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FRONT COVER: At Place d'Armes on June 11 1957, Montreal street car 1526 is about to head east on Notre Dame, on the long run to George V at the city's eastern limits. Less than two weeks later the line was abandoned. Car 1526 was built by Brill in 1913 as a lead unit of a two-car train. In the 1930s these cars were converted to one-man operation. Photo by Fred Angus

BELOW: A stand-in for CPR 371 in the 1936 movie "Silent Barriers" was No. 143. Built by the Manchester Locomotive Works in 1888, as New Brunswick Railway No. 48, it became CPR 522 in 1890. In 1906 it became 251 and in 1913 it was renumbered 143. It was scrapped in October 1936, soon after the movie was made. The real 371, which was the engine that pulled the first through transcontinental train into Port Moody in 1886, became 151 and was scrapped in 1915. Collection of Donald Angus.

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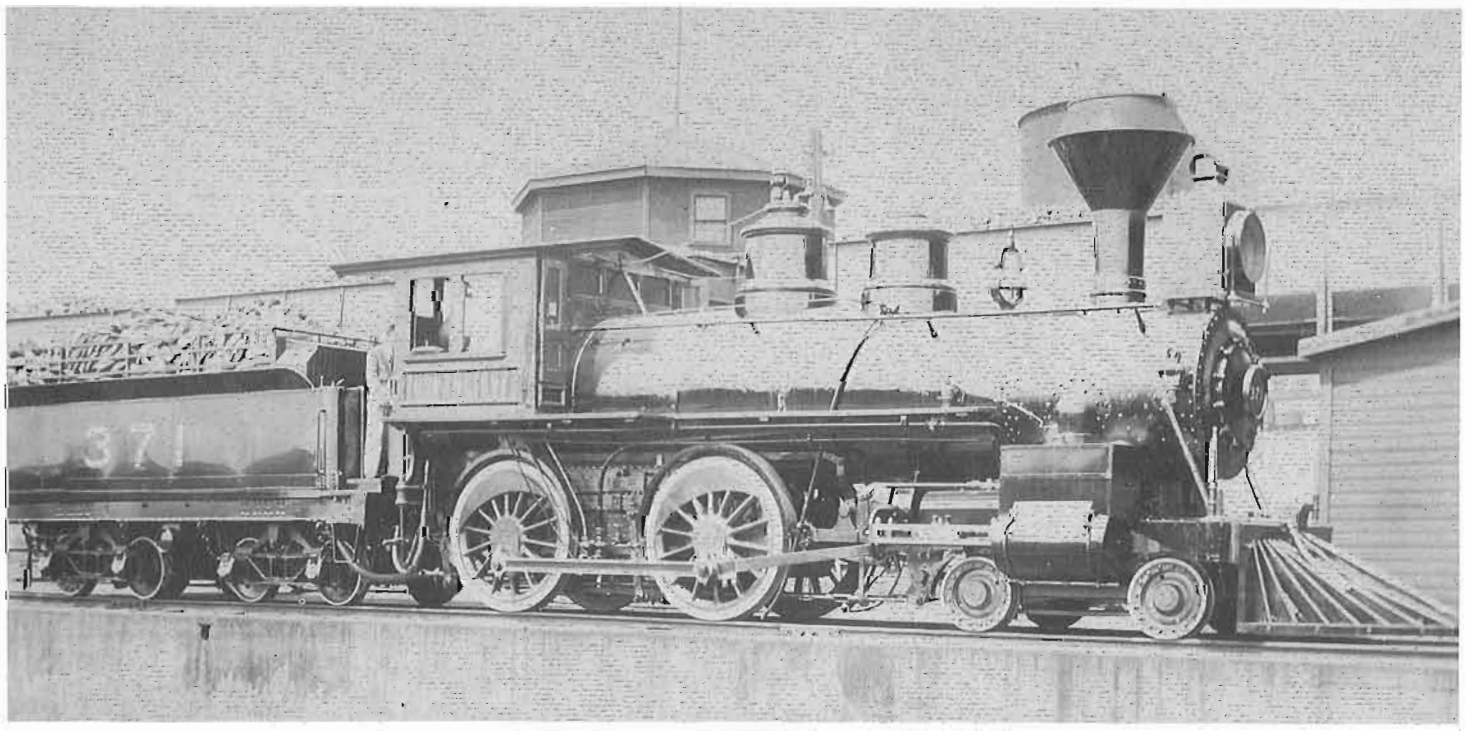


Canadian Pacific's "U" Class Tourist Cars

The Forgotten Components of "*The Canadian*"

Our series of articles on the new passenger cars of 1954-55, especially the CPR's stainless steel fleet, would be incomplete without some mention of the "U" class tourist cars. These cars were converted from heavyweight tourist cars in the "G" series (originally standard sleepers of the "N" and "P" class) especially for use on "The Canadian". It was not enough simply to paint them silver to match the stainless steel; CP actually sheathed them with fluted stainless steel the same as the Budd built cars. At the same time the cars were fully refurbished inside and out, including the public address system used throughout the train. To an observer on the outside, the chief giveaway was the clerestory roof that projected a few inches above the fluted stainless steel, but most people would not notice this.

Twenty-two cars were converted, and they served on "The Canadian" for more than a decade, until CP abolished tourist class in 1966. The "U" cars were then retired and the last of them was scrapped in 1968, none being preserved.

In the March and April 1955 issues of the CRHA New Report (issues Nos. 54 and 55) our member Forster Kemp, who then worked at Angus Shops, wrote an extremely interesting account of how these cars were converted. Most member today will not have seen this article so, after fifty years, it is very appropriate that we reprint it as part of our commemoration of the anniversary of the inauguration of the new transcontinental trains.

The Transformation of a Tourist Sleeper

by Forster Kemp

The Canadian Pacific Railway's Angus Shops have undertaken a rather unusual programme of camouflage in order to provide tourist sleeping car accomodation in the projected new train. the "Canadian".

During the early days of the month of January, twenty-two mechanically air-conditioned tourist sleeping cars of the "G" class, having fourteen sections but no kitchens (this distinguishes them from other cars of the same series which have kitchens and ice-activntcd cooling systems) were taken into the Passenger Car Shops at Angus. They were placed under Equipment order 4020. Their names appear in the attached table, along with the new names which they will bear after conversion. Let us now follow one of the cars through the various proccsses at Angus Shops from the "loop" where cars come in, to the "Main Line" where they leave the plant to begin two years of duty.

All incoming cars arrive at the "loop" which is actually a small yard at the east end of Angus Shops property, and which is encircled by the loop which goes around the entire plant. All ensuing moves will be made by means of a transfer table. There are two of these tables, operating in a long shallow, east-west pit, in which are laid six rails. The transfer table pit separates shops #3 and #1 on the north side, from shops #4 and #2 on the south side.

After our car is removed from the "loop", it is taken to the A.C. test Room in Shop #l, where it receives preliminary inspection and test. As soon as that formality is completed, stripping of the car is begun. It is then moved down to the Wash House at the east end of Shop #3.

As soon as brake rigging and generator drive are disconnected, the car is lifted off its trucks by four powerful hydraulic jacks. The trucks are rolled out, and replaced by an incongruous-looking pair of old archbar trucks, which serve as shop trucks. These are equipped with large 12x12 timbers which bear the weight of the car body.

During the untrucking operation, interior stripping has continued. Curtains, mattresses, seats, pillows and carpets; all must come out, along with the racks, hooks, brackets and baskets, water coolers, curtain rods and toilets, mirrors and washbasins , and all electrical fixtures. The stripping operation is about two days' work in all. While this is underway, the car is receiving a thorough washing on the outside and underframe.

After the car has been divested of its doors, fixtures and fittings, its next move is either to Shop #2 or Shop #4, where some alterations are made in the wiring and piping. Ceiling panels are taken down, and the linoleum is removed from the floor. Work now begins on the exterior, with the removal of parts of the roof. These cars have a roof of closed-clerestory design, fabricated of lumber which is fastened to an underlying framework of curved wooden ribs, which are bolted to the steel frame of the car. The covering of the roof is of canvas. Nineteen of the cars are constructed that way, being former "P" class standard sleeping cars built in 1926. The last three cars "Germain", "General" and "Gest" were formerly "N" class cars of 1921-22, and they have roofs entirely of steel.

On the wood-and-canvas roofed cars, about two feet breadth of canvas and planking is removed from the outer edges of the lower, or curved portion of the roof. This is done on both sides of the car from end to end thereby exposing the ribs and the underlying metal framework. Since the roof planking is all of tongue-and-groove lumber, a smooth-edged strip is fitted along the last plank and corner braces are put up at each corner. Electrical wiring is modified, and additional insulation material is placed between the ribs.

The curved wooden ribs remind the observer of the construction of a boat, but each rib rests on a steel frame member, and it is these that are important, for a curved framework of angular bars is being attached to them at the point where they join the car sides. Arching above the ribs and the former roof, this framework is attached to the frame of the clerestory sides, about three inches above the old roof. Stainless-steel plating is fitted to the clerestory sides, covering that portion which will be exposed. As soon as the steel roof framework is completed, a number of 1/16" steel plates are tried on for size and fitted to the car. These are all of 1/16" stainless steel and include four corner plates, which are shaped and welded so as to make a more square contour at the ends of the car. There are also ten curved sheets measuring about 10 feet by three feet, for each side of the car. After being fitted, all this plating is welded together and also welded to the framework.

The three former "N" cars, which already have steel roofs, require a different procedure. On these, all plating is removed from the lower roof, exposing the ribs which are entirely of steel. Wiring and insulation are modified, and the clerestory sides are plated, but no sunplementary framework is applied. Instead, the new plating is reinforced with stiffening bars, so that it can be attached directly to the sides of the car and of the clerestory.

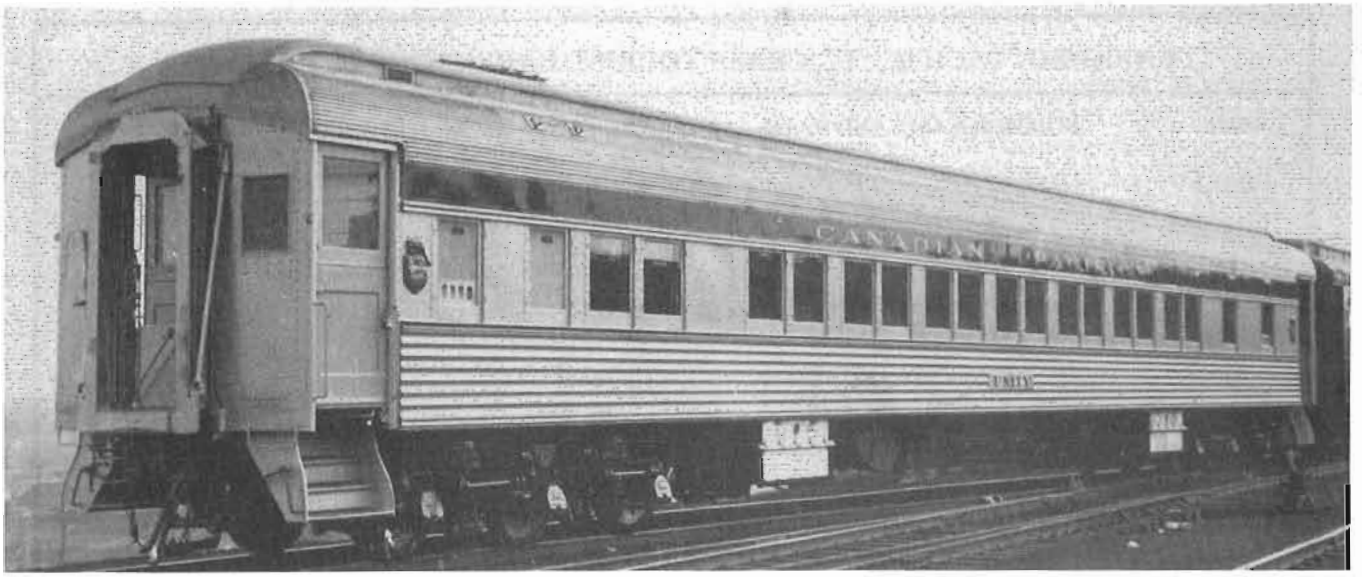
Meanwhile, a light framework of metal angle-bars is being applied to the car sides. Three horizontal strips are fastened along the lettering board, two above it, and one below, just above the windows. Then three more horizontal strips are applied below the belt rail, about 19 inches apart. Vertical strips are placed between them at intervals of about 18 inches, making a square pattern. The effect of these metal strips is to bring the metalwork even with the belt rail.

After the framework has been completed, the car is moved to a section of the shop which is fitted for stainless steel application, having bright floodlights, special electric welding machines with tanks containing helium gas, and a drainage system with large funnels. Also, special reinforced scaffolds are provided, as much of the work is done at high levels. Usually, the side plating is applied first, although some cars have the roof work done first. Two cars are placed beside each other, and the adjacent sides are plated at the same time. The base plating is the largest part of the work. It is of stainless steel, and is about 1/32" thick. Each side requires two sheets, each of which is about 20 inches wide and 71 feet long. They are placed so as to overlap slightly, forming seven parallel "troughs" which appear to be cut into the car sides.

After the base plating sheets are applied, finishing strips are put on, one along the bottom of the lettering board, one along and over the window ledge, and another along the lower edge of the car body. These are specially shaped, and slightly convex in form. The concave strips are then applied in the "troughs" of the base plating. Then the roof sheets are put on. There are several strips, each about 80' long and 1 foot wide, of finely fluted stainless steel, which are attached to, and over, the other plating. The final steps include application of drain strips above the doors, and of filling compound and end strips to the sides.

All of the stainless steel sheets are attached to the underlying metal by means of a special welding process which makes use of a gun. This gun, although quite small, has lines for helium and water, as well as an electric cable and a water return, which is placed into the funnel of the drainage system. The effect, apparently, is to produce a very intense heat which fuses the sheet with the underlying metal in a very small spot. The appearance of the finished work is like that of a surface which has been rivetted with small brass rivets. The spot welds are made about one inch apart in straight lines so that this effect is accentuated.

This steel work has occupied more than two weeks but it must be remembered that other work has been going on meanwhile. The inner windows have been to the varnish room, painted in a light grey colour and returned to their places. The pipefitters have modified the piping in the car and installed some additional overhead tanks. The wiring has been modified, with switch boards being overhauled and replaced. A public-address system has been installed as well as electric water coolers. The ceilings have been replaced, all woodwork has been sanded, primed and prepared for painting. Most of the fixtures have been reinstalled, but this work is still progressing when the car is moved to Shop #4.



Tourist car "UNITY", originally heavyweight standard sleeper "PORTRUSH", built in 1926, converted to tourist car "GAMBIT" in February 1952, then converted to "UNITY" in 1955, and scrapped in July 1968. CPR Photo

As the fixtures are installed, they are taped and papered to protect their freshly-painted surfaces, while the car is spray-painted. Then paper is fitted over the windows and surfaces which will bear contrasting colours. Paper on the latter is arranged to be turned over for reverse protection while the other colours are sprayed on. There are already some plastic-sheathed sections which will not be repainted. Paint work has begun on the outside, too, for the exterior will still be about 60% painted surfaces. The surfaces are liberally sanded, cracks are filled and base coat is anplied where needed. The car is taken to shop #3 for a short time to have its trucks replaced beneath it. When it returns, paper is applied to the stainless steel on the outside and masking compound to the window glass. The lettering board receives two splotches of yellow paint on each side, and the words "Canadian Pacific" are put on in adhesive letters. The canvas top of the clerestory is painted with aluminum paint. The lettering board and the strip below the windows is to be painted red, while the window frames, spaces between windows, doors, platforms, steps and diaphragms will receive a light silvery-grey enamel of a very glossy texture.

Almost the last job before spraying is the laying of matting in the vestibules. This is replaced entirely at this shopping and the new material must be fitted to each area, cut out and cemented in place. It is immediately covered with paper and the spraying begins. The shop has several blowers mounted on hand cars, and one of these is placed against the end of the car, its intake pipe so arranged as to take air from outside through a sliding panel in the shop door. The other end is connected to a system of wooden ducts, which are laid inside the car from end to end. The sprayers wear masks while at work, and they give the car two coats, both inside and out. All the surfaces are painted except the floor and the underframe. The paper is turned to one side or the other to isolate the colour being painted. The painting takes two days to complete, but work still continues underneath the car.

The trucks, which are now back under the car once more, have acquired a system of stabilizers, shock absorbers and coil springs to replace the old transverse leaf springs. The generator, battery boxes, water tanks and brake equipment have reappeared one by one, and the A.C. unit is reconditioned. It has remained on the car all the time. Each part receives a coat of black paint after attachment. By the time that the painting is finished, the underside of the car is nearly complete, lacking only the batteries and a few pipes, etc.

