



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

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Commemorating 50 Years Since Montreal's Last Streetcar
Il y a 50 ans – le dernier tramway à Montréal



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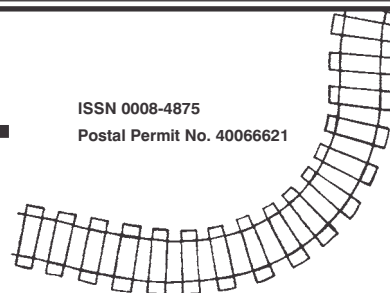


TABLE OF CONTENTS

Commemorating 50 years since streetcar service, by M. Peter Murphy	175
Montreal Transportation Commission, by J. R. Thomas Grumley	180
Stan's Traction Photo Gallery, by Stan Smaill	188
Ottawa Transportation Commission, by Bruce Dudley	197
Niagara St. Catharines & Toronto Railway, by Robert J. Sandusky	201
Toronto's Street Railway in the Postwar and Modern Era, by Ted Wickson	207
Business Car, by John Godfrey and David Gawley	213

FRONT COVER: It's 1956 and the end is weeks away for streetcars on Saint Catherine Street, Montreal's main shopping thoroughfare. Two man car 2171 is heading west at University Street and it looks like he just missed the green traffic light. Note the new bus stop sign that has been erected on the white band of the support pole. Christ Church Cathedral is opposite the car, and the Bay store is in the background. The famous Notman photograph on page 181 was taken half a block east of this location. CRHA Archives, Fonds Kemp

BELOW: Canada's shortest lived street railway system was the Belleville Traction Company of Belleville, Ontario. It was opened on August 3, 1895 and ceased operations on September 12, 1901. Its rolling stock was shipped to Kingston, Ontario where it was put into service on that nearby system. In this undated photo, motor car 8 is coupled to trailer car 7. Trailer car 9 is barely visible behind the front of the motor car. CRHA Archives, Fonds Corley

PAGE COUVERTURE AVANT : Nous sommes en 1956 à quelques semaines du retrait des tramways de la rue Sainte-Catherine, artère commerciale principale de Montréal. Le tramway no 2171, de type à deux hommes, attend le feu rouge en direction ouest à l'intersection de la rue Université. À noter, un panneau d'arrêt d'autobus déjà installé sur la bande blanche d'un poteau support de fil aérien. On voit au premier plan la cathédrale Christ Church et plus loin le magasin Morgan (maintenant La Baie). Le célèbre cliché du photographe Notman à la page 181 a été pris quelques mètres plus à l'est. Archives ACHF, fonds Kemp.

CI-DESSOUS: La Belleville Traction Company de Belleville, en Ontario, est le réseau de tramways qui a eu la plus courte durée de vie au Canada. Elle fut créée le 3 août 1895 et cessa ses activités le 12 septembre 1901. Son matériel roulant a été par la suite transféré à Kingston, en Ontario, et intégré au réseau de cette ville. Sur cette photo, la voiture de traction no 8 est attelée à la voiture remorque no 7. La voiture remorque no 9 apparaît en partie à côté de la voiture de traction. Archives ACHF, fonds Corley.

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Commemorating the Fiftieth Anniversary of the Abandonment of Electric Street Car and Interurban Service in Many of Canada's Cities

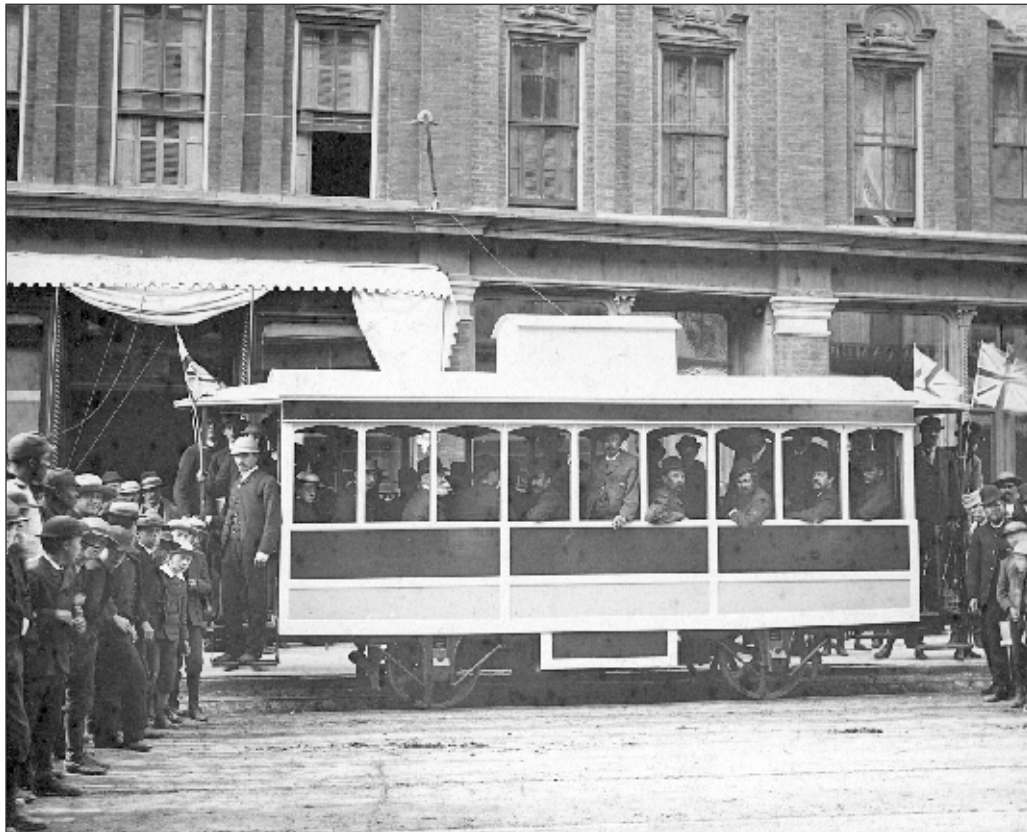
by M. Peter Murphy

Canada's first electric railway was the Windsor Electric Street Railway, engineered by Charles Van Depoele (born in Belgium in 1846 and died in Lynn, Massachusetts in 1892). Van Depoele was a prolific inventor. He had an electric locomotive hauling flat cars with seats at the 1885 Toronto Industrial Exhibition. This primitive electric railway hauled passengers from the terminus of the Toronto Street Railway – then using horsecars – to the exhibition grounds, a distance of about a mile. The train ran at speeds of up to 30 miles per hour and carried 200 passengers a trip.

The driving forces behind the Windsor Electric Street Railway were John W. Tringham, an electrician working for the local telephone company, and Richard Bangham, a Windsor town councillor. The inspiration to

build the line followed Bangham's visit to Brighton, England in 1885 where he was greatly impressed by Magnus Volk's 2' 8 1/2" gauge electric tram line which had been built along the beachfront in 1883. After his return to Canada, the partners erected a barn in Walkerville where Tringham built a wooden trolley car. Van Depoele, who by then had set up shop in Chicago, supplied the electrical parts and technical expertise.

The Windsor line opened on June 3, 1886. Built to 3' 6" gauge, the 1¼ mile long line ran between the British American Hotel in central Windsor and the Grand Trunk Railway's bridge in Walkerville. The fare was 5 cents, a bargain as stagecoach operators were charging 12 cents. The line was the pay as you enter operations as the motorman collected the fares.



Canada's first street car on June 3, 1886, the opening day for Canada's first electric street railway. The un-numbered, homemade car sits in front of the British American Hotel in Windsor, Ontario. Charles Van Depoele is standing in the centre of the car (where the controls are). Note the overhead 'trolley'. The car was equipped with a 10-horsepower motor. Soon it will head to Walkerville, though the trip was only one and a quarter miles long, it sufficed to put the Windsor Street Railway in the Canadian history books. Francois Baby House, Windsor's Community Museum.

Inauguration du premier tramway électrique au Canada le 3 juin 1886. Le véhicule, de fabrication artisanale, non numéroté, est stationné devant l'hôtel British American à Windsor, en Ontario. Charles Van Depoele est debout au centre du véhicule. À noter la particularité de la perche. Le tramway, avec son moteur 10 CV, se prépare à rouler vers Walkerville, une distance de 1,25 mille (2 kilomètres). Maison François Baby, Musée communautaire de Windsor.

Unfortunately Tringham died shortly after the opening on August 1, 1886 at age 42. Bangham lived to a ripe old age. Van Depoele installed four other electric railway systems, three of which were in the USA. He electrified the St. Catharines, Merritton & Thorold Street Railway in 1887 using the Van Depoele 2-wire system with trolley. This was Canada's first 'interurban' system. Who would have known that the Niagara, Saint Catharines & Toronto Railway (which absorbed the St. CM&T) would be Canada's last true interurban system, ceasing operations some 72 years later?



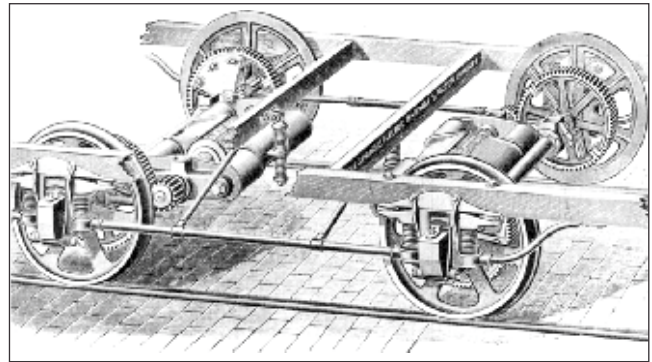
This historic photo appears on page 76 of Frank Rowsome's book entitled *Trolley Car Treasury* published by McGraw Hill in 1956. The photo is not credited and we could not locate the source. It depicts Canada's first interurban, the St. Catharines Street Railway, serving St. Catharines, Merritton and Thorold. Number 4 which was another Depoele system vehicle, made its first run on October 5, 1887. The motor was located on the front platform and the power was delivered to the axle by a chain drive mechanism. Note again the lack of a trolley pole which Frank J. Sprague invented by 1888.

Cette photo apparaît à la page 76 du livre de Frank Rowsome intitulé Trolley Car Treasury, édité en 1956 par McGraw Hill. L'auteur et l'origine de la photo ne sont cependant pas connus. Elle illustre le tramway no 4 du Merritton and Thorold Railway de St. Catharines en Ontario. Construit aussi par Depoele et inauguré le 5 octobre 1887, ce fut le premier tramway de type interurbain au Canada. Le moteur, situé sur la plateforme avant, transmettait le mouvement à l'essieu à l'aide d'une chaîne. À noter l'absence de perche, celle-ci ayant été inventée en 1888 par Frank Sprague.

The Van Depoele system gave way to that of Frank J. Sprague (born in Connecticut in 1857 and died in 1934). Sprague was a prolific inventor whose name would be as common today as that of Thomas Edison or Alexander Graham Bell except that Sprague on many occasions sold his patents to General Electric, Westinghouse, Otis Elevator, etc. He assumed, but did not insist, that his name be associated with his patents - it wasn't.

Frank Sprague's inventions made the electric streetcar practical. He fathered the first citywide trolley system in Richmond, Virginia in February of 1888. He was

responsible for many other major inventions including: the 'wheelbarrow' method of mounting traction motors on axles; the trolley pole; multiple unit control, train safety controls and high speed electric elevators, etc. Sprague's system in one form or another was used on virtually all electric railway systems built after 1887. His fundamental inventions are still in use today, on elevators, subways, rapid transit trains, and diesel locomotives.

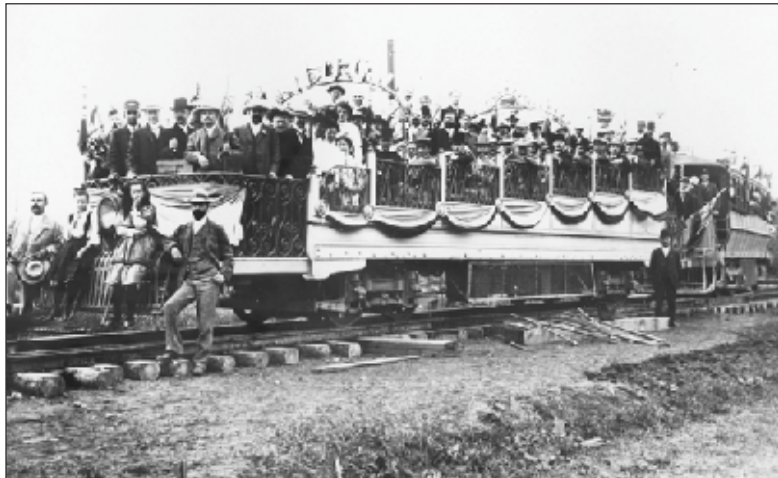


Perhaps Frank Sprague's greatest inventions were the 'wheelbarrow' method of mounting traction motors on axles and the pinion – main gear drive. These solved the greatest problem facing the infant sparkers, that of motors being shaken to bits by vibration.

L'installation de type « brouette » du moteur de traction avec transmission à l'essieu par pignon fut peut-être la plus grande invention de Frank Sprague. Elle eut pour effet de corriger le problème des étincelles produites par la vibration du moteur. Trolley Car Treasury.

Streetcars were a major invention - they changed the way we live and how cities were built. The combination of streetcar transportation and electric elevators permitted high density city cores to develop. Street cars permitted us to live farther from work, and were responsible for early 'urban sprawl' and city development; they displaced the horse cars and all that goes with it; they provided entertainment (company owned amusement parks) as well as sightseeing opportunities, wartime transportation when fuel rationing limited auto use, and generally provided clean, efficient, pollution-free urban and interurban transportation. They even permitted longer distance courtship through efficient transportation! Electric streetcars were both exciting and fashionable compared to walking, bicycle, or animal hauled cars.

From these humble beginnings, Canada's street and interurban railway systems grew into a full-fledged industry employing thousands of people and having a major social impact on our way of life. Canada had dozens of cities and towns, large and small, served by an electric railway system, (some by more than one). At the turn of the century, a city wasn't 'on the map' if it didn't have an electric streetcar system.



One example as to how the electric streetcar contributed to urban development and growth. This photo was taken at Montreal’s Sherbrooke Street and Girouard Avenue in Notre Dame de Grace (note the NDG on the car lighting arch) on opening day of tram service in 1908. Today, this location is not even considered a ‘suburb’, but a western borough of the City of Montreal. CRHA Archives, Fonds MTC

Voici un bon exemple de l’influence des tramways sur le développement urbain. Nous sommes à l’intersection de la rue Sherbrooke et de l’avenue Girouard dans Notre-Dame-de-Grâce à Montréal (à noter les lettres NDG sur l’arche d’éclairage du véhicule) à l’occasion de l’ouverture d’un nouveau service en 1908. De nos jours, l’endroit n’est plus une banlieue, mais plutôt une partie d’un arrondissement de Montréal. Archives ACHF, fonds MTC.

In all, Canada had a total of approximately 70 Electric Street and interurban railways. Some were short lived – the Belleville, Ontario system only ran from 1895 to 1901. Toronto is the only Canadian city which has

continuously been served by electric street cars. The first electric cars operated in 1892 making for 117 years of service.

List of Canadian Electric passenger urban and interurban railways excluding freight, mine, industrial and tourist operations.

Company Name	Commenced	Closed	Miles
Belleville Traction Company (Belleville, Ontario)	August 3, 1895	September 12, 1901	2.25
Brandon Municipal Railway (Brandon, Manitoba)	June 2, 1913	April 30, 1932 (1)	8.5
Brantford & Hamilton Electric Railway Co. (Brantford, Ontario)	1908	1931	23
Brantford Street Railway (Brantford, Ontario)	March 31, 1893	January 31, 1940 (1)	?
British Columbia Electric Railway (Vancouver, lower mainland and Victoria, B.C.)	February 22, 1890	February 28, 1958	327
Calais Street Railway (St. Stephen, New Brunswick)	July 4, 1894	October 31, 1929	7
Calgary Municipal Railway (Calgary, Alberta)	October 30, 1908	December 29, 1950	55
Cape Breton Electric Company (Sydney, Nova Scotia)	1901	May 15, 1947	30.5
Chatham, Wallaceburg & Lake Erie Railway Co. (Chatham, Ontario)	1905	1930	36.9
Cornwall Street Railway Light and Power Co. (Cornwall, Ontario)	July 7, 1896	27 July 1949	4
Edmonton Transit System (Edmonton, Alberta)	October 31, 1908	September 2, 1951	50.6
Fort William Street Railway (Fort William, Ontario)	June 1, 1893	October 16, 1948	11.6
Grand River Railway Company and predecessors (Preston, Ontario)	July 26, 1894	April 23, 1955	17.8
Guelph Radial Railway Company (Guelph, Ontario)	September 17, 1895	September 30, 1937	8.5
Hamilton & Dundas Street Railway (Hamilton, Ontario)	March 1, 1898	September 5, 1923	7
Hamilton Grimsby & Beamsville Electric Railway Company (Hamilton, Ontario)	October 17, 1894	June 30, 1931	22
Hamilton Radial Electric Railway Company (Hamilton, Ontario)	July 1896	January 5, 1929	25
Hamilton Street Railway Company (Hamilton, Ontario)	July 2, 1892	April 6, 1951	22
Hull Electric Company (Hull, Quebec)	1897	March 30, 1947	15.6
International Transit Company (Sault St. Marie, Ontario)	March 30, 1903	November 1, 1941	4.3
Kingston Portsmouth & Cataraqui Electric Railway Company (Kingston, Ontario)	September 26, 1893	March 4, 1930	8
Kitchener - Waterloo Railways	May 18, 1895	December 27, 1946	10.4
Lake Erie & Northern Railway Company and predecessors	February 7, 1916	April 23, 1955	51
Lethbridge Municipal Railway (Lethbridge, Alberta)	September 1912	September 8, 1947	11
Levis Tramway Company (Levis, Quebec)	December 8, 1902	November 24, 1946	11.7
London & Lake Erie Railway and Transportation Company (London, Ontario)	June 4, 1906	October 15, 1918	28
London & Port Stanley Railway Company (London, Ontario)	July 1, 1915	February 18, 1957	24.2
London Street Railway Company (London, Ontario)	September 12, 1895	November 27, 1940	25.7

Moncton Tramways, Electric and Gas Company (Moncton, New Brunswick)	August 11, 1896	December 31, 1931 (1)	3.5
Montreal & Southern Counties Railway Company (Montreal, Quebec)	November 1, 1909	October 13, 1956	50
Montreal Tramways Company and predecessors (Montreal, Quebec)	September 21, 1892	August 30, 1959	279
Moose Jaw Electric Railway Company (Moose Jaw, Saskatchewan)	September 4, 1911	October 8, 1932	9
Nelson Street Railway Company (Nelson, British Columbia)	December 27, 1899	June 20, 1949 (1)	4
New Brunswick Power Company (St. John, New Brunswick)	April 12, 1893	August 7, 1948	12.5
Newfoundland Light & Power Company (St. John's, Newfoundland)	May 1, 1900	September 15, 1948	3.2
Niagara Falls Park & River Railway Company (Niagara Falls, Ontario)	May 24, 1893	September 11, 1932	11.9
Niagara St. Catharines & Toronto Railway Company and predecessors (Ontario)	October 5, 1887	March 28, 1959	104
Nipissing Central Railway Company (Cobalt, Ontario)	April 30, 1910	February 9, 1935	10.7
Nova Scotia Light & Power Company (Halifax, Nova Scotia)	February 12, 1896	April 29, 1949	12.3
Oshawa Railway Company (Oshawa, Ontario)	June 13, 1895	January 28, 1940	9
Ottawa Transportation Commission and predecessors (Ottawa, Ontario)	June 29, 1891	April 30, 1959	58
Peterborough Radial Railway Company (Peterborough, Ontario)	August 1893	March 31, 1927 (1)	6
Pictou County Electric Company (Nova Scotia)	October 10, 1904	May 7, 1931	7.9
Port Arthur Street Railway Company (Port Arthur, Ontario)	March 2, 1892	February 15, 1948	12.4
Quebec Railway Light & Power Company - Citadel city division (Quebec, Quebec)	July 20, 1897	May 25, 1948	30
Quebec Railway Light & Power Company - Montmorency interurban division	May 27, 1900	March 15, 1959	26.6
Regina Municipal Railway (Regina, Saskatchewan)	July 28, 1911	September 10, 1950	30.8
St. Thomas Street Railway Company (St. Thomas, Ontario)	June 16, 1898	February 15, 1926	7
Sandwich Windsor & Amherstburg Railway Company (Windsor, Ontario)	June 3, 1886	May 6, 1939 (1)	39.9
Sarnia Street Railway Company (Sarnia, Ontario)	January 1901	February 25, 1931	8.2
Saskatoon Municipal Railway (Saskatoon, Saskatchewan)	January 1, 1913	November 10, 1951	12.6
Sherbrooke Railway & Power Company (Sherbrooke, Quebec)	November 1, 1897	December 31, 1931	9
Sudbury-Copper Cliff Suburban Electric Railway Company (Sudbury, Ontario)	November 11, 1915	October 1, 1950	6
Three Rivers Traction Company (Three Rivers, Quebec)	December 11, 1915	September 12, 1933	3.9
Toronto Transportation Commission and predecessors (Toronto, Ontario)	August 16, 1892	Still operating	266
Toronto & York Radial Railway Company (Toronto, Ontario)	September 1, 1890	June 26, 1936	72.4
Toronto Suburban Railway Company (Toronto, Ontario)	September 6, 1892	August 15, 1931	48.3
Windsor Essex & Lake Shore Rapid Railway Company (Windsor, Ontario)	September 19, 1907	September 15, 1932	36.1
Winnipeg Electric Company (Winnipeg, Manitoba)	January 27, 1891	September 18, 1955	100.8
Winnipeg Selkirk & Lake Winnipeg Railway Company (Winnipeg, Manitoba)	May 23, 1908	1937	22.1
Yarmouth Street Railway Company (Yarmouth, Nova Scotia)	August 26, 1892	October 20, 1928	3

- 1 (1) Electric service suffered interruption and was not continuous
- 2 Miles are route miles and are approximate
- 3 This list is not a comprehensive list of every electric railway that operated in Canada, many lines were acquired, or amalgamated into larger systems especially in metropolitan Toronto and Montreal, as well as some Ontario interurban lines. Start date is when the earliest component electric railway commenced regular passenger operation. The closed date is when the last regularly scheduled passenger car completed its final run. Every attempt has been made to provide accurate dates, please report any errors.
- 4 Sources:
 - On a Streak of Lightning, J. Edward Martin, Studio E, 1994
 - Canadian Street Railways Website by David A. Wyatt, 2006
 - Riding the Radials, Robert M. Stamp, Boston Mills Press, 1989
 - Edmonton's Electric Transit, Colin K. Hatcher and Tom Schwarzkopf, Railfare, 1983
 - Trolley Car Treasury, Frank Rowsome, McGraw Hill, 1956
 - Traction on the Grand, John Mills, Railfare, 1977
 - Lines of Country, Christopher Andreae, Boston Mills Press, 1997

Canada's electric railways have undergone three major waves of abandonments. The first was in the 1929-1935 era. Reduced ridership following the widespread use of the automobiles by the middle classes and the Great Depression doomed many of the early electric lines. This was followed by the next wave after the end of the Second World War in 1945. Ridership dropped as automobile production resumed and the flight to the suburbs began. Streetcars, which were viewed as clogging the street and old fashioned, started to fall from fashion. Some streetcar companies fought back with the introduction of the PCC (President's Conference Committee) car - only Toronto, Montreal and Vancouver ever operated them in Canada.

The final wave of abandonments occurred in the 1950's when the remainder of Canada's operating streetcar systems (except for Toronto's) were abandoned. Electric interurban lines discontinued passenger service, although some lines retained trolley powered freight for a period of time. Within a few years, this gave way to either dieselization or total abandonment.

Fifty years ago, on August 30, 1959, the Papineau route 45 and Rosemont route 54 of the once vast

Montreal Street Railway system were the last lines to be abandoned. This brought to an end 73 years of electric streetcar service in Montreal, and was the last system to be abandoned in Canada.

We have gathered together some of the most authoritative authors on the subject to present a capsule history of each of the 16 streetcar and interurban lines that ceased regular passenger operations in the 1950s. This feature will be presented in several installments, commencing with this issue of Canadian Rail. Systems will be featured in reverse chronological order of abandonment from Montreal in 1959 to Regina in 1950 as follows:

Montreal Transportation Commission, August 30, 1959

Ottawa Transportation Commission, April 30, 1959

Niagara St. Catharines & Toronto Railway,
March 28, 1959

Quebec Railway Light & Power Co., March 15, 1959

British Columbia Electric Railway, February 28, 1958

London & Port Stanley Railway, February 18, 1957

Montreal & Southern Counties Railway,
October 13, 1956

Winnipeg Electric Company, September 18, 1955

Canadian Pacific Electric Lines, April 23, 1955

Saskatoon Municipal Railway, November 10, 1951

Edmonton Transit System, September 2, 1951

Hamilton Street Railway, April 6, 1951

Calgary Municipal Railway, December 29, 1950

Sudbury – Copper Cliff Suburban Railway,
October 1, 1950

Regina Municipal Railway, September 9, 1950

We wish to thank all our contributors who are keeping their memory alive.

On a positive note, the streetcar is making a comeback albeit under the guise of the current catch phrase 'LRV' (Light Rail Vehicle). Calgary and Edmonton lead the revival of the electric transit operations with their Light Rail Transit (LRT) lines in the 1980s. Ted Wickson has contributed an article explaining why and how Toronto has not only kept, but also is presently expanding its streetcar system. Toronto is firmly committed to electric rail transport. It has just signed a contract with Bombardier Transportation Canada Inc. for the supply of 204 low floor streetcars, with an option to purchase an additional 194 cars. Toronto has announced ambitious multi-billion dollar plans to build new lines into its suburbs. At the same time, Calgary and Edmonton are extending their LRT systems. Today, Montreal and Ottawa are planning ambitious new LRT lines. Everything old is new again!



'End of an Era' was marked by the ceremonial closing of the doors behind Montreal PCC 3517 on August 30, 1959, following the streetcar parade on Papineau Avenue. This brought to an end the electric streetcar and interurban era in Canada except for Toronto. From left to right: Arthur Duperron, Chairman and General Manager of the Montreal Transportation Commission; Sarto Fournier, Mayor of Montreal; Joseph-Marie Savignac, Montreal City Councillor. STM

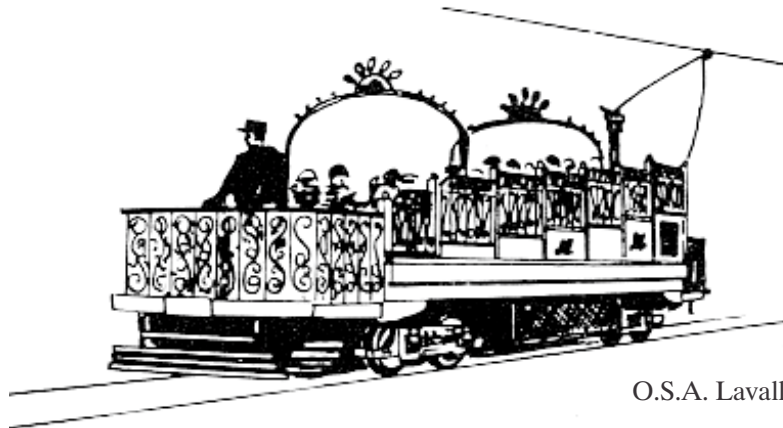
Cérémonie de fermeture des portes – « La fin d'une époque » – après le défilé du 30 août 1959 à Montréal derrière le tramway PCC (Presidents Conference Committee) no 3517. Cet événement marquait la fin des tramways au Canada, à l'exception de Toronto. De gauche à droite : Arthur Duperron, président et directeur général de la Commission de transport de Montréal, Sarto Fournier, maire de Montréal, et Joseph-Marie Savignac, conseiller de la Ville de Montréal. STM.

Montreal's Electric Streetcars (1892 – 1959)

By J. R. Thomas Grumley
French Translation: Denis Vallieres

Les tramways de Montréal (de 1892 à 1959)

Par J.R. Thomas Grumley
Traduit par Denis Vallières



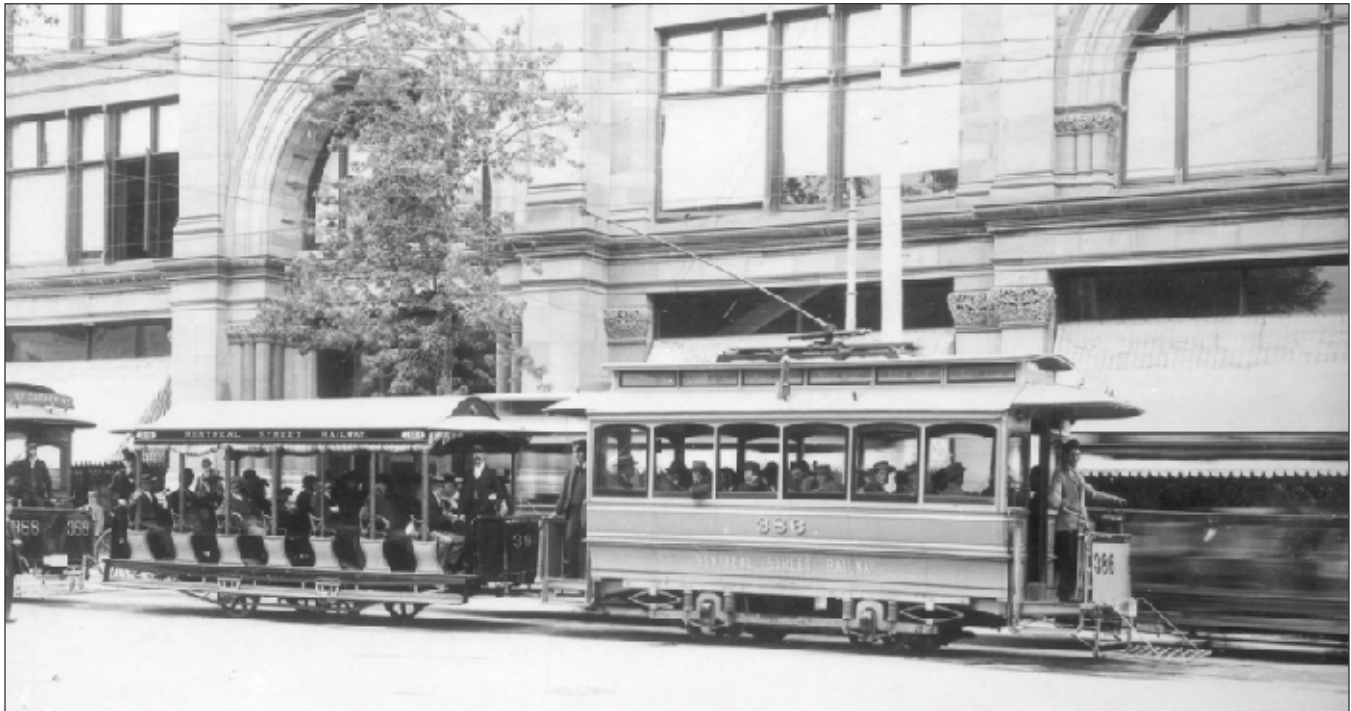
O.S.A. Lavallee

J. R. Thomas Grumley, the youngest son of a career CNR employee, was born and educated in Montreal. Riding on streetcars to/from school in Montreal and riding in the cabs of Central Vermont RS3s, CNR FPA4s and FP9s ensured that an avid interest in streetcars and trains was acquired at an early age. Now semi-retired from a career in Telecommunications, he resides in Manotick, Ontario (near Ottawa). Tom has recently written six books on street railway systems in Quebec, one of which won the 2006 CRHA Book of the Year award. Tom is a member of the CRHA, The Bytown Railway Society, the C. Robert Craig Memorial Library and the Ottawa Valley Associated Railroaders.

J.R. Grumley, le plus jeune fils d'un employé du CN, est né et a étudié à Montréal. Comme il se rendait à l'école en tramway et qu'il se baladait souvent dans les cabines RS3 du Central Vermont ou les FPA4 et les FP9 du CN, il s'est intéressé très tôt aux tramways et aux trains. Maintenant semi-retraité après une carrière en télécommunications, il habite à Manotick, en Ontario, près d'Ottawa. Récemment, Tom a rédigé trois livres sur les systèmes de tramways québécois, et l'un de ces ouvrages a remporté le prix CHRA Book of the Year 2006. Il est membre de la CHRA, de la Bytown Railway Society, de la C. Robert Craig Memorial Library et des Ottawa Valley Associated Railroaders.

As early as 1861 Montreal, the largest city in Canada at the time, had public transportation albeit using horses in a somewhat restricted geographical area. It wouldn't be until 1892 that the Montreal Street Railway introduced electric trams to the city. On Wednesday September 21st, 1892, following delivery of 25 new streetcars from various car builders from the United States, car number 350 "The Rocket" was chosen to inaugurate service over an initial route bounded by Bleury, Park Ave., Mount Royal, St. Lawrence, Rachel, Amherst and Craig Streets, a distance of a little over eight kilometers.

Un réseau de transport en commun hippomobile fut établi dès 1861 à Montréal, la ville la plus importante du Canada à l'époque, pour desservir un territoire plutôt restreint de cette municipalité. Ce n'est qu'en 1892 qu'apparurent les tramways électriques, avec la création de la Montreal Street Railway. Ainsi, en ce mercredi 21 septembre, le tramway no 350, surnommé « le Rocket » et choisi parmi les 25 nouvelles acquisitions provenant de différents constructeurs américains, inaugura la première ligne de tramways électriques de la ville. Cette ligne était délimitée par la rue de Bleury, l'avenue du Parc, les boulevards Mont-Royal et Saint-Laurent, les rues Rachel, Amherst et Craig, soit une distance de plus de huit kilomètres.



This famous Notman photograph is an excellent illustration of an early Montreal electric streetcar. This image was made circa 1894, only two years after the system was electrified. It was taken on St. Catharine Street at Phillips Square. Car 386 is towing trailer No. 39 with electric car 388 following. Your Co-Editor's grandmother recounted how she would wait for a horse drawn tram instead of boarding the 'electric car', she was afraid of being 'electrocuted'! This story confirms that horse and electric cars co-existed until enough electric cars had been delivered. Eventually grandmother had no choice but to ride the 'electric cars' and she lived to be 90 years old! The building in the background still exists as the Bay store. CRHA Archives

Cette célèbre photo de Notman constitue une excellente illustration des premiers tramways de Montréal. Le cliché fut pris en 1894 du Square Phillips, rue Sainte-Catherine, deux ans après l'électrification du réseau. Le tramway no 386 tire la remorque no 39, suivi par le tramway no 388. La grand-mère de votre coéditeur racontait qu'elle avait attendu alors le passage d'un tramway hippomobile, craignant d'être électrocutée en montant à bord d'un « véhicule électrique ». Cette anecdote confirme que les tramways hippomobiles et électriques coexistèrent jusqu'à ce que le réseau soit complètement électrifié. Plus tard, ma grand-mère n'eut plus le choix de voyager à bord de ces véhicules électriques, ce qui ne l'a pas empêché de vivre jusqu'à l'âge de 90 ans! L'édifice en arrière-plan est maintenant un magasin La Baie. Archives ACHF.

Thus started almost 57 years of electric street railway operation by the Montreal Street Railway initially and then by the Montreal Tramways Company starting in 1911 and finally by the Montreal Transportation Commission from in 1951 until the end of streetcar service on August 30, 1959. Two suburban electric railways became part of the Montreal Street Railway. Formed in the late nineteenth century, the Montreal Park & Island Railway operated north and west of the city centre and the Montreal Terminal Belt Railway operated in the east end of the city.

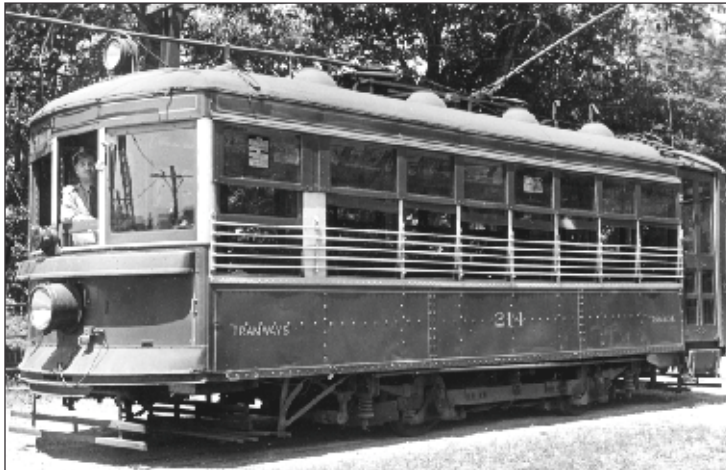
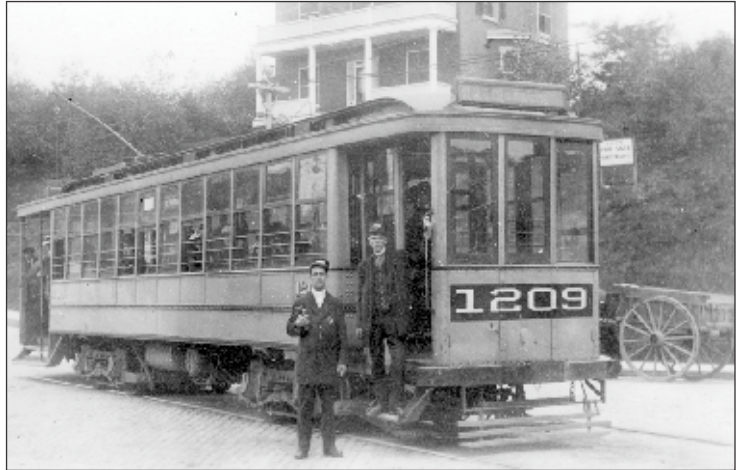
Over the years Montrealers were blessed with a variety of equipment to ride and view. During the peak of its operation in the 1930s, the streetcar system operated on over 500 kilometers of track using 1,200 pieces of equipment and supported by over 14,000 employees. At one time over 55 streetcar routes served the ever-expanding city. The city sported the most diverse collection of street railway vehicles. The most famous were the four open air "Golden Chariots" designed by the

L'ère des tramways de Montréal se poursuit pendant plus de 57 ans. La bannière de la Montreal Street Railway, par contre, fut remplacée en 1911 par la Montreal Tramways Company et plus tard par la Commission de Transport de Montréal de 1951 jusqu'au retrait des tramways le 30 août 1959. Deux entreprises de tramways interurbains s'intégrèrent à la Montreal Street Railway à la fin du 19e siècle : d'abord la Montreal Park & Island dans l'axe nord-sud du centre-ville, puis la Montreal Terminal Belt Railway dans l'est de la ville.

Pendant toutes ces années, les Montréalais eurent l'occasion de voyager à bord d'une grande variété de modèles de tramways. Le premier modèle, le Birney, ne comportait qu'un seul bogie. Plus tard, on intégra l'acier dans la structure des voitures et vers la fin apparurent les PCC (« Presidents Conference Comittee »), des tramways profilés aux allures modernes. On créa aussi quatre tramways observatoires, surnommés les « p'tits chars en or », conçus à Montréal et dont l'idée fut reprise par les villes de Québec, Vancouver et Calgary. Ils

Montreal Tramways crew and car 1209 pose at the corner of St. Catherine Street and Glen Road in Westmount around 1914. The 1209 was built by Canadian Car and Foundry in 1912 and was one of 125 similar 1200 class cars produced by two manufacturers (Canadian Car and Ottawa) between 1911 and 1913. They were the first cars ordered after various component companies were reorganized to become the Montreal Tramways Company in 1911. Note the 'lots for sale' sign and horse drawn cart just in front of the car! CRHA Archives, Fonds Corley

L'équipe du tramway no 1209 de Montréal pose à l'intersection de la rue Sainte-Catherine et du chemin Glen à Westmount en 1914. Le no 1209 fut construit par la Canadian Car & Foundry en 1912. Il fait partie des 125 tramways de la classe 1200 produits conjointement par deux manufacturiers (Canadian Car et Ottawa Car) entre 1911 et 1913. Ce furent les premiers véhicules commandés après que divers transporteurs eurent fusionné pour devenir la Montreal Tramways Company en 1911. À noter l'affiche Lots for sale et le tombereau hippomobile sur le côté du tramway! Archives ACHF, fonds Corley.



Montreal acquired a fleet of 14 Birney Cars second hand from Detroit in February of 1924. Montreal proceeded cautiously with the introduction of one man car operation, these Birneys were the first one man cars used extensively on light traveled lines in Montreal. This undated photo was taken on Remembrance Road, probably at the Mountain loop, the eastern terminus for this shuttle line. Despite being one man cars, Montreal's Birney's retained their green paint scheme, initially to be less obvious as the one man concept was a sensitive issue with the labour unions. They simply never got a cream with red trim paint job as did all other one man cars. CRHA Archives, Fonds Corley

Montréal fit l'acquisition de 14 tramways Birney d'occasion en provenance de Détroit en février 1924. Cette photo non datée a été prise sur le chemin Remembrance, probablement à la boucle de la

Montagne, le terminus est de cette ligne de navette. La compagnie procéda avec prudence à l'insertion de ces voitures Birney à un seul homme sur des lignes à faible achalandage. Les Birney arborèrent ainsi la livrée verte, car le concept d'un tramway à un seul homme n'était pas bien vu des syndicats des équipes de tramway. Ils ne furent en fait jamais peints de couleur crème avec bordure rouge, contrairement à tous les autres à un seul homme. Archives ACHF, fonds Corley.

Montreal Street Railway and replicated in Quebec City, Vancouver Calgary and Edmonton. These cars, during the summer months, would with a full complement of tourists and locals alike, circumvent Mount Royal an extinct volcano, situated in the centre of the city. These cars operated each summer (except for the World War II years) until 1958. Fortunately these four cars have been preserved by museums in Canada and the United States.

For Montreal's not so famous residents, the company operated two prison cars between the Provincial Court House on Notre Dame Street East and Bordeaux Jail in the city's north end on behalf of the provincial government. The prison cars were withdrawn from service in 1925 and replaced by motor vehicles as local roadways became more improved. The company also had two specially built funeral cars that operated to the east

furent utilisés à Montréal à partir de 1905 pendant toutes les saisons estivales et ce, jusqu'en 1958 à l'exception de la période de la Deuxième Guerre mondiale. Ils transportaient tant les touristes que les Montréalais dans des balades autour du mont Royal, un ancien volcan situé au centre de la ville. Ces quatre tramways furent heureusement épargnés de la casse; deux d'entre eux sont actuellement préservés à Exporail, le Musée ferroviaire canadien, et les deux autres dans des musées américains. Certains tramways d'une livrée couleur crème avec bordure rouge étaient conduits par un seul homme, le garde-moteur, tandis que d'autres, de couleur verte avec bordure crème, étaient conduits par une équipe de deux hommes, le garde-moteur et le contrôleur. À son apogée, vers les années 1930, le réseau comprenait plus de 1200 véhicules circulant sur plus de 500 kilomètres de



Montreal Golden Chariot No. 3 posed on September 4, 1949 for famous USA traction historian and photographer William D. Middleton. The MTC's impressive Craig Street Terminus is in the background, east bound cars exited the visible portal behind the car. California State Railroad Museum Negative C-115, Peter Murphy collection

Le tramway observatoire no 3 pose pour le photographe William D. Middleton, historien américain spécialisé dans les véhicules de traction, le 4 septembre 1949. L'imposant terminus de la rue Craig apparaît à l'arrière-plan. Les tramways en direction est sortaient par la porte que l'on voit derrière le tramway no 3. Musée ferroviaire de l'État de Californie, négatif C-115, Collection Peter Murphy.

end's Hawthorndale Cemetery about seven miles from the centre of the city. This service was discontinued in September 1927 as motor hearses were introduced and used thereafter. The street railway company had a popular band car that plied the streets of Montreal carrying the employee band. The band car was chartered to various organizations and firms for promoting and advertising products and sporting events. The car officially stopped operating in 1928, but it was used very occasionally for a few years after.

Of course, like any large city operating a streetcar service especially in Canada, the Montreal system had its fair share of snow fighting equipment to combat the ferocious winters known to frequent Montreal. To compound the problem, Montreal had many narrow streets making street cleaning difficult and there were many track grades and underpasses throughout the system. In 1928 the Montreal Tramways Company had 42 snow sweepers on record. By the 1950s this had dwindled to 16. This was a result of more liberal amounts of salt being applied to the streets and the increase in the number of motor vehicles converting the snow to slush and making it more manageable to navigate the streets.

In outlying areas of the city, the company employed a number of rotary plows. Of course to assist with the expansion and maintenance of the streetcar system the company had a number of freight cars including flat cars, stores car, tool cars, vacuum cars, machine, bonding and rail grinder cars. To assist with the administrative aspect of the operation, the company had instruction cars to teach the prospective employees on the operation of a streetcar and farebox cars to collect the fares each day from the various divisional offices. The company also had two locomotives to assist with its freight operation. Tower cars were used to maintain the overhead trolley wire (on private right of ways) and cranes used on

voies et employant au delà de 1400 personnes. Plus de 55 lignes de tramways desservait la ville en pleine croissance. Deux tramways furent modifiés pour le transport des détenus entre le palais de justice de la Cour du Québec, rue Notre-Dame Est, et la prison de Bordeaux, de juridiction provinciale, dans le nord de la ville. Ces fourgons cellulaires furent cependant remplacés dès 1925 par des véhicules routiers. La compagnie a aussi construit deux tramways funéraires pour desservir le cimetière Hawthorndale, situé à 11 kilomètres à l'est du centre-ville. Le service cessa dès 1927 au profit de corbillards routiers. La compagnie possédait enfin un tramway de fanfare très populaire qui circulait dans les rues de Montréal en transportant l'orchestre des employés. Ce tramway était aussi nolisé par diverses organisations ou par des entreprises pour la promotion et la publicité de produits ou d'événements sportifs. Il fut retiré officiellement en 1928, mais on l'utilisa encore à quelques occasions dans les années qui suivirent.

À l'instar des autres grandes villes ayant un réseau de tramways et en raison du climat au Canada, la compagnie dut s'équiper pour lutter contre les rigueurs de l'hiver. Les rues étroites de la ville, les nombreuses pentes et les viaducs compliquèrent le déblaiement à travers le réseau. En 1928, la MTC possédait plus de 42 voitures balayeuses pour l'enlèvement de la neige. Dans les années 1950, ce nombre fut réduit à 16, car on commença à l'époque à utiliser le sel pour déglacer les voies et des véhicules routiers pour déblayer la neige. En périphérie de la ville, la compagnie déblayait la neige en utilisant plutôt des chasse-neige rotatifs. Évidemment, pour l'expansion et l'entretien de son réseau, la compagnie avait besoin de certains véhicules spécialisés tels que wagons plats, wagons entrepôts, wagons d'outillage, wagons aspirateurs, véhicules pour l'entretien du réseau de fils aériens et des rails, en plus de

major construction projects, including the dismantling of the Mountail line.

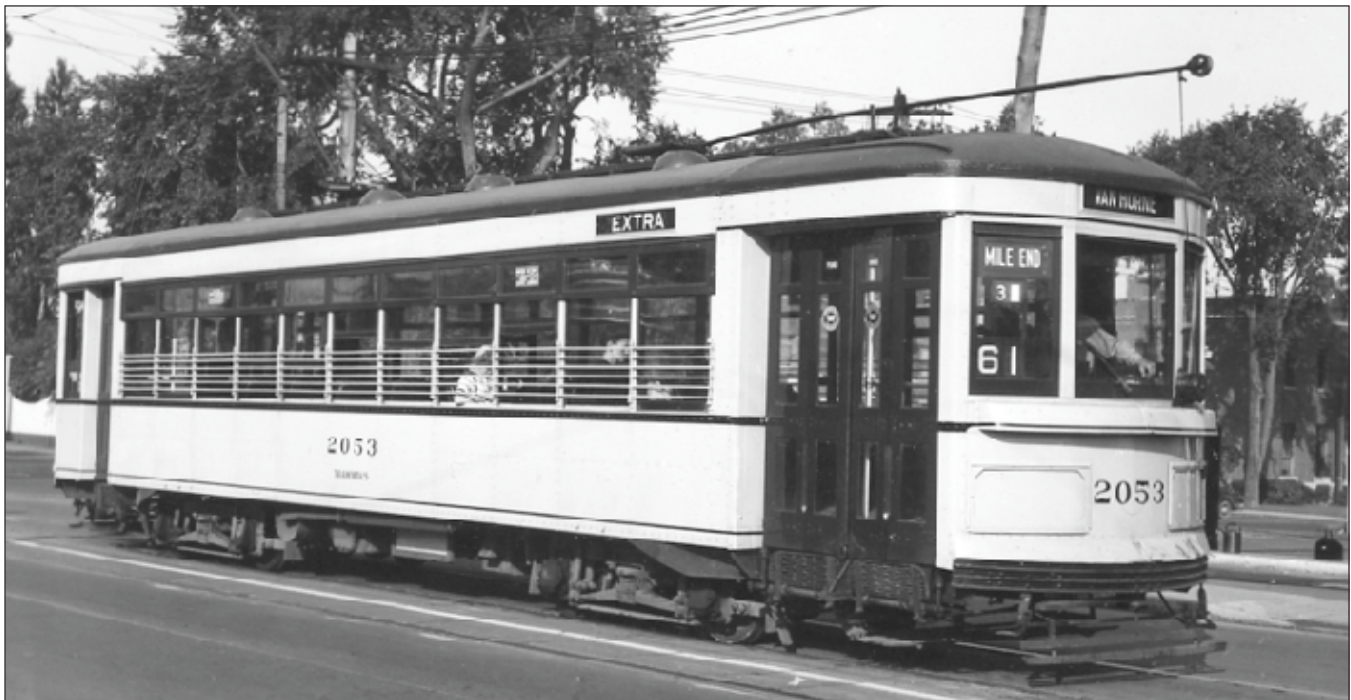
Of course Montreal had a complement of passenger cars from the single truck Birney car to the combination steel/wood cars to the modern PCCs. It was easy to distinguish the one-man car from the two-man car. One-man cars were painted in a cream livery with red trim, while the two man cars were painted in a green livery with cream trim. Also, while most street railways had streetcars with a headlight, Montreal's cars had indirect lighting across the front dash of the car. Cars operating on private rights-of-way were equipped with headlights and rear markers.

The last cars ordered were new PCCs from the St. Louis Car Company (cars 3500 to 3517) in 1944. These cars were assembled in Canada by the Canadian Car & Foundry Company in Lachine.

Montreal had some interesting and scenic streetcar routes. One of the more famous was the Mountain line - Route #11 which operated over the summer months between the corner of Mount Royal and Park Avenues to the summit atop Mount Royal. This route afforded the rider a magnificent view of the eastern

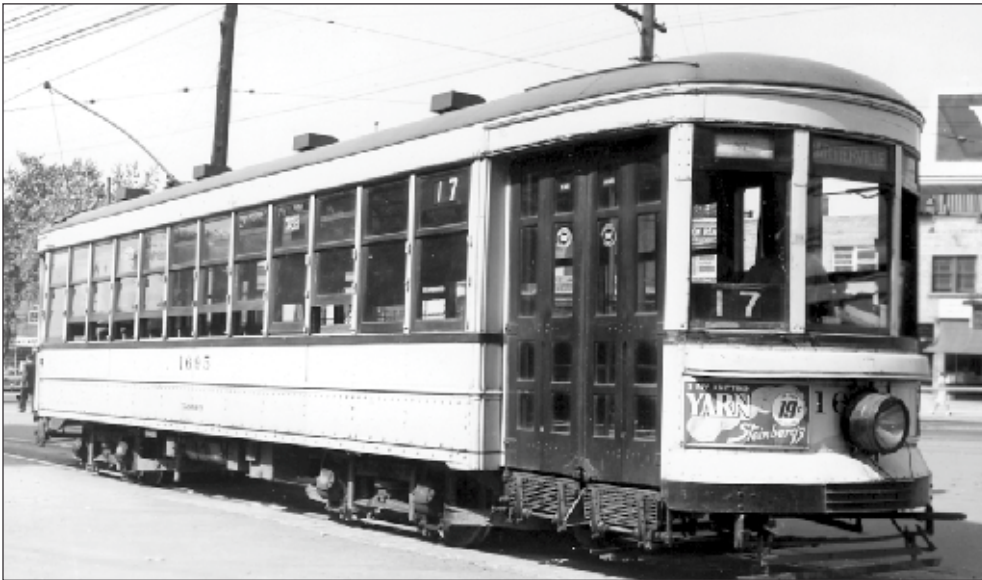
grues pour la construction de nouvelles lignes et de deux locomotives pour le transport de marchandises. La compagnie a aussi conçu des voitures pour la formation de ses gardes-moteurs et pour la collecte quotidienne des boîtes de perception. Tandis que la plupart des tramways avaient un phare sur le devant, ceux de Montréal étaient équipés d'un système d'éclairage indirect sous les pare-brise; néanmoins, ceux qui circulaient sur des voies privées avaient un phare en plus de feux de position à l'arrière. Les derniers véhicules, des PCC, élaborés par la Saint-Louis Car Company (no 3500 à 3517), furent assemblés au Canada par la Canadian Car & Foundry Company de Lachine.

Il y avait à l'époque à Montréal certains circuits panoramiques de tramways. Le plus célèbre était sans contredit la ligne no 11, celle de la montagne, qui fut ouverte pendant les périodes estivales entre le 30 juillet 1930 et le 6 octobre 1957 avec entre autres le tramway no 1347. Le circuit débutait à l'intersection du boulevard Mont-Royal et de l'avenue du Parc pour se terminer au sommet de la montagne. On pouvait ainsi de son siège admirer une vue splendide de l'est de la ville. Au plus haut point du trajet se trouvait un tunnel long de 337 pieds



Car 2053 was one of a class of 39 cars purchased second hand from the Springfield Mass. Street Railway Company, they went into service after some alterations in 1941. The cars had been built by Wason Car Company in 1927. Most were converted to single end operation retaining the rear end controls for back up purposes. The 2053 was one of a few retained as double enders, it is pictured here at the western terminus of the Van Horne line at Cote des Neiges Road. CRHA Archives, Fonds Corley

Le tramway no 2053 fut l'un des 39 véhicules achetés d'occasion à la Springfield Massachusetts Street Railway Company. Après quelques modifications, ils furent intégrés au réseau en 1941. Ces tramways avaient été construits par la Wason Car Company en 1927. La plupart furent convertis en roulement à sens unique, le contrôle en arrière du véhicule ne servant que pour la marche arrière. Le no 2053 fut l'un de ceux qui conservèrent la double direction. On le voit ici au terminus ouest de la ligne Van Horne sur le chemin de la Côte-des-Neiges. Archives ACHF, fonds Corley.



Originally built as a two car train motorized trailer (2 motors) by Canadian Car and Foundry in 1924, car 1695 was converted to one man operation in 1935. This included interior rearrangement and repainting the car from olive green to cream with red trim. Varnished doors remained until about 1947 when the doors were painted in the car's colour scheme. This photo was taken at Snowdon Loop on August 23, 1947. CRHA Archives, Fonds Corley

Le tramway no 1695, à l'origine un train de deux véhicules motorisés construit par Canadian Car & Foundry, fut converti en deux tramways à un seul homme en 1935. Les modifications? On réaménagea l'intérieur et on remplaça la couleur olive d'origine par la couleur crème avec bordure rouge. Les portes vernies demeurèrent cependant ainsi jusqu'en 1947 pour être repeintes ensuite aux couleurs de l'ensemble du véhicule. Ce cliché fut pris à la boucle de Snowdon, le 23 août 1947. Archives ACHF, fonds Corley.



Car 2196, a 1929 product of Canadian Car and Foundry rolls along Mount Royal Avenue in this undated Forster Kemp photo. The 2100 series consisted of 140 cars purchased in three lots. These two man cars were specifically designed for service on St. Catherine Street, Montreal's main shopping thoroughfare where passenger turnover was high. They were so successful they were quickly introduced to many other lines. Note the painted white band on the pole indicating a car stop. Peter Murphy collection

Sur cette photo de Forster Kemp, on voit le tramway no 2196, construit en 1929 par la Canadian Car & Foundry, circulant le long de l'avenue du Mont-Royal. La série 2100 comprend 140 véhicules livrés en trois lots. Ces tramways à deux hommes étaient tout à fait désignés pour le service rue Sainte-Catherine, l'artère commerciale principale de Montréal dotée d'un fort achalandage de passagers. Ils eurent tant de succès qu'ils furent introduits sur plusieurs autres lignes. À noter, la bande blanche sur le poteau indiquant un arrêt de tramway. Collection Peter Murphy.

portion of the city. Because of the steep track grade, specially equipped cars from the 1325 Class cars with dynamic brakes were used on this route. The line opened on July 30, 1930 and operated each summer until October 6, 1957 when car #1347 traversed the line for the last time. At the route's highest point there was a 337 foot long tunnel. During the 27 years of operation on this line, more than 6,300,000 persons (including this author) used this scenic line with no fatalities or major injury.

Besides the routes the open observation cars used during the summer, another interesting line was the Cartierville Route #17 which operated between Garland terminus (opened in 1949), situated about a mile north on Decarie Boulevard above Queen Mary Road, and Cartierville station – only a block from the famous Belmont Park amusement park. Operating largely on a private right-of-way the streetcars travelled up and over a trestle that spanned the CPR tracks and on some stretches the motorman could open up the throttle and the streetcar would rock from side to side much to the

(0,1 kilomètre). Certains tramways, dont le 1325, furent spécialement conçus pour cette ligne, avec entre autres des freins rhéostatiques leur permettant d'aborder en toute sécurité la rampe accentuée du parcours. Aucun accident majeur ne survint et personne parmi les 6 333 000 utilisateurs (dont l'auteur de ces lignes) ne fut sérieusement blessé pendant ces 27 années d'exploitation de la ligne. Mis à part les parcours utilisés par les tramways observatoires, un autre trajet intéressant était celui de la ligne Cartierville no 17 entre le terminus Garland, ouvert en 1949 et situé à environ 1 mille (1,6 kilomètre) au nord du boulevard Décarie près du chemin de la Reine-Marie, et la gare de Cartierville, à un pâté de maisons du parc d'amusement Belmont. Cette ligne était située en grande partie sur une emprise privée et à un certain endroit elle traversait un pont à chevalets en empruntant une rampe prononcée pour franchir des voies du CNR. Cela causait un certain stress au garde-moteur, qui devait accélérer au maximum afin de gravir la rampe, d'où un mouvement de roulis du véhicule à la



Montreal acquired a small fleet of 18 PCC (President's Conference Committee) cars during the Second World War. One hundred cars had been allotted to Canada by St. Louis Car Company, the allotment was divided up between Vancouver, Toronto (who got the most) and Montreal. The cars came in kit form and were assembled by Canadian Car and Foundry Company in Montreal. Car 3517 was the last car purchased by the Montreal Tramways Company and was chosen to end service on August 30, 1959. CRHA Archives, William Bailey photo, Fonds Corley

Montréal acquit 18 tramways PCC pendant la Deuxième Guerre mondiale. Plus de 100 tramways furent distribués au Canada par la St.Louis Car Company; la plupart allèrent à Toronto et les autres furent répartis entre Vancouver et Montréal. Les véhicules arrivèrent en pièces détachées, puis furent assemblés par la Canadian Car & Foundry Company de Montréal. Le no 3517, la dernière acquisition de la MTC, fut choisi pour clôturer le service le 30 août 1959. W. Bailey, Archives ACHF, fonds Corley.

delight of youngsters like myself on the car. The Cartierville line operated between 1904 until June 28, 1959. Buses were substituted the following day.

Montreal had the distinction of having two last day parades. The first one occurred on September 3, 1956 along the St. Catherine Street line, a major east/west artery which was being converted to buses. The MTC's historic streetcar collection, eventually to be donated to the CRHA, was used in the parade from Harbour Street to Atwater Avenue in a westbound direction. Another ceremonial parade was held on Papineau Street on August 30, 1959 to mark the end of streetcar service in the city. Appropriately PCC car #3517, the last car ordered for Montreal in 1944 (and now preserved at Exporail), entered the Mount Royal car barn for the last time.

When the Montreal Transportation Commission took over from the Montreal Tramways Company in 1951 the intention was to replace streetcars by buses within ten years. This was accomplished in eight years. Incredibly fifty years have already passed since that historic event.

Photo caption technical information from Montreal's Electric Streetcars by Richard M. Binns and published by Railfare Enterprises in 1973.

Preserved Montreal streetcars:

Exporail, Saint-Constant, Quebec: cars 200, 274, 350, 859, 997, 1046, 1317, 1339, 1801, 1953, 1959, Golden Chariots 1 & 3, Sweeper 51, Flat car 3151, Tool car 3200, Locomotive 5001, Crane W-2, Shop shunter Y-5, Canada's oldest existing electric locomotive 7 (via Courtaulds in Cornwall).

Seashore Trolley Museum, Kennebunk, Maine: cars 957, 2052, 2652, Golden Chariot 2.

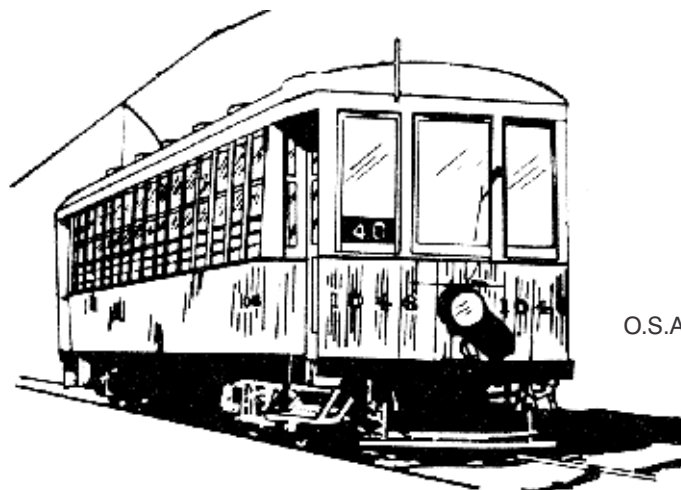
Shoreline Trolley Museum, East Haven, Connecticut cars 2001, Rotary plow 5, 3152, Locomotive 5002, Crane W-3, and an unnumbered shop shunter.

Connecticut Trolley Museum, East Windsor, Connecticut: cars 2005, 2056, Golden Chariot 4, Crane W-1.

grande joie des jeunes de l'époque, dont... l'auteur!

Montréal clôtura l'ère du tramway non par un, mais par deux défilés. Le premier eut lieu le 3 septembre 1956 et se déroula le long de la ligne est/ouest de la rue Sainte-Catherine, une ligne principale déjà convertie au transport par autobus. Des tramways historiques de la collection de la MTC, confiés plus tard à l'Association canadienne d'histoire ferroviaire, défilèrent ainsi vers l'ouest, de la rue du Havre jusqu'à l'avenue Atwater. Lorsque la Commission de transport de Montréal (CTM) prit en charge la Montreal Tramways en 1951, elle prévoyait remplacer tous les tramways du réseau par des autobus avant dix ans – ce qu'elle fit finalement en huit ans. Le deuxième défilé eut lieu le 30 août 1959 pour marquer le retrait définitif des tramways des rues de Montréal. Le PCC no 3517, le dernier tramway commandé pour Montréal en 1944 et maintenant préservé à Exporail, rentra au garage Mont-Royal pour la dernière fois.

Aujourd'hui, on peut encore admirer cette splendide collection variée de véhicules de la MTC. Quelques-uns, dont certains en état de marche, se trouvent à Exporail à Saint-Constant/Delson, Québec, dont les nos 200, 274, 350, 859, 997, 1046, 1317, 1339, 3151, 3200, 1801, 1953, 1959 et 5001, les tramways observatoires nos 1 et 3, la voiture balayeuse no 51, la grue no W-2, la navette d'atelier Y-5 et une locomotive non numérotée. Le Shoreline Trolley Museum de East Haven, au Connecticut, héberge les tramways no 2001, 3152, 5002, le chasse-neige rotatif no 5, la grue no W-3 et une navette d'atelier non numérotée. Au Seashore Trolley Museum de Kennebunk Port, dans le Maine, on peut voir les tramways nos 957, 2052, 2652 et le tramway observatoire no 2. Enfin, au Connecticut Trolley Museum à East Windsor, au Connecticut, on peut admirer les tramways nos 2005 et 2006, le tramway observatoire no 4 et la grue no W-1.



O.S.A. Lavallee

Ottawa's Electric Street Railway 1891-1959

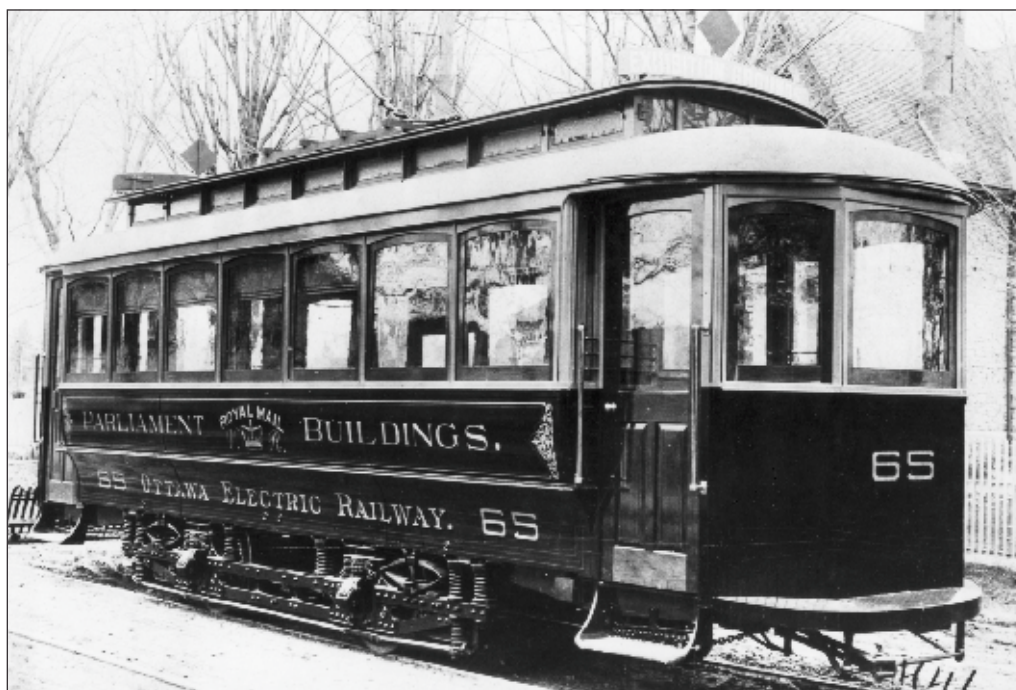
By Bruce Dudley

Bruce Dudley has had a life-long interest in Ottawa, Ontario's streetcars that began in the late 1930s when he would spend Sunday afternoons riding on an Ottawa Electric Railway car which his father was operating. Bruce worked for the OTC himself as a motorman in the early 1950s but spent most of his adult working life as a patent agent with the Gowling

law firm in Ottawa. In October 2001 he got to sit at the controls of OTC car 859 at the CRHA Museum at Delson, QC, 50 years after he operated the same car on the Bronson-Elgin line in Ottawa. He recalled his reminiscences in the Ottawa Electric Streetcar book published by Railfare in 2007.

When Ottawa, Ontario was ready for electrified public transportation, Thomas Ahearn and Warren Soper delivered it. They formed the Ottawa Electric Street Railway and started operations on July 29, 1891. In its first year, the OESR carried over a million passengers. Rapidly losing business to its competitor, the horse-drawn Ottawa City Passenger Railway agreed to amalgamate with the OESR. The two formed the Ottawa Electric Railway Company on August 13, 1893.

Ottawa's first streetcars came from St. Catharines, Ontario but new cars arrived in 1892 from Ottawa's W. W. Wylie Carriage and Wagon Works, which became the Ottawa Car Company the following year; the Ottawa Car Manufacturing Company in 1913; and finally the Ottawa Car and Aircraft Company. With a few exceptions, all the company's new streetcars would come from Ottawa Car and its successors.



In 1897 number 65 posed for a builders photo at the Ottawa Car Company plant which was located in downtown Ottawa. This streetcar was the first in a new class of cars from Ottawa Car which displayed what came to be known as the 'Ottawa roof', a distinct feature on all successive Ottawa streetcars except on the final order of 1000's. Archives & Library Canada PA 143140

Le tramway no 65 a été choisi pour la photo officielle du constructeur sur le site de la Ottawa Car Company au centre-ville d'Ottawa en 1897. Ce véhicule fut le premier d'une nouvelle série avec toit de type « Ottawa », un élément distinctif de tous les tramways successifs à l'exception de la série 1000, qui fut la dernière commande de tramways pour cette ville. Bibliothèque et Archives Canada PA 143140.

Ottawa Car produced single truck streetcars for the OER from 1894 to 1908. These were all wooden, two-man operated cars. The best of these were salvaged in rebuilding programs in the 1920s. One sad case saw 14 cars of the 500 class, re-built in 1926, destroyed in a fire at Rockcliffe barn in 1937.

By the end of its first decade the OER had experienced substantial growth with a new line to Rockcliffe in 1895; a Chaudière line to Hull, Quebec the following year; the Exhibition loop on the Bank Street line in 1897, and finally the Britannia line opened on May 21, 1900 with a run of 4 miles from Holland Avenue on a private right-of-way to Lake Deschenes west of the city. The heavy summer crowds travelling to park the OER built at the end of the line showed the need for longer, double-truck streetcars.

The OER had been, up to this point, a street railway of single-truck cars, with only a few exceptions. The company already had 202, a double-truck car built in 1897 as a combine unit and then rebuilt in 1899 as a full passenger car for Britannia service. Two other 50-foot double-truck cars, 203 and 204 were constructed in 1900, 204 being luxuriously customized and named the “Duchess of Cornwall and York” for the Royal tour of 1901. These three 200 class cars were then joined by four double-truck cars numbered 312 to 315. These cars started out in 1900 as open trailers and then were re-built in 1909 as closed revenue cars.

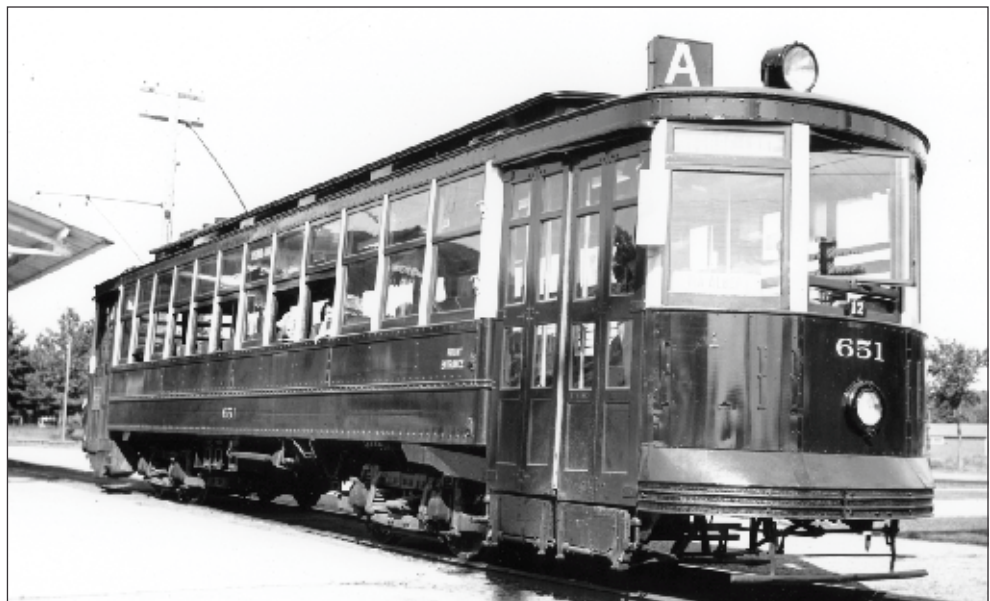
Routes were extended and more streetcars cars were added by the start of the Great War in 1914. The

Cloverdale loop was built in Rockcliffe in 1901; the Bell Street track was laid from Gladstone to the Canada Atlantic Railway tracks the following year; Elgin Street was double-tracked to Argyle Avenue in 1904; and in 1906 the Bank Street underpass beneath the centre town tracks was opened. Gladstone Avenue was double-tracked and George Street loop was opened in 1907. The Holland end of the Somerset line was extended into the Experimental Farm in 1908 and Pretoria Bridge was built with double tracks in 1910. In 1912 and 1913 the Bank Street Bridge over the Rideau Canal and the Ottawa south extension were completed. 1913 also brought service to Preston Street; double tracks to Queen Street and Crichton Street together with a multi-block turning loop.

Eighteen double-truck, single-end cars arrived from Ottawa Car in 1910-1911, numbered 520 to 539. The last wood-bodied cars built for the OER these units were the first Ottawa streetcars to run on Brill 27-FE-1 trucks with 33-inch wheels and were the first OER cars to use a stationary cabinet-type fare box in a Pay-as-You-Enter car. Of the class, 520 was rebuilt in 1924, 12 cars were scrapped in 1933 and 1934 and five were burned in Rockcliffe barn in 1937.

The OER then ordered 20 of its first steel-bodied streetcars, numbered 600 to 621, in 1913. In 1915 another 10 cars of this class, numbered 622-632, came into service. The three final cars of this series, the 633 to 635, were delivered in 1917. Like the 520s, they were two-man operated and ran on Brill 27-FE-1 trucks.

Ottawa Electric Railway car 651 is ready to pull away from the covered station platform at Britannia on a warm summer day in 1943. This car was the first of the 600 class and the first of Ottawa's steel bodied streetcars. It was built in 1913 as number 600 and then modernized and lengthened in 1924 and renumbered 651. The only further change to its outward appearance was the addition in 1950 of 'Toronto style' eyebrow light hoods on each side of the front body panel. Note the unusual vertically hinged front window frame. William Bailey, Author's collection



Le tramway no 651 du Ottawa Electric Railway se prépare à quitter la plateforme couverte de la gare à Britannia lors d'une chaude journée d'été de 1943. Ce véhicule est le premier de la série 600 et aussi le premier avec une carrosserie métallique. Il fut construit en 1913 et numéroté 600, puis allongé et rénové en 1924, et renuméroté 651. Le seul changement par la suite de son apparence extérieure fut l'ajout en 1950 de panneaux latéraux de type « Toronto » en forme de sourcils de chaque côté du panneau avant. À noter, l'inusité de la fenêtre suspendue à la verticale au centre du devant. William Bailey, collection de l'auteur.

Stan's Photo Gallery

September - October, 2009

By Stan Smaill

French Version Denis Latour

Introduction: 1959: It hardly seems possible that fifty years ago, the era of streetcar and interurban electric railways operated for passenger service finally came to an end in Canada. Beginning with the Quebec Railway Light and Power on March 15th; the Niagara St. Catharines and Toronto on March 28th; and continuing with the end of streetcar service in Ottawa and Montreal on April 30th and August 30th respectively the electric way for streetcar and interurban transit was over, except of course for Toronto.

The photo gallery for this issue of Canadian Rail features an eclectic look at the final year of streetcar and interurban operation in Canada by The Niagara St. Catharines & Toronto, the Ottawa Transportation Commission and finally the Montreal Transportation Commission. 1959. Some these operations continued as electric freight operations such as the Oshawa Electric railway, the CP Electric lines in southern Ontario and the famous Cornwall Street Railway operation in Cornwall, Ontario. Thanks to the many contributors who offered material for this photo gallery which is dedicated to the memory of electric railway historians Fred Angus and Raymond Corley.

It is Labour Day Monday, September 3, 1956 and the love-hate relationship by Montrealers with their streetcars on Saint Catherine Street came to an end on Sunday, September 2, when the last late night regular car pulled into the car barn. A streetcar parade was held to mark the occasion the next day. Hundreds of thousands turned out to witness the passing of trams from Montreal's main shopping thoroughfare. Car 1046 is now a featured exhibit in Exporail's Angus Pavilion. The 1046 started life on the Montreal Park and Island Railway and exhibits a likeness of what the MPI&R colours were before the era of MSR and MTC green. CRHA Archives, Fonds Kemp



Lundi 3 septembre 1954, fête du Travail. Ce fut là une date marquante dans le transport en commun à Montréal, puisque la veille on avait procédé au remplacement des tramways sur une importante artère commerciale de la métropole. Des centaines de milliers de Montréalais ont pu voir défilé tous ces véhicules d'une autre époque! Le 1046 fut d'abord au service du Montreal Park & Island Railway. Il porte ici les couleurs qu'arboraient les trams locaux avant l'époque du Montreal Street Railway et de la couleur verte de la Montreal Tramways. Archives de l'ACHF - Fonds Kemp

Les photos de Stan

septembre – octobre, 2009

Par Stan Smaill

Traduction française de Denis Latour

Reportons-nous en 1959... Difficile d'imaginer qu'il y a déjà 50 ans, plusieurs compagnies de chemins de fer urbains et interurbains électriques canadiens mettaient fin à leurs services-voyageurs. Le premier fut le Quebec Railway Light & Power, le 15 mars; le Niagara, St. Catharines and Toronto suivit le 28 mars. Quant aux tramways urbains, ceux d'Ottawa furent mis au rancart le 30 avril; à Montréal, ils roulèrent jusqu'en fin d'après-midi le dimanche 30 août. C'est alors que prit fin l'époque du transport par tramways urbains et interurbains électriques. Sauf, bien-entendu, à Toronto!

Les photos dans le présent numéro montrent des scènes variées prises au cours des dernières années de service des tramways urbains et interurbains au Canada, d'abord à la Niagara, St. Catharines & Toronto, puis à la Ottawa Transportation Commission, et finalement, à la Commission de transport de Montréal.

Certaines de ces compagnies continuèrent à utiliser la traction électrique pour remorquer leurs convois de marchandises. Le Oshawa Electric Railway le fit, de même que le réseau électrifié du CP dans le sud de l'Ontario... sans oublier le fameux Cornwall Street Railway, dans la ville ontarienne du même nom. Merci aux nombreuses personnes qui nous ont offert des photos pour cette galerie de photographies, que nous dédions à la mémoire des historiens de chemins de fer électriques Fred Angus et Raymond Corley.

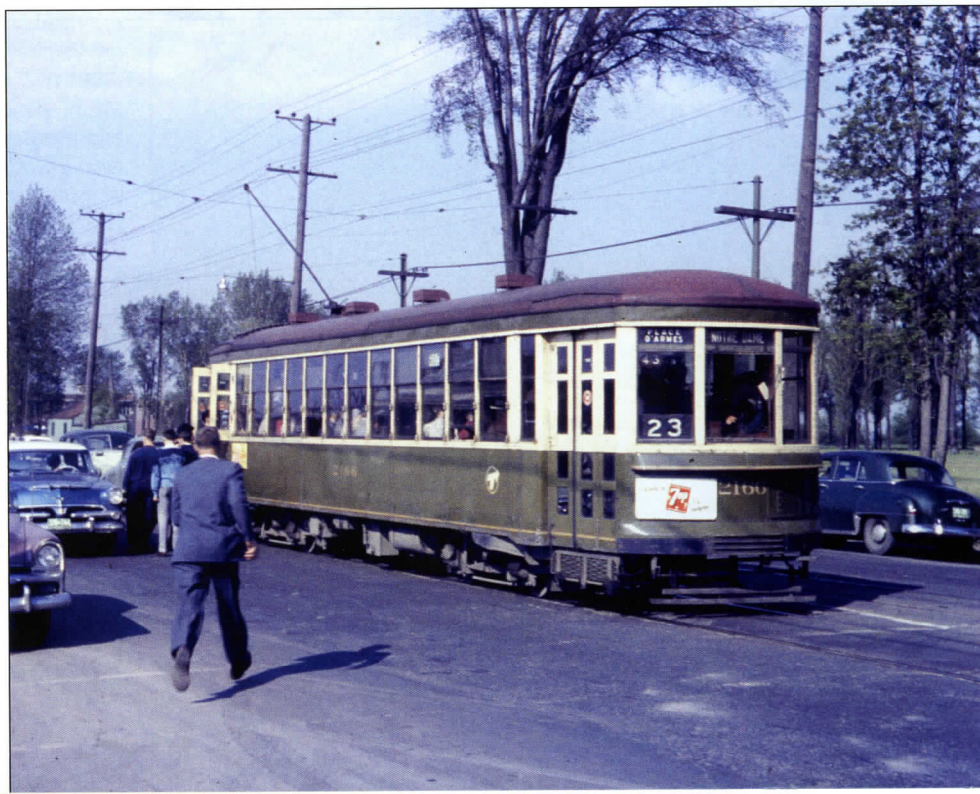


Cream with red trim, one man car 1957 on route 14 is headed eastbound on The Boulevard in upper Westmount, one of the most affluent areas of the city. The car had to whine up Claremont Avenue, the steepest grade on the system to reach The Boulevard. CRHA Archives, Fonds Kemp

Dans sa livrée crème et rouge, le solotram no 1957 du circuit 14 se dirige vers l'est sur The Boulevard, dans la partie haute de Westmount, un des secteurs les plus huppés de la ville. Peu avant, le tram avait dû négocier les pentes les plus abruptes du réseau, avenue Claremont, avant d'arriver au Boulevard. Archives de l'ACHF - Fonds Kemp.

A last minute patron has the No 23 streetcar in his sights as vintage Chrysler automobiles yield their passage to him. Green with cream trim, two man car 2166 is loading passengers by the rear doors on Notre Dame Street east at Haig on May 27, 1957. Two man cars continued the Pay As You Enter (PAYE) fare collecting system as pioneered by the Montreal Street Railway Company. CRHA Archives, Fonds Angus

Nous sommes le 27 mai 1957. Un usager de dernière minute accélère le pas afin de ne pas manquer le tramway du circuit 23, à l'arrêt de la rue Haig; il est chanceux : le conducteur de la voiture Chrysler lui cède le chemin! Le tramway no 2166, dans sa livrée vert et crème, est du type « à deux membres d'équipage » et perpétue le système de perception mis de l'avant en 1905.





Outremont 29 PCC car 3505 is headed south on McGill Street in 1950, it will turn east and loop around the block, the southern terminus of its run. This one block long stretch of track was shared with Montreal & Southern Counties interurbans. Just ahead the PCC will turn east and the M&SC cars west on the first electric switch installed in Montreal. Montreal had a small fleet of 18 PCC's acquired during the Second World War. They were normally assigned to the Outremont route 29 line. Omer Lavallee 2991, R. S. Ritchie collection

Nous sommes en 1950 et le tramway PCC no 3505 du circuit Outremont 29 circule en direction sud rue McGill sur une section de voie que les trams de Montréal partagent avec les trams interurbains de la Montreal & Southern Counties. L'aiguillage permettant l'utilisation de la voie par les deux réseaux fut le premier du genre qu'on installa à Montréal. La métropole eut 18 tramways modernes de type PCC, acquis durant la Seconde Guerre Mondiale; ils étaient habituellement affectés au circuit Outremont 29. Omer Lavalée 2991 - Collection R.S. Ritchie



Transitions: MTC CanCar Brill bus 2774 is about to stop at the corner of Grand Boulevard and Sherbrooke Street in the NDG borough of Montreal. Overtaking autobus 2774 is streetcar 1656 operating westbound for Elmhurst loop on Windsor route 70, in this wonderful scene from the mid-fifties of the streetcar to bus transition era in Montreal. CRHA Archives, Fonds Kemp

Période de transition à la CTM : l'autobus Canadian Car/Brill no 2776 s'apprête à effectuer un arrêt, angle Grand Boulevard et Sherbrooke, dans le quartier Notre-Dame-de-Grâce de Montréal. Dépassant l'autobus, le solotram no 1656, affecté au circuit Windsor 70, se dirige vers l'ouest et atteindra dans quelques minutes la boucle de virage Elmhurst. Cette belle scène illustre bien la transition du tramway à l'autobus qui était en voie de se réaliser à Montréal. Archives de l'ACHF - Fonds Kemp



More streetcar to bus transitions are evidenced in this Forster Kemp view from the late 1950's. A lady passenger has just alighted from car 1656 on Notre Dame Street east route 22 as a Provincial Transport Can Car Brill coach approaches in the distance. Montreal's extensive tramway network will soon be history with Can Car, Mack, and GM buses allowing for the retirement of the streetcar fleet in August 1959. CRHA Archives, Fonds Kemp

Une autre photo de Foster Kemp, celle-ci datant de la fin des années 1950, rue Notre-Dame Est, où une dame vient de descendre d'un tramway Notre-Dame 22... le 1604; en arrière-plan, on aperçoit un autobus interurbain Canadian Car/Brill de la Compagnie de transport provincial faisant route vers les terminus de l'Est et Central de Montréal. Bientôt, l'important réseau de tramways de Montréal passera à l'histoire! Déjà, des achats importants d'autobus ont été effectués et la mise au rancart définitive des derniers tramways est prévue pour la fin du mois d'août 1959. Archives de l'ACHF - Fonds Kemp

Forster Kemp caught crane W3 removing rails from the Mountain line during the fall of 1957. W3 was built by the Differential Steel Car Company of Findlay, Ohio in 1928. It was rare to catch a crane at work, especially in the latter years. Once the rails had been lifted motor trucks hauled them away. The Camillien Houde Parkway now occupies the former right of way and the former tunnel has been blasted open to form a deep cut. W3 is preserved at the Shoreline Trolley Museum in East Haven, Connecticut. CRHA Archives, Fonds Kemp

En octobre 1957, Foster Kemp prit une photo de la grue W-3, construite par Differential Dump Car Co. en 1928, alors que des équipes de cantonniers procédaient à l'enlèvement des voies de tramways de l'ancien circuit Mountain 11. La grue démantelait les rails et les plaçait sur des camions pour les descendre au bas de la montagne. Quant au tunnel, on le dynamita afin de réaménager la route et les parois dans le secteur. La voie Camillien-Houde occupe maintenant l'ancienne emprise des tramways! La grue W-3 est conservée au Shoreline Trolley Museum, à East Haven, Connecticut. Elle est gardée en état de bon fonctionnement! Archives de l'ACHF - Fonds Kemp





Following a successful experience with a single truck snow plow built by Ottawa Car in 1913, the Montreal Tramways Company proceeded to build a total of 15 more. They were found to be very effective on cramped city streets where parked cars were a problem, especially in later years. They operated with a crew of three, two operators and a 'wingman' who operated the wing plow. Ronald Ritchie caught 103 in action during a snowstorm on Dorchester Boulevard (today Rene Levesque Boulevard) in front of Mary Queen of the World Cathedral. Both the plow and the Laurentian Hotel in the background are long gone. R. S. Ritchie

À la suite d'essais concluants avec un chasse-neige à boggie unique fabriqué en 1913 par la compagnie Ottawa Car, la Compagnie des tramways de Montréal décida de s'en construire 15 unités supplémentaires. Ces machines démontrèrent leur efficacité, particulièrement sur les artères achalandées où le problème des voitures stationnées s'accroissait avec les années! Elles nécessitaient un équipage de trois personnes, soit deux opérateurs et un préposé à l'aile latérale. Ronald Ritchie photographia le chasse-neige 103 à l'œuvre durant une violente tempête, boulevard Dorchester (aujourd'hui boulevard René-Lévesque) face à la cathédrale Marie-Reine-du-Monde. Autant le chasse-neige que l'hôtel Laurentien en arrière-plan sont passés à l'histoire depuis longtemps! Photo : Ronald S. Ritchie



Rush hour at Montreal's Place D'Armes circa 1957 sees green MTC two man car 2661 allowing patrons to disembark from the route 91 Lachine car. A second unidentified streetcar is stopped behind 2661 in this wonderful look back at the waning years of tramway operation in Montreal. Credit Forster Kemp with this remembrance of Montreal's yesterdays. CRHA Archives, Fonds Kemp

Scène d'heure d'affluence à la place d'Armes, début de l'été 1957. Cette photo nous montre des passagers descendant du tramway no 2661 (circuit Lachine 91). Un autre tram du même genre le suit. Nous devons cette photo du Montréal d'autrefois à Foster Kemp, qui était au bon endroit... au bon moment! Archives de l'ACHF - Fonds Kemp



Bound for Britannia Park, OTC car 683 is at McKellar Loop near the corner of Richmond Road and Windermere in Ottawa's west end on a charter excursion in the mid-fifties. Car 683 is interesting in that it does not have a roof-mounted, long-reach headlight, which according to streetcar historian Bruce Dudley, suggests that 683 was no longer in the "regular Britannia run" OTC pool. OTC 683 was built by Ottawa Car Company in 1915 and retired in 1957. Benjamin L. Bernhart

Se dirigeant vers Britannia Park, le tramway no 683 de la OTC est à la boucle de virage McKellar, près de l'intersection Richmond Road et Windermere, dans le secteur ouest d'Ottawa. L'occasion : au milieu des années 1950, le tram a été nolisé par un groupe d'amateurs par un beau dimanche après-midi. Il est intéressant de noter que le tram n'est plus muni du puissant phare avant sur le toit comme tous les trams régulièrement affectés au circuit Britannia. L'historien de tramways Bruce Dudley croit que le tram ne faisait plus partie du matériel roulant utilisé sur ce parcours. Le 683 fut construit par la Ottawa Car Co. en 1915 et mis au rancart en 1937.

End of the line at Britannia, car 855, a 1927 product of Ottawa Car Company has just completed its suburban run to Ottawa's western suburb on a winters day in the late 1950's. The Britannia car saw very light passenger use in the winter months, most passengers got on (or off) at Britannia Village, the first stop east of the loop. The covered platform was built in 1900 and remains to this day in a park setting. Note the wooden phone booth where you can make a local call for a dime! CRHA Archives, Fonds Kemp

Nous sommes en bout de ligne à Britannia alors que le tram no 855, construit par la Ottawa Car Co., vient de compléter son trajet par une froide journée d'hiver 1950. Ce circuit était peu achalandé durant les mois d'hiver, les usagers montant à bord des trams ou en descendant à Britannia Village, le premier arrêt à l'est de la boucle de virage. La plate-forme couverte date de 1900 et fait toujours partie des installations du parc. À noter, la boîte téléphonique en bois où vous pouviez faire un appel local pour dix sous! On voit aussi en arrière-plan la voie ferrée du Canadien Pacifique (subdivision de Carleton Place). Archives de l'ACHF - Fonds Kemp





Ottawa Transportation Commission car 1003 is running as Extra 11 on the Bank Street line as it swings off Sparks Street onto Bank and heads for Ottawa South in August 1958. These were the last new streetcars purchased by Ottawa, and car 1003 was the last conventional streetcar built in Canada. The 1000 series cars did not have the familiar route indicator boxes found on older OTC cars. Benjamin L. Bernhart

Le tram 1003 de la OTC effectue une tournée supplémentaire (un « extra ») alors qu'il s'engage rue Bank, en direction d'Ottawa-Sud au cours du mois d'août 1958. Le tram fait partie de la dernière commande de tramways neufs acquis par le réseau d'Ottawa. Il s'agit aussi du dernier tramway de type conventionnel construit au Canada. Les tramways de cette série n'avaient pas les boîtes indicatrices de circuit telles celles qu'on voyait sur des trams plus anciens d'Ottawa. Photo Benjamin L. Bernhart



OTC car 856 is running as an extra on the Somerset line and is westbound for Holland Avenue Junction back in August 1958. Late fifties vehicles are very much in evidence as 856 passes the Rainbow Grill at the corner of Preston and Somerset in this marvellous cameo of the last years of Ottawa traction. Benjamin L. Bernhart.

Le tram 856 d'Ottawa circule en tant qu'« extra » sur le circuit SOMERSET; il se dirige vers la jonction de la rue Holland, en août 1958. On peut voir plusieurs automobiles de modèles récents alors que le tram passe devant le Rainbow Grill, à l'angle des rues Preston et Somerset. Photo : Benjamin L. Bernhart



Niagara St. Catharines & Toronto car 83 pauses southbound at Welland to unload express to a waiting mini truck on May 9, 1955. The passenger station is on the right, the freight shed next and the substation is out of sight by the pine trees. Car 83 formerly Toronto Suburban number 107, was rebuilt for NS&T service during World War II and looked well worn by 1955. Surprisingly it was shopped and repainted the same year as the three M&SC 620's arrived and survived in service until the end of March 1959. R. J. Sandusky

Le 9 mai 1955, la voiture électrique 83 du Niagara, St. Catharines & Toronto s'est arrêtée à Welland, en direction sud, afin d'y laisser des marchandises qui seront livrées par la camionnette stationnée tout près. La gare pour les voyageurs est à droite, l'entrepôt de marchandises est la bâtisse suivante et la sous-station électrique est cachée par les gros pins! La voiture 83 est l'ancienne voiture 107 du Toronto Suburban Railway; on la remit en bon état afin de l'utiliser sur le réseau NS&T pendant la Deuxième Guerre mondiale. En 1955, on profita de l'arrivée sur le réseau de trois véhicules (série 620) provenant de la Montreal & Southern Counties pour remettre la no 83 en bon état. Ces réparations permirent à la NS&T de l'utiliser jusqu'à l'abandon du service-voyageurs en mars 1959. Photo : R.J. Sandusky

NS&T 623, the last all passenger interurban car built in Canada, has only two more weeks to operate. Here it is at top speed running south, non-stop at Beaver Dams, just south of Thorold, on March 14, 1959. Not all NS&T stops were lucky enough to have an enclosed waiting shelter like this one. R. J. Sandusky

La voiture interurbaine no 623 du NS&T fut la dernière du genre « tout passager » construite au Canada. Au moment de la photo, il ne lui restait que deux semaines de service à compléter! On la voit, le 14 mars 1959, filant à vive allure près de Beaver Dams juste au sud de Thorold. Ce ne sont pas tous les arrêts qui avaient des abris comme celui de Beaver Dams! Archives de l'ACHF - Fonds Kemp





No photo essay involving the NS&T would be complete without a photo of a car on the much photographed Martindale trestle. As the end approached, numerous rail enthusiast excursions were held by various groups from Canada and the USA. Here we see car 83, in its 1956 CNR green paint scheme on one of its final trestle poses in 1959. CRHA Archives, Fonds Kemp

Aucun essai photographique mettant en vedette le réseau NS&T ne saurait être complet sans l'illustration d'une voiture interurbaine électrique traversant le viaduc de Martindale! Alors qu'on s'apprêtait à abandonner le réseau, plusieurs excursions furent organisées par des groupes d'intéressés autant du Canada que des États-Unis. La photo nous montre la voiture 83 dans sa livrée verte du CN de 1956, lors d'une des dernières traversées du viaduc, en 1959. Archives de l'ACHF - Fonds Kemp



NS&T locomotive 19 pauses at Electric Park on its northbound journey with a Reading coal hopper, 2 empty CPR box cars, a tank car and a caboose. Electric Park is also the meeting point for the north and south bound passenger trains so there's time to pause for a chat on November 21, 1954. Number 19 was built by the NS&T in 1925 for the M&SC where it carried number 325, it returned to the NS&T in 1936 to become number 19. R. J. Sandusky

La locomotive électrique no 19 du NS&T s'est arrêtée à Electric Park avec un court convoi de marchandises. Cet endroit est aussi le point de rencontre des trains de voyageurs se dirigeant autant vers le nord que le sud; la photo date du 21 novembre 1954. La locomotive no 19 fut construite par le réseau NS&T en 1925 pour le compte de la M&SC, où elle fut numérotée 325; de retour au NS&T en 1936, on lui affecta le numéro 19. Photo : R.J. Sandusky

Continued from page 189

The best and possibly the busiest years for the Ottawa Electric Railway began in the early 1920s when the company signed a new franchise with the City of Ottawa – this agreement that helped launch a substantive expansion and modernization program. In 1924 construction of the Bronson Avenue line, the extension of the Ottawa east line to a loop at Clegg and Main streets and the opening of the Civic Hospital and Hull loops. The Lindenlea line and Champagne Barn both opened in 1925. The Champagne's new facilities were needed for the rebuilding programs and for storing the new cars coming into service.

The new 800 class streetcars were designed by Frank Beattie of Ottawa Car and were the best ever constructed for the OER. They were steel, double-trucked, designed for one or two-man operation and they had full air-actuated doors and brakes with 'dead-man' controls. They rode on Brill 77E trucks built by Canadian Car and Foundry with 26-inch wheels and were noticeably lower than the 520 and 600 series cars. The first six 880s went into service in November 1924; the remainder of the first 20-car order, the 806 to 821, was delivered in 1925. A second order of 20 cars, numbered 822 to 843, was built in 1926, essentially unchanged from the first group. The last 20-car order for cars 850 to 881 was built in 1927. Their brass window frames and sashes were the only difference from the earlier cars of this class.

Cars 520 and 600, the first of each class, went into the shops for the modernizing program in 1924. The 520 was the only one of its class to receive extensive changes and returned to service renumbered 650. Car 600 and all its class mates through to 635 received substantial changes between 1925 and 1927, having their front vestibules lengthened, new air brake systems with dead-man controls installed and were renumbered 651-696.

Most of the 600s ran into the early 1950s with a few continuing until 1957-1958. This made them the longest serving streetcars in the Ottawa system.

The installation in 1925 of the Lindenlea extension on the Hull-St. Patrick line marked the point of maximum trackage of the OER — a little over 58 miles (93 km); however, the system would soon start to diminish in size.

The company experimented with one-man car operation in 1925 and completed the system-wide conversion by August 1933 when the 'operator' replaced the traditional 'conductor' and 'motorman'. In the meantime, a second fire at Rockcliffe barn in 1932 reduced the size of the roster moving the OER to order new streetcars from Ottawa Car. The first ten, numbered 900 to 910, were built in 1933 and the remainder numbered 911 to 923 were delivered in 1934. They rode on the high Brill 27-FE-1 trucks taken from the 520 series cars that were scrapped at this time.

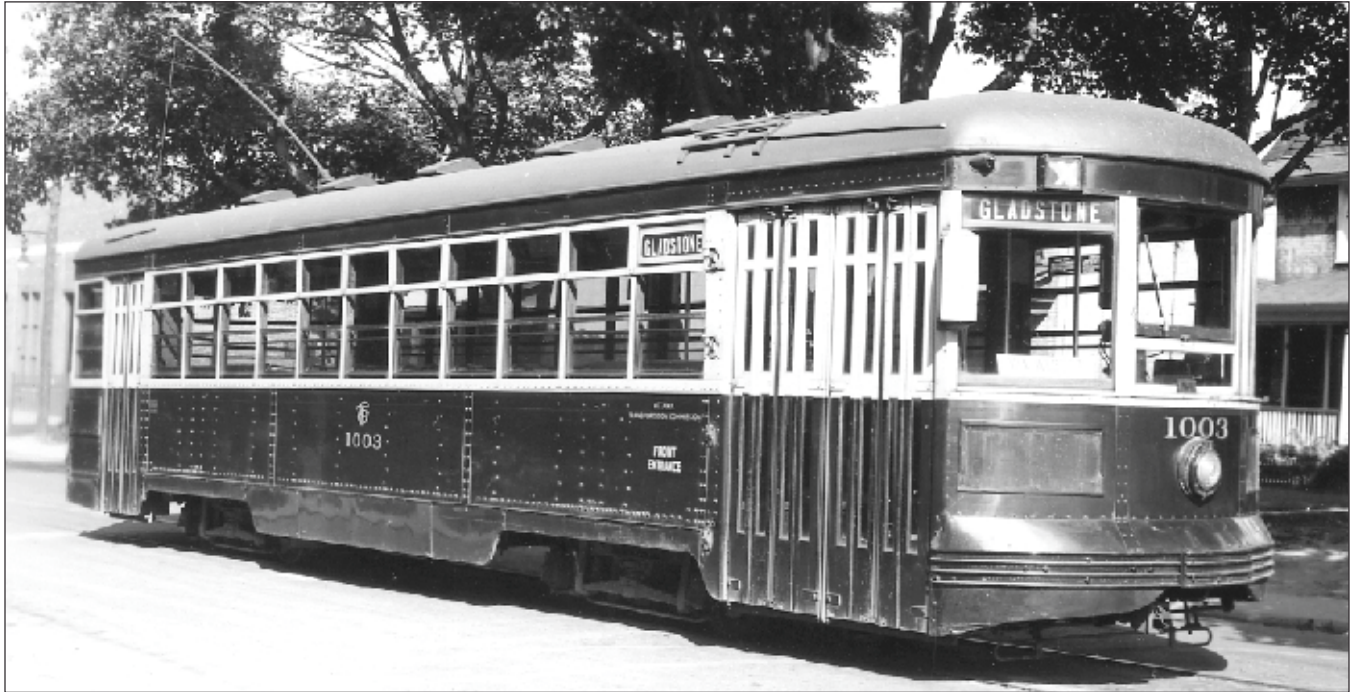
Ottawa's street railway began to shrink in the 1930s when the Rockcliffe line was cut back from Cloverdale to Buena Vista and rails were lifted from both the Laurier Avenue Bridge and the Experimental Farm south of the Civic Hospital loop in 1932. However, the biggest change was the removal of streetcar service from Elgin Street in early 1939 prior to the Royal visit in May of that year.

In 1937 the third fire at Rockcliffe barn took out the last cars of the 520 class. By 1942, being thin on reserve revenue cars and dealing with wartime increases in traffic, the OER bought 10 old wooden cars from the TTC in Toronto. These units were numbered 950 to 960 and, by 1952, all had been scrapped after slugging away as extras during the war and for several years thereafter.



Destined to be the last streetcar to operate on the Ottawa Transportation Commission in revenue service. Car 831 is far from downtown traffic as it crosses Richmond Road at Richardson Avenue on its way to Britannia. The date was October 14, 1958. Ralf Clench, CRHA Kingston Division

Ce tramway fut le dernier en service régulier sur le réseau de la Commission des transports d'Ottawa. Le no 831 s'est éloigné de la circulation du centre-ville et traverse maintenant l'intersection du chemin Richmond et de l'avenue Richardson, en route vers Britannia, le 14 octobre 1958. Ralph Clench, division Kingston de l'ACHF.



Bucking the trend in the 1940's, the Ottawa Transportation Commission did not experiment with, nor order, any PCC type streetcars. They did opt to order 4 new semi streamlined units from Ottawa Car in 1947. Car 1003 was the last streetcar built for Ottawa and the last conventional streetcar built in Canada. CRHA Archives, William Bailey photo, Fonds Corley

À l'opposé des autres transporteurs urbains dans les années 1940, la Commission des transports d'Ottawa décida de ne pas utiliser des tramways de type PCC. Elle commanda plutôt quatre nouveaux véhicules semi-profilés de l'Ottawa Car en 1947. Le no 1003 fut le dernier tramway construit pour Ottawa et le dernier tramway conventionnel construit au Canada. W.Bailey, Archives ACHF, fonds Corley.

Following the end of the Second World War, Brill 77-E trucks with 26-inch wheels were purchased from Third Ave Railway in New York City. They replaced the old, large-wheeled 27 FE-1s on all the 900 class cars. Concurrently, quieter gearing was obtained from the same source and installed in the 800s. Then in 1947 the last 4 new streetcars for the OER were built and delivered by Ottawa Car and Aircraft. Cars 1000 to 1003 came with slow-acting, second-hand brake systems that had been salvaged from Hull Electric streetcars; not pleasant cars to operate.

The Ottawa Electric Railway was sold to the City of Ottawa on August 13, 1948 for \$6,300,685.15. The company's new title was the Ottawa Transportation Commission (OTC).

Street railway shrinkage continued with the transition from streetcar to trolley-bus service on the Bronson line in late 1951. A sufficient number of 800 class cars were thereby made available for regular use on the Britannia line, replacing the long serving 600s, which were relegated to use as extras until final retirement.

January 1954 saw the end of service on Sussex Street. The last OTC car pulled out of the Hull loop on November 27, 1954. Streetcar service from Holland Avenue Junction south to the Civic Hospital loop was discontinued in April 1956. With service removed from

Sussex Street, a new George Street loop was built along Dalhousie, George, Cumberland and Rideau Streets. Changes were also made to the downtown destinations of the remaining routes.

Final runs were made in the early months of 1959. Car 816 made the last run on the Bank Street line on January 12th. The last car ran on the Somerset line on February 16th and car 854 was the last one on Preston Street on April 6th. Gordon Anderson had the Britannia non-revenue 'work car' late run on April 30th. He left the Britannia loop for the last time in car 831 and backed it into Cobourg barn at 3:25 am on Friday, May 1st, thus marking the end of 68 years of electric street railway operation in Ottawa.

Preserved Ottawa streetcars:

Exporail, Saint-Constant, Quebec: Rail grinder 6, Former Royal Mail car 423, sweeper A2, car 859,

Canada Museum of Science and Technology: Sweeper B1, car 854.

OC Transpo, Ottawa: Car 696.

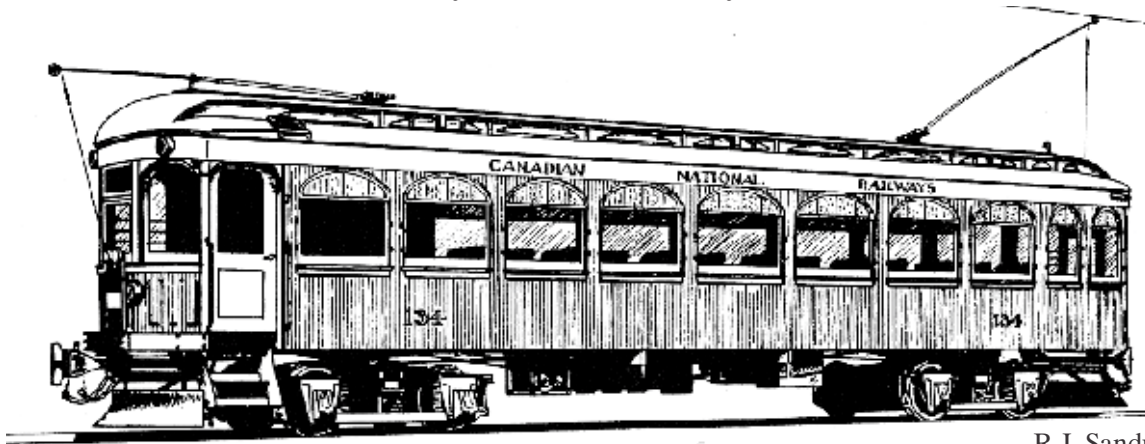
Seashore Trolley Museum: Sweeper B2, car 825.

Shoreline Trolley Museum, East Haven, Connecticut: Tower car 25.

Niagara, St. Catharines and Toronto Railway

1887 to 1959

By Robert J. Sandusky



R.J. Sandusky

Robert developed his first awareness of railways in 1946 due to enrolment in a trackside high school, leading to a photographic interest during the following year. Membership in Upper Canada Railway Society dating from 1950, Canadian Railroad Historical Association from 1952 and Ontario Electric Railway Historical Association (charter) from 1953 with

directorship positions held in UCRS and OERHA. Career was in computer technology in the petroleum and petro-chemical industry which led to frequent periods of residence in Calgary, Montreal and Toronto. Now retired with family in Oakville, Ontario, still following the railway world and contributing occasional articles on the subject.

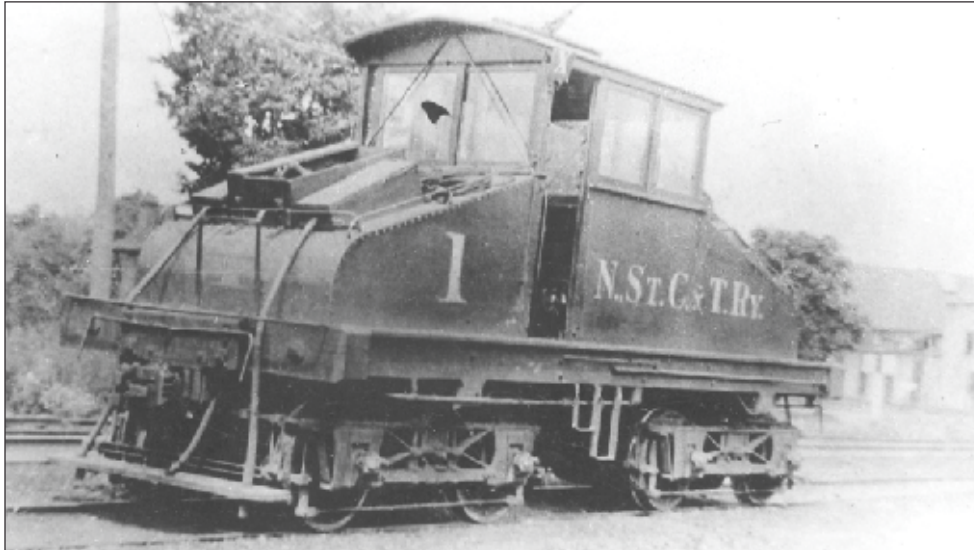
The Niagara, St. Catharines and Toronto Railway was the last interurban railway to operate in Canada. With 75 line miles (104.3 trackage) at its peak it was the most enduring of all Canada's intercity electric lines and could even claim that one of its predecessor companies had operated the first interurban electric line in the country. While its closing image was the lonely passenger run between Thorold and Port Colborne, with that was a connected maze of lines remaining in and around St. Catharines which bore the reminders of its former glory. At its peak it encompassed most characteristics of the electric railway industry. Those included city streetcar service, mainline running with multiple unit trains, roadside operation through the orchards, bus operations and freight trains with cabooses. In addition to its passenger, express, freight and bus services it had a steamship line along with an amusement park. It even built locomotives, cars and gas-electrics!

Niagara peninsula's transportation history itself began with the first Welland Canal in 1829. The first rail transportation systems included the Erie and Ontario RR in 1842, the Great Western Railway in 1853 and the Welland Railway in 1859. The intersection of east-west directed commerce with that moving north and south created a fertile field for railway development. In this sphere the NS&T was an impressive 80-year 'event' in

which it accumulated its own characteristics from the many different transportation initiatives that came and went during its first 50 years.

Early municipal growth along the Welland Canal led to the opening in 1879 of the St. Catharines Street Railway, a horse tramway in St. Catharines. By 1881 it had extended along the streets to Merritton and Thorold as well as locally to the Welland Railway station, connecting with WR trains to Port Dalhousie. Following a name change to St. Catharines, Merritton and Thorold Street Railway the line was electrified in 1887 using the Van Depoele 2-wire system. This was our first so-called 'interurban' system. A second horse tram opened in Niagara Falls in 1886. The seeds of expansion had been sown.

On a larger scale a new steam railway, the St. Catharines and Niagara Central began building westward from Niagara Falls in 1881 in competition with the Great Western. It reached the centre of St. Catharines just as the local horse tram was electrified. By 1897 it was decrepit, in receivership and was sold, then renamed Niagara, St. Catharines and Toronto Railway Co. Its new management bought the Niagara Falls horse tram and electrified both operations in 1900. They expanded their empire to Port Dalhousie in 1901 and bought the original St. Catharines to Thorold trolley as well. The Lakeside



Freight played a very important role on the NS&T from its earliest days. Locomotive number 1 was built in 1901 and was used in switching duties. CRHA Archives, Fonds Corley

Le transport de marchandises a joué un rôle important pour le Niagara, St. Catharines & Toronto Railway à ses débuts. La locomotive no 1, construite en 1901, fut utilisée pour des manœuvres de triage. Archives ACHF, fonds Corley.

Transportation Co., a Toronto to Port Dalhousie steamship line, was bought as a subsidiary in 1902 and named the Niagara, St. Catharines and Toronto Navigation Co. These all formed the nucleus around which the future NS&T developed; a continuous electrified railway from Port Dalhousie to Niagara Falls, a steamship line to feed it, a local street system in St. Catharines and the original 'low line' to Thorold.

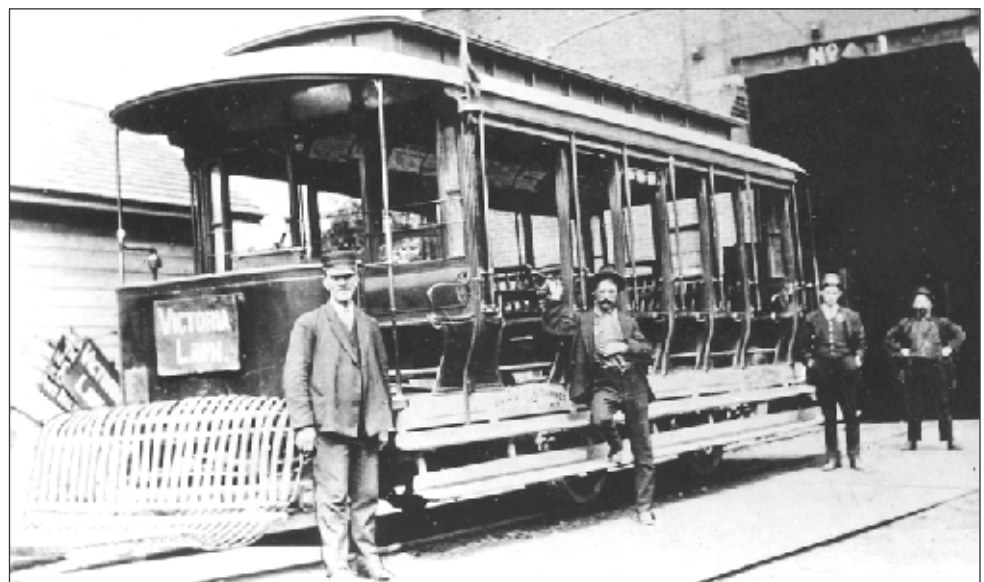
These were indeed the years of the trolley and there was one ambitious plan to extend the NS&T to Hamilton via Port Dalhousie, link up with the radial system there and provide competition to the Grand Trunk Railway's perceived monopoly. (The roundabout routing of the Port Dalhousie line to the west side of the town rather than the east side, as originally intended, was to facilitate such a link.) The then Chairman of the NS&T was Z. A. Lash who had a previous association with McKenzie and Mann endeavours. A minor depression occurred in 1903 which caused the NS&T's U.S. owners to

sell it by 1905 to a mainly Canadian Northern group in Toronto. Unsurprisingly, by 1908 the NS&T had become a semi-autonomous entity controlled by the CNoR. This gave the latter a position in the Niagara hydro power region and a possible strategic association with McKenzie's power transmission interests.

The Canadian Northern expanded the NS&T system significantly. In 1907 the Pt. Dalhousie Division was upgraded. The Welland Division from Thorold to Port Colborne was built by 1911 (allowing a connection with the Toronto, Hamilton and Buffalo at Welland). Federal plans for a fourth Welland Canal to exit at Port Weller rather than Pt. Dalhousie prompted construction of the Lake Shore Division from St. Catharines to Niagara-on-the-Lake via Pt. Weller between 1912 and 1913. New cars were added to the interurban roster in 1914. In the marine division a new steamer "Dalhousie City" was built in 1911 to handle the increasing Niagara Falls traffic.

Single truck open car 15 was built by Patterson and Corbin in 1896, this photograph dates from around 1907, the car was scrapped in 1921. CRHA Archives, Fonds Corley

Photo prise en 1907 du tramway ouvert no 15 construit par Patterson and Corbin en 1896. Le véhicule fut envoyé à la casse en 1921. Archives ACHF, fonds Corley.



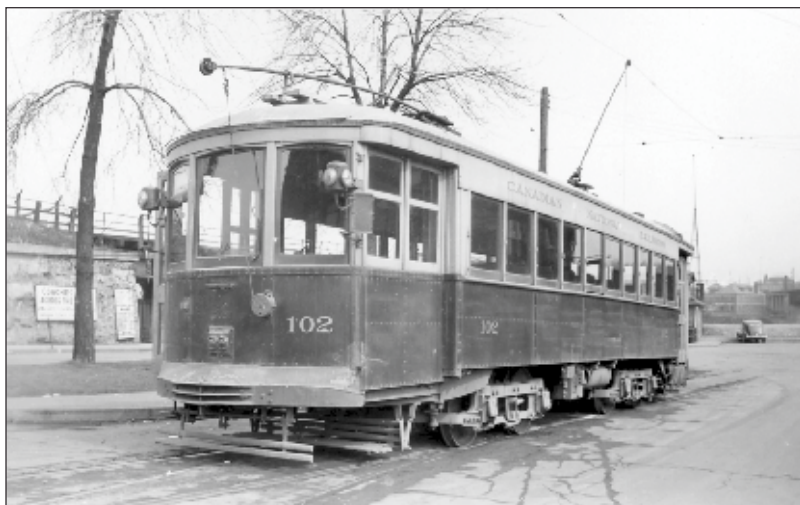
Expansion halted during World War 1 after which the Canadian Northern had become financially over-extended. In 1917 it was authorized to be taken over by the Canadian Government and so became just one of several troubled Canadian railways which were being combined to form the future Canadian National Railway Company.

The Hydro Radial dream for Southern Ontario was still alive and included the NS&T. However by 1919 a new provincial government was becoming more interested in highway improvements. So it was that in November 1921 the CNR offered the Ontario Hydro Electric Power Commission an option on the entire NS&T system. Then the NS&T's General Superintendent sent a detailed report on the system's prospects to the CNR top brass. Perhaps because it was based upon the results of 1921, the NS&T's best year, Sir Henry Thornton, CNR's new president, may have become inspired by it as he now announced that he would build and run his own electric railway between Toronto and Niagara Falls (much to the chagrin of HEPC's Chairman Sir Adam Beck). However a critical municipal vote revealed that previously eager local councils had now

gone cold on the radial plan and it died there.

In 1923 the CNR moved to consolidate electric railway operations that had come under its wing as the Canadian National Electric Railways. Included were the Toronto Suburban Railway, the Toronto Eastern (never electrified) and by 1925, the NS&T. While other CNR electric operations were not under this umbrella they were still closely associated. By now the NS&T was sorely in need of an upgrade so a 4-year program of improvements began that would lift both it and the Toronto Suburban to their pinnacles.

In 1924 a 6-track interurban terminal was completed in St. Catharines along with a link to the nearby mainline station (formerly that of competitor Grand Trunk but now parent CNR). The CNR's former Welland Railway branch to Port Dalhousie (east) became the NS&T Grantham Division and was electrified with high-speed overhead catenary, ostensibly for freight traffic improvements but incidentally for the Toronto to Niagara Falls steamship traffic. A new connection in north Merritton allowed travel time from Toronto to Niagara Falls to be reduced by 25 minutes to 3-1/4 hours.

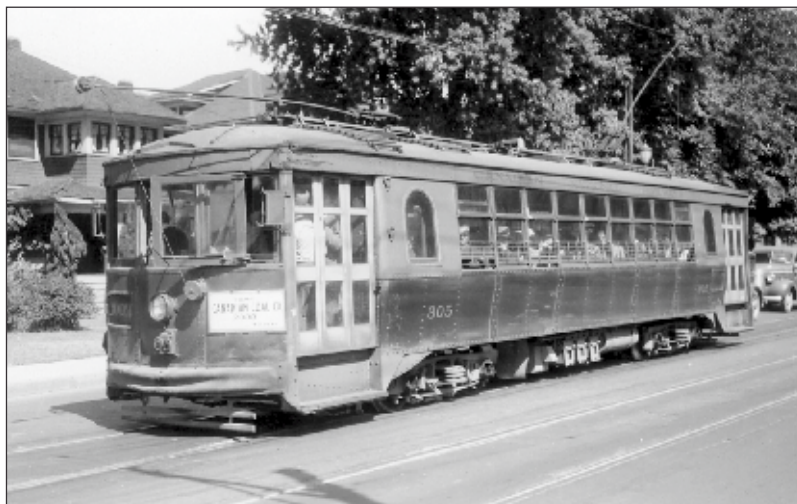


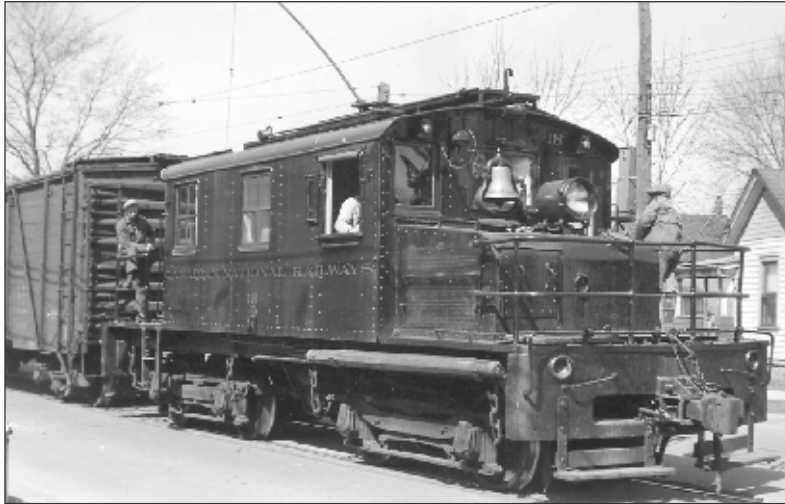
Many of the NS&T cars were second hand, some cars had as many as three owners. Here we see a Niagara Falls city car at the end of the Bridge Street line on March 14, 1943. W. Bailey, CRHA Archives, Fonds Corley

Plusieurs tramways du NS&T étaient d'occasion, certains eurent jusqu'à trois propriétaires. Ici, nous voyons un tramway de la ville de Niagara Falls à l'extrémité de la ligne Bridge Street le 14 mars 1943. W. Bailey, Archives ACHF, fonds Corley.

In 1926 the NS&T acquired 12 new Cincinnati lightweight, curved side, one man cars for operation on St. Catharines and Niagara Falls city lines. These were the last cars acquired new by the NS&T. Eight of these cars were assigned to Niagara Falls, here we see car 305 at an unidentified location in Niagara Falls, in July, 1944. CRHA Archives, Fonds Corley

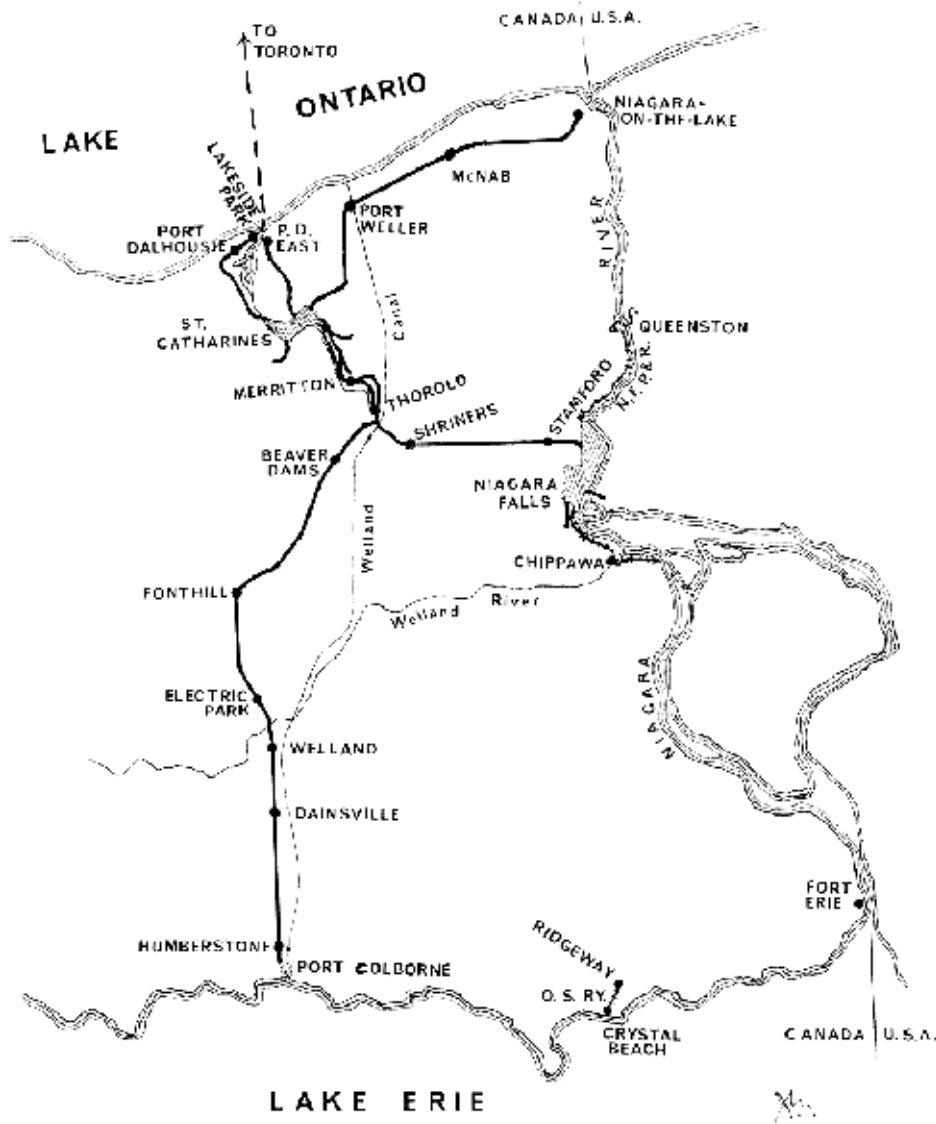
Le NS&T acquit 12 voitures légères de Cincinnati avec flancs courbés et à conduite par un seul homme pour les réseaux de St.Catharines et de Niagara Falls. Ce furent les derniers tramways neufs acquis par le NS&T. Huit de ces nouveaux véhicules furent affectés à Niagara Falls. Ici, nous voyons le no 305 à un endroit non identifié de Niagara Falls en juillet 1944. Archives ACHF, fonds Corley.





Baldwin-Westinghouse freight motor 18 is street running in Saint Catharines on May 23, 1943. Number 18 was built in 1918, weighed 55 tons and was rated at 400 horse power. It came third hand to the NS&T in 1927, and then went on to the Oshawa Railway in 1960. The locomotive is preserved at the Connecticut Trolley Museum, East Windsor, Connecticut. CRHA Archives, Fonds Corley

La locomotive Baldwin-Westinghouse no 18 circule dans une rue de St.Catharines le 23 mai 1943. Construite en 1918, elle avait un poids de 55 tonnes et une puissance motrice de 400 CV. La NS&T en fut le troisième propriétaire en 1927. Elle fut cédée en 1960 à l'Oshawa Railway. Le véhicule est maintenant préservé au musée Connecticut Trolley à East Windsor, au Connecticut. Archives ACHF, fonds Corley.



NS&T lines radiated out from St. Catharines, its headquarters, map courtesy The Niagara, St. Catharines & Toronto Railway by John M. Mills published in 1967.

Les circuits de la NS&T émanaient de la ville de St. Catharines, leur point de départ. La carte-réseau est tirée du livre The Niagara, St. Catharines & Toronto Railway de John M. Mills, publié en 1967.

The St. Catharines car shop was expanded as a car-building centre which served virtually all of CNR's electric lines at one time or another. Here the NS&T built some of its own electric locomotives, battery cars for the parent company as well as untold modifications to its own passenger fleet. When new city cars were ordered from Cincinnati in 1926 the body kits were assembled and fitted here. The local trackages in St. Catharines and Niagara Falls were upgraded and extended and one-man operation introduced. An inconvenient interurban terminal in Niagara Falls was replaced in 1928 by the magnificent Tower Inn Terminal erected at a prime location by the present Rainbow Bridge. This expensive new link also connected to the gorge-hugging Niagara Falls Park and River Railway. After all upgrading, the NS&T's total track mileage expanded from 85.8 in 1922 to a final peak of 104.3 in 1928.

All these upgrades had placed the NS&T in a better competitive position for leisure passenger traffic as well. Co-operation existed between the NS&T and bus lines in Ontario and New York as well as the International Railway Company for Niagara-related passenger traffic. The now-CN Steamship service from Toronto was more cost-effective than the competing Canada Steamship Lines run to Niagara-on-the-Lake and Queenston.

Freight traffic was increasing steadily as well.

This was all a decent picture at first glance but beyond it were dark clouds. The overall passenger count was falling due to the growth of paved roads and motor vehicles. The amortization of the upgrade costs was now impacting the total revenue picture and in 1929 the NS&T introduced its first bus operation in St. Catharines in lieu of a line expansion. Bus service was introduced to Niagara-on-the-Lake in 1931 while the line was cut back to Port Weller. That same year the St. Catharines to Thorold local service over the original 'Low Line' route was discontinued due to a disagreement with Merritton.

The depression took its toll and the passenger count descended to 2 ½ million in 1933, a severe drop from the nearly 8 million of 1921. In 1939 the St. Catharines local lines were converted to bus. In 1940 the Tower Inn Terminal was demolished to make way for an access road to the new Queen Elizabeth Way. Niagara Falls Mainline passenger service ceased the same year but local Niagara Falls services remained. With the advent of war the above services were ordered back by the Dominion Transit Controller as bus services everywhere were severely curtailed by wartime shortages. Ridership (including buses) briefly soared higher than ever. (This was true for most other electric railways at the time.)

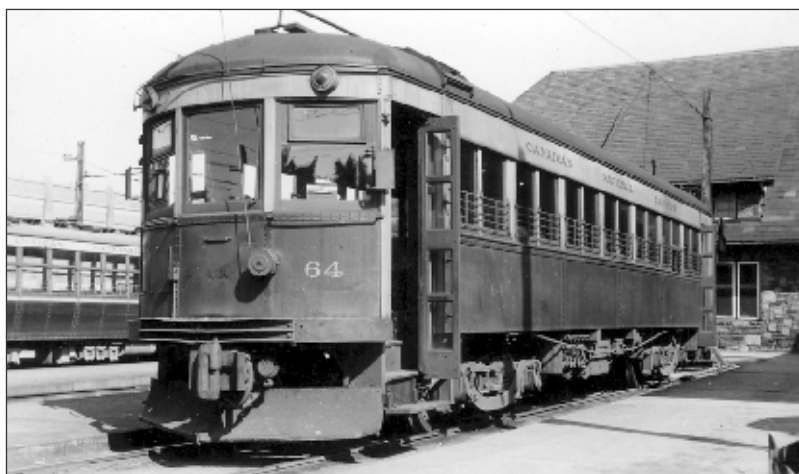


In 1914 a series of six Preston built luxury wooden interurban cars were acquired for main line service to Niagara Falls. They had quarter-cut oak interiors inlaid with white holly. They had thermostatically controlled electric heat, a rarity at that time, picture windows and dead man control. Until 1927 they were the only multiple unit cars on the property. In this photo cars 135 and combine 134 are operating on Bridge Street in Niagara Falls around 1944. CRHA Archives, Fonds Corley

En 1914, six voitures interurbaines de luxe en bois, construites par Preston, furent acquises pour la ligne principale vers Niagara Falls. Elles avaient une finition intérieure en chêne blanc, un thermostat contrôlant un chauffage électrique – une rareté à l'époque – et un contrôle d'homme mort pour la conduite. Ce furent les seules voitures jumelées sur le réseau jusqu'en 1927. Sur cette photo, la voiture no 135 et la voiture mixte no 134 circulent rue Bridge dans Niagara Falls autour de 1944. Archives ACHF, fonds Corley.

The sixty series of cars came second hand from various properties, car 64 was built by Ottawa in 1914 for the London and Lake Erie. It came to the NS&T in 1920, it was equipped for multiple unit operation and is pictured here at the Tower Inn Terminal in Niagara Falls on July 13, 1940. CRHA Archives, Fonds Corley

Les tramways de la série 60 furent acquis d'occasion et de plusieurs sources. Transféré en 1920 au NS&T, le no 64 fut construit par l'Ottawa Car en 1914 pour le London and Lake Erie. Il était équipé pour être exploité en unités multiples. On le voit ici au terminus de Tower Inn à Niagara Falls le 13 juillet 1940. Archives ACHF, fonds Corley.



The decline resumed after war's end. The St. Catharines local lines reverted to bus in 1946/47. The Niagara Falls mainline service ended September 13th, 1947 followed by local lines on November 26th. Steamer service from Toronto ended in 1949 and the Port Dalhousie service, which had never stopped, ended March 1st, 1950. By now the NS&T passenger services were by bus with the exception of the Welland Division which soldiered on between Thorold and Port Colborne (via Humberstone).

The survival of the Welland Division service was a minor miracle, enabled by an order from the Board of Transport Commissioners to continue. The NS&T kept 4 aging cars available for this service but finally decided in 1955 to replace 3 of them with newer 1930-built cars

which had been released from the Montreal and Southern Counties Railway. Their arrival gave the NS&T another 3½ year lease on life. Ridership continued to drop and service frequency was reduced until the BTC finally allowed cessation of service. The final run was made on March 28th, 1959.

The NS&T had been quite popular with railway clubs since the mid-1940's and could be counted on for several charters each year by various USA and Canadian groups. These charters began when Niagara Falls was still rail-accessible and ended on March 29th, 1959, the day after the final public run. The 'last stand' cars were 623, the last all-passenger interurban built for a Canadian railway, and number 83, which also made the final Toronto Suburban Railway run on August 15, 1931.

When the Montreal & Southern Counties ceased operation in 1956, one of its ex Windsor Essex and Lake Shore high speed cars went to the Seashore Trolley Museum in Maine, the others were sent to the NS&T. There they received a new, albeit short lease on life. They were converted from multiple unit operation, colorful pilots were added along with electric markers, a fresh CN green paint scheme with gold maple leaf appliqué mid car. This photo was taken on a fan trip on March 29, 1959 at Beaver Dams and was the last day that passenger cars were used on the NS&T. J. D. Knowles, CRHA Archives, Fonds Corley



Lorsque le Montreal Southern Counties cessa ses opérations en 1956, l'une de ses voitures rapides originaires du Windsor Essex and Lake Shore fut acquise par le Seashore Trolley Museum dans le Maine et les autres livrées au NS&T. Ces dernières eurent droit à un nouveau, mais court sursis; elles furent converties en unités multiples avec le bas de caisse sur le devant peint en stries, des feux de position électriques et une livrée vert CN avec une feuille d'érable appliquée au centre de leurs flancs. La photo fut prise lors d'une excursion d'amateurs ferroviaires le 29 mars 1959 à Beaver Dams, le dernier jour d'utilisation d'un véhicule de passagers par la NS&T. J.D. Knowles, Archives ACHF, fonds Corley.

All remaining passenger and express cars were scrapped in London in 1959. Three locomotives went to Oshawa for a few more years and the NS&T was converted to diesel operation by the CNR with electric locomotives filling in where needed until an unrecorded day in July 1960 when the power was finally turned off. The NS&T Railway Co. was folded into the CNR system that same year and ceased to exist. The NS&T's bus fleet was turned over to the St. Catharines Transit Commission in 1961.

The NS&T (including predecessors) had a very diverse roster of 96 passenger cars from 10 different builders and from or to 11 different electric railways. Some of them saw ownership in up to 3 different companies. Also rostered were 16 equally diverse electric locomotives and 24 assorted service vehicles. None of its cars exist to-day. No. 130 had gone to the Rail City tourist attraction at Sandy Pond, NY but fell into disrepair and was scrapped for its remaining useful parts after 1977. Oshawa Railway line car 45, on the Halton County Radial Railway is the only surviving vehicle built by the NS&T shops.

To-day little remains of the NS&T. After the line's demise in 1960 the Niagara region continued to evolve. Most trackage succumbed to industrial retreat, railway rationalization and urban growth but segments of the NS&T remain in Thorold, Merritton, St. Catharines, Humberstone and Welland for industrial switching by the Trillium Railway Co.

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Personal observations; 1950-2009.

Preserved NS&T interurbans: None

Toronto's Street Railway in the Postwar and Modern Era

By Ted Wickson

Ted Wickson is a former career employee with the Toronto Transit Commission, retiring in 1997 after 31 years of service, mostly spent in the Marketing and Public Affairs Department. During the 1980s he was editor of TTC's employee magazine, *The Coupler*, and during the 1990s served as the Commission's first corporate archivist. Ted is an active local historian and avid student of Toronto's waterfront, railway and public transit heritage. He has been a long time

documentary photographer of this infrastructure and keeps busy as an occasional contract archivist and contributor to railway and transit enthusiast magazines. In recent years he has authored the official bicentennial book of Toronto's port and harbour (*Reflections of Toronto Harbour*) and, similarly, the centennial book (1904-2004) for the Canadian Urban Transit Association. Ted lives in Etobicoke and is a seventh generation Torontonian.

Toronto's streetcar system has been unique in many ways, particularly for its longevity, size, extent of mixed traffic operation and ongoing expansion in the modern era. The reasons for its survival also include the continued investment made by the Toronto Transit Commission (with substantial funding from Queen's Park) in physical plant and new rolling stock and the political and public support for these clean electric vehicles. As well, public transit had to meet the challenges imposed by Toronto's downtown street grid characterized by narrow 66-foot wide roadways and short blocks where streetcars have proven to be best suited to move heavy passenger loads.

For most of its history, the TTC has enjoyed Canada's highest per capita ridership and greatest number of passengers carried annually. Streetcars in the Peter Witt, PCC and CLRV/ALRV eras (especially 1940s to date) have always been the vehicle of choice on heavy carlines when compared with the performance of the typical modern 40-foot transit bus. On a crush loading basis, two four-axle trams can do the work of three buses.

By the early 1970s, Toronto's streetcars were still the workhorses on major downtown and cross town

transit routes, carrying almost a quarter of all surface route passengers, despite a much larger combined bus and trolley coach fleet. In 1972, TTC operated eleven streetcar routes (48 route miles) with a fleet of 418 PCC cars. The entire bus fleet then totalled 1,058 vehicles assigned to 85 lines with a total of 558 route miles.

By comparison, in 2008 there were eleven carlines (90 route miles, including some duplicate trackage) and a fleet of 247 cars. The 2008 bus fleet totalled 1,545 units operating over 2,215 route miles. Streetcar routes represented only 4% of the total surface transit network but accounted for 11% of the total city-wide route miles operated.

In the second half of the 20th century, TTC planners had generally favoured replacing the busiest carlines with heavy rapid transit, such as the Yonge Subway (opened 1954) and the Bloor-Danforth Subway and extensions (1966, 1968 and 1980). In the decade following the end of World War II, the TTC joined many other Canadian streetcar properties in embracing the modern trolley coach. The CanCar-Brill trolley coaches, exemplified by models T-44 and larger T-48, first made their appearance in Toronto in 1947 (LANSDOWNE



The Peter Witt type streetcar was the car of choice in the post war, pre PCC era for the Toronto Transportation Commission. Here we see Small Witt 2766 in Tourtram service circa 1980, by this time, the Witts had been withdrawn from regular service. The car is on King Street at Saint Lawrence Hall. Ted Wickson

Le Peter Witt a été le choix de tramway par excellence pour la Toronto Transportation Commission pendant la période qui a suivi les voitures en bois et précédé ceux de type PCC. Ici, nous voyons le Witt de type court no 2766 à l'intersection de la rue King devant l'édifice du Saint-Lawrence Hall lors d'une randonnée touristique dans les années 1980. À cette époque, les Witt étaient déjà retirés du service régulier. Ted Wickson.

route). In almost every case, Toronto and elsewhere, these electric buses operated over former carlines where much of the existing traction power infrastructure could easily be adapted for use by TCs. Wartime deferred maintenance had taken its toll on track, roadbed and rolling stock and Canadian transit systems rushed to convert carlines to bus. In the two or three years following the war, ridership levels remained high in the larger cities (especially streetcar systems), partly due to the wartime riding habit of transit users, the delayed end to gas and tire rationing, and the shortage of automobiles new and used.

General Motors led the pack of established and emerging bus makers in offering a wide range of new diesel and gasoline powered vehicles. GM soon gained a notorious reputation for its aggressive marketing tactics but it did offer a superior but more expensive diesel bus (the “Old Look” model). Postwar inflation and a backlog of orders at the factory conspired to prevent many cities from switching to bus overnight. In the ten years following

WWII, 21 Canadian cities retired their streetcar fleets, leaving only Ottawa and Montreal to continue with streetcars until 1959. Toronto bucked the trend, for reasons stated above.

During the early years of WWII, the TTC was in a far better situation than its counterpart streetcar properties in Canada. Toronto had taken delivery of 250 new PCC streetcars between 1938 and 1942. At the war’s outset in 1939, Canadian street railway operators (Canadian Transit Association members) had a total of 3,416 cars on roster, compared with only 611 transit buses. By the end of 1945, these figures would be 3,512 and 1,454 respectively. As wartime traffic increased, systems with a critical shortage of rolling stock appealed to the TTC for used streetcars. Thus, ex-Toronto streetcars were sold to Halifax in 1940 (14 Birney cars) and, by directive of the Federal Transit Controller (office created November 1941), 20 ex-Toronto Railway wooden cars (“TRs”) were sent to Quebec City, Ottawa and Fort William.



Toronto Transportation Commission car 4034, one of the first PCC streetcars built for Toronto by Canadian Car & Foundry, from a kit supplied by St. Louis Car Company in the USA. These cars were of lightweight construction and had an expected service life of 25 years. This car, delivered in 1938 marked the beginning of the revitalization of TTC rolling stock. This (and subsequent) orders for new and boomer equipment was the critical move that set the stage for the retention of streetcars in Toronto. At the end of service in Montreal, except for 18 PCC's, most one man cars dated back to the late 1920's. In the mid 1950's, seventeen one man cars were rebuilt, but the program was cancelled when the decision to eliminate Montreal's streetcars altogether was taken. Despite the lack of will, the cost to upgrade the 1955 Montreal streetcar fleet all at once would have been massive. CRHA Archives, Fonds CanCar

Le tramway no 4034 de la TTC. C'est le premier tramway PCC construit par la Canadian Car & Foundry à partir de pièces détachées fournies par la St. Louis Car Company des États-Unis. La livraison de ce tramway en 1938 marque le début d'une revitalisation du matériel roulant de la TTC. Cette livraison et les autres qui ont suivi furent décisives pour l'avenir des tramways à Toronto. Par ailleurs, à Montréal, au moment du retrait des tramways, la majorité de ceux à un seul homme dataient déjà de la fin des années 1920, à l'exception de ses 18 PCC. Ces tramways légers avaient une espérance de vie de plus de 25 ans. Au milieu des années 1950, on commença à rénover 17 véhicules à un seul homme, mais ce programme fut annulé après que la Ville eut décidé de retirer tous ses tramways. De toute manière, le coût de rénovation du parc de tramways de Montréal en 1955 aurait été considérable. Archives ACHF, fonds CanCar.

With the establishment of the American Office of Defense Transportation in late December 1941, deliveries of transit vehicles from U.S. builders were severely restricted to all North American customers. Bus manufacture was the most affected (ODT froze production levels in June 1942), forcing some cities to reopen carlines closed just before these restrictions were in place. In Toronto, full streetcar service was restored to the SHERBOURNE route in June 1942 and continued until 1947.

During the second half of the War, TTC received another 40 air-electric PCC cars, much fewer than requested due to directives imposed by the ODT and Transit Controller. Montreal and Vancouver, also needing new cars, were permitted to receive a portion of TTC's original procurement request. As with all former Canadian PCC orders dating from 1938, assembly of these cars was carried out at Montreal's Canadian Car & Foundry plant from kits supplied by the St. Louis Car Co.

By 1944 Allied victory in Europe seemed assured and all Canadian transit systems began to focus on their post-war modernization and fleet renewal plans. Only Ottawa and Toronto prepared plans for acquiring new streetcars. During the war, refinements to the PCC streetcar were made by the U.S. based Transit Research Corporation (TTC was an active partner) which continued the work of the original Electric Railway Presidents' Conference Committee. A prototype all-electric PCC car was ready for testing in 1944. By war's end, the TTC was the only Canadian customer of the next generation PCC car. Ottawa, never a PCC car property, chose to order a small number of standard cars from the Ottawa Car Manufacturing Co.

CC&F/St. Louis Car supplied the TTC with 250 all-electric PCCs between 1947 and 1951:

1947-48:	100 cars class A6	fleet nos. 4300-4399
1949:	100 cars class A7	fleet nos. 4400-4499
1951:	50 cars class A8	fleet nos. 4500-4549

These PCC deliveries, coupled with a few carline abandonments (especially those using double-ended equipment), allowed the retirement of the remaining pre-1921 cars inherited from the Toronto Railway Co. and Toronto Civic Railways. Some of the 30-year old Peter Witt cars were also retired but many would remain in service for another dozen years until the Yonge and University Subways opened and an additional 205 boomer PCC cars were acquired from American street railway operators 1950-1957. These almost new cars, purchased at bargain prices, were selected from cars recently, or about to be, retired in Cincinnati, Cleveland, Birmingham and Kansas City. By 1957 the TTC had the world's largest active fleet of 744 PCC cars.

The 100 class A6 PCCs (4400s) were m.u. equipped and were assigned to the BLOOR-DANFORTH route where two-car rush hour train operation commenced March 13, 1950. This was TTC's second busiest carline after YONGE and this service improvement was the first exclusively street operation of multiple-unit PCC cars anywhere in the world. The Cleveland boomer cars (including original "Louisville" cars) were subsequently equipped for m.u. operation and joined the fleet assigned to the Bloor carline. Shortly after the Bloor-Danforth subway opening, these cars were regularly assigned to the QUEEN route where m.u. service was instituted in October 1967. It was discontinued in February 1977 when TTC accepted the tradeoff of single car operation and the attendant shorter headways the riding public demanded.

It's October 1967, and it is the first week of multiple unit operation on Queen Street. Two pairs of two car trains passing on the private right-of-way section of the line were lensed by Ted Wickson. PCC 4477 leads, represented in the two trains are classes A-7, A-11, and A-12 of PCC streetcars.

Le PCC 4477 en octobre 1967 durant la première semaine de circulation, rue Queen, de tramways jumelés. Deux paires de trains viennent de se croiser sur l'emprise de la ligne devant l'objectif de Ted Wickson. Ces trains – on voit au premier plan le PCC 4477 – sont des tramways PCC de classes A-7, A-11 et A-12.



The decision to achieve this all-PCC fleet followed a 1950 review of streetcar operations. It was expected that the heaviest carlines would remain for another 20 years at which time they would be replaced by rapid transit or an intense trolley coach service. In subsequent years, other studies have been undertaken to develop a streetcar replacement policy and but proposals to introduce buses have been tempered by fears of worsening traffic congestion, longer trip times for buses and expected public outrage. And so, the status quo has essentially remained despite the flexibility argument in favour of buses and strong business cases made for converting some underperforming carlines.

In November 1972, matters came to a head when a loose coalition of citizen's groups, politicians and streetcar enthusiasts convinced the Toronto Transit Commissioners to abandon their staff's recommendation of doing away with streetcars (1980 was suggested final abandonment date). Briefs tabled by the Streetcars for Toronto Committee articulated clearly the viability of streetcars versus buses and many other advantages. Essentially, it was shown that streetcars outperformed buses in respect to passenger capacity per unit, capacity per route, loading speed and average operating speed. TTC's General Manager admitted that "pound for pound, the streetcar is the best vehicle for Toronto..."

As expected, the Commission's decision to retain streetcars indefinitely met with wide community support. Only the lightly patronized ROGERS and MT. PLEASANT routes would be closed (1974 and 1976 respectively). The PCC car, then nearing 25 years of age, would soon need to be replaced. No research on streetcar technology had been undertaken in North America since the PCC development in the 1930s and 1940s. As the TTC pondered the fate of the PCC, a three-year heavy



New lease on life – heavily rebuilt PCC streetcar 4540 as photographed on June 10, 1973. Ted Wickson

Le PCC no 4540 grandement rénové, photographié le 10 juin 1973. Ted Wickson.

rebuilding program was undertaken in 1972 to extend the lives of 173 of these cars for another ten years by which time a new fleet would be introduced.

The Province's Urban Transportation Development Corporation was created at this time. Its first major task was to oversee the design and construction of the Canadian Light Rail Vehicle for Toronto. TTC's engineering staff provided considerable input as specifications were developed. An order for 196 cars was placed with UTDC, the first six manufactured by Swiss builder SIG in 1977-1978, and the balance supplied by Hawker-Siddeley's Thunder Bay plant 1978-1981.



The first LRV streetcar (car 4002 but un-numbered when shipped) arrived by ship to the Port of Montreal on December 24, 1977. There it was loaded onto two CP Rail flatcars and brought from the Port to Hochelaga Yard where it was eventually marshaled into a train to Toronto. Canadian Pacific Railway Archives 77-350-35, Ted Wickson collection

Le premier VRL (véhicule léger sur rail), le no 4002, non numéroté au moment de sa livraison, arrive au port de Montréal en ce 24 décembre 1977. Il fut réparti ensuite sur deux wagons plats de CP Rail amenés vers la cour de triage Port d'Hochelaga et insérés dans un train en partance pour Toronto. Archives Canadien Pacifique 77-350-35, collection Ted Wickson.

A subsequent 52-car order for an articulated version was placed with UTDC and assembled at its Kingston plant. Following many teething problems and retrofits (especially with CLRV truck assemblies and motor insulation), revenue service commenced with the CLRV in September 1979 and the ALRV in January 1988 (both on the LONG BRANCH route). The ALRV's high capacity has made it well suited for the heavy 501-QUEEN and 511-BATHURST carlines. The CLRV, slightly larger than the PCC, was configured to meet the design envelope of the former Large Peter Witt Car, which had governed all existing track and special work clearances since the 1920s.

In times of budget restraint, especially during the

downturn of the 1990s, the TTC and its political masters still considered the streetcar to be “sacred”, with funding for normal track maintenance and car overhauls continuing on a regular basis. However, the fleet surplus

during this time spelled the end of the second PCC rebuilding program (19 cars outshopped 1986-1991) and ultimate retirement of this iconic car (dubbed Toronto’s “Red Rocket”) in 1995.



The first LRV car 4002 is still un-numbered and in its original SIG paint scheme in this photo taken on February 9, 1978 on the TTC’s Hillcrest shop test track. Ted Wickson

Photo prise le 9 février 1978 – sur la voie d’essai de l’atelier Hillcrest de la TTC – du tramway 4002 pas encore numéroté malgré sa nouvelle livrée. Ted Wickson.

In service PCC class A-13 4738 an ex-Birmingham, Alabama car is operating west bound on King Street at Wilson Street in August of 1972. Ted Wickson

Le PCC de classe A-13 no 4738, un ex-Birmingham d’Alabama, circule en direction ouest sur la rue King à l’intersection de la rue Wilson en ce 12 août 1972. Ted Wickson.



CLRV 4057 plying route 504 is east bound at King and Queen Streets near the Don River Bridge on July 22, 1981. Ted Wickson

LE VLR no 4057 de la ligne 504 en direction est, à l’intersection des rues King et Queen près du pont de la rivière Don en ce 22 juillet 1981. Ted Wickson.

The bad economic times also spurred the Mike Harris PC Government to cancel funding for TTC’s ambitious rapid transit plans (heavy rail and light rail) in 1995. This scheme was first tabled in 1990 as Let’s Move under Ontario Liberal Government auspices and tweaked again during the successor New Democrat administration as the Rapid Transit Expansion Program. More than a decade would pass before the essential elements of these former proposals were resurrected and incorporated into the current Transit City plan (see map)

which, unlike its predecessors, was even more ambitious and placed an emphasis on light rail. Despite the austerity of the 1990s, the TTC and Province followed through on commitments made to build and open three new light rail lines—the Harbourfront and Spadina LRT lines ultimately combined as route 510 (opened 1990 and 1997 respectively) and route 509-HARBOURFRONT (opened 2000), the latter linking Union Station with the Canadian National Exhibition.



Once again, TTC’s streetcar fleet was soon stretched to meet service demands as ridership recovered after the millennium. Specifications for the next generation streetcar, to be fully accessible, also needed to be prepared and new cars sourced. An additional fleet (cars differing slightly from the standard, urban on-street version) would also be needed for the LRT component of Transit City. The high floor CLRV, dating from the late 1970s, was approaching the end of its nominal 30-year design life.

On June 30, 2009 the TTC signed a contract with Bombardier Transportation Canada Inc. for the supply of

204 low floor five section articulated streetcars. The agreement gives Toronto the option to purchase an additional 194 cars, mostly for the LRT routes in the Transit City plan. A prototype vehicle is expected in 2011 and revenue service will begin in 2012. Deliveries will be completed by 2018.

As Toronto gears up to celebrate the sesquicentennial of its street railways in 2011, there can be much reflection on the rich history of this legacy and the many decisions made over the years to shape the system we see today and can expect tomorrow.



BUSINESS CAR

September - October, 2009

By John Godfrey

Edited by David Gawley



HERITAGE

Steam train fuels up on cash handout from Quebec

The Hull-Chelsea-Wakefield steam train is getting a \$264,465 boost from Quebec's tourism ministry. The popular tourist attraction had not operated in the summer of 2008 when landslides damaged parts of the 64-km line it runs along. The cash injection goes to the Compagnie de Chemin de Fer de l'Outaouais, which operates the train, to help rehabilitate the section of the rail corridor between Gatineau and La Peche.

All three levels of government stepped in after the owner, who was saddled with the costs of fixing the line, threatened to close up shop and sell the train last year. In January, the City of Gatineau announced it was kicking in \$1.2 million to help fix up the line, and the federal and provincial governments pledged \$1.9M each. The steam train resumed service this spring. About 50,000 people ride the train each year. (Ottawa Sun)

CPR announces sale of Windsor Station to Cadillac Fairview

CPR announced the sale of Windsor Station and significant other related real estate assets to the Cadillac Fairview Corporation Limited for \$86 million. As part of the transaction, CPR has entered into a long term lease with Cadillac Fairview, and will remain the principal tenant of Windsor Station, reflecting its close connection to the building and its long-term presence in Montreal.

The transaction has received the necessary regulatory approvals, including federal government approval. Windsor Station currently houses more than 300,000 square feet of leasable office space and serves as an important hub for commuters to access the Montreal underground and Montreal Metro subway system. Its impressive architecture and rich history remain an iconic

symbol for the heart of downtown Montreal and a major point of interest in the city's urban landscape. (Canadian Press)

Smiths Falls train station theatre, chugging ever closer toward completion

The curtain isn't going to rise until next spring on the new Smiths Falls Community Theatre but future patrons got a chance to peek behind the scenes as part of the Doors Open event this June. What they saw was a small-town performance space second to none slowly chugging to completion, a \$600,000 train station conversion drawn out over 10 years mainly by financial constraints.

Owned by the municipality, the theatre has taken over most the space in what was an 1887 CPR station, part of which is still used by Via Rail. The town's other historic station built by CN in 1914 was also on the 19-stop Doors Open tour. It was transformed several years ago into the Railway Museum of Eastern Ontario. Other stops recalling the town's rich past as a transportation hub included an 1885 building at 34 Beckwith St. which served as a CPR ticket office and bunkhouse into the 1930s, three lock stations on the Rideau Canal, and the rare, cantilevered Canadian Northern Bascule Bridge over the Rideau canal. (Ottawa Sun)

New Chamber office in former Carlton Place train station officially opens

Bob Hawkins remembers his ride on the last passenger train to ever stop at the former CPR station in Carleton Place, Ontario. "I took my grandson Ryan and we went to Arnprior. He was just a little lad - only four years old," a smiling Hawkins told the Record News. "It was sad to see it (passenger rail service) go." The date was Jan. 14, 1990 meaning the Hawkins' train trip occurred nearly 20 years ago. Only weeks after the last passenger train passed through the community the tracks, which connected Carleton Place and nearby Ottawa, were torn up.

It's a move that remains controversial to this day, especially in light of the current trend toward expanded commuter rail service from suburbs, including Carleton Place, into the centre of the nation's capital. The official opening of the sections of the former station which will now house the town's 'Visitors Centre', along with the Chamber offices, touched off a wave of nostalgia. Many of those who came to the opening were there to see how the structure has changed in the two decades since it was last used as a railway station. (Almonte/Carleton Place)

Steam engine displayed in Kingston to be restored

Kingston, Ontario, will spend \$70,000 to refurbish a major tourist attraction in Confederation Basin, despite a bid by one city councillor to postpone the work. Councillor Mark Gerretsen wanted to cut the

spending to restore the Spirit of Sir John A. locomotive until a work plan is available. The money for the project, contained in the city's capital budget, will be spent on shoring up some parts of the locomotive to make it safe and create detailed drawings for a permanent shelter around the old locomotive.

City commissioner Cynthia Beach said the locomotive will eventually become unsafe in its current position and work needs to be done to ensure that eventuality doesn't come to fruition. The jet-black locomotive, No. 1095, has been a fixture in Confederation Basin for more than four decades. The locomotive came to life in 1913, built in Kingston at the site of the former Canadian Locomotive Company. The engine criss-crossed the country for CPR, spending most of its time in Winnipeg before coming to the end of its line in Montreal.

The Canadian Junior Chamber of Commerce paid \$10,000 for the locomotive as a gift to the city in 1966. But over its four decades in the park across from City Hall, little if any work has been done to keep it in decent condition. A group of volunteers came forward to restore the locomotive, aiming for the work to be completed by 2013, in time for the 100th birthday of No. 1095. The overall cost of the project is estimated to be nearly \$500,000, the majority of which will be covered through donations. (Kingston Whig-Standard)

Toronto Union Station plans near completion

Nine years after acquiring historic Union Station, Toronto appears ready to soon begin a \$640-million remake of the beaux arts landmark, including the addition of a new mall. City council's executive committee will be asked to finalize plans for the train station that stalled after a deal with private investors sputtered out three years ago, then re-launched in 2007 with the city going it alone.

If loose ends are tied up, the massive overhaul would start in early 2010 and be completed by 2015, a much tighter timeline than initially envisioned. Unfinished business includes securing federal funding, provincial approval of GO Transit's deal to buy part of the station and city council's endorsement of a leasing deal with a property management company for a retail concourse. (National Post)

Last spike being driven again in re-enactment in Northern Ont

A little piece of history was recently recreated in Kenora, Ontario. The last section of the CPR between Thunder Bay and Winnipeg to be completed was the 107 kilometre stretch between Eagle River and Keewatin with the last spike driven on June 19, 1882 just south of Kenora, near Feist Lake. Retirees of CPR, members of the railway museum and Kenora's model railroaders re-

enacted the moment at Kenora Forest Products recently.

As the only women present at the ceremony more than 100 years ago, Jenny (Eliza Jane) Fowler, sister of a civil engineer on the project, hammered in the spike linking east and west. Ron Baker, president of the retirees of CPR, wasn't even aware of the landmark until the Fowler family recently posted a plaque on Highway 17 near Stewart Lake and said he wants to make the community more aware of the its heritage and relation to the railway. In 1875, the federal government began construction on a railway spanning the 600 kilometres between Thunder Bay and Red River (now Winnipeg). It took seven years to complete. The first shipment of Western grain made its way to Thunder Bay in the fall of 1883. (Kenora Daily Miner & News)

Portage la Prairie Heritage members anxious to complete CPR station project

The Canadian Pacific Railway Station project in Portage la Prairie has a way to go before completion, but remains a pressing concern, members of Portage la Prairie Heritage Society heard recently. Chairman Vic Edwards addressed the roughly 25 members who attended the annual general meeting about the delays facing the project. While the funds are available to continue the work, an engineer's report still needs to be completed. That is stalling progress on the project. The work that still needs to be completed for the interior of the building includes installing heating, constructing washrooms, and sheeting the ceiling with gyproc. The organization also hopes to install a geothermal heating system. Costs for the work are as expected, with some government grants lined up. The engineer's report will likely cost \$5,000. (Portage La Prairie Daily Graphic)

Donald M. Bain, 1939 - 2009

Donald Morrison Bain died peacefully on Canada Day at the Rosedale Hospice in Calgary just six weeks after his beloved wife of nearly forty-six years, Carol Ann Bain. Born in Edinburgh in 1939, and educated at St. Paul's, London and the University of Nottingham, Donald immigrated to Canada in 1963 and lived in Dundas, Ontario and Dawson Creek, B.C. before settling in Calgary, AB in 1966. He was a geologist, a banker, an international traveler, and for over thirty years an author and publisher of historical books dealing mostly with Canadian railways but also other transportation. His soft cover, horizontal format books grace the shelves of many a hobby shop and museum boutique, including Exporail.

He was inducted into the Canadian Railway Hall of Fame in 2007. He is survived by three children, five grandchildren and a brother. We offer our sincere condolences to the family.

Lord Revelstoke attended the 2009 Revelstoke Homecoming

James Baring, 6th Baron of Revelstoke, attended the 2009 Revelstoke Homecoming which took place July 24 to 26. Lord Revelstoke's connection to Revelstoke, BC dates back to the 19th century. In 1885 the president of CPR went to Europe to seek backing for the troubled railway company. While there he met with Edward Baring, First Baron Revelstoke, and senior partner in Barings Bank of London. The bank bought a majority of shares in the railway company, allowing for the completion of the Trans-Canada Railway. The Last Spike was driven in Craigellachie in 1885 and in 1886 at

the request of CPR the name of the settlement of Farwell was officially changed to Revelstoke in order to commemorate Lord Revelstoke's involvement.

James Baring, 6th Baron of Revelstoke, is a direct descendent of Edward Baring. Baring was honoured to make his first visit to the Americas for the Revelstoke homecoming. In his words he said, "From where I stand, the honour is mine to share a few days with the descendants of all those who were involved with building the CPR and making Revelstoke a thriving community. They're the story, not me. On the other hand, if I can help to remind people their history and feel good about it, I am glad to take a part." (Revelstoke Times Review)



James Baring, 6th Baron of Revelstoke poses at the Revelstoke Railway Museum on July 24, 2009. Dr. David Johnson

James Baring, le 6ième Baron de Revelstoke, capté au « Musée ferroviaire de Revelstoke » le 24 juillet 2009 par Dr. David Johnson

BACK COVER TOP: Introduced in 1921, the Peter Witt type streetcar was the workhorse of the Toronto Transportation Commission especially before the introduction of the PCC type cars in 1938. They worked alongside the PCC's from 1938 to 1961 (Large Witts) and 1965 (Small Witts) when the final units were retired from regular passenger service. In all a total of 575 large and small Peter Witt type motor and trailer cars were operated by the TTC. The bulk of them were built by Canadian Car & Foundry but Brill and Ottawa supplied a minor portion each. Here we see former TTC class K-2 Large Witt 2424 which was built by C.C. & F in 1921, at the Halton County Radial Railway Museum at Milton, Ontario. The car has been newly painted and striped to represent the 1939 – 1941 era, when these cars were converted to one man car operation. Three Large Witts have been preserved, the 2424 and 2984 at Halton County and Exporail's 2300. David Barrett

COUVERTURE ARRIÈRE HAUT: Le tramway de type Peter Witt introduit en 1921 fut la bête de somme de la Toronto Transportation Commission avant l'arrivée des tramways PCC en 1938. Les Witt furent utilisés simultanément avec les PCC de 1938 jusqu'en 1961 pour les modèles allongés et 1965 pour les modèles courts, date de leur retrait définitif. Un nombre total de 575 véhicules de traction et de remorques Peter Witt dans les deux formats circulèrent sur le réseau de la TTC. La plupart furent construits par la Canadian Car & Foundry et les autres par Brill et Ottawa Car. Ici, nous voyons le Peter Witt allongé de classe K2 no 2424 de la TTC, construit par la C.C. & F. en 1921, au musée ferroviaire de Halton County Radial à Milton, en Ontario. Le véhicule a été peint et décoré avec une livrée représentant la version 1939-1941, moment où il fut converti à un tramway de type à un seul homme. Trois Peter Witt de modèle allongé furent préservés, soit les nos 2424 et 2984 au Halton County et le no 2300 à Exporail. David Barrett.


BACK COVER BOTTOM: The look of streetcars to come. Artists rendering of the 204 new low floor 5 unit articulated streetcars ordered by the Toronto Transportation Commission from Bombardier Transportation Canada Inc.

COUVERTURE ARRIÈRE BAS: Les tramways à venir. Illustration artistique d'un exemplaire de la commande des 204 unités multiples à cinq voitures et à plancher surbaissé commandés par la TTC à l'entreprise Bombardier.

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