



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 507 •

JULY - AUGUST

• 2005



Published bi-monthly by the Canadian Railroad Historical Association
Publie tous les deux mois par l'Association Canadienne d'Histoire Ferroviaire



CANADIAN RAIL

ISSN 0008-4875

Postal Permit No. 40066621

PUBLISHED BI-MONTHLY

BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

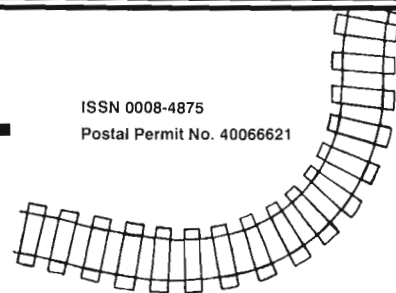


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FRONT COVER: Fred Angus caught the afternoon rush hour action at McGill Street station on June 17, 1955, just a mere two days before the station would close forever (as a station). Car 13 was built by Osgood Bradley in 1926 for the Morris County Traction company in Morristown, N.J. (It came to the M&SC in 1940 via the Oshawa Railway, another CNR electric property).

BELOW: Suburban car No. 103 was built by the Ottawa Car Company in 1912 and is ready to load passengers in front of the station on August 20, 1948, photographer unknown, Peter Murphy Collection.

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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

EDITOR: Fred F. Angus

CO-EDITOR: Douglas N.W. Smith

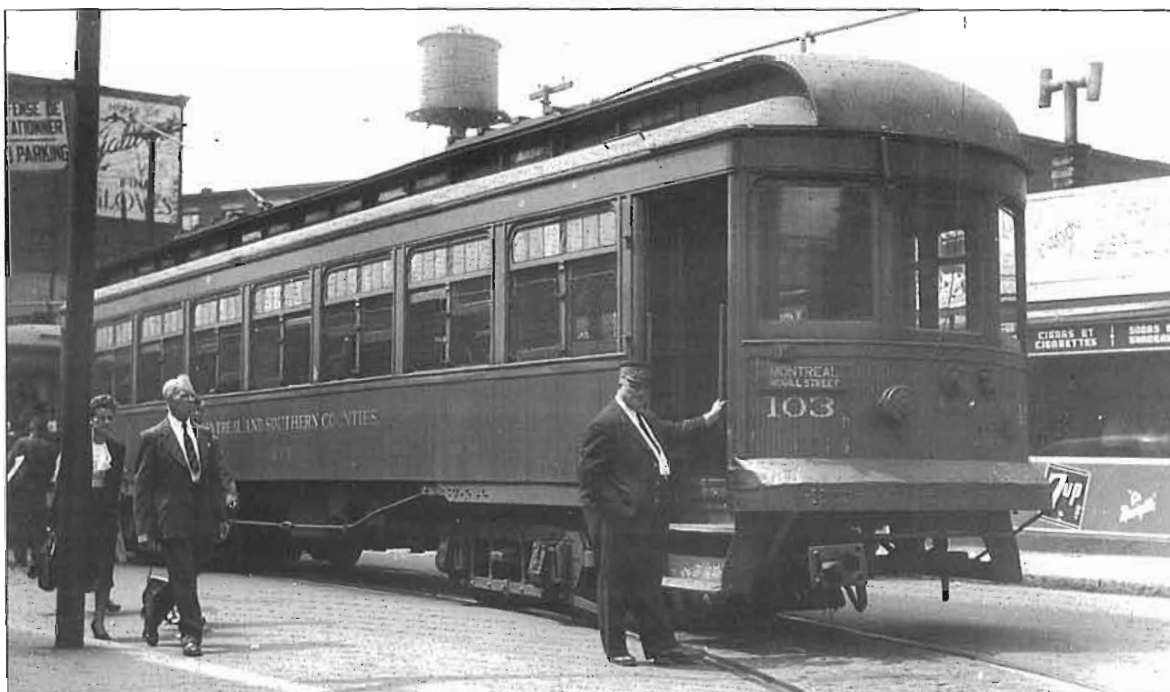
ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

LAYOUT: Gary McMinn

PRINTING: Procel Printing

DISTRIBUTION: Joncas Postexperts
Inc.

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522



M&SC McGill St. Station 50 years since the end of service

By Peter Murphy



Two lonely passengers wait it out inside the M&SC's McGill Street Station (date unknown). Photo, Philip R. Hastings M.D. Collection, California State Railroad Museum, Number 4134.

In the wee hours of Sunday morning, June 19, 1955, Montreal and Southern Counties car 326 departed for Saint Lambert and points south thus ending 46 years of interurban service from Montreal's McGill Street Station and over the Victoria Bridge. Service was cut back to St. Lambert on the south shore because of alterations to the Victoria Bridge necessitated by the construction of the Saint Lawrence Seaway. The M&SC would only last another sixteen months, operations ceased entirely on October 13, 1956 out of St. Lambert.

As of 2005, the McGill Street Station has served for alternate purposes longer than it was a station! The original station (half the final size) was opened to service in 1909 serving M&SC cars that wye'd at the corner of Grey Nun and d'Youville Streets. By 1913 the M&SC had negotiated running rights with the Montreal Tramways Company for the one block distance southbound between d'Youville and Common Streets.

Over its lifetime (as a station) McGill Street terminal served suburban cars to Saint Lambert and

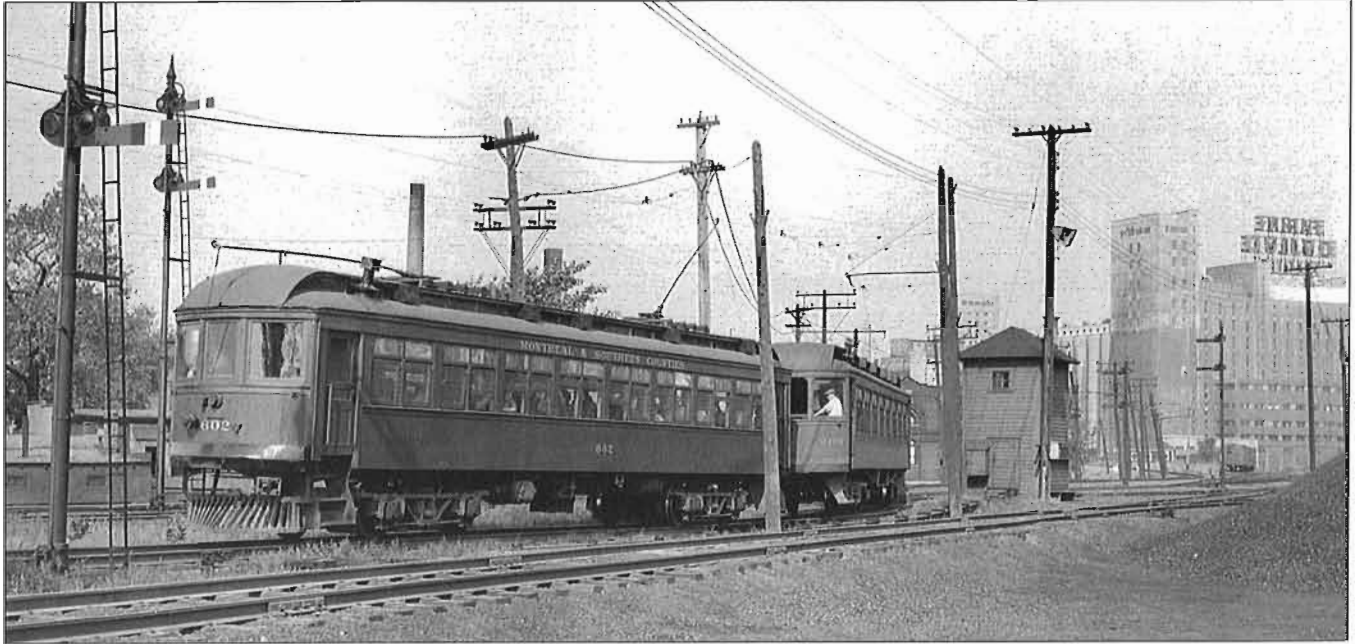
Montreal South, suburban trains to Mackayville (Greenfield Park) and interurban trains to Marieville, St. Angele and Granby. M&SC's Montreal operations consisted of the station with 4 electrified storage tracks behind (3 un-electrified tracks used by CNR), and tracks running along Common St. and over Black's (swing) Bridge. Then along Mill St. then southbound onto private right of way, crossing over CNR Montreal Harbour trackage, bypassing a coal storage area then onto the Victoria Bridge. It's ironic that you could travel to the

south shore in rush hour faster on the M&SC than by bus today!

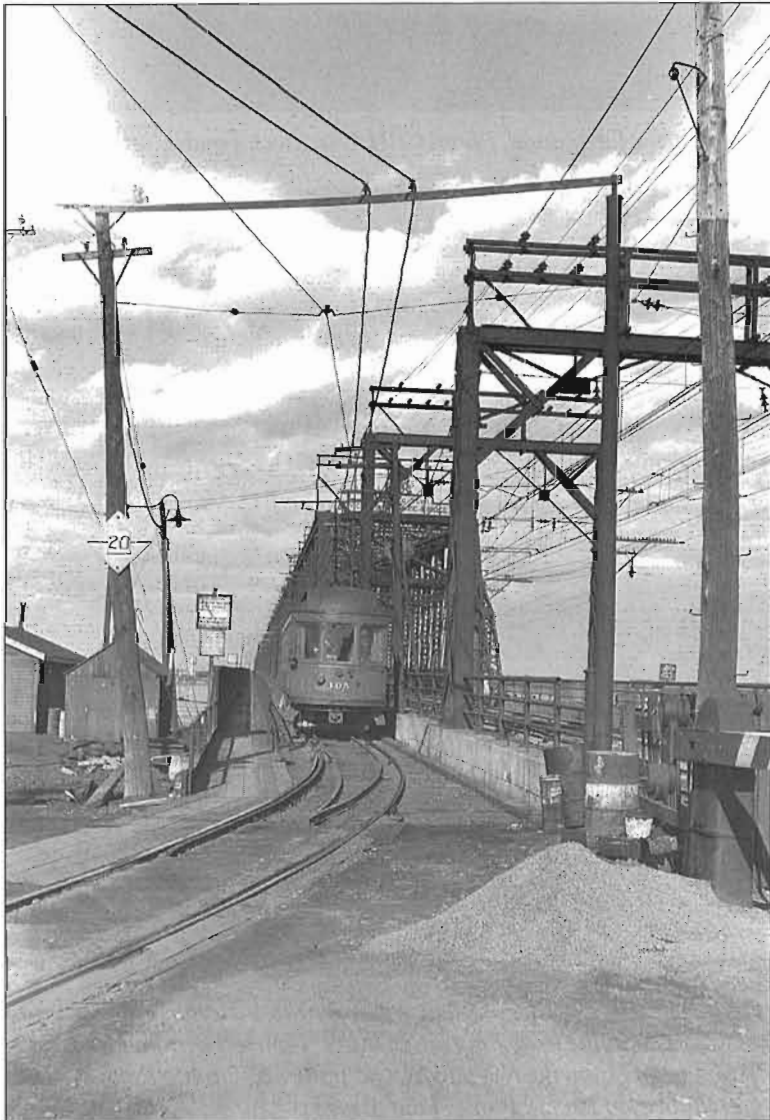
Fortunately the station has been protected by the City of Montreal and has just been remodelled and recently opened as Restaurant Pizzaiolle in trendy 'Old Montreal'. There is little doubt that it's future is secure all be it as a restaurant! For a more detailed account of the M&SC's Montreal operations please see Canadian Rail No. 353, June 1981.



By coincidence, another view of car No. 103 captured in front of the McGill Street Station (date unknown). Photo, Philip R. Hastings M.D. Collection, California State Railroad Museum, Number 4130.



A three car interurban train consisting of motor car 602 (National Steel Car 1913), trailer 209 (Ottawa 1923) and 609 (Ottawa 1922) crosses over the CNR harbour trackage on September 4, 1949, note the coal pile on the right and semaphore signals. Photo courtesy William D. Middleton, Negative C-113.



Car 105 (Ottawa 1912) with its one marker light has just started crossing the Victoria Bridge from Montreal heading to Saint Lambert and points beyond on the south shore. Photo, Philip R. Hastings M.D. Collection, California State Railroad Museum, Number 4147.



The McGill St. station on May 3, 1948. Note the old wye tracks in the foreground. Photo CRHA Archives, Fonds Corley.



The last car loads passengers (mostly rail enthusiasts) on June 19, 1955 for the last ride over the Victoria Bridge prior to abandonment of the M&SC's Montreal operations. Cars would continue to operate out of the St. Lambert terminal for sixteen more months. 326 was one of 6 cars that came to the M&SC in 1947 from the Niagara St. Catharines & Toronto Railway. They were originally built by Brill, for the Washington – Virginian Railway in 1917. Photo, Fred Angus.



A view inside the car 326 on its final run. Photo, Fred Angus.



The M&SC Station has a new lease on life as Restaurant Pizzaiolle, 600 rue D'Youville in Montreal. Photo Peter Murphy, 2005.

Les tramways-observatoires au Canada Canada's Observation Streetcars

Première partie Les P'tits Chars en or de Montreal

Part 1 Montreal's 'Golden Chariots'

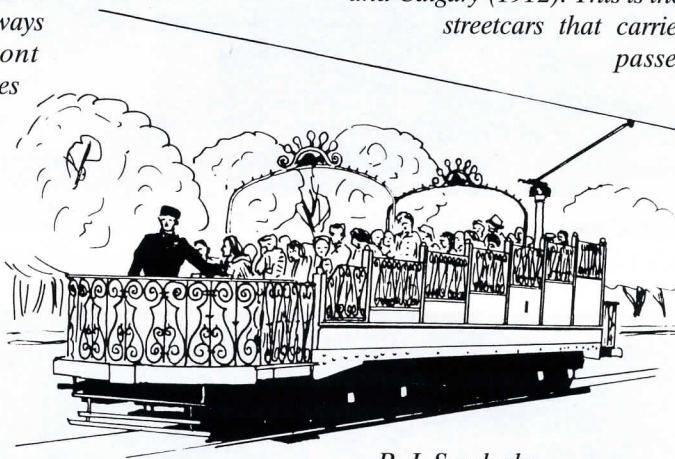
Par/By M. Peter Murphy
French version, Denis Vallieres
French editing, Michele Bourdeau

L'année 2005 marque le centenaire de l'inauguration du premier tramway-observatoire de Montréal. Des véhicules semblables furent aussi mis en service à Vancouver et à Victoria en 1909, à Québec en 1910, à Calgary en 1913 et à Edmonton en 1920. Voici l'histoire de ces tramways à vocation récréative qui ont transporté des milliers de touristes au cours du siècle dernier.

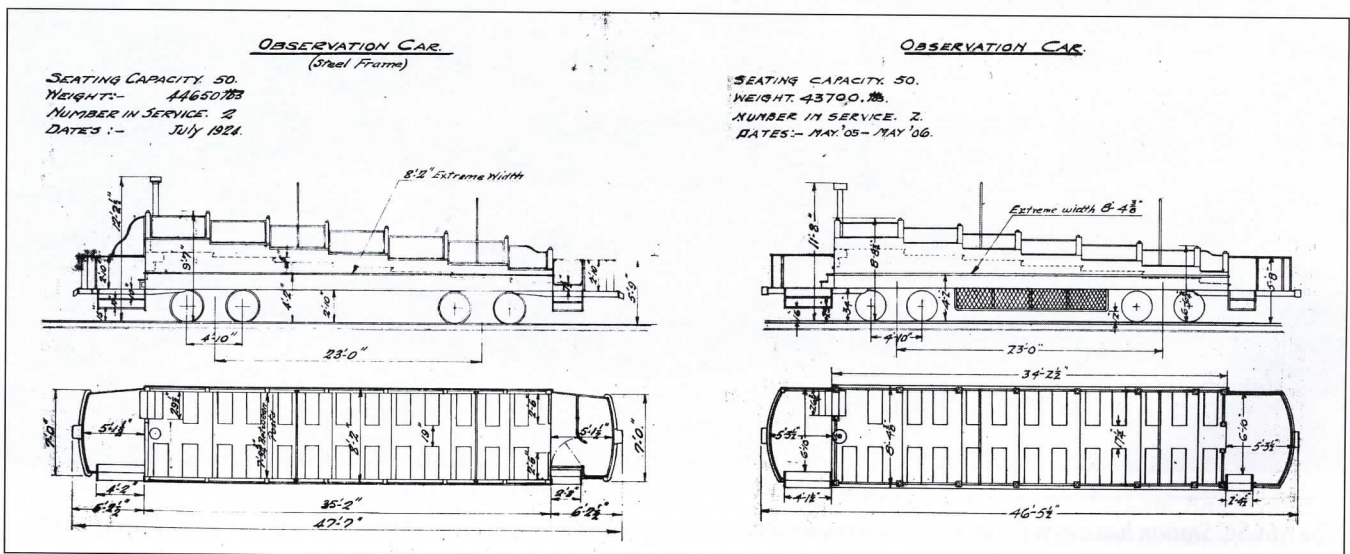
En 1904, M. D.E. Blair, assistant-directeur général de la Montreal Street Railway, visita la Louisiana Purchase Exposition à Saint-Louis au Missouri. On y avait installé un chemin de fer où on utilisait des voitures ouvertes comportant des sièges longitudinaux de chaque côté, disposés l'un derrière l'autre et orientés vers l'extérieur. Ces véhicules touristiques circulaient autour du terrain de l'exposition permettant ainsi aux visiteurs d'avoir un bon aperçu du site.

2005 marks the one hundredth anniversary of the introduction of Montreal's observation streetcar number one. Similar type cars were later introduced in Vancouver and Victoria (1909), Quebec City (1910), Edmonton (1920) and Calgary (1912). This is the story of these special service streetcars that carried thousands of sightseeing passengers from 1905 to the present day!

In 1904 Mr. D. E. Blair, then Assistant General Superintendent of the Montreal Street Railway attended the Louisiana Purchase Exposition in St. Louis, Missouri. There a sightseeing railway had been set up using open cars with longitudinal seats installed along each side arranged one behind the other facing outward. This sightseeing railway operated around the fair grounds thus giving the riders an overall view of the site.



