, SE DT Psgr., Kuhlman, 1906

Built as a PAYE (pay as you enter) car with ten foot rear platform, that was shortened by two feet around 1914 because of the rear swing, and sagging when loaded. Ordered from Brill, but Brill subcontracted to Kuhlman in Collinwood Ohio due to shop load at Brill. These were the last wooden cars built for Montreal, and the largest city cars ever used there. (Except for the two experimental articulated cars). Only surviving example of original concept of a PAYE car. Oldest PAYE car in existence.

MTC 997, SE DT Psgr., Ottawa, 1911

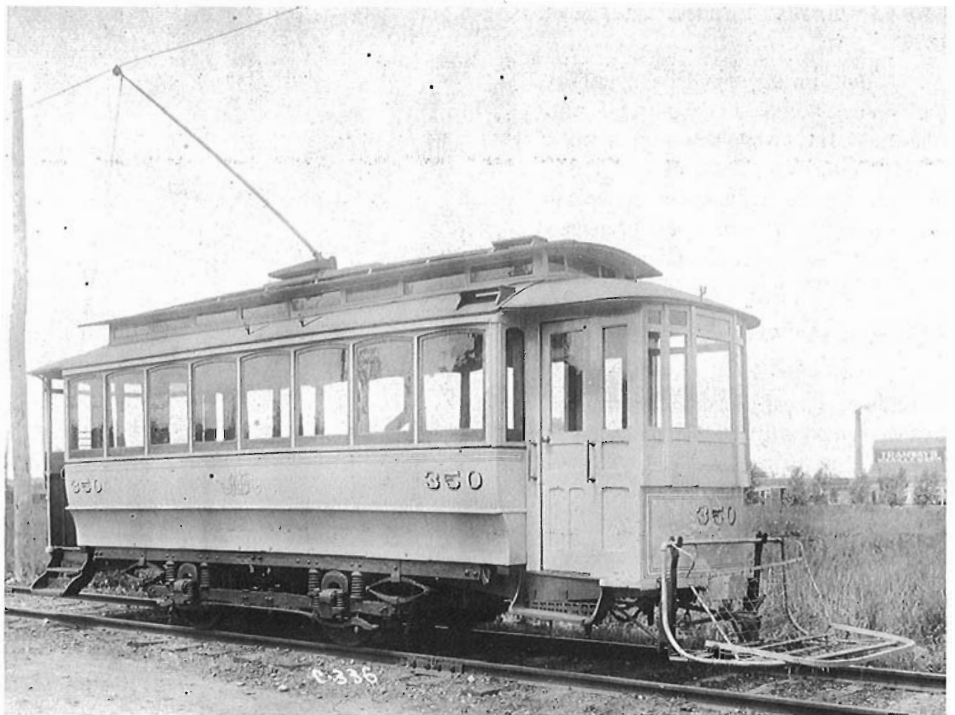
One of the last group of cars ordered by Montreal Street Railway. First type of steel streetcars built in Canada.

MTC 200, DE ST Birney, Brill, 1919

Acquired from City of Detroit Dept. of Street Railways in 1924, it was originally Detroit No. 223. Used in passenger service until 1947, then used for hauling fareboxes, later as an advertising car, or rolling billboard. Example of a Birney Safety Car, some 4000 such cars were put into service in North America around 1920. These cars were the first really successful one man cars.

MTC 274, SE DT Psgr., Newburyport, 1892

Used in passenger service from 1892 to 1912, it was converted to a salt car and used as such until 1949. It was acquired by the CRHA in 1950. This car was saved because it was in the best condition of the remaining lot of salt cars. Our first choice was 268 which was built in Montreal by Larivière but that car had been scrapped before acquisition could take place. This car was restored by volunteers at the MTC carbarns between 1950 and 1956. Typical electric car of the 1890's and one of the earliest placed in service in Montreal. First piece of rolling stock acquired by the CRHA, and hence the beginning of the collection of the Canadian Railway Museum.



Montreal Street Railway No. 350, "The Rocket", as it appeared when it was retired from passenger service in 1914.

CRHA Archives, MUCTC Collection.

Courtaulds 7, SE DT Loco., MSR, 1900

Built for Shawinigan Falls Terminal Railway, #1, it was sold in 1908. Designed for high voltage, it had a pantograph, but was converted to 600V. It became Cornwall Street Railway #7 before being sold to Courtaulds. Oldest Electric Locomotive in Canada, and one of the first built. One of the oldest surviving electric locomotives in North America.

MTC 1953, SE DT Psgr., CC&F, 1928

Built as a one man car with all the safety devices that were developed on Birney cars. It was used on more lightly travelled lines than were the two man cars.

OTC 6, SE ST Grinder, Ottawa, 1897

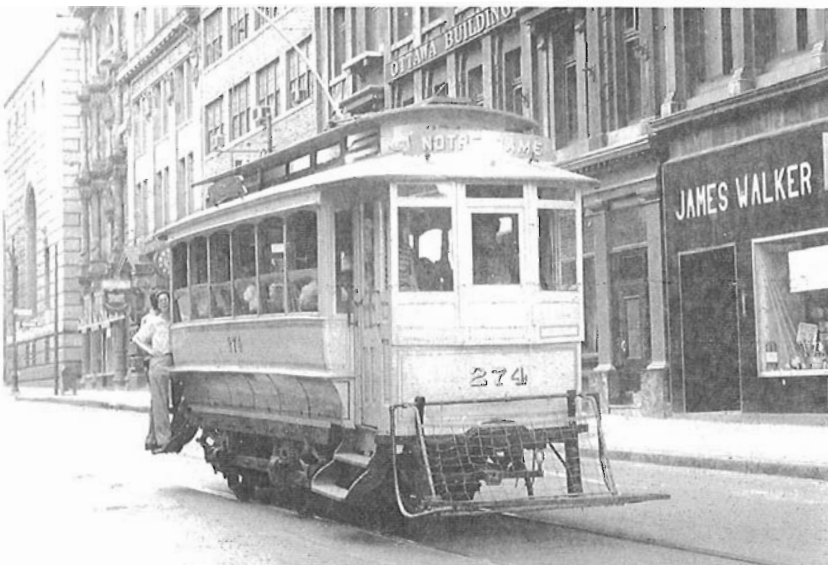
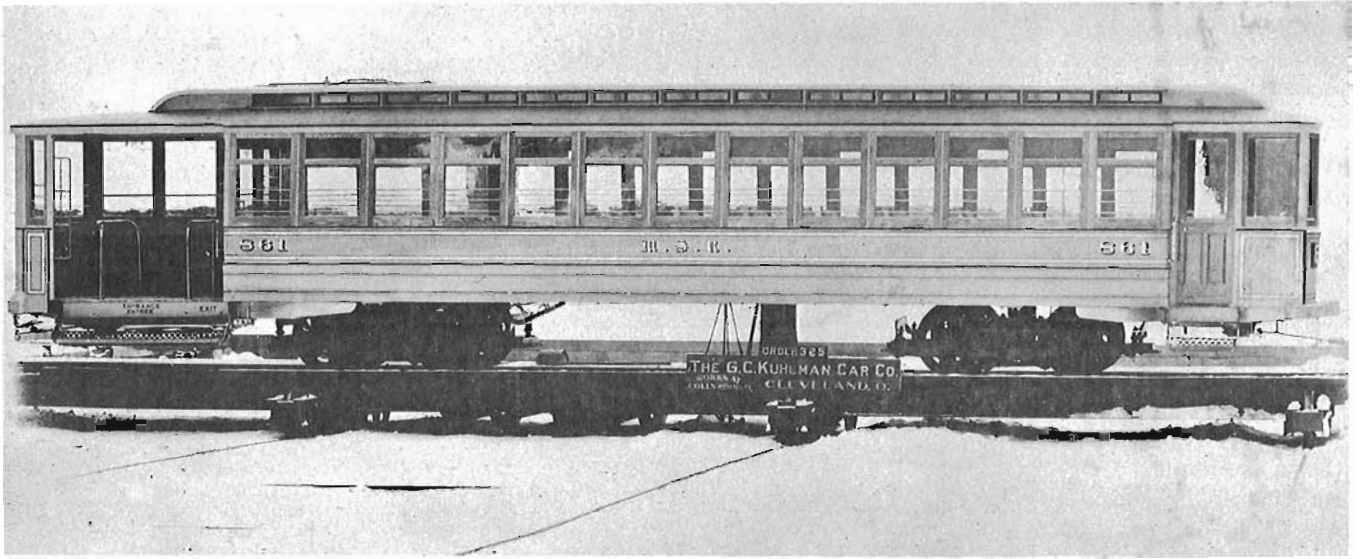
Formerly double-ended passenger car #66. Oldest Ottawa electric car in existence. One of the earliest surviving streetcars which was built with enclosed end vestibules.

NB Pwr. 82, DE ST Psgr., Ottawa, 1912

One of the first PAYE cars in the Maritime Provinces, rebuilt about 1924 to resemble Birney car exterior, interior arrangement made more simple. Example of one of the types of cars used on a smaller street railway system. Example of a modernization of a car by a small company.

MTC 1801, SE DT Psgr., CC&F, 1924

Built as a motor car to haul a motorized trailer car on the St. Denis and St. Laurent routes. The motor units had four motors while the trailers had only two. The 1600 class trailer cars were

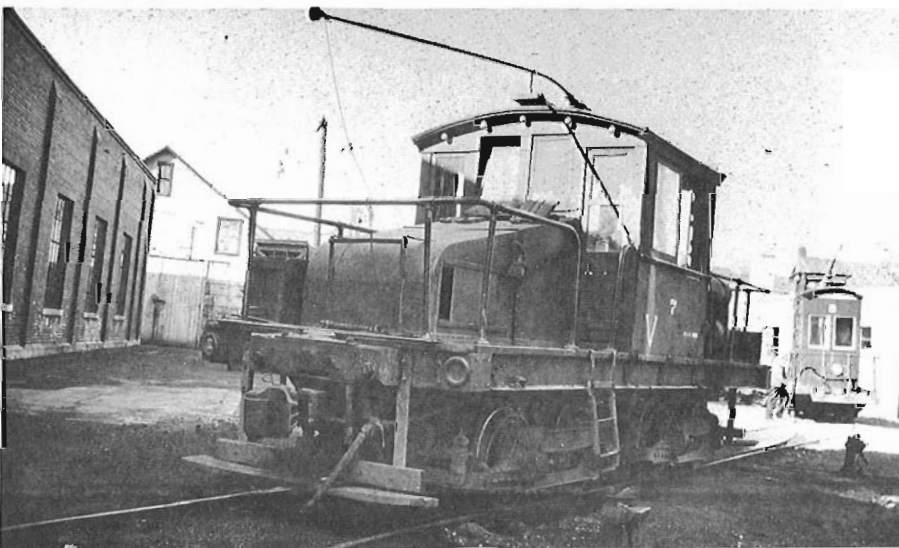


ABOVE: A builder's photo of Montreal Street Railway car No. 861, identical to our 859, on the transfer table at the Kuhlman Car Company works at Collinwood, Ohio on January 9, 1907. This was the last wooden street car built for the Montreal system.

National Archives of Canada, Merrilees Collection, Photo No. PA-166521.

LEFT: Montreal Street Railway car 274 on Notre Dame Street on a CRHA excursion, June 23, 1957.

Photo by O.S.A. Lavallée.



BOTTOM. Courtald's No. 7 at Cornwall on August 15, 1945. Note the V for Victory sign, commemorating the end of fighting in World War II that day.

National Archives of Canada, Merrilees Collection, Photo No. PA-166503

converted to one man operation and none was ever saved. This car is equipped with a pneumatic multiple unit control system.

OTC A-2, DE ST Sweeper,
Ottawa, 1913

Older version of car #51, used for clearing snow from Ottawa streets for many years.

OTC 859, SE DT Psgr.,
Ottawa, 1928

Very typical of an Ottawa streetcar and a very late example of a streetcar with a clerestory roof.

MTC 1317, SE DT Psgr.,
Ottawa, 1913

Of lighter weight construction than previous type (like 997), last type built with the "Montreal Roof" (others are 997 & 859). These cars were in service for over forty years. One of the first type of cars built for the Montreal Tramways Company.

MTC 1339, SE DT Psgr., Ottawa, 1913

First Montreal cars with the modern arch roof, most numerous (200) class of Montreal cars, used throughout the system without restriction for up to forty five years. This car is equipped with a dynamic brake system for use on the Mountain #11 line. It always was a 2 man car.

TSRy. 8, DE ST Open, P&C, c.1895

Acquired from Gillies Brothers in Braeside, Ontario and restored by the MTC with volunteer help from the CRHA in Youville Shops. Rare example of a single truck open car, very similar to those that operated in Montreal.

MTC 2222, SE DT Psgr., CC&F, 1929

Lightweight two man car similar in construction to 1953 and 1959 but slightly longer, used on heavily travelled routes.

MTC W-2, SE DT Crane, MTC, 1923

Built in Youville shops in 1923, originally called #2 re-numbered W-2 in 1925. These cranes on the system were used for lifting rails and clearing wrecks as well as general lifting duties. All three cranes have been preserved. Example of a street railway crane. Still used at the Museum for its intended purpose.



Montreal Tramways Company car No. 1317, seen at St. Denis car barn in 1956, about the time it was retired from service and preserved. Photo by O.S.A. Lavallée.

OTC 423, SE DT Sand, Ottawa, 1906

One of three cars especially built to haul the mail between main post office and railway station in Ottawa. Replaced older cars formerly used for this service. After the OTC lost the mail contract on Sept. 1, 1911, these cars were converted for work service. 423 eventually became a sand car. Roof was modified following an accident in the late 1930s, in use until end of streetcar service in 1959. When operating as a mail car and for many years thereafter, it was painted white with gold lettering. Only Royal Mail streetcar in existence.



MTC car 1339 on the scenic line up Mount Royal in 1957, the last year the line operated. Photo by O.S.A. Lavallée.



Montreal Tramways crane car No. 2, now W-2, as it appeared just after it was completed in the company's Youville shops in 1923. CRHA Archives, MUCTC collection.

TP-10, DE DT Plow, NSC, 1945

One of the last street railway work cars built in Canada, and the only example of a street railway plow in the collection. Standard gauged by NSC prior to acquisition by the CRHA.

