

# Canadian Rail



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# LES TRAMWAYS DE LA NOUVELLE ORLEANS

JACQUES PHARAND


**T**he enterprise and courage of those explorers who first came to North America from France is very well-known. Their voyages of discovery to the west and south of New France in North America have been described in history books many times in most of the countries of the world.

It might be concluded that, more than 300 years later, this spirit of adventure had disappeared among their descendants. This is not at all true for, in 1972, yet another Canadian set out to make a voyage of exploration to the south. What would be more logical than a visit to the most famous city of the southern State of Louisiana - New Orleans, U.S.A.!

La Nouvelle Orléans, or New Orleans of the twentieth century, is known to musicians 'round the world as the cradle of jazz. But to trolley fans, it has, in addition, the supreme distinction of operating in the 1970s a streetcar line with 50-year-old equipment, as a regular urban service. Described quite simply as "Line 31 - St. Charles" this service is the last remnant of a once large streetcar system. Line 31 may be only the remainder of the New Orleans Public Service Company's network, but it is a very active one.

13.128 miles of street railway are still available to passengers, on a route which combines most happily the service requirements of its daily users with the charm of nostalgia - always a part of la Nouvelle Orléans - created in part by the lavishly-scrolled balconies of the buildings and the gaslight lamp-posts of the streets. Here, tramway enthusiasts will find those last thirty-five double-ender cars, built 'way back in 1922-24 by Perley A. Thomas of High Point, North Carolina and, what's more, still in really excellent operating condition.

When you start from the private right-of-way in the middle of Canal Street (beyond this point, the right-of-way was formerly used by streetcars on the Canal Street line and is today used by buses on this busy artery), your car swings westbound on the one-way

 AFTER A MIDWINTER BLIZZARD, MONTREAL PARK & ISLAND RAILWAY COMPANY'S Car 1030 - built in 1897 by the Rathbun Car Company of Deseronto, Ontario - poses for a photograph on the return trip from Ahunsic on the company's "Back River" line. The picture was taken in 1905 and the car was scrapped in 1939. Photo MUCTC Collection.

 IN NEW ORLEANS, LOUISIANA IN 1972, CAR 947 SWITCHED OFF LEE CIRCLE TO Howard Street, en route to the downtown terminal at Canal Street. Photo Jacques Pharand.

section of St. Charles Street, with its tall office-buildings, to Lee Circle and then on to the central double-tracked mall of St. Charles Street itself. The avenue has the air of a quiet residential street, rather than that of a busy thoroughfare. This impression is accentuated by the venerable shadetrees which literally transform the street into a tunnel of greenery. The shrubs along the tracks and the bright green grass of the mall, trimmed to a golf-course neatness, fortify the impression of countryside. Blending with the greenery, in its dark olive livery, your car then turns north on Carrollton Street to South Claiborne Avenue, with its stub-end terminal, barely half-a-mile from the Carrollton Car barn and Shops.

The return route inbound to the city centre is via the same streets to Lee Circle, passing Tulane and Loyola Universities once more, then on Howard and Carondelet Streets (one-way east) to Canal Street, which is the inbound terminal.

The 35 cars left in operation are the survivors of the 900-class, which originally included cars Numbers 900 through 972. They are two-motor, double-truck cars, with wooden reversible cross-seats and weigh 47,000 pounds light. Originally two-man cars, they are today operated as one-man cars, the controller-handles being transferred to the other end of the car at the Carrollton Street end of the line.

Major modifications on these cars since they were purchased include aluminum reroofing, burnt-orange colour door-panels and insulated trolley poles with contactors. Most of these changes were completed in 1964 at the Carrollton Shops. Operation of the rear-exit doors is done by the passenger himself, by pushing outwards on the two centre door-panels when a green light, inside the car over the door, lights up.

The exact fare for a one-way trip is 15 cents, the motormen carrying no change. For this fare, restricted transfer privileges are granted. Transfers are of the tear-off type, with the date imprinted under the time-intervals.

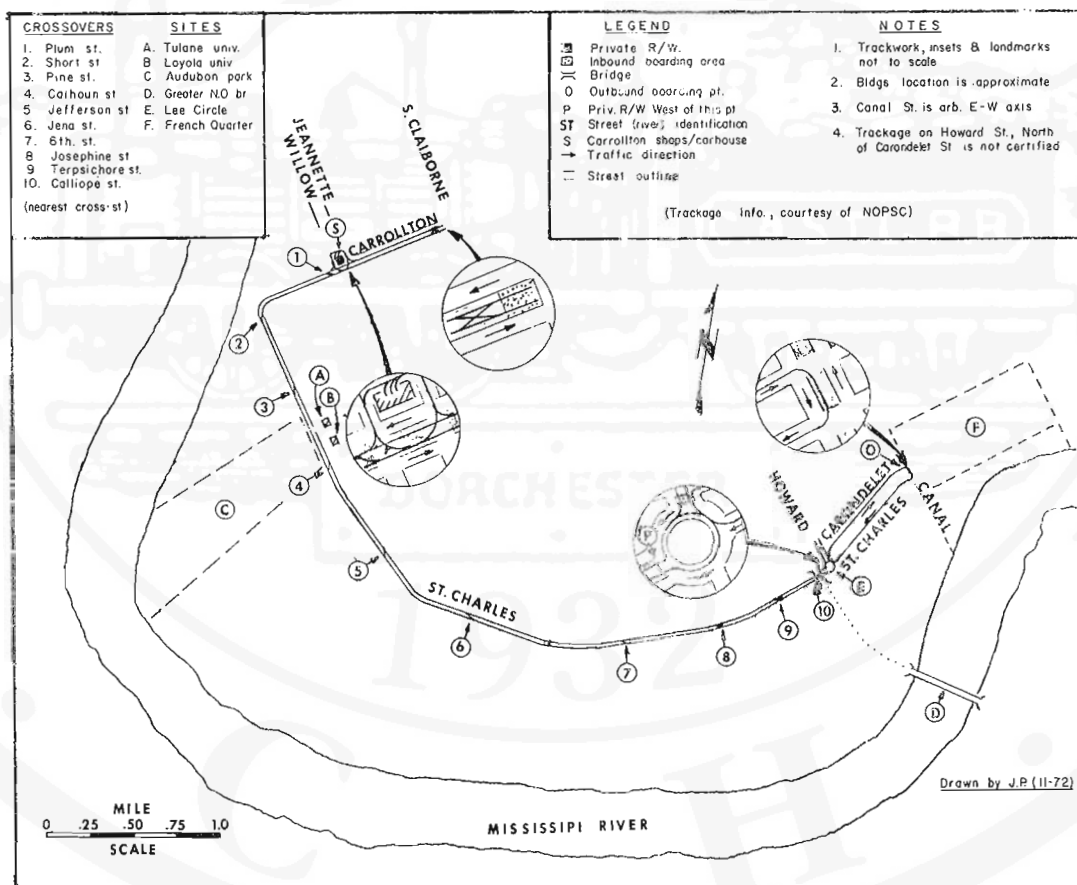
Characteristic oddities of operation on the St. Charles line include running the cars with the front windows open, to reduce the high temperature and humidity somewhat, as the cars are not air-conditioned. By contrast, the latest models of the buses are! It is also quite normal to see the motorman-conductor leaning out of the front window at the outer terminal, to change the trolley poles. In operation, the right-hand destination roller-sign, indicating the terminal, is left in the "blank" position, save for the "CARHOUSE" indication of a last "short-run". The run-number sign on the left-hand side is still used for control purposes, especially at the check-points. Still another curious practice is the position of the switch-iron while the car is running, probably so placed to make its infrequent use less complicated. On most cars, the switch-iron is hung from the front window-ledge, across the trolley retriever. Another accessory in constant use is the foot-gong. Each cross-street along St. Charles is a "railway crossing" and the streetcars have the right-of-way, as one might normally expect.



It is also worthy of note that hazardous conflicting moves involving streetcars and general traffic are governed by special traffic lights. One such instance occurs when the streetcars leave the Canal Street right-of-way at St. Charles. Another is encountered at the access to the Greater New Orleans Bridge at Calliope Avenue, a stone's-throw west of Lee Circle.

Line operation is relatively simple, with electromagnetic switches in key locations and for the access tracks to the Carrollton Car barn. Interesting trackwork can be seen at the Carrollton Street terminal, at South Claiborne Avenue, where a scissors cross-over is located, both stub-tracks being used as boarding points, as incoming cars switch to either track and are then correctly rerouted by spring-switches. There is also intensive car activity at Lee Circle, as both inbound and outbound cars must go around the "traffic circle". Utility cross-overs, all of them installed in the trailing position, are located at approximately  $3/4$ -mile intervals.

Watching the operation of the St. Charles Street cars on Canal Street, it is hard to realize that this busy artery was once one of the greatest of all the streetcar thoroughfares in North





ABOVE, CAR 911 IS CAUTIOUSLY NEGOTIATING THE EASTWARD CURVE BETWEEN sections of the private right-of-way at Carrollton Street and St. Charles Avenue.

Below, Car 969, with both trolley poles on the wire, is being readied to receive its waiting passengers before being rerouted on the in-bound track for the six-mile run to Canal Street. Photos Jacques Pharand.