When the painting is completed, a couple of coats of clear varnish are sprayed over the red portion of the car exterior to preserve the finish and to give the lettering an appropriate colour. Then tape and paper are stripped off, and "touching up" begins. Stencils and decals appear on the interior walls, doors and windows are fitted, head rests and seat arms appear, light bulbs are put into their sockets, toilets are set in place and pipes connected. Name plates are attached to the sides of the car by means of self-tapping screws. A CPR "Beaver" insignia, in red and brown with chrome lettering, is fitted into special brackets at each corner. A section of stainless steel plate is fastened to the vestibule ceiling at each end, behind the train-line receptacles. It is fitted with a short roller curtain to conceal the train line

CANADIAN PACIFIC "U" CLASS TOURIST CARS CONVERTED IN 1955

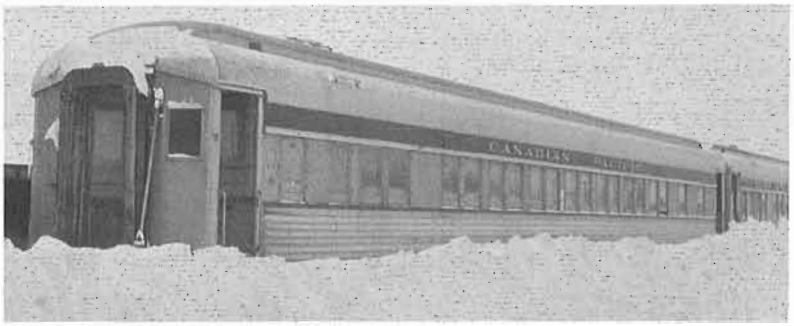
NAME	FORMER NAME AND DATE		ORIGINAL NAME AND DATE		SCRAPPED
UDALL	GABLE	Dec. 1951	PENRITH	1926	Jul. 1967
UGANDA	GABY	Dec. 1951	PENZANCE	1926	Jul. 1968
ULLSWATER	GABRIEL	Dec. 1951	PLYMOUTH	1926	Aug. 1967
ULSTER	GALE	Dec. 1951	PONEMAH	1926	Dec. 1965
ULYSSES	GALLANT	Dec. 1951	POINT FORTUNE	1926	Jul. 1968
UMBER	GARBER	Dec. 1951	PONTYPOOL	1926	Sep. 1967
UNDERWOOD	GARCIA	Jan. 1952	PORT MOODY	1926	Jul. 1968
UNICORN	GARLAND	Jan. 1952	PORTNEUF	1926	Aug. 1967
UNITY	GAMBIT	Feb. 1952	PORTRUSH	1926	Jul. 1968
UNIVERSE	GAGE	Nov. 1950	PENDLETON	1926	Jul. 1968
UNWIN	GARNET	Jan. 1952	PORTSMOUTH	1926	Aug. 1967
UPLANDS	GALT	Dec. 1950	PICKEREL	1926	Oct. 1967
UPSALA	GALVIN	Dec. 1950	PIEDMONT	1926	Jun. 1968
UPTON	GLADE	Dec. 1950	PIPESTONE	1926	Nov. 1965
URANUS	GRETNA	Dec. 1950	PLAISANCE	1926	Jul. 1968
URBAN	GOULD	Dec. 1950	PONOKA	1926	Jul. 1968
UREN	GOVAN	Dec. 1950	PORT HOPE	1926	Jul. 1967
URQUHART	GONAR	Dec. 1950	PORTOBELLO	1926	Jul. 1968
USHER	GARSON	Dec. 1950	PUTNEY	1926	Oct. 1967
UTICA	GENERAL	Jan. 1952	NAPANEE	1921	Sep. 1967
UTOPIA	GEST	Jan. 1952	NEEPAWA	1921	Aug. 1967
UXBRIDGE	GERMAIN	Jan. 1952	NEREPIS	1922	Jul. 1968

connector, public address and bell cables. It also bears a sign, in orange and black, which reads "STOP 32 VOLTS" or "STOP 110 VOLTS" since some of the cars are of each of these voltages. The wording is meant to prevent anyone from trainlining a 32-volt car to a 110-volt car, or vice versa.

The car then receives a coat of green paint on the floor, which is allowed to dry overnight. Linoleum is applied next, and the aisle carpet is fitted and cut, then sent back to the upholstering shop for final sewing and edging. The remainder of the upholstery materials are placed aboard after the car has received its batteries. It is removed to shop #1 for that purpose, and the battery box doors are also fitted there. They have also been plated with stainless steel.

After the batteries are on, the car is brought back to the gauge track, between shops 2 and 4, where all clearances are checked with the adjustable straightedges with which this track is equipped. If all is well, the car is placed outside the shop for a steam test and inspection. Seat cushions, mattresses, pillows, blankets and curtains are placed aboard, and window blinds are fitted. The interiors of the cars are changed very little from their previous appearance.

When the car is ready, it is placed in the AC test room, Shop #1, and given a thorough test. Following this, it is given a final cleaning and taken to the lead-out track commonly known as the "main line". There it is weighed, one end at a time, and the weight is stencilled on the car. The exteriors of the cars are still non-streamlined. The clerestory top is painted in metallic grey, as are the diaphragms and curtains. Clerestory sides are of smooth stainless steel. Curved sections of roof will come even with roofs of Budd-built cars and are plated to match, with fine fluted stainless steel. Letter boards are of Tuscan Red with "Canadian Pacific" in yellow. The car still has window frames and.doors of wood. These, as well as the steps and spaces between the windows are done in silvery-grey gloss enamel. The areas below the windows and between the doors are plated with stainless steel. The strip below the windows is painted Tuscan Red. The name plates are of smooth stainless steel, and the names are in red, edged with yellow. Names on end doors are black.



THE "U" CARS IN STORAGE

After their retirement in 1966, a number of "U" cars were stored at Sortin Yard, near Montreal. These four photos were taken on a very cold winter's day, February 25 1967.

LEFT: A rare interior view of a "U" car.

ABOVE: An unidentified car in the snow.

RIGHT: A closeup view showing the stainless steel "troughs" in detail.

BELOW LEFT: End view of "Urquhart".

FAREWELL TO THE "U" CARS

On a dull, drizzly Saturday, June 22 1968, a train of retired CPR passenger cars made a brief stop at Delson siding en route to Farnham, Que. to be scrapped. Included were the last nine remaining "U" cars, namely "UGANDA", "ULYSSES", "UNDERWOOD", "UNITY", "UNIVERSE", "URANUS", "URBAN", "URQUHART", "UXBRIDGE". All nine cars, stripped of their name plates and beaver insignia, and some with broken windows, appear in these four photos to the right and below. They were all scrapped in July, 1968, and the series became extinct.

So ended a "U"nique chapter in Canadian railroading.

All photos this page by Fred Angus

Fifty Years Ago

The Inauguration of *The Canadian* and the *Super Continental*

In our last two issues we have told the story of the hundreds of new passenger cars bought by the CPR and CNR in 1954 and 1955. These new cars, as well as up-to-date diesel locomotives, meant that both railways could introduce new transcontinental trains with the latest equipment, and greatly speeded-up schedules. Canadian Pacific named their train "*The Canadian*" while Canadian National called theirs the "*Super Continental*". Both trains began service on the same day, Sunday, April 24 1955, the day of the change to Daylight Saving time, and traditionally the day when new timetables come into effect. The descendents of both trains run today, VIA's "Canadian", using the rebuilt stainless steel equipment, runs on basically the same route as the "Super Continental". In this, the last of our three-part series, we will reprint some accounts of the inauguration of these trains.

The new transcontinental trains on both Canadian National and Canadian Pacific began service coincidentally with the change of time on April 24, and the result of the outstandingly new equipment and the reduced running times is that railway travellers in Canada now enjoy a brand of passenger service far in advance of that available heretofore. The inauguration of the new train services on both roads was attended by much formality, and the service improvements effected have been the subject of much laudatory reference in the daily press.

The Canadian Pacific has named its principal new transcontinental passenger train "The Canadian", and under the time table schedule which became effective April 24, this train makes the 2,881-mile Montreal-Vancouver trip in 71 hr. 10 min., or 16 hr. faster than on the schedule of 87 hr. 10 min. previously in effect, with the eastbound time 70 hr. 20 min., a reduction of 12 hr. 30 min. from the previous time of 82 hr. 50 min. On the 2,704 -mile Toronto-Vancouver trip, the time of "The Canadian" is 67 hr. 55 min., or 15 hr. 35 min. under the preceding time of 83 hr. 30 min., while the eastbound Vancouver-Toronto new time is 66 hr. 45 min., an improvement of 13 hr. 05 min. less than the preceding time of 79 hr. 50 min. From Montreal to Sudbury the train operates as No.1, leaving Montreal 1 p.m. daily, to arrive Sudbury 10.55 p.m. The Toronto-Sudbury section operates as No.11, leaving Toronto 4.15 p.m. and arriving Sudbury 10.30 p.m. The sections are consolidated at Sudbury, and leave there as No.1 at 11.35 p.m. (on a Sunday, for example) arriving Vancouver 9.10 a.m. Pacific time (on Wednesday, to continue the example). Eastbound, the train, operating as No.2, leaves Vancouver 8.30 p.m. Pacific time (on a Sunday, for example) and arrives Sudbury 11.30 a.m. (on Wednesday). The Sudbury-Toronto section, operating as No.12, leaves Sudbury 12.15 p.m. and arrives Toronto 6.15 p.m. The Sudbury-Montreal section, continuing to operate as No.2, leaves Sudbury 12.10 p.m. to arrive Montreal 9.50 p.m. The train operates through four time zones, viz. Eastern, Central, Mountain and Pacific, Vancouver being in the Pacific zone. Thus, the Vancouver time is three hours behind the Toronto and Montreal time; for example, when it is 9 p.m. in Toronto or Montreal, it is only 6 p.m. in Vancouver.

The Canadian National Rys. new fast transcontinental train, the "Super Continental", sets new speed records for train service between three of Canada's principal cities, an elapsed time of 32 hr. 5 min. between Montreal and Winnipeg and 29 hr. 30 min. between Toronto and Winnipeg establishing the fastest train service to date between those cities.

The new train makes the Montreal-Vancouver run in 73 hr. 20 min., while the Toronto-Vancouver time is 70 hr. 45 min. Eastbound, the Vancouver-Montreal time is 72 hr. 5 min., and the Vancouver-Toronto time 69 hr.

Westbound, the train leaves Montreal 3.25 p.m., while the Toronto section leaves Toronto 6 p.m. Consolidation of the two sections is effected at Capreol. The consolidated train, the sections of which leave Montreal and Toronto on Monday, for example, arrives Winnipeg 10.30 p.m. Tuesday, Saskatoon 8.05 a.m. Wednesday, Edmonton 3.25 p.m. Wednesday, Jasper 9.25 p.m. Wednesday, and Vancouver 1.45 p.m. Thursday.

Eastbound, the train leaves Vancouver 2.15 p.m., arriving Jasper 6.45 the following morning, Edmonton 1.15 p.m. and Saskatoon 8.25 p.m. It arrives Winnipeg the second morning at 7.40 and Capreol the third morning at 6.25. The train is split there, the section for Toronto arriving there 2.15 p.m. and the section for Montreal arriving there 5.20 p.m.

The schedules of the C.N.R. "Super Continental" are a far cry from those of the first transcontinental trains. While the new deluxe train makes the run across Canada in 73 hours and 20 minutes westward and 72 hours and five minutes eastward, the comparative times in 1920 were 112 hours and 20 minutes and 117 hours. The new elapsed times are 39 hours, and 44 hours and 55 minutes faster, respectively, than those of 35 years ago.

Time Table of the Canadian Pacific Ry. New Transcontinental Passenger Train, "The Canadian"

No. 1						No. 2	
1.00 PM EST	Sun.	Lv.	Montreal, W.S.	Ar.		9.50 PM EST	Wed.
1.06 PM EST	"		Westmount			9.42 PM EST	"
1.13 PM EST	"		Montreal West			9.35 PM EST	"
3.10 PM EST	"	Ar.	Ottawa	Lv.		7.40 PM EST	"
3.20 PM EST	"	Lv.	Ottawa	Ar.		7.30 PM EST	"
10.55 PM EST	"	Ar.	Sudbury	Lv.		12.10 PM EST	"
No. 11						**No. 12**	
4.15 PM EST	Sun.	Lv.	Toronto	Ar.		6.15 PM EST	Wed.
10.30 PM EST	"	Ar.	Sudbury	Lv.		12.15 PM EST	"
No. 1						**No. 2**	
11.35 PM EST	Sun.	Lv.	Sudbury	Ar.		11.30 AM EST	Wed.
1.20 PM EST	Mon.		Port Aruthur			10.00 PM EST	Tues.
135 PM EST	"	Ar.	Fort William	Lv.		9.45 PM EST	"
12.50 PM CST	"	Lv.	Fort William	Ar.		8.30 PM CST	"
9.25 PM CST	"	Ar.	Winnipeg	Lv.		11.50 AM CST	"
9.40 PM CST	"	Lv.	Winnipeg	Ar.		11.35 AM CST	"
3.25 AM MST	Tues.		Regina			3.50 AM MST	"
4.15 AM MST	"	Ar.	Moose Jaw	Lv.		3.00 AM MST	"
4.30 AM MST	"	Lv.	Moose Jaw	Ar.		2.45 AM MST	"
12.40 PM MST	"	Ar.	Calgary	Lv.		6.25 PM MST	Mon.
12.55 PM MST	"	Lv.	Calgary	Ar.		6.10 PM MST	"
3.10 PM MST	"	Ar.	Banff	Lv.		4.00 PM MST	"
3.15 PM MST	"	Lv.	Banff	Ar.		3.55 PM MST	"
4.15 PM MST	"		Lake Louise			3.10 PM MST	"
5.10 PM MST	"	Ar.	Field	Lv.		2.20 PM MST	"
4.15 PM PST	"	Lv.	Field	Ar.		1.15 PM PST	"
9.10 AM PST	Wed.	Ar.	Vancouver	Lv.		8.30 PM PST	Sun.

The two panels below show the elapsed times of a westbound "Super Continental" train out of Montreal and Toronto respectively, and time saved between those points and a selection of cities in western Canada, as compared to the schedule previously in effect.

Elapsed Times of C.N.R. "Super Continental" Westbound From Montreal, and Time Savings Compared with Former Schedule

Elapsed time to:	Running time cut
Ottawa 2 hours 10 minutes	15 minutes
Winnipeg 32 hours 5 minutes	6 hours 30 minutes
Saskatoon 42 hours 40 minutes	9 hours 10 minutes
Edmonton 50 hours	11 hours 20 minutes
Jasper 56 hours	12 hours
Vancouver 73 hours 20 minutes	14 hours 5 minutes

Elapsed Times of C.N.R. "Super Continental" Westbound from Toronto, and Time Savings Compared with Former Schedule

Elapsed time to:	Running time cut
Winnipeg 29 hours 30 minutes	5 hours 15 minutes
Saskatoon 40 hours 5 minutes	7 hours 40 minutes
Edmonton 47 hours 25 minutes	9 hours 25 minutes
Jasper 53 hours 25 minutes	10 hours 15 minutes
Vancouver 70 hours 45 minutes	12 hours 15 minutes

The history of the Canadian National Railways transcontinental service dates back to 1914 when its predecessor lines, the Canadian Northern and the Grand Trunk Pacific, began operation of through trains to the Pacific Coast. The Canadian Northern ran from Toronto to Vancouver via Port Arthur, and the Grand Trunk operated from Montreal to Prince Rupert via Cochrane.

In June 1920, the C.N.R. inaugurated the "Continental Limited". It operated from Montreal over the Grand Trunk route to Edmonton and thence over the Canadian Northern line to Vancouver. Between Toronto and Vancouver the "National" travelled over the Canadian Northern route. The Toronto train was re-named the "Confederation" in 1927 when the Port Arthur route was dropped in favor of a cut-off from Longlac to Nakina. In 1929 the Toronto run was made a section of the "Continental Limited". On November 22, 1931, the "Continental Limited" from Montreal abandoned the old route through Cochrane in favor of the much shorter line through Capreol using the Longlac cut-off. This reduced the "Continental Limited's" westbound time from the metropolis to the Pacific Coast to 98 hours and 5 minutes and the eastbound trip to 96 hours and 5 minutes. Since then these schedules have been progressively speeded to 87 hours and 25 minutes westward, and 82 hours and 40 minutes eastward.

Canadian Transportation, May, 1955.

The first Unveilling of *The Canadian*

or: The Day New Hope Pennsylvania was declared Canadian Territory for One Day

Impressive Preview of "The Canadian" in U.S. - On April 15 [1955], the C.P.R. stainless steel train with the scenic dome cars was unveiled as a unit for the first time, when a train was operated some 40 miles north from Philadelphia to the town of New Hope, Pa., bearing about 500 invited guests, including N. R. Crump, Vice President, and other leading officials of the C.P.R., as well as leading members of the press, radio and television of Canada and the United States.

Press visitors were on hand from Montreal, Toronto, Chicago, New York, Philadelphia, Milwaukee, Baltimore and Washington. For television and newsreel purposes, a helicopter carrying photographers followed "The Canadian" from Philadelphia to New Hope.

E.G. Budd Jr., President of the Budd Company, and Mrs. Budd, and N.R. Crump (left), Vice President of the C.P.R., and Mrs. Crump, about to board "The Canadian" at Reading Terminal in Philadelphia for the pre-inaugural run of the train to New Hope Pa.

New York and Canadian news writers in the party attended a breakfast Fashion Show at the B. Altman departmental store in New York in the morning. Altman's devoted six of their Fifth Avenue windows to displays of travel fashions featuring "The Canadian" and a trip across Canada by this train.

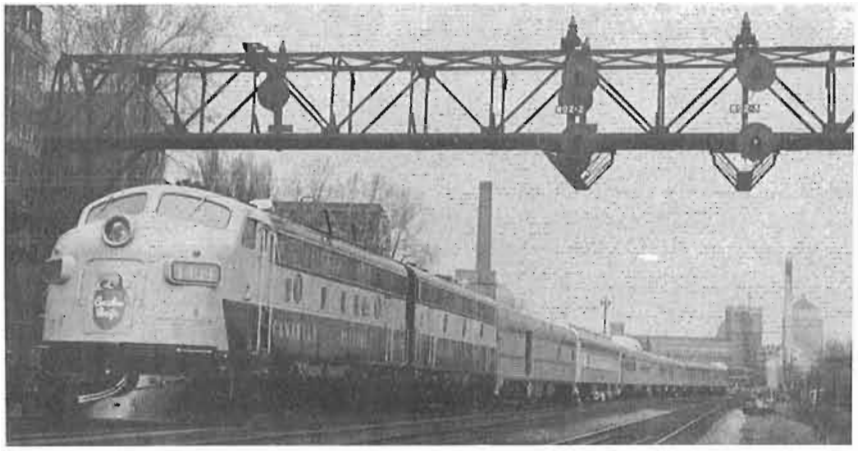
At Philadelphia, the John Wanamaker departmental store had twelve of its large display windows decorated with displays featuring "The Canadian". This store also acted as host for another travel fashion show at the Bucks County Playhouse at New Hope. This playhouse is the original summer theatre playhouse in the Pennsylvania region. Following the fashion show, the guests were entertained at cocktails and a buffet supper at the Playhouse Inn adjoining.

New Hope itself was "en fete" for the arrival of "The Canadian". Stores displayed Canadian flags and featured window displays welcoming their Canadian visitors. Sylvester Maple, Burgess of New Hope - corresponding to mayor or reeve in Canada - declared the town Canadian territory for the day. At a flag raising ceremony shortly after "The Canadian" arrived, Wendy Barrie, motion picture and television star, raised the Canadian colors, while the Lambertville High School band played "God Save the Queen". Little difficulty was experienced by the band because the tune is the same as the U.S. "My Country 'Tis of Thee". Following this ceremony, the entire party was piped to the Playhouse Inn through cheering throngs of citizens by two bagpipers and a drummer.

The New Hope Gazette, local weekly newspaper with an ordinary circulation of 1,500, turned out a special edition with 30,000 copies printed, featuring "The Canadian" and the visitors for the day. Through the co-operation of Vogue Magazine, whose April 15 issue was devoted primarily to travel fashions and which featured many pages of "The Canadian" tie-in advertising, 112 stores in 112 different cities in the United States and Canada used window displays for a week telling the story of the Canadian Pacific's new train. Some forty of these stores also presented travel fashion shows, outlining what to wear aboard the new train and at the well known Canadian resorts such as Banff Springs Hotel and Chateau Lake Louise.