OTHER ELECTRIC EQUIPMENT IN THE COLLECTION

MTC 1959, SE DT Psgr., CC&F, 1928

Built as a one man car with all the safety devices that were developed on Birney cars. It used on more lightly travelled lines than were the two man cars.

MTC 3, SE DT Observation, MTC, 1924

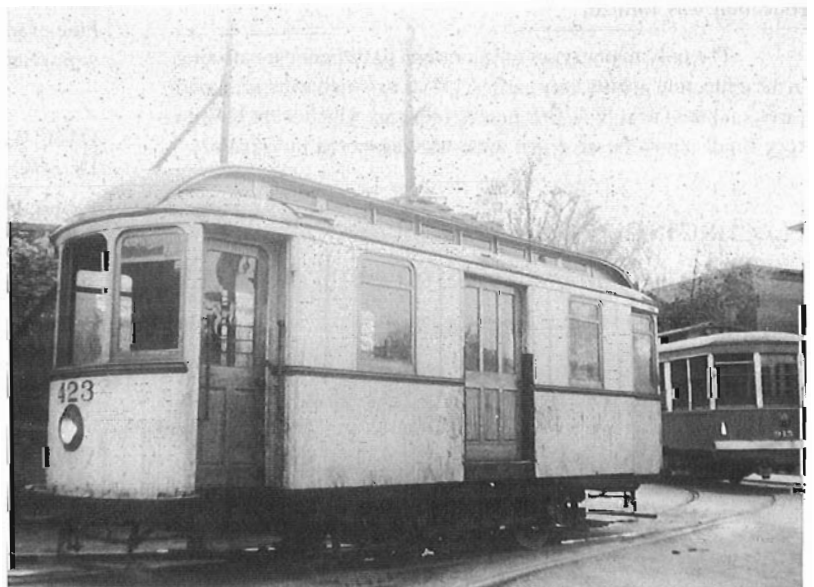
This car used on the first CRHA charter excursion in 1949. Similar construction to No. 1 except it has a steel underframe. On lease to Heritage Park in Calgary until 1989.

MTC 51, DE ST Sweeper, MTC, 1928

Example of the most common type of snowfighting equipment used by street railways.

MTC 3151, SE DT Flt., CC&F, 1925

Used in work service for the transport of heavy items such as special track work. Example of a motorized work flat car.



Ottawa Electric Railway car No. 423 as it appeared in the 1930's, before its roof was rebuilt and when it was still painted white.

National Archives of Canada, Merrilees collection, photo No. PA-136693.

MTC 3200, SE DT Tool, MTC, 1928

Built new as a farebox car in 1928 using older trucks from a retired passenger car of about 1904 vintage. Converted to a tool car in 1929, was never repainted (inside or out) throughout its life on the MTC. Example of a special service car built by the company in its own shops.

MTC 5001, Locomotive, MTC, 1917

Built in Youville Shops and originally numbered 1, this locomotive had automatic air brakes for switching standard railway freight cars on industrial spurs along the company's lines. An example of a heavy (90,000 lbs.) centre cab switching locomotive. A contrast to Courtaulds #7.

MTC Y-5, Switcher, MTC, c. 1923

Built from one of a pair of double trucks vintage 1901. Used to shunt cars within Youville Shops, especially on and off the transfer table. An example of a shop shunting locomotive.

ELECTRIC INTERURBAN AND SUBURBAN CARS

Following the electrification of street railways in the 1890's, electric lines were built into the suburbs of cities (suburban lines) and also between cities (interurban lines).

Canada had a number of such lines, and the collection has a good representation of most major types from the very early 20th century until the decline of the industry in the 1920's. Because of this decline, many early cars were not replaced, and so they remained in service until the lines were abandoned as late as the 1950's. Thus a number of good examples were available when the collection was formed.

The only major types of interurban passenger cars missing in the collection are the very earliest (1890's) which were scrapped early, and the latest (c. 1930) lightweight cars which were built in very small numbers, of which none was preserved in Canada.

ELECTRIC INTERURBAN AND SUBURBAN CARS

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

L&PS 10, DE DT Interurban, Jewett, 1914

Example of a heavy steel interurban car, this was a prototype car and the L&PS a prototype railway for the proposed Radial Railway network throughout Ontario as put forth by Sir Adam Beck and Ontario Hydro. Only the L&PS and Toronto Suburban (Toronto to Guelph) were ever built. It was acquired to make a two car train with No. 14.

QRL&P 401, SE DT Interurban, Ottawa, 1902

Built two years after the interurban line was electrified to Ste. Anne de Beaupré below Quebec City, this car was in use until end of service in 1959. Often hauled trailers similar to 105. Same width as mainline railway cars (as are the L&PS cars), whereas M&SC cars are built to streetcar width. Oldest interurban car preserved in Canada. Unusual three sided front construction as opposed to rounded; it was not rebuilt throughout its life.

M&SC 104, DE DT Interurban, Ottawa, 1912

Example of an early double-ended, wooden interurban car, later used in suburban service between Montreal and Marieville.

M&SC 611, SE DT Interurban, Ottawa, 1917

Originally 606, re-numbered to 611 in 1927 because of the jokes made at the time as '606' was then a cure for a venereal disease. Operated as an electric interurban between Montreal and Granby. This is a true wooden interurban car as opposed to the smaller suburban cars such as 104. The coupler height of 611 is higher and will not mate with 104. Fine example of a typical wooden interurban car.

QRL&P 105, DT Trailer, J&S, 1889

Built as a combine car for use in steam operation. When the QRL&P line was electrified in 1900 this car was used as a trailer until the end of service in 1959 with motor cars such as 401.

TSR 15702, SE ST Psgr., Preston, 1909

Single truck suburban branch line passenger car, later used by Canadian National for transportation of railyard workers at Neebing Yard in Fort William (Thunder Bay), Ontario. Example of a wooden, single truck suburban car. Representative of the Toronto Suburban Railway. Presently leased to Edmonton Radial Railway Society who are presently restoring it.

MP&IR 1046, SE DT Psgr., MSR, 1902

Built by the Montreal Street Railway for its subsidiary company the Montreal Park and Island Railway which operated suburban lines to Cartierville, Montreal North and Lachine. Completely rebuilt in 1924 with substantially new body. These cars were painted orange for better visibility in suburban service. Fine example of a suburban car. Only surviving representative of a passenger car of the Montreal Park and Island Railway.

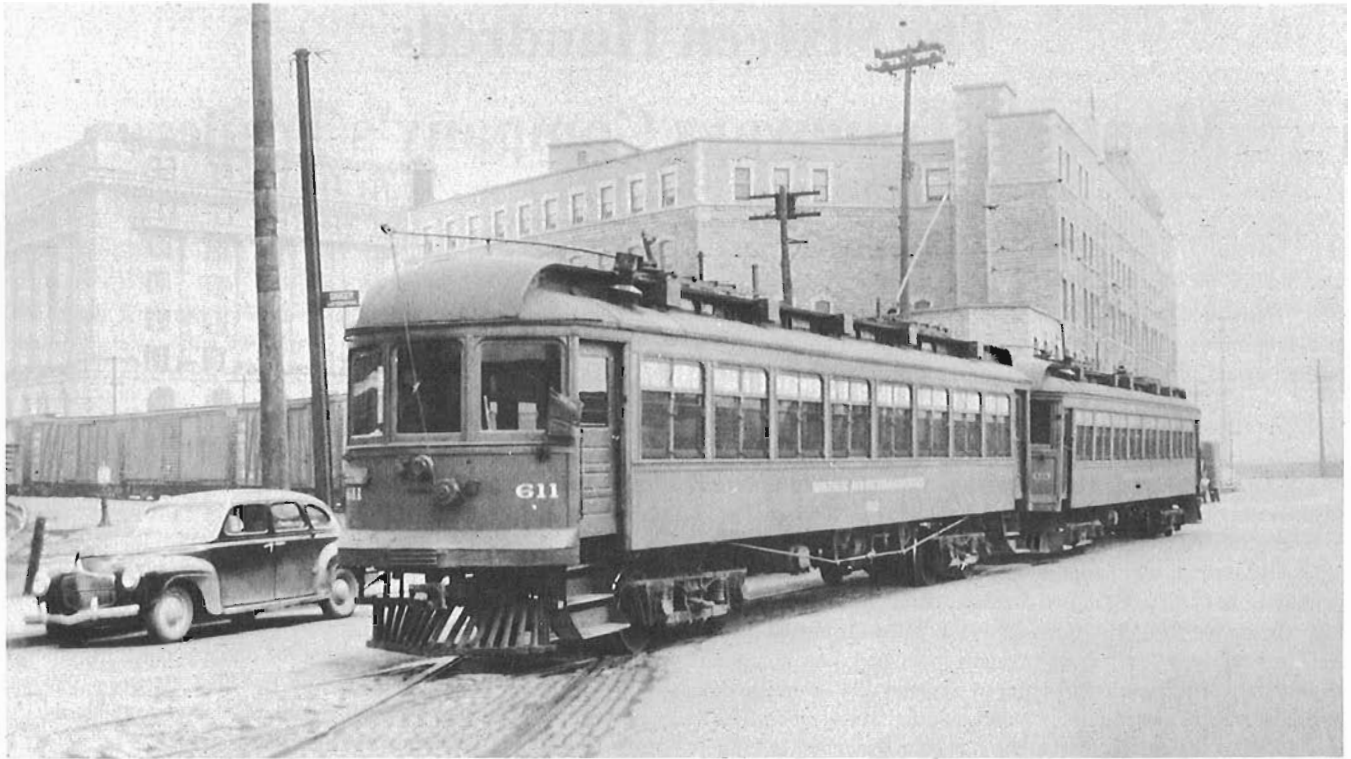
OTHER ELECTRIC INTERURBAN AND SUBURBAN CARS IN THE COLLECTION**L&PS 14**, DE DT Interurban, Jewett, 1917

Similar to no. 10 only larger, see above. Largest interurban car type ever operated in Canada.

HORSE-DRAWN VEHICLES

Before the days of electric traction, urban transit vehicles were pulled by horses. The first horsecar line in Canada (Toronto) opened in 1861, and the last to operate with horses (Sarnia) was converted to electric power early in 1902. Thus the horsecar era in Canada lasted more than 40 years, during thirty of which horse operation was the main means of urban public transport. Thus the 3 horse drawn vehicles represent an important aspect of Canadian transit history and must form part of the Association's national collection.

The cars preserved represent the three basic types of horse-drawn public transit vehicles, missing only the open-sided summer horsecar which disappeared early in the electric era with none having been saved.



Montreal and Southern Counties Railway car No. 611 leads a two-car interurban train as it departs from Montreal's McGill Street station about 1950. National Archives of Canada, Merrilees collection, photo No. PA-164579.

HORSE-DRAWN VEHICLES IN THE NATIONAL COLLECTION

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

MSR 20, SLEIGH, Larivière, c1875

Used during the winter when tracks were not plowed and retired from service in 1893 when it was decided that tracks would be cleared year-round. It was preserved in 1893 by the Montreal Street Railway.

QSR #?, HORSECAR, Stephenson, c1880

Typical North American horsecar of the 1880's built for Quebec City and probably the only surviving representative of urban rail transit from the Quebec City system. This vehicle survived as a hot dog stand for many years and was acquired by the National Museum of Science and Technology and donated to the CRHA in 1983 in exchange for MTC trolleybus #4042. The original number is presently unknown, but research is continuing. This car body is largely original.

MSR 7, OMNIBUS, Larivière, c1875

Omnibuses pre-dated horsecars, having been introduced in some cities as early as 1830. After the introduction of horsecars, they were used during the spring and fall seasons when the horsecar rails were not clear, and there was not enough snow to use the sleighs. Omnibuses were also used on lightly travelled lines where track had not been laid.

MISCELLANEOUS EQUIPMENT IN THE NATIONAL COLLECTION

(ITEM, ROAD NAME & NUMBER, TYPE, BUILDER, DATE)

CNR 55361, Rotary Snow Plow, MLW, 1928

The rotary snow plow used all the energy produced by the steam boiler to turn the rotary blades. In active service it would be pushed by 2 or 3 steam locomotives.

CPR M-235, Track Inspection Car, GM, 1938

A 1938 Buick that has been modified to operate on railway tracks only, and was used by superintendants to inspect the portion of the railway under their responsibility and frequently inaccessible by road. The car is equipped with a small hydraulic turntable to permit it to be turned.

OTHER MISCELLANEOUS EQUIPMENT IN THE COLLECTION

CPR M-260, Track Inspection Car, GM, 1947

A 1947 Cadillac that has been modified to operate on railway tracks and was used by superintendants to inspect the portion of the railway under their responsibility and frequently inaccessible by road. The car is also equipped with a small hydraulic turntable similar to that on M-235.

The Sixteen Hundreds

Montreal Tramways Company's Trailers

By Fred F. Angus

Now that you have read the report of the Collection Committee, you will note the great representation of Montreal street cars, including most types that were in service during the last twenty-five years of street car operation. In this article we will consider "the one that got away", the one major type of Montreal street car, in use in the 1950's, that was not preserved.