America. At the peak of streetcar popularity in New Orleans, almost solid lines of cars moved up and down in the centre of the boulevard and the terminal at the foot of the street accommodated the cars of 20 different streetcar lines. Alas! All this has passed away, but thankfully the St. Charles line remains. This particular line is the oldest surviving street railway in the United States, having run continuously since 1835, using horse, steam and electric power, in succession.

As Line 31 is heavily travelled, 30 cars are constantly used in rush-hours on a  $3\frac{1}{2}$ -minute headway. Each day, the cars to be used in service are selected according to a predetermined plan, the five not in use being in the shops for inspection and maintenance. If one of the cars scheduled for inspection is to go on a "charter" run the following day, an alternate schedule of inspection is followed. However, all of the cars are inspected and maintained in groups of five on successive days and, in this way, the maintenance programme is kept up-to-date.

Although a NOPSC bus may be chartered for only \$ 20.00 per hour, while the streetcars cost \$ 25.00 per hour, the latter are very popular and are frequently reserved for celebrating (children's) birthday parties.

Maintenance of the cars is definitely of first importance to the Company and track, ballast and ties are constantly inspected for damage. Faulty portions are rapidly replaced. There is only one service car, rail-grinder Number 29, a former single-truck passenger car of 1896 vintage, with reversible single pole. Overhead wiring is repaired using a "giraffe-type" truck. The Carrollton Shops boast of a somewhat unique paint-shop, where streetcars and buses are brought into the building and an outer platform is raised hydraulically so that there is easy access to any surface on the vehicle, even the roof!

As one might conclude, Carrollton Shops must fabricate all the replacement parts - except wheels and axles - and it is equipped to do so, as all of the modifications mentioned above were completed by the Shops and its ingenious staff.

In short, the St. Charles Street line of the New Orleans Public Service Company might be described as a sort of "Model Railway for Adults". But the visitor can sense that this courageous remainder of a once-larger system is the pride and joy of its operator and will remain so for a long time to come.

It is true: there is not "A Streetcar Named 'Desire' " anymore. In fact, there was not one at the time that Tennessee Williams wrote his famous play. Nevertheless, car Number 922, which is still running, ultimately made it to movie fame. But the St. Charles Street line of the New Orleans Public Service Company is nevertheless still alive and strong. Happily for trolley fans everywhere, these cars are bound to run until they fall apart all at once, which is a situation quite unlikely to occur in the near future, because of the excellent maintenance and inspection which they receive from a truly dedicated operating and repair staff.



# ROSTER OF EQUIPMENT

29: single-truck rail grinding car, built in 1896.

900	903	904	905	906	907	910	911	914	915	920	921	922
923	926	930	932	933	934	937	940	945	947	948	951	953
954	961	962	963	965	968	969	971	972				

These cars were built by the Perley A. Thomas Car Works, High Point, North Carolina, U.S.A., from 1922 to 1924. Originally, the Thomas Works were part of the Southern Car Company (1904-1917), which were an outgrowth of the Briggs Car Company (1890-1903) of Amesbury, Massachusetts, U.S.A. The Thomas Works built well-constructed cars for nearly every streetcar system in the United States, as well as for companies in Cuba, Puerto Rico and Central and South America. Electric car production ceased in 1930. The Company was still producing steel bus-bodies in 1967.

1- ST. CHARLES		006706
MAR. <input type="checkbox"/> GOOD ON ANY CONNECTING LINE OR ANY LINE IN CANAL STREET ZONE VALID IF USED BEFORE TIME TORN		
2- ST. CHARLES		006706
MAR. <input type="checkbox"/> NOT GOOD ON: Downman, Palmer Pl., NOT GOOD IN CANAL ST. ZONE ON: 70, 71, S. Clailo (Poyd) VALID 45 MIN. AFTER TIME TORN		
3- ST. CHARLES		006706
MAR. <input type="checkbox"/> NOT GOOD ON: 60, 70, 71, C Broadway, Freret, Gblvaz, Jackson, Leonidas, Louisbnd, Napoleon, Nashville, Palmer Pl., St. Claude, S. Claiborne, Tulare NOT GOOD IN CANAL ST. ZONE ON: 80, 81, Canal, City Park, Esplanade, St. Bernard VALID 1 1/2 HRS. AFTER TIME TORN		
MAR- ST. CHARLES		006706
GOOD ON: Carlier, Downman, Hayne, Lake, Louisa, Marconi, Paris GOOD OUTSIDE CANAL ST. ZONE ON: 80, 92, Canal (Cem), Canal (Lk Vis), Esplanade, Franklin VALID 2 HRS. AFTER TIME TORN		
5 a. m.	MAR.	0
6 a. m.	1	15
7 a. m.		30
8 a. m.		45
9 a. m.	1	0
10 a. m.		15
11 a. m.		30
12 noon		45
1 p. m.	1	0
2 p. m.		15
3 p. m.		30
4 p. m.		45



↑ RAIL-GRINDER CAR 29 OUTSIDE THE CARROLLTON Carhouse. Note filled inner tracks in the foreground, evidence of NOPSC's dual-gauge operation, over the years.

Photo Jacques Pharand.

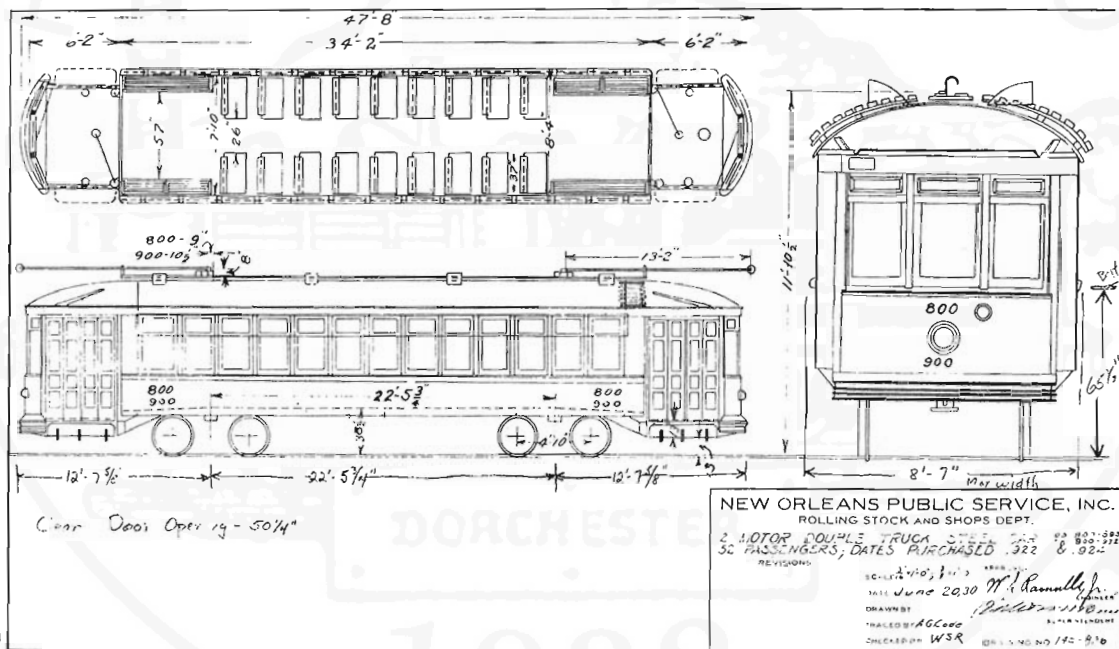


## ACKNOWLEDGEMENTS

This article could not have been written without the assistance of many people who really went out of their way to provide data and information, both verbal and documentary. My most sincere thanks are tendered to the following gentlemen, members of the staff of the New Orleans Public Service Company:

Mr. W. McCollam, jr. - President  
Mr. R.B. James - General Manager, Transit Dep't.  
Mr. H.Q. Neidermeier - Manager of Transportation,  
Transit Department  
Mr. E. Champagne - Supervisor  
Mr. E. Frisard - General Foreman, Carrollton  
Shops.

Special thanks are also expressed to Mr. Denis Latour, Montréal, for supplying essential information and to Miss G. Légaré, who assisted with the text and editing.





# OPERATION "HUM"

## Streetcar Operation

## Begins at our Museum

F.F. ANGUS.

<sup>66</sup> **M**ontréal's electric cars ran yesterday. They didn't run very far or very fast; but they established the fact that Montréal is in the procession and on the move."

This sentence is the complete text of the "editorial" which appeared in the Montréal GAZETTE on Thursday, 22 September 1892, the morning of the day after which Montreal Street Railway's car, the "Rocket" began the era of electric tramways in Canada's metropolis.

Eighty years later on 21 September 1972, the trams had been gone from Montréal's streets for almost thirteen years, but on that day at the Canadian Railway Museum, Saint-Constant, Québec, another streetcar of the 1890s inaugurated operation on Canada's newest electric railway. At 1815 hours that evening, M. Lucien L'Allier, the Chairman of the Montréal Urban Community Transportation Commission, stepped up onto the front platform of the Museum's open car Number 8, grasped the controller, released the brakes and started the car on its first official trip - the first electric streetcar operation in the Montréal area for more than 10 years.

This first run marked the realization of a long-standing ambition of the members and friends of the Canadian Railroad Historical Association. The origin of the ambition dates back to the days before the Canadian Railway Museum was founded and the actual building and equipping of the new line was the end-result of a great deal of work on the part of a considerable number of enthusiasts.