R. J. Sandusky



À son retour à Montréal, M. Blair pensa qu'un tel type de voiture ouverte pourrait apporter une nouvelle source de revenus à sa compagnie. Il procéda au design d'un tramway ouvert avec doubles sièges orientés vers l'avant et disposés en paliers ascendants de chaque côté d'une allée centrale. La Montreal Street Railway débuta les travaux d'assemblage du véhicule à son atelier d'Hochelaga en 1904. Ce tramway, dont la structure était en bois, fut mis en service dès 1905. L'extrait qui suit, tiré du numéro d'août 1905 de la revue *Railway & Shipping World*, raconte l'événement.

On his return to Montreal, Mr. Blair thought that such an open type car could be an additional source of revenue for the company. He proceeded to design an open streetcar with double seats facing forward, arranged as risers with a centre aisle. The Montreal Street Railway proceeded to commence construction of the car at its Hochelaga shops in 1904. The wooden framed car was placed into service in 1905, the following short paragraph from the August 1905 *Railway & Shipping World* confirms the event:

D. E. Blair

D. McDonald

W. G. Ross



DELEGATES AT THE INAUGURAL MEETING OF THE STREET RAILWAY ASSOCIATION AT MONTREAL.

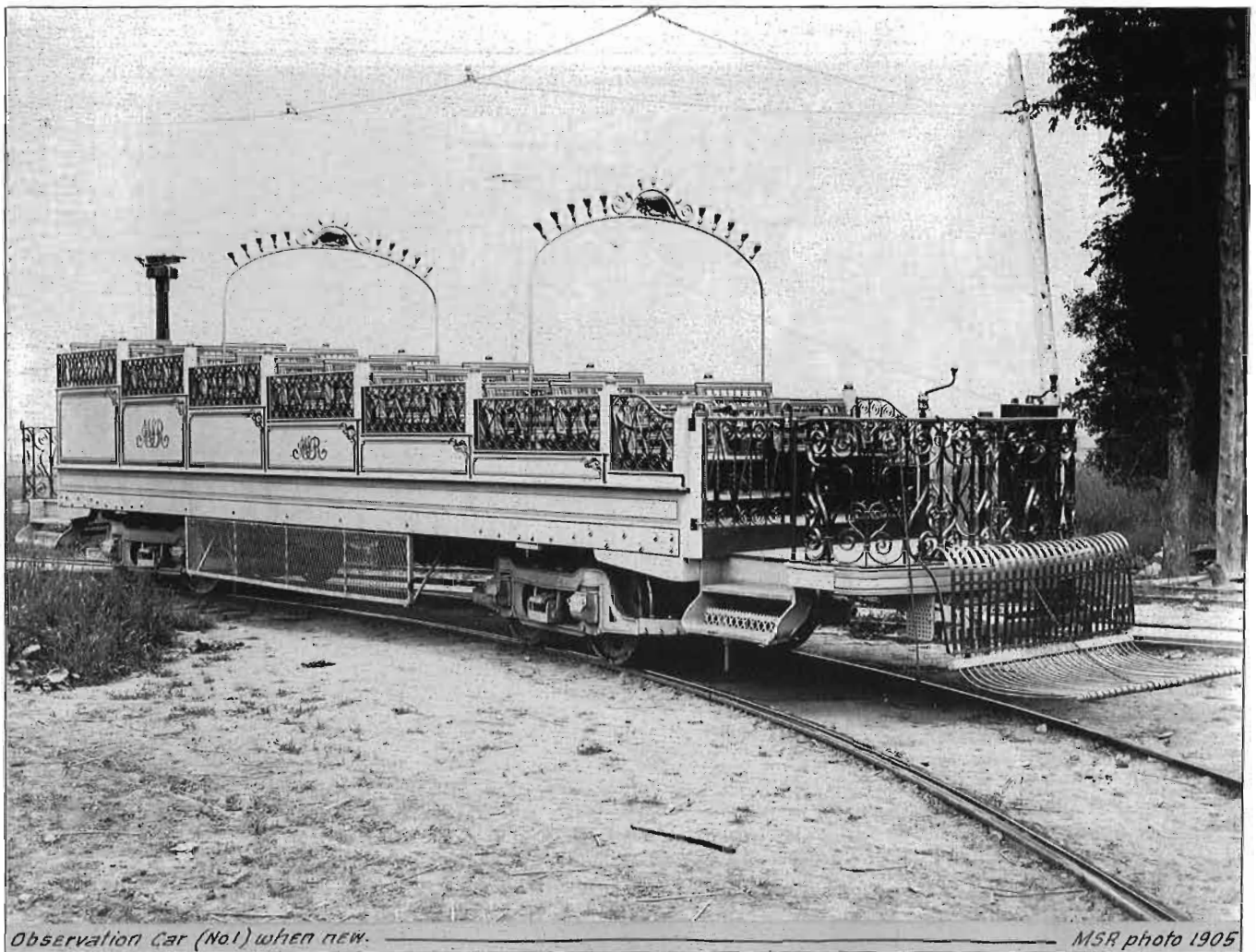
Front row from right to left—W. G. Ross, Managing Director Montreal Street Ry.; E. A. Evans, General Manager Quebec Ry., Light & Power Co. Second row—M. Neilson, C.E., Director St. John, N.B., Ry.; W. H. Moore, Assistant to the President, Toronto Ry.; C. E. A. Carr, General Manager London Street Ry.; Dr. S. Ritter Ickes, President Grand Valley Ry.; D. McDonald, Manager Montreal Street Ry. Third row—N. Graburn, Master Mechanic Montreal Street Ry.; Col. H. H. McLean, K.C., Director, St. John, N.B., Ry.; P. Dubee, Secretary Montreal Street Ry.; E. H. White, Cashier Hartford, Ct., Street Ry. Fourth row—L. Trudeau, Superintendent Montreal Street Ry.; D. Robertson, Montreal Street Ry.; R. J. Fleming, General Manager Toronto Ry.; W. Z. Earl, Manager St. John, N.B., Ry. Back row—E. A. Smith, Accountant Montreal Street Ry.; A. H. Royce, Vice-President Toronto Suburban Ry.; D. E. Blair, Superintendent Rolling Stock, Montreal Street Ry.; W. B. Brockway, Secretary-Treasurer Street Ry. Accountants' Association of America.

L'Association Canadienne des Réseaux Ferroviaires Urbains (remplacée plus tard par : l'Association Canadienne du Transport Urbain) fut fondée le 20 décembre 1904 et fut inaugurée à Montréal en 1905. Sur cette photo du *Railway Shipping World* de février 1905 nous apercevons : M.D.E. Blair, directeur du parc du matériel roulant, D. McDonald, gérant et W.G. Ross, directeur général, tous du "Montreal Street Railway". Ces messieurs ont tous un lien avec l'invention et l'exploitation des tramways-observatoires ainsi que des tramways "Pay-as-you-enter" (Payez à l'entrée) dont traite ce numéro du *Canadian Rail*. Les deux types de tramways fêtent leurs centennaires cette année. Photo : Archive ACHF, *Railway and Shipping World*.

The Street Railway Association (succeeded by the Canadian Urban Transit Association) was founded in 1904 and held its inaugural meeting in Montreal in 1905. In this photo from the February, 1905 issue of the *Railway and Shipping World* we see Mr. D. E. Blair; Superintendent Rolling Stock, D. McDonald, Manager and W. G. Ross Managing Director all of the Montreal Street Railway. These gentlemen were instrumental in the invention and operation of both the observation and pay-as-you-enter streetcars featured in this issue of *Canadian Rail*. Both types of streetcars celebrate their 100th birthday this year. Photo CRHA Archives, *Railway and Shipping World*.

« La Montreal Street Railway a mis en service sur son réseau un nouveau modèle de tramway-observatoire, pour lequel un brevet a été déposé. N'ayant pas de toit, le véhicule est complètement ouvert et comporte six rangées de sièges disposés en palier ascendant, de l'avant vers l'arrière, afin que tous les passagers puissent avoir une vue dégagée vers l'avant. L'entrée est située sur la plateforme avant et une large allée traverse le milieu du véhicule. Des lampes électriques sont fixées sur des tiges de cuivre en forme d'arche et disposées au-dessus du véhicule, comme l'illustre la photo ci-dessous. »

"The Montreal Street railway has placed in service on its line a new type of observation car, for which a patent has been applied for. The car is quite open, being without a top, and is provided with six rows of seats, that in front being the lowest and the others each somewhat higher, so that all passengers can have a full view of the street ahead. The entrance is at the front platform, and a broad aisle runs down the middle of the car. Electric lights are displayed on brass rails, arranged in the form of arches over the car. An illustration of the car appears below."



Observation Car (No 1) when new.

MSR photo 1905

Le tramway-observatoire (sans numéro) à l'état neuf en 1905. Photo: Archive ACHF, Fonds Binns.

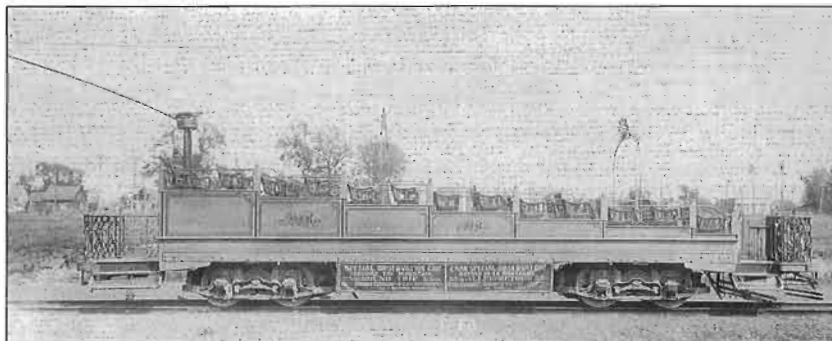
Montreal Street Railway observation car (no number) when new in 1905. Photo CRHA Archives, Fonds Binns.

L'objectif initial de l'utilisation de ce type de tramways était de proposer, pendant l'été, une excursion en plein air de 10 milles (16 Km) autour des deux montagnes, le Mont-Royal et le Mont Westmount. Comme le tarif n'était que de vingt-cinq cents, les tramways-observatoires suscitèrent l'engouement des Montréalais de sorte qu'un deuxième véhicule fut construit et mis en service en 1906. Le premier tramway

The initial objective of the cars was to provide riders with an open air summer rural 10 mile 'excursion ride' around the two mountains, (Mount Royal and Westmount mountain). With a fare of twenty five cents, Montrealers flocked to the car in such numbers that a duplicate car was constructed and placed into service in 1906. Until this time the original car carried no number, when the second car was introduced into service, the

ne portait pas de numéro, mais avec la venue d'un deuxième véhicule, on lui attribua le numéro 1, tandis que le second se vit attribuer le numéro 2.

original car was numbered 1 and the second car numbered 2.



Vue de côté du tramway numéro 1 (pas encore numéroté). Photo: Collection Daniel Laurendeau.

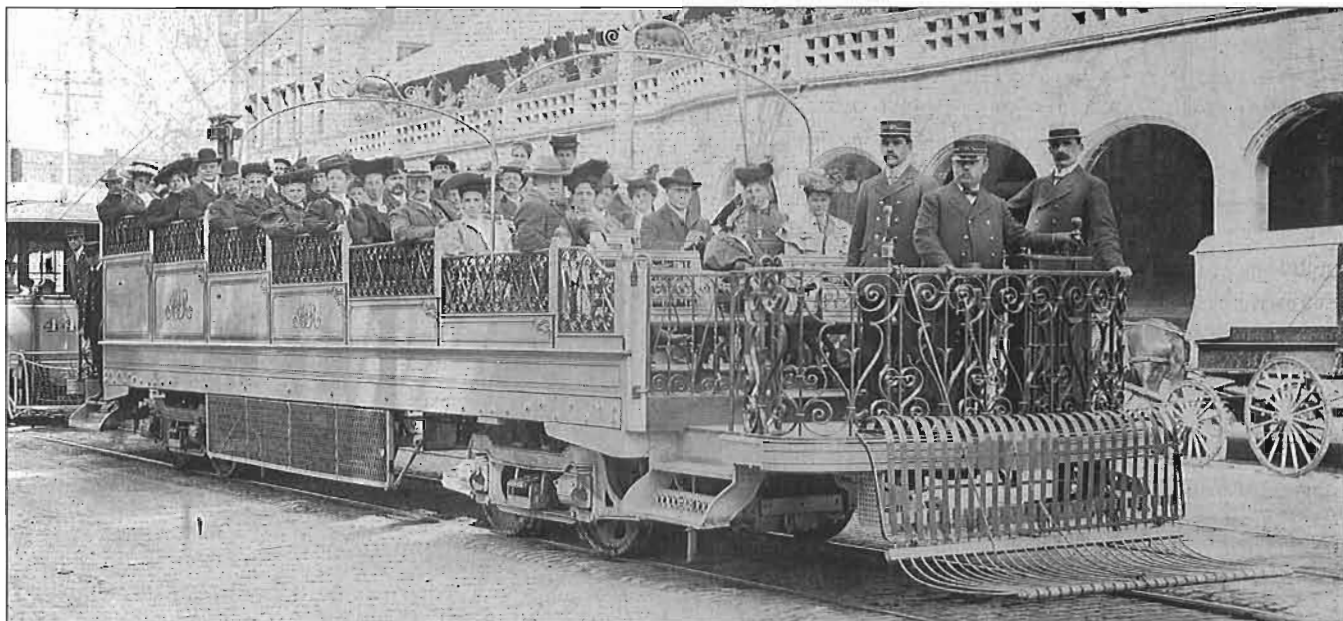
Broadside view of car No. 1 (as yet unnumbered). Photo Collection Daniel Laurendeau.

Ces véhicules inusités furent bientôt affectueusement surnommés les « P'tits chars en or » à cause de leur carrosserie couleur crème et de leurs parures en fer ornemental doré. Leurs itinéraires demeurèrent relativement inchangés au cours des années pendant lesquelles ils furent en service, tant avec la Montreal Street Railway qu'avec la Montreal Tramways Company.

Les tramways roulaient en boucle, dans le sens contraire des aiguilles d'une montre, en suivant le trajet qui suit : en direction Est sur la rue Sainte-Catherine, vers le Nord sur l'Avenue du Parc, vers l'Ouest sur la rue

These distinctive cars soon became affectionately known as 'Golden Chariots', with their cream body and gold decorative iron work, they were aptly named. Their route remained relatively unchanged throughout their MSR – MTC service life.

The cars operated in a counter clockwise loop: east on St. Catherine St., north on Park Avenue, west on Laurier and Cote Saint Catherine Road, south on Bellingham, west on Maplewood, south on Decelles, west on Queen Mary Road, south on Girouard, east on Sherbrooke, south on Greene (later Atwater) then again east on Saint Catherine Street.



Laurier et sur le Chemin de la Côte Sainte-Catherine, vers le Sud sur la rue Bellingham, vers l'Ouest sur la rue Maplewood, vers le Sud sur la rue Decelles, vers l'Ouest sur le Chemin de la Reine-Marie, vers le Sud sur la rue Girouard, vers l'Est sur la rue Sherbrooke, vers le Sud sur la rue Greene (maintenant Atwater), puis en direction Est une fois de retour sur la rue Sainte-Catherine.

Cette photo réalisée à partir d'un négatif sur plaque de verre (à noter : les fissures) est titrée : 'Canadian Press Excursion 1905 Montreal'. Comparez ce tramway avec celui qui le suit derrière ! Photo : Collection Daniel Laurendeau.

This photo made from a glass plate negative (notice the crack) is titled 'Canadian Press Excursion 1905 Montreal'. Compare this car with the regular open car following! Photo, Daniel Laurendeau Collection.

Quel plaisir de voyager à bord de ces tramways! La douce chaleur du vent d'été, la vue panoramique, le bruit et l'action du trolley ainsi que l'atmosphère touristique et détendue faisaient de ces ballades une expérience unique.

L'Electric Railway Journal leur consacra d'ailleurs un article intitulé « Un compte-rendu sur les tramways-observatoires à Montréal ». En voici un extrait.

« La Montreal Street Railway Company utilise deux magnifiques tramways-observatoires sur la ligne qu'on nomme le Tour-de-la-Montagne. Les véhicules roulent tous les jours en après-midi et en soirée, incluant le dimanche et les jours de fêtes, lorsque la température le permet. Ils partent de l'intersection des rues Peel et Sainte-Catherine à chaque heure mais arrêtent aussi à d'autres endroits à la demande des usagers. Le parcours traverse les sites les plus intéressants de la ville et du Mont-Royal. La durée est d'une heure et le coût, de 25 cents. Les véhicules sont entièrement ouverts et, grâce à la disposition des sièges en paliers, ils offrent aux passagers une vue complètement dégagée, quel que soit le siège qu'occupent ces derniers. Des lampes incandescentes colorées, installées sur les arches, rendent les véhicules attrayants pour les promenades en soirée. »

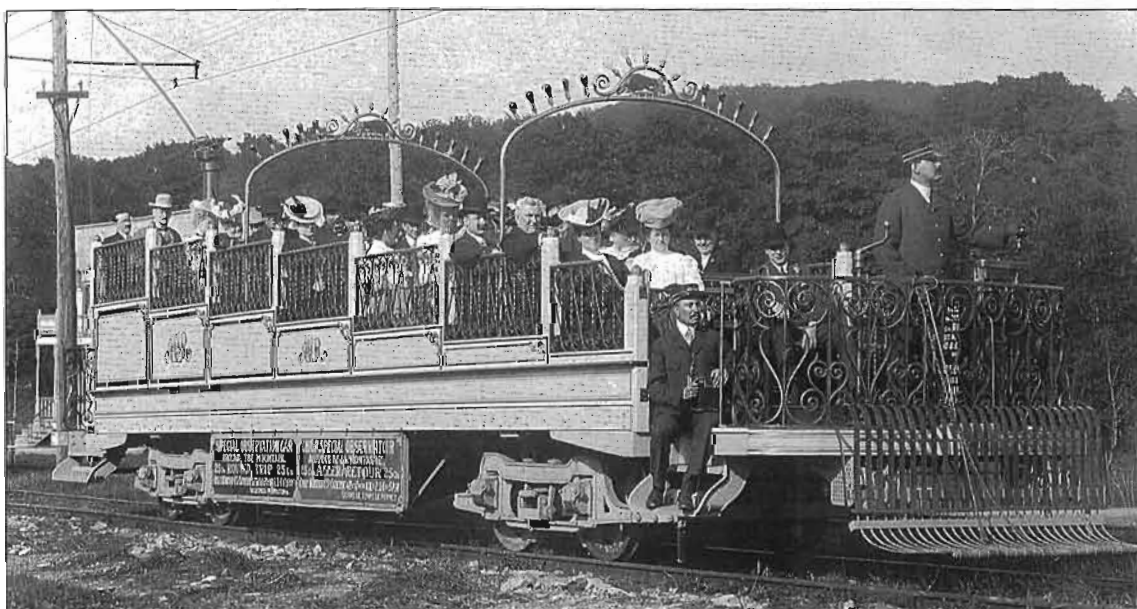
Le coût de construction de ces véhicules fut d'environ 5,500\$ chacun et le revenu total pour les mois d'été de 1906 atteignit 6,646\$, soit une moyenne de 3,323\$ par véhicule. Les salaires payés pour l'utilisation des deux véhicules s'établirent approximativement à 753\$. La moyenne des revenus pour une journée ordinaire était d'environ 45 cents du mille, mais pouvait atteindre 60 cents le dimanche et les jours de fête. Le coût d'entretien des véhicules était négligeable étant donné la courte période d'utilisation et le fait qu'ils avaient été très bien construits.»