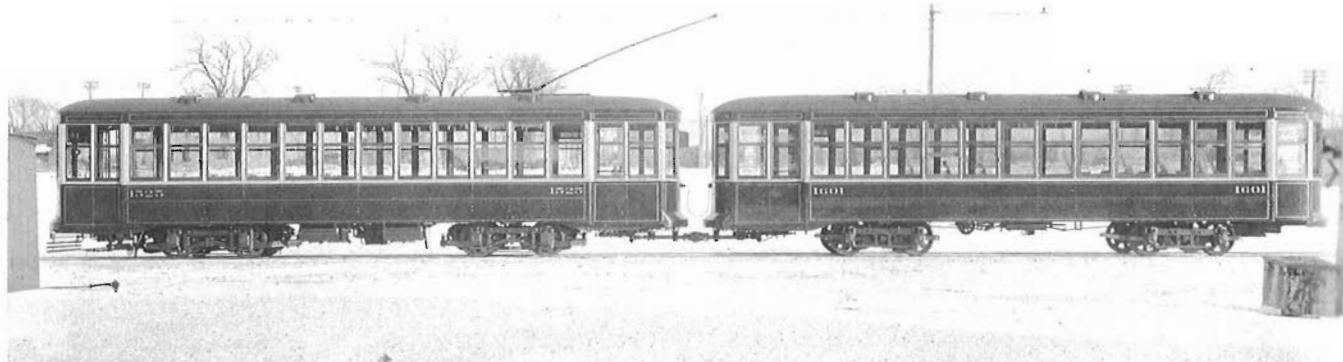
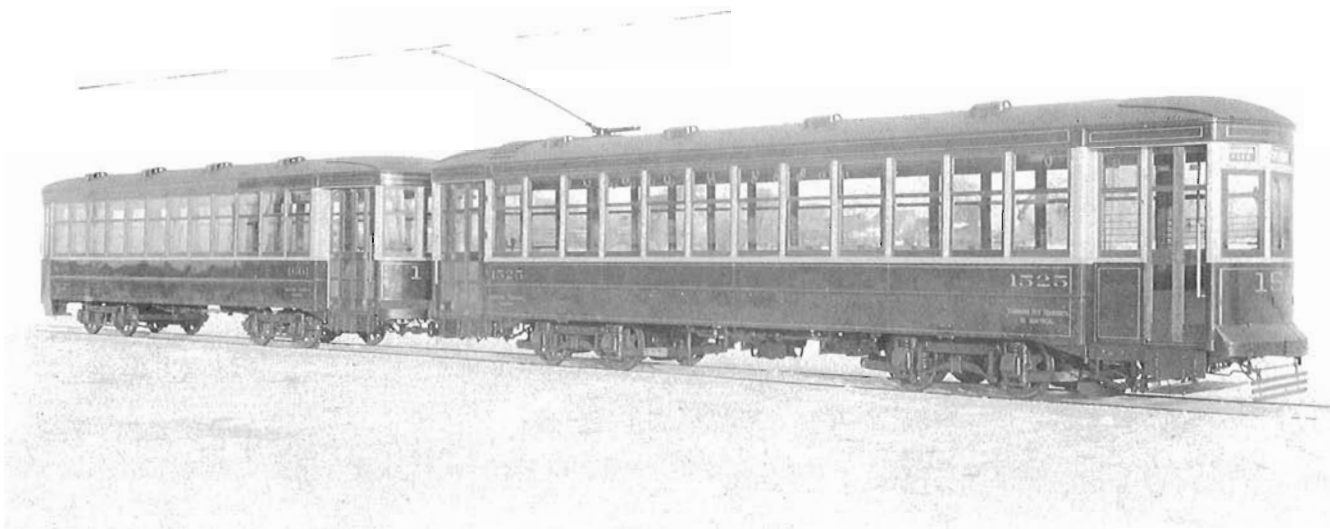
One of the things that made Montreal's street car system so interesting was the great variety of equipment that could be seen in operation. As recently as the early 1950's one could see, especially during rush hours, a very great variety of street cars ranging from large wooden two-man cars dating from 1906 to the PCC streamliners of 1944. Fortunately that great variety survived well into the days of the preservation movement. As a result, representatives of most major types in use after 1940 were saved by the Montreal Transportation Commission and were later donated to the CRHA for preservation at the Canadian Railway Museum. There is, however, one major type of that era that was not saved. This is the 1600-series of trailer cars, all 100 of which were scrapped, even though the class had remained intact as late as 1957, only two years before the end of all street car service in Montreal.

In the early years of electric cars there was considerable use of two-car trains. In most cases a single-truck closed car would haul an open trailer which was usually a former horse car. If the line did not have serious grades the concept might be carried further; in Winnipeg a single motor car hauled two trailers. There was also a limited use of closed trailers (also former horse cars) but this is not as well documented. Starting in 1893, the Montreal Street Railway converted 120 horse cars (60 open and 60 closed) to trailers. There are at least four good photos of open trailers in use, but so far none of their closed counterparts. The suburban Montreal Park and Island Railway also used open trailers for a few years, but these were built new about 1895 and were identical to the motor units that hauled them. By the turn of the century the street railway was building larger cars and the use of trailers was phased out over a period of two or three years. The use of trailers had never been very satisfactory, one major problem being that the conductor had to be ready to apply the hand brakes at the same time as the motorman, especially if he had a full load of passengers. Since none of these cars had air brakes, this could be a tricky operation, and there are many stories of unwary pedestrians being run over by two-car trains. Furthermore, the old horse cars were not suited to the higher speeds of electric cars and it had been anticipated from the first that their use would not be of long duration. It appears that the use of trailers declined sharply after 1895 and, judging by the use of lower numbers by newer cars, it seems that the last of the trailers had been retired in 1899 or, at the very latest, the spring of 1900.

During the first decade of the twentieth century the street car systems all over the world expanded at a great rate. The Pay As You Enter system had originated in Montreal in 1905 and allowed the use of much larger cars. However there was a limit to the size of a car due to track clearances and other operating considerations. At this time most street cars were operated by two men, a motorman and conductor, and no one had attempted to run one-man cars except on very lightly-travelled lines. Between 1906 and 1914 the Montreal system had acquired no less than 465 new cars, all of them large two-man PAYE cars!

There was, however, a way in which a street car could be operated by one man; it could be run as a trailer. Faced with ever-increasing traffic, and attempting to economize as much as possible, the Montreal Tramways Company, soon after it took over the Street Railway in 1911, began to think of trailers. The new trailers would be quite different from the old ones of the 1890's. They would be of identical construction to the motor units and would be of the most up-to-date design. In fact it was planned to order an equal number of both motors and trailers at the same time. The advantages were obvious; two full-size street cars could be operated by three men, one motorman and two conductors, a saving of 25% in the "platform charges". Furthermore, a two-car train could clear intersections and crossings in a shorter time than two single cars, so speeding up traffic. Accordingly, in 1913, the MTC ordered fifty cars (25 motors and 25 trailers) from the well known firm of J.G. Brill in Philadelphia. The new cars were of basically the same design as the previous lot of arch-roof cars (the 1325-series) that were built in 1913 and 1914. However they had a somewhat more modern, and even streamlined, look about them, perhaps because of their clean lines and the sharply curved rear end of the trailers. Although built to Montreal specifications, they bore more than a passing resemblance to the Philadelphia "Near-side" cars; not surprising in view of the fact that they were built in the same city at the same time. Even in later years they looked surprisingly modern and it was hard to believe that they had been in service since before the First World War.

The new cars arrived early in 1914 and were placed in service on Ste. Catherine Street on February 1. This was the same line where most of the old trailers of the 1890's had been used. The new motor units were numbered 1525 to 1549 while the trailers were numbered 1600 to 1624. One feature of the new system was that the entrance door of the motor car was at the rear (the same as

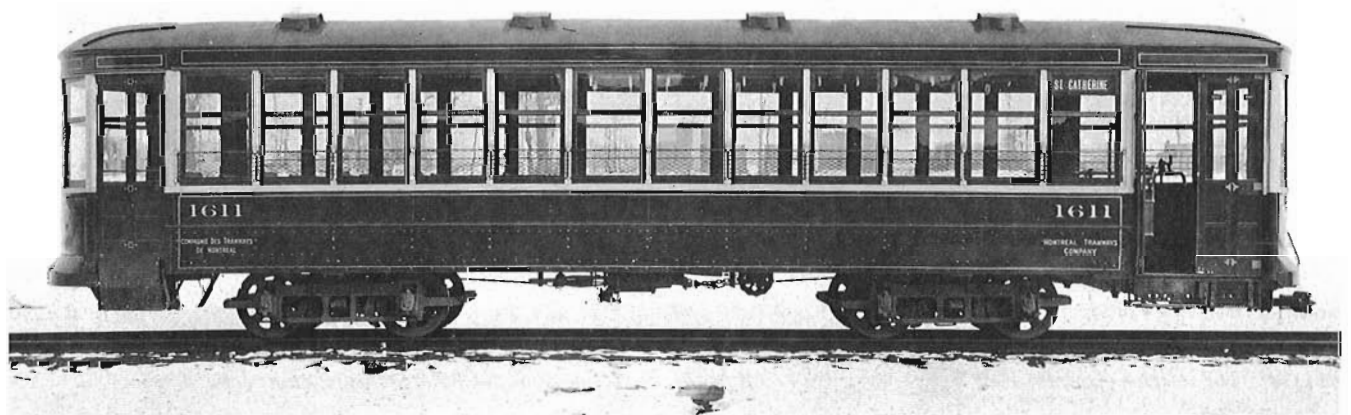
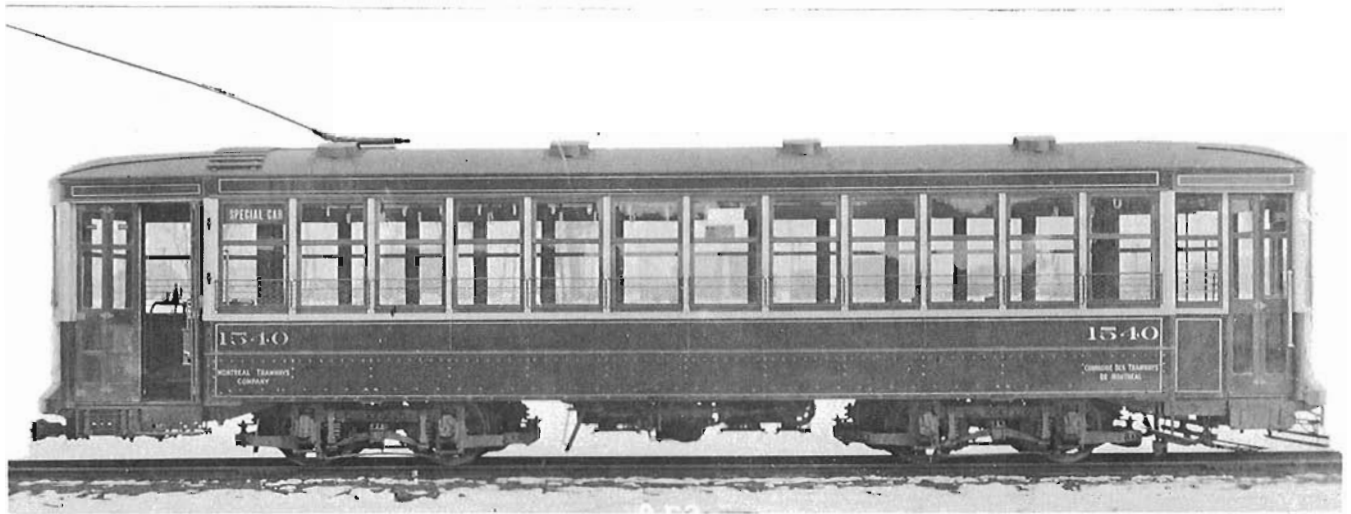


ABOVE: Two views of the a two-car train, cars 1525 and 1601, taken in February, 1914, just after they had arrived from the Brill plant in Philadelphia. Note that the trucks on the trailer do not have motors and differ from those on the motor unit.

BELOW: The interior of trailer 1603 in February, 1914. All photos on this page from CRHA Archives, Binns collection.

the regular two-man cars) while that of the trailer was at the front. Exit from the motor unit could be either by the front or rear door, but the trailer could only exit from the front. There was a rear door in the trailer but it was an emergency exit only and was not used under normal conditions. The configuration of the doors had two big advantages; the first was that the two entrances being adjacent meant that people were almost as likely to board the trailer as the motor, thereby tending to equalize the load. The other advantage was that, under less crowded conditions, the motor unit could be run alone the same as a regular car. The trailers did not have trolley poles but obtained the power for lights by means of a jumper wire from the motor unit. There was also an air hose between the cars to operate the brakes on the trailer.





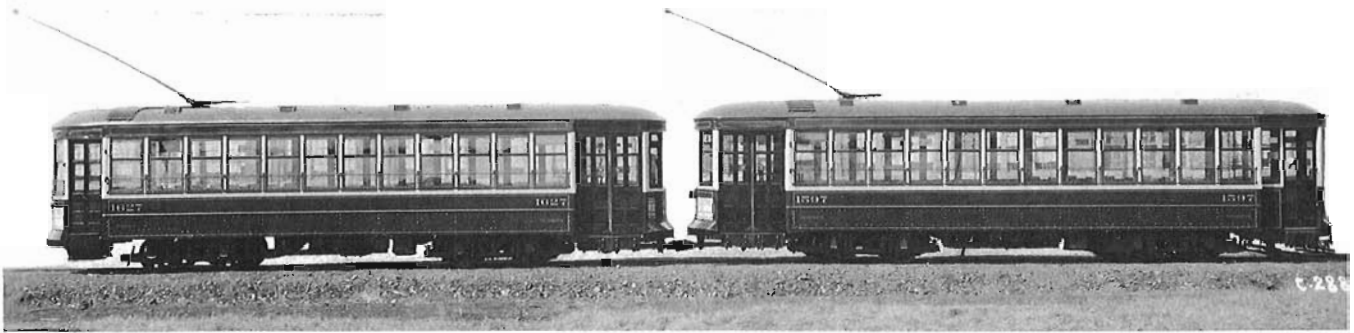
Closeup broadside views of motor 1540 and trailer 1611 when new in 1914. Note that the rear door on the trailer is closed up except for emergencies. The photo of 1540 was the basis of a drawing used in MTC advertisements for many years. CRHA Archives, Binns collection.

The use of two-car trains on Ste. Catherine Street appears to have been successful, so it was decided to use the same basic system on St. Lawrence Blvd. and St. Denis Street. Here there was another problem. Unlike the Ste. Catherine line, which was mostly flat, the St. Lawrence and St. Denis routes had some steep grades. It was felt that a loaded street car hauling a loaded trailer would be too slow for running on schedule, thus it was decided to have multiple-unit operation. It was not, however, fully multiple unit, for the trailers had only two motors, both located on the front truck. Thus they were not really trailers at all, but, in the interests of simplicity, they will be referred to as trailers in this article, rather than calling them something like "semi-trailers" or "second units"! Both cars were controlled by a standard controller which was located horizontally under the car. Instead of being turned by a motorman, each controller was operated by a pneumatic engine which was controlled by a system of relays. These relays worked on a 12 volt, battery operated system and were controlled by a

master controller in the usual place in the motor unit. The batteries were kept charged by being connected into the ground side of the compressor motor. The master controller could be operated notch by notch, as is done with a regular controller, or it could be turned to the desired position and "automatic notching" would cause the main controllers to advance step by step.