In order to tell the complete story of this project, it is necessary to go back 23 years to 1949, when Montréal's streetcar system was still largely intact and nearly 1,000 trams ran over about 200 miles of track. In those days, a great variety of equipment was still in service, including some "salt" cars, which were formerly passenger cars of the 1890s. When the-then Montreal Tramways Company announced the retirement of these "salt" cars, the Association, which then numbered only a few dozen members, sought to acquire one. Fears were expressed that it was biting off more than it could chew in the acquisition of a full-sized piece of rolling stock!

← AT 1000 HOURS ON 23 SEPTEMBER 1972 - OPENING DAY FOR THE TROLLEY LINE at the Canadian Railway Museum - the Association's Honorary President Mr. Donald F. Angus took the controls of Number 8, while Dr. R.V.V. Nicholls, President Emeritus, assumed the role of conductor for the inaugural trip.

Photo M. Peter Murphy.



The result of the Association's application was that the MTC donated car Number 274 to the Association. This was a Newburyport Car Company product of 1892. For more than five years, several members spent Thursday nights and Saturday afternoons at Saint-Denis Carbarns and, later, at Saint-Paul and Saint-Henri Carbarns, scraping rust from the single truck and grey paint from the body. Gradually, the car was restored to its turn-of-the-century appearance.

What was probably the high point in the restoration operation occurred at the Saint-Paul Carbarns one Thursday evening in 1954, when the members present participated in the first operation of car 274, under its own power, over about 100 feet of track inside the carbarn.

It was probably on that night that the idea was first conceived that some day, when Montréal's streetcars were no more, the Association would have a museum of its own, where car 274 - and possibly one or two others - could still be operated, thus perpetuating the memories of the "time of the trolley".

The task was a hard one and there were disappointments, but by 1956, car 274 was completely restored and, much to the satisfaction of the members of the Association, it rumbled along in the procession organized to mark the end of streetcars on Sainte-Catherine Street in Montréal. This was the moment of decision; the target-date for complete elimination of trams in Montréal was only three short years away. However, with great foresight, the Montréal Transportation Commission decided to preserve as many examples as possible of the major types of streetcars still in existence. This historical collection eventually came to the Canadian Railway Museum, but in the year 1956, this was an event far in the future.

But the museum project continued to gain momentum and two cars from the Montreal and Southern Counties Railway were acquired late in 1956, followed by the body of open car Number 8, the following year. This latter car-body, donated by Gillies Brothers of Braeside, Ontario, was a real "basket case", but after a year of hard work by members of the Association and others at the Youville Shops of the Montréal Transportation Commission, it was completely restored and ready for operation. And it did operate and was used on several nostalgic excursions in 1958 and 1959. The Association now owned two operating streetcars!

30 August 1959 was a black day for traction fans in Montréal, as it was on that day that the last streetcar rumbled into Mount Royal Carbarns, ending the streetcar era in Montréal. Alas! No more trolley rides on regular cars. No more streetcar excursions. Now car 274, Number 8 and the other cars in the historic collection of the MTC would be carefully stored away until some day in the future when a museum, with facilities for streetcar operation, could be built.

But suddenly the steam locomotive began to disappear from the railways of Canada. The question of establishing a railway museum became more important. The necessity became more urgent.

Less than a year later, arrangements were concluded with DOMTAR Limited, for the lease of a 10-acre site suitable for the

long-awaited museum. Construction of the museum began at once and it was none too soon. In 1963, the Montréal Transportation Commission demolished Youville Shops and the marvellous collection of historic streetcars, carefully preserved there for five years, was donated to the Canadian Railroad Historical Association. Along with cars 274, 8, M&SC 104 & 611 and Ottawa Transportation Commission car 859, the MTC collection was brought to the museum that summer.

In 1964, Canadian National Railways generously donated a 1924 Crocker-Wheeler motor-generator set, together with switches, controls and 4000 feet of copper trolley wire and associated hangers and poles. All this equipment had been used at CN's Neebing Yard, Fort William, Ontario, to provide power for single-truck crew car Number 15702 which, by the way, also came to the museum. The motor-generator set was essential to convert the alternating current supplied by Hydro Québec to the necessary 660 v. direct current required to operate streetcars. So, by the end of 1964, the museum had, in effect, a "do-it-yourself" streetcar "kit" and all that was needed to make it run was to put it together.

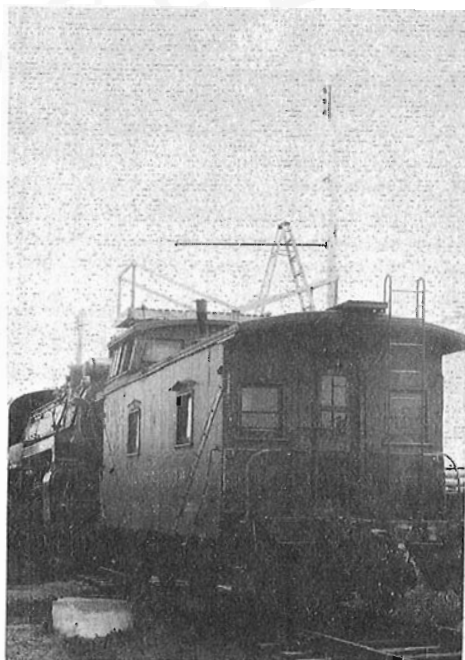
During the next several years, the entire resources and efforts of the workers at the museum were devoted to laying track to receive the various pieces of rolling stock and to erecting buildings to house them. Everyone was very busy preparing the Canadian Railway Museum for the grand opening to the public. Consequently, little progress could be made in the project for streetcar operation. Preventive maintenance was of course carried on, to minimize deterioration of the vehicles.

The project to achieve operation of streetcars at the Museum was revived in November, 1966 and the foundation was laid for the substation building, the motor-generator set was put in place and the next year, the building itself was erected by Messrs. Cooke and Leitch, as a donation to the Association and the Museum. Associated electrical equipment was installed in the substation building and the main power entry for the whole Museum was relocated, so that electricity for the entire Museum was distributed from this location. At the same time, the wiring required for eventual operation of the motor-generator set was installed.

Operation of diesel-powered equipment at the Museum began about this time and was followed by steam operation - the JOHN MOLSON - in 1971. The public had been visiting the Museum for six years. The time had at last arrived for electric operation too, and in 1971, there began the big effort which culminated in the start of streetcar operation a year later.

The project was titled "Operation HUM" and was scheduled for achievement by 21 September 1972. Members of the Association were invited to lend their support to the project and initial contributions totalled \$420.00. Although the substation had been built, the overhaul and connection of the M-G set would require considerable work and expense. The members responded to the appeal and provided the financial support essential to the continuation of "Operation HUM". Snoopy helped, too. In the spring of 1972, the project was

structured and on 15 June 1972, a meeting of the Association's traction enthusiasts was held and the project timetable was discussed. At this juncture, the scheduled opening day of 23 September - the nearest Saturday to 21 September - was exactly 100 days away. One hundred days meant that 1 percent of the project per day would have to be completed if the total plan were to be achieved on time!



EX-NAPIERVILLE JUNCTION RAILWAY  
caboose Number 35 was "converted"  
into a line-car for the installa-

tion of the bracket-arms and overhead wire. Sometimes a step-ladder was necessary to reach the top of the bracket-brace. F.F. Angus.

Ed Lambert and John Doyle install the copper wire on the trolley-wire "ears" which, together with many other parts, were donated to the project by the Toronto Transit Commission. Photo Peter Murphy.

Work began in earnest on 17 June. Much of it was unfamiliar to the volunteers. It was a difficult challenge. The substation was cleared out, preparatory to the installation of wiring. A second crew began the conversion of ex-Napierville Junction Railway caboose Number 35 to a line-car. Cross-arms and trolley hangers were cleaned and painted preparatory to installation on the poles, which were already in place along the south perimeter track of the Museum. Almost simultaneously, the electrical equipment - panels and switches - was being installed in the substation, the AC control circuits wired and tested and the MG set moved to its final position and bolted firmly to the concrete floor. When the work lagged behind the schedule, the volunteers worked one night a week, in addition to Saturdays, to catch up. The members of the Association kept supplying the finances; by July, Snoopy and his friends reported a total of \$ 1160 in contributions.



