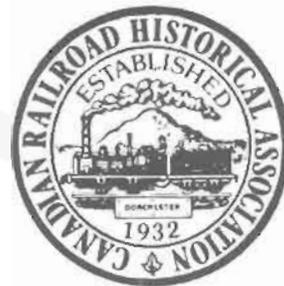


# Canadian Rail



No. 422

MAY - JUNE 1991



**Ottawa Electric Railway - 1891 - 1991**



# CANADIAN RAIL

ISSN 0008-4875

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

EDITOR: Fred F. Angus  
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PRINTING: Procel Printing

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:  
CRHA, 120 Rue St-Pierre, St. Constant, Que. J5A 2G9

Rates: in Canada: \$29 (including GST).  
outside Canada: \$25. in U.S. funds.

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

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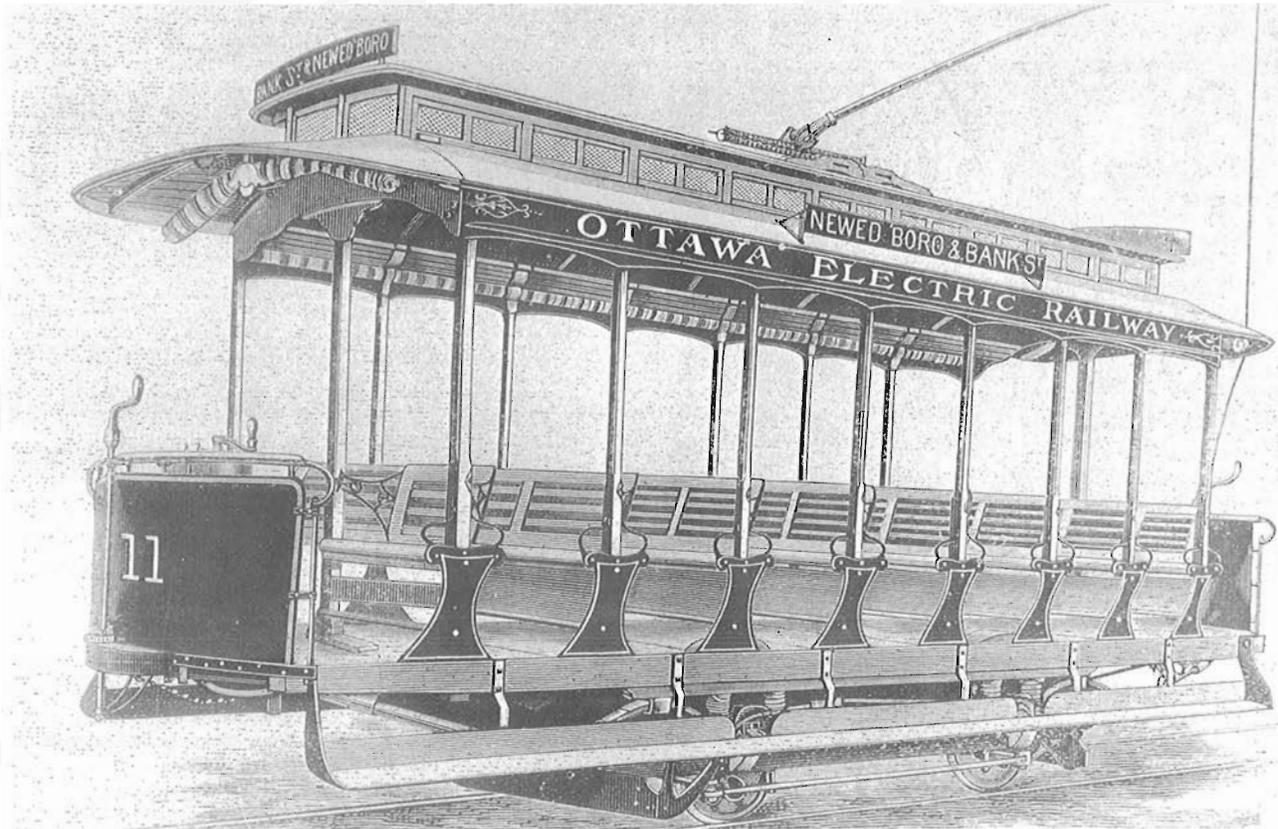
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*FRONT COVER: On July 15, 1891, only sixteen days after the opening of the system, literally everyone and his dog gathered around as a fleet of cars of the Ottawa Electric Railway was photographed near the Parliament Buildings. The dog and his master were the only ones who moved during the long exposure! The cars, resplendent in salmon and lemon-yellow, were about to carry a party of Senators and Members of Parliament to visit the Government Experimental Farm. The photo, by A.C. Pittaway of Ottawa, shows five of the first OER cars, built in 1891 by Patterson & Corbin of St. Catharines. Collection of Warren Y. Soper.*

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

# The Ottawa Electric Railway Centennial

## 1891 - 1991



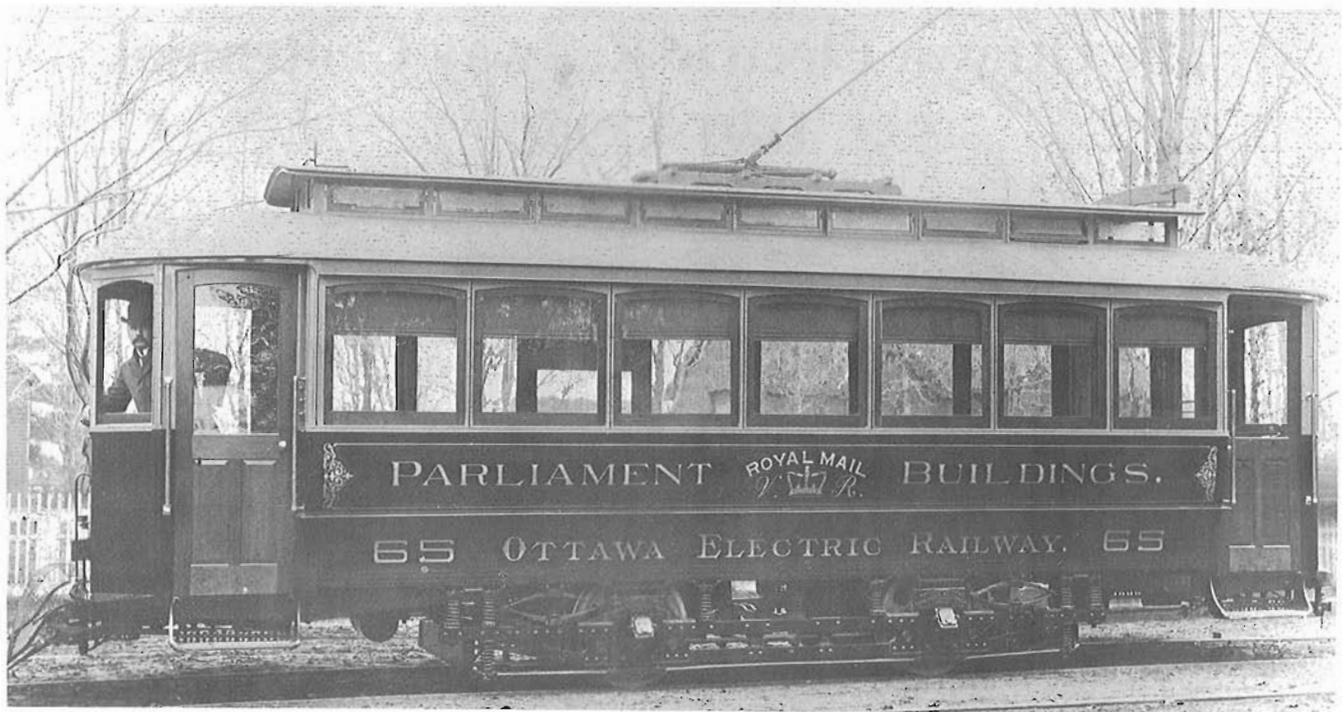
*One of the earliest open electric cars of the Ottawa Electric Railway which began operation on June 29, 1891, just 100 years ago. National Archives of Canada, Merrilees Collection, photo PA-136692*