The July, 1917 issue of the Canadian Railway and Marine world printed a long article by D.E. Blair, Superintendent of Rolling Stock of the Montreal Tramways Company, on the subject of two-car trains. The following extracts are from that article:

"Bad rail conditions and heavy grades encountered on all cross town lines prevent the general use of ordinary trailers in this city. In order to overcome this difficulty, the management decided to order 50 two-car trains, with motors on both cars, all operated by a master controller in the front car. Each car might be operated as a separate unit, but on account of the special arrangement of



A multiple-unit train, cars 1597 and 1627, when new in 1917. Notice that the truck frames on both cars are identical, even though the rear truck on the trailer does not have motors. Note also that both cars have trolley poles. CRHA Archives, MUCTC collection.

doors at the front end of the trailer, which has the important result of eliminating indecision of passengers in making choice of car, it is not likely that advantage will be taken of this fact for other purposes than for shunting.

Description of Cars

Length of body (excluding platforms).....	32 ft. 3 in.
Width of body.....	8 ft. 5 in.
Weight of motor car without load.....	43,800 lbs.
Weight of trail car without load.....	36,470 lbs.
Weight of train without load.....	80,270 lbs.
Motors, motor car.....	4 of 50 h.p.
Motors, trail car.....	2 of 50 h.p.
Brakes.....	Automatic air.
Doors.....	Air operated.
Steps.....	Folding type.
Seats per motor car.....	42.
Seats per trail car.....	45.
Control.....	Electric, pneumatic, automatic.
Colour.....	Montreal Tramways green.

It is interesting to note that although the total rated power of motors per train is 300 h.p., they can safely develop 600 h.p. for short periods. About 400 h.p. per train is necessary to operate the heavier cross town grades on a fair rail.

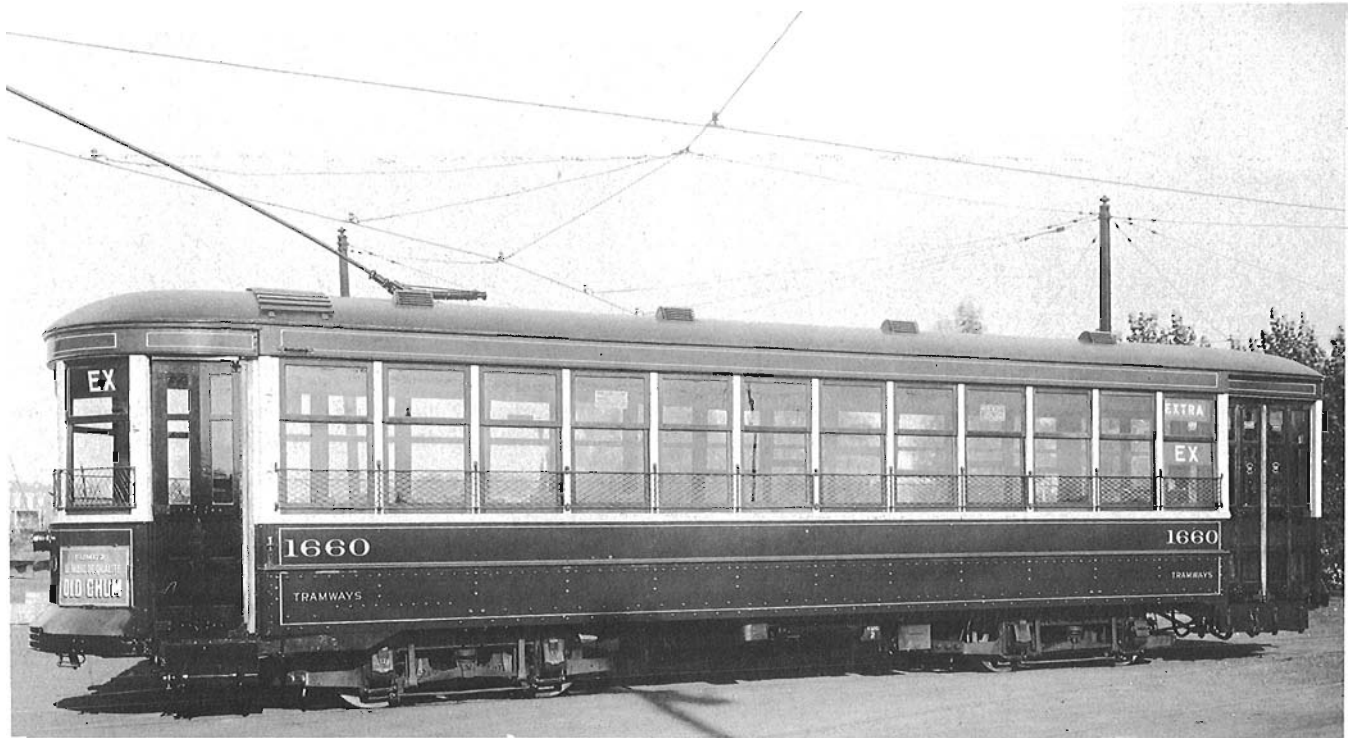
Control:- After due investigation of the possibilities and advantages of the various systems of controlling multiple unit trains, and taking into account the fact that all modern cars in this city are already equipped with the E-35 controller, it was decided to adopt the Westinghouse P-K apparatus. The standard equipment has been modified to suit our conditions. All main wiring and apparatus will be located under the car body. A master controller will be on the front end of each car, and the auxiliary 12 volt storage battery under a seat. The master controller will be a miniature copy of the K-35 in arrangement of notches, and will be handled in exactly the same manner, except that an extra notch has been added, which will give automatic acceleration, within the limits of a current relay, over the whole range. Owing to the fact that motormen may only occasionally be called upon to operate this type of control, and that all motormen would have to be specially trained, it was thought unwise to adopt any system that

was radically different in operation from an ordinary car. When making a start the motorman can either throw the controller wide open to the automatic position, or he may advance one notch at a time to take care of unusual traffic or rail conditions, or if he should have to accelerate on a grade on which the automatic advance would be too slow or inoperative altogether.

The P-K engine has an inherent time lag that is sufficient to prevent any undue rushes of current. The result is that if a motorman should throw his controller open too quickly to any notch, the main controller will notch up at a slower rate to that point. Additional features of the P-E control as applied to the Montreal Tramways Co.'s cars are: a line switch controlling all breaking of main motor circuits, to relieve controller fingers; a door interlock in the master controller circuit, to prevent cars starting until all doors are closed; a train line switch arranged to open the master control circuit, in case of emergency application of the brakes; an emergency hand operated switch to short circuit the door and train line switches, in case they are out of order; buzzer system and motorman's signal light operated from the control battery; paralleling of batteries, the train to load all batteries equally; automatic charging of batteries from compressor circuit.

The air brake system is so designed as to provide a high degree of safety. The motorman applies brakes to all wheels of both cars. Furthermore, should he fail to do so in case of danger, the conductor of either car can instantly apply the brakes on all wheels of the train without moving from his position. Should draw bars part, power is cut off and the brakes are automatically applied on both cars. The doors will be so interlocked with the power system that the motorman will be unable to start train until all doors of train have been closed tight. All automatic features are operated from storage batteries, so as to ensure their normal operation when power is off or trolley should leave wire.

A new system of lighting has been arranged that will have a much better appearance, as well as providing better light. Five 94-watt tungsten lamps, with semi-opaque reflectors and automatic shunting cut-outs will be located down the centre of car. An auxiliary circuit of five 23-watt tungsten lamps will serve to illuminate signs, and provide an emergency light over conductor's position, in case of a burnt out fuse.

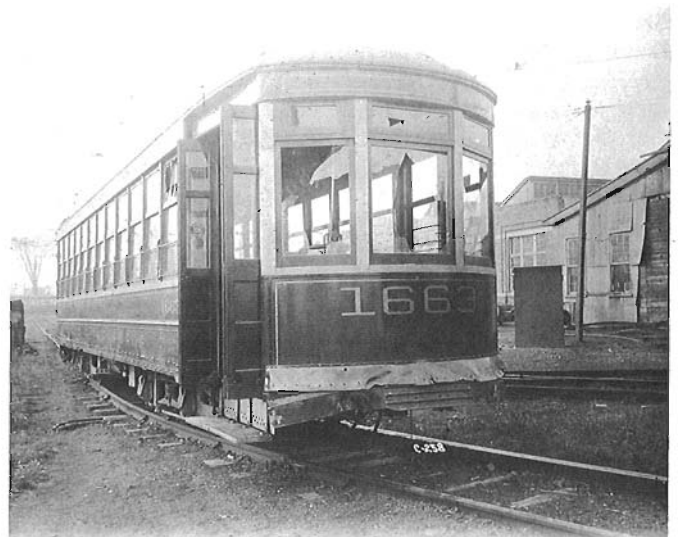


Car 1660 photographed in 1927, at the time the rear door was fitted with a treadle mechanism for the use of the passengers. CRHA Archives, MUCTC collection.

Electric heaters will be controlled by a special thermostat and automatic switch, to maintain a uniform temperature in car, and will overcome the discomfort due to local overheating of certain seats in mild weather. The difficult matter of ventilation has received special attention, and it is hoped that the new scheme will ensure sufficient circulation of air in mild weather, without consequent draughts and discomfort during the extreme colds of winter. In addition to the regular floor ventilators, there has been provided a hinged sash at the top of the left hand front vestibule window.

Further improvements in truck design will tend to make cars ride even more smoothly than at present. Springs are arranged to give a graduated reaction that will largely eliminate the track vibration when cars are light. Vibration is further reduced by the substitution of hinged bolster guides in place of ordinary rubber plates.

The question of whether a simple trailer system, or a multiple unit system, is the best, and whether trains should be operated continuously or only during rush hours, can only be decided after an intelligent study of local conditions, both physical and financial. From a strictly engineering point of view, the advantages of multiple unit operation leave very little room for the consideration of simple trailers, unless the traffic demand is such that trailers can be operated continuously on fairly level streets, without extreme climatic variations. Under these ideal conditions the operation of street cars would be guided by the same principles as steam trains."



ABOVE: The most spectacular accident in the entire history of Montreal streetcars was on the morning of October 31, 1921 when two two-car trains (1575-1663 and 1573-1628) collided head-on on a single-track line. Car 1663 was photographed soon after the accident. If we make allowance for the damage we get a good idea of what the front of a trailer looked like without the motor unit.

CRHA Archives, MUCTC collection.



One secret of success of the two-car trains was that passengers could board either car with a minimum of indecision, since both entrances were adjacent. The passengers did tend to favour the motor unit, however. This photo was taken on St. Denis Street in 1924.

CRHA Archives, Binns collection.

For this service, 100 cars were ordered from Brill early in 1917. This lot was composed of fifty motor units, numbered 1550 to 1599, and fifty trailers, numbered 1625 to 1674. The first of them were delivered late in 1917, and the remainder during 1918. They looked almost identical to the 1914 motors and trailers, the major difference being that the trailers had trolley poles which supplied power for their motors.

The use of two car trains on St. Lawrence and St. Denis was even more successful than on Ste. Catherine; so successful that they remained the mainstay of these routes for the next thirty-five years. By contrast the two-car train operation on Ste. Catherine became more and more confined to rush hours only and was eventually given up entirely. In 1924 a further fifty cars (25 motors, 25 trailers) were ordered, of similar design. These were, however, not built by Brill but by the Canadian Car and Foundry Company in Montreal. While essentially the same as the Brills, they did differ very slightly in appearance, notably in the letter-board and the roof line which was not quite the same. They were, however, fully interchangeable with the Brills, i.e. a Brill trailer could be used with a CC&F motor and vice-versa. Of course the 1914 Brills could not interchange with either the 1917 Brills or the 1924 CC&F units as they operated on an entirely different system. The new motor units were numbered 1800 to 1824 while the trailers were numbered 1675 to 1699. The 1700 series was left

New Exit Door at Rear of Trailers

THE Company has just completed the equipping of all its trailer-cars with automatic rear-exit doors. Formerly these cars had a rear door which was used for emergency purposes only, and not for the convenience of passengers.

Experience has shown that the lack of a second exit at the rear of trailers results in an appreciable delay in the unloading of the cars. Furthermore, there has been a tendency on the part of passengers to crowd the front end in order that they may remain near the only exit.

The operation of these doors is the same as those on the one-man safety cars. They are fully interlocked with the brakes and power in such a manner that doors cannot be opened until car is stopped and brakes are fully applied, nor can the car be started until the door is completely closed and step folded.