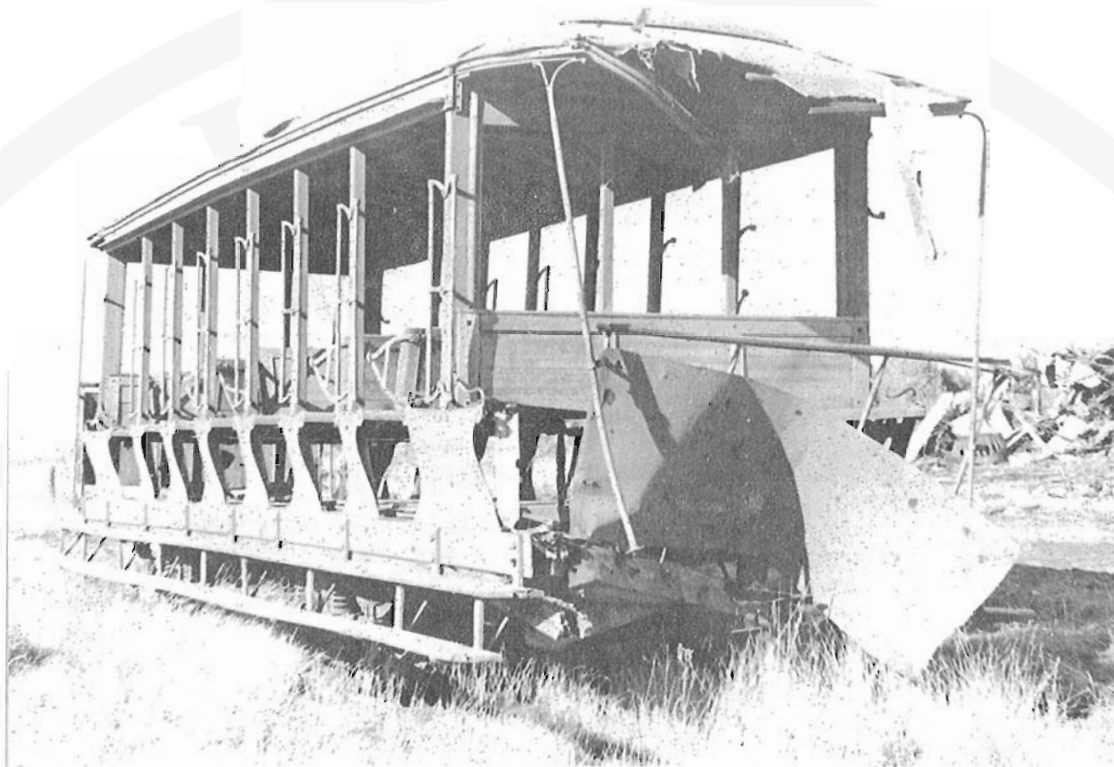
5 August: 50 of the 100 days were gone. The line-car was all ready, most of the substation wiring was complete and the ground-circuit was in place. The latter, albeit hidden under several feet of earth, required a good deal of hard work. Five 10-foot steel rods had to be driven into the clayey earth and connected by about 100 feet of heavy copper wire, all buried in the heavy soil. A great achievement was recorded on 15 August, when the motor-generator set was powered up for the first time. It purred like a satisfied kitten, turning out 600 v.DC without any difficulty. On the same day, a crew from the Montréal Urban Community Transit Commission bonded the rail-joints on the track and, barring mishaps, it was certain that the project deadline would be met.

The next important part of the project was to prepare a car for operation. From the start, open car Number 8 had been the candidate for several reasons. Number 8 was small and the power required to move it would not place a strain on the MG set. It is a double-end car; it would be easier to operate on the line available initially. It was in good condition, having been rebuilt in 1958. Last, but by no means least, it was an "old-time" open car of a design which would appeal to the public. Number 8 proved to be a good choice and required little preparation to ready it for operation, after its thirteen-year rest.

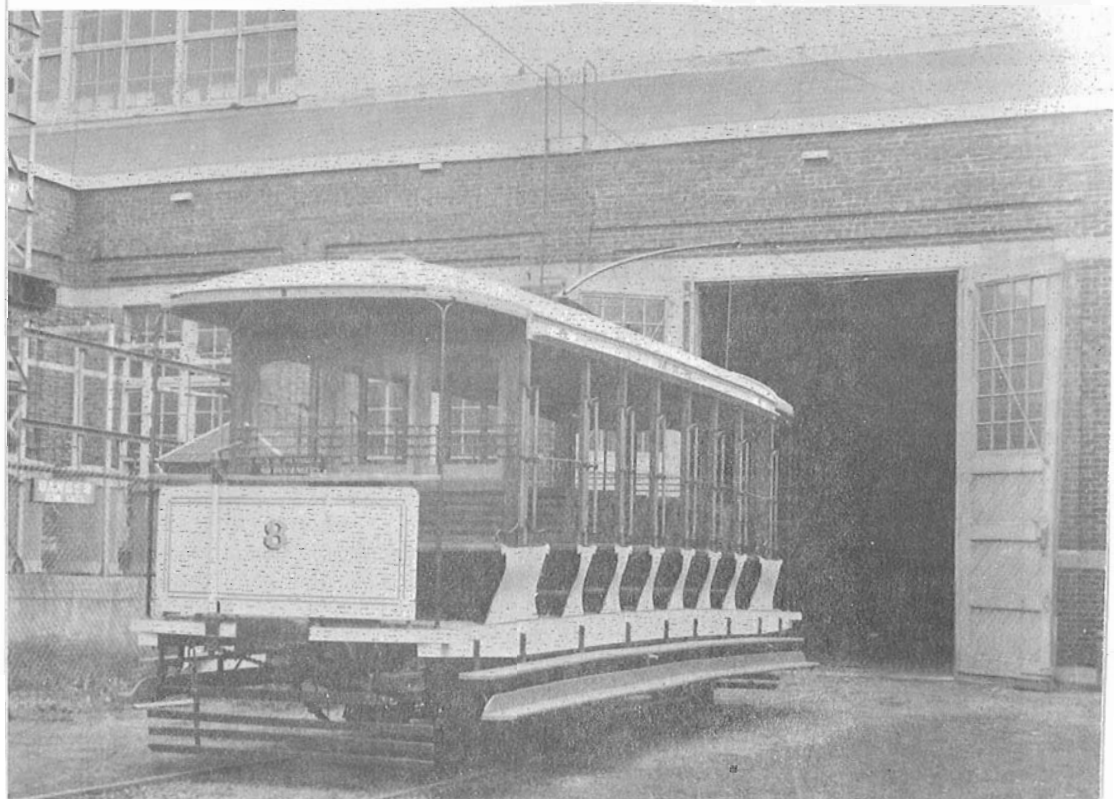
Meanwhile, the railway rolling stock and motive power had been removed from the perimeter track on the south side of the Museum and the only major undertakings left to complete were the installation of three poles and erection of the trolley wire. On the first weekend in September, the poles were set in place. All of the trolley wire was hung in a single day - 9 September - when a large number of volunteers combined forces and had the wire fully strung and connected by midafternoon of that day.

Then came the moment of truth! Number 8 was brought out and switched across the yard to a position under the wire. The MG set was started and current was fed into the wire. No arcs or short-circuits! Number 8's pole was raised gingerly and eased into contact with the wire. No arcs or short-circuits! A brave volunteer climbed onto Number 8's front platform, released the hand-brake and fearfully notched up the controller. Number 8 moved away quietly and briskly down the track. Anxieties were groundless; Number 8 purred like a kitten and "Project HUM" had been successfully realized.

Less than 15 days to go to HUM-Day. It was decided to make the official inaugural run on the evening of Thursday, 21 September, as this was the actual anniversary of the "Rocket's" first official run way back in 1892 - eighty years ago! Mr. Lucien L'Allier, Chairman of the Montréal Urban Community Transportation Commission, kindly accepted the Association's invitation to operate car Number 8 on this historic occasion, a very fitting gesture indeed, in view of the invaluable encouragement and assistance provided by the MUCTC and its predecessors over many years. The inauguration of streetcar service at the Canadian Railway Museum was an unqualified success.



THE ASSOCIATION'S CAR NUMBER 8 WAS A SAD SIGHT AS RECEIVED FROM THE Gillies Brothers Lumber Company of Braeside, Ontario. (Ed Lambert Coll.) After extensive rebuilding, Number 8 emerged from the Youville Shops looking as good as she did when she was originally built. (Ed Lambert)







↑ THE FIRST RUN OF NUMBER 8 AT THE CANADIAN RAILWAY MUSEUM, WITH MR. Lucien L'Allier of the MUCTC at the controls. Among the passengers were Mrs. R.W. Webb, Mr. & Mrs. Glenn Cartwright, Dr. R.V.V. Nicholls and Messrs. G. Hill, M.P. Murphy, L. Leach and Jacques Loisel. Photo MUCTC.

The Montréal STAR of Friday, 22 September 1972, had a large picture of Mr. L'Allier at the controls of Number 8 spread all across the front page! With the indispensable help of the members who had provided the financial support, "Operation HUM" had been translated from idea to reality.

Regular streetcar service at the Canadian Railway Museum began on Saturday, 23 September, right on schedule, as the Association's Honorary President, Mr. Donald F. Angus, drove car Number 8 through a ceremonial banner. The line was declared open! The response from the visitors at the Museum was prompt and enthusiastic that weekend and every weekend thereafter.

Since 23 September 1972, the trolley service has run Sundays and holidays, weather permitting. Nearly 2,000 visitors have ridden on Number 8 and on one day, 1 October, a record 672 passengers were carried! But the winds of winter blew sharper and sharper and 9 October operation was maintained during a short snowstorm. In spite of the warmth of the enthusiasm, the line had to close for the 1972 season and on Sunday, 29 October, the power was reluctantly shut off and Number 8 was put away carefully until next year.





← ON SATURDAY, SEPTEMBER 23, 1972, The Canadian Railway Museum welcomed a large number of the employees of the MUCTC and hundreds of them rode on Number 8, over the right-of-way and under the "live" wire, made possible by the members of the Association who had contributed to OPERATION HUM. Motorman Jacques Loiselle drove Number 8 on this return trip from the "end-of-track" to Hays. Photo S.S.Worthen.