Riding the cars was a unique experience, the warm summer breeze in your face, an unobstructed view in every direction, the sound and action of the trolley pole in plain view and everyone in a relaxed sightseeing mood!

The 1907 Electric Railway Journal carried an article titled 'Observation Car Results in Montreal':

“The Montreal Street railway Company operates two fine observation cars on what is known as the round-the-mountain-line. The cars run every afternoon and evening, Sundays and holidays, weather permitting. They pass the corner of Peel and St. Catherine Streets on the hour, but also stop at other points when signalled. The trip is through some of the most attractive parts of the city and then around Mt. Royal. The time is one hour, and the cost 25 cents. The cars are built entirely open, and this, with the steep arrangements of the seats, give the passenger an unobstructed view from any position. Arches of coloured incandescent lamps make the car attractive also for evening tours.

The construction of the cars was about \$ 5,500 each, and the total income for the summer months of 1906 was \$ 6,645, or about \$ 3,323 per car. The total wages paid for the operation of both cars was approximately \$ 753. The average income on ordinary days is about 45 cents per car mile, but as high as 60 cents on Sundays and holidays. As the cars have been in use but a short time, the costs of maintenance and repair has been negligible, and is likely to remain so for years to come because they are very substantially constructed.”



Le tramway-observatoire sur le côté nord de la montagne sur l'avenue Maplewood, qui était à ce moment là un droit de passage privé pour une voie secondaire. Photo : Collection Daniel Laurendeau

The observation car on the north side of the mountain on Maplewood Ave. which was then a private-right-of-way side-of-the-road operation. Photo Collection Daniel Laurendeau.

Au début des années 1920, les deux tramways-observatoires ne répondirent plus à la demande et deux autres véhicules, comportant cette fois une structure en métal, furent construits aux ateliers de Youville et mis en service en 1924. Ces véhicules, auxquels on attribua les numéros 3 et 4, étaient légèrement plus longs. En effet, ils mesuraient 47'7" (14,05m) tandis que les véhicules précédents, dotés d'une structure en bois, mesuraient 46'5" (13,95m). Les premiers véhicules pesaient 43,700 livres. (19,665Kg) alors que les derniers, dont le châssis était en métal, avaient un poids de 44,650 livres (20,092Kg).

Les deux premiers véhicules avaient chacun deux arches de cuivre sur lesquelles étaient installées 15 ampoules lumineuses colorées ainsi qu'un écusson en fonte représentant un castor. Les deux derniers avaient aussi deux arches, mais celles-ci n'étaient munies que de 5 ampoules blanches et ne comportaient aucun écusson. Mises à part ces différences minimes, les quatre véhicules avaient tous un aspect fascinant le soir, alors qu'ils poursuivaient leur chemin, transportant tant des touristes que des usagers locaux.

Dans le numéro du 24 septembre de la publication *Canadian Railway and Marine World*, on peut lire cette note : « *Un incendie s'est déclaré suite à un court-circuit électrique à bord d'un tramway-observatoire de la ligne du Tour-de-la-Montagne le 25 juillet dernier et 7 passagers furent blessés.* » On ne mentionnait pas lequel des quatre véhicules avait été impliqué dans cet incident.

En 1930, les quatre tramways furent équipés de freins rhéostatiques pour permettre leur utilisation sur la ligne de la Montagne, qui présentaient des pentes abruptes et des courbes prononcées. Le souci de la sécurité des passagers occupant la partie la plus élevée du véhicule, lorsque celui-ci franchissait le tunnel de 337 pieds creusé dans la montagne, empêcha leur utilisation régulière sur ce circuit. Néanmoins, ils y furent utilisés occasionnellement pour des excursions nolisées.

By the 1920's even two observation cars were not enough to handle the demand and two additional steel framed cars were built at the company's Youville shops and placed into service in 1924. These cars were numbered 3 and 4 and were slightly longer measuring 47' 7" versus the original wooden cars at 46' 5". The original wooden cars weighed 43,700 lbs., while the 1924 steel under framed cars weighed 44,650 lbs.

The original cars each had two brass arches on which 15 coloured light bulbs were installed along with a cast beaver crest. The latter two cars had the same two brass arches installed but with only 5 white light bulbs and no beaver crests.

Despite the minor differences, all four cars were a stunning sight at night as they plied their route loaded with tourists and locals alike.

This note appeared in the September 1924 issue of *Canadian Railway and Marine World*: "*Montreal Tramways Co's round-the-mountain observation car caught fire from a short circuit, July 25, and 7 passengers were injured.*" They didn't report which car it was.

All four cars were equipped with dynamic brakes in 1930 to permit their operation on the Mountain line, where steep grades and sharp curves governed. Safety concerns for passengers at the higher levels (rear seats) when going through the 337 foot long tunnel precluded their use in regular service. They were nevertheless sometimes operated there in charter excursion service.

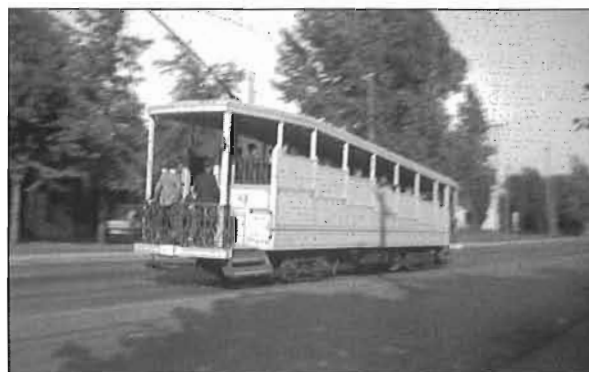
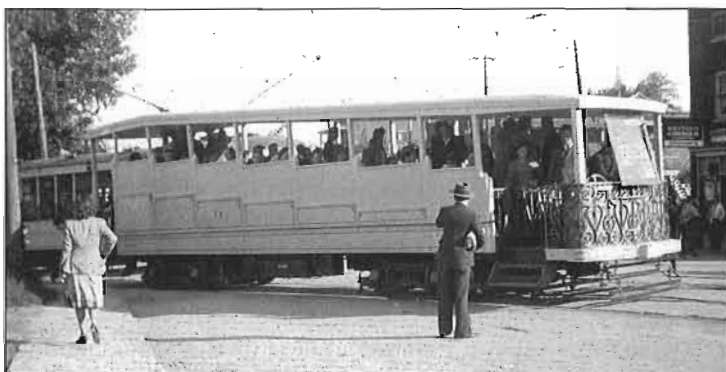


Vue du siège d'un passager sur un tramway-observatoire à l'intersection de l'Avenue du Parc et de la rue Prince Arthur; c'était la meilleure façon de voir la ville ! Photo par Gabriel Dupuis, Collection Daniel Laurendeau.

A passengers eye view from the observation car on Park Avenue at Prince Arthur; there was no better way to see the city! Photo by Gabriel Dupuis, Collection Daniel Laurendeau.

Le service de tramway-observatoire fut offert sans interruption pendant les saisons estivales de 1905 à 1943; puis on le suspendit en raison de la Seconde Guerre Mondiale. Les bogies et les équipements électriques furent retirés des quatre tramways, puis installés sur des véhicules numérotés de 1175 à 1178 et fabriqués en catastrophe pour être mis rapidement en service pour le temps de la guerre. À la fin de la guerre, en 1945, on installa des roues de 30 pouces (1m) sur les tramways-observatoires et ceux-ci retrouvèrent aussitôt leur vocation première.

Observation car service continued uninterrupted in the summer months from 1905 to 1943 when service was suspended because of the war. The trucks and electrical gear was removed from the four cars and installed on home built cars 1175 to 1178 which were pressed into wartime service. The observation cars were refitted with 30 inch wheels in 1945 and placed back into service.



Pour une courte période en 1943, le tramway numéro 3 fut affublé de côtés et d'une toiture afin d'accroître le nombre d'usagers sur les tramways faisant la navette vers le site du Noorduyn Aircraft sur le Chemin des Bois Francs (à l'extérieur de la ligne de Cartierville). L'expérience fut de courte durée et ces clichés, pris le 7 juin 1943 sont les seuls connus. Photos : Courtoisie de Anthony Clegg.

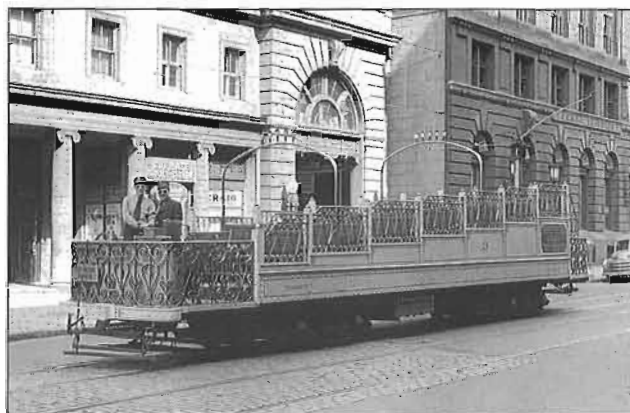
For a short time in 1943 car No. 3 was outfitted with sides and a roof to augment the regular cars shuttling workers to the Noorduyn Aircraft Plant on Bois Franc Road (off the Cartierville line). This experiment was short lived and these views, taken on June 7, 1943 are the only ones known to exist. Photos courtesy Anthony Clegg.

À la fin des années 1940, un second circuit fut ajouté afin de mieux servir les résidents vivant à l'Est de la ville. Le trajet était le suivant : en direction Est sur la rue Sainte-Catherine, vers le Nord sur la rue Delormier, vers l'Ouest sur la rue Mont-Royal, vers le Nord sur l'Avenue du Parc (chevauchant le premier circuit), puis en direction Sud sur le Chemin Côte des Neiges et sur la rue Guy jusqu'à la rue Sainte-Catherine. Deux tramways étaient normalement assignés à chacun des circuits. Le circuit d'origine fut nommé « Parc Avenue - Snowdon » et le second, « Parc Lafontaine - Côte des Neiges ». Ce dernier parcours fut annulé à la fin de la saison 1954, suite à l'abandon de la ligne Côte des Neiges.

In the late 1940's a second route was established to better serve the residents in the east end of the city. This route went east on Saint Catherine, north on Delormier, west on Mount Royal, north on Park Avenue (overlapping the original route), then south on Cote des Neiges and Guy St. to Saint Catherine Street. Usually two cars were assigned to each route. The original loop was designated *Park Avenue - Snowdon*, the second loop was called *Park Lafontaine - Côte des Neiges*. This route was discontinued at the end of the 1954 operating season because of the abandonment of the Cote des Neiges line.

Photo prise en avant du terminus Craig du tramway-observatoire numéro 3 le 4 septembre 1949. À droite, se trouve le siège social de la MTC dans l'édifice identifié "Power Building". Photo : Courtoisie de William D. Middleton, négatif no. C-115

Observation car No. 3 was captured in front of the Craig Street Terminus on September 4, 1949. The MTC Head Office is the 'Power Building' to the right of the photo. Photo courtesy William D. Middleton, Negative No. C-115



Contrairement aux tramways construits pour d'autres villes canadiennes, ceux de Montréal n'eurent jamais de dais ou de toile pour abriter les passagers de la pluie ; ils avaient cependant des toiles pour protéger les sièges vides des intempéries. S'il pleuvait, on donnait des correspondances pour le service régulier aux passagers et le tramway-observatoire était aussitôt dirigé vers le hangar le plus près. En 1954, on installa des pare-brises sur les tramways pour protéger le conducteur du vent et de la pluie, mais ceux-ci affectaient l'apparence du véhicule et ils furent retirés un peu plus tard.

Unlike some of the cars built for other Canadian cities, the Montreal cars never had a canopy or tarpaulin for passenger protection against the rain (they did have a service tarpaulin to protect the empty seats from the rain). If the rains came, the passengers were given a transfer to a regular car and the observation cars headed to the nearest car barn. Windshields were installed on the cars in 1954 to protect the motorman from wind and rain, that detracted from their appearance and were later removed.




Tramway numéro 1 rempli de touristes, pendant les derniers temps sur la rue Sainte-Catherine. Photo : Collection de Dave Shaw via Daniel Laurendeau.

Car No. 1 in later years on Saint Catherine street with a full load of sightseers. Photo Collection of Dave Shaw via Daniel Laurendeau.

Au cours des années 1950, alors que les tramways étaient remplacés par des autobus, quelques modifications furent apportées aux itinéraires pour répondre aux besoins des circuits du réseau. Le service régulier des tramways-observatoires fut aboli à la fin de la saison estivale de 1957. Ces tramways furent alors entreposés tout en demeurant disponibles pour des excursions nolisés et ce, jusqu'au 30 août 1959.

As tram lines were converted to buses in the 1950's some route modifications were made to accommodate the 'loop' operation. Regular observation car service was discontinued at the end of the 1957 season. All cars were put into storage but were still available for charters right up to the end of service on August 30, 1959.

*** Dernière occasion !**
 un des fameux
"TRAMWAYS OBSERVATOIRES"
 1905-1958
 *Disponibles pour voyages
 en groupe seulement



*** Your last chance!**
 one of Montreal's famed
"GOLDEN CHARIOTS"
 1905-1958
 *Available only for organized groups
 on a charter basis

AU cours de l'été 1958 et jusqu'à la fin d'août, les fameux "tramways observatoires" de la Commission de transport de Montréal, les trams électriques les plus célèbres du monde, pourront être loués par des groupes organisés de touristes, par des représentants de sociétés reconnues, par des participants à des congrès ou encore par des bureaux de direction d'œuvres au caractère civique ou charitable.

Les tramways devant disparaître vers le début de septembre de la rue Bleury et de la ville d'Outremont, ce service ne pourra plus être exploité dans les années à venir. Profitez au moins une dernière fois de ce "retour dans le passé", qui nous reporte au moment de la mise en service du premier tramway observatoire, en 1905.

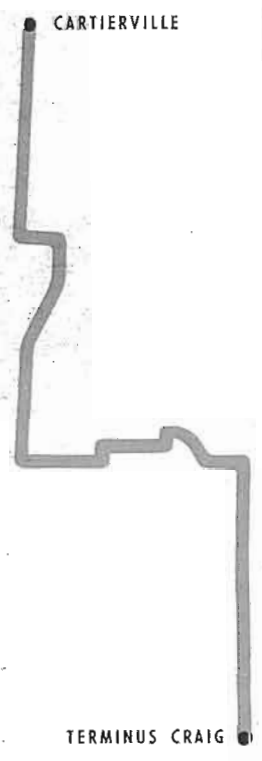
Une occasion de divertissement toute spéciale pour des groupes d'orphelins, de jeunes infirmes, de cadets de l'air, de l'armée ou de la marine, de scouts, etc. . .

DURING the Summer of 1958, up to the end of August, the now famous Observation Cars of the Montreal Transportation Commission, the most renowned street-cars in the world, may be chartered by organized groups of tourists, by recognized societies, delegates at conventions or by the executive of civic or charitable associations.

As street-cars will be replaced by buses on Bleury street and within the limits of the City of Outremont by the end of August, this type of service will not be available after this year.

Why not take advantage of a pleasant ride by street-car; it may be your last chance!

A very enjoyable form of recreation for orphans, crippled children, air, army or sea cadets, boy scouts, girl guides, etc. . .



PARCOURS

Du terminus de la rue Craig à la gare de Cartierville, et retour, en tout 25 milles de croisière en plein air.

Capacité des trams : 50 passagers.
 Prix uniforme de la location : \$40,00

Pour réserver l'un de ces véhicules, s.v.p. communiquez avec le "service de la location", 121 avenue, rue Craig, ou au téléphone : UNiversity 1-1611.

ROUTE

From Craig Street Terminal to Cartierville Station and back, in all, 25 miles of open air cruising.

Tramway capacity : 50 passengers.
 Charter Price : \$40.00

In order to reserve one of these vehicles, please communicate with "Charter Service", 121 Craig Street West, or call : UNiversity 1-1611

NOTES HISTORIQUES

- Le premier tramway observatoire, fruit de l'imagination d'un Montréalais, a été mis en service au début de l'été de 1905. Un autre a été construit en 1906 et deux en 1924.
- Modernisés à l'occasion au point de vue mécanique, ces tramways demeurent cependant fondamentalement les mêmes. Toutes les composantes visibles du "numéro 1", par exemple : sièges, poteaux de bois, garnitures métalliques décoratives, etc., sont ainsi âgées de 53 ans.
- Les quatre tramways observatoires de Montréal doivent terminer leurs jours dans des musées, au Canada et à l'étranger, ce qui veut dire qu'ils demeureront virtuellement immortels.

HISTORICAL NOTES

- The first Observation Car was designed by a Montrealer, and was constructed in our shops and placed in service in the Spring of 1905. A second car was built in 1906 and two additional cars were also put into service in 1924.
- Improvements were made to keep pace with mechanical developments, but the basic principle has remained the same. All visible component parts of "No. 1", for example, seats, overhead metal structures and decorations, have remained the same for the last 53 years.
- These four Observation Cars will be relegated to museums, in Canada and other countries, and will thus remain famous for all time.

COMMISSION DE TRANSPORT DE MONTRÉAL
MONTREAL TRANSPORTATION COMMISSION
 UNiversity 1-1611

(Autobus à louer pour toutes occasions)
(Buses for rent for every occasion)

Malgré leur popularité croissante au cours des années, les tramways-observatoires ne suscitèrent jamais l'intérêt au sud de la frontière canado-américaine. Pendant la canicule, l'absence de toit sur les tramways-observatoires pouvait causer un certain inconfort chez les passagers, surtout s'ils étaient pris dans un bouchon de circulation. C'est sans doute la raison pour laquelle ils ne furent jamais adoptés dans les régions situées plus au Sud, où le climat est plus chaud. Des tramways-observatoires à toit ouvert furent cependant construits et utilisés en Europe et quelques véhicules sont probablement encore en service à Prague. Toutefois, les tramways européens ressemblaient davantage aux tramways de la ville de Québec qu'à ceux de la ville de Montréal.

Despite their popularity over the years they never gained favour south of the border. Open top observation cars were built and did operate in Europe, some for example still probably operate in Prague. These are patterned more after the Quebec City type cars than those of Montreal. Despite being 'open topped', they could be uncomfortable on a sunny hot summer day especially if caught in traffic, perhaps this is why they were never introduced in southern climates.



Le 30 août 1959, dernière journée des tramways à Montréal, le tramway-observatoire numéro 2 amène un groupe de dignitaires dans le défilé cérémoniel de clôture. Photo: Archive ACHF, Fonds Binns.

August 30, 1959, the last day of streetcar service in Montreal observation car No. 2 (along with the others) carried a full load of dignitaries in the final ceremonial parade. Photo CRHA Archives, Fonds Binns.

Heureusement, les quatre tramways-observatoires de Montréal ont été préservés. Les tramways numéros 1 et 3 sont exposés à Exporail : le tramway numéro 1 est stationnaire, mais le tramway numéro 3 est opérationnel. Celui-ci fut d'ailleurs prêté au Glenbow Museum pendant un certain temps et il fut utilisé sur le site de ce musée à Calgary en Alberta. Ce tramway revint à Exporail en 1991. Quant au tramway numéro 2, il est utilisé au Seashore Trolley Museum de Kennebunkport dans le Maine, tandis que le tramway numéro 4 se trouve au Connecticut Electric Railway Association Museum à Warehouse Point au Connecticut. Actuellement, trois des quatre tramways remplissent encore leur fonction d'origine, c'est-à-dire le transport de passagers sur un circuit touristique en plein air. Le vieux tramway d'origine, doté d'une structure en bois, est maintenant centenaire et arbore toujours le numéro 1. Il fait partie de la nouvelle exposition permanente d'Exporail à Saint-Constant au Québec.



Denis Maille est au contrôle du tramway-observatoire numéro 3 roulant sur le circuit d'Exporail. Les quatre tramways-observatoires de Montréal ont tous été préservés. Photo : Peter Murphy.

Observation car No. 3 still plies the rails at Exporail shown here with Denis Maille at the controls. All four of Montreal's observation cars have been preserved. Photo, Peter Murphy.

La Montreal Street Railway et, par la suite, la Montreal Tramways Company furent des innovateurs et des chefs de file dans l'industrie du tramway en Amérique du Nord. La conception et l'utilisation de ce type de tramway touristique constituent un autre témoignage de l'ingéniosité de ces deux compagnies.

Sources :

Montreal's Electric Streetcars, Richard M. Binns, Railfare, 1973.

Railway & Shipping World, août, 1905.

Streetcars of Montreal, Fred Angus-Olive Irwin Wilson, 1995.

Street Railway Journal, 1907 (Traction Heritage, réédition).

Archives de l'ACHF, Josée Vallerand, archiviste, fonds Binns.

The Montreal Street Railway and subsequently the Montreal Tramways Company were innovators and leaders in the North American street railway business. The conception and operation of these types of cars is just another testimonial to the ingenuity of the MSR and MTC.

References:

Montreal's Electric Streetcars, Richard M. Binns, Railfare, 1973.

Railway & Shipping World, August, 1905.

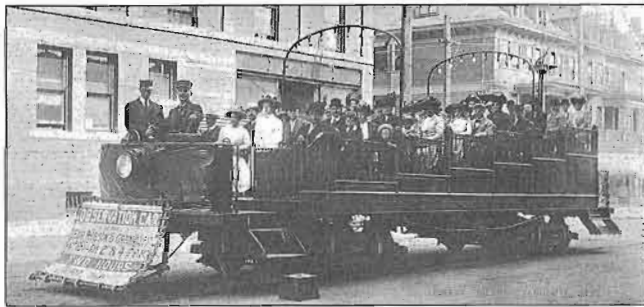
Streetcars of Montreal, Fred Angus – Olive Irwin Wilson, 1995.

Street Railway Journal, 1907 (Traction Heritage Re-print) CRHA Archives, Josee Vallerand, Archivist, Fond Binns.

Part 2 Vancouver and Victoria's Observation Cars

By Henry Ewert

Bought by B. C. Electric from the Montreal Street Railway for a mere 25 cents, its sightseeing street car plans, drawn up by Montreal's D. E. Blair, were quickly put into the hands of B. C. Electric's car builders in its state-of-the-art shop in New Westminster, B.C. The result were two strikingly-beautiful 'Montreal' type sightseeing vehicles numbered 123 and 124. These cars were varnished dark green with gold leaf and black paint detailing, they began delighting tourists and locals alike in Victoria (123) and Vancouver (124) in July, 1909.



B. C. Electric observation car in Vancouver B. C., note the left-hand-rule-of-the-road loading indicating that the photo was taken prior to 1922. Photo Collection Daniel Laurendeau.

"Of the rubber neck variety", explained Victoria's "Colonist" newspaper, it has "seats arranged in tiers, one rising above the other, without a canopy and entered from the rear, with an aisle down the centre." It was a party on wheels, even two arches of lights twinkling in the dusk over the stepped-up seat levels on evening trips. With 50 permanent seats and a dozen or so folding seats to fill the aisle and splendid-riding Brill 27 E11/2 trucks, these cars offered sightseeing without peer anywhere in the world (except perhaps Montreal). The conventional open-sided street cars used in both cities for sightseeing could now be relegated to lesser tasks.

Throughout the years, B. C. Electric published numerous superbly-produced brochures extolling the delights of sightseeing. The company's 1910 advertising promised: *A three-hour ride through all the principal business and residential sections of Victoria traversing the route to the Gorge with its unrivalled scenic attractions, parks and rushing tidal waters; Oak bay, with a grand view of the Straits, dotted with many beautiful islets; Esquimalt, with its dry-dock and splendid harbour, where you will obtain a magnificent marine view, the show capped Olympians in the background. A stop-over is made at each at each of the aforementioned lovely points.* The whole trip is full of interest from start to finish. FARE 50 CENTS! Two trips

left the corner of Government and Yates streets daily.



This photo of B. C. Electric car 124 was taken on July 2, 1927, "Teddy" Lyons Conductor. Photo Collection Peter Murphy.

B. C. Electric's 1920 Vancouver brochure promoted sightseeing on cars 123 (lack of ridership in Victoria had sent it to Vancouver in 1919) and 124 with exuberance:

The scenic trip of the B. C. Electric Observation Cars should be taken if you have two hours or two weeks to spend in Vancouver. For its genuine entertainment, its magnificent views, its comfort and convenience, it has no peer:

From the time you leave Robson and Granville, a stone's throw from the Hotel Vancouver, you are sent from one thrill to another as you see Vancouver at work and at play from the vantage point of the terraced seats of the Observation Car.

The route taken is through industrial sections, residential suburbs, Japanese quarter, and on out to beautiful Point Grey, Kerrisdale and Shaughnessy Heights. From the Heights you obtain an unobstructed panorama of Vancouver; the Gulf of Georgia, the delta of the Fraser, and occasionally a view of Mount Baker, 90 miles away.

The cars leave Granville and Robson at 10 AM, 2, 4, 7:30 PM daily (season May to October), with a twilight trip at 9:15 PM when possible. The twilight trip is especially delightful.

Dick Gardner, a magician and musician, functioned as conductor / guide on the sightseeing cars from 1925 to 1950, Teddy Lyons from 1910 to 1950. The company's elaborate early-1930's brochures, "Seeing Vancouver by B. C. Electric Observation Car," began their effusive description in the following fashion:

Let's take a trip with Teddy Lyons and see Vancouver from the B. C. Electric observation car. Having breakfasted well, as all good visitors should, we are in the right frame of mind to enjoy a ride, and, at the same time, to

see just what Vancouver has to offer in the way of sights and attractions.

It is a brilliantly painted vehicle—a very car of triumph, with its tiers of seats in the open giving us the novel sensation of being part of a festival parade as we start out. We are to learn before the end of the 20 mile run—two hours of riding—that it is more than a mere streetcar ride. It is an institution which has been on the itinerary of many hundreds of thousands who have visited these parts.

B. C. Electric even published a booklet entitled “Jokes—by Teddy Lyons, Conductor, B. C. Electric Observation Car.” One example: “A fellow met a girl in a revolving door and has been going around with her ever since.” All along the observation car’s route, local residents of a variety of ages greeted riders with musical, gymnastic, literary, and even animal performances. In addition, a photo of the car and its passengers would be taken early in the trip by a professional photographer, Harry Bullen, for sale and distribution near its journey’s end.



Views of each of the two B. C. Electric observation cars, No. 123 in 1950 and No. 124 in 1940. Photos courtesy GTC Collectibles, Stan Styles Collection, Negative BCE-124-1 and BCE-123-1 respectively.

Some reworking of the two cars had been necessary when the rule of the road had been changed from left to right hand drive on January 1, 1922, and a new paint scheme, a glorious carmine red with ivory trim, had been instituted by the B. C. Electric for all its passenger vehicles in 1926. In the company's system-wide "inventory of property," completed on June 30, 1939, cars 123 and 124 each received a valuation of \$ 6,064.50. Both cars had a length of 45 feet 9 1/2 inches; however car 123 used four Westinghouse 101-D2 motors and weighed 36,500 pounds, while car 124 used four General Electric 67 motors and weighed 35,200 pounds.

The end of B. C. Electric's street car operation to Stanley Park made it a certainty that 1950's summer would see the last of the observation cars; there was simply not enough track left for running a viable sightseeing circuit. Sunday, September 17, was the last day, with car 124 the only one of the two in service, 123 having run its last tours on the previous weekend. After the final Sunday trips, at 10 a.m. and 2 p.m., from Cambie and Hastings streets, car 123 did appear, decorated for the occasion, to take a party of company and civic officials at 4 p.m. for a thirty minute excursion through the downtown area.

The B. C. Electric made a concerted effort to save car 124 for posterity, but the City of Vancouver, officially, was only bemused and certainly not interested. Both cars were scrapped at the company's Kitsilano shop in February 1951, car 123 on the 26th., and car 124 on the 22nd.

Vancouver Sun newspaper columnist Jack Scott reflected that a trip on car 123 or 124 "was not so much a sightseeing run as it was a tour of personal triumph for Teddy Lyons and, for the passengers, a sharing in the reflected glory. Pedestrians and cops on the corner waved their greetings. Motorists thumbed their klaxons in salute. Small children and large dogs ran alongside. So it went and before you'd gone a mile you were bathed in a glow of goodwill, fellowship and the wonder at what appeared to be the friendliest town—and certainly the most beautiful—of any in the wide world."

So ended the observation streetcar era in Vancouver on Sunday, September 17, 1950.

Henry Ewert is the author of *The Story of the B. C. Electric Railway Company* published by Whitecap Books, 1986.





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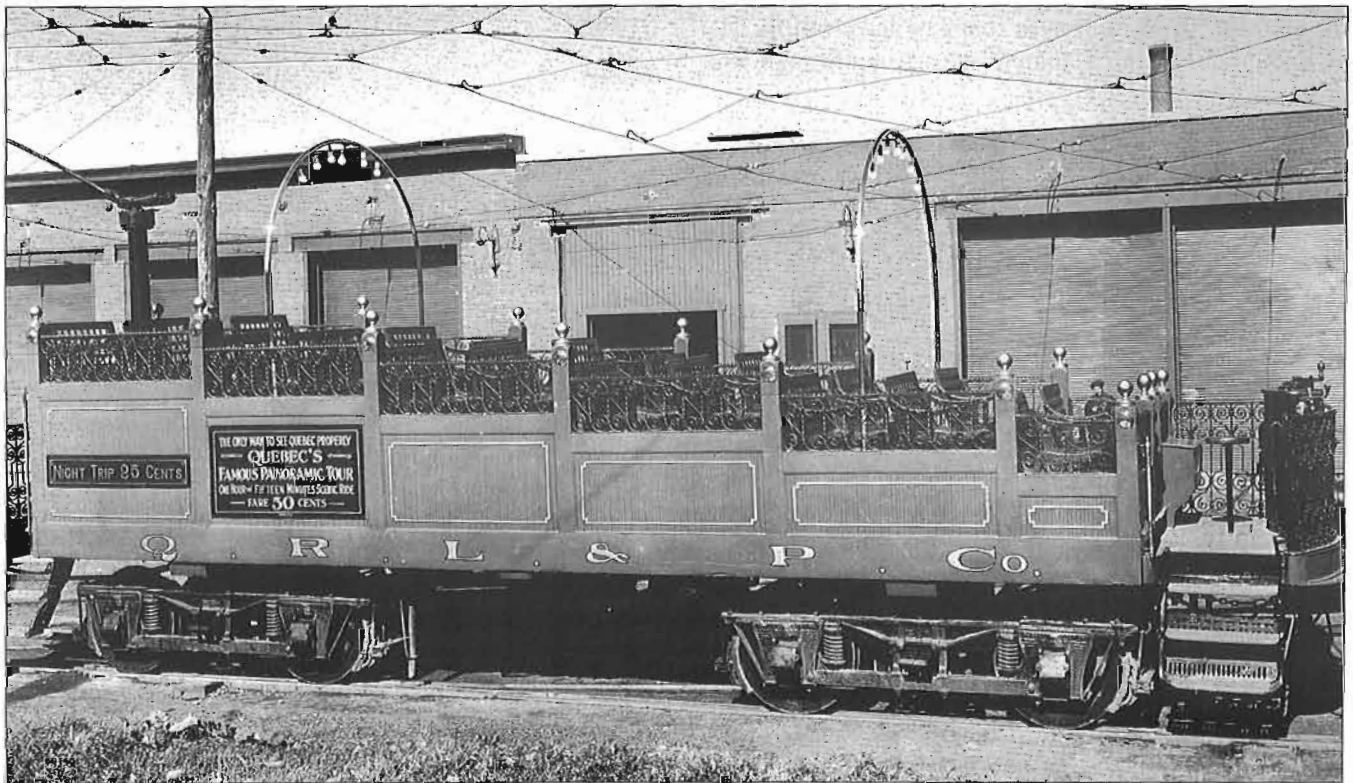
Troisième partie Ville de Québec

Part 3 Quebec City's 'Tramways-Observatoire'

Par/By Jacques Pharand
French version, Denis Vallieres
French editing, Michele Bourdeau

La ville de Québec eut aussi ses tramways-observatoires. Charles E. Carr, gérant général du *Montreal Park & Island Railway*, qui avait déménagé à Québec en 1909 pour y occuper une fonction similaire, avait été témoin du succès des tramways-observatoires de Montréal. Il en fit donc construire deux en catimini. Il présenta officiellement le premier à la presse le 18 juin 1910. Le second entra en service le 20 mai 1911.

Quebec City also had its own version of the observation cars. Charles E. Carr, a former *Montreal Park & Island Railway* General-Manager who had moved to carry out similar functions in Quebec City in 1909, had the opportunity to witness the success of observation streetcars in Montreal. He had two of them built almost as a covert operation and formerly introduced the first one to the Press, on June 18, 1910, the second entered service on May 20, 1911.



Un tramway-observatoire de Québec photographié à l'extérieur des Ateliers de Limoilou, date inconnue. Photo : Archives Canada PA 149520.

Quebec's observation car photographed outside the company's Limoilou Shops, date unknown. Photo Public Archives of Canada PA 149520.

Les deux véhicules ressemblaient à ceux de Montréal en ce qui a trait à l'aménagement des sièges, mais ils différaient sur d'autres points. Les tramways partaient d'un embranchement près de l'hôtel du CPR, le Château Frontenac, puis ils empruntaient, sans s'arrêter,

The two cars had a vague resemblance with the Montreal ones, in terms of seating arrangement, but there ended the similarity. The cars departed from a spur built next to the CPR's Château Frontenac Hotel and then rode non-stop around the Upper and Lower Town city

les lignes de la Haute-Ville et de la Basse-Ville. Ceci permettait au contrôleur d’agir comme guide touristique dès le départ du tramway. Il se tenait près du conducteur et utilisait un mégaphone pour donner des renseignements sur les endroits dignes d’intérêt situés tout au long du parcours. Cependant, peu de citoyens se montrèrent intéressés par ces tramways; en effet, en utilisant judicieusement les correspondances, ils pouvaient parcourir le même circuit pour aussi peu que cinq cents, évitant ainsi de payer les 25 cents exigés des touristes.

Contrairement à ceux de Montréal, ces deux tramways comportaient des toiles longitudinales que l’on déployait par mauvais temps. L’horaire était conçu de façon à atteindre le terminus de la division Saint-Paul des tramways interurbains juste à temps pour permettre aux touristes intéressés de monter à bord du tramway-interurbain du QRL&P qui les amenait à la basilique de Sainte-Anne de Beaupré, supprimant ainsi le service de navette qui existait auparavant entre ces deux endroits.

Le parcours complet du circuit ne pouvait se faire que de jour et durait 1 heure 45 minutes. Le soir, le parcours était limité au secteur de la Haute-Ville, réduisant ainsi sa durée de 30 minutes, mais sans que le tarif en soit diminué pour autant.



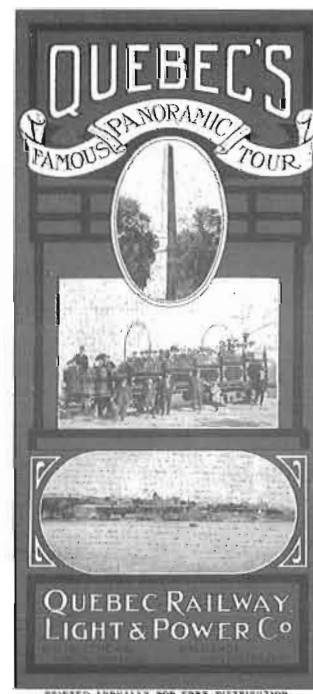
Le tramway-observatoire du QRL&P rempli de touristes, photographié devant le Château Frontenac en juillet 1925. Photo : Archives Canada PA 121354.