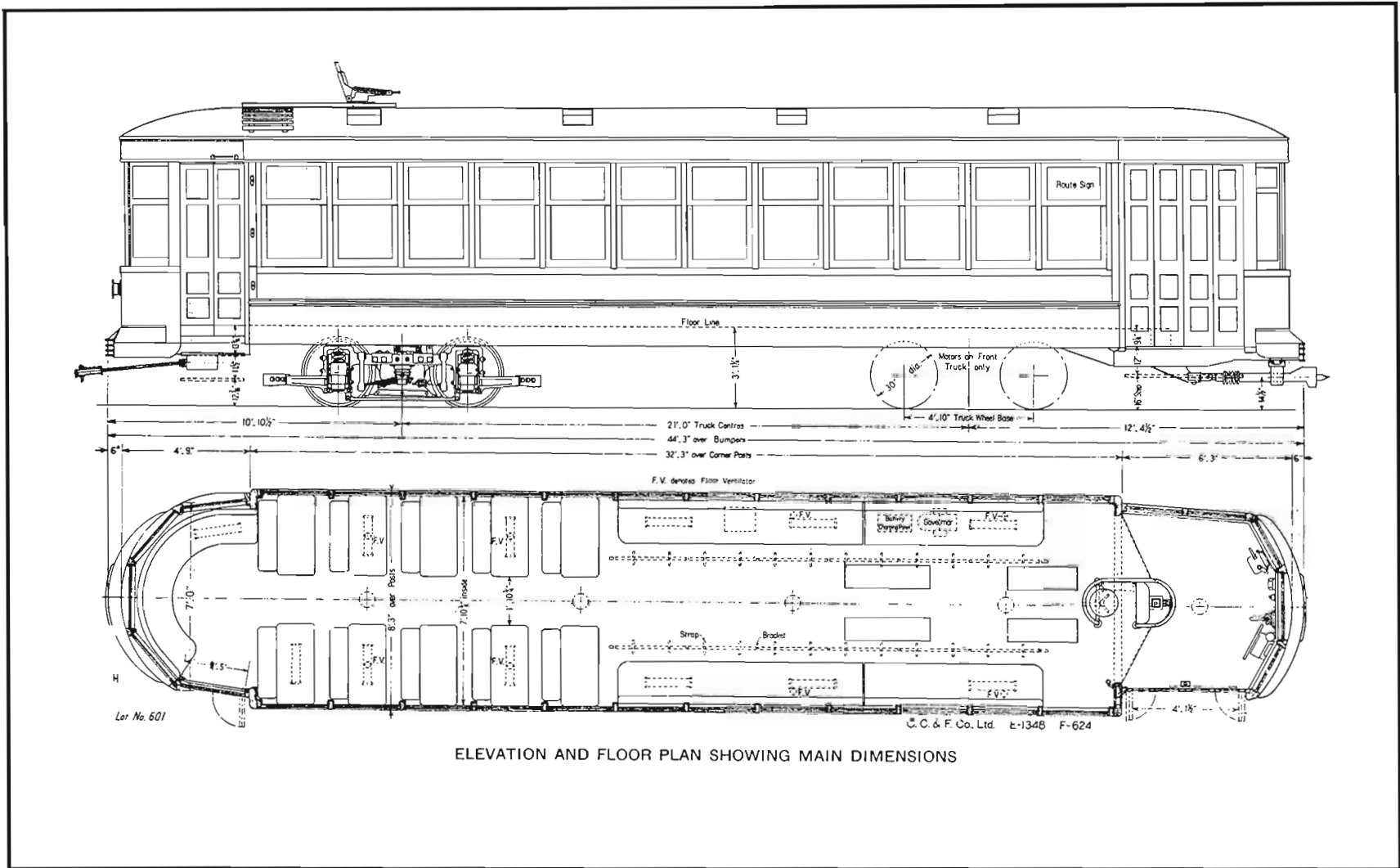
It is expected that the addition of these doors will result in the filling up of the empty space so often seen at the rear of trailer cars during rush hours.

WARNING!

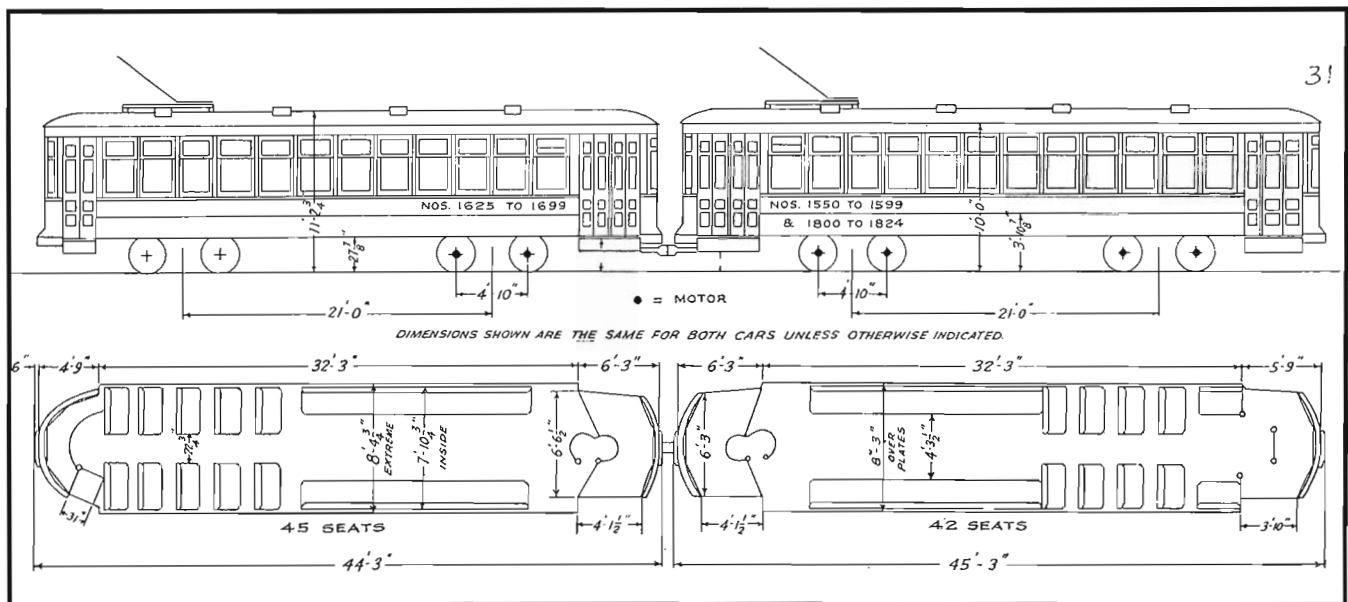
The existence of these doors requires that automobile drivers must strictly comply with Article 27, By-law 800 and Article 38, Chapter 35, Revised Statutes of Quebec. These laws state that when a vehicle overtakes a tramcar which is stationary for the purpose of taking on or discharging passengers, such vehicle, unless otherwise ordered by a traffic officer, shall not be driven beyond the rear-most part of such tramcar until it shall have started and until all passengers who have alighted shall have reached the sidewalk.

TRAMWAYS

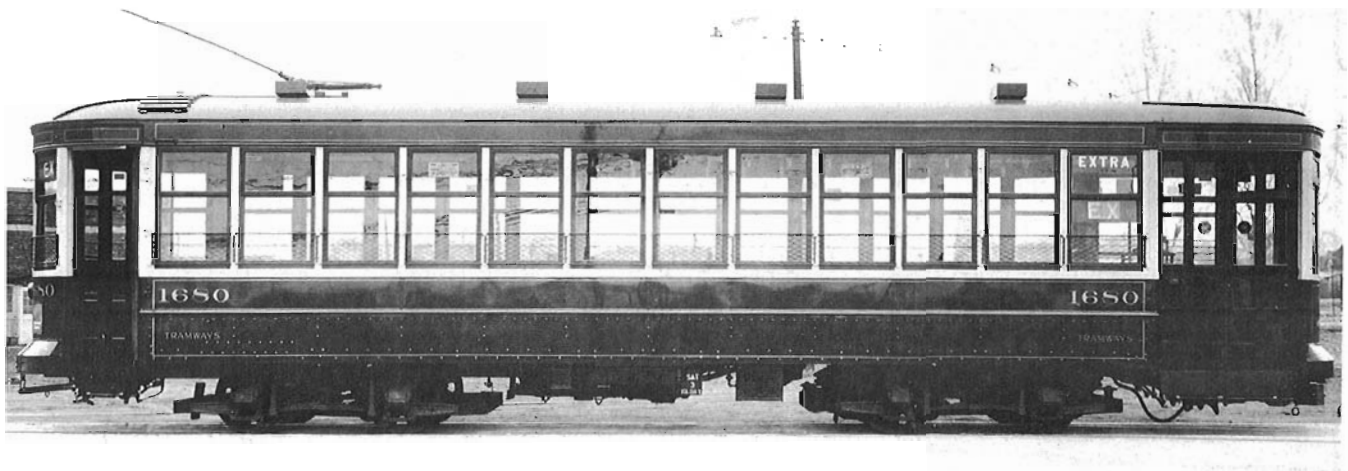
The notice in the papers on March 11, 1927 announcing that the rear doors on the trailers could be used by passengers.



ELEVATION AND FLOOR PLAN SHOWING MAIN DIMENSIONS



Plan and elevation drawings of the 1917 and 1924 two-car trains. Drawing by Richard M. Binns.



Can-Car built trailer 1680 as it looked new in 1924. Photos of these cars as trailers are rare since they only ran as such from 1924 to 1935. CRHA Archives, Binns collection.

vacant for possible future trailers; these never materialized and the numbers were never used. All the new cars went into service early in 1925 and so, by this date the entire group of 100 cars, 1600 to 1699, were in use. All were similar looking trailers although, as we have seen, the first 25 were straight trailers while the other 75 were actually second units of a two car multiple-unit train. All 100 would remain in service for more than a third of a century after 1925, although their configuration and method of operation would change greatly in the years ahead.

Operation of the two-car trains continued with little change until 1934, the only significant alteration during that time being in 1927. The introduction of one-man cars on a trial basis in 1925, and on a permanent basis in 1926, brought the innovation of the rear treadle-operated door. There was no reason why this could not also be applied to the trailers so, starting in March 1927, the rear doors of all trailers were equipped with treadles so they could be used as exits by the passengers and not simply for emergency use as heretofore. The rear steps on the early (1600 to 1624) trailers

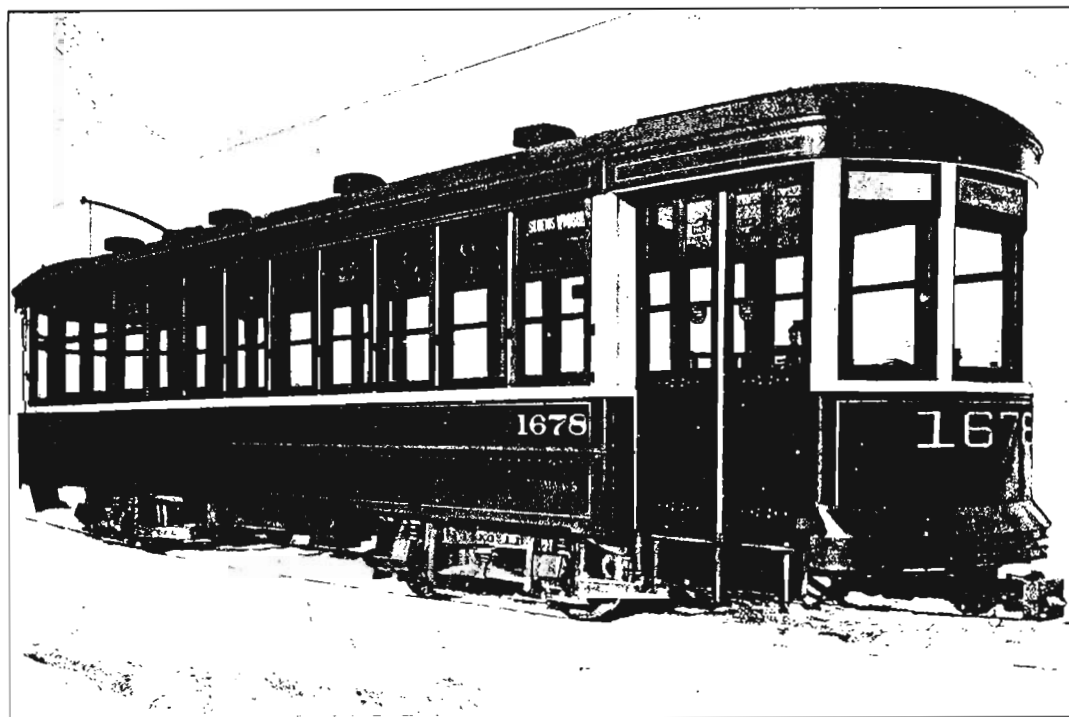
OPPOSITE PAGE: A scale drawing of a 1675-class trailer built by the Canadian Car and Foundry Company in 1924. The drawing, and the illustration on the next page, are from a 1925 pamphlet, produced by CanCar, describing these new cars. The basic dimensions of motor and trailer are the same, so this drawing, together with the one on this page, will enable the modellers to build an accurate model of the complete two-car train.