ABOVE: An account of the "pre-inaugural" run of "The Canadian" on April 15, 1955.
NEXT TWO PAGES: An advertisement by General Motors, showing both of the new trains.

The Departure of the First Trains. April 24, 1955



The first run of "The Canadian" leaving Montreal on Sunday, April 24, 1955.

The departures of the first "Canadian" and "Super Continental" trains from Montreal and Toronto were marked by appropriate ceremony. When the first "Canadian" left Montreal at 1 p.m., April 24, the starting signal was given by the Canadian Pacific President, Mr. Mather, while background music was provided by the Victoria Rifles Regiment Band, recalling the occasion in 1886 when the company's first passenger train destined for the Pacific Coast left Montreal, music having been then provided by a band of that regiment. Among those present to witness the departure of the first "Canadian" were Mayor Drapeau of Montreal; the President of the Montreal Board of Trade, F.G. Farrabee; the President of the Canadian Manufacturers' Association, J. A. Calder; the President, La Chambre de Commerce, O.A. Trudeau; and R.W. Pilot, R.C.A., President of the Royal Canadian Academy of Arts. Each passenger on the train was given a booklet describing the train; each lady passenger was given a rose, and children each received a small souvenir. Mr. Mather recalled the occasion in 1886, when the company's first transcontinental train began its historic journey, and said in part:- "The shining steel dome streamlined train we have just seen start for Vancouver is a bright proof that history repeats itself. From this historic bilingual city almost 69 years ago - on June 28, 1886 - the first train to cross a continent on its own rails started westward to the accompaniment of the strains of the Victoria Rifles Regiment Band and the good wishes of the mayor, to reach Port Moody, some 2,900 miles away, 5 1/2 days later."

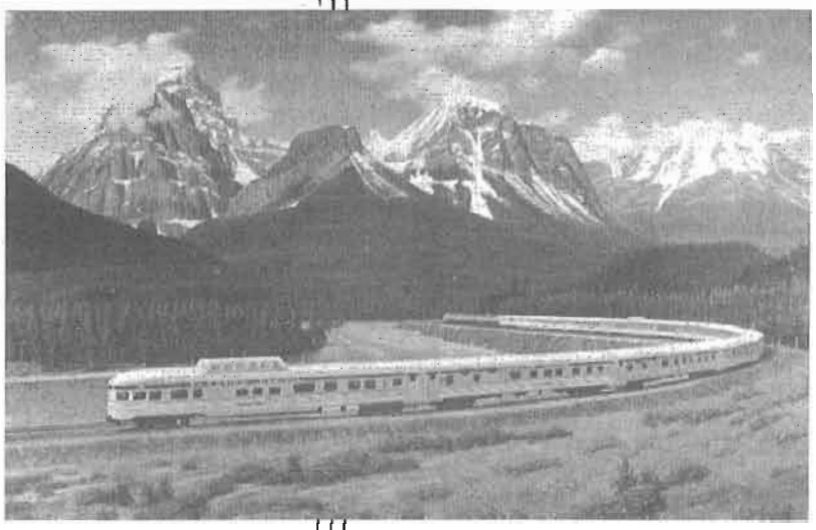
To mark the beginning of the "Super Continental" service, the Canadian National staged a pre-inaugural ceremony at Central Station, Montreal, on Saturday, April 23, when the guests included Mayor Drapeau, Montreal Executive Committee Chairman Desmarais, the presidents of the senior and junior boards of trade and chambers of commerce, and railway officers and directors and their wives. Color and music for newsreels and television were provided by the Color Patrol of the C.N.R. (Vimy) Branch of the Canadian Legion and by four pipers and two drummers from the C.N.R. Pipe Band. The new train was "christened" by six-year-old Joanne Collard, granddaughter of locomotive engineer C.V.H. Collard; with a pair of scissors furnished by C.N.R. Traffic Vice President M.A. Metcalf, she cut a ribbon holding a cluster of roses over the name plate. Then Mayor Drapeau commissioned "Miss Super Continental" (Mlle. Genevieve Gaudet, a C.N.R. Legal Department employee) to convey civic greetings and tokens to the mayors of principal cities on the transcontinental route. S. F. Dingle, Vice President, Operation, handed special orders to the engineer and conductor, and the train departed on a demonstration run to Pembroke. Similar ceremonies were held in Toronto (where the train was christened by the Misses Ricci, twin daughters, of a C.N.R. employee who were born aboard the road's "Continental Limited" 20 years ago) and in Vancouver, where Mrs. Hume, wife of the mayor, officiated.

On both roads, the new trains are hauled by Diesel-electric locomotives over the entire route, with the efficiency and long mileage capabilities of these units utilized to maximum extent.

The new exterior color scheme now presented by C.N.R. passenger cars in the "Super Continental" combines black, gold and green, carefully designed to give the company's coaches, sleepers, diners and parlor cars a "new look". This modern dress is a far cry from the bright canary yellow coaches of the last century which prevailed on nearly all of the first railway lines in Canada and many in the United States, chiefly because yellow pigment was the cheapest paint available. Among the forerunners of the Canadian National which used yellow paint at one time were the Grand Trunk Railway, until about 1880 when it changed to a brick red, and the Intercolonial Railway in the Maritimes, in the early years of its operation. About 1900, these companies changed to green. The Canadian Northern had already adopted green as its standard color and it was continued by the Canadian National after the amalgamation of the lines. An unusual exterior color was formulated by the Canada Atlantic Railway about 1890. It merely stained the natural wood and covered it with a clear coat of varnish.

- Upper Photo: C.N.R. Passenger Car Built by Canadian Car & Foundry Co. Ltd.
- Lower Photo: Official C.P.R. Photo of the New Transcontinental Train, "The Canadian"

There is no end...



to the modernizing of Canada's Railways

BUT...

There is a Finish!

From initial analysis of your finishing problem to supplying the exactly right formulation for every kind of application, C.P.I. offers top technical assistance to Canadian industry.

Yes . . . A Canadian Pittsburgh Finish, used to protect and beautify a major portion of Canada's newest and most modern railway equipment. In fact, transportation finishes, formulated and made by C.P.I. are specified and accepted by all leading manufacturers of railway, bus, trolley, coach and automotive transport equipment from coast to coast.

CPI CANADIAN PITTSBURGH INDUSTRIES LIMITED

GLASS • PITTSBURGH PAINTS AND INDUSTRIAL FINISHES • HOBBS MIRRORS • PENNVERNON WINDOW GLASS

An advertisement by Canadian Pittsburgh Industries showing both of the new trains, and containing an amusing pun on the word "finish".

And yes, there is a finish to this trilogy on the new cars and the new trains of fifty years ago, and this is it.

We hope that you have enjoyed this presentation and historical flashback in these latest three issues of Canadian Rail.

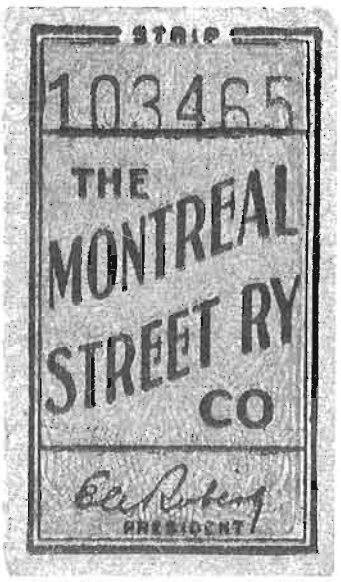
"Now is the Summer of our Discontent"

A Light Hearted Look at the Misfortunes and Criticisms of the Montreal Tramways Company in the Summer of 1913

by Fred F. Angus

William Shakespeare's famous historical play "Richard III" begins with the words "Now is the winter of our discontent...". The discontent in the play refers to the tragic civil war, known as the Wars of the Roses, which was fought in fifteenth century England. This story concerns an event much less serious, namely the very numerous complaints, some justified, others not, made by the citizens of Montreal against the Montreal Tramways Company in the summer of 1913.

Looking back more than ninety years from the early twenty-first century, the railway historian tends to consider the year 1913 as almost a golden age. It was the last full year of peace before the horrors of war swept over the world and brought an end to the old established order, which had been in place in the Western world for a century. It was also the year in which railway construction in Canada reached unprecedented heights as two transcontinental lines competed with each other to reach the Pacific. Street railway construction was also enjoying what proved to be its last big construction boom, and rolling stock orders, for both main line railways and street car systems, were greater than they had ever been before, or would ever be again. Although there was quite a serious financial downturn that year, this was largely dismissed as merely a correction, and many expected the growth and prosperity of the railways to continue indefinitely.



A Montreal street car ticket issued in 1913. Note that the old name "Montreal Street Railway" was still used until 1918. The signature is that of E.A. Robert, president of the company from 1911 to 1924.

All progress has its price, and, especially in urban street railways, part of the price consists of the inconvenience of having streets dug up as new lines are laid and old lines rebuilt to higher standards. Also there is a tendency, once improvements are begun, to become impatient and complain if things are not progressing at the greatest possible speed. Such was the situation facing the Montreal Tramways Company in that notable year 1913. The results were curious, often humourous, sometimes almost (but not quite) tragic, but always interesting and newsworthy.

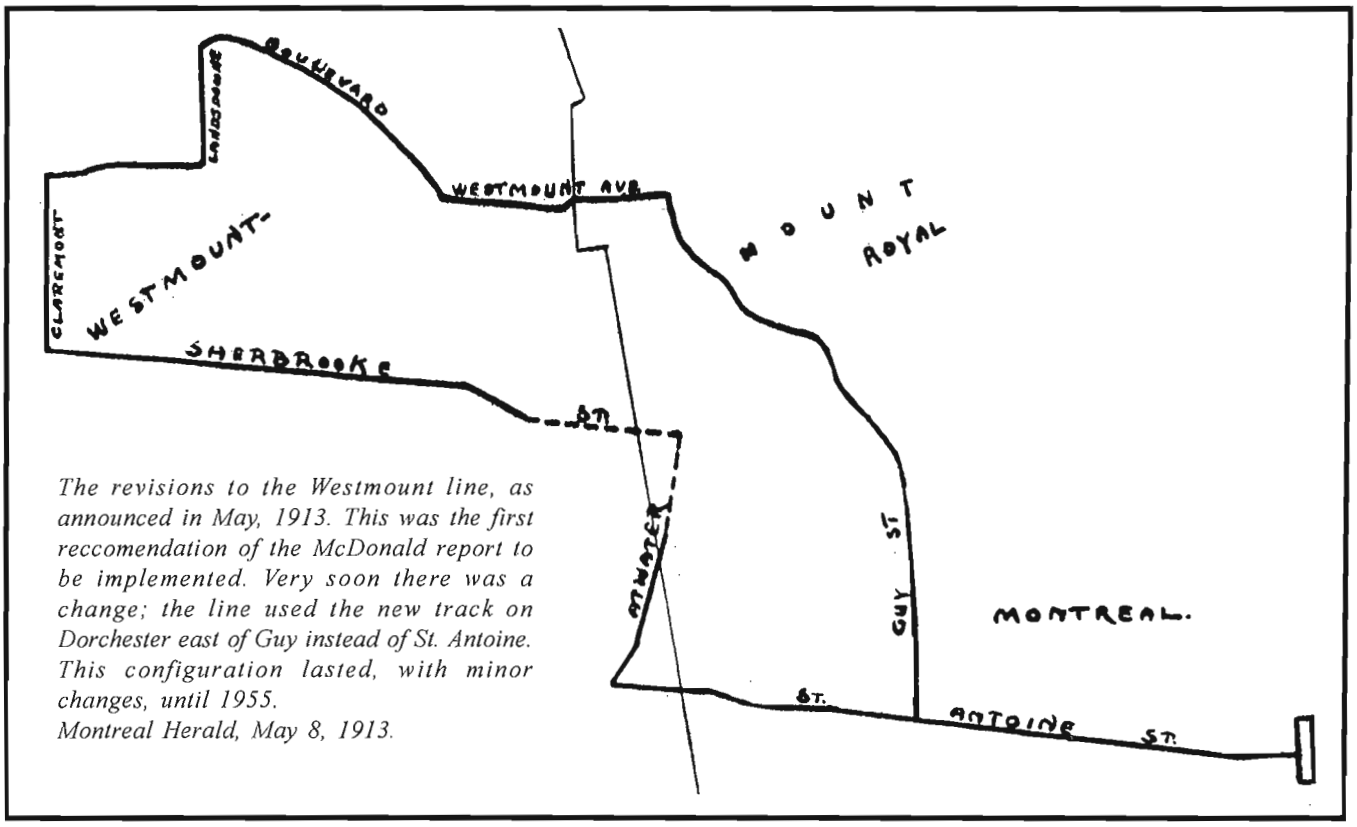
In 1913 Montreal was in the midst of the biggest building boom it had ever experienced, a boom that would not be equalled again until the 1960s. To keep up with this boom, the Montreal Tramways Company was expanding at an unprecedented rate. This company had been formed in 1911 by the amalgamation of the Montreal Street Railway with the three companies that provided electric railway service to the suburbs. The Montreal & Southern Counties line, then owned by the Grand Trunk, was not included in this amalgamation, nor did it ever become part of the MTC. The aim of the MTC was to continue the high standards set by the MSR and upgrade its lines, build new lines into newly built-up areas and obtain new rolling stock both to service the new lines and to replace the old single-truck cars, some of which dated back to the early days of electrification in the 1890s. By 1913 this vigorous program was well under way. Since 1911 almost 100 large new steel street cars had been placed in service, many old wooden cars had been retired, and track construction and upgrading had been going on at a great rate. Plans for 1913 were even more ambitious; more than 175 new cars were on order, and others were on the drawing board. Scheduled track construction was the most ambitious yet, involving miles of track in widely separated parts of the city. Professor John Irwin Cooper put it well, in his 1942 book on the history of Montreal, when he said "And in the long summer days of 1912 and 1913 [the Tramways] tracklayers busily tapped out the pattern of the new city".

At that time the company was negotiating with the city for a new contract or franchise which would cover at least the next thirty years. Already contracts had been signed with some of the suburbs, but that with Montreal itself was the old agreement with the MSR dating from the early years of electrification. For that reason, the tickets and transfers being used in 1913 still bore the name "Montreal Street Railway", and would continue to do so until the new contract finally was signed in 1918.

The new year started well. Progress during 1912 had been excellent, and the prospects for 1913 were even better. There was, however, some misunderstanding and discontent between the citizens and the Tramways Company, and on January 22 a deputation of Montrealers (including ex-Mayor Guerin) called on Mr. Duncan McDonald and asked him to prepare a report on the question of urban and suburban transportation in the city and suburbs. Mr. McDonald was well qualified to make such a report, as he had been an official with the MSR, and had been largely responsible for the introduction of the Pay-As-You-Enter fare collection system by that company in 1905.

The map which accompanied the McDonald report. Montreal Herald, March 18, 1913.

The MacDonald report was duly prepared and was published in full in the Montreal Herald on March 18, 1913. It took up three full pages of the paper, including the entire front page, and was accompanied by a large map showing problem areas of congestion and overload. It discussed the various parts of the city individually and identified problem spots. One of the worst was the corner of Craig and Bleury where a count was made of cars passing between 5:10 P.M. and 6:50 P.M. on February 7th. On that day, 436 cars passed during that time span, 283 of which were double-truck and 153 of which were single-truck, carrying a total of 37,480 passengers. That is more than one car every 14 seconds!



The revisions to the Westmount line, as announced in May, 1913. This was the first reccomendation of the McDonald report to be implemented. Very soon there was a change; the line used the new track on Dorchester east of Guy instead of St. Antoine. This configuration lasted, with minor changes, until 1955.
Montreal Herald, May 8, 1913.

Despite this, he figured that a car could get through the intersection in 10 seconds, and the intersection was good for 49,000 passengers during that time span. This was, of course, before the days when automobile traffic began seriously to impede the trams. The report concluded that the system had too few cars in comparison to other cities of similar population. It also recommended that seven new lines be established, mainly in the rapidly-growing northeast sections (today known as the Plateau Mont Royal), and that several other lines be rerouted. To accommodate these changes some new track would need to be built, including connections in the downtown area, but much improvement could be made by changing routes on existing track. One of the worst points of congestion was the single track on part of Notre Dame Street, which could be relieved by building a connector, in the form of an "S" with tight clearances, between Notre Dame and St. James, passing in front of the Court House annex. Another proposed line on Dorchester between University and Guy, would relieve some of the congestion on St. Catherine. As for Sherbrooke Street, he did not recommend building a tramway line, but instead operating motor busses as was done on Fifth Avenue in New York and the Strand in London.

Rather optimistically, Mr. McDonald suggested that many of these improvements could be carried out in three months, since some required little or no track construction. Other changes would take longer, but they should be started soon. In conclusion the report stated that by far the best solution to the problem of congestion was the construction of a subway, and it should be started as soon as possible. The report said: "I am of opinion that the traffic of Montreal in the very near future must be handled by the operation of subway trains. This will be the only practical means of catering to the requirements of our urban and suburban population". This proposed solution came up again and again and again for the next fifty years, and it was not until the 1960s that construction finally began on what became the Montreal Metro.

On May 8 the announcement was made of the rerouting of the line through Westmount to form a loop line from Place d'Armes and Victoria Square to Claremont and Westmount Ave. This was the first of the recommendations of the McDonald report to be acted upon. It was also announced that construction of the Dorchester line would begin within a few weeks, and some lines, including the revised Westmount route, would start operating on this new track before the end of the summer. Within a very short time, trackwork for the 1913 season began, and very soon the complaints began to pour in. At the same time that the tracks were upgraded, the feeder wires and other cables were buried under ground. This necessitated much digging, including deep trenches for the cables and wires, and this caused many of the complaints. By May 26 it was announced that, due to the construction, much service would be rerouted and there would be no night service on St. Catherine between Guy and University. As the "Herald" put it: "Stand pretty nearly anywhere in a spot where you are accustomed to believe you can catch a car which will land you where such a car has been wont to land you, and stand and stand. Until, after you have shifted feet a few dozen times, a uniform comes along and tells you the car you want is on a different street altogether. That's the way to catch a car in Montreal these days". Soon many of the streets in the downtown area were blocked, or partially blocked, with trenches, piles of earth and paving blocks.