The successful completion of "Operation HUM" does not mean that work on streetcar projects at the Canadian Railway Museum has terminated. Far from it! Plans for '73 are as big or bigger than those which were formulated at the beginning of 1972. First on the list of "things to do in '73" is the extension of the streetcar line behind Building Number 1 to Barrington Station, with a possible extension around the north perimeter track of the Museum. At least one other car from the Museum's collection ought to be prepared for service.

Eventually - and the date of realization depends largely on the availability of money and materials - a complete "belt-line" is to be built around the entire Museum property. This will provide a continuous ride of over half-a-mile, not as long as some streetcar lines but longer than others. And nowhere else can you find a tram line that provides such interesting and ever-changing views of railway equipment of all kinds, including electric interurban cars!

From start to finish, "Operation HUM" was one of the most successful projects ever undertaken at the Canadian Railway Museum. It was well planned. The members of the Association gave the plan their unqualified support. The volunteer workers set themselves an objective and, despite the hard work that it necessitated, met it. The completed project represents the creation of yet another facet of rail transportation at the Museum and, at the same time, can earn sufficient revenue to be self-sustaining - nearly. A good deal has been accomplished; a good deal can be done in the future, now that there is a strong base on which to build.

To paraphrase the writer of the GAZETTE's editorial of eighty years ago: "The Museum's car didn't run very far or very fast, but it established the fact that the Museum is in the procession and on the move", just as Montréal's electric cars were, way back in 1892!

#### Editor's Postscript.

The following members of the Association were mainly responsible for the planning and completion of the project "Operation HUM":

Fred Angus	Ed Lambert
John Doyle	Jacques Loiselle
Gord Hill	Peter Murphy
	Bob Smythe

The Association is most particularly grateful to the many members who gave their support to the project and thus enabled its successful completion.

# LES PETITS CHARS DE MONTREAL- WHERE ARE THEY NOW ?

M.P.Murphy.

**F**ortunately several Montreal streetcars have been preserved in various museums throughout North America so that future generations may have an opportunity to see, and possibly ride a Montreal trolley. We are pleased to present here a complete list of all the Montreal streetcars preserved, and where you may see, and even ride them in some cases.

THE CANADIAN RAILWAY MUSEUM, is a project of the Canadian Railroad Historical Association, and is located on St. Pierre St. in St. Constant, about one mile south off highway 9C on Montreal's south shore. The Association is favored with the M.T.C. historical collection of streetcars. This has to be the finest collection of trams from any one city ever assembled under one roof, and contains the first electric car to operate in Montreal, as well as the last. The ensuing gap is filled in with a carefully selected cross section of trams that completes the collection. Most cars are on public display, and operation of some of them is planned in the near future.

<u>No.</u>	<u>Year built</u>	<u>Builder</u>	<u>Company represented and notes.</u>
1	1905	M.S.R.	DT SE observation car (golden chariot)
3	1924	Tramways	DT SE observation car (golden chariot)
7	1875	Larivière	M.C.P.R. horse omnibus
20	1875	Larivière	M.C.P.R. horse sleigh
51	1928	Ottawa Car	ST DE sweeper
200	1919	J.G.Brill	M.T.C. Birney car, ex Detroit Rys.
274	1892	Newburyport	M.S.R. ST SE closed car
350	1892	Brownell	M.S.R. "Rocket" First electric car
859	1907	J.G.Brill	M.T.C. DT SE Closed car curved sides
997	1911	Ottawa Car	M.T.C. DT SE closed car PAYE type
1046	1924	Tramways	M.T.C. DT SE suburban car
1317	1913	Ottawa Car	M.T.C. DT SE closed car
1339	1913	Ottawa Car	M.T.C. DT SE closed car, dynamic brakes
1801	1924	C.C.F.	M.T.C. DT SE closed car, trailer puller
1959	1928	C.C.F.	M.T.C. DT SE closed car, one man type
2222	1929	C.C.F.	M.T.C. DT SE closed car, two man type
3015	1907	M.S.R.	flat trailer double truck
3151	1925	C.C.F.	M.T.C. motor flat car, double truck
3200	1928	Tramways	M.T.C. DT SE tool car
3517	1944	C.C.F.	M.T.C. DT SE PCC type last Mtl. trolley

5001	1917	Tramways	M.T.C. DT DE locomotive
W - 2	1923	Tramways	M.T.C. DT SE crane car
W - 63	1945	Tramways	M.T.C. ST SE grinder *
4042	1947	C.C.F.	M.T.C. trolley bus
Y - 5	1920	Tramways	ST shop motor
Sludge	1935	Tramways	ST sludge car *

1953	1928	C.C.F.	M.T.C. DT SE closed car, one man type owned privately in the Montreal area.
------	------	--------	--

\* W - 63, and the sludge trailer were both preserved for the use of their trucks, and in the case of the former, the body has been dismantled, and the motor truck is soon to be used under another car body.



↑ WHILE NUMBER 8 OF THE CANADIAN RAILROAD HISTORICAL ASSOCIATION MAY NOT have operated on the streets of Montréal, this single-truck car is representative of the kind of car once used on the Montreal Street Railway at the turn of the century. Photo S.S.Worthen

THE WAREHOUSE POINT TROLLEY MUSEUM, located at Warehouse Point Conn. is a short distance north from the insurance city of Hartford. A fine ride is offered along its line, which is again a former Connecticut Company right of way. This museum has both steam, and electric exhibits, the majority of which are in better than average condition. The following ex-Montreal cars find their home there.

4	1924	Tramways	DT SE observation car (golden chariot)
2056	1927	Wason	DT DE ex-Springfield Mass.
2600	1929	C.C.F.	DT DE one man closed.
W-1	1912	Tramways	DT SE crane car.



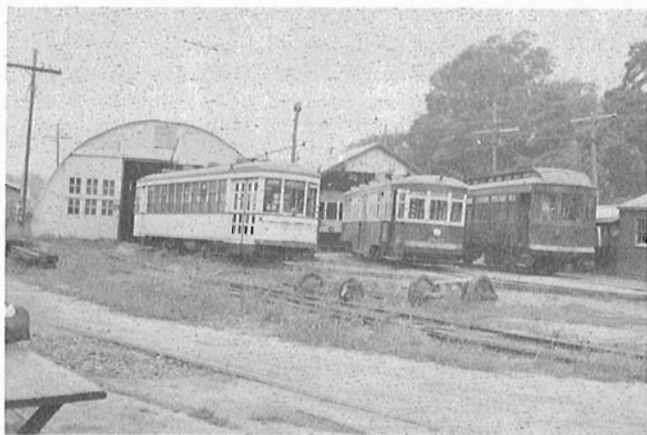


AT WAREHOUSE POINT, CONNECTICUT, YOU CAN STILL ENJOY A RIDE ON ONE of the marvellous "Golden Chariots" of the Montreal Tramways Company, that once carried hundreds of happy passengers around the two mountains of Montreal. George Retancourt, North East Utilities.

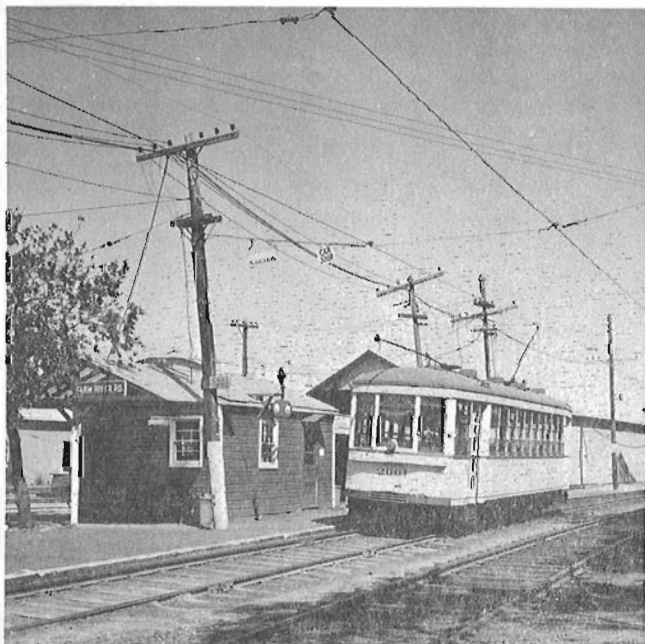


THE BRANFORD TROLLEY MUSEUM, is located off US route 1, in East Haven Connecticut. Like most US trolley museums the right of way is located along that of a former electric line, and so an authentic ride can be offered. The Branford Museum was fortunate in obtaining the following Montreal streetcars;

1403	1911	Ottawa Car	DT SE closed car, two man type
1972	1929	C.C.F.	DT SE closed car, one man type
2001	1929	C.C.F.	DT DE closed car, double end, one man
5	1910	Peckham	DT DE rotary snowplow, only one existing
5002	1918	Tramways	DT DE steeple cab locomotive
W - 3	1929	Differential	DT horizontal boom crane car.
Charlie	1920	Tramways	ST shop motor



FORMER MONTREAL STREETCARS ABOUND AT THE BRANFORD TROLLEY MUSEUM AT East Haven, Connecticut, not far from the city of New Haven, an easy drive via Interstate highway. Top photo S.S.Worthen; bottom, F.W.Schlegel.