Issued February, 1925

Bulletin No. P, 17

CANADIAN CAR & FOUNDRY CO., LIMITED

General Offices
307 CRAIG STREET W.
MONTREAL



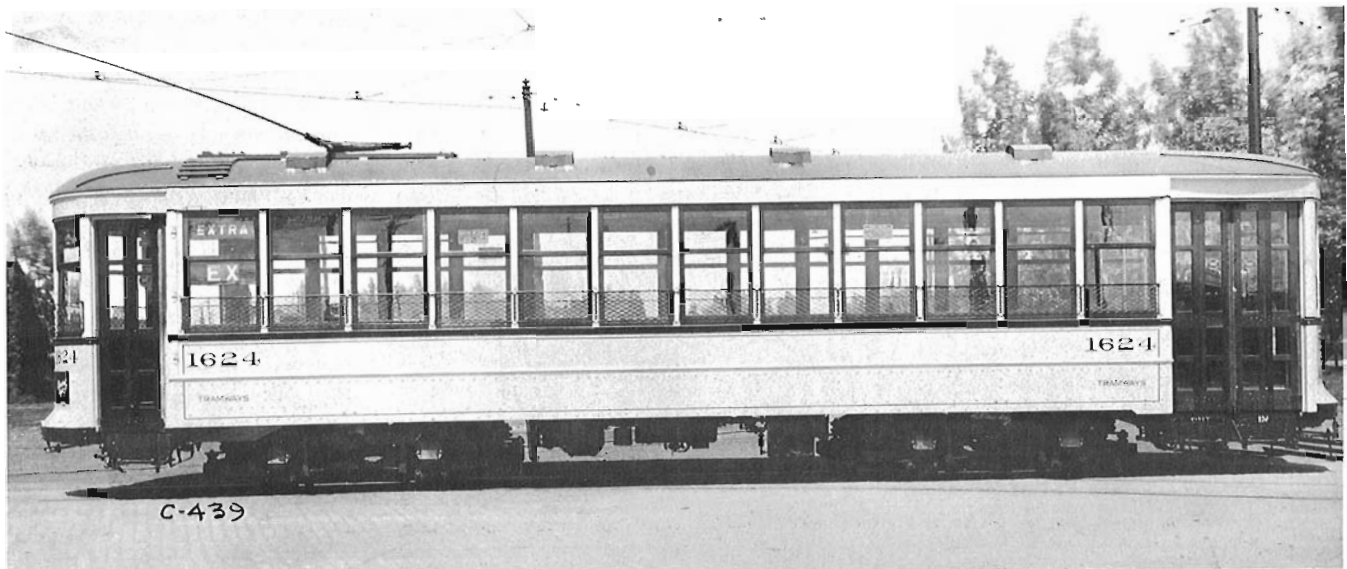
Lot No. 601

Montreal Works

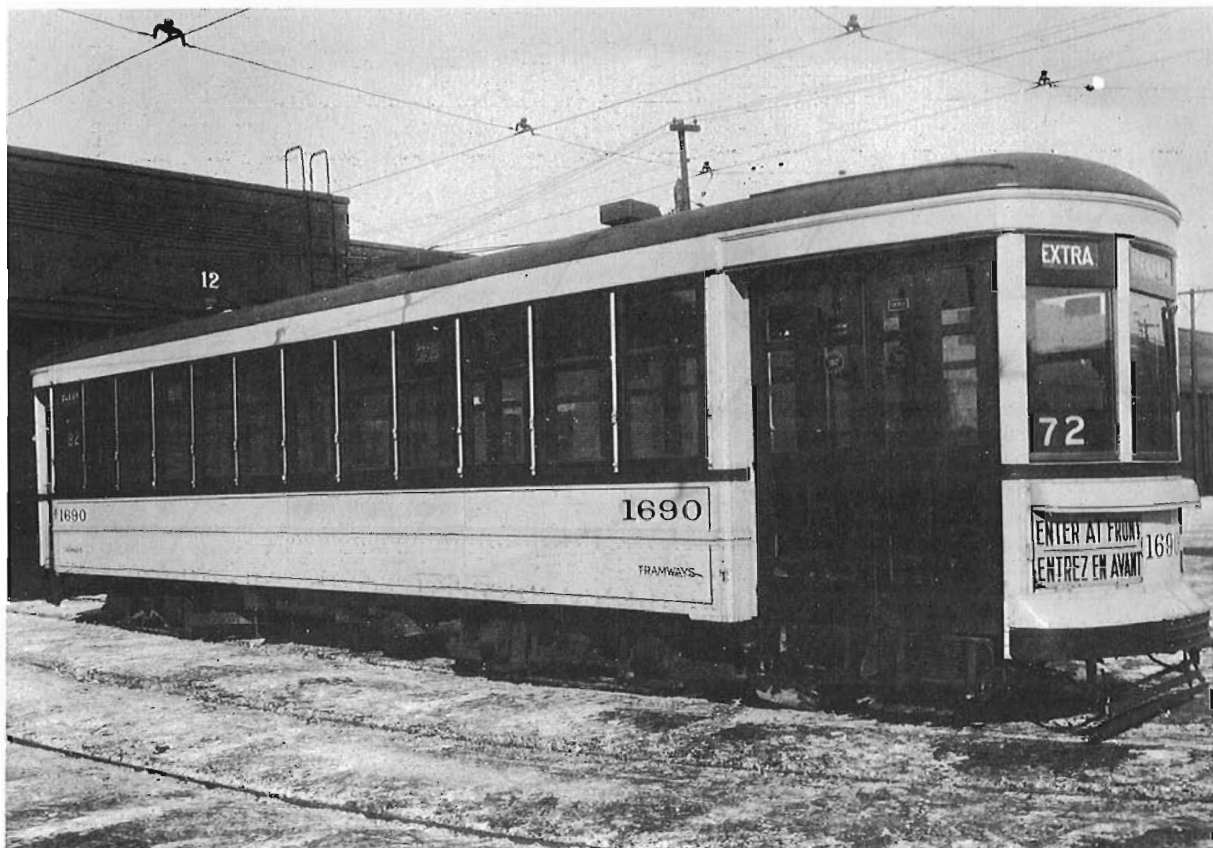
STEEL-UNDERFRAME TRAILER CARS

BUILT FOR

MONTREAL TRAMWAYS COMPANY
1924



Car 1624, the last of the original unmotored trailers, as it looked in 1934, just after conversion to a one-man car. Note that it does not have indirect dash lighting.
CRHA Archives, Binns collection.



Can-Car built car 1690 in 1936, soon after its conversion. Contrast this with the view of 1678 opposite. The indirect dash lighting was installed on all Montreal street cars in 1935, which is why it was not on 1624 (top) at the time of its conversion a year earlier
CRHA Archives, Binns collection.



LEFT: For many years the 1675's were the mainstay of the line to Cartierville. In this winter scene about 1950, car 1693 heads back towards the city through the open fields that then stretched from the CNR crossing at Val Royal all the way to Cartierville. The Sacre Coeur hospital is visible in the distance, with not a building in between.

CRHA Archives, Binns collection.

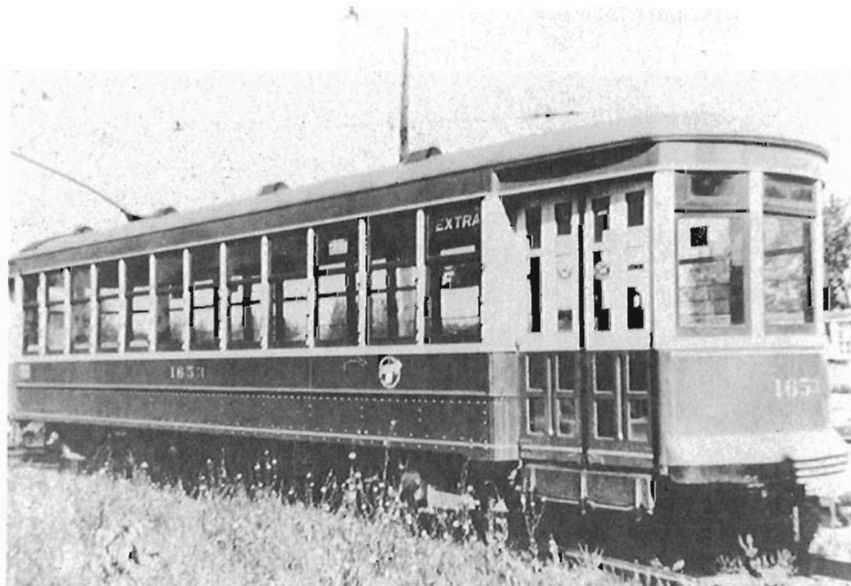
BELOW: Photographs of trailers alone are quite scarce. This view of 1653 was taken at Youville shops in 1954, just before the car was converted to a one-man car.

Collection of Jacques Pharand.

differed from the others in that they came out horizontally when the door opened instead of hinging down; this distinction continued even after the trailers had been converted to one-man cars. The provision of a rear exit door tended to reduce the annoying habit of passengers crowding to the front of the trailer and leaving the rear almost empty.

By 1934 the country was in the midst of the Great Depression and the MTC tried every means to economize. Despite objections from labour unions and others there was a considerable increase in the operation of one-man cars. The original trailers, 1600 to 1624, built in 1914, were motorized and converted to one-man cars, and at the same time were painted cream the same as the 1900-series lightweight one-man cars. Since their trucks were not suitable for motorizing they were exchanged with the fifty rear trucks of the two-motor trailers 1625 to 1674. These trucks were the same as motor trucks so were easy to motorize. This conversion was successful so in 1935 the newest of the trailers, 1675 to 1699 were also converted to one-man fully motorized cars. These trucks did not present any problem to convert. As a point of interest, 1936 saw the conversion of the former two-man motor units, 1525 to 1549, of 1914 to one-man cars also. By 1936, therefore, fifty of the 1600's, 1625 to 1674, were still used as trailers while the others were now one-man cars. Interestingly, there were 75 cars, 1550 to 1599 and 1800 to 1824, which could be used with these fifty trailers, so even when all trailers were in use 25 of the motor units would have to operate alone.

Following the conversions in the 1930's there were no significant changes to the 1600's until the 1950's. In 1952 the St. Lawrence Boulevard line was converted to bus operation, followed by St. Denis Street a year later. This released the two-car trains for use on other lines, and thirty of them were transferred to Hochelaga



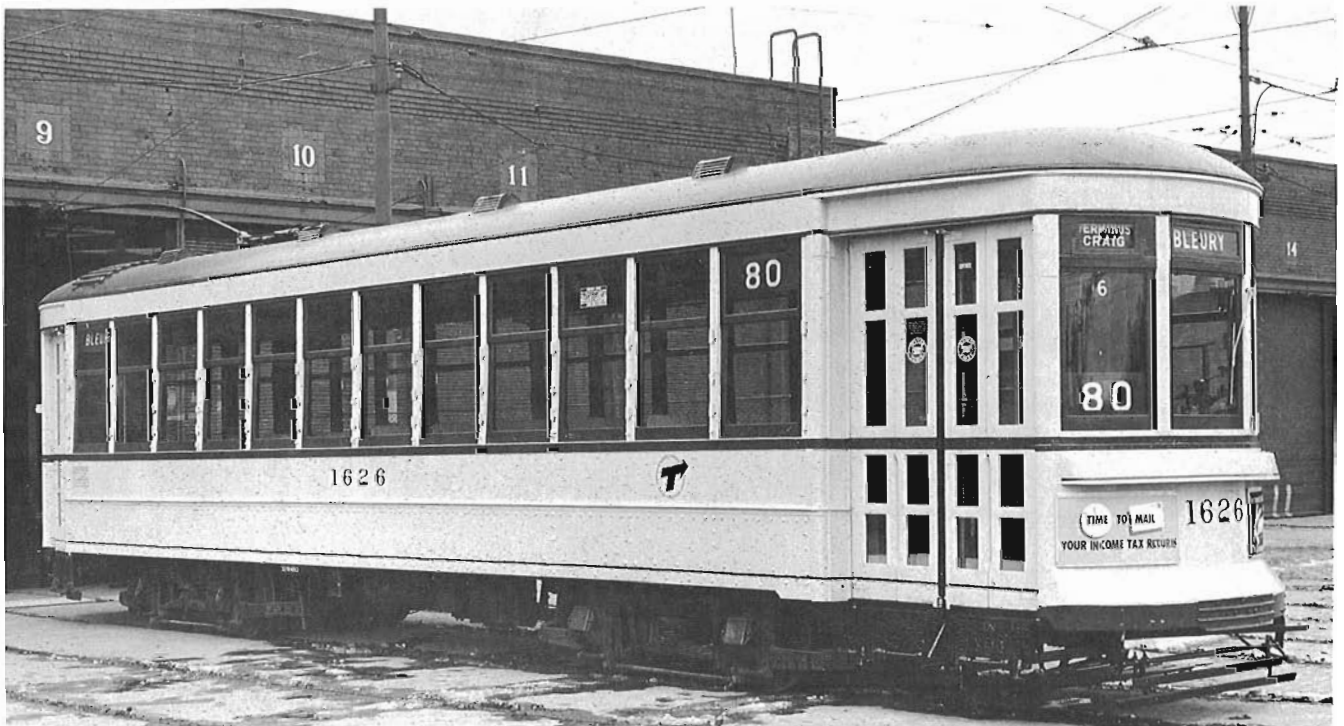
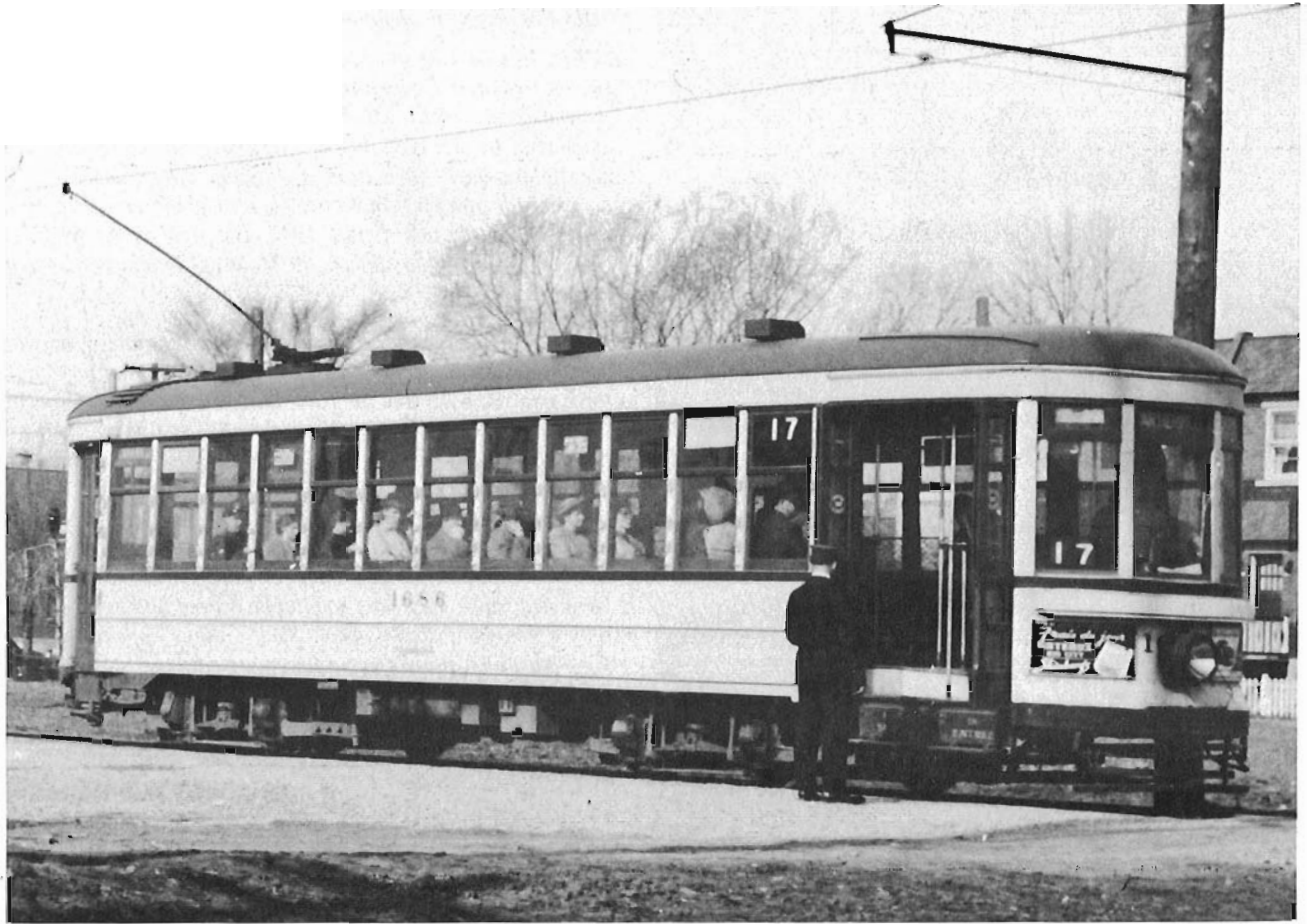
OPPOSITE PAGE:

TOP: Just before Garland Terminal opened, in 1949, Cartierville car 1686, en route to Snowdon, paused at the site of the future southern terminus of the line. The notices pasted in the car windows announce that the terminal will open on May 1.