June 29, 1891. A day of great importance in the history of electric traction in Canada. At 2:00 P.M. on that day the Ottawa Electric Railway, the real pioneer of city-wide electric railways in Eastern Canada, began operation. It had been little more than eight months since Thomas Franklin Ahearn and Warren Y. Soper had been awarded the contract to build an electric railway in the city of Ottawa, during which time the first lines had been built, the rolling stock acquired and the hundreds of little details attended to in order to make the system a success. It had not been easy. There had been a previous offer to build the lines, but this had fallen through. Ahearn and Soper had submitted their bid, together with a cheque for \$5000, on October 20, 1890, and the acceptance of their offer had been approved that night by City council on a split vote of 12 to 10. There then followed a struggle to obtain a charter, for there was some opposition to the new company. The old Ottawa Street Railway, which ran the horse car system, opposed the speed of the new cars, especially where they crossed the tracks of the old company. The federal government objected to tracks being laid on Wellington Street in front of the Parliament buildings, and there were numerous complaints about the terms of the contract, the overhead wires and such considerations as the problem of clearing

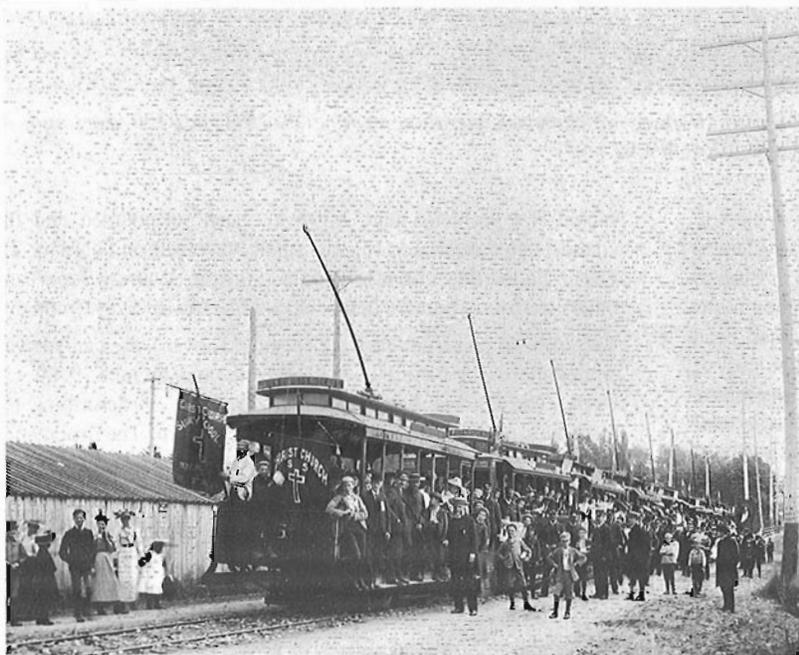
snow. The problems had, however, been surmounted and the charter, dated February 13, was finally received on February 25, 1891. Under this charter, Thomas Ahearn, Warren Soper and others were incorporated as the Ottawa Electric Railway Company.

The work of construction went speedily forward, the cars arrived from Patterson & Corbin of St. Catharines and, by June 29, all was ready. The Ottawa Journal of June 30, 1891, in describing the festivities, quoted the last three verses of the poem "The Broomstick Train" by Oliver Wendell Holmes (see next page). This poem was new, having been inspired by Boston's new electric cars.

The Ottawa Electric Railway served Ottawa for more than half a century until it was taken over by the city in 1948. Street car service ended in 1959 with a ceremonial parade. Although Ahearn and Soper, as well as the Ottawa Electric Railway, are gone, the industry they pioneered still exists as can be seen in such cities as Toronto (which never gave up street cars), Calgary and Edmonton. It is very fitting that the centennial of the Ottawa Electric Railway be observed at this time. For more information and photos of the Ottawa Electric Railway, the reader is referred to Canadian Rail number 377, November-December 1983.



Ottawa Electric Railway car 65, built by Ottawa Car Company in 1897, is shown as it appeared new in the year of Queen Victoria's Diamond Jubilee. The inscription "Royal Mail" refers to the fact that the company had a contract to carry the mail. By 1897 a paint scheme of green with gold lettering was in use. Sister car 66, later converted to a work car and renumbered 6, is the oldest surviving Ottawa electric car, and is preserved at the Canadian Railway Museum. It is hoped eventually to restore it to this appearance. National Archives of Canada, Merrilees Collection, photo PA-136697



An early view of a group of eight cars of the Ottawa Electric Railway taking a large crowd of Passengers to a Christ Church Sunday School picnic. Both open and closed cars, of the earliest types, appear in this photo. The numerous trolley poles do indeed resemble the broomsticks of Oliver Wendell Holmes' poem. National Archives of Canada, photo PA-27305.

They came, of course, at their master's call,  
The witches, the broomsticks, the cats, and all;  
He led the hags to a railway train  
The horses were trying to drag in vain.  
"Now, then," says he, "you've had your fun,  
And here are the cars you've got to run.  
The driver may just unhitch his team.  
We don't want horses, we don't want steam  
You may keep your old black cats to hug,  
But the loaded train you've got to lug."

Since then on many a car you'll see  
A broomstick plain as plain can be;  
On every stick there's a witch astride,  
The string you see to her leg is tied.  
She will do a mischief if she can,  
But the string is held by a careful man.  
And whenever the evil-minded witch  
Would cut some caper, he gives a twitch.  
As for the hag, you can't see her,  
But hark! you can hear the black cat's purr.  
And now and then, as the car goes by,  
You may catch a gleam from her wicked eye.

Often you've looked on a rushing train,  
But just what moved it was not so plain.  
It could n't be those wires above,  
For they could neither pull nor shove;  
Where was the motor that made it go  
You could n't guess, *but now you know*.  
Remember my rhymes when you ride again  
On the rattling rail by the Broomstick train!

From "The Broomstick Train"  
by Oliver Wendell Holmes. 1890.

## "Take The C-Train"

By Mike Westren

A tiny piece of contemporary railway history was in the making, and the Calgary & Southwestern Division of the CRHA was somehow mixed up in the centre of the action.

Calgary Transit opened the first leg of its highly successful Light Rail Transit (LRT) system as long ago as 1981. Incredibly, right up until CRHA CONFERENCE '90, no one had taken up the option of renting a C-train unit, although the offer has been available all along. Thus to its amazement, the C & S W Division found it was able to make some sort of an historic claim on August 26, 1990 with the Calgary Transit LRT Conference Charter, the very first for the system.

The cooperation received from CT for this rail tour was outstanding. A Sunday morning was chosen so that the special could be readily inserted between service trains operating on a 15 minute headway. Thus, neither the extra nor the regular trains interfered with one another in any way. The tour covered the entire 28.3 route kilometres, or the whole three legs of the system. An extra kilometre in the northwest, the extension to Brentwood Station, would not be energized for another week. Leaving Anderson Road in the south, the train travelled Route 201 to 10th Street S.W., the west end of downtown, east on route 202 to Whitehorn, back through downtown and northwest to University, returning the length of Route 201 to Anderson. All this totalled 60.6 km., and took 2 hours 10 minutes of virtually non-stop running.