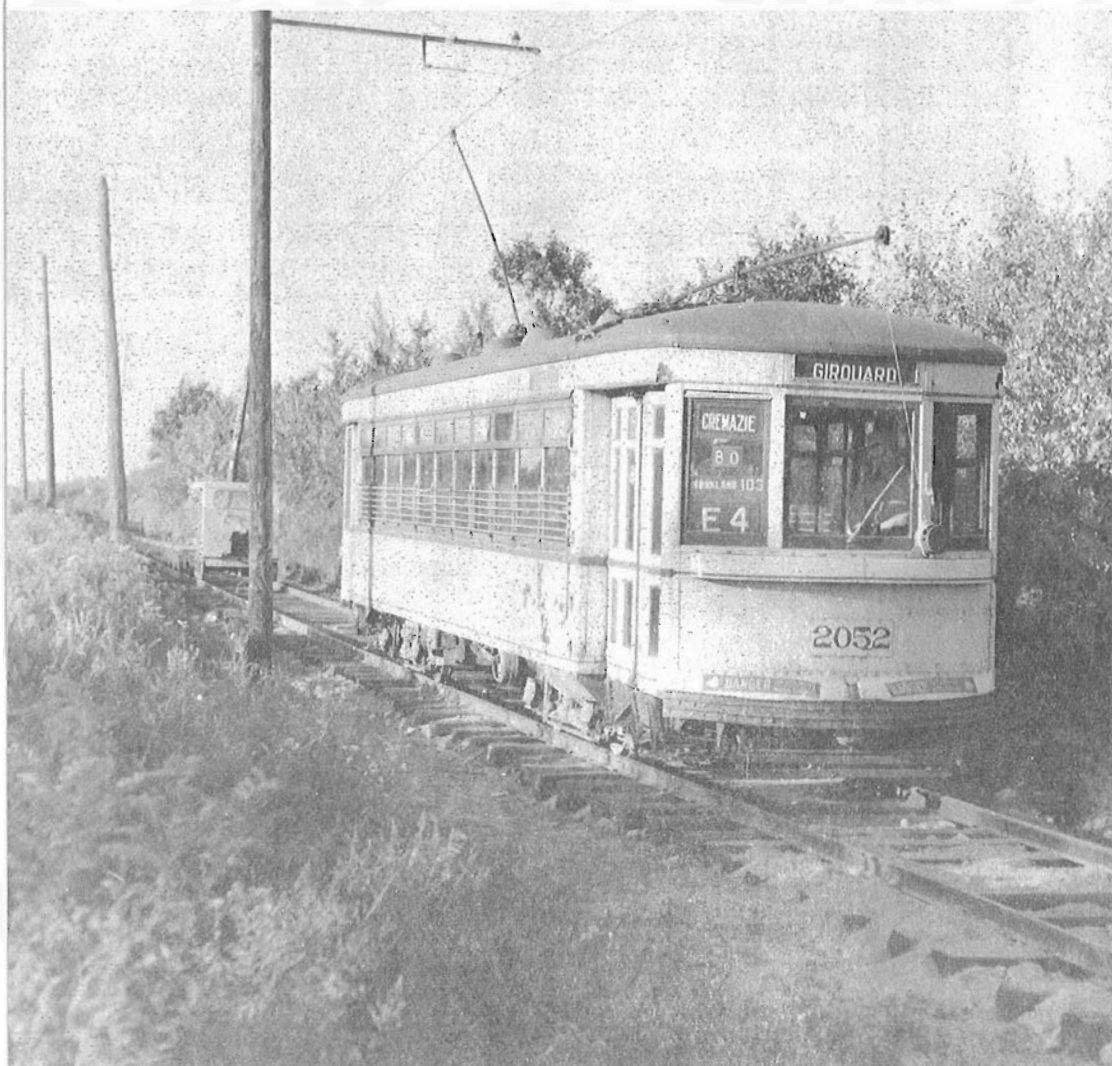


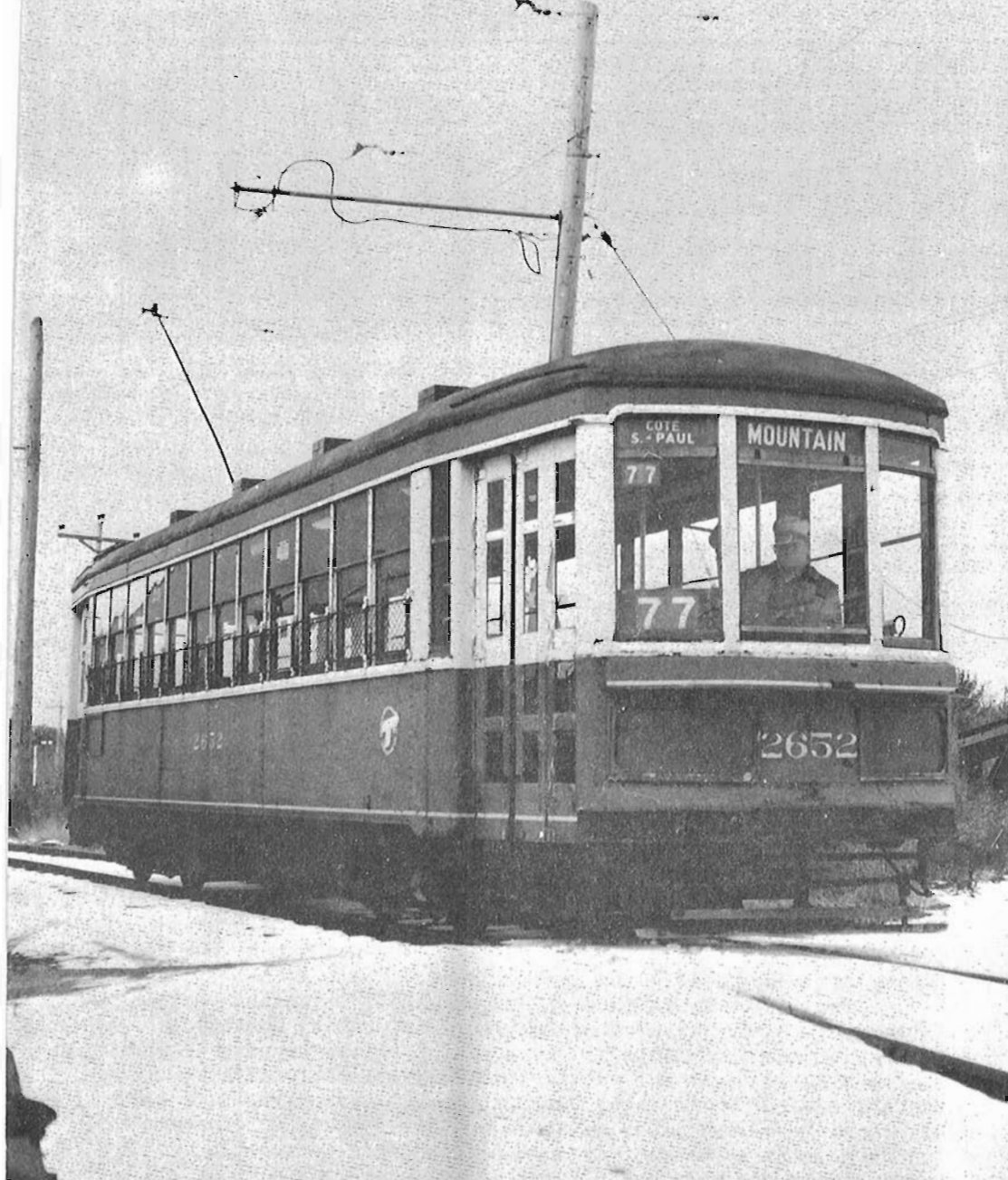


THE SEASHORE TROLLEY MUSEUM, is America's oldest, and largest museum of its type. Over 100 cars are on hand, and a mile long ride is offered over the former Atlantic Shore Line Railway right of way. Cars from all over the world make up their collection, among which are the following ex-Montreal cars. The Seashore Museum is located south of Portland Maine, at Kennebunkport Me.

957	1910	Ottawa Car	DT SE closed car, two man type
2	1906	M.S.R.	DT SE observation car(golden chariot)
2652	1930	C.C.F.	DT SE closed car two man
1176	1943	Tramways	DT brine car
1177	1943	Tramways	DT training car
2052	1927	Wason	DT DE closed car ex-Springfield Mass.

↓ YES, MONTREAL'S STREETCARS DO OPERATE AT THE SEASHORE TROLLEY MUSEUM, but any passengers familiar with the once-extensive routes of the system in Montréal are cautioned not to be guided by the destinations announced on the route (destination) signs! Allgemeine Photodeinst.

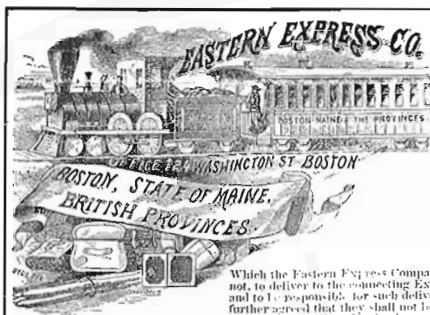




↑ MOUNTAIN-PLACE D'ARMES (?) - ROUTE 77 (??) - WELL, IT'S PROBABLY ALL right for a Montreal streetcar to have this destination at the Seashore Trolley Museum, Kennebunkport, Maine. But if this had happened in Montreal, the passengers would have rioted! Photo allegemeine photodeinst.

Abbreviations used: C.C.F. Canadian Car & Foundry Company, Montreal  
 M.T.C. Montreal Tramways Company  
 M.S.R. Montreal Street Railway Company  
 M.C.P.R. Montreal City Passenger Railway  
 ST and DT single or double truck  
 SE and DE single end, or double end cars





FEBRUARY, 1973.

## WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other in any of convenience, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of packages or the leakage of goods.

FOR THE EASTERN EXPRESS COMPANY,

*McKenney*

### RAILWAYS ON BOTH SIDES OF THE INTERNATIONAL BOUNDARY

had a number of unfortunate accidents as 1972 became 1973.

M. A. d'Astous, notre lecteur de Ste-Foy, Québec, nous a signalé les numeros des locomotives impliquées dans la collision sur les chemins de fer Nationaux à Saint-Germain de Grantham (entre Saint-Hyacinthe et Lévis, Québec) le soir du 9 decembre 1972: vers l'est, Nos. 2307 & 2011; vers l'ouest, Nos. 2319, 4451, 3642 et C&O 6038. La 2319 est montée sur la 2307, démolissant entièrement la cabine de cette dernière et tuant l'aide-mécanicien et le serre-frein. Le mécanicien s'en est tiré miraculeusement.

The southbound AMTRAK Montréal-New York overnighiter of 4-5 January 1973, consisting of two units and eight cars - one a CN sleeper - was completely derailed at Braintree, Vermont, about 38 miles north of White River Junction. Cause of the derailment was an open siding switch. The engineer spotted the open switch the moment it appeared in the headlight, but could not bring the train to a stop before it passed over the switch and derailed. Fortunately there were no injuries to the 80 passengers and 7 crew. They were taken onward to New Haven, Conn., by bus. Service was restored on 6 January. Passengers with reservations for the trains of 5-6 January were bussed between Montréal and New Haven. The possibility of sabotage is being investigated.

The RAPIDO Train 51 of 5 January 1973, Canadian National Railways five-hour flyer from Montréal to Toronto, derailed at 75 mph. between Port Hope and Colborne, Ontario, ripping up about half-a-mile of track and putting both units and all 11 cars on the ground, in the ballast. None of the 362 passengers were hurt, but there were some minor cuts and bruises. Newspaper accounts of the derailment by passengers on the train were incredible. The cause of the accident was not immediately determined.

Editorial Staff

### THE DELAWARE & HUDSON RAILROAD HAS RELEASED FIVE RS 3s

from local service and is preparing them for lease to the

Providence and Worcester Railroad, in order to help this new company overcome start-up problems. The five units have been scraped but not yet repainted (8 January), as the P&W have not selected a colour scheme. It is presumed that the RS 3s will be used until the Providence and Worcester can order and receive new units from MLW Industries, Montréal, Canada.

Wayne Hoagland



## LA COMMISSION DE TRANSPORT DE LA COMMUNAUTE URBAINE DE QUEBEC

a commandé quinze autobus de la division diesel de la General Motors of Canada à London, Ontario. Ces autobus ont une capacité de 53 passagers chacun.

Rédaction general

## THE PROPOSED MUSEUM OF SCIENCE &amp; TRANSPORTATION

at London, Ontario, has apparently received its death-blow.

In an editorial in the London FREE PRESS recently, the Editor commented on the fact that the Historical Museums Advisory Committee of the City's Library Board had recommended that plans for the rail transportation museum should be abandoned and the several pieces of rolling stock of the former London & Port Stanley Railway, which have been collected, be sold.

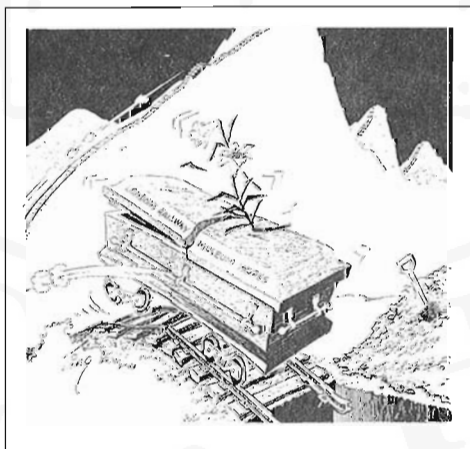
"Sixteen months ago," the Editor wrote, "a howl of protest went up because the equipment was to be sold to an American firm at \$1 an item. Before that and since, Londoners have regarded attempts to provide a home for the engine and cars with overwhelming apathy..... The committee can hardly be blamed for wanting to throw in the towel. The strongest endorsement it received in the five-year struggle to establish the museum was approval in principle from the city council. Unfortunately, council has never seen fit to augment that decision with action..... The museum seemed like a good idea five years ago and it still does, especially in view of the scarcity of historical attractions in a city of this size. However, if the indifference of most Londoners is a measure of the care and attention such a museum could be expected to get, perhaps we are better off without it".

It should be noted that in this latter opinion, the Editor may be partially in error. The Forest City Railway Society of London has constantly supported the project and has declared its avowed intention to provide as much care and attention as possible to the rolling stock and motive power assembled for the museum.

While it is likely that it will be impossible to overcome the apathy of the citizens of London, it should be recorded that the project did not fail because the railway enthusiasts in and around the city withheld their earnest support and participation.

It failed because the citizens of London just didn't care.

S.S.Worthen



ALTHOUGH AMTRAK MAY BE SUFFERING LOSSES IN THE PASSENGER OPERATION segment, there is apparently no shortage of capital funds from the government. In addition to the \$ 6.3 million for purchase/lease of ex-CN TURBOtrains and SNCF turbine-powered equipment, AMTRAK has also ordered forty 3000 hp. SDP 40F passenger units at a cost of \$ 18 million from ElectroMotive Division, General Motors Corporation. In June, 1972, the United States Congress authorized \$ 147 million for capital improvements in 1973.

The new units are to be assigned to Chicago-Fort Worth-Houston, Texas, Chicago-Kansas City-Los Angeles and San Diego-Los Angeles service. They will replace 74 older 1500 hp. units now leased from AT&SF. AMTRAK says the new units can do the same job as the old 74, because they will be more reliable and less costly from an operating and maintenance point of view. Unstated were any queries regarding the improvements anticipated in "on-time" arrivals. SSW

IT SEEMS THAT 18 NOVEMBER 1972 MARKED THE LAST DAY OF SERVICE

of any kind on Vermont short-line, the St. Johnsbury and Lamoille County Railroad, Mr. Samuel Pinsley's 98-mile carrier. On that sad day, three cars of a 28-car freight derailed near Cambridge Junction, Vermont, once the junction with the Burlington and Lamoille Railroad for Cambridge, Jerico, Essex Junction and the "Queen City".

One of the derailed cars landed in the adjacent Lamoille River and - most unfortunately - its load was an expensive (\$ 900,000) gas-turbine generator, en route from Schenectady, N.Y. to Bath, Maine (D&H-B&M-CVRY-STJ&LC-MEC). Mr. Kenneth Lemnah, STJ&LC Vice-President, said that the loss of the gas-turbine generator would undoubtedly result in a close-down of the railroad. He reiterated that the road-bed was in such a deplorable condition that the best possible operating speed was 10 mph. over the whole 98 miles of line. Despite the impassioned request for postponement of abandonment from Vermont Governor Dean C. Davis, the Railroad subsequently (20 November 1972) petitioned the ICC to abandon its entire line. THE 470-Dwight Smith

THE OTTAWA-CARLETON REGIONAL TRANSIT COMMISSION HAS PLACED AN ORDER with Diesel Division, General Motors of Canada, London, Ontario, for twenty 53-passenger buses, bringing to 70 the number ordered by O-C Transit in the autumn of 1972. Wayne Hoagland

SIXTEEN G 26CW DIESEL UNITS, PART OF DIESEL DIVISION,

General Motors of Canada's order for the railways of Yugoslavia, were loaded on the MV RUMBA, a West German container ship, for the trip to Yugoslavia, via the Atlantic, Mediterranean & Adriatic. Eight were in the hold and eight were deck cargo. The ship encountered gale force winds and heavy seas 200 miles southeast of Newfoundland and, during the storm, some of the locomotives in the hold reportedly broke their tie-downs. The crew could not secure the locomotives and the captain of the ship, fearful that the heavy locomotives might rupture the ship's plates, ordered the crew to abandon ship. Six of the crew were transferred to a tug, which had come to the ship's assistance, but when the storm increased in intensity,

the remainder of the crew had to be evacuated by Canadian Armed Forces helicopter, a feat of extraordinary skill and bravery.

The MV RUMBA was taken in tow by a salvage tug, in an effort to bring back ship and cargo to St. John's, Newfoundland. While this operation was in progress, three of the locomotives on the deck of the ship broke loose and were lost over the side. They never turned a wheel in service on the railway which ordered them.

DieseLines: DDGMC

#### RATIONALIZATION OF PASSENGER SERVICES ON CANADA'S RAILWAYS -

a first move? Glenn Cartwright asks us if we thought that Canadian National Railways' "Red, White and Blue" fares were strictly a CN innovation. Not any more, they aren't, according to CP RAIL officials. 1 February 1973 was proposed as the date for implementation of a similar fare structure by "Van Horne's Road". The proposed fare plan, as yet unnamed, was structured to correspond exactly with that of CN, thus apparently representing the first concrete step towards integration of transcontinental passenger train services. Meanwhile, CN was busily recolouring the calendar for 1973.

#### DIESEL DIVISION, GENERAL MOTORS OF CANADA, HAS RECEIVED ORDERS from the following railways for 1973 delivery:

Ontario Northland Railway - five SD 40-2s;

Québec, North Shore and Labrador Railway - twenty more SD 40-2s; CP RAIL - ten SD 40-2s. The second portion of the order for the railways of Yugoslavia, fifty-eight G 26CW locomotives, is scheduled for production in 1973.

Added to this are three SD 40-2s for the Algoma Central Railway. Presumably, one should add three G 26CW units to the Yugoslavian order to replace the three "lost at sea". Editorial Staff

#### AMTRAK, THE UNITED STATES' PUBLICLY-OWNED PASSENGER TRANSPORT

company, in late December '72 announced that high-speed, turbine-powered passenger trains would be running in midwest U.S.A. in the summer of '73. Routes to be established are Chicago-St. Louis and Chicago-Milwaukee and equipment to be used will be the United Aircraft of Canada's TURBOTRAINS, surplus to Canadian National Railways' Montréal-Toronto TURBO operation. AMTRAK will also purchase two French ANF-Frangero turbotrains, developed by that Company and the French National Railways. This design has been successfully used on the S.N.C.F. since 1967. The two units will be acquired under a two-year lease agreement, with option to purchase through an arrangement with the S.N.C.F.

United Aircraft of Canada is said to have spent more than \$ 25 million making an estimated 100 modifications on the original five 7-car TURBOTRAINS. AMTRAK will purchase four power units and four cars, to provide two 4-car trains, while CN will consolidate the remaining equipment into three 9-car TURBOTRAINS, to be re-introduced in the Montréal-Toronto service in March, 1973.

Editorial Staff.

#### FORD OF CANADA HAS ANNOUNCED THAT THEY WILL NOT PARTICIPATE

in building a prototype advanced urban transit system, which



Ontario's Premier William Davis has proposed for possible use in and around Hamilton, Toronto and Ottawa. The prototype was scheduled for exposition at the Canadian National Exhibition in Toronto in August 1973. Mr. Davis says subways are too expensive, motorways are awful and besides, they pollute. So a transit system using the existing railway rights-of-way MUST be the answer.

Ford's withdrawal, due, according to Ontario's Minister of Transport Gordon Carton, to inability to meet speed and capacity requirements established by the Ministry, leaves Hawker Siddeley Canada Limited and Krauss-Maffei AG, Munich, West Germany, in the running. The system proposed should be able to serve as the basis of an intermediate mass transit system for use in the three Ontario cities named.

W.J. Bedbrook.

#### CANADIAN NATIONAL RAILWAYS' WILLOW PARK FREIGHT YARD,

just off Kempt Road in Halifax, Nova Scotia, was the scene of one of those "once-in-a-decade" runaways on 9 December 1972 at about 1700 hours. A cut of three boxcars and two gondolas, one loaded with scrap metal, got loose, gained momentum on the downgrade winding through the street approaches to the A. Murray MacKay (Narrows) Bridge and headed out onto the water line, which terminates at Pier 2. The five-car cavalcade raced over three miles of track, reaching speeds of 40 mph., through four level crossings, nearly causing an accident at one.

At the bottom of the spur to the pier, the runaway crashed through eight transport trucks belonging to CN's subsidiary, Eastern Transport, collapsing them as if they were made of cardboard. The cars sliced off the sidewall of the trucking company's terminal building, killing two men and injuring two others. The runaway finally partially derailed and came to a stop amid a pile of wreckage.

A CN spokesman said that the damage could run into hundreds of thousands of dollars. Railway and municipal police were charged with investigating the affair. R.D. Tennant, jr., THE MARITIME EXPRESS.

#### IN HIS YEAR-END REPORT, N.J. MACMILLAN, CHAIRMAN AND PRESIDENT

of Canadian National Railways, drew attention to the Company's accomplishments in 1972. Carload freight volume increased by more than 7% to 117,190,000 tons during 1972. CN handled 150,000 import-export containers, a 560% increase since CN's first full year in container systems in 1969. CN intends to push domestic containers in 1973, adding this type of freight carrier to the existing 87 types already moving goods in Canada.

Four hundred million bushels of grain were moved during the 1972 crop year, another record volume. 800 rebuilt boxcars, 1000 leased hopper cars, 40 diesel units and 4,000 extra boxcars, leased from United States railroads, were required to transport this record volume.

In anticipation of things to come, CN upgraded rail facilities at Matagami, Québec and prepared its Matagami Subdivision for the 5 million tons of construction materials required by Québec's James Bay hydroelectric project between 1973 and 1977.

CN passenger trains carried about 12 million passengers in

1972. DAYNITER coaches and AUTO-WITH-YOU were added attractions. Most important, agreement was reached with United Aircraft Corporation for the return of TURBOTRAIN service between Montréal and Toronto in the first half of 1973.

Contract negotiations with 57,000 non-operating and shopcraft employees, trainmen and firemen started about 3 January 1973. SSW

#### THE VERMONT RAILWAY HAS PURCHASED THE CLARENDON & PITTSFORD

Railroad, 14.82-mile short-line in Vermont, which serves the marble quarries in and around Proctor, Vermont. It is said that the Vermont Railway will abandon the Proctor-Florence Junction portion of the line, because of the severe gradient and in view of the fact that VTR has an alternate connection with the C&P at Center Rutland, Vermont, where there is an interchange with the Delaware & Hudson Railroad's Whitehall-Castleton-Rutland branch. Along with the right-of-way, the VTR also acquired the C&P's two center-cab Whitcomb diesel units, which they intend to use.

The C&P's GE 70-ton diesel unit, ex-Rutland Railroad Number 500, was sold to the Kelley's Creek & Northwestern, a line located somewhere in West Virginia, U.S.A.

Concurrently, the VTR took delivery on 2 January 1973 of a brand-new GP 38-2 from GMC's ElectroMotive Division. What a wonderful way to start the New Year. Frank Orr.

#### THE GOVERNMENT OF CANADA, THROUGH THE ECONOMIC DEVELOPMENT


Corporation, has made available to the Government of Greece credits to the value of \$ 8.1 million dollars. With these credits, the Greek government will purchase twenty MX 627 2700 hp. "Ko-ko" units from MLW Industries of Montréal. The date of delivery has not been announced, but will probably be late 1973. SSW

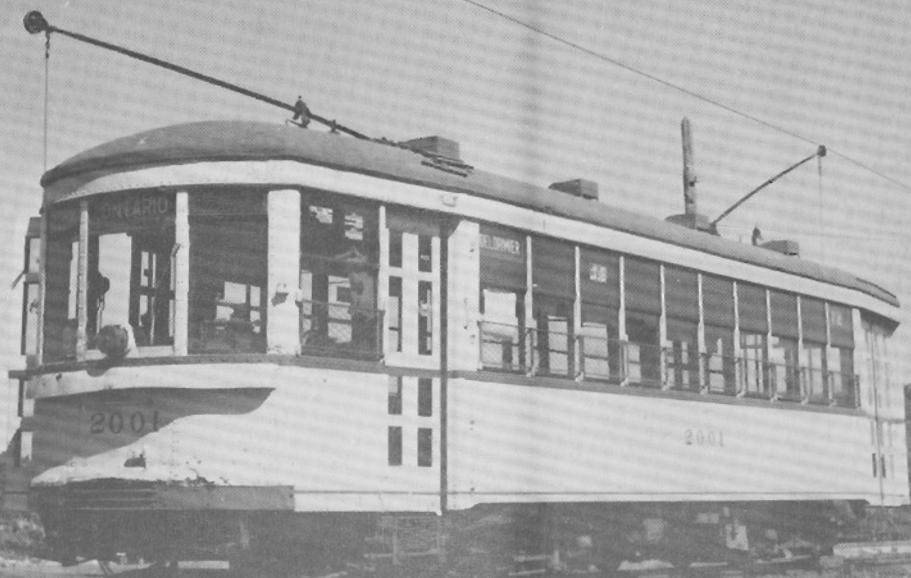
#### PROVIDENCE AND WORCESTER COMPANY'S PRESIDENT ROBERT H. EDER,

with great optimism, noted that his Company had placed a firm order with MLW Industries of Montréal for two new M 420TR units, similar to those recently delivered to the Roberval & Saguenay. Mr. Eder further stated that one unit would be delivered in 3-4 months with the second due about three months after that. This unanticipated order will have to be fitted in to MLW Industries already very busy schedule for early 1973. Cecil Brumbach

#### TRAIN-WATCHING IN NEW HAVEN, CONNECTICUT, HAS IMPROVED RECENTLY,

according to David Derow, Editor of the NARRAGANSETT NEWS-LETTER. The improvement was observed when two Canadian National Railways FP 9s in an A-B lashup appeared on 8 December 1972, powering southbound AMTRAK "Washingtonian". The PC E8s, normally used on this train, gave up the ghost in Montréal and were returned south behind the FP 9s. Conversely, the FP 9s deadheaded back to Montréal the next day behind the PC E 8s.

 OVERLEAF, FORMER MONTREAL TRAMWAYS COMPANY CAR NUMBER 2001 PAUSES ON the private right-of-way of the Branford Trolley Museum, East Haven, Conn., on the east end of the line. Photo Frank W. Schlegel.



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