59 DAYS Since McDonald Report on Tramways Situation, Prepared for the People of Montreal Through The Herald, Was Given to the Civic Authorities, and--- NOTHING DONE

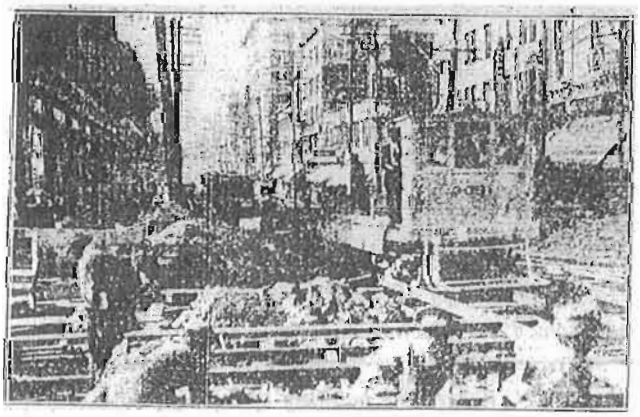
By May 27 the "Herald" was on the warpath again. A major headline said: "59 DAYS" (since the McDonald report had been officially given to the city authorities) "NOTHING DONE". A smaller headline continued: "Why the Long Delay in Tramways Matter?". Given all the construction work under way, this seems rather unfair, but the fact remains that most of the recommendations still had not been carried out. Today officials would hide behind the excuse that "studies" (taking years to complete) would have to be done, but in 1913 faster action was demanded. Comments and cartoons began to appear in the papers, and hints were given that if the company wanted that new franchise they had better shape up!

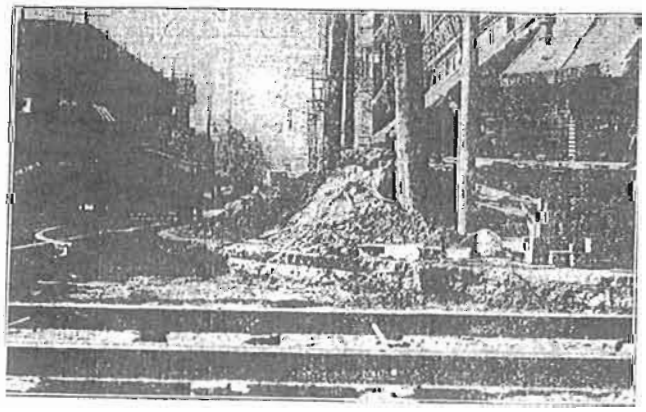
Citizens Can't Understand How Tramways Co'y Came to Own the Sidewalks

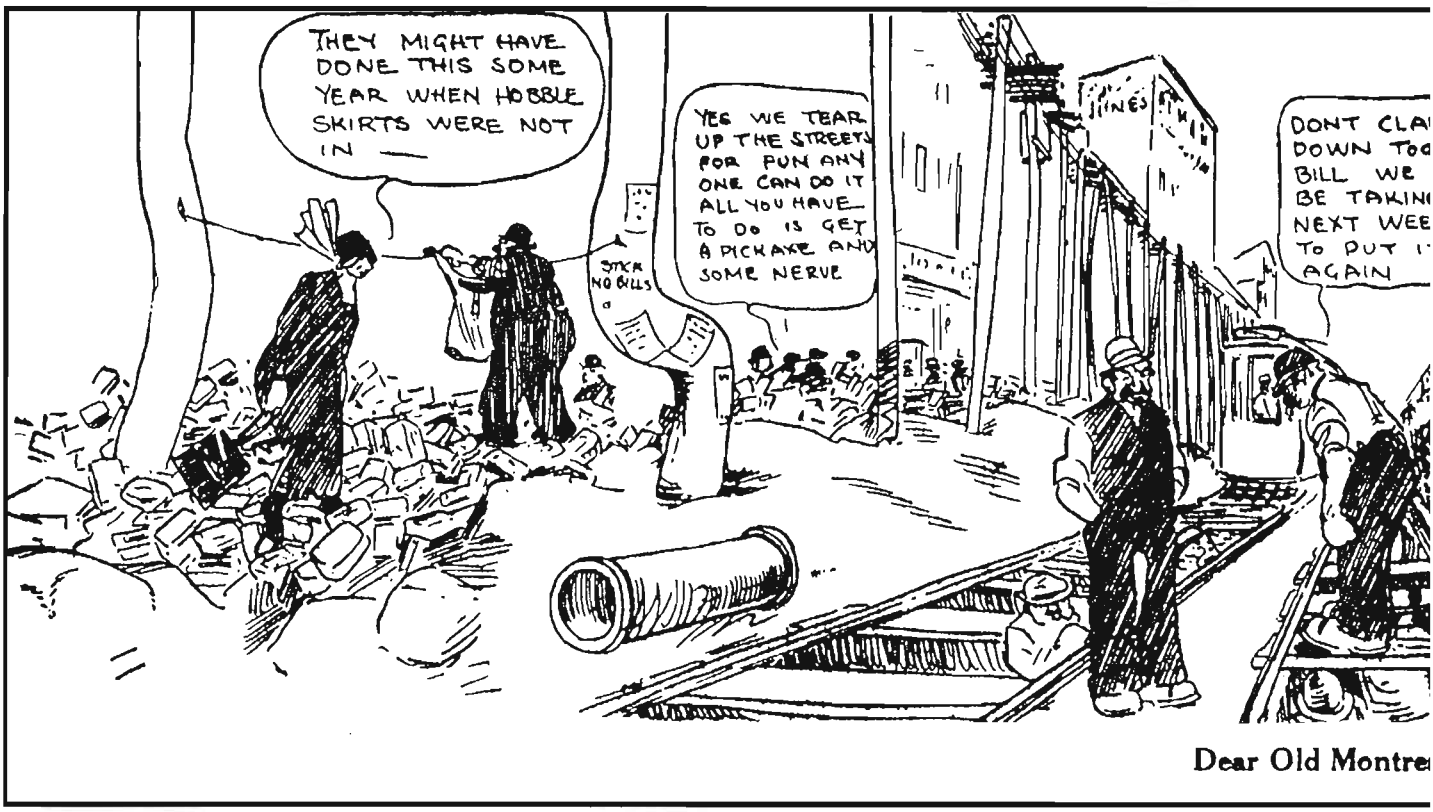
Some contemporary newspaper photos showing track construction in the summer of 1913. The view above is especially interesting as it shows car 650, in the short-lived 1912-13 paint scheme, waiting to pass over the newly laid track at Craig and Cote streets. The Tramways foreman objected to the photo being taken and jumped about in front of the camera. However the Herald camera man came away with the photo despite the foreman's strenuous efforts. Montreal Herald, September 25, 1913.

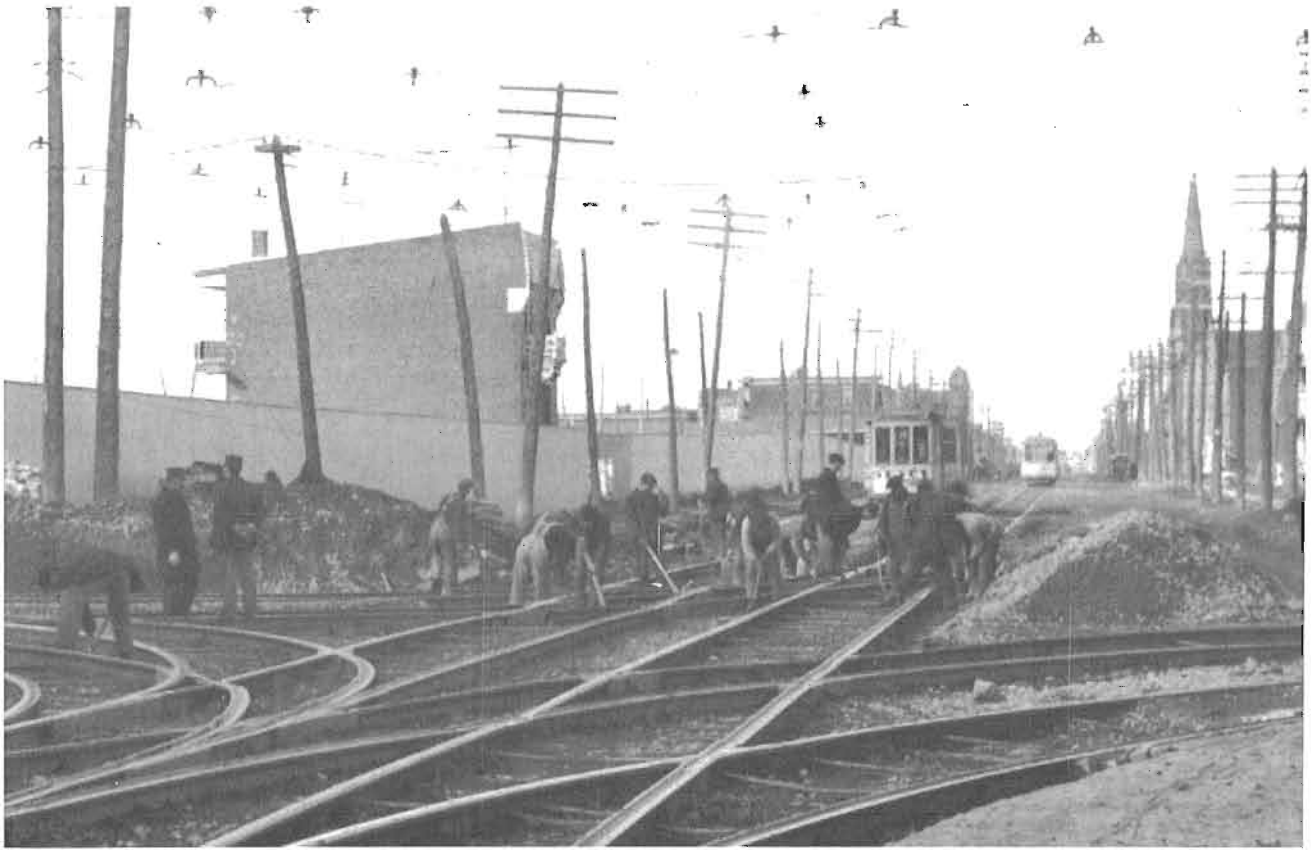
The photos below show construction at Bleury and St. Catherine. Montreal Herald, September 12, 1913.

NOTE: These early halftone newspaper photos, and those appearing later in the article, are of poor quality, but they are the only ones known to exist depicting the events described in this article. Because of their historical importance we have decided to include them. A certain amount of computer enhancement has been used in an attempt to improve them.









TOP: A cartoon by "Fitz" from the Montreal Herald on May 27 1913. It made fun of all the digging and track work.

ABOVE: Trackwork on St. Denis street in 1912. The approaching tram is No. 1214, which is identical to 1215, the one that was in the accident at Victoria Square on September 27, 1913.

OPPOSITE: A humorous poem about the trackwork. "R-----" is of course E.A. Robert, the president of the Tramways.

.---By "FITZ"

WHAT IS A CITIZEN GOOD FOR, PRAY?

By R. Roderick

Of all sad words of tongue and pen, the saddest are these - they're diggin' again.
Full many a pitfall wide and deep, full many a mound of mire steep,
Full many a street all torn to bits, but the diggin' and shovelin' never quits.
The Tramways Company fairly itches to make the whole town full of ditches.

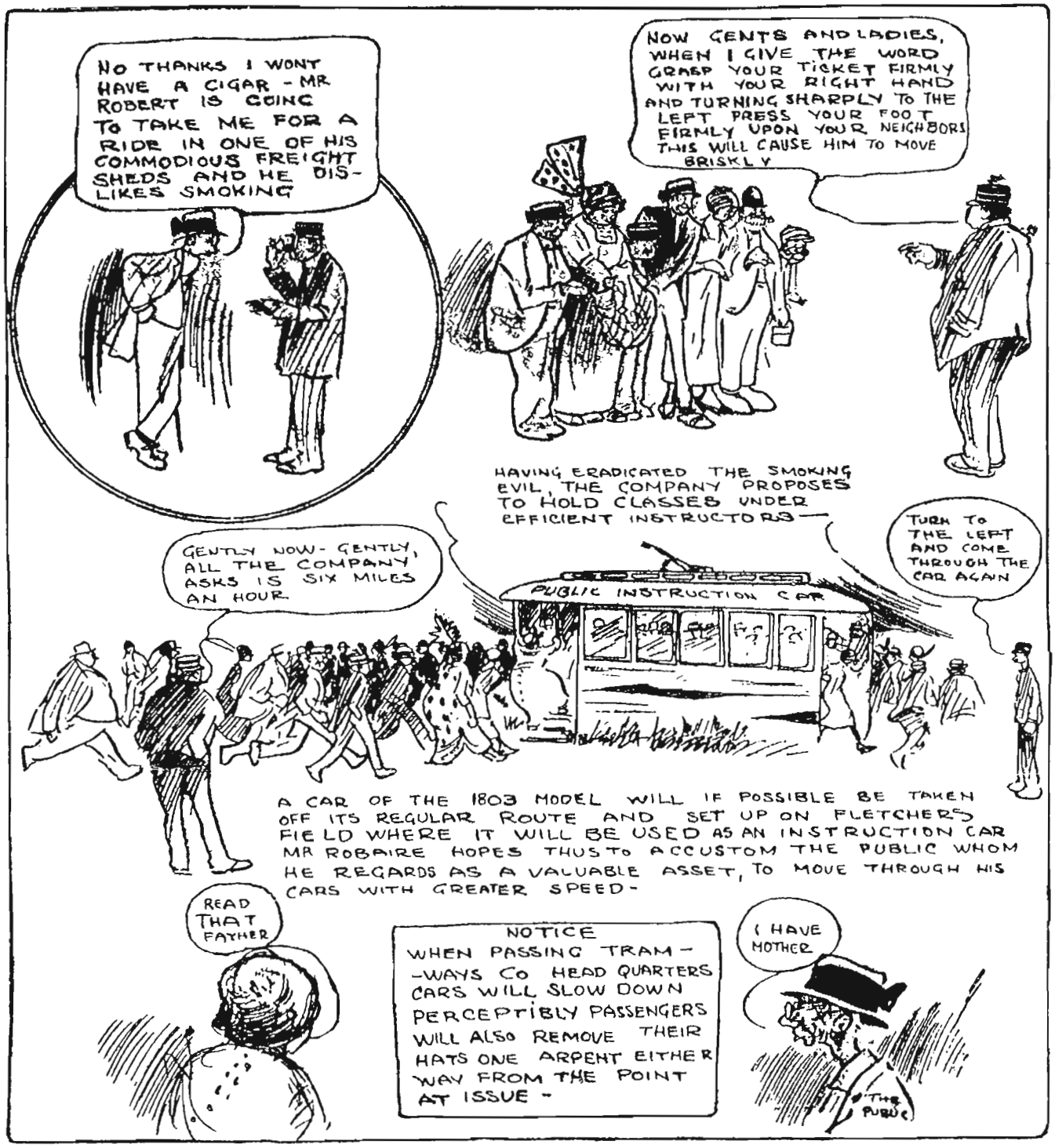
All over town are the diggers scattered, all over our clothes is their mud besplattered;
Closed are the streets and the public vexed, and we'll have to travel by airship next.
The tourist who comes to our helpless town has a chance in the Tramways mud to drown,
Or fall perchance in a Tramways pit while the diggers laugh like they'd have a fit.
For a tourist into a ditch to fall is one of his pleasures in Montreal.

The Tramway's chiefs by their actions say: "What good is a citizen anyway?
What good except to pay Tramways fares, and as to the rest of his woes, who cares?
If he will not ride let him walk the street with a foot of mud as a balm for his feet.
His plight will never our concience wrench, though he stand neck-deep in the mud of a trench.
And if he be heavy or over stout we'll charge him a fare to pull him out;
For in spite of his wails and his daily woe, we mustn't forget to extract his dough."

Methinks the public would dig like sin, a beautiful ditch to put R—— in,
And all the folks of our dug-up town would flatten the earth securely down;
Then raise a monument over the site, and on it this epitaph tearfully write:

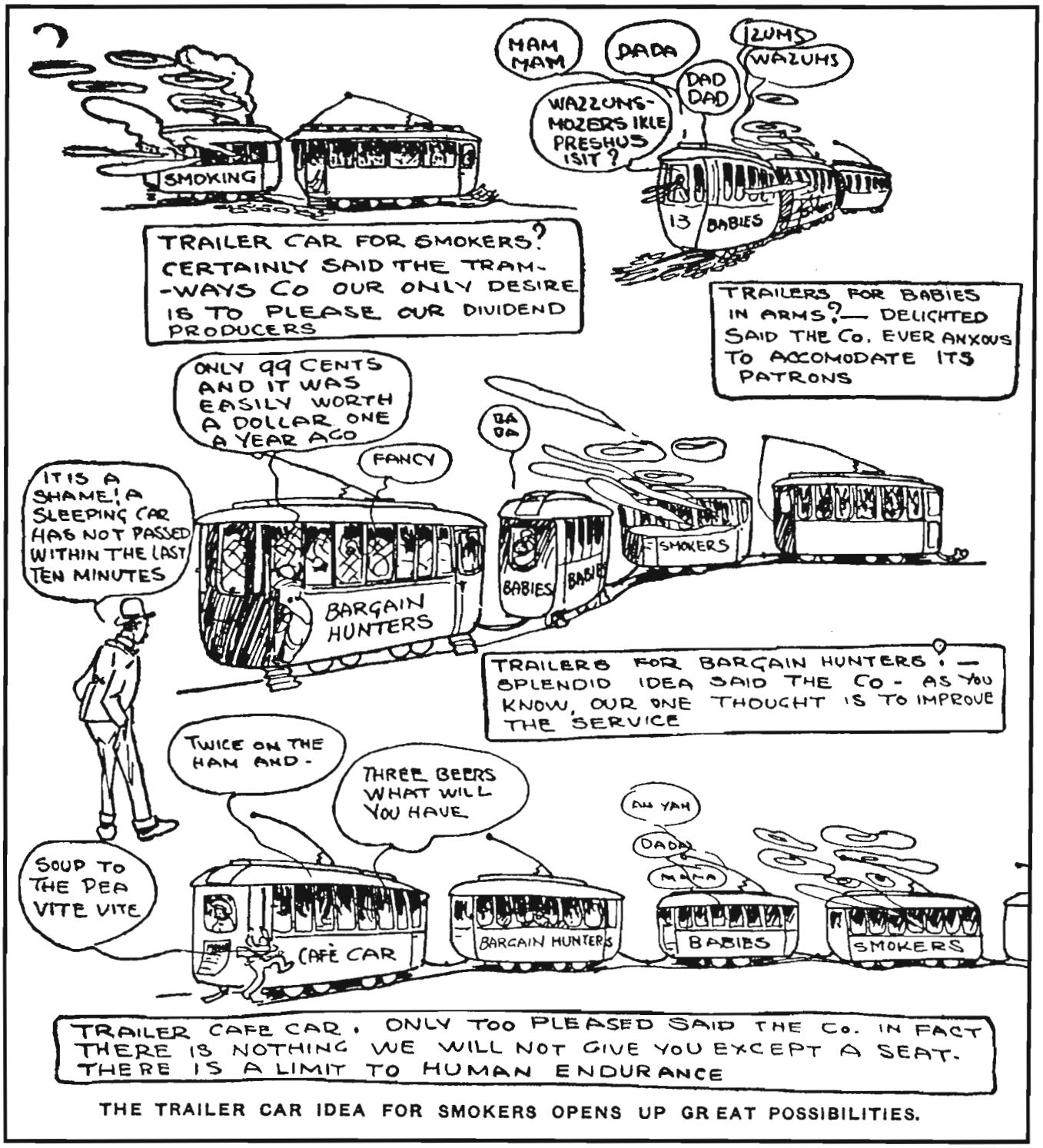
"Our friend is gone and we're filled with woe,
He's probably digging a ditch below -
He dug up our town with unholy vim,
Beware of us, ye who would dig up him!"

Montreal Herald, September 26, 1913.



With the "smoking evil" disposed of, this cartoon suggests other ways of improving the service. Montreal Herald, July 2, 1913.

Then another contentious matter appeared. Late in June the company announced that, starting on July 1, smoking would be banned on all cars except for the last four seats of open cars. Curiously this was not done to protect the lungs of non-smokers, nor because of fire hazard or sanitary considerations. The reason was that smokers tended to congregate behind the brass rail on the rear platforms of the cars to enjoy their weed. Since all cars (except open cars) were rear-entrance, this impeded the loading of the cars and slowed down the service. So smoking was banned to speed up the traffic. Despite numerous complaints, the ban went into effect as scheduled on July 1 and was reasonably well obeyed. It was pointed out that the degree of compliance with the ban seemed to vary according to the size of the conductor who was trying to enforce it! There was much speculation as to how well the ban would stand up in court.



When the plan to run trailers was first proposed, a suggestion was made that smoking be allowed in the trailers. This brought forward the comment that, if there were trailers for smokers, perhaps there should be trailers for babies, bargain hunters, and even a café car! Montreal Herald, July 5, 1913, courtesy of Doug Smith

About this time the company sought, and eventually received, permission to operate trailer cars. Trailers had not been used since the 1890s when, from 1893 to 1899, old horsecars had been used as trailers behind electric cars, but these were not overly satisfactory and were discontinued before the turn of the century. The new trailers, proposed in 1913, were to be large modern steel cars, which would be operated along with similar units based on the "Nearside" cars of Philadelphia. The company claimed, rightly as it turned out, that this would greatly increase capacity and decrease congestion. This debate, combined with the No Smoking edict, caused much comment and more cartoons and editorials.

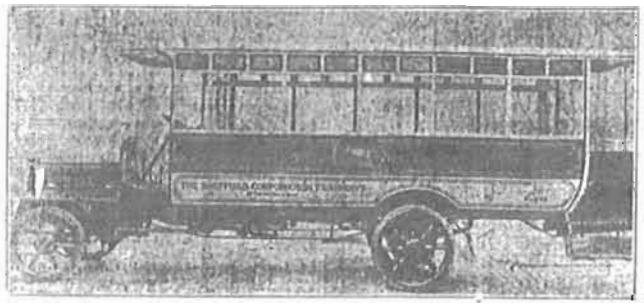
STREET CARS ARE BLOCKED BY ARMY OF CATERPILLARS

Tracks Behind Mountain Hidden in Places by Crawling Insect Plague

The caterpillar plague! Montreal Herald, June 14, 1913.

Then other troubles began to crop up. The first was innocent enough but caused some inconvenience, added to that already being suffered. In mid June the area north of the mountain was struck by an infestation of caterpillars. These furry crawlers went everywhere, stripping foliage from the trees and getting into buildings and even the street cars themselves, not to mention the clothes and belongings of the passengers on those cars. Thousands of caterpillars crawled across the tracks and were run over and squashed by the trams. The result was an unholy and greasy mess; cars slid, lost traction, and service was slowed to a crawl (no pun intended). On June 13, track men spent most of the day trying to clear the mess off the track, only to find another wave of the insects moving in. Despite spraying and cleaning, the problem persisted for more than a week, until the caterpillars departed almost as quickly as they had arrived.

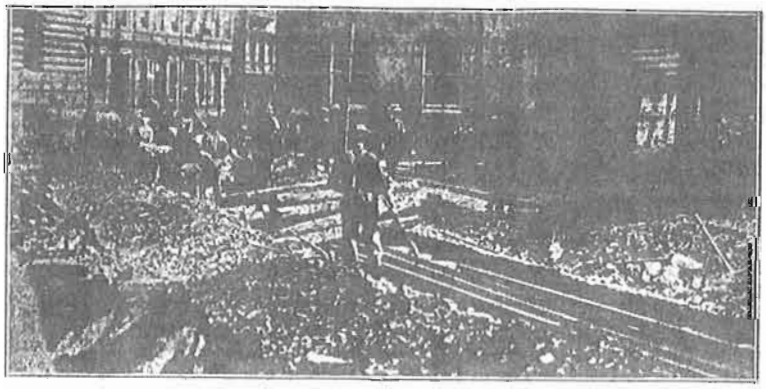
So the long hot summer of 1913 went on, and it was indeed hot. Some days set record high temperatures, so many Montrealers were happy to take a refreshing ride on the open cars, or travel to the outlying districts on the fast, frequent suburban cars. Gradually they got used to the torn-up streets and the rerouted cars and began to accept these inconveniences as part of the price they must pay for improved service in the future. One problem suddenly came up at the beginning of July. One of the recommendations of the McDonald report was the construction of the "S" curve from Notre Dame to St. James, passing in front of the Court House annex. When work began there was an outcry that this was dangerous, and that the passing of large cars through this small space would endanger pedestrians and other traffic. The track quickly became known as "dead man's curve", and there was talk that some of the lawyers, who worked right beside the proposed track, would take out an injunction to stop the work. Faced with this possibility, the company trebled its work force and worked quickly all of the night of July 3-4. By July 5 the track was complete and within two weeks the poles and wires were up and cars were running on the new line. The injunction never materialized. By now the force working on tracks throughout the city had almost doubled, from 600 to 1100, and work went on night and day as the company sought to complete the work before winter (or perhaps another injunction).



The type of bus planned for Montreal. This one is lettered for Sheffield, England. Montreal Herald, July 5, 1913.

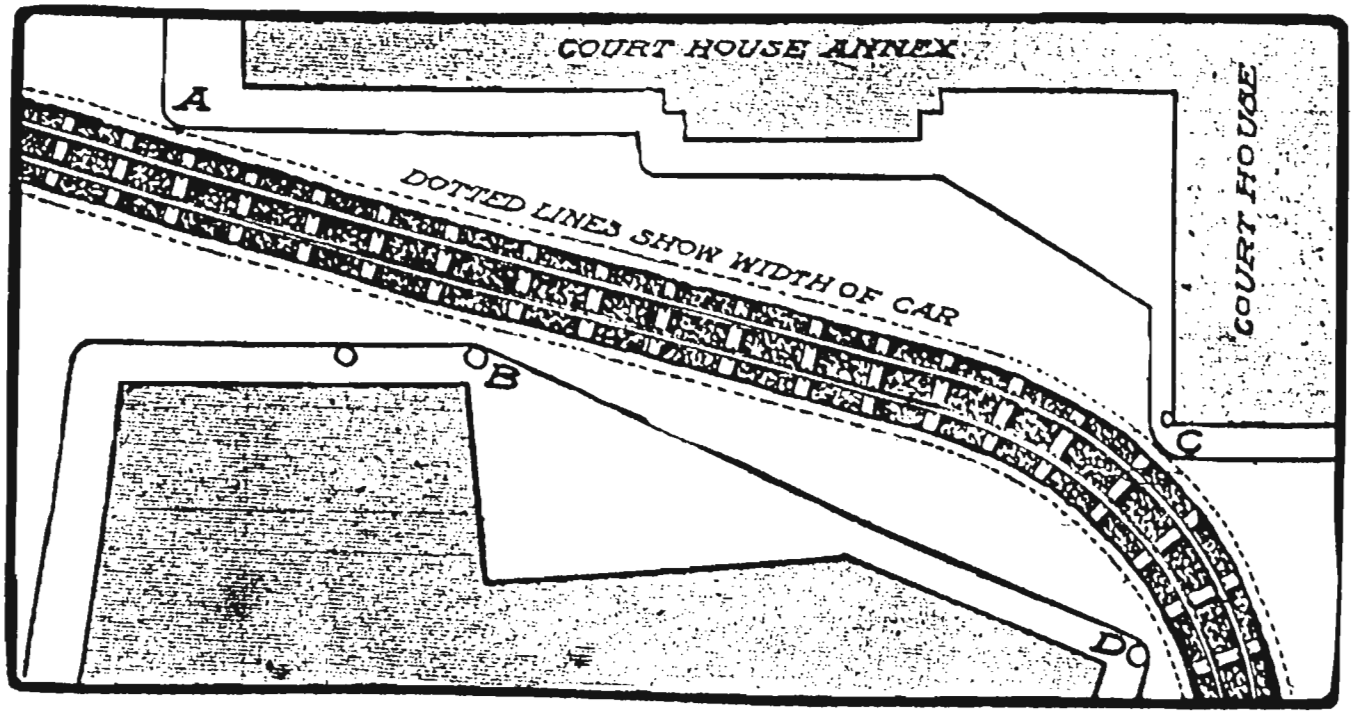
About this time the possibility of bus competition first became serious. A company called the Canadian Autobus Company had been formed with the aim of starting motor bus lines in several Canadian cities, including Montreal. Its president was none other than Duncan McDonald, who had written the report on public transportation in Montreal. Matters became interesting when Mr. McDonald made a quick trip to England in July to investigate the acquisition of large numbers of busses. It certainly looked as if the Tramways company would soon have bus competition, and busses might even replace some street car lines. Another threat to the supremacy of the street cars was on the scene. By 1913 the automobile was no longer a novelty, and 5452 autos (the great majority of which were in the Montreal area) were registered that year in the province of Quebec. This was more than ten times as many as there had been only four years before. Cumulative licence numbers (since 1906) had reached 9000, and five-digit numbers

Work All Night To Finish This New Car Line

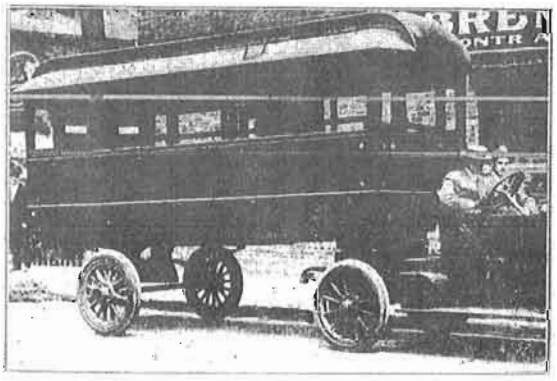


When the Tramways Company got wind of the possibility of an injunction being taken out to stop their track work in the passage between the Court House and Court House annex, between St. James and Notre Dame Sts., the force was doubled and the men worked all night. The line is nearly completed to-day, and will be an important factor in the improvement of the down-town service.

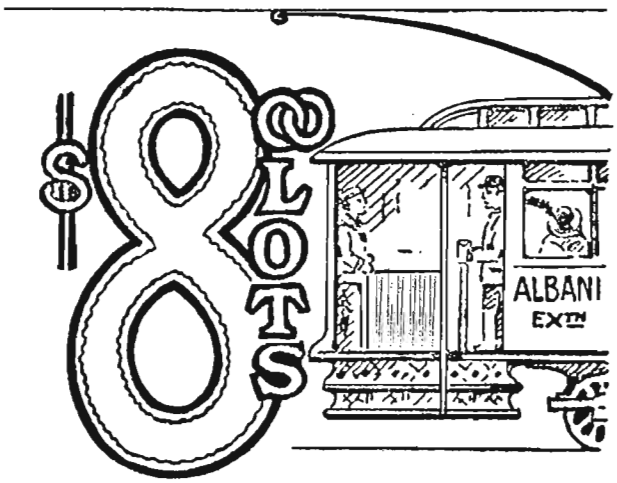
Workers hurrying to complete the court house curve before an injunction could be served. Montreal Herald, July 5, 1913.



A drawing of "Dead Man's Curve" showing the tight clearances, and pointing out the potential dangers of the line. Montreal Daily Star, July 7, 1913.



"First Auto Bus to Make Its Appearance in Montreal". This strange vehicle, looking like a short railway car perched on road wheels, was said to be a product of the Stockwell Motor Co. of Montreal. Montreal Herald, July 3, 1913.

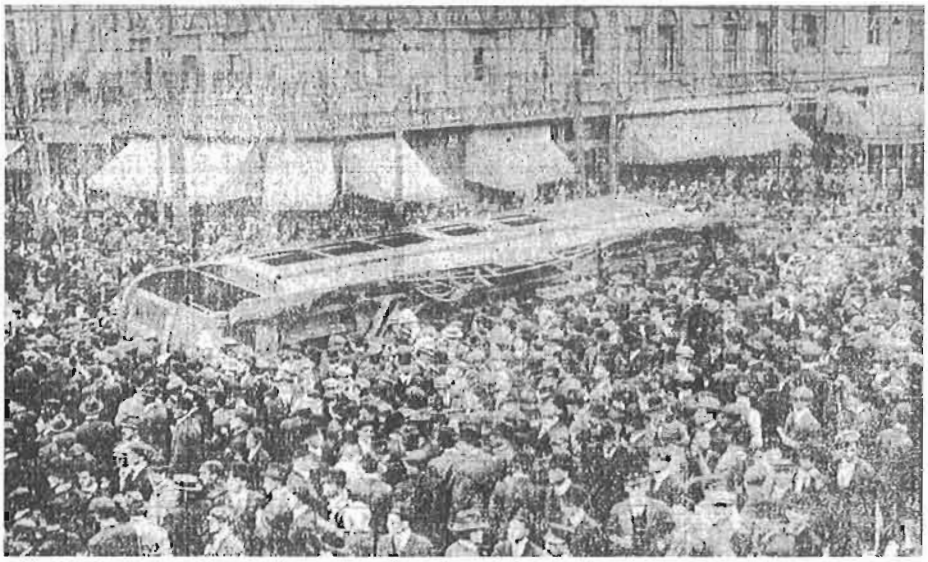


An ad for building lots, clearly showing the platform arrangement of Montreal closed cars. Mr. Kirkpatrick was tossed off such a platform. Montreal Daily Star, September 27, 1913.

would start the next year. In 1913 the speed limit was increased to 8 miles per hour in the city and 15 in the country. That summer there were several serious automobile "smash-ups", and there was even an armed hold-up of an auto party, by highwaymen in the wilds of Cote St. Catherine Road, out beyond Outremont! The automobile era had arrived, and with it, better roads and more incentive to substitute busses for street cars. Some people even predicted (and maybe even hoped) that one day Montreal would have an all-bus system. But all that was in the future, and in the meantime the summer went on and the tracklayers continued "tapping out the pattern of the new city". Then came September.

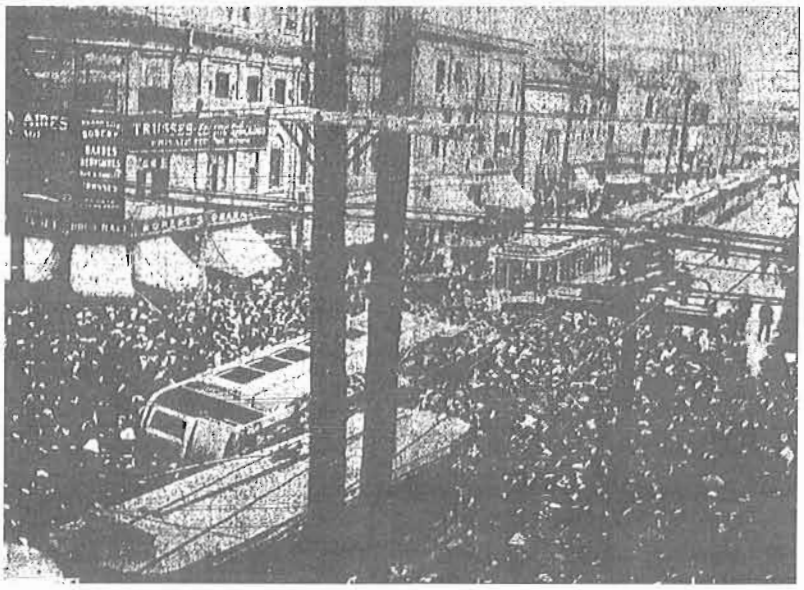
On September 12 a truly ugly incident took place. At 1:50 P.M. on that day a man named Kirkpatrick boarded a northbound Park Avenue car and stood behind the railing on the rear platform. When the conductor, named A. Chenier, badge No. 1562, asked for his fare the passenger hesitated and appeared bewildered, whereupon the conductor began to hammer the hands of the passenger, using the farebox as a weapon. Despite the protests of the other passengers he kicked and beat Mr. Kirkpatrick almost unconscious and half pushed and half threw him off the car where he landed unconscious at the corner of Sherbrooke and Park. When the others tried to restrain the conductor, he said "go to h— and mind your own business", and signaled the motorman to proceed. Nevertheless the passengers did prevent the car from continuing on (perhaps by pulling the trolley off the wire) and quickly arranged to get Mr. Kirkpatrick to the nearby Royal Victoria Hospital where he eventually recovered.

The next day huge black headlines reading "TRAM CONDUCTOR BEATS PASSENGER NEARLY TO DEATH" appeared in the papers, and started a widespread protest movement. Not receiving much satisfaction from the company, those involved started a move for the punishment of conductor 1562, compensation for Mr. Kirkpatrick and a stop put to the "Czar like" antics of some street car conductors. Mr. Kirkpatrick did sue the company, but there seems to be no record as to how the case turned out.



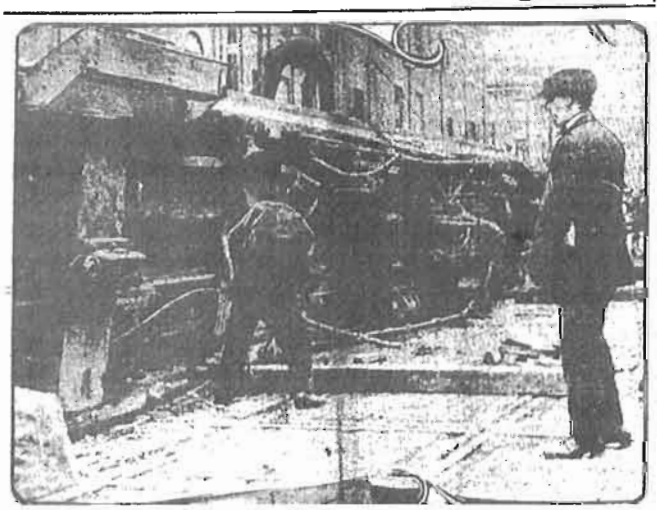
Hundreds of people staring at 722 on its side. Montreal Herald, September 18, 1913.

Amid this feeling of bad will, things soon got much worse. At noon on September 18, 1913 car 469, going north on St. Lawrence Main, started to descend the steep St. Lambert hill towards Craig Street. 469 was a single-truck hand-braked open car, one of 60 built by the MSR in 1898. This type was the last series of fully open cars built for Montreal (later ones were open only on the right-hand side), and were nearing the end of their years of service as the new steel cars were delivered. In fact the days of all open cars were numbered and within a few years they would be gone from the streets of Montreal. By 1913 their use was largely confined to rush hours. Whether the hand brakes failed or not is unknown, but the motorman soon found that 469 was out of control. Heading east on Craig Street was No. 722, on the Riverside-Delorimier route. 722 was a former center-entrance "Scotch car", built in 1901, which had been converted to rear-platform PAYE configuration in 1912. This is the same car that was featured in the famous Notman photo of St. Catherine street in the snowstorm at Phillips Square in 1902. In less time than it takes to tell, 469 hit 722 broadside with a mighty crash audible for several blocks. 722 was pushed off its trucks and fell on its side on the street amid the shrieks of its passengers, mostly women and children. Although both motormen were quite seriously hurt, both recovered and, amazingly, there were no really serious injuries among the passengers of both cars. A huge

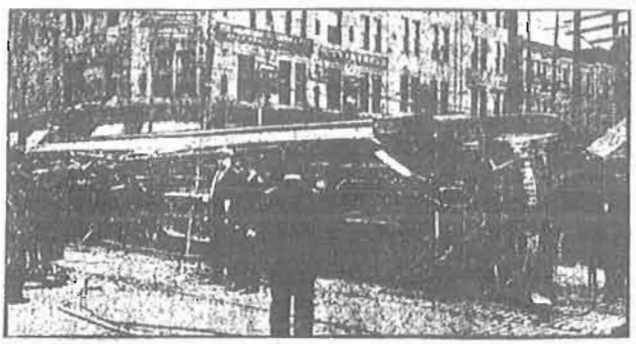


Looking east on Craig Street. La Presse, le 18 Septembre, 1913.

This Calls for Public Investigation



Montreal Herald, September 19, 1913.



La Presse, le 20 Septembre, 1913.

Many Injured When Street Cars Collide at Busy Downtown Corner

THE WEATHER— Fair and Cool. Showers on Friday.

MONTREAL HERALD.

MONTREAL, THURSDAY, SEPTEMBER 18, 1913.

FILLED WITH PASSENGERS CAR IS HURLED ON SIDE

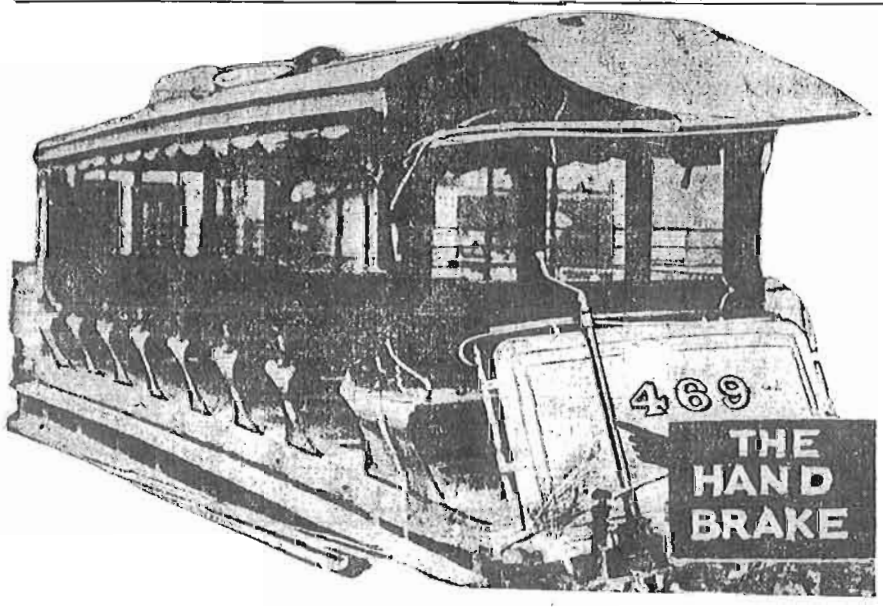
Huge headlines in the Herald are the introduction to this major news item.

Small Car, Tearing Uncontrolled Down St. Lambert Hill, at Corner of Craig and St. Lawrence, Smashes Into Larger Car and Topples It Over---Four in Hospitals and Many Others with Minor Injuries Pulled From the Wreckage

crowd quickly gathered to watch the "show", and the street was completely blocked. A strong rope was placed around car 722, the other end attached to a southbound car on St Lawrence, and by pulling, and careful use of blocks and jacks, 722 was placed back on its trucks and by 2:00 P.M. the street was clear again. When questioned by reporters as to the cause of the accident, the only answer given by Tramways president E.A. Robert was "For some reason the motorman could not stop".

Of course the papers had a field day as huge headlines cried out against the continued use of antiquated hand-braked cars. The "Herald" printed a list of all the accidents involving street cars in the previous year, and even commissioned two reporters to go to two major intersections and get the numbers of all single-truck cars passing in one hour during the Saturday noon rush hour on September 20. During that hour, 77 crossings of single-truckers (ranging in date from 1896 to 1900) were recorded, although some cars made more than one trip in that time. This list is printed in full on the next page, together with the dates of building and scrapping of each of the cars (except for three that were sold to Halifax). Little did the reporters realize that some even older cars lurked in the background. In the winter, when the open cars could not be used, a few of the original electric cars of 1892 to 1895 were ready to be used in rush hours; however all of these were retired by 1916. As a point of interest, No. 350, the original "Rocket" of 1892, was not retired from passenger service until 1914.

"Co'y Has Been Unable to Fix Blame on Anyone" —GENERAL MANAGER HUTCHESON.



A somewhat retouched photo of open car 469 after the crash. This car never ran again, but was scrapped later that year. The infamous hand brake is clearly shown. Montreal Herald, September 20, 1913.

Single-truck cars reported between 12 noon and 1 P.M. on Saturday, September 20, 1913

Corner of St. Lawrence and Craig

197 (1899-1924) Amherst-Dufferin East
100 (1900-1925) City Hall Avenue West
435 (1898-1922) Amherst-Dufferin West
166 (1899-1923) Riverside-Delorimier West
571 (1899-1922) Amherst-Dufferin West
52 (1900-1919*) City Hall Avenue East
357 (1897-1924) Amherst-Dufferin East
516 (1897-1917) Riverside-Delorimier West
730** (1901-1928) Riverside-Delorimier East
25 (1900-1924) Amherst-Dufferin West
447 (1898-1924) Amherst-Dufferin East
31 (1899-1922) Amherst-Dufferin East
150 (1900-1924) City Hall Avenue East
321 (1897-1924) Amherst-Dufferin East
487 (1899-1922) Amherst-Dufferin West
106 (1900-1919) City Hall Avenue West
267 (1899-1925) Amherst-Dufferin West
144 (1900-1924) City Hall Avenue East
98 (1900-1919*) City Hall Avenue East
203 (1899-1922) Amherst-Dufferin East
516 (1897-1917) Riverside-Delorimier East
551 (1899-1924) Amherst-Dufferin East
106 (1900-1919) City Hall Avenue East
485 (1899-1922) Ontario-CPR Works North
523 (1899-1922) Ontario-CPR Works North
317 (1897-1922) Ontario-CPR Works North
102 (1900-1923) City Hall Avenue West
182 (1900-1919*) City Hall Avenue East
315 (1897-1922) Ontario-CPR Works North
435 (1898-1922) Amherst-Dufferin West
631 (1900-1925) Ontario-CPR Works North
557 (1899-1925) Park Avenue West
571 (1899-1922) Amherst-Dufferin West
609 (1899-1925) Park Avenue West
52 (1900-1919*) City Hall Avenue West
41 (1900-1915) Amherst-Dufferin West

NOTE: Odd numbers are open cars, even numbers are closed cars.

* Cars 52, 98, 182 were sold to Halifax in 1919.

** 730 is probably a missprint, as this was a double-truck car.

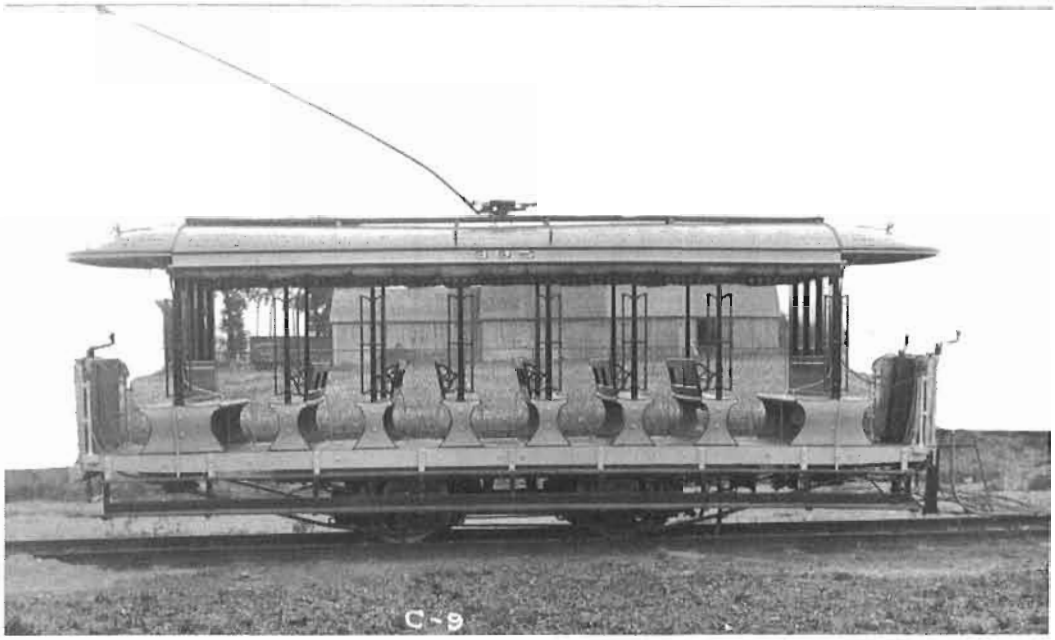
St. James Street at Victoria Square

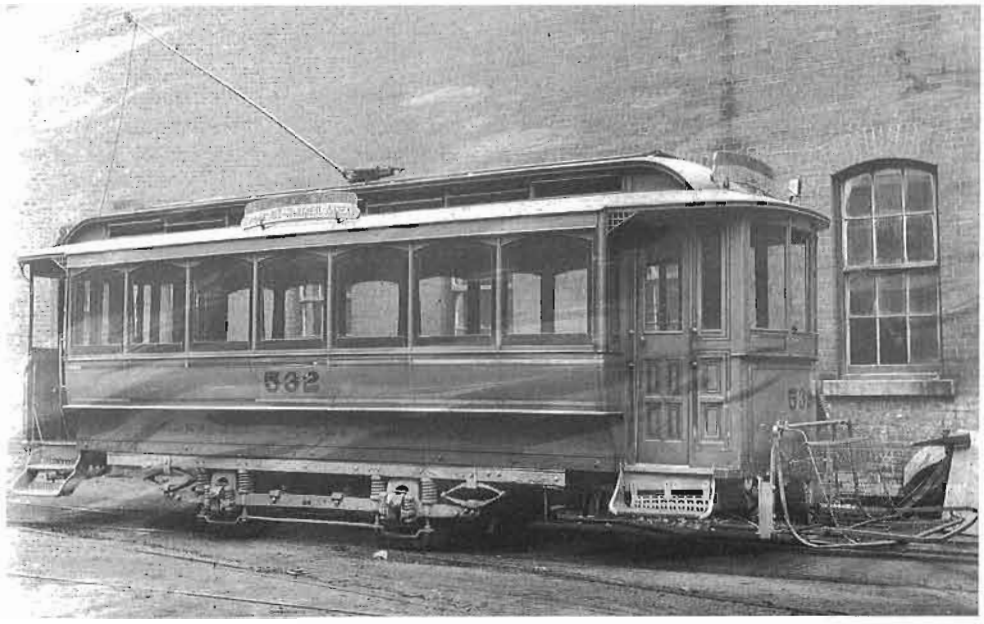
170 (1899-1924) Wellington-Verdun West
586 (1897-1923) Wellington-Verdun West
580 (1897-1923) Wellington-Verdun West
547 (1899-1925) Wellington-Verdun West
540 (1897-1923) Wellington-Verdun West
356 (1899-1924) Wellington-Verdun West
52 (1900-1919*) City Hall Avenue West
544 (1897-1923) Wellington-Verdun West
431 (1898-1922) Notre Dame West
385 (1898-1924) Notre Dame West
304 (1899-1923) Wellington-Verdun West
102 (1900-1923) City Hall Avenue West
382 (1899-1928) Notre Dame West
578 (1897-1923) Wellington-Verdun West
486 (1896-1917) Notre Dame West
536 (1897-1927) Wellington-Verdun West
98 (1900-1919*) City Hall Avenue West
472 (1899-1924) Wellington-Verdun West
520 (1897-1923) Wellington-Verdun West
93 (1899-1925) Notre Dame West
106 (1900-1919) City Hall Avenue West
182 (1900-1919*) City Hall Avenue West
566 (1899-1923) Wellington-Verdun West
121 (1899-1925) Wellington-Verdun West
150 (1900-1924) City Hall Avenue West
554 (1897-1923) Wellington-Verdun West
497 (1899-1925) Wellington-Verdun West
445 (1898-1924) Notre Dame West
532 (1897-1917) Wellington-Verdun West
549 (1899-1916) Wellington-Verdun West
144 (1900-1924) City Hall Avenue West
311 (1897-1924) Notre Dame West
325 (1897-1920) Notre Dame West
582 (1897-1917) Notre Dame West
602 (1897-1924) St. Lawrence South
165 (1900-1925) St. Lawrence South
579 (1899-1925) St. Lawrence South
537 (1899-1925) St. Lawrence South
611 (1899-1925) St. Lawrence South
516 (1897-1917) Delorimier South
597 (1899-1922) St. Lawrence South

RIGHT: Car 395, built in 1898, is identical to 469, that was in the accident of September 18. It is also the same as 385, 431, 435, 445 and 447 in the list opposite. Open car No. 8, at the Canadian Railway Museum, is similar.

NOTE: All the cars on this list were built by the Montreal Street Railway in its own shops.

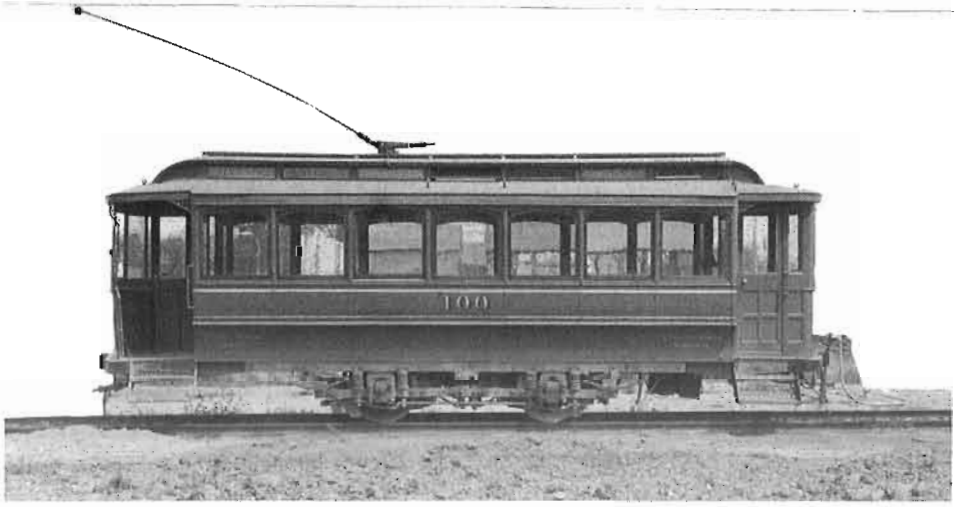
All photos this page from CRHA Archives, MUCTC Collection.





LEFT: No. 532, built in 1897, is one of the ones reported on the list as being on the Wellington-Verdun line. It was also the same as 516, 520, 536, 540, 544, 554, 578, 580, 582, 586 and 602 in the list.

RIGHT: No. 100, built in 1900, is shown on the list running on the City Hall Avenue line. It is also the same as 52, 98, 102, 106, 144, 150 and 182 shown here. All these cars used low numbers vacated by former horsecars.



TROLLEY IS UPSET AT CURVE

Six Persons' Miraculous Escape When Tram Snapped Post at Villeray.

Montreal Daily Star, September 22, 1913.

As if to add insult to injury, early on Monday morning, September 22, a car coming on duty at Villeray in the north end rounded a curve too fast and fell over on its side. We do not know the number of this car, but it may well have been one of the 640 class, built in 1900, which rode high on their trucks and tended to be top heavy. At 7:45 P.M. that very night it happened again! This time it was on Westminster Avenue in Montreal West when a Windsor - Montreal West car, went around the wye too fast and "turned turtle", landing on its side. This time only the motorman and conductor were aboard and they escaped with a few bruises. Unfortunately no photographs are known of either of these two accidents. Now of course the papers, especially the "Herald", were out for blood. They printed lengthy articles detailing all the accidents involving street cars, and claimed (falsely) that there had been 55 fatalities since the start of 1912. Every two paragraphs, they would print, in bold type, the line "And this is the company which seeks a new franchise!". Regardless of whether all these allegations were true or not, the fact remains that three street cars had fallen on their sides in less than a week. Clearly something was rotten in the state of Tramwaydom!

CORE!!? THERE AIN'T GOING TO BE NO CORE

"There ain't going to be no core", as the Tramways keeps its profits with nothing for the public and service needs. In the light of the improvements that were being made, this cartoon was decidedly unfair. Montreal Herald, July 3, 1913.

Just about this time, a Labour member of Parliament, named Will Thorne, arrived from England and soon lived up to his name, being a "thorn in the flesh" of the Tramways Company. He proceeded to criticize and nit-pick almost everything about the system, calling it "The worst I have ever seen". He did not like the overcrowding on the cars, and even was critical of the lunches eaten by the track workers, saying that they consisted only of "a few slices of bread with some drippings and slices of Tomato". However he did

THIRD CAR WITHIN ONE WEEK TOPPLES OVER ON STREET CREW ARE HURT

For Once Public Was Not Concerned in Accident in Montreal West on Monday Night — Company Conducting 'Investigation' Into Accident at Villeray and Reports Cause of Derailment is 'Unknown'

Third time unlucky! This headline refers to the car that "turned turtle" at Montreal West. Montreal Herald, September 23, 1913.

have grudging praise for the Tramways Company's new steel cars which were then being delivered in record numbers. He said "I like your steel cars. They are larger than those we have in London". Mr. Thorne soon left the city and was never again seen in Montreal.

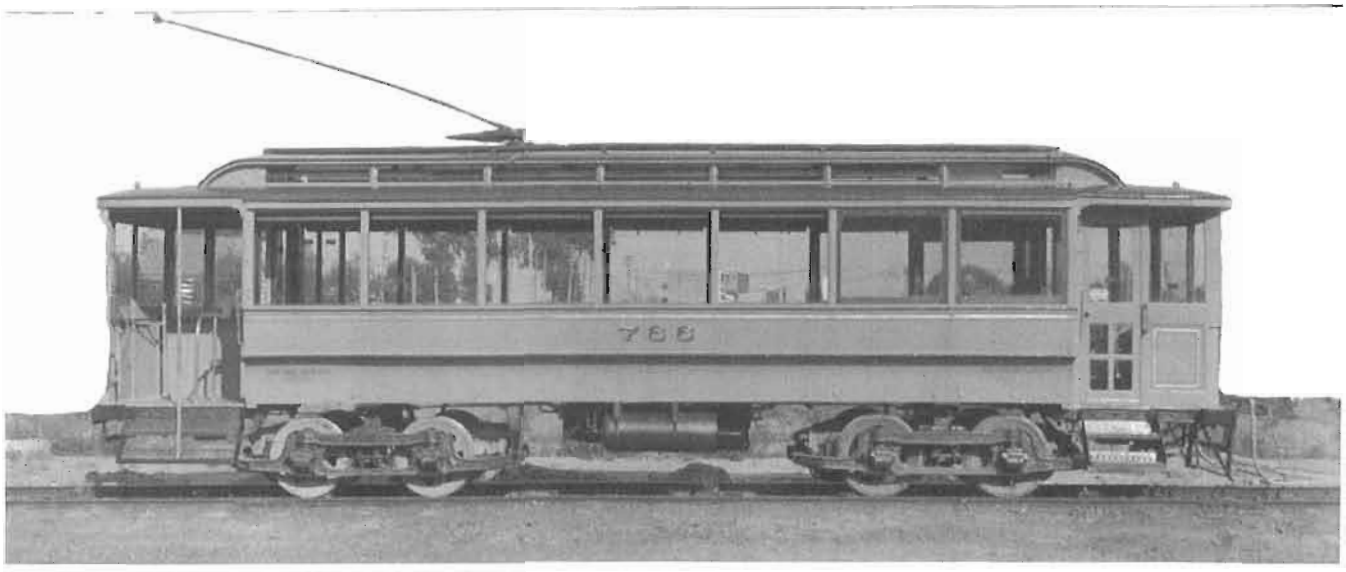
September was drawing to a close, but the troubles continued. In the evening of September 25, someone opened fire with a revolver on a tram at Longue Point in the east end. The car number is given as 1603, but this cannot be since 1603 was a trailer not delivered until the following year. No one was hit in the fusillade, but several windows were broken as passengers and crew dove for cover. Then at 7:56 A.M. on September 27, car 758, descending Beaver Hall Hill, got out of control and broadsided 1215 which was running along Craig Street at Victoria Square. Both cars were crowded, but no one was seriously hurt, although all were badly frightened. 1215 was a large new steel car, delivered only the year before, and it did not topple over, although it suffered some damage. The major accident count was now four in nine days! This time no one could blame single-truck hand-braked cars, for 758 was a double-truck airbraked car, built in 1903, and one of the first in the city to have air brakes. As always, the report of the company did little to explain the cause of the accident.

FIFTY PERSONS IN CRASH OF CARS ON BEAVER HALL HILL

Passengers Badly Shaken When Car Descending Hill Smashes Into St. Denis Car on Craig Street---No Explanation of the Accident

By now it was getting to be almost routine -- yet another street car smash! This time it was double-truck car 758 that broadsided 1215 at Victoria Square. Montreal Herald, September 27, 1913.

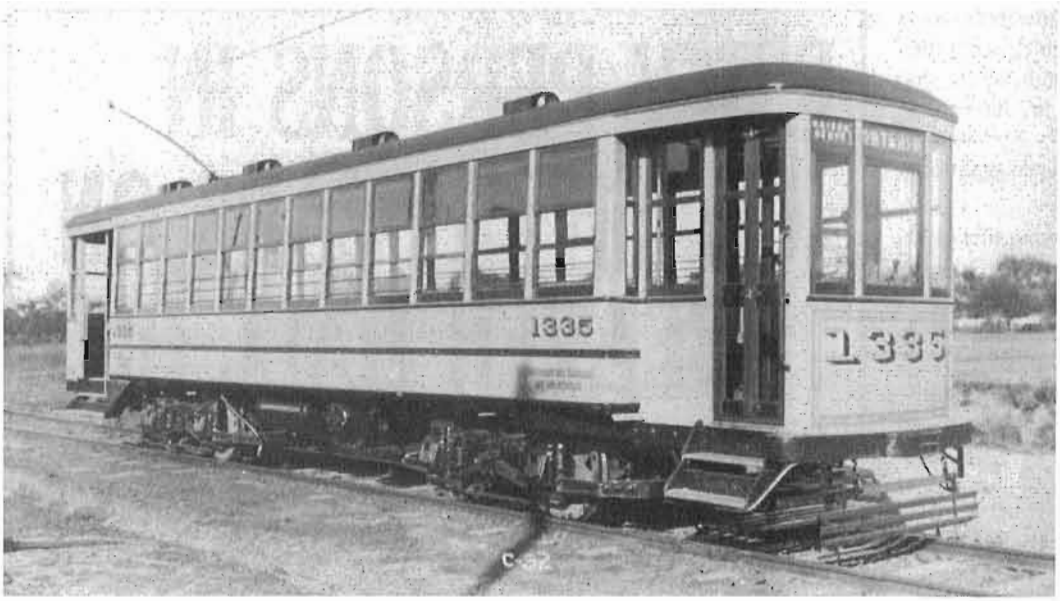
were quickly put in service, and, to the joy of the company's critics, many older cars were retired. The following January, the twenty-five modern two-car trains, which had been ordered earlier in 1913, arrived from J.G. Brill in Philadelphia and were soon in service on St. Catherine street. These were very popular and did much to restore a feeling of good will.



Car 766 was identical to 758, which was in the Victoria Square accident. This photo was taken in 1913 and shows it after it was converted to Pay-As-You-Enter. CRHA Archives, MUCTC Collection.

With the end of September came the end of the major troubles and ill will between the people and the Montreal Tramways Company. As autumn progressed, track work ceased for the winter and the streets returned to normal. More and more new steel cars of the 1325 series were delivered and

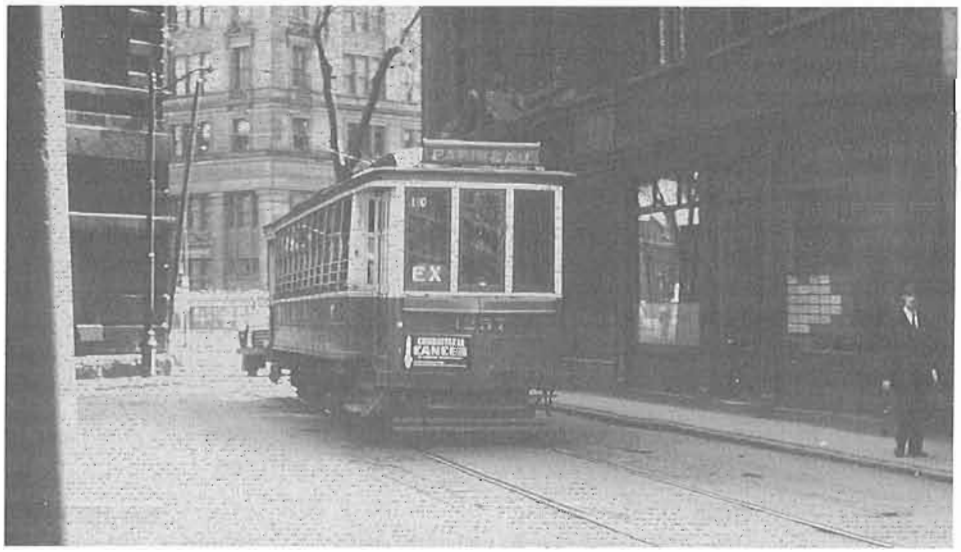
But 1913 still had one more parting shot to throw at Montreal, although this time the Tramways Company was not involved. Late in December a major water conduit broke down, causing the worst water famine in Montreal's history, lasting for several days. On that note, this very eventful year came to an end.



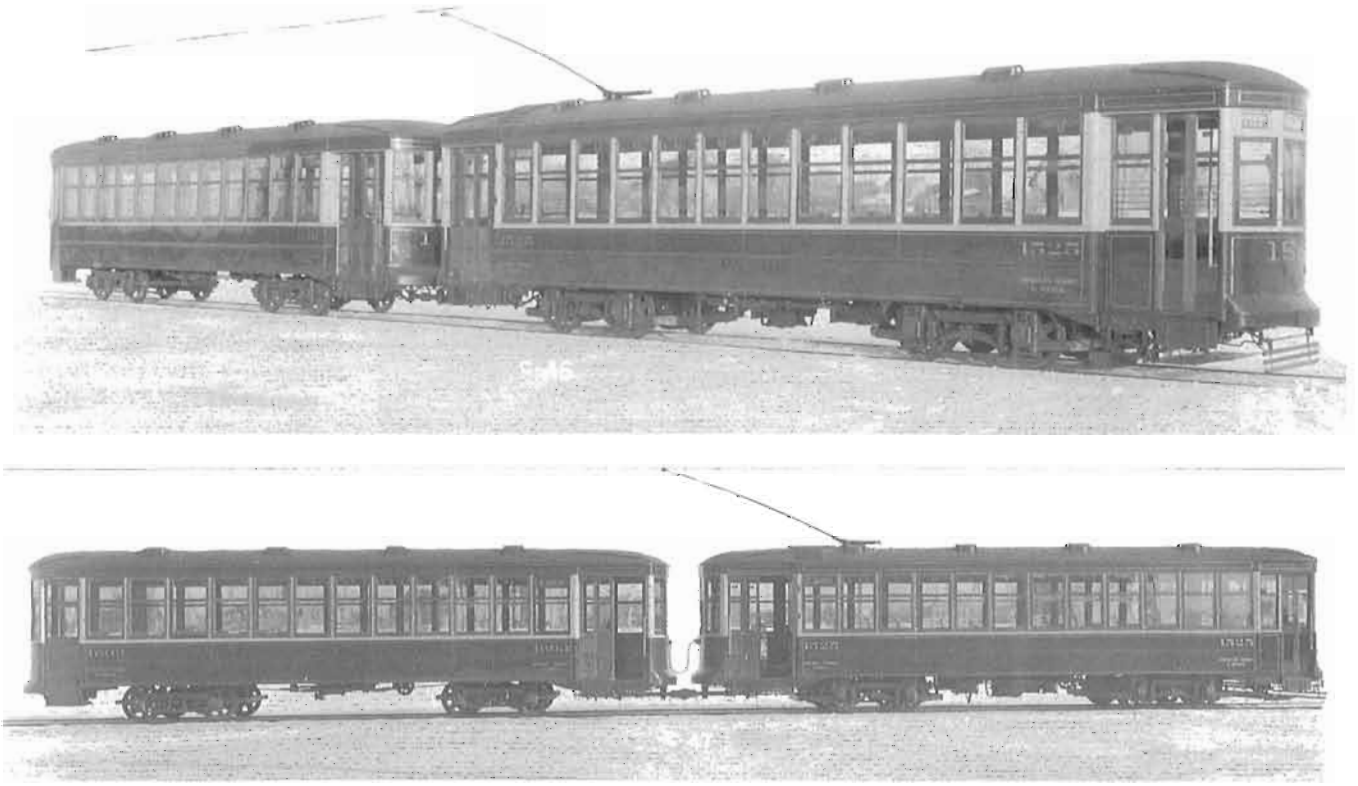
"The new order cometh". One of the new type of Montreal tram. Two hundred of these arch-roof cars were ordered early in 1913 and delivered over the next year and a half (except for a few that were delayed by wartime conditions until 1917), starting on July 19. No. 1335 was the eleventh of the series, and is seen here, brand new, in August, 1913. The paint scheme shown here (cream with big, heavily-shaded silver number on front dash) was very short-lived, being applied only from late 1912 to late 1913. (See photo on page 63; car 650 is painted the same way). Soon after that, the paint scheme was changed to green, and most of this class were delivered that way. The 1325 class served Montreal well for the next forty-five years, and, at $7000 apiece, were probably the best transit bargain the city ever got. All these improvements meant that the old cars could be retired, and within fifteen years (by 1928) every car in this story (except 1215 which was new at the time) had been retired and scrapped. Car 1339, also delivered in August 1913 and identical to 1335, is preserved at the Canadian Railway Museum. CRHA Archives, MUCTC Collection.

More track extensions were built, and more new rolling stock was acquired, most notably in 1917, and again in the second half of the 1920s, but never again on the scale of 1913. The proposed bus company was a casualty of the war, and no busses appeared on Montreal's streets until 1919, and when they did they were operated by the Tramways company. The company finally got its renewed franchise in 1918, and kept it until the system was taken over by the city in 1951. Mr. Robert remained as president until his retirement in 1924. The dream of the subway was shelved, but cropped up from time to time, only to be shelved again and again. Finally in the 1960s, after the trams had been retired, work was begun, and the first Metro lines were opened in 1966, the year before Montreal hosted Expo 67. The controversial "S" curve outside the Court House continued in operation, and was of great benefit relieving congestion, being used by all routes serving the east side of Place d'Armes. It continued to be known as

The new year 1914 brought hope of continued improvement to the system, further track extensions and new rolling stock. Certainly the new two-car trains gave promise of further upgrades to the transit system and, who knows, maybe construction of a subway would start before too long. Most of these hopes were shattered in August with the outbreak of the Great War, and the consequent end of the stable currency and society that had been known for generations. Soon, many of those who had complained about the muddy trenches along Montreal's streets were in trenches along the Western Front, under infinitely worse conditions. The problems of the transit system in 1913 seemed quite insignificant compared to those facing a world immersed in a horrifying world war. As time went on, people began to look back at 1913, the last full year of peace, with great nostalgia, a nostalgia that has continued up to the present time, although there are few left that can remember that year first hand.



Car 1257 swings through "Dead man's curve" on a rush hour morning, April 24, 1956. The tight clearances are readily apparent. This was the newest type of car when this piece of track was built, and the oldest at the time of this photo. 1257 was retired two months later, and a year after that the line was abandoned. Photo by Fred Angus.



The first of the Brill two-car trains, intended for use on St. Catherine Street, are shown here in January 1914, immediately after their arrival from Philadelphia. Note that, unlike the later two-car trains, the trailer has no motors or trolley pole. These cars were scheduled for delivery in December 1913, but were delayed until early January 1914. In the 1930s they were converted to one-man cars, and they ran until 1958, less than a year before the end of all street car service in Montreal. Compare these photos of 1525 with that of sister car 1526, taken 43 years later, on the front cover. CRHA Archives, MUCTC Collection.

"Dead Man's Curve" until the line was abandoned in 1957, though there were few series accidents there. Today the new Justice building has completely obliterated this area. The tram system continued to expand, reaching its peak in 1930, but then in the Great Depression, cutbacks began. The peak, in terms of passengers carried, was reached during the Second World War when a million passengers a day were carried, many of them in cars that had been in service in 1913. After 1945 the decline began and, following the city takeover of the system, an active project to replace all trams by busses was greatly accelerated. Finally on August 30, 1959 the last Montreal street car was retired, and the dreams of those who had envisioned an all-bus system were realized.

Most of the cars involved in the various accidents in 1913 were repaired and returned to service; a notable exception being open car 469. This car, the cause of the spectacular accident of September 18, never ran again but was retired and scrapped the same year. It was the first of its class to be retired (except for three cars that were destroyed in a car barn fire in 1898), but within a few years the open cars were withdrawn, as were the single-truck closed cars, and new large units took their place. Some of the newer opens were stored, but seldom if ever ran, and the very last of them were scrapped in 1925. The early double-truck wooden cars, such as 722 and 758, lasted longer, being finally scrapped after the arrival of the lightweight steel cars in the late 1920s. Last survivor of the cars in this account was No. 1215, which was the one broadsided at Victoria Square on September 27. It was almost new at the time, and it remained in service until June 1955, a career of more than 43 years. Of the new steel cars delivered in 1913, all remained in service until 1952 when the first of them were retired. Others continued to soldier on, usually in rush hour service, for several more years. One place where they were sure to be seen was the route up Mount Royal which was operated entirely with cars built in 1913 and 1914. The very last of all the 1913 trams to see service was No. 1339, which had started its career in August of that year, just before that notable September. Being a heavy car, it was held, after the others of its class had gone, for use on the Lachine line to act as a "trailbreaker" in the event that a severe snowstorm prevented lighter trams from bucking the drifts. With the coming of spring 1958, and the planned abandonment of the Lachine line that summer, 1339 was retired. However 1339's career was not yet over. It was selected to be preserved as representative of its class (the most numerous of all of Montreal's trams) and is now at the Canadian Railway Museum. Nearby is No. 1317, one of the last of the previous series, which had gone into service earlier in 1913, and was retired in 1956. If trams could talk, perhaps these two nonagenarian veterans might be reminiscing about the the days when they were new, of 1913, the year of "The summer of our discontent", - a time now recalled with fond nostalgia.

Former CNR No. 89 at Strasburg

On October 15, 2004 former CNR Mogul 89, repainted into its CNR livery, took part in a railfans photo special at the Strasburg Railway in Pennsylvania. Our member Warren Mayhew took these spectacular photos on that day. No. 89 was built by Kingston Locomotive Works in 1910 as Grand Trunk No. 1009. It later became CNR No. 911, and in 1951 was renumbered 89. In 1961 it went to Steamtown, and later came to Strasburg.

Budd Car Trip on the Quebec Central

On October 24, 2004 the St. Lawrence Valley Division of the CRHA participated in an excursion by the "Chemen de Fer des Cantons de L'Est" on the line of the Quebec Central Railway from East Angus, Que. The train consisted of Budd RDCs 6121 and 6125. Car 6121 was originally D-100, the CNR's first RDC, while 6125 was CPR 9199.

All photos by Warren Mayhew

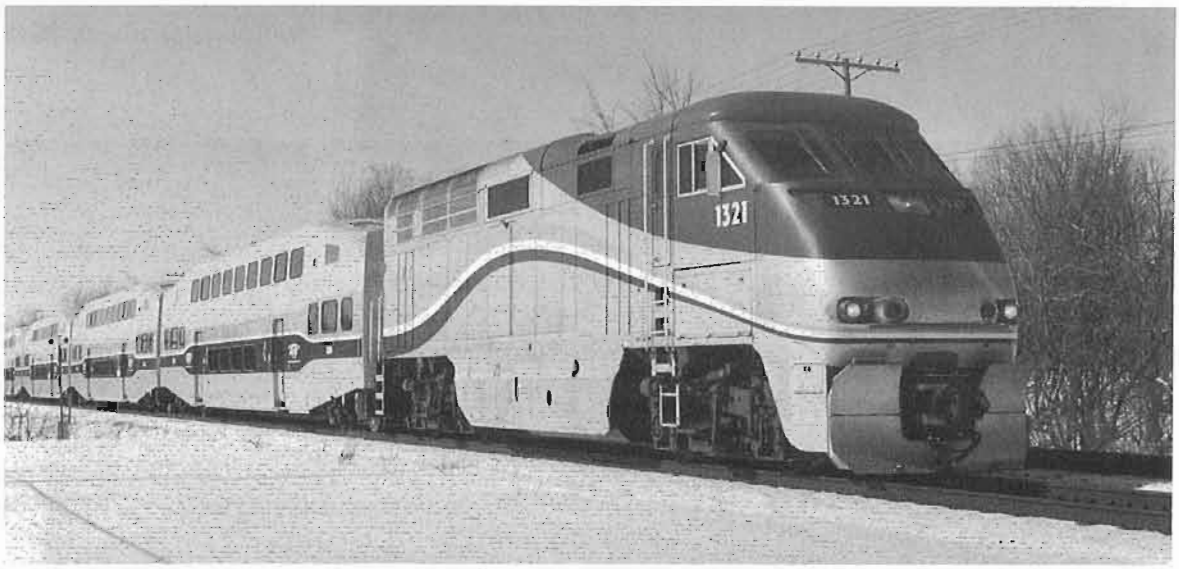
Montreal's New Commuter Cars

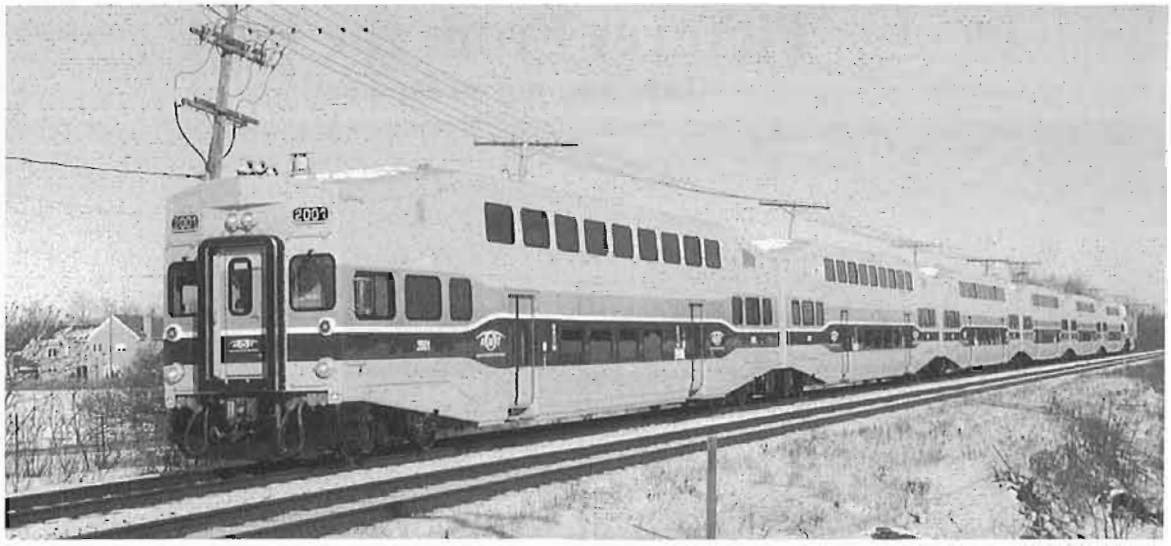
On Sunday, February 20, 2005 the first passenger-carrying run of Montreal's new double-decker commuter cars took place. That first day all passengers were carried free, and hundreds took the opportunity to ride the train and try out the new equipment for the first time.

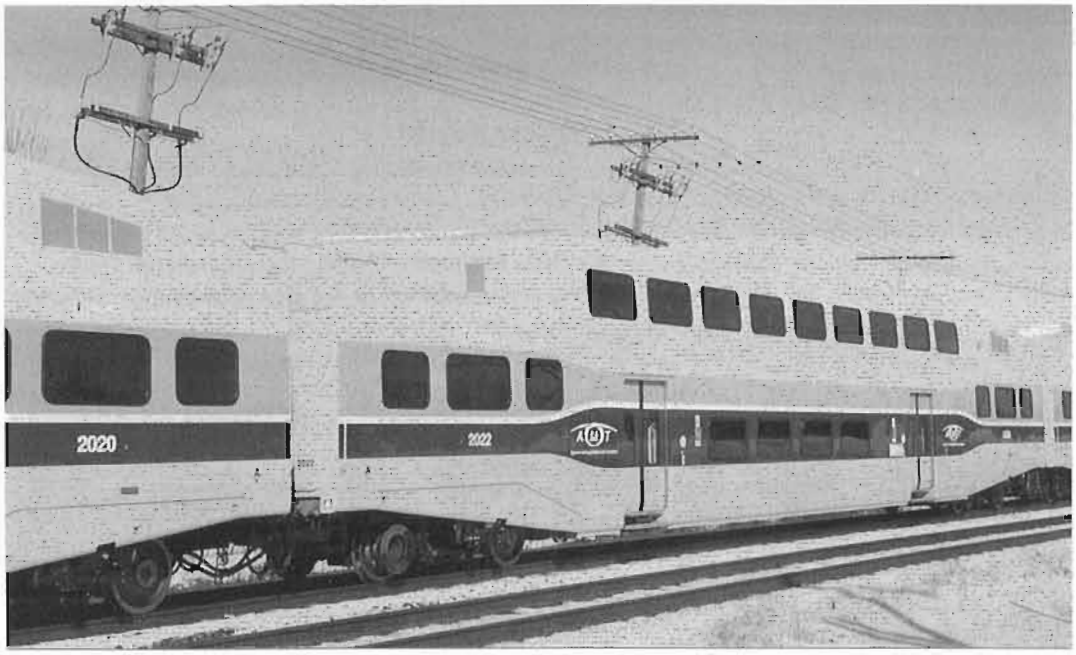
The new cars are numbered in the 2000 series, and are similar to those used by GO Transit and numerous other systems throughout North America.

In all, 22 new cars are scheduled to be delivered, and when all are in service it will be the end of the former CPR 800-series commuter cars that have served the line for 52 years.

Warren Mayhew took these photos at Beaurepaire station on February 20, the first day.



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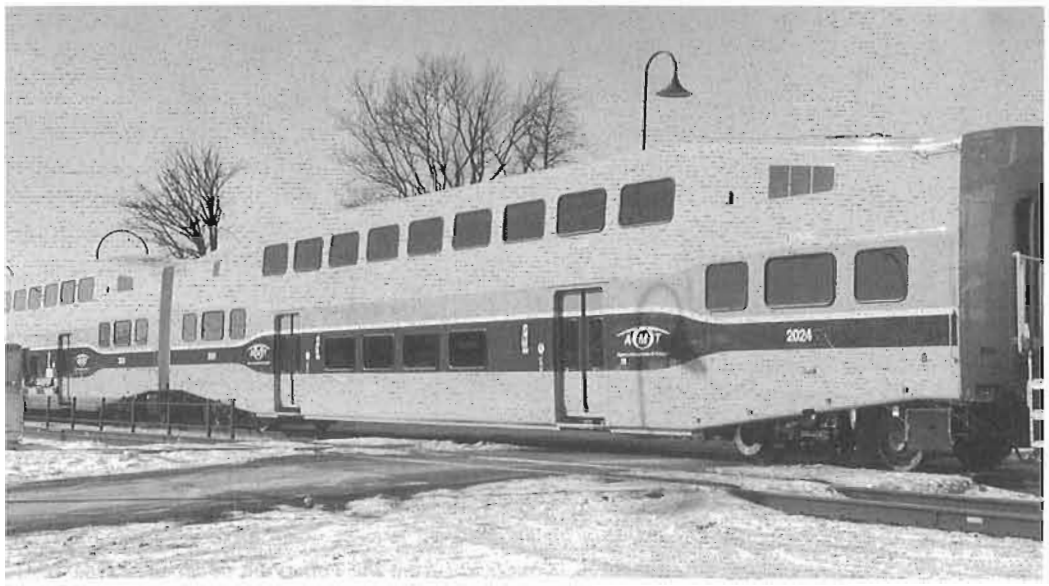
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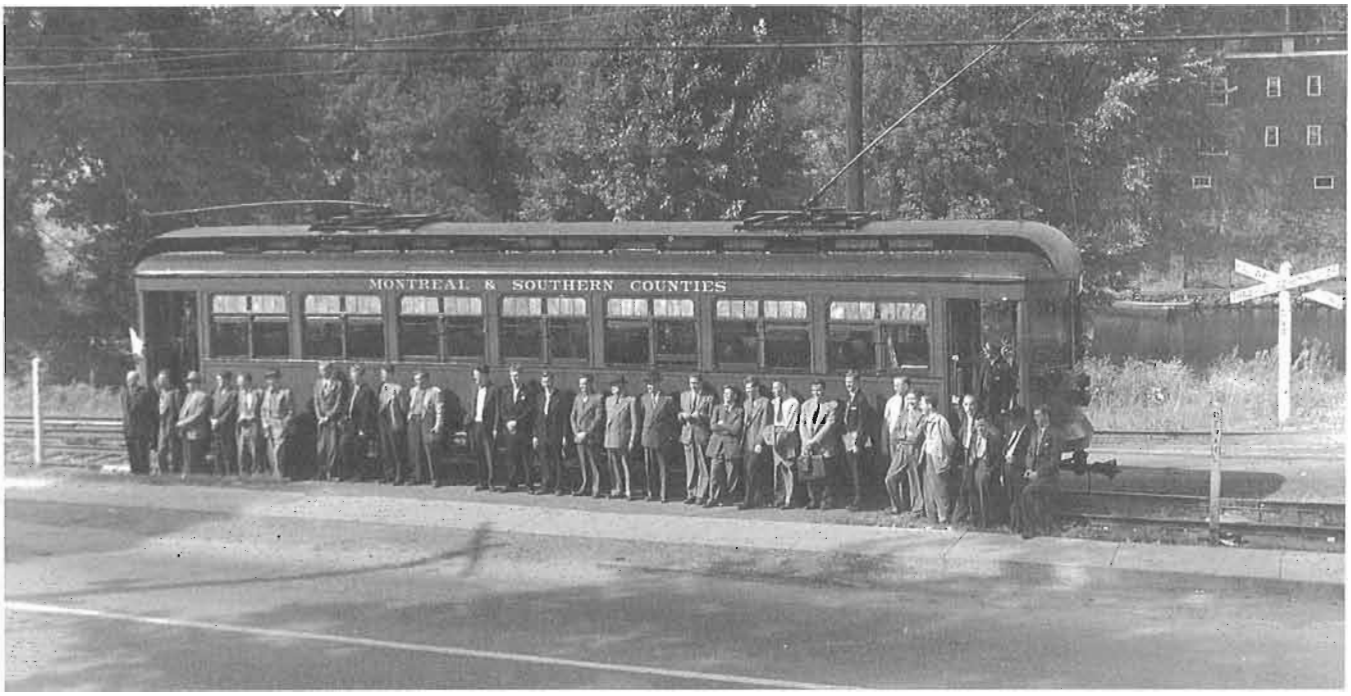
Pictures From the Past

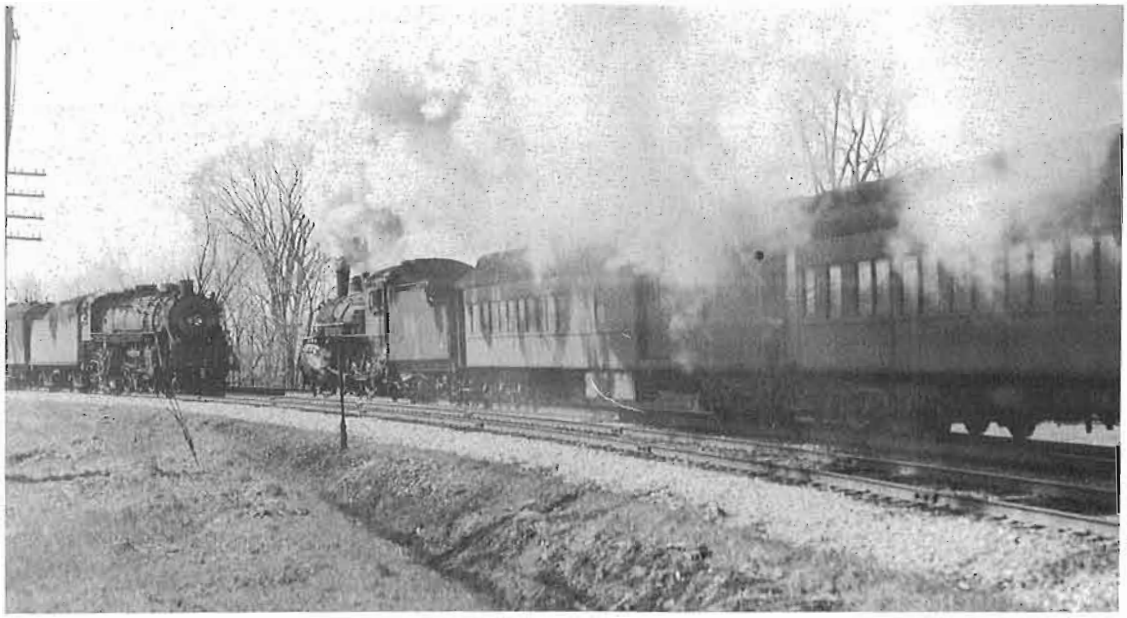
(and one not so far past)

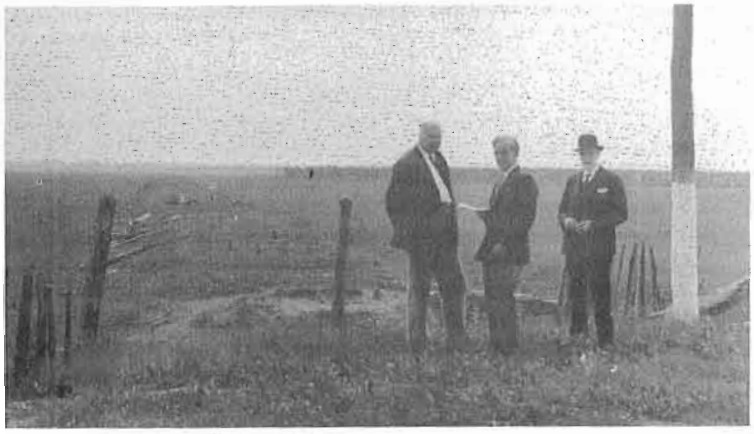


Excursion via Montreal and Southern Counties Railway in car No. 104, Montreal - Granby P.Q., September 1949. Does anyone know any details about this trip? No. 104, built in 1912, is now preserved at the Canadian Railway Museum.

C.R.H.A. outing, July 1 1946 at Lac des Piles, P.Q. Left to right standing: Miss Lussier, Mr. Charles Viau, Mrs. R.G. Harries, Mr. R.G. Harries, Miss St. Armand, Mr. and Mrs. O.A. Trudeau, Mr. St. Armand. Left to right seated: Mr. A.O.R. Huddell, Miss Angers, Mr. and Mrs. C.L. Terroux, Mr. Girard, and an unidentified person. Can anyone supply information about this outing?

The photos on these two pages (except the last one!) are from the collection of Donald F. Angus.





ABOVE: The C.N.R. Montreal - St. John's local meets the Rutland R.R. Troy - Montreal train at Ranelagh (St. Lambert), P.Q. about 1949. Near here is where the Montreal & Southern Counties crossed the C.N. line.

LEFT: Mr. C.L. Terroux, Mr. L.A. Renaud (curator of the Chateau de Ramezay) and Mr. Moran at the roadbed of the Champlain & St. Lawrence Rail Road where it crosses the old King Edward Highway in July 1936, 100 years after the opening of the line.

LEFT BELOW: The Laprairie terminus of the Champlain & St. Lawrence as it appeared in 1936. The St. Lawrence Seaway has obliterated all this.

BELOW: Is this Canada's new streamlined passenger locomotive? No, it's just an April Fool; but it shows the problems encountered when photographing a high speed train with a digital camera.

BACK COVER, TOP: Montreal street car 1655 rounds the corner of Outremont and Van Horne Avenues on August 20 1958, bound for the western terminus at Hillsdale. 1655 was originally a trailer, built by J.G. Brill in 1917, and ran that way for most of its career. In 1954 it was converted to a one-man car and ran until 1958.

BACK COVER BOTTOM: Car 1340, on June 9 1957, just after emerging from the tunnel on Mount Royal and beginning its descent, controlled by dynamic brakes, of the 10% grade to Park Avenue. 1340 was built by Ottawa Car Co. in 1913 and was in regular service for 44 years. Compare this photo with that of 1335 on page 76, which shows how these cars looked when new. Sister car 1339, which was also a regular on the mountain run, is preserved at the Canadian Railway Museum.

Both photos by Fred Angus.

This issue was delivered to the printer on March 30, 2005, and completes 25 years of Canadian Rail edited by Fred Angus.

Canadian Rail

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