QRL&P observation car fully loaded photographed outside the Chateau Frontenac in July 1925. Photo Public Archives of Canada PA 121354.

Ces tramways faisaient l’objet de critiques de la part des cochers des voitures hippomobiles et des marchands de la rue Saint-Jean. Les premiers se sentaient victimes d’une compétition déloyale tandis que les seconds voyaient passer des touristes sans que ces derniers aient la possibilité de descendre pour visiter leurs boutiques.

lines. This allowed the conductor to double up as a tourist guide once the cars had departed, standing next to the motorman and using a megaphone, to indicate points of interest to tourists along the route. Few residents showed any interest at all, the same tour being available for a mere five cents by judicious use of the transfers issued, instead of the 25 cents collected from tourists for the same ride.

Contrary to Montreal, both cars sported a longitudinal tarpaulin that could be deployed in case of inclement weather. Departures were cleverly scheduled to reach the St. Paul interurban division terminus, in time to board the QRL&P’s interurban cars heading for the Ste. Anne de Beaupré basilica, for those tourists that wanted it, thusly abolishing the previous shuttle service between both points. The whole network tour took an hour and 45 minutes to complete, but during daytime only. At night, the ride was limited to the Upper Town circuit, which cut half an hour from the daytime tour, but without a comparative fare reduction.



Promotional booklet issued by the QRL&P in 1913, Collection Fred Angus.

The cars were actually quite despised by both horse-drawn cabs operators and merchants on St. John Street alike. The former considered it an unfair form of competition, while the latter saw the cars pass by their stores without stopping to allow the tourists to shop.

En 1912, le circuit fut prolongé jusqu'à Sillery et le tarif augmenta en conséquence. À partir de ce terminus, pour un montant additionnel de cinquante cents, les passagers pouvaient monter à bord d'un autobus spécial, et aller admirer le splendide pont de Québec qui enjambe le fleuve Saint-Laurent.



Même endroit, cette fois-ci avec la toile installée. Photo : Courtoisie du regretté Stephen D. Maguire

Same location, this time with the 'top up', Photo courtesy the late Stephen D. Maguire.

Les deux tramways-observatoires, de couleur marron, furent retirés de la circulation le 4 octobre 1947, à peine 7 mois avant que les tramways de la ville ne cessent toute activité, soit le 26 mai 1948. Ils furent détruits peu de temps après.

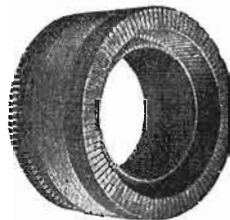
Jacques Pharand est l'auteur de *Les Tramways de Québec*, publié par Les Publications MNH et disponible à la boutique d'Exporail.

In 1912, the route was extended to Sillery and the fare doubled accordingly. From that latter terminus, an additional fifty cents allowed the passengers to board a special bus reaching the magnificent Quebec Bridge across the St. Lawrence River.



Pendant la deuxième guerre mondiale, ce tramway-observatoire de Québec fut utilisé pour transporter une fanfare afin d'amasser des fonds pour l'effort de guerre. À noter : suspendu à gauche au-dessus du tramway, la bannière du "National War Finance Committee".

During the Second World War, the Quebec City observation car was used as a 'band car' to raise funds and awareness for the war effort. Note the 'National War Finance Committee' banner. Archives de la Ville de Québec No. 5765.



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Our Commutators are made from pure lake copper with best grade of mica, and are accurately machined.

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Both cars, painted in a dark maroon scheme, were retired from service on October 4, 1947, barely seven months before streetcar operation ceased within the city, on May 26, 1948 and were soon scrapped thereafter.

Jacques Pharand is the author of *Les Tramways du Québec* published by MNH publications and is on sale at the Exporail boutique (French version only).

Part 4 Calgary's Scenic Streetcar

By Colin K. Hatcher

A stunningly different streetcar ventured ostentatiously onto the streets of Calgary on Thursday July 4th 1912. Officials of the Calgary Municipal Railway were so anxious to introduce the new scenic streetcar that it appeared for its first trip in unfinished condition. Air brake equipment, the front fender and the striped canvas top had yet to be installed on the car, but Inspector Decker and Conductor Clarke under direction of

Preston, Ontario in 1911 along with an order for six 46'6" standard streetcars. These latter cars were assigned road numbers 49, 51, 52, 53, 54 and 55. The scenic car received the road number 50. All were delivered in 1912.

The City of Calgary officially signed the November 1911 proposal to build one Observation Car for \$4,500.00 excluding motors. Specifications for S.O. 177 dated at Preston on January 5, 1912 called for the



With the Navassarxs Ladies Band on board the Calgary Municipal Railway's Scenic Car makes its first trip on July 4, 1912. The well-dressed passengers are representatives from the Calgary Fair. Air brake equipment, front fender and canvas top have yet to be installed. Glenbow Archives NA-2553-5

Superintendent Thomas H. McCauley took the car for a "quick spin". They added great pomp to the circumstance by taking the Navassarxs Ladies Band with them. Assistant Superintendent Charles Comba and Fair officials were on board as well. The car left the Exhibition Grounds at about 6:45 p.m. and travelled to East Calgary and then to Hillhurst in the west end before returning to the Exhibition Grounds.

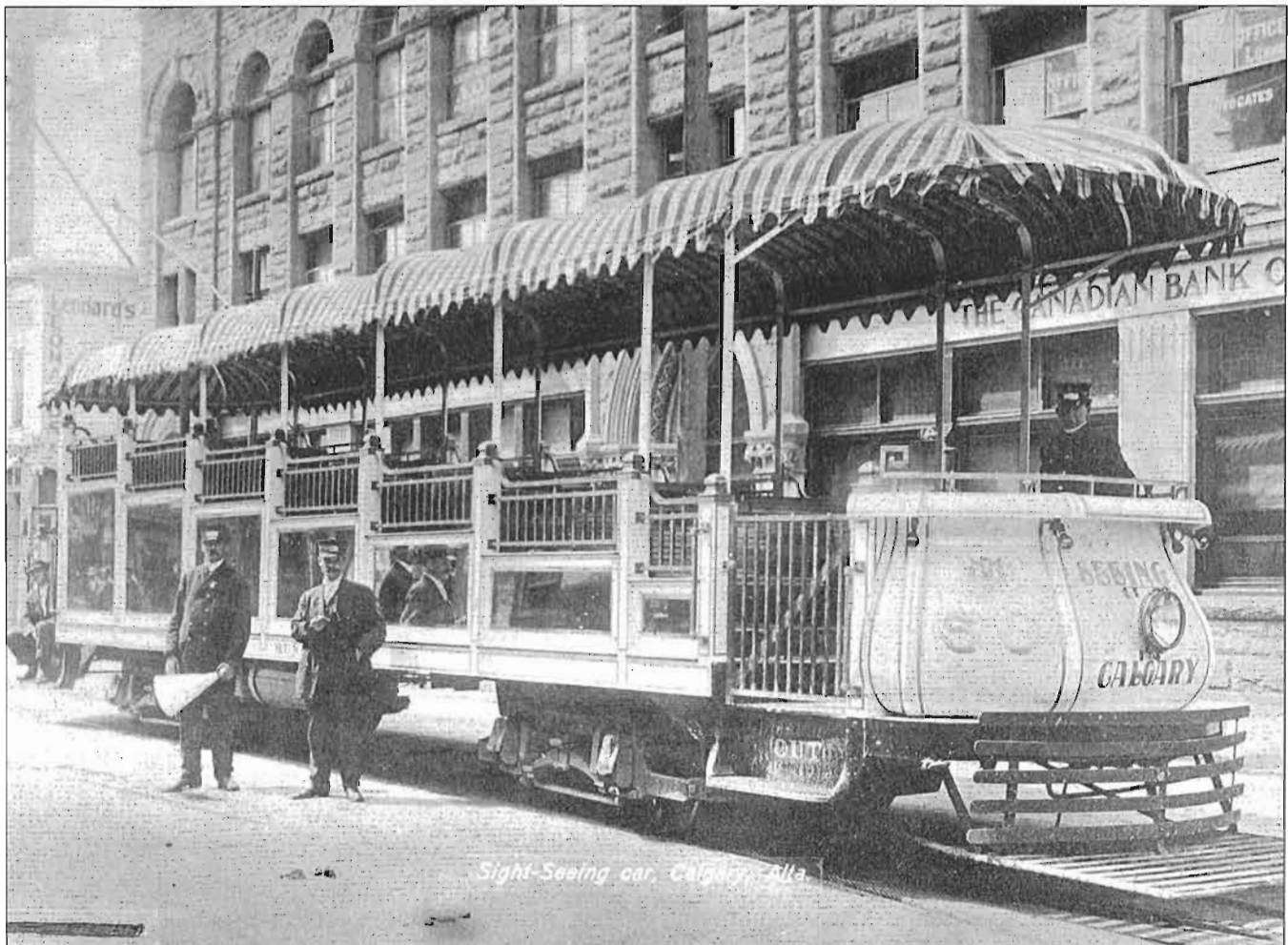
The scenic car as it was called in Calgary was ordered from Preston Car and Coach Company of

scenic car's general design to be similar to the builder's blueprint #871. These specifications stipulated a 33' body and 6' platforms for a total length of 45'. The following description is quoted from the specifications. "The first seat to be on the floor of the car, the next two to be elevated 6" above that. The third two to be elevated 6" above the second two, and so on until thirteen seats are placed on each side as shown. Drop platform at each end. The front dash to be chariot style as shown. The rear platform to be enclosed on one side and on the end with a

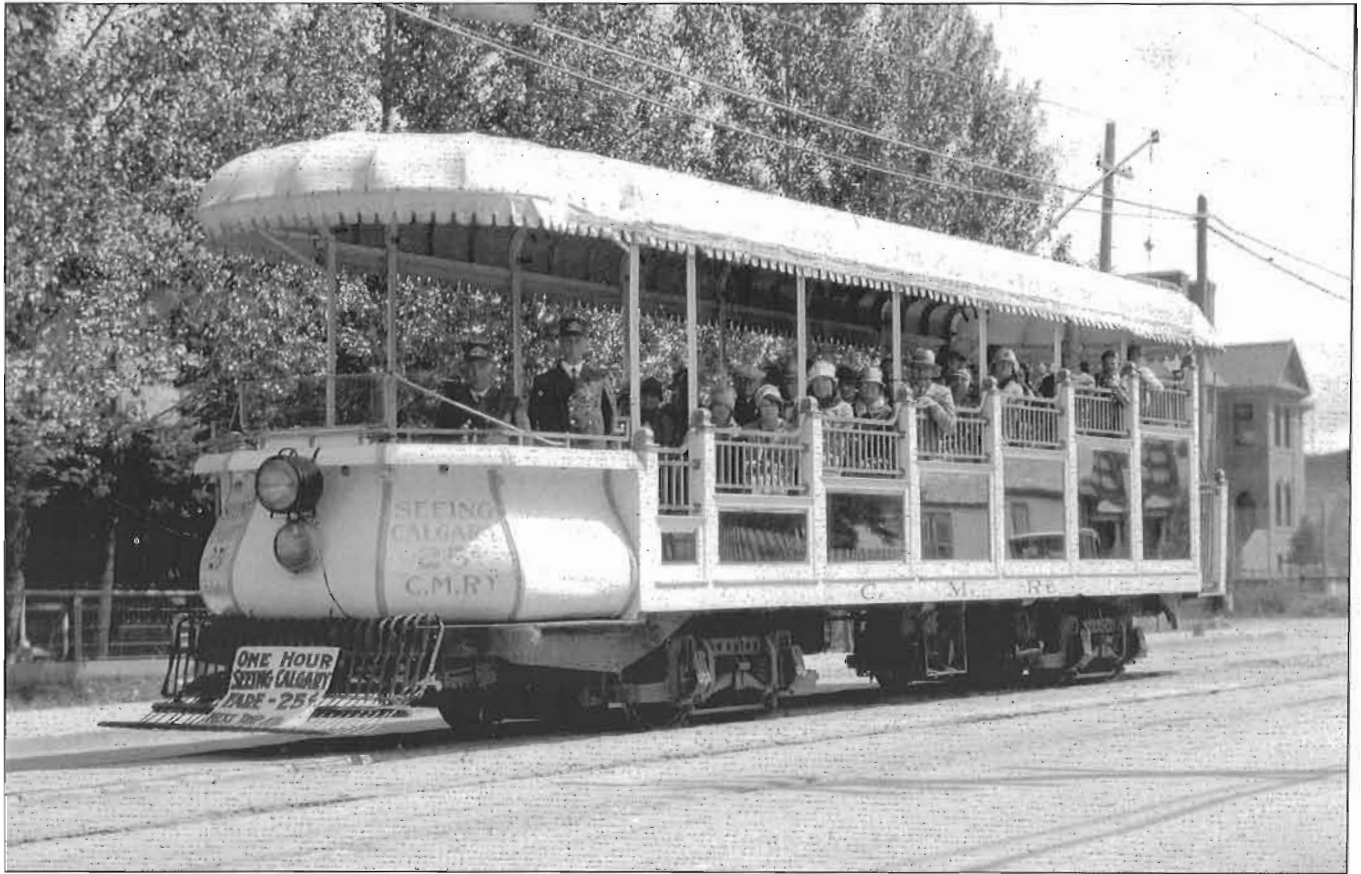
polished bronze railing and between each upright on the sides there will be a polished bronze railing as shown. All these railings to be composed of 1 ¼ “ square tubing for longitudinal members and ¾ “ square tubing for upright members. Gates to be placed at each step opening, the same style and material as the other railing on the car. --- Lights to be arranged in 16 circuits of ten lights each, 50 volt lamps on the arches, and one circuit of five lights each 100 volt lamps on front dash and head-light. There will be four circuits on each switch and a separate switch for the head-light and four dash lights.” The striped duck curtain covering the car could be easily removed and stored in cabinets located under the rear seats although the curtain was in place in most photographs. Fifty passengers could be seated on the varnished wood slat seats. Aside from the chariot style flared front dash perhaps the most

characteristic feature of the car was the seven panels of bevelled edge plate glass mirrors decorating each side. The colour was white with thin red and gold striping and lettering.

Operation called for two crew members, a motorman and a conductor. The latter collected the 25 cent fare but often appears in photographs carrying a bullhorn indicating that he likely also described the sights as the car glided along its route. It appears that in 1913 the road number 50 was dropped and assigned out of sequence to a car in the next series to be delivered to the Calgary Municipal Railway. In place of the number “50” on the dash a “25 Cent” caption appeared. From that time onward it being the only one of its type on the railway it was simply called the Scenic Car.



Later in 1912 a completely outfitted Scenic Car is parked on Centre Street facing north just south of 8th Avenue South waiting to take on passengers for its next one-hour tour. Note the conductor standing with the bullhorn to aid him in his commentary of the points of interest along way. Glenbow Archives NA-924-1.



Looking tall and stately Calgary Municipal Railway Scenic Car with a full load of passengers stops for a photographer on a residential street. Both the motorman and the conductor stand attentively on the front platform. In this 1928 view the car carries a second larger headlight on the front dash suggesting that it regularly operates along the unlit private right-of-way to Bowness Park. All Calgary cars regularly assigned to Bowness or Ogden carried a similar auxiliary headlight. The striped awning has by this time been replaced with a plain white awning which still sports a fringe. A year or two after entering service the Scenic Car was fitted with a small glass wind screen mounted on the front dash to help protect the motorman from inclement weather. Glenbow Archives NC-25-1.

Passengers could choose from several different route options. All trips began and terminated on a tail track south of Eighth Avenue on Centre Street.

10:00 AM and 2:00 PM

From Eighth Avenue SW and Centre Street via Fourth Street east crossing the Bow River northbound over the Langevin bridge and proceeding through Riverside to Crescent Heights, Mountainview and the North Hill City, and southbound through Hillhurst then crossing back over the Bow River on the Louise bridge to Eighth Avenue SW, Eighth Street SW, Seventeenth Avenue SW to First Street SW, Eighth Avenue SW and Centre Street.

11:00 AM and 5:00 PM

From Centre Street and Eighth Avenue SE to the manufacturing section of East Calgary, the Mounted Police Barracks and St. George's Island and back to Fourth Street SE to Fourth Avenue SE and SW to Ninth Street SW and across Louise bridge thence to Sunnyside

and Crescent Heights hill from which a view of the city and Rocky Mountains can be had and then return to Eighth Avenue SW and Centre Street.

3:00 PM and 7:30 PM

From Centre Street and Eighth Avenue SE around the Belt Line via Second Street SE, Seventeenth Avenue SE and SW viewing the Exhibition Grounds, St. Mary's Roman Catholic Church, Holy Cross Hospital, Shriner's Temple, Mount Royal residential section, Fourteenth Street SW, Twelfth Avenue SW, First Street SW, Eighth Avenue SE, Ninth Street SW across the Louise Bridge to Hillhurst, Riley Park back across the Louise Bridge returning via Fourth Avenue SW and to Centre Street.

4:00 PM

From Centre Street and Eighth Avenue to Elbow Park via Second Street SE, Seventeenth Avenue SE and SW Fourth Street SW viewing the Elbow River and classy residential section of Elbow Park, returning via

Seventeenth Avenue SW, Eighth Street SW, Fourth Avenue SW and to Centre Street.

As the system was extended the routes changed taking in the South Calgary loop the highest point in the city offering a view of the Rocky Mountains and the Bowness line offering several sylvan views along the Bow River.

In 1918 its Westinghouse 101B-2 motors were replaced with GE 247 motors and helical gears with a 63:15 ratio. Finally in 1932 in the face of steeply decreasing revenue the scenic car service was terminated. Its motors and gears were transferred to car 15. It appeared again briefly in the early 1940s on Standard 0-50

trucks carrying banners advertising the sale of Victory Bonds. It was scrapped by 1946.

Car Statistics:

Car Length	45'
Trucks	Brill 27-G-1, 4'6" wheelbase, 33" diameter wheels
Motors	Westinghouse 101 B-2 to GE 247 in 1918
Seating	50 passengers
Frame	Composite wood and steel plate
Weight	40,500



The CRHA leased Montreal observation car No. 3 to Heritage Park in Calgary for a number of years where it was lettered 'Calgary Municipal', it was returned to Exporail in 1991. Photo CRHA Archives, Fonds Bailey.

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*Colin K. Hatcher, Edmonton, Alberta
August 10, 2005.*

Part 5 Edmonton's Observation Streetcar

By Colin K. Hatcher

The Edmonton Radial Railway entered the observation streetcar scene somewhat later than the other systems in Canada. Edmonton's more conservative approach to introducing this specialized service may have been due to the fact that it was expending most of its efforts in the 1911 – 1913 period on the extension of its track network. The system seemed to be chronically short of cars as it tried to service this rapidly expanding network. With its 1913 – 1914 order of 35 cars from the Preston Car and Coach Company it finally found itself with a surplus of cars but faced a declining market as World War I broke out.

Edmonton's observation streetcar proudly appeared during the closing days of June 1920. It seemed to signal a rejuvenation for Edmonton's streetcars. Many cars appeared well-weathered following several years of deferred maintenance as the system tried to reduce its operating costs to balance its books. The new car was painted white but displayed six rectangular gold-coloured panels on each side each neatly outlined with a thin red border. Two layered frames with art-deco style rounded corners highlighted each panel.



Edmonton's observation streetcar pauses adjacent to the Alberta Legislature Building on 109 Street at 97 Avenue. The crossover in the foreground directs the southbound cars onto the east side of the bridge deck so that the car's door will open onto the center of the bridge. Northbound cars coming off the west side of the bridge resume their right hand operating at this point. A similar crossover existed on 109 Street at the south end of the bridge. Bill Gordon is the motorman and Dave Ghormley is the conductor. Photograph from Alan Manly.

An 18-inch-high balustrade topped each of the panels. The balustrade in turn was topped by a metal railing. A similar balustrade and railing arrangement enclosed the left side of each platform and the curved end of the rear platform. A decorative ball adorned each post. Protective-wire screening above the open sides ensured the safety of passengers especially as the car crossed the outermost edge of the top deck of the High Level Bridge some 47 metres above water level. Other unique elements consisted of its front windshield, its arched roof and its roof-mounted headlight angled down to light up the right-of-way ahead for night operations. Its tiered seating arrangement had been clearly designed after the Montreal observation cars and its ornately curved front platform panel and side balustrades bore resemblances to Calgary's observation car.

The Edmonton car was a product of its own Cromdale shops. In 1919 Superintendent J. H. Moir appropriated \$2,500 exclusive of trucks and electrical equipment for the purpose of building the car. J. Longworth, foreman of the carpenters designed the car and with his carpenters built the superstructure. The car appears to have been built on the frame of a double truck two-man car. Since the body of Edmonton's Ottawa-built (1911) car 22 was destroyed by fire while in regular service on June 30th 1917 it is quite possible that its frame and other salvageable mechanical and electrical equipment were employed in building the observation car. Evidence suggests that it rode on Bemis 45 trucks.

The observation car began service on Dominion Day Thursday July 1st 1920. It departed from Jasper Avenue and 101 Street on the following schedule:

- 2 p.m. to the west end and south side.
- 3 p.m. to the east end and packing plant.
- 4 p.m. to the west end and south side.
- 5 p.m. to the east end and packing plant.
- 8 p.m. to the west end and south side.
- 9 p.m. to Highlands and east end park.

Adult passengers paid a fare of 25 cents while children could ride for 15 cents. Two crew members operated the car, a motorman and a conductor. Passengers could board at the rear platform and reach the top tier via a staircase. The car seated 42 passengers in paired transversely arranged wood-slat seats mounted on each tier.

The car operated to the end of the 1925 season. A February 1926 announcement indicated that the car would not operate for another season as revenue was not offsetting expenses. It was also difficult to load the car at the busy 101 Street and Jasper Avenue intersection without disrupting the schedules of the regular cars. Upon retirement the car was stored in a lean-to type shed along the west wall at the south end of Cromdale shop also used for the storage of sand. It remained there until about 1945 when the space was required for construction of the new trolley coach facility. Still remarkably well preserved, the observation streetcar was moved to open space on the east side of the building where it was set on stacked ties and apparently burned as scrap.

Car statistics: Car length 41' 2 1/2"
 Trucks Bemis 45-S, 4'6" wheelbase, 34" wheels
 Seating 42 passengers

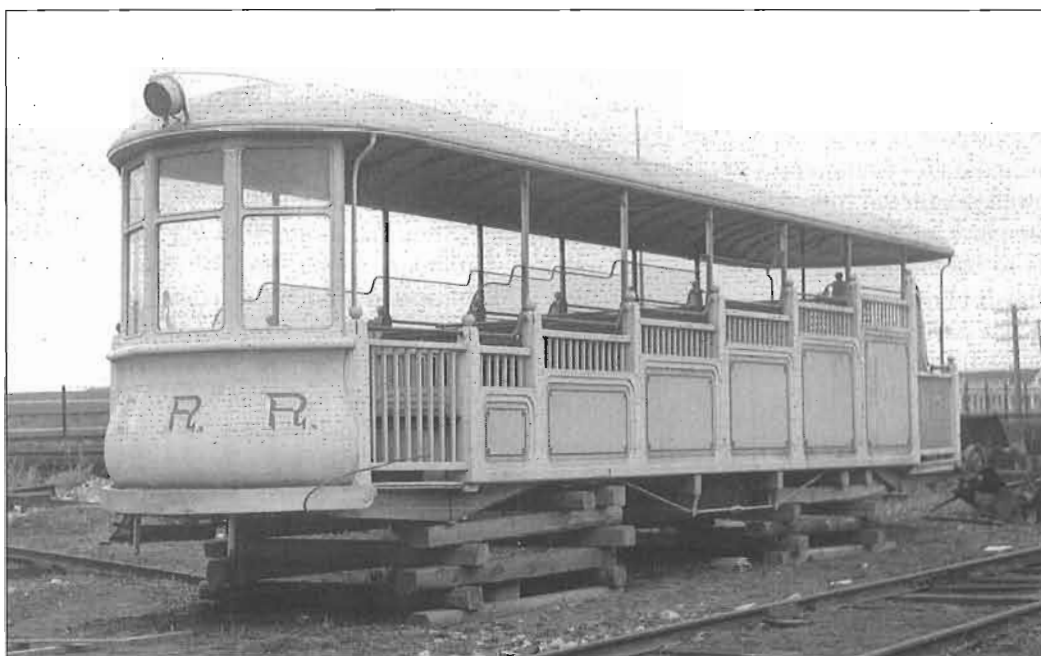
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*Colin K. Hatcher Edmonton, Alberta
 August 4, 2005*



Edmonton Radial Railway observation car body is stored on blocks at the east side of the Cromdale Shop in 1945. Note the screening above the railings and the decorative wood panelling. Photograph by Bob Walker.

Roster of Canadian Observation Streetcars

Car Number	Year Built	Operator	Builder	Length	Seats	Disposition
1	1905	Montreal Street Railway	MSR Hochelaga Shops	46' 5"	50	Exporail (Static display)
2	1906	Montreal Street Railway	MSR Hochelaga Shops	46' 5"	50	Seashore Trolley Museum
123	1909	British Columbia Electric	BCER Shops	45' 9 1/2"	52	Scrapped 1951
124	1909	British Columbia Electric	BCER Shops	45' 9 1/2"	52	Scrapped 1951
1	1910	Quebec Railway Light & Power	QRL&P Shops	unknown		Scrapped 1947
2	1911	Quebec Railway Light & Power	QRL&P Shops	unknown		Scrapped 1948
50	1912	Calgary Municipal Railway	Preston Car & Coach	46' 6"	44	Withdrawn in 1932, scrapped in the 40's
No number	1920	Edmonton Radial Railway	Own shops	unknown		Withdrawn 1925, scrapped c 1945
3	1924	Montreal Tramways Company	MTC Youville Shops	47' 7"	50	Exporail (Awaiting wheel profiling)
4	1924	Montreal Tramways Company	MTC Youville Shops	47' 7"	50	Connecticut Electric Railway Assn.

CARTES POSTALES / PICTURE POSTCARDS

par / by Daniel Laurendeau

Chère Grand-mère...

Quelle image reflètera le plus les plaisirs du voyage en terre inconnue, dans la 'grande ville', chez l'oncle Albert, en vacances ?

Une carte postale, tiens! Pas trop long à écrire, une image spectaculaire qui impressionnera les parents, l'amie de cœur, le p'tit frère tannant, et un timbre qui coûte moins cher en prime !

Regardons un peu quels messages peuvent bien s'y trouver :

Dear Grandma...

You're travelling to far away places, a big city, staying at Auntie Ethel, or on vacation? What to send home?

How about a postcard! Easy to write and short on words. A spectacular image to impress mom & dad, your lady friend, that 'scamp' of a brother... And as a bonus, it's cheaper to mail!

Let us peek at what messages could we find conveyed :

TIMBRE
STAMP

August 16, 1930

"Dear Mickey.

My French sure is useful here. This city of Quebec is so old that even the tramcar I rode (the one on this card) looks modern. We took a 'night tour' and the lights on top had an eerie effect on the buildings as we passed.

We are staying at the hotel you see behind. What luxury !

Will be back home soon, probably broke.

Your friend Thelma."



24 juin 1907



« Ovide.

Moi, Séraphin, arriverai chez vous dimanche, mais hélas, pas à bord du beau 'Char en Or' qui a de l'autre bord de la carte. J'ai fait le tour de la ville pis de la campagne avec et c'était bien agréable...surtout avec Donald.

Y-a une montagne au milieu, mais ça plutôt l'air d'une butte par rapport à la Gaspésie.

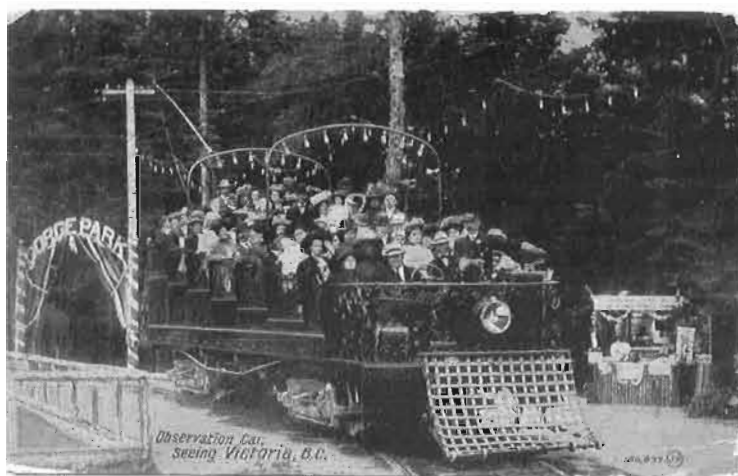
À tantôt. »

July 1st 1913

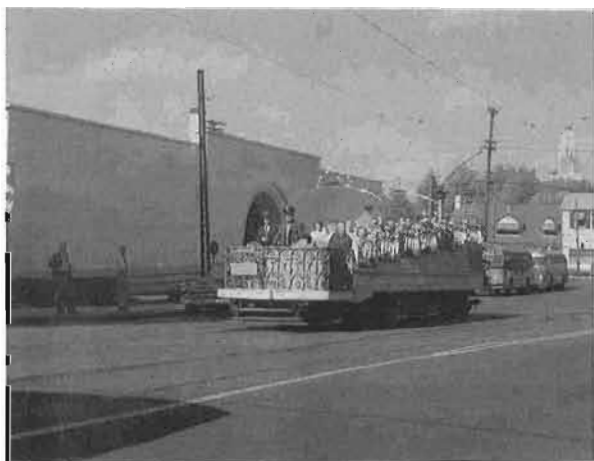
"Ethel dearest.

Mary and I are enjoying our stay in quaint Victoria. Yesterday, we took the Observation Car shown on the other side to 'Gorge Park'. It was wonderful. Strange thing though, you get on and of the tram on the LEFT side! Just like in England. If it could only stop raining!

Love Myrtle"



25 mai 1953



« Ma chère Éva.

Il m'aurait été si gai de vous avoir à mes cotés alors que je me baladais à travers la ville dans le tramway Observatoire. Sur la photo, vous apercevez l'Université de Montréal ou j'étudie, la "Petite Chaumière", succulent restaurant et le Musée de Cire avec ses allégories de la vie de notre bon Saint Joseph. L'Oratoire est tout près. Vous me manquez tellement.

Accepter l'expression de mon estime grandissante.

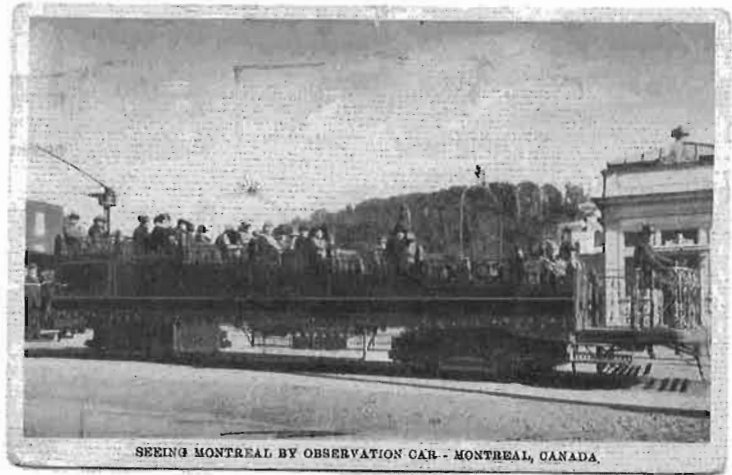
Votre prétendant, Oscar »

June 16, 1928

"Sweet Robin.

This is some place here. I like it great. Eating delicious pork chops and veal cutlets. Now, they tell us we will be eating fish on the Gaspé part of our trip. We had a splendid sightseeing trip today. The tram stopped at Brother Andrew's shrine (behind the tram, in the picture). But we had to climb 1,000 steps! Well, it'll help me loose weight from all the fantastic food. Love.

Your pudgy Parrot."



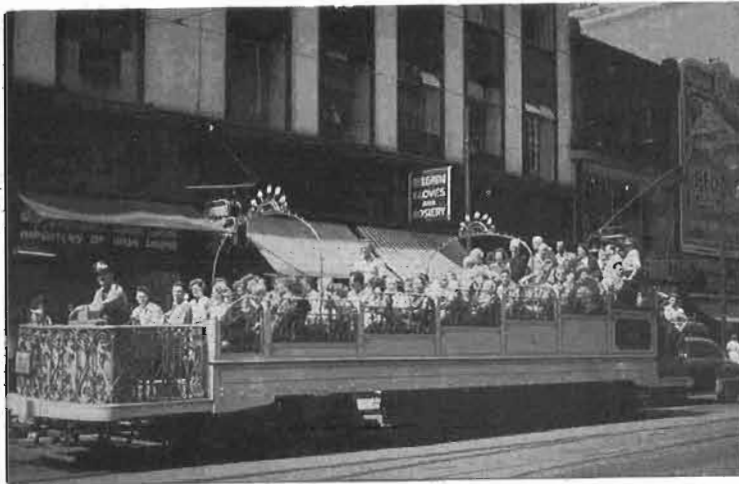
2 septembre 1956

« Salutations à toute la famille.

Je suis arrivé 'sain et sauf' à Montréal hier après-midi. L'appartement de la Pension Velder est très confortable. J'ai rencontré les autres locataires au déjeuner et ils étaient très accueillants. L'on m'a recommandé de faire un tour de 'p'tit char Observatoire' pour mieux connaître la ville. Ça l'air que c'est une des dernières fois car ils enlèvent les tramways sur la rue Ste Catherine demain. Je vous envoie une photo de ce magnifique véhicule qui a l'air encore très populaire !

On se revoit à Noël.

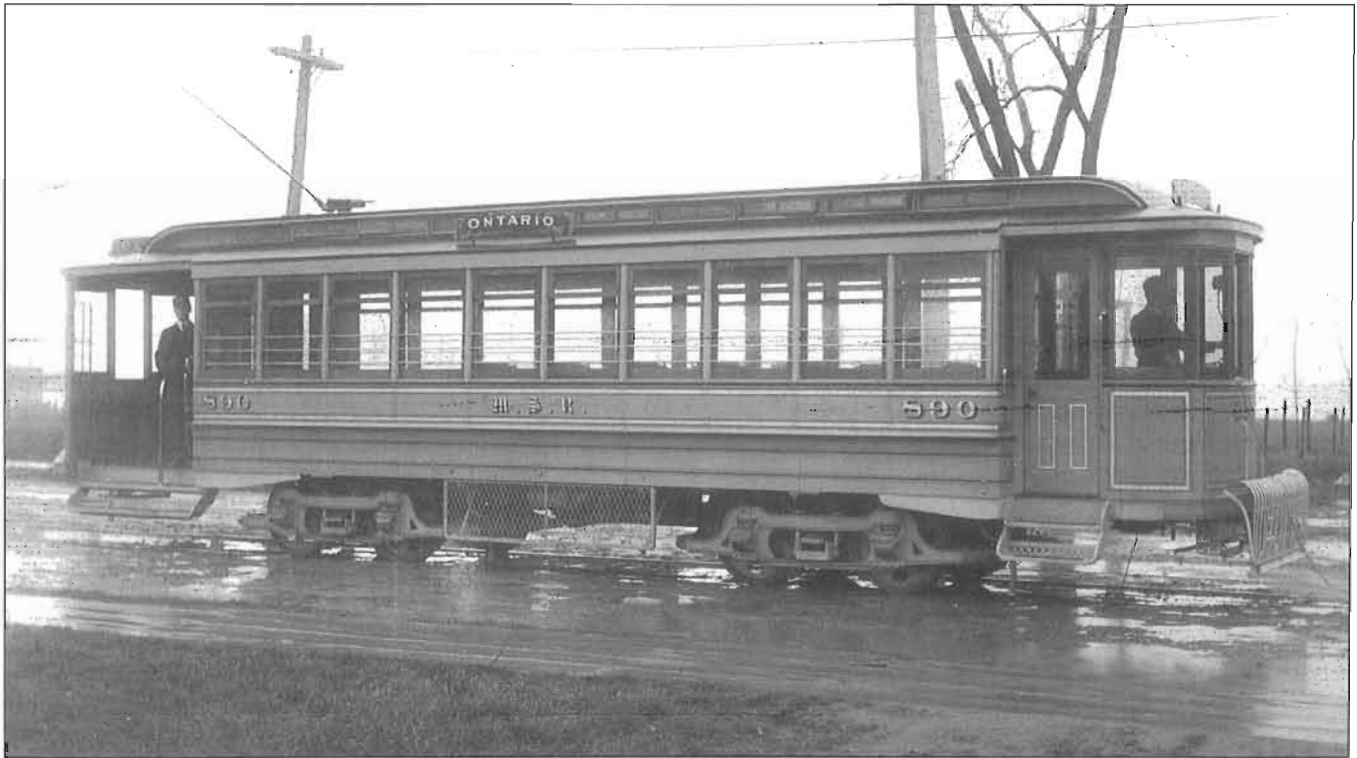
Ti-Coune. »



Editor's note : Daniel Laurendeau has an extensive collection of tram post cards, we thank him for sharing some of them, including their messages with us!

The Centennial of the Pay-As-You-Enter Car

By Fred F. Angus



It was a somewhat dull spring morning on May 4, 1905, when No. 890 set out on its epoch-making first trial run, just before going into service. Fortunately the MSR photographer was present to record the historic occasion. Note the Sleeman fender (invented in Guelph) on the front of the car; this design was only used in Montreal for a few years. CRHA Archives, Fonds Montreal Tramway Company, P042.

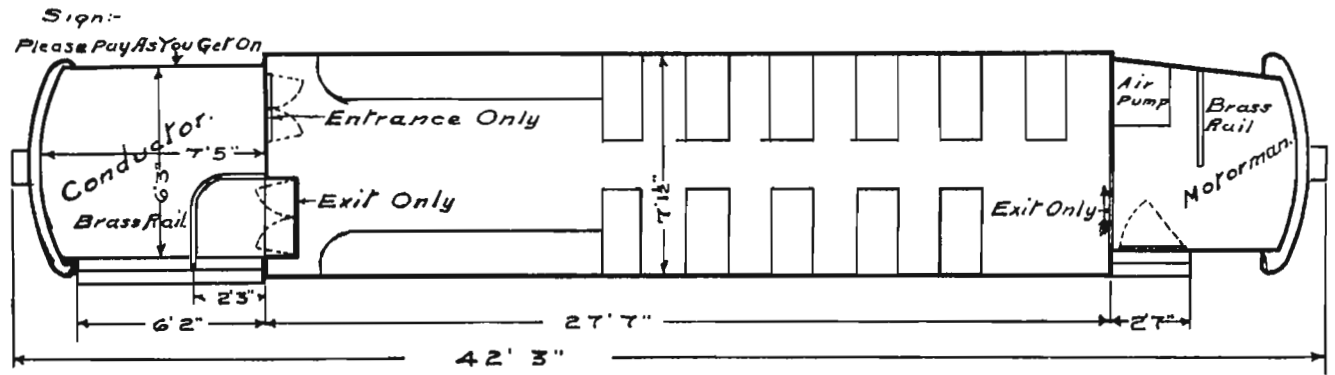
In the late nineteenth and early twentieth centuries, the Montreal Street Railway stood in the first rank of transit companies in North America, and indeed the world. Since the company began to electrify its system in 1892, it had gone from strength to strength, and its reputation as a strong and well managed company was second to none. To appreciate this, one did not have to look farther than the stock market. As early as 1896 the papers reported that investors had made big profits in MSR, and by the early 20th century, the value of a share of stock had doubled. Total capitalization had risen tenfold, from \$900,000 in 1892 to \$9,000,000 in 1905.

During this period the company had made many great innovations, but by far the most significant took place in the spring of 1905, the Pay-As-You-Enter (PAYE) system.

Ever since the start of public transit about 1830, the method of fare collection had remained much the same. A passenger boarded the car, found a seat (if he was lucky) and waited for the conductor to come around. He would then pay his fare, perhaps a flat rate, or perhaps a graduated rate depending on distance traveled, and would receive a receipt, or maybe a transfer.

This system worked quite well in non rush hours, when the cars were less crowded, but in times of heavy traffic, when cars were jammed with standees, it was a very different story. The conductor had to force his way through the crowd, and a great many fares were missed altogether. Again, someone going only a short distance might hop on the car while the conductor was collecting fares at the other end, and have completed his trip before the conductor returned. All this naturally limited the size of the car that one conductor could handle; a larger car would carry more passengers, but more fares would be missed. In addition, there was the problem of dishonest conductors who would pocket many fares without turning them in to the company. Various methods were tried, like fareboxes, registers etc., but none was really satisfactory.

During 1904 the Montreal Street Railway had introduced a larger type of car of more modern design, including, among other features, a larger rear platform, as well as provision for disembarking from the front end as well as the rear. It was then that an idea occurred to two of the MSR officials, Messrs. Duncan McDonald and A.M. Ross. In retrospect the idea was so simple, it is surprising that it had not been invented long before. It was



THE MONTREAL STREET RY. CO.'S NEW STANDARD CAR—FLOOR PLAN.

... simply to rearrange the layout of the rear platform by installing railings to separate the boarding passengers from the disembarking ones. Each traffic flow would have its own door into the main part of the car, and the conductor would be stationed, with his farebox, on the platform between these two doors. The platform was made long enough to accommodate all passengers getting on at a given stop, so the car could move on (at the signal of the conductor) while the fares were being collected. Disembarking passengers would have the option of getting off at the rear, or proceeding to the front, where

the platform was sufficiently large to allow them to get off without bothering the motorman.

Most of these ideas, including the concept of paying on entering, had been tried before, usually with limited success. In fact the double door in the rear bulkhead was a patented design (called the "Accelerator") of the Brownell Car Company in St. Louis. A rare original example of an "Accelerator" is MSR No. 350, "The Rocket", built in 1892. However, it was the genius of McDonald and Ross that put these ideas together and made them work.



The World's first Pay-As-You-Enter car, No. 890 just after its completion early in May, 1905. The rear platform, brass rails and double doors are plainly visible. CRHA Archives, Fonds Montreal Tramway Company, P042.



Two "first generation" PAYE cars (916 and 920) pass each other late in 1905 or early in 1906. The large red number plate on 916 is plainly visible, as is the Sleeman fender. There certainly is not much clearance between the two cars; it is time to re-align the track on which 920 stands, for the car has a pronounced lean. CRHA Archives, Fonds Montreal Tramway Company, P042.

On May 4, 1905 a new car, number 890, appeared on the streets of Montreal. This car embodied all the new ideas given above, and was therefore the world's first true PAYE car. It remained in service about 18 days, when it was temporarily retired because of an accident (not related to its PAYE features). Soon repaired, it was renumbered 900, showing that it was the first of a new series. One change that was made was that the car number on the front of the dash was made very much larger and painted on a large red rectangle. This was visible for several blocks and was the indication that here was a PAYE car, and intending passengers should have their fares ready. Before the end of 1905, twenty more similar cars had been built, a number of older cars had been converted, and the "second generation" of much larger PAYE cars was on the drawing board. Eventually, many of the older cars, including single-truckers, were converted, and by 1920 virtually the entire system was PAYE. The concept of Pay-As-You-Enter was a success.

On December 14, 1905 the Canadian Street Railway Association held its quarterly meeting at St. Catharines, Ontario. The major speech was about the new PAYE system. Due to the absence of Mr. McDonald, the speech was read by Secretary Dubee of the MSR. The proceedings were reported in *The Railway and Marine World* for January 1906, and, as it tells the story with considerable detail, is reprinted, almost in its entirety, below:

BEST SYSTEM OF COLLECTING FARES.

In the unavoidable absence of D. McDonald, M.I.E.E., Manager, Montreal St. Ry., the following paper, written by him, was read by P. Dubee, Secretary of the Company:-

The collection of fares is a very important and interesting subject, and too much cannot be said or written about it. If the same amount of deep thinking that is being given constantly to the less important technical questions

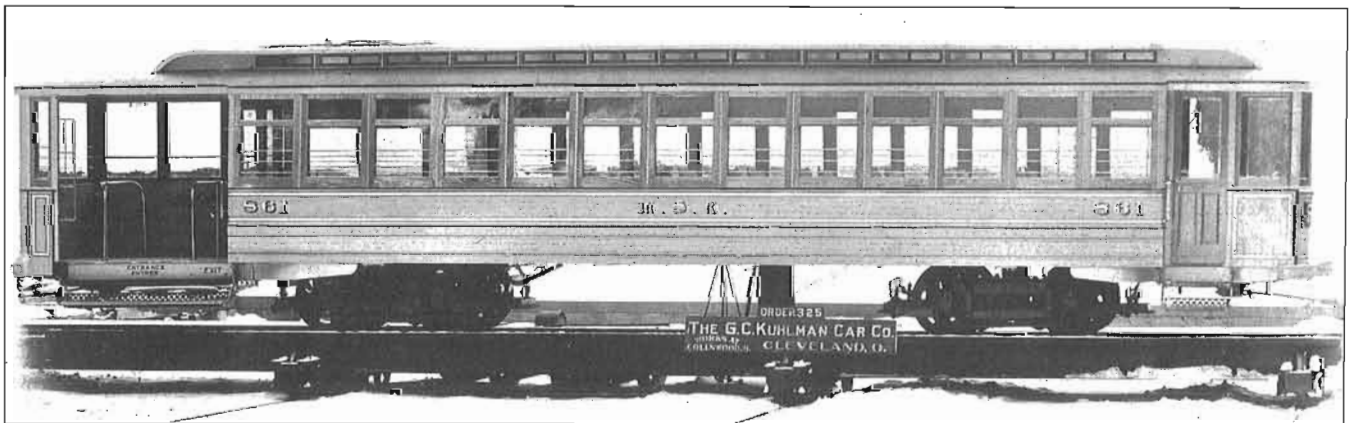
that interest us all, should be devoted to the consideration of our modes of collecting, the results would, I am sure, prove marvelously profitable to most companies. After more than a half-century's experience in operating street cars, it must be admitted that our so-called systems of collecting are perhaps the most defective part of our organization. If the losses incurred yearly by the missing and purloining of fares could be computed with any degree of accuracy, the revelation would prove astounding to us all. This large and extensive "x" which managers agree to call 5, 10, or 15%, amounts in most cases to a larger sum than most street railways pay in dividends, and the comparison presents itself still more strikingly when we consider that this dead loss, or whatever part of it we can succeed in saving, is not only an increase of earnings but a clear net benefit. It is hardly necessary to go into the detailed enumeration of the different methods in which our "little grains of sand" are being gathered. These inherent defects are so patent and publicly known that any of our patrons, so disposed, can relate to us precise information about them, without, however being able to suggest any effective remedy for the evil. Therefore to save time I will limit myself to a short mention of the different systems that you all know so well, just to help us to face this difficult question in the proper manner.

1st.: The register. On this continent the register seems to have proved the most acceptable to American companies who, however, are far from being satisfied with its elastic guarantee. It is too often beaten, and tampered with to enable us to recommend it as anything like an ideal system; and the missing of fares, especially in crowded cars, is not diminished by its operation, although it must be said that outside of rush hours its automatic figuring does assist the conductor to a certain extent to keep tab on new arrivals. Owing to the increase in the use of tickets in the U.S., the register is daily becoming less satisfactory on account of the difficulty of recording different priced fares. The register is,

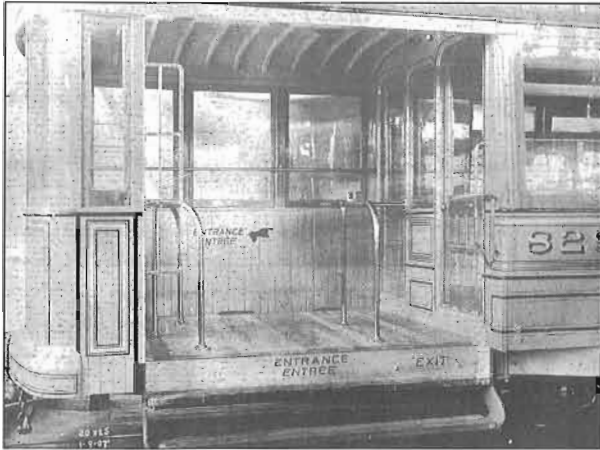
however, accepted and tolerated for want of a better method.

2nd.: The portable fare box, carried by conductors, is generally adopted on our side of the line, and the best argument in its favor is perhaps that the fare receipts by the use of this box are prevented to a great extent from straying into the pocket of a third party, and go direct from the patrons hand to the company's office, which is a considerable advantage. Another point in favor of the box is that the fare must be deposited in the box by the passenger, and if this is not done the patron is immediately made aware of the fact that the conductor has failed in his duty. As to the preventing of missing fares, it cannot be said that the box system is any more effective in this respect than the register.

3rd.: Receipt system. The European system for giving a receipt for every fare and having inspectors to control the issue of the receipt is another mode of collecting which has only met with partial success, for many reasons. The fact that the inspector can only check a small portion of the receipts issued renders it very undesirable, and the complete checking of all receipts, which would require a very large number of inspectors, would only lead to a greater difficulty, probably a mutual understanding between inspectors and conductors, which would prove equally disastrous. The re-issuing of receipts already used and the difficulty of preventing this abuse is another great defect in this system. The writer has had considerable experience in the general working of the receipt system on a large number of European roads, and is of the opinion that this mode of collecting is fairly adaptable to long suburban or interurban runs, but in city service it is very much disliked by passengers who protest against being disturbed or annoyed on short trips to produce their receipts for inspection. Again the missing of fares is not safeguarded by the use of this system, and the failures to collect in rush traffic are just as numerous as with our American systems.



Just rolled out on the transfer table at the G.C. Khulman factory at Collinwood Ohio on January 9, 1907, Montreal Street Railway No. 861 is displayed, brand new. Note that it is body and trucks only; the remainder of the equipment was installed in Montreal. This represented the original PAYE principal carried to the ultimate; a very large car with extra-long rear platform. 861 served Montreal for many years (albeit with shorter platforms) being retired in 1952. Sister car 859 is at the Canadian Railway Museum / Exporail. National Archives of Canada, Merrilees Collection, photo No. PA-166521.



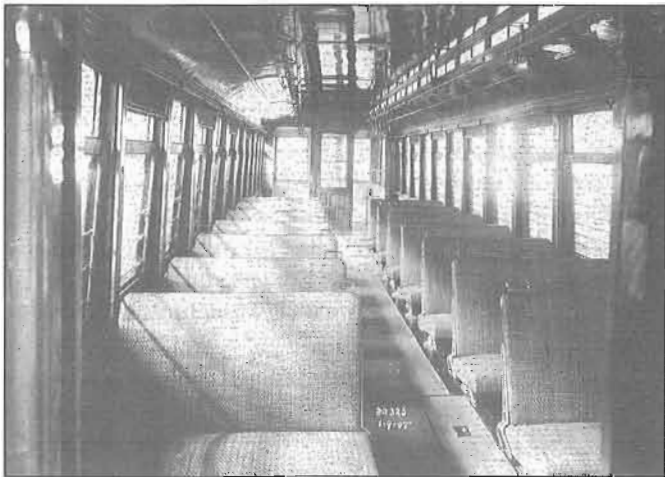
A close up photo of the rear platform of MSR 829 at the Kuhlman factory on January 9, 1907. This clearly shows all the features described in the article. Note the bracket for holding the farebox atop the brass railing. When the present type of farebox was adopted about 1920, it was mounted in about the same position, as well as a wooden tray to make change. In later years a folding seat on the rear bulkhead was provided for the conductor. The brass rails to separate boarding and alighting passengers are clearly shown, as are the double doors, and the drain slots to prevent water build-up on the platform.

National Archives of Canada, Merrilees Collection, photo No. PA-166507.

A close up of the spacious front platform of car 829, taken at Collinwood on January 9, 1907. Clearly indicated is the exit path where passengers could get off without disturbing the motorman. The controller and other equipment was installed in Montreal. The cars were so long that the warning to "be careful at curves" was very important! National Archives of Canada, Merrilees Collection, photo No. PA-164673.



Interior view of MSR 829, looking towards the rear, taken at the Kuhlman factory on January 9, 1907. The interior of the double doorways are clearly shown. Note that the light fixtures and other accessories were not yet installed; this would be done in Montreal. National Archives of Canada, Merrilees Collection, photo No. PA-166511.



4th.: The system of giving prizes to be drawn for by the holders of receipt coupons is claimed to be an improvement on the receipt system, but even if this lottery business could be legally practiced in our country, it would only partially protect against the losses above mentioned.

These three or four different ways of collecting are the most in vogue universally, and we are forced to admit that they are one and all essentially deficient. Each and every one of them impose an impossible task on the conductor, who by these methods cannot be strictly held to the integral collection of all his fares. Twenty-five people enter a car and pay their fare, 25 more are taken on in the next few blocks, and after they have been well mingled and mixed up with those who have already paid, the poor conductor is expected to go and pick them out without missing any - a very difficult task which must perforce be only partly accomplished. The above facts have forced us to the conclusion that our modes

of collecting up to recently are un-business like and impractical, and that to improve them we must furnish our conductors with some systematic means of following his collection of fares, and prevent that doubtful and groping sentiment that places him at the mercy of forgetful or ill-disposed passengers.

The only ideal system of collecting in vogue to-day is the positive system, as it is worked on subways and elevated railways, where passengers have to pay before entering the car on which they desire to travel. We are all thoroughly convinced that the application of this system to our surface operation, if it were practicable, would be a source of great benefit, and we would immediately cease to tribulate on this subject. Unfortunately it is not possible to adopt this method integrally on surface cars, but we are persuaded that the best means of improving our fare collection is to adopt the elevated system as much as possible.



A dramatic test showing how PAYE could handle large crowds. There seems to be no confusion between boarding and alighting passengers; the brass railing and the double doors keep them separate. Note the passenger sitting on the rear window sill (behind the second brass rail), calmly smoking a cigarette. Smoking at the back of the rear platform was perfectly legal until 1913 when all smoking on city cars was prohibited in the interest of speeding up loading and unloading. This demonstration was conducted in 1907 using brand-new car 857, one of the large "second generation" PAYE cars. This car is identical to 829 and 861, shown in builder's photos, and also to 859 which is preserved at the Canadian Railway Museum / Exporail.

CRHA Archives, Fonds Montreal Tramway Company, P042.

Once PAYE had proved itself, some of the older cars were converted. This photo, taken about 1910, shows No. 854 after conversion. Note that this is an even-numbered 800 (of the 790 class, built in 1904) and is quite different from the much larger and newer odd-numbered cars like 829, 857, 859 and 861. By 1910 the Sleeman fender was out of use, and the company had adopted the design that was to last for the remainder of the street car era.

CRHA Archives, Fonds Montreal Tramway Company, P042.



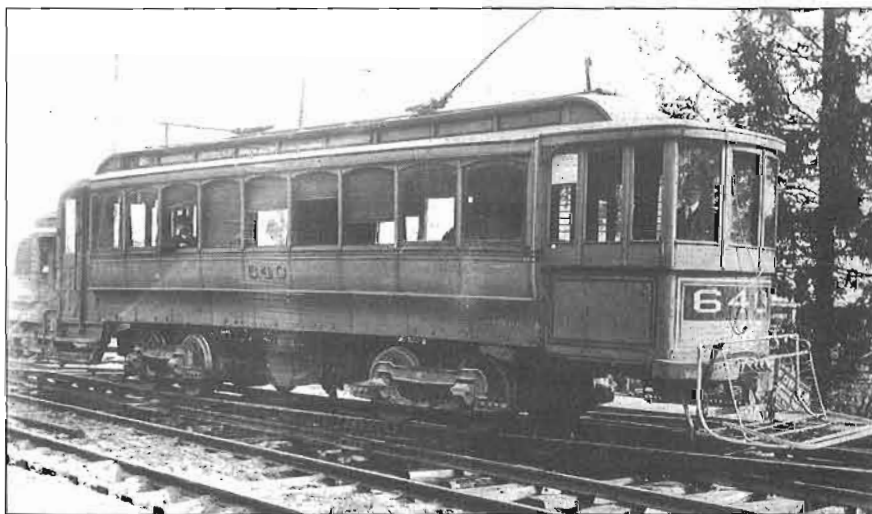
With this idea in view, we are at present experimenting with a new make of car in Montreal; that permits of the application of a very positive mode of collecting, the nearest approach to the exemplary system above mentioned. These new cars, known as the "Pay as you enter cars" have been in operation for several months and are giving good results. Our comparative statements show that earnings on this style of car are much higher than on other cars where collecting is done in the old way. The new car has, in place of a 5 ft. platform one of 7 ft., and instead of an

ordinary door placed in the centre of the rear end there are two doors, the brass railings leading up from the steps dividing the platform into two aisles. The door to the left is to be utilized entirely by persons entering the car, and the other solely by those desiring to leave. This is arranged and made arbitrary by the fact that while one of these doors opens inward only, the other opens only outward. When the passenger steps on the platform, which is amply large for 30 adults, he is met by the conductor who requests a fare before he enters; in other words, the platform is the pay office on the

car. The passenger then passes on through the entrance door into the car, from which he may make his exit at any time, either by the front entrance or by the rear door designed for the purpose. The conductor, having no fares to collect from passengers in the car, can remain at his post on the platform, giving such attention as is necessary to the passengers getting on or off the car. The conductor is also provided with a receptacle into which the farebox fits, so that he may when necessary have both hands free, and at the same time not miss fares. As these cars are all provided with electric buttons

as well as the usual signal cord, the passenger can easily and at all times make his desires known without having the conductor at his elbow.

Another improvement in the new design is the exit from the front platform. This portion of the car being more spacious than usual, not only gives the motorman ample room, but divides him from the rear portion of his platform by a brass railing. At the motorman's foot is a catch, which, when released by pressure, throws open the door automatically; thus making it unnecessary for the man in



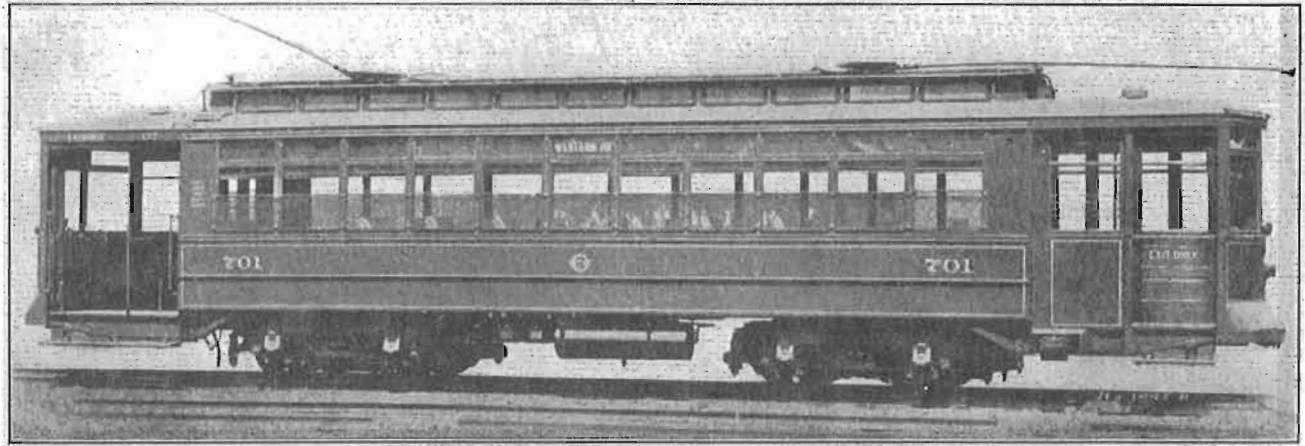
A very rare (for Montreal) example of a double-ended PAYE car is this conversion of No. 640. Originally built as a single-ender in 1900, it was later converted to PAYE, and still later converted to a double-ender. Note that there was no front exit, and it also had doors on the rear platform to prevent passengers from using the wrong side. Here we see 640, on October 1, 1912, on Westmount Boulevard near Cote des Neiges, during track reconstruction. Note that 640 is riding on a "shoo fly" track laid right on top of the regular track! Double-enders like this were used on short lines before the Birney cars were acquired in the 1920s. The fenders on the car are the old "basket" type, first used in the 1890s.

Collection Fred Angus

A former open car converted to PAYE was No. 655, built in 1901. This series of 25 cars was converted to closed configuration in 1912, at the same time as which the platforms were rebuilt for PAYE. Here we see it at St. Henri car barn on May 21, 1914, ready to go into service on the Mountain Belt Line. Since this involved rural running, a headlight was fitted, obscuring the middle digit of the number. By 1914 the big red number plate was nearing the end of its career; for late in 1913 the Montreal Tramways Co. had adopted a colour scheme of green with yellow lettering. This is plainly visible on car 1280 alongside. However the large front numbers were retained in the new paint scheme, and were used, on the older cars, until the early 1940s.

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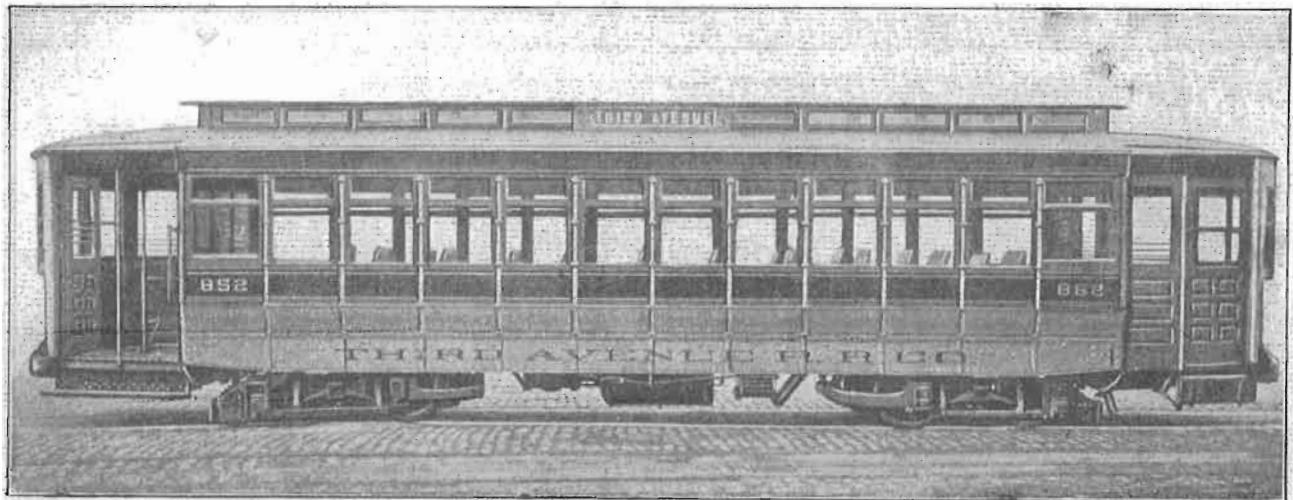




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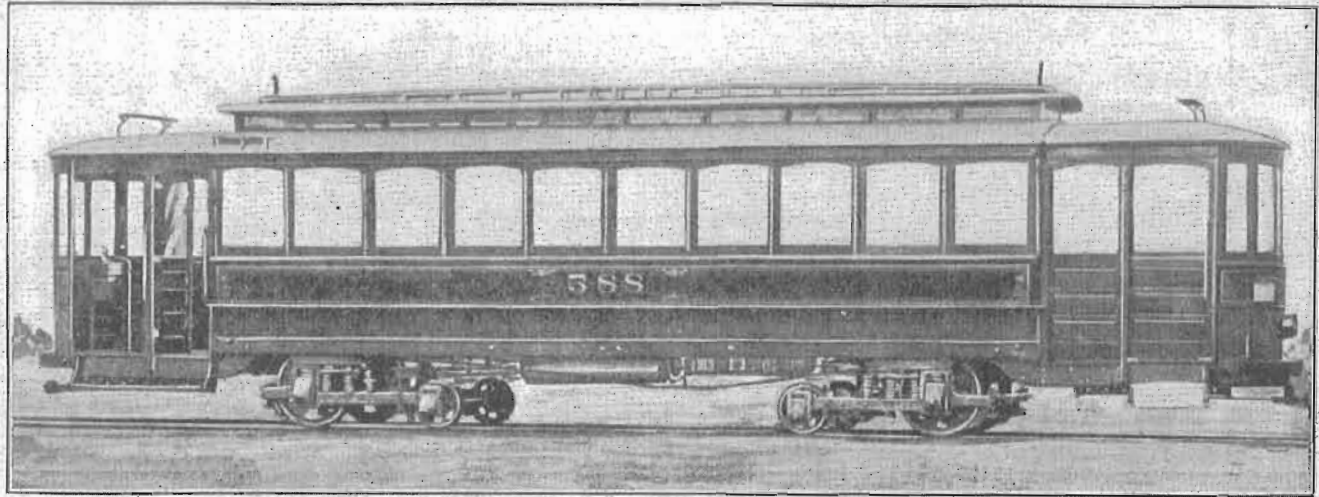
DUNCAN McDONALD
President

50 Church Street, New York

THOS. W. CASEY
Manager

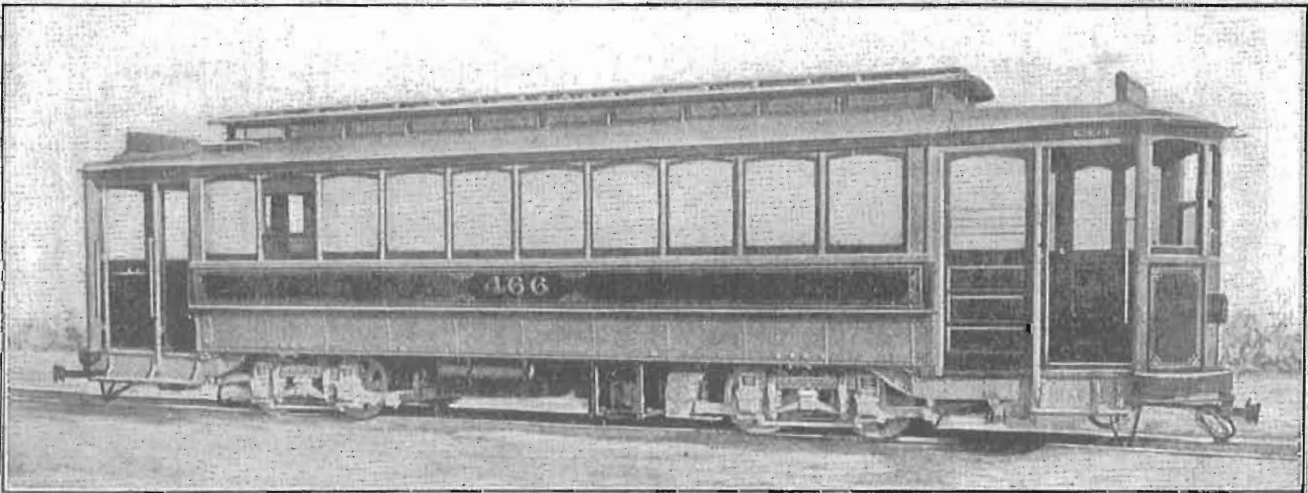
By 1909 the PAYE concept was being actively promoted throughout the United States by the "Pay-As-You-Enter Car Corporation" of which Duncan McDonald was President. This advertisement appeared in the "Street Railway Journal" that year.

A Lesson from Columbus, Ohio



Pay-as-You-Enter Car of the Columbus Railway & Light Co., Columbus, Ohio.

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DUNCAN McDONALD
President

50 Church Street, New York

THOS. W. CASEY
Manager

Another ad for the "Pay-As-You-Enter Car Corporation", also from the Street Railway Journal of 1909.

charge of the motors to even raise his hand or turn his head. In view of the fact that serious accidents on street cars happen at the back platform when the conductor is busy collecting fares inside the car, and unable to properly gauge stops and starts, the new design is considered most important. The saving of time is also a great advantage, as passengers begin to enter immediately the car stops, without having to wait for passengers getting off. The moment intending passengers are all safely landed on the platform the car is started, and in a few seconds after this, fares are all collected before reaching the next stop.

A large number is painted on the front dash of the car, so as to indicate to intending passengers, who can see it blocks away, that a new style of car is coming or "Get your fare ready, please", and it is pleasing to note how quickly they do prepare, and how quickly ten, fifteen or twenty passengers can be collected and served with transfers with this system.

We are of the opinion that to improve our mode of collecting fares and save our losses, a radical departure must be made from the old method, and we must by the adoption of a positive business-like system, such as prevails in all other lines of transportation and regular business, get the best cinch possible on our well-earned receipts, for even if we do say it ourselves, "we deliver the goods every time", and where can you get better value for your money?

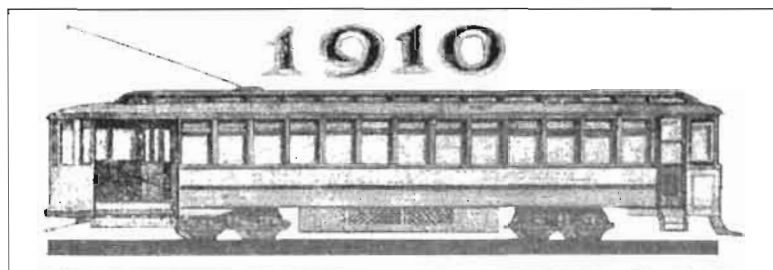
In the discussion which followed the reading of the paper it was stated that during the first month one of the new cars described by Mr. McDonald was in operation, the receipts from it showed an increase of 15% over the old style of car.

The question box was then taken up: One member asked :- "What is the best, most practicable and surest way of handling passengers so that a fare maybe collected from every one of them?" This was answered by the Managing Director of the Montreal St. Ry.: - "Collect the fares as the passengers enter into the car from the platform". The General Manager of the Quebec Ry., Light and Power Co., answered:- "The method adopted by the Montreal St. Ry. is the best at present known".

Once established in Montreal, the PAYE system went on to bigger things. Mr. McDonald, patented the design, formed the Pay-As-You-Enter Car Corporation, and actively promoted the concept throughout North America. Many larger cities, such as New York and Chicago, took to the idea, and soon PAYE was in use in very many places. As for the MSR, a newspaper article of August 1907 reported "Montreal Street Railway is showing no let-up to its remarkable gross earnings, and the increases over last year continue at the rate of more than \$1000 a day".

Gradually smaller systems adopted PAYE, albeit in somewhat modified form. For example, Saint John N.B. placed its first three PAYE cars (Nos. 80, 82, 84) in service in January 1913. In the next few years, especially with the introduction of one-man operation, the system became well-nigh universal in North America. Not so in other parts of the world, where fares are frequently collected by the old method. In fact your editor observed, on a trip to Latvia in June 2005, that one still boards the tram, finds a seat, and waits for the conductor to come around, just as was done 100 years ago. With the new generation of "smart cards" and the "honour system" the whole method of fare collection is changing again, so it is timely to look back at the PAYE 'revolution' of 1905 that has served us so well.

Examples of the original concept of PAYE cars are rare survivors today. Perhaps the oldest existing is a 1906 Chicago car at the Illinois Railway Museum, but a very close second, and much more true to the original concept, is MSR 859 at the Canadian Railway Museum / Exporail. This wooden car, built by Kuhlman in 1906 and placed in service in 1907, is one of the "second generation" PAYE cars that followed close on the original prototype established by 890. In addition, MSR steel car 997, built in 1911, has also been restored to its original configuration. These historical relics are true reminders of a concept that changed the whole art of fare collection a century ago.



Although the new steel 901-class cars were in service by 1910, the MSR chose to grace the cover of their 50th anniversary annual report with a drawing of the 703-class "second generation" PAYE car, which was larger and more impressive. Fred Angus collection


BACK COVER TOP: *The first steel PAYE cars built in Canada were the MSR's 901 (odd numbered) class constructed by Ottawa Car Co. in 1910 and 1911. Here we see 997, restored to its original configuration, complete with big red number plate, at the Canadian Railway Museum on May 9, 1965. Photo by Fred Angus*

BACK COVER BOTTOM: *Wallace Young caught B. C. Electric car No. 123 on Crombie Street at Victory Square in Vancouver on August 17, 1950. This is one of only two known colour photos of the Vancouver observation cars. Photo Henry Ewert Collection.*

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