Photo by A. Clegg.

BOTTOM: Former trailer 1626, built in 1917, looking fresh and new as it poses outside St Denis car barn in the spring of 1954, soon after its conversion from a trailer. Notice that it still has the original 1917 Brill ventilators which were quite different from those on other Montreal cars. Despite their new appearance, the fifty cars of this type would survive only another four and a half years.

CRHA Archives, Binns collection.

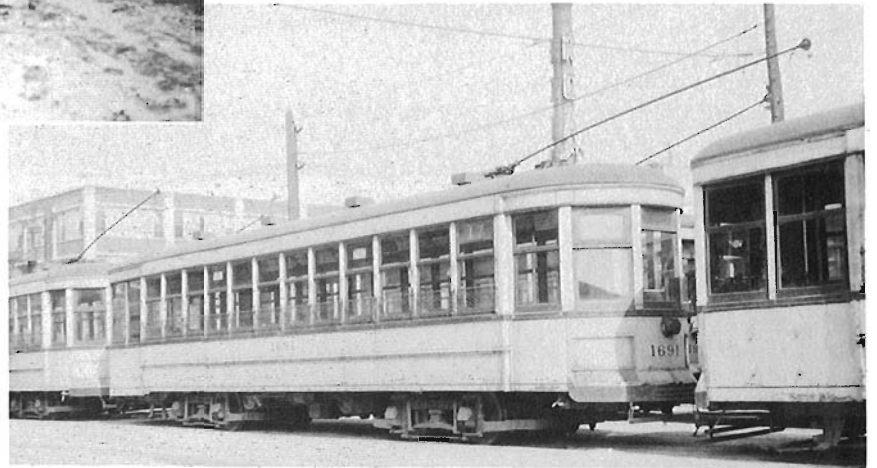




THIS PAGE: Some detailed views of the 1675 class cars.

LEFT: It is the Christmas season in the 1940's as 1694 rounds a curve en route to Cartierville. This is the way many Montrealers remember the 1600's, with their big headlights and lantern hung at the rear. In later days the cars were equipped with sealed-beam headlights which gave them a different appearance. The run number indicator had not yet been placed on the cars, which dates the photo to the time before 1947. The sign on the front, is a Christmas greeting to all from the Montreal Tramways Company. Photo by A. Clegg.

BELOW: How they looked at the end! Two very interesting views of 1675's at the St. Henri car barn in their last days of service. The three-quarter rear view of 1691 is unusual and was especially taken to aid in the making of a model of these fine cars. After the outremont line was cut in the late summer of 1958, the Cartierville cars were transferred from St. Denis to St. Henri. They ran from there until the line was abandoned in June, 1959. By the time these photos were taken the 1675's were used mainly in rush hours. Notice that they are beginning to look rather run down and neglected, since they were soon to be retired and hence received only a minimum of maintenance. Such a dingy appearance would have been almost unknown a few years earlier. Both photos by Peter Murphy.



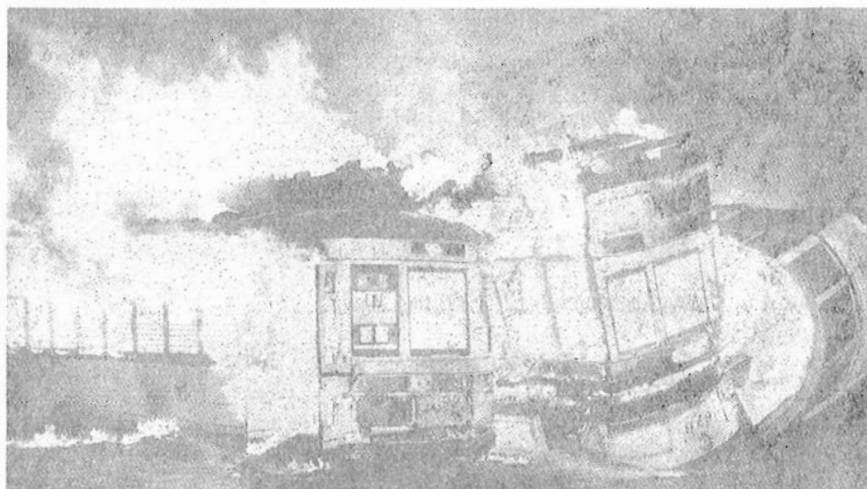
TOP: The first 1600 to be retired was 1692 which was wrecked in this disastrous collision on September 3, 1957.

Photo from the Montreal Star



BOTTOM: A sad sight! MTC 1676, the last of the 1600's, burning at the bottom of a group of scrapped street cars on August 28, 1959. This was the car which had originally been slated to be preserved along with motor unit 1801.

Photo from the Montreal Star.



carbarn from where they were used mostly on the Ontario Street line. However it quickly appeared that the days of two-car trains were numbered. In late 1953 and early 1954 the twenty trailers that remained at St. Denis carbarn (1625 to 1644) were converted to one-man cars the same as the others had been almost twenty years before. The remaining 30 trailers (1645 to 1674) were used in rush hours only and, during the summer of 1954 were scarcely used at all. As several of the remaining two-man routes were changed to one-man operation, there was a shortage of the latter type of car. So the decision was made to convert the last of the trailers as the others had been done. Since the rear trucks (the original trucks from the motorless trailers of 1914) were still not suitable to be motorized they were retired. Fifty trucks from retired two-man cars were put under 25 of the converted 1625-class cars, while the fifty motor trucks from this class were put under the other 25 cars. Thus half of the converted trailers rode on trucks which had previously been on the older 1200 and 1325-class cars. On October 30, 1954 the CRHA operated a "farewell" excursion on a two-car train using cars 1555 and 1664. Actual two-car operation continued another week, the last run being on the Ontario Street route during the evening rush hour on Friday, November 5, 1954, so ending forty years of trailer operation.

By the end of 1954, all of the 1600's were running as one-man cars and were found on most of the surviving parts of the system. On some routes, such as Cartierville and Notre Dame East, they provided the basic all-day service. The first gap in the series occurred on September 3, 1957 when car 1692, heading north on the Cartierville line, was hit broadside by a heavy truck at the corner of de Salaberry Street. The impact was so great that the car was bent in the middle and damaged beyond repair. Its body was taken to the back yard of Youville shops where it remained, off its trucks, for a year before it was scrapped. By the end of 1957,

reduction of street car service led to the complete retirement of the 1600 to 1624 trailers (along with their former motor units 1525 to 1549) which had been built in 1914. During 1958, major abandonments led to the retirement of many more street cars among which were those of the 1625 to 1674 series. However, most of the 24 remaining units of the 1675 class remained for use on the Cartierville line, where they saw considerable service especially during rush hours.

On Sunday, June 21, 1959 a farewell excursion was held using car 1699 (appropriately the last of the series) and one week later the Cartierville line was abandoned and the remaining 1600's were retired.

It had been hoped to preserve car 1676 to go with corresponding motor unit 1801 which had previously been saved. Unfortunately, for reasons which have never been satisfactorily explained, this was not done, and 1676 was burned, along with many other cars, on the morning of August 28, 1959, just two days before the end of all street car service in Montreal. This ended plans to display, other than by models, an example of a Montreal two-car train, a type of transportation that played an important part in Montreal's transit scene for more than forty years.

Doings in a Sleeping Car - - Circa 1890

The following amusing tale was preserved in a scrapbook compiled in Saint John N.B. by Nellie Troop (1867-1953), the grandmother of your editor. The scrapbook begins in 1879 and ends at the time of her marriage in 1893. Unfortunately this story does not show either the name of the newspaper or the date. However, from the context of the surrounding articles, as well as advertisements on the reverse side, it can be determined that it appeared in a Saint John paper between November 1889 and March 1891. The railroad is not identified but one could imagine it to have been the CPR line from Saint John to Montreal (soon to be abandoned) which was opened in 1889, just in the period of the article. This story certainly shows that not all Victorian humour is dry and unintelligible to modern readers! One can easily visualize this plot being used by the Marx Brothers in a slapstick movie forty years later. We hope the readers will have a good laugh at this century-old story.

A BED ON THE CARS

Mistakes and Mishaps of a Night in a Railway Sleeping Coach IN THE WRONG BERTH - A MIDNIGHT GOSSIP AND THE FATEFUL RESULTS IT LED TO

"It seemed as if the devil had broken loose among our passengers last night" said the conductor of the sleeping car to two of his comrades, as he sat twirling his blond moustache in the restaurant opposite the depot. "We had the liveliest kind of a time nearly all night. Oh, I could split my sides laughing when I think of the two men, the nervous man and the old dame in berth No. 10. Then there was the baldheaded man, too. Ha, ha!"

You want the yarn, do you? Well I'll begin by telling you that we had a big load - that is, a big load of passengers. We were so full that in several cases we made two friends occupy the same berth. The first incident that occurred to make things lively was a row, or rather, a sort of outburst of popular indignation against the pest of the sleeping car, the restless chatter-box. It was a little after eleven o'clock and we were bowling along at the rate of about forty-five miles an hour. Most everybody had retired to their berths and were trying to get to sleep.

They were seriously disturbed in this attempt by a couple of fellows who occupied upper berths close together, and who persisted in jabbering away to each other. As for the nature of their conversation, it was just of that kind which is calculated to put murder into the heart of the man who is compelled to listen to it. It was just about like this:-

"Can you sleep?"
"Eh?"
"Can you sleep?"
"Can I sleep?"
"Yes!"
"No!"
"Good night."
"Eh?"
"Good night."
"Good night!"

THE NERVOUS MAN AROUSED

It was about the fifty-ninth time that he had begun "Can you sleep" when suddenly the head of a thin faced man with small black eyes and a big black frown, protruded from the curtains of the next berth. He was evidently a nervous man, and it was also evident that he was wrought up to the highest pitch.

"You confounded b----d", he cried, "Who in the name of ensanguined Hades can get a wink of sleep with that infernal 'can you sleep' dinging in one's ears? It's worse, I swear, than two tabby cats on a housetop, You've kept it up long enough. Shut up, now, both of you, or I'll build a head on you as big as Pike's Peak".

Murmurs of approval of this threat came from behind several curtains in the immediate vicinity. But presently a voice was again heard.

"What did that fellow say about Pike's Peak?"
"Eh?"
"What that fellow say about Pike's Peak?"
"Oh, I know about Pike's Peak."
"Eh?"
"N--"

At this instant the curtains of the nervous man's berth flew wide apart and the nervous man sprang out upon the floor. He stepped up to the berth. All the fury of his manner had disappeared and had been replaced by a sort of calm, cool, determined deliberation. There was a glitter, though, in his eyes which was not pleasant to look at.

"See here", he said very slowly and quietly; it's a question of either you or me leaving this car. If this thing was kept up much longer there'd be a homicide here; that's what's the matter. Either you'd pitch out of the window or I would. Now, shall I murder you or will you murder me? Which is it to be?

After this little argument the affair came to an end somewhat in this wise:-

"Shall we stay here to be murdered in the company's car."
"Oh, shall we stay here and be murdered?"
"No!"
"No!"
"Then we'll stay up and go smoke a pipe?"
"We'll stay up and go smoke."

A few minutes later, followed by withering looks from the nervous man, the two were heavily plodding their way towards the smoking car.

SCREAMS FROM No. 10

For a time there was peace and quietude in the sleeper. The car lamps burned with a dim and yellow light as the train rushed through the darkness with a gently swaying motion. Scarcely twenty minutes had elapsed when suddenly a loud, piercing shriek rang through the car. In an instant curtains were dashed aside to



A scene in a sleeping car of the 1880's. Customs inspection at Rouse's Point aboard the overnight train from New York to Montreal. The action in this story would have taken place in a similar setting.

Frank Leslie's Illustrated Newspaper. New York, February 10, 1883.

make way for sleepy looking heads, all the attaches of the car who were on duty came running forward and the voice of the nervous man was heard in angry protest.

"In the name of a thousand furies", he cried, "what's the matter now? Has the en-jine burst her boiler, or is it only somebody that's cut one of those infernal men's throats? All this car needs is a throttle valve and a stretch of river to turn it into a first-class calliope".

In the meantime the initial scream had been repeated several times with added energy and strength. The screams came from berth No. 10, from which could be seen protruding a pair of legs and the coat tails of a stout man. The porter seized these coat

tails and asked the owner what the matter was. In reply there came a smothered voice explaining:-

"There's a devil in my berth, and she's got me by the ears."

This remark was supplemented by another shrill scream and an equally shrill female voice, which cried out:-

"Take him away! Take him away! The villain, the scoundrel!"

The porter squeezed his head into the berth and a moment later was heard saying:-

"Perhaps if you stop screaming, ma'am, and let go of the gen'elman's ears, he may be able to get his self out."

"Oh, the rascal! the villain!" cried the shrill female voice "There!"

At that moment there was an exclamation of agony from the owner of the legs, as if his ears had been violently wrenched, followed by an agitation of the coat tails. The next instant a bald head and a very red face were withdrawn from the berth. Glancing into the vacancy thus made we all perceived an elderly lady, thin and grim looking, and with her hair done up in crimps, sitting half upright in the berth. Beside her laid another female form.

WANTED - A LYNCHING PARTY

Hastily throwing a shawl over her head, and about her scraggy shoulders, the old dame lit into the bald headed man. She called him a "mean cowardly villain, a shameless old scamp, who insulted unprotected women". She said that he ought to be lynched, and would be if there were any men around who really were men. At length she was calmed down and her story was got out of her. She was lying in the berth with her servant girl. She had been awakened by someone trying to get into the berth. She had at once seized the intruder by the ears and had called for assistance.

"And very effectively you did it too" remarked the nervous man. "Considering the disturbance that has been made, I don't know but what you're right in that there remark as to there being a call for a case of lynching in this car."

The baldheaded man protested. He told his story. He had engaged a berth which he was to occupy with his nephew. The latter had left him some time before to go to their berth, as he thought. He had just finished reading his book in the parlour car and had come in to go to bed. He thought he recognized this berth as his, and in the semi-darkness it was impossible to distinguish the figure in the berth from that of his nephew. Just as he had put his head in he had been seized by the ears and the screaming had begun. He really thought that the devil had taken possession of him. Such a vicious and unreasoning old wretch of a woman it had never been his misfortune to come across before. And the old gentleman put his hand feelingly to his outraged ears.

What was the number of the gentleman's berth? No. 14. Oh, yes; that was two berths further up, and the porter took the old gentleman in hand and showed him the way. His nephew was not yet in bed? No; he had been in the car a few minutes before, and had remarked that he would join some gentlemen in a game of cards in the smoker. With an angry glance toward berth No. 10, the old gentleman clambered into bed.

THE VIOLET BORDERED SIGNAL

It seems that the elderly lady had some difficulty in getting to sleep after the excitement. Anyway, in less than half an hour after her encounter with the elderly gentleman she was seen to emerge from her berth and go forward, presumably bent on a visit to the ice-water tank. Before starting out she loosely pinned a pocket handkerchief with a violet border to the curtains of her berth, so that she-should have no difficulty in recognizing her resting place on her return. Hardly was her back turned, when the two men who had earlier been threatened with murder and had gone to the smoking car, came blundering back to their beds. In passing No. 10, one clumsily knocked against the handkerchief, brushing it away with his shoulder. It dropped on his arm, and after being carried a few steps by him, fell to the ground. In so doing it attracted the other's attention. He pointed to it, and then picked it up.

"Who does it belong to?"

"Where does it belong?"

"Yes."

"There!" replied the other, pointing sleepily to the curtains opposite which it had fallen.

In another instant he had pinned the handkerchief with the violet border to the curtains of No. 14.

Five minutes later the elderly lady reappeared. She stepped in front of where the violet bordered handkerchief hung. She parted the curtains and, with a chilly shiver, crawled hastily into the berth.

No. 14 IS HEARD FROM

Fully twenty-five minutes must have elapsed after the two men had sought their respective berths, when from No. 14 there came an unearthly, blood curdling shriek, followed by angry exclamations in a deep bass. Again the car attaches rushed forward, again affrighted and sleepy heads appeared from behind curtains, again was the voice of the nervous man to be heard upraised in a flowing and prolonged outburst of profanity. The curtains of No. 14 were torn apart by the porter, and the elderly lady and the baldheaded man were found struggling desperately in each other's arms. With some difficulty they were torn apart and assisted from the berth. The elderly lady was speechless with rage; the baldheaded man was almost equally angry. He managed to get to the floor first.

"I think I am in my own berth this time", he cried, "I have not moved from it since I got in, This is a conspiracy, I say. I shall sue the company for loss of character."

"What!" screamed the elderly lady. "This is your berth, you old villain? Where is the girl? Where are you, Mary Jane?"

"Here, if you please, ma'am", answered the girl, her head protruding from the curtains of No. 10.

"What are you doing in that berth, you hussy?"

"Please, ma'am, this is our berth. I have not stirred from it since we went to sleep."

"Sure enough", put in the porter, with a broad grin, "that's your berth, ma'am, and this 'ere berth belongs to this gen'elman."

"My berth - his berth - in the berth with a man - Mary Jane - Oh! Oh! He! Oh! ---"

And the elderly lady was in hysterics.

"I shall sue the company!" repeated the baldheaded man, with austerity.

"Sue the company? Sue the company, is it?" howled the nervous man, with dilating eyeballs. "Well, I should smile if we wouldn't. Call this den a sleeping car do they? All that's needed here is a pinch of brimstone and a pitchfork to convert it into a first-class Inferno!"

The lull of silence which followed the nervous man's stormy anger was broken by two voices from the occupants of the upper berths:-

"Can you sleep with all the noise?"

"Can I sleep with all the noise?"

"Yes?"

"No!"

Music at the Railway Station

or Of Music and Trains

By Lynne L. Macleod

Trains and locomotives served as a unique source of musical inspiration for three major composers - Antonin Dvorak, Arthur Honegger and Heitor Villa-Lobos. The integral role that these marvellous pieces of machinery have played in the lives of these composers will be related in the following account.

Antonin Dvorak (1841-1904), best known for his "New World Symphony", was a lover of trains and locomotives throughout his entire life. In fact, wherever he lived or travelled he could be found at the local railway yard.

Dvorak observed his first railway train at the age of nine when the railway line from Prague to Kralupy opened. His great love and passion for trains took another leap forward when he visited his Aunt Josepha in Prague. Her husband was a railway employee and took the young Dvorak with him every day when he went to work.

Dvorak's locomotive hobby was all-consuming and an integral part of his life. His love for trains was so great that he became extremely frustrated whenever his composing and other professional duties prevented him from going down to the railroad station to catch the departure of a particular express train. Although music was the ruling passion of his life, he once told his students at the Prague Conservatorium- "I would gladly give all my symphonies, had I been able to invent the locomotive!"

Dvorak often made early-morning visits to the Franz Josef railway station. While there, he avidly studied the engines in the yard and memorized their numbers in addition to learning the names of the engineers and keeping track of their destinations. One day when he was unable to make his daily trek down to the station, he sent one of his students, Joseph Suk, to go and find out the number of the locomotive which was taking out the express that day. But Suk, who was courting Dvorak's daughter, came back with the number, not of the engine but of the coal-tender instead! The irritated Dvorak told his daughter - "So that's the kind of man you want to marry!"

When Dvorak later spent time in America, he dearly missed his beloved locomotives that he left behind in Bohemia. Unfortunately most of the stations in New York were located across the water and they didn't allow anyone on the platform except the passengers. Thus, the disappointed Dvorak wasn't able to observe his locomotives up-close. At first, the talented composer would travel by overhead tram to 155th Street and then anxiously wait on the bank for the Chicago or Boston Express to pass by. However, being over an hour from Dvorak's house, watching the locomotives from such a distance paled in comparison to the

highly accessible locomotives in Dvorak's home land of Bohemia. Dvorak had to eventually give up locomotive-spotting until he moved back to Bohemia.

On March 30th, 1904, Dvorak unfortunately caught a chill after visiting Franz Josef Station to spend time with his beloved trains. His health had already been deteriorating but this was the final blow. His diagnosis was arteriosclerosis, complicated by an attack of influenza. Dvorak, who passionately loved trains to the end, died on May 1, 1904.

The Swiss-born composer Arthur Honegger (1892-1955) created a sensation with his innovative musical work "Pacific 231" when it was first heard. In this modernistic locomotive program music, Honegger attempted to paint a musical portrait of the visual and physical impression of a speeding locomotive.

"I have always had a passionate love of locomotives, which are to me like living creatures." These were the words of Arthur Honegger, which were later printed in the leaflet of the score of his "Pacific 231". Even as a child Honegger was intrigued by the majestic power, sound and speed of locomotives. He found himself continually drawn to the locomotive which he felt represented the kinetic energy of our modern age.

The "music of machines" was the latest fad in Europe at the time, and Honegger certainly broke new musical ground by being the first to write a musical composition about a locomotive. Inspired by the power and glory of the American-built "Pacific", Honegger musically captured the captivating sound of this particular locomotive in his "Pacific 231".

The symphonic poem "Pacific 231" is a superb piece of music. The opening sounds of this composition imitate the soft hissing of the Pacific's three hundred ton piece of machinery at rest. As the locomotive's wheels begin to spin and gradually pick up speed, its accelerating movement is depicted by the use of notes of shorter time value (quarter notes, eighth notes, triplets and sixteenths) in the opening section. An increasing musical crescendo depicts the quickening motion of the locomotive as it plunges through the stillness of the night. As the piece reaches its final destination, the tempo of the music decreases in response to the imaginary train's decrease in speed.

In addition to his "Pacific 231", the prolific Honegger wrote more than a dozen operas, five symphonies, twelve ballets, thirty film scores, chamber music, piano pieces and song. But to train lovers, this much-admired composer, who died in Paris at the age of sixty-three, will always be remembered for his "Pacific 231".

An ardent nationalist and folklorist, the Brazilian composer Heitor Villa-Lobos (1887-1959) left behind his "Little Train of the Caipira" for train and music enthusiasts to enjoy. Villa-Lobos created a lasting musical memory by putting down on paper the sounds he recalled of a Brazilian train as it made its way along a mountain road.

Throughout his lifetime, Villa-Lobos attempted to combine the melodies of his homeland with the traditions of Western music. In fact, he made frequent train trips to the central provinces of Brazil. Villa-Lobos had many delightful and happy memories of riding on these trains which carried the local berry-workers enroute from their homes to their work in the fields. (A "caipira" is a Brazilian peasant).

In this charming keyboard piece, the movement of the train is represented by a steady rhythm throughout. The sound of violins

is soon heard, singing a melody in the style of a Brazilian folk song. The train nears its destination amidst dissonant harmonies and a gradual decrease in tempo. A bell then resounds and a train whistle blows when the berry pickers have arrived at their destination.

Villa-Lobos died in Rio de Janeiro, Brazil at the age of seventy-two. His impressive musical output included twelve symphonies, operas, ballets, fifteen string quartets, choral music and more than a dozen symphonic poems.

It's hard to imagine what our world would be like without trains. Certainly Antonin Dvorak, Arthur Honegger and Heitor Villa-Lobos found them to be a rich source of joy and passion. The musical "train works" that these great men of music left behind will be enjoyed by train and locomotive lovers everywhere for generations to come.

Having just read some fascinating stories about railroads in the lives of famous classical composers, let us now hear about quite a different, but also most enjoyable, type of railroad music.

Albert Coughlin, Railroad Composer and Singer

To Canadian railroad buffs, "Van Horne to VIA" pretty well describes the program of songs and narration presented by railroad historian and lecturer Albert "Bert" Coughlin. He was born into a railroad family in 1935 at Montreal, Quebec where his father was employed at Canadian Pacific's Angus Shops until 1941. Bert currently resides in the town of Newmarket, Ontario. His mother was the daughter of the late Charles Hewitt Buell, one of the chief officers of the CPR from 1895 through 1929, reporting directly to the Company's President (Lord Shaughnessy until 1918, and Sir Edward Beatty thereafter). Back in 1928 when the CPR fired up a new steam locomotive, 4-8-4 No. 3101, for a trial run between Montreal and Smith's Falls, Bert's mother was on the train. That test run was featured in the movie "The Miracle of the Locomotive". The Buells originally came from England to America in 1620, and during the American Revolutionary War of the 1770's many of them came to Canada as United Empire Loyalists. One of the founders of the town of Brockville was William Buell, a direct ancestor of Bert's mother. Finally, there was Professor Oliver B. Buell, a CPR photographer, who travelled across the nation in the 1880's in a private railway car, giving lantern slide shows and lectures that promoted the future of railroading in Canada. Now, more than a hundred years later, we have Bert Coughlin, a descendent of the Buells, giving lectures about the past glories of the vanishing railway.

Bert started composing railroad songs after learning about the abandonment of the railway in Newfoundland in 1988, and later the cancellation of VIA Rail's daily transcontinental train, running on CPR lines, "The Canadian". Among his compositions are songs about each of the following pioneers involved in binding Canada together with a transcontinental railway: Sir John A. Macdonald, Sir Sandford Fleming, Walter Moberly, William C.

Van Horne, the Chinese coolies, George Stephen, The Hon. Donald Smith, Edward Mallandaine (the 17 year old lad who stood beside Smith as the latter drove the Last Spike on the CPR at Craiggellachie in 1885) and Louis Riel. There is a song about Lady Agnes, the wife of Sir John A. Macdonald, who rode on the cow catcher of the locomotive of the special train when the Macdonalds made their first trip over the new CPR in 1886. Bert has also written a song about Nicholas Morant, the famous CPR photographer, and other songs about famous people unrelated to the railway such as Canadian figure skater Kurt Browning.

One of the memorable experiences that Bert had with some of the great railroad men that he met, occurred in 1948 at Perth, Ontario. A local passenger train stopped at the station before continuing its journey to Montreal and the engineer invited Bert up into the cab and, since it was only a couple of weeks before the festive season that year, the engineer enquired as to what kind of Christmas Bert was going to have. Bert told him that since there was not much money, there would probably not be any presents or turkey because the family had just moved from Quebec. The engineer hauled out his pocket book and handed young Bert a ten dollar bill to give to his mother. That ten dollars was probably a day's wages to him back then, and it provided enough turkey, with all the trimmings, for the family with four children. A year later, Bert met a CPR conductor by the name of Stewart Gendron in the locomotive roundhouse at Smith's Falls, Ontario. Within a few weeks Bert was making a few trips in the caboose of his "way freight", and that wonderful conductor even shared his lunch with him on those memorable journeys. He also made unscheduled stops near Maberly, Ontario so that young Bert could simply jump the fence and climb up the hill to his home. Bert's life is full of rich experiences that he shares with all his devoted listeners.

BELOW: Yet another type of railroad music consists of the old ballads and folksongs about the railroads and railroaders of North America. A high proportion of these deal with the South, but there are others from widely separated areas. One of the few songs actually written and composed by a railroad employee was "In The Baggage Coach Ahead". This song was the work of Gussie L. Davis, a Pullman car porter. The song was published in 1896, and the sheet music depicted a beautiful view of the Empire State Express of the New York Central, billed as the fastest train in the world. In the 1890's, sad songs like this were very popular, and "In The Baggage Coach Ahead" was a hit for years.

IN THE BAGGAGE COACH AHEAD
SONG AND REFRAIN

FRANK LESLIE

THE EMPIRE STATE EXPRESS OF THE NEW YORK CENTRAL --- FASTEST TRAIN IN THE WORLD.
WRITTEN & COMPOSED BY
GUSSIE L. DAVIS
COMPOSER OF "IF THEY WRITE THAT I'M FORGIVEN, I'LL GO HOME." "THE FATAL WEDDING" ETC. ETC. ETC.

MAURICE RICHMOND MUSIC CO.
410 WEST 42ND ST. N.Y.C.

BACK COVER: The date was May 1, 1971 and the place was CP Rail's Glen yard near Montreal. Delaware and Hudson PA No. 18 had just hauled the last overnight passenger train on its line to Montreal from New York. That same day, Amtrak took over most of the passenger service in the U.S. and service on the D & H was discontinued. Eventually the day train was reinstated, for a time still using D & H equipment, and it still runs as Amtrak's "Adirondack". The PA's still exist in Mexico.
Photo by Fred Angus.

Canadian Rail

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