First of all, the party was treated to a first-class tour of the Anderson Road facilities, where the C-train cars were assembled originally. Phil Rickard, of the electro-mechanical department, was an extremely enthusiastic guide and ambassador for Calgary Transit. He described the construction of these Siemens-Duwag cars and subsequent maintenance and repair routines. CT now operates 83 of these double-ended articulated Type U2 vehicles. They run in multiples of one, two or three units, the limiting factor being the length of downtown city blocks, where the trains run on the surface. All 83 cars were assembled, in batches, in the Anderson Road Shops between 1980 and 1985, giving a 50% Canadian content component. Power is 600 volts D.C., overhead pick-up, and the track is standard gauge, wheel profile and



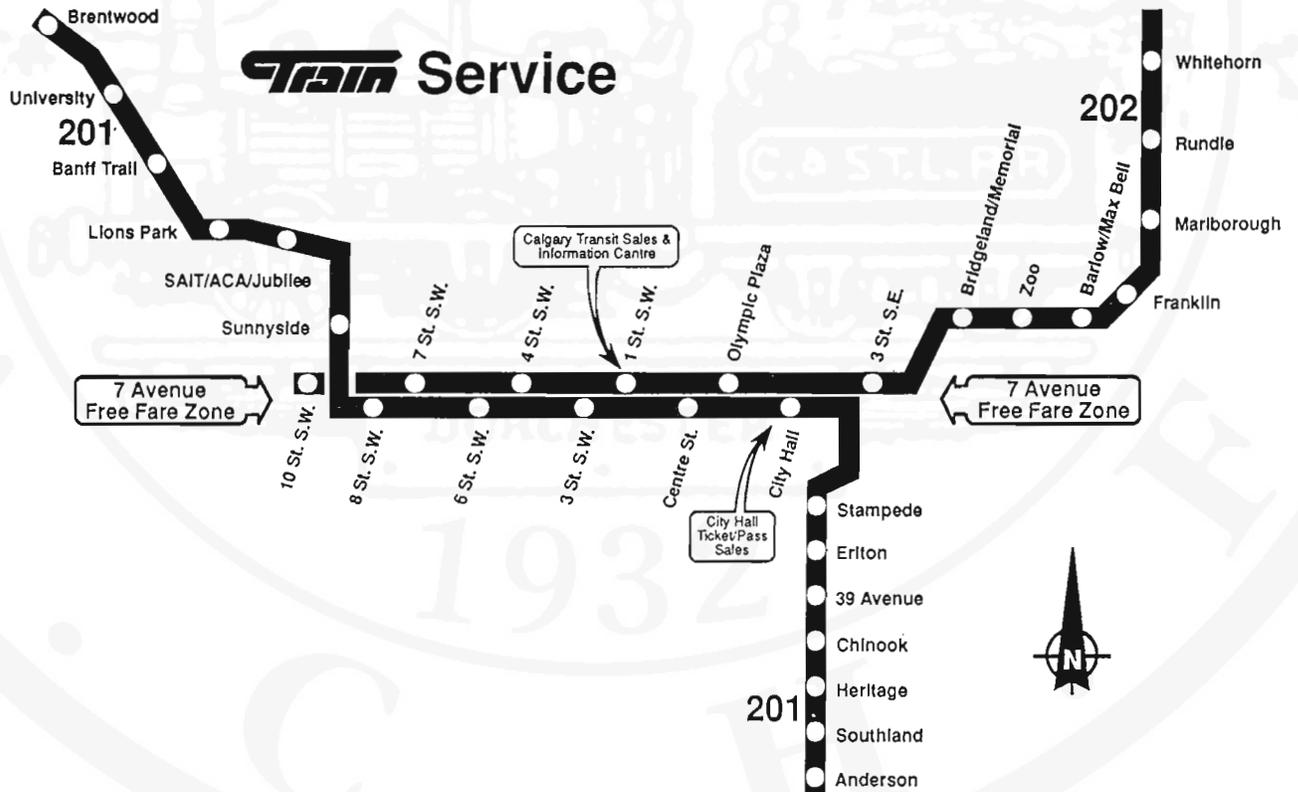
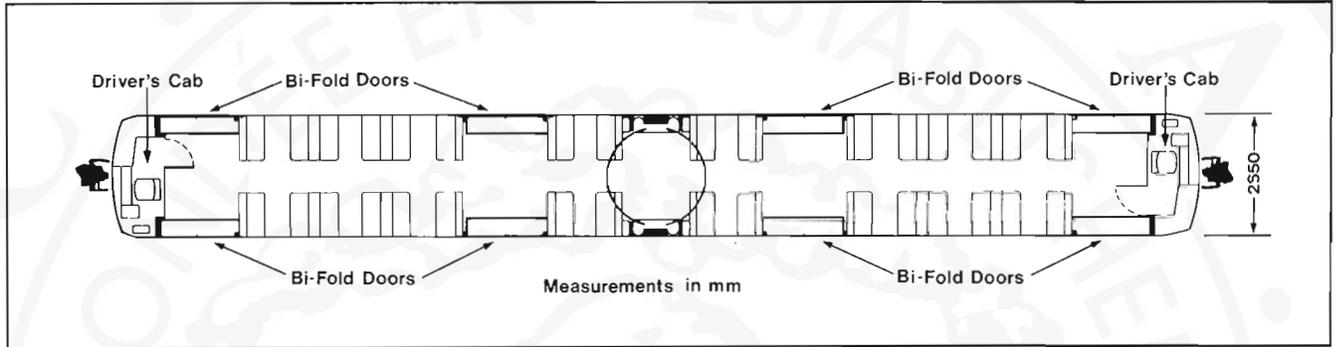
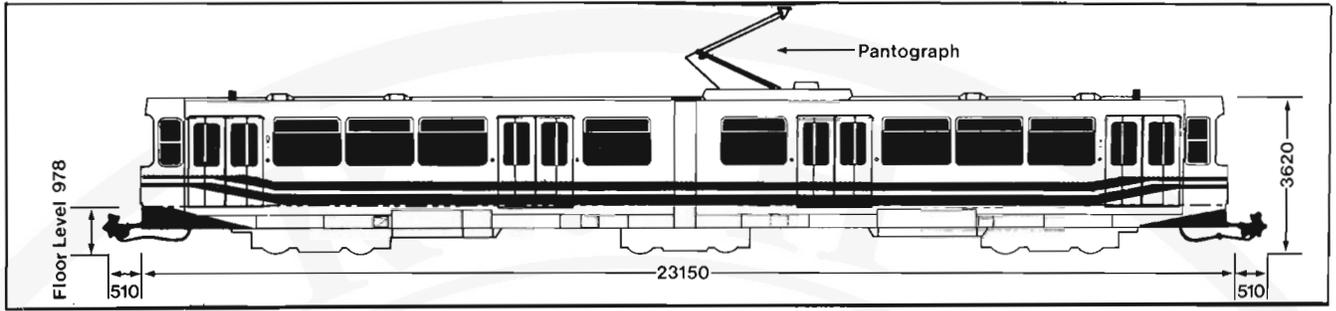
*Anderson Road LRT Repair Shop is quiet on a Sunday morning, as Calgary C-train units requiring attention await the return of the work force on Monday.*

*All photos by author, diagrams courtesy of Calgary Transit.*

clearances to street railway criteria. Two additional test cars are on the system this year, fitted with trial A.C. traction motors. However, they have not so far appeared in revenue service.

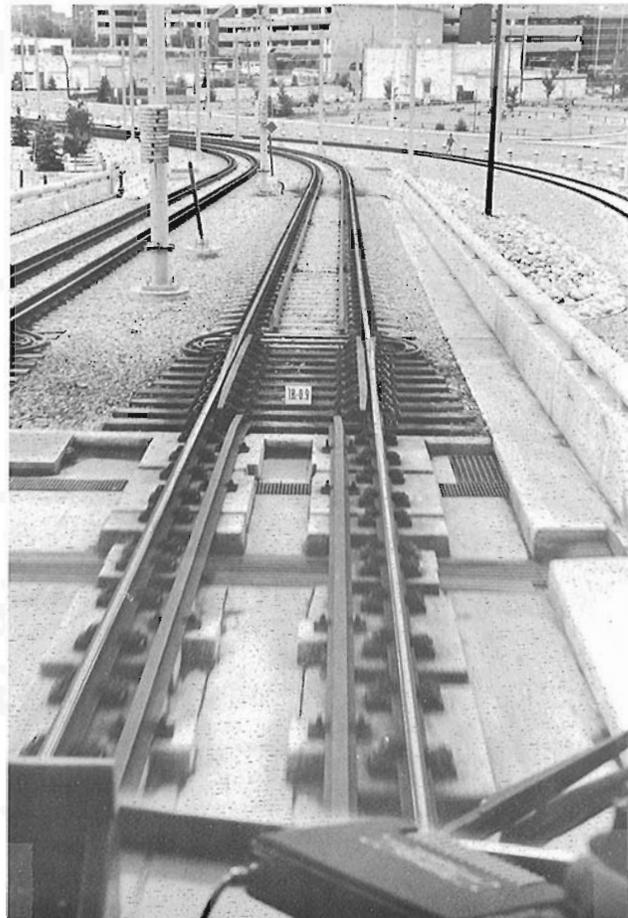
Unit No. 2001, the first of the series, was requested and provided for the charter. The driver for this occasion was Michael Dupras, transit supervisor and relief driver. He also provided excellent tour and operating commentary; the Conference could not have asked for better. Leaving the Anderson Car Barn at 10:41 A.M., the special arrived at 10th Street S.W. at 11:10, Whitehorn at 11:30, University at 12:02, and parked at Anderson once again at 12:50. The cars are smooth and quiet running, and have airy, spacious interiors. Some excellent views of the City of Calgary are afforded by the LRT routes, particularly as they climb up out of the Bow River valley.

Contrary to a popular concept, history did not end at some specific time, 50 or 100 years ago. History is an ongoing, continuous process. It was therefore entirely appropriate that it should have been the Canadian Railroad Historical Association that took this first all-system charter on the Calgary LRT, the C-train.





*A gleaming Car No. 2001 stands at the doorway of the Anderson Road Shops while the Conference '90 party climbs aboard for Calgary Transit's very first LRT charter*



*Transition trackage between Bow River Bridge and street level rails in downtown Calgary. View is from westbound train coming in to the core area off the Northeast Line.*

*RIGHT: Girder rails set in downtown street, 8th Avenue South is a reserved transit thoroughfare. Single unit, car No. 2046, is seen leaving 8th Street S.W. Station, destination Anderson. Single unit operation is normal service.*

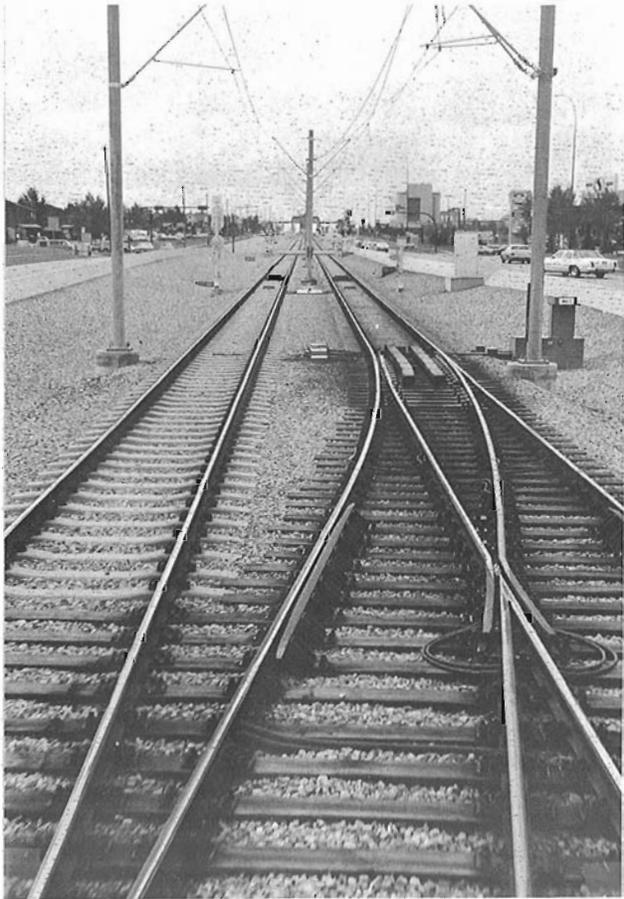




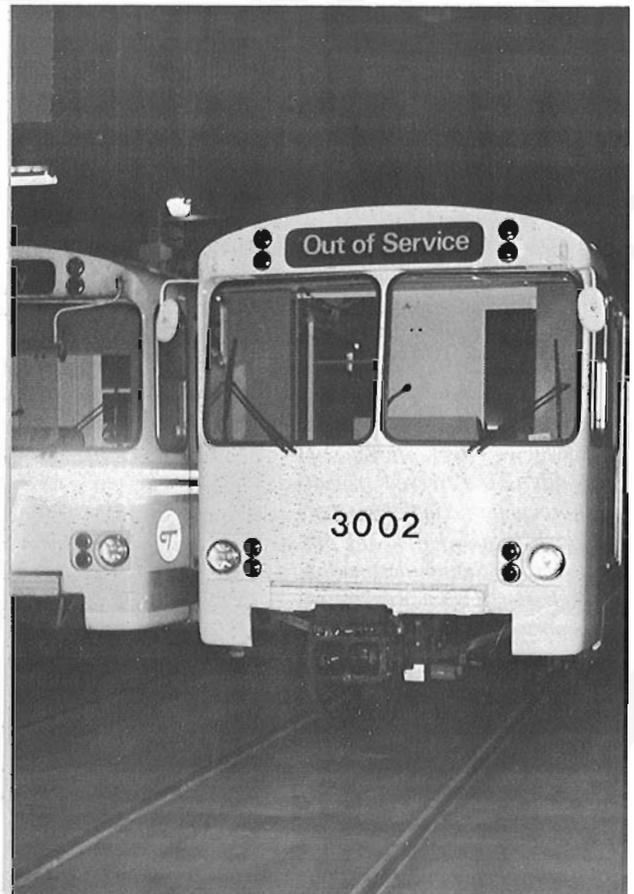
*The driver of the Conference '90 extra was Michael Dupras, shown operating from the "B" end control cab of No. 2001*



*The Conference '90 party has just disembarked from car No. 2001 in the Anderson Road car shops upon completion of the system-wide tour.*



*Crossover trackwork at the south end of Whitehorn Station, the terminus of the Northeast Line*

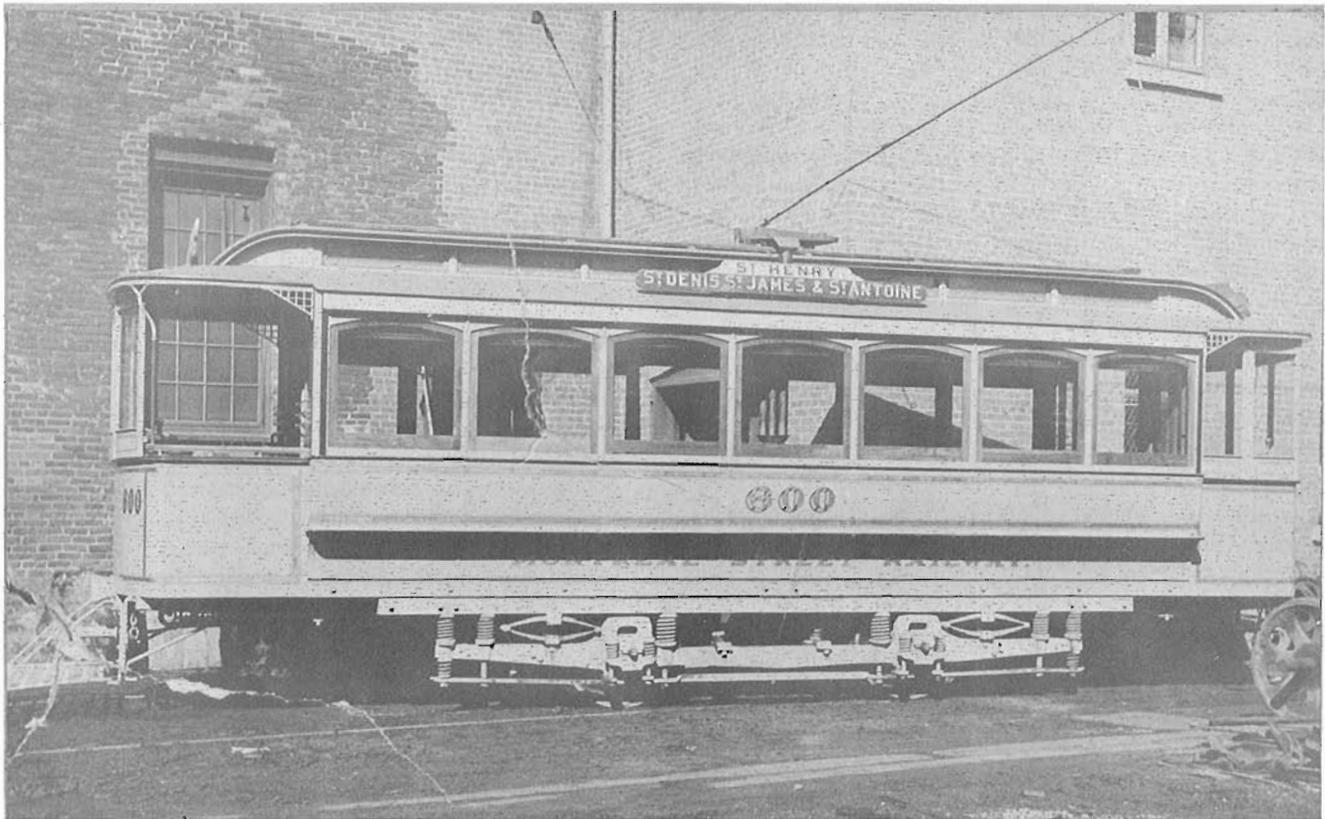


*Experimental Car No. 3002, fitted with A.C. traction motors, was seen skulking in the back of the Anderson Road storage barns.*

# The MSR 600-Series Street Cars

## The Transition From Single To Double Truck In Montreal

By Fred Angus



*Number 600, photographed in 1897 just after it was completed in the MSR shops. Of special interest is the early type of front vestibule, scarcely more than a windshield. Also notable is the early fender design. The photo was taken by Canada Switch & Spring Company to depict their new design of truck. Evidently 600 was one of the first cars to use this type of truck.*

*All photos, unless otherwise credited, are from CRHA Archives, Binns Collection.*

### I INTRODUCTION

Back at the turn of the century, street car systems were in the period of transition from the early electric era, using primarily single-truck cars, to the more modern systems with larger, faster double-truck trams. In most major cities this period is well represented by the numerous car types that were developed in the five years between 1897 and 1902. It was a time of rapid technological change, to the point where street cars only a few years old became outdated. So it was that many turn-of-the-century cars were rebuilt and otherwise modified in later years to keep up with new developments and yet protect the capital investment that had been made in the older cars. A good example is the Montreal Street Railway which was, by 1900, becoming one of the leaders in street railway development in North America. In the early years of the century a Montrealer could ride open cars in the summer, closed cars of various types in all seasons, double-truckers on the busy

main routes and single truckers on branch lines. A few years later it was possible to ride Pay As You Enter trams, convertibles and double-enders. One could also ride the rural and semi-rural suburban lines sometimes aboard city-type cars especially equipped for suburban use. The tram was a part of all walks of life; and even sometimes of death, for one could make his last ride to the cemetery on a special funeral car. An interesting fact is that, on the Montreal system, all these activities could be done on cars numbered in the 600's, a most versatile number series of exactly one hundred cars whose dates of building spanned the important years from 1897 to 1901. Though of different types, they had two things in common; all were wooden and all were built by the MSR in its own shops. Montreal's 600's were truly a representative cross section of the turn-of-the-century street car in North America. This article will consider each of the Montreal street cars numbered from 600 to 699 and look at all the different types, sub-types, conversions and rebuilds encountered in this group.

By the start of the year 1897 the depression of the early '90's had ended at last and prosperous times had begun. The outlook was for unprecedented expansion of the cities of Canada in which the street railways would play a most important part. The electrification of Montreal's street car system had begun more than four years before and had been completed for more than two years. The pioneer times were over and the system was poised for major advancement. From 1892 to 1895 the MSR was so busy with the problems of electrifying Canada's largest street railway that they did not build any cars. Consequently the early electric cars were purchased new from a wide variety of builders, both in Canada and the United States. In 1896, however, the company began to build its own street cars in its shops at Hochelaga and, by the end of 1896, had already completed 25 closed and 30 open cars of its own manufacture. The outlook for 1897 was so good that the directors of the MSR ordered 50 closed and 25 open trams to be built in its shops. The fifty closed cars comprised the largest lot yet built by or for the company. They were numbered 504 to 602 even numbers, and so the last two, numbers 600 and 602 placed in service about November 1897, were the first to be numbered in the 600 series.

Before proceeding it is in order to give a brief explanation of the numbering system used by the Montreal Street Railway, and numerous other companies at that time. While at first it might appear to be complex, a little consideration shows that it is quite reasonable and straightforward. The most basic fact is that even numbers were used for closed cars and odd numbers for open cars. This is a throw-back to the days when one set of trucks was used for both types of tram, and were used with open car bodies in the summer and with closed car bodies at other times of the year. Thus a particular truck might, for example, be used with car body 187 (open) in summer and with 188 (closed) at other times. This changing of trucks was becoming obsolete by the turn of the century, but the even-odd numbering persisted for years thereafter, even after open cars were no longer built.

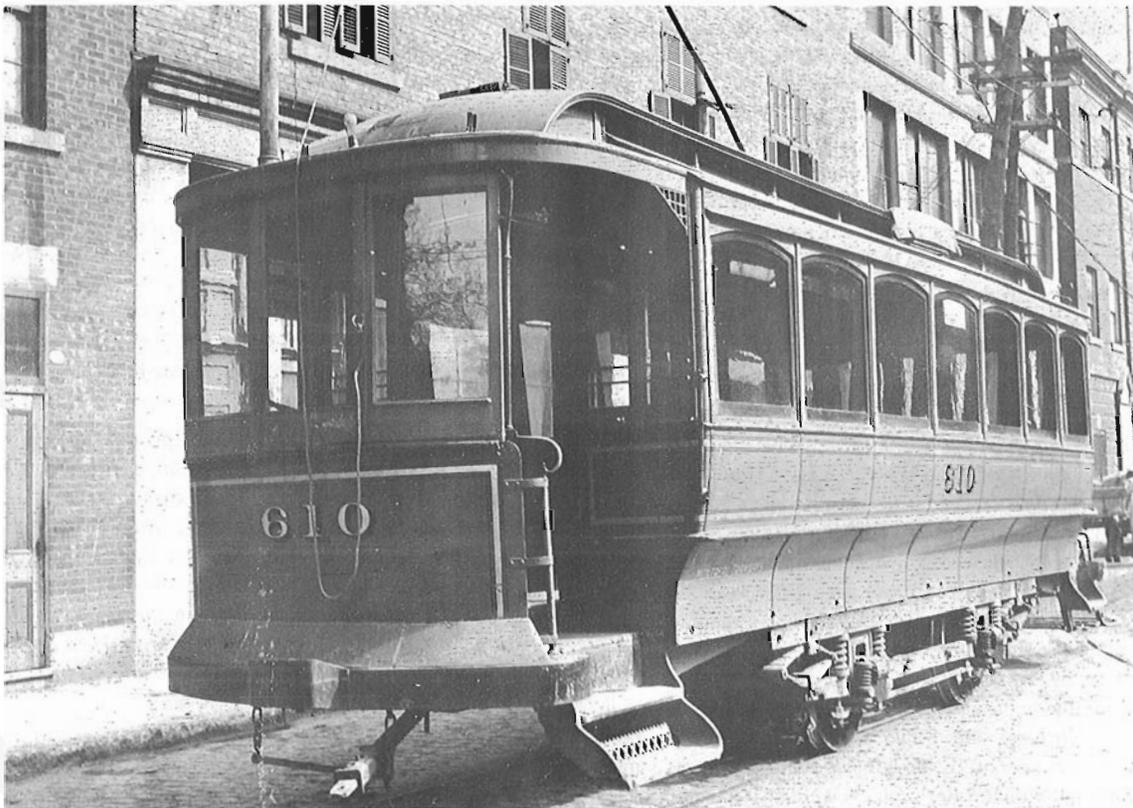
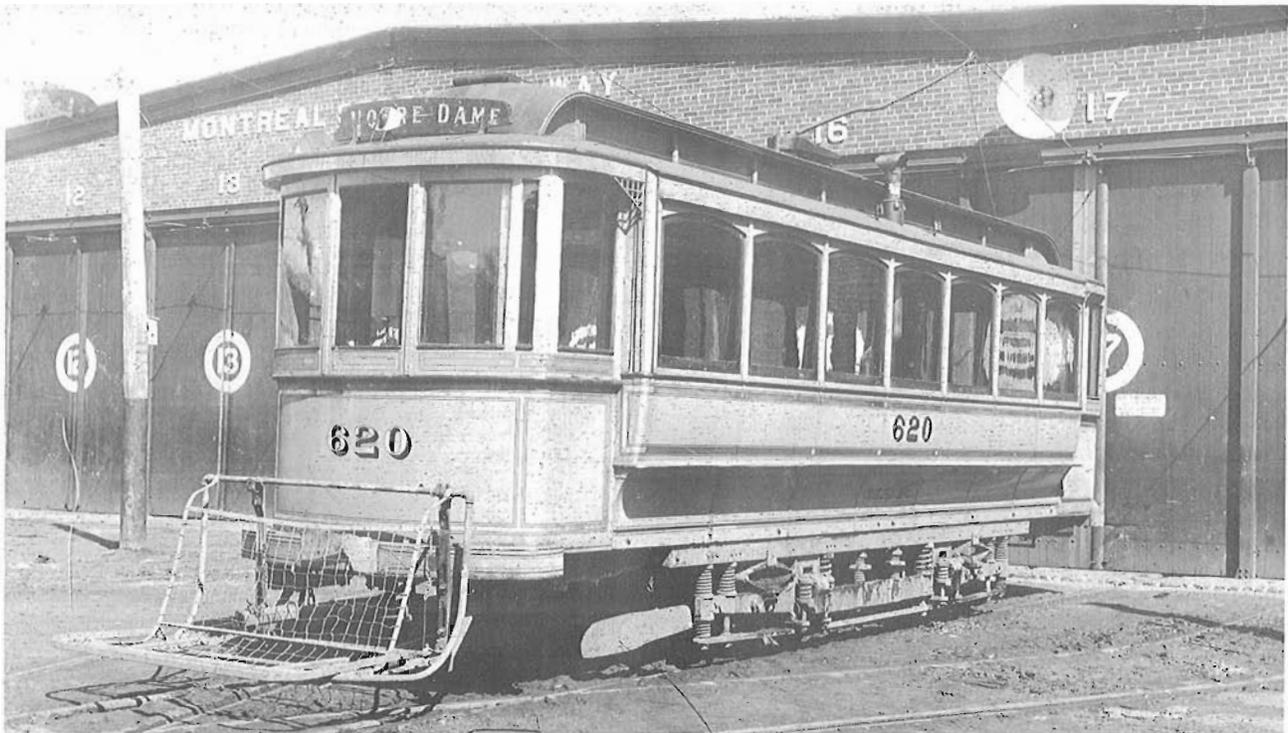
The other policy followed during the single-truck era was that of re-using vacant numbers. The earliest electric cars simply continued on where the horse cars had left off, about number 184 in the even (closed) series and 123 in the odd (open) series. As time went on, lower numbers were used by new electric cars; these were numbers vacated by horse cars that had been retired as the electrification progressed. Since the quantity of new cars acquired was greater than the quantity retired the numbers did progress, but not nearly as fast as if lower numbers had not been re-used. As a point of interest, Montreal's first electric car, the Rocket, received as high a number as 350 because it was owned by the Royal Electric Company, not the MSR, and was only purchased by the MSR in 1894 by which time the even numbers had reached 348. After the wholesale retirement of old horse cars during the period of electrification (1892-1894) many of more recent vintage were retained for use as trailers until about 1899-1900 when they were scrapped and the numbers re-used. Some new cars were destroyed in a car barn fire in 1896 and promptly replaced (e.g. 310 and 340) while far more were lost in the disastrous fire at Hochelaga barn on September 16, 1898. In the latter case 62 passenger cars destroyed were replaced in 1899 with a like number of new cars bearing the same numbers. Since the last horse car trailers seem to

have been retired in 1900, we have the strange case of some of the latest single-truck cars of 1900 bearing two digit numbers. It is sometimes said that the policy of re-using old numbers ended about 1900, however this is not the case; the policy continued as long as single-truck cars ran, it was simply not applied to the double-truck trams. This is adequately shown by two groups of single-truckers, acquired from the suburban companies in 1901 and 1907 respectively, being given vacant low numbers (some of the latter actually received single-digit numbers!). Even as late as 1923, the Birney cars were numbered in the even-numbered 200's (by this time there were plenty of vacant low numbers to use) showing that the numbering policy for single-truck cars was still alive and well in the 1920's. As it turned out, no 600-series number was used more than once, nor were there any gaps in the series, thus they comprised exactly 100 cars, so simplifying the compiling of a roster.

The classification of the MSR's passenger rolling stock also differed between single and double-truck cars. In the single truck era (except for the Birneys) classification was by lot number, a consecutive number starting at 1 for both open and closed. For example, numbers 504 to 602 even numbers comprised lot 16 closed, while 613 to 649 odd numbers were part of lot 11 open. The double-truckers were classified by the number of the first unit in the series (e.g. 640-class), although one exception is the 638-type which usually seem to have been referred to as "Scotch Cars" and will be so referred to here. Since the 600's included examples of both types of classification, this is an important point to bear in mind.

It should be noted that several of the classes which contained cars numbered in the 600's were not confined entirely to that hundred but contained other similar cars numbered below 600 or above 699. In depicting the types we have attempted to show cars actually numbered in the 600's. This is not always possible since the only known photos of some of the types are of examples bearing numbers outside the "600" limit; in these cases we have shown the available photos since the cars are identical.

One further note concerns dates of construction. The oldest known accurate lists of Montreal street cars are those prepared by David Blair starting in 1903. All cars then on the roster were included, together with as much information as could then be compiled. In the case of earlier electrics there are a number of questions, even including years of building, but for those built by the company from 1896 on the information is more complete. There is no mention of trams already retired or destroyed prior to 1903 although such information can sometimes be deduced from other sources including the progressive re-use of lower numbers. By 1903, all the 600's were in service, so the lists of these cars are of considerable accuracy even if not completely first-hand. We may rely on the year of construction as shown, but there is some doubt as to the month. For example it is highly unlikely that all the 640-class went into service in August 1900 as shown, although the year is undoubtedly correct. Perhaps the date of ordering was used, or the completion of the order, or even a combination of both. From 1903 on, the data are fully accurate, and we may also consider the 1897-1902 dates to be accurate to within two or three months. Having explained the "rules of the game" and the potential pitfalls, we can consider each type of car.



*The last type of single-track closed car as seen "fore and aft". This type, built in 1900, was not converted to Pay-As-You-Enter in later years. The top view of 620 was taken on January 10, 1905, while the rear-end view of 610 dates from September 26, 1913. These cars are very similar to 600 except they have shorter front platforms as well as full vestibules.*

## II THE 600'S AS BUILT

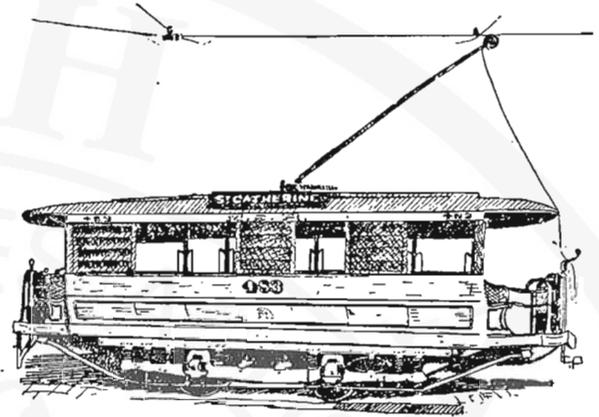
By the end of 1897 the numbers of open cars had only reached 357, while those of closed cars had reached 602. Thus the first 600's were in service, and so these 1897 closed street cars are the first to be considered. They were known as lot 16 and, as we have seen, comprised 50 cars. They were almost identical to the MSR's first home-built cars, constructed the previous year, the only significant difference being a slightly lower clerestory roof which gave better proportions and a more pleasing roofline. The body was 21 feet long with seven arched windows per side, and the total overall length was 28 feet. Although built of wood, all these cars had internal trusses which did not show. They were vestibuled from the start, but the original front vestibule was merely a permanently-attached windshield which left the platform sides open. This was soon fully enclosed, so photographs showing these trams in "as built" condition are rare. Fortunately a good broadside view of number 600 itself exists showing clearly this early vestibule. The lot 16 closed cars were very handsome and distinctive. The characteristic "Montreal Roof", introduced in 1896, became a feature of almost all of Montreal's closed cars built from then until 1913. Lot 16 had a long life as single-truckers went, many were later rebuilt for Pay As You Enter (PAYE) and some survived into the 1920's.

The 1890's were the years of the great bicycle craze as many people began to go by bicycle for business and pleasure. Summer revenues of street railways began to suffer; a foretaste of what would happen, thirty years later, with automobile competition. It was necessary for the street railway to offer more attractive service, especially in summer, to entice riders off their bicycles and back on to the trams. Open cars had already proved very popular, the trouble was that the MSR did not have enough of them. Consequently, the MSR's entire car building program for 1898 was devoted to open cars. Sixty were built for Montreal (plus five for Saint John N.B.). When 1898 ended the open car numbers had reached 477 while the highest closed car number was still 602. Therefore no 600's were added to the roster in 1898. The car barn fire of September 16 had a very serious effect on the fleet, so a replacement program was begun at once, new cars being delivered in 1899.

Forty-two closed cars were built in 1899, essentially identical to those of 1897. Thirty two of these were given numbers to replace those burned in the September fire, while ten received the numbers of former horse cars which had been recently retired from trailer service. None received a number higher than 602. It was quite a different story with the open cars. One hundred opens, of a new design designated lot 10, were constructed during the winter and spring of 1899. Thirty replaced those destroyed, while three (31, 39, 121) replaced retired horse car trailers. The remaining sixty-seven continued the odd number series starting at 479 and reaching 611. Therefore the last six of the 100 were numbered in the 600's. Lot 10 were similar to the early opens except they had wooden side panels on the left-hand side. Since all were single-enders, there was no need to get on or off by the left side so the panel was a great safety feature. Individual roller curtains were also a feature of lot 10. The Montreal Herald of April 17, 1899 gave a good description of the new rolling stock, including a charming drawing of one of the cars (obviously copied from the official photo). This article, and drawing, is reprinted in full as it gives some insight into the

disadvantages of conventional open-car travel; disadvantages that tend to be forgotten in moments of nostalgia:

### "THE STREET RAILWAYS' NEW SUMMER CAR"



*"If the citizens of Montreal are not satisfied with the service supplied by the Street Railway this summer it will not be the fault of the company. The company will have 250 open cars running this season, of which 100 will be brand new, and all of them will be in operation by the 15th of June. This is an increase of 100 cars [sic] over last season, so that the largest crowd can be handled with ease and comfort.*

*Furthermore the cars are of an entirely new type and possess some unique features that will add considerable to the comfort of passengers. They are being built with a special view to the exigencies of Montreal climate. The hottest days in Montreal are not infrequently followed by chilly evenings, when to travel in the old-fashioned cars that are open on all sides is extremely uncomfortable. To meet this variation all the cars are to be fitted with leatheroid curtains that fit snugly into grooves, and when drawn down practically make the car a "closed" one. The advantage of this will be instantly recognized by the unfortunate citizen who has been caught in the old-style car by a sudden thunderstorm. In the new structure the disagreeable dripping from the roof will also be done away with, as each car is fitted with an eave trough and waterspout.*

*Another complaint against the old type was the dust and dirt that is invariably whirled in as they pass one another. To dispense with this disagreeable feature the "devil strip" side of the car is similar to the side of an ordinary closed car, except that it is windowless [i.e. the openings above the belt rail were not glazed. Ed.]. The introduction of this style, which, by the way, is as yet limited to Montreal, will render travelling in the fall considerably more comfortable than it has been in the past, and will do away with the necessity and bother of continually changing from open to shut cars according as the weather dictates."*

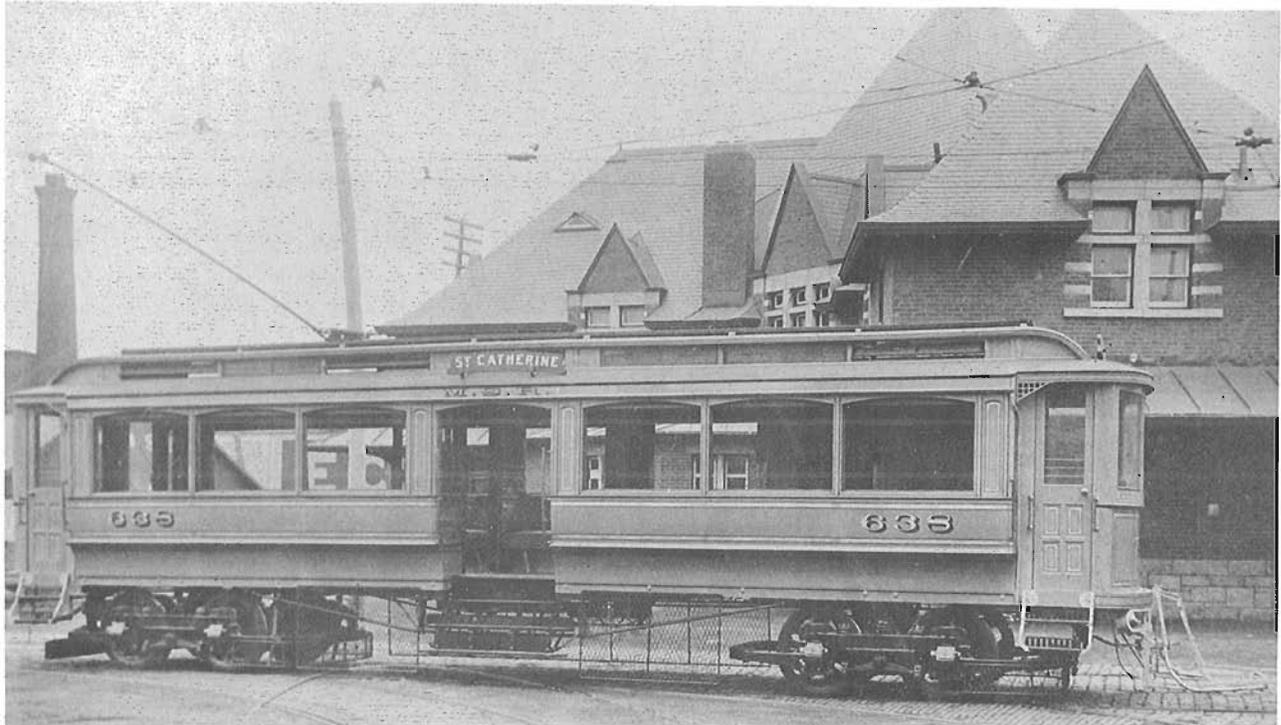
The new type of street car soon showed its usefulness, for the summer of 1899 was one of the wettest ever recorded in Montreal. An example is given by a story in the Montreal Daily Star for July 21, 1899. On that day a terrific thunderstorm hit the city, and a bolt of lightning burned out the fuse in an open car. The passengers in the marooned tram were completely drenched by the rain; evidently it was not one of the new cars!



*The official photos of the new design of open car. These pictures were taken at the new Hochelaga car barn in the spring of 1899. The features mentioned in the Herald's article are clearly seen. Although the cars depicted are not numbered in the 600's, they are identical to 601 - 649, odd numbers, as built.*

This lot of 100 cars was destined to be the largest group of single-truck street cars ever built in one year for a Canadian street railway. Forty-five more joined the fleet the following year, and they were used throughout the system. For years they were the mainstay of Montreal's open car fleet and they served well until automobile traffic compelled the retirement of open cars. A significant number of photos of early 20th century Montreal street scenes show 1899 open cars, and at least one appears in an oil painting of the period. Many were later rebuilt as convertibles to increase their usage to winter months as well, and it was the mid-1920's before the last one disappeared from the roster.

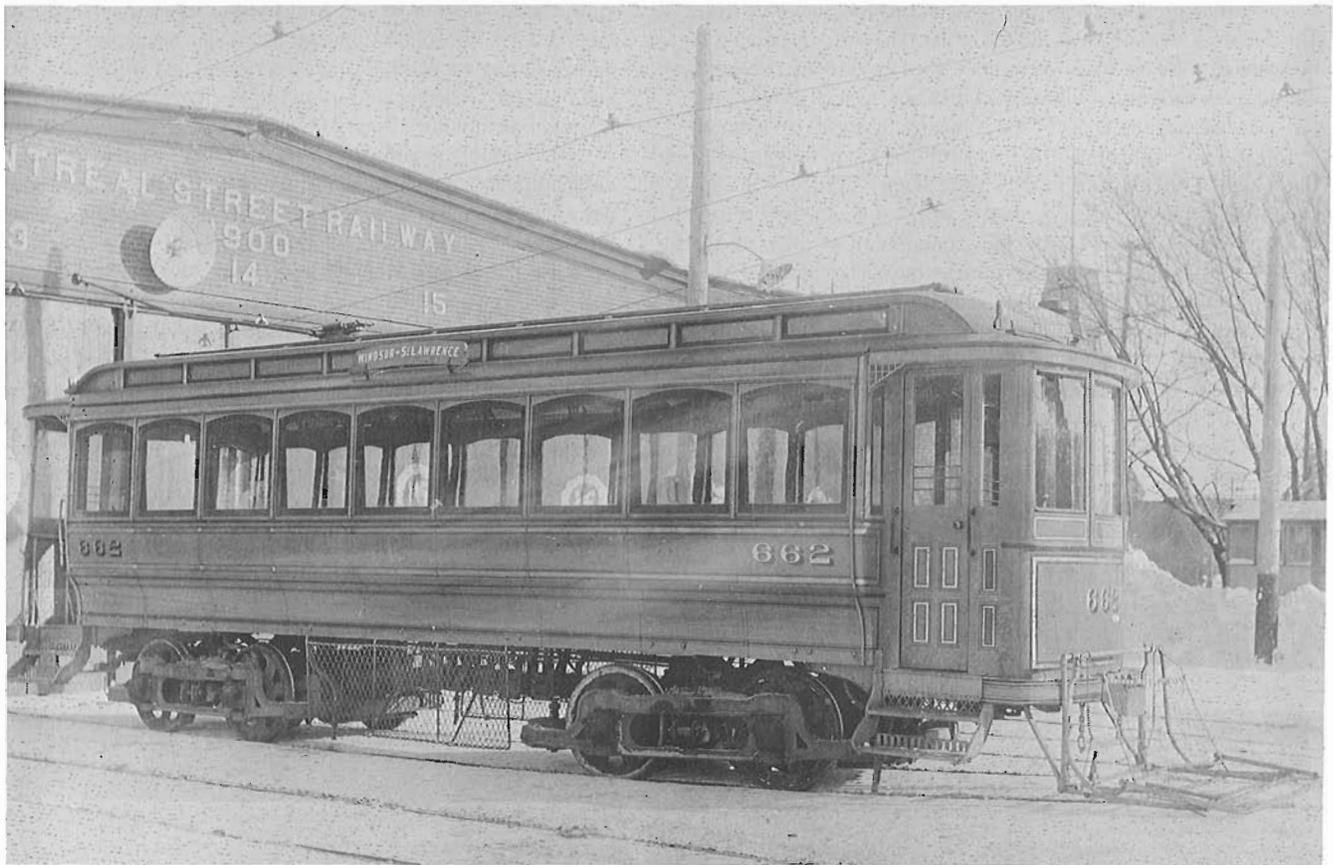
By the turn of the century many systems were building double-truck cars and starting to shift the older type to more lightly travelled routes. Montreal quickly joined the trend and, in July 1900, turned out number 638 from its shops. This was a large double-truck car with a centre entrance, the design being copied from a type used in Glasgow Scotland. We will soon be discussing this type further, but first we must consider the 640 type. These were an elongated version of lots 16 and 17, having nine windows per side instead of seven, and were mounted on double trucks. Due to the technology of the times, the trucks had large wheels and, to allow them room to swivel on curves, the body was set considerably



*Montreal's first double-truck city car, number 638, photographed at Hochelaga car barn brand new in July, 1900. It was also the first "Scotch Car", although no additional cars like it would be built for more than a year. Notice the safety net in front of the wheels. This device had to be removed later, due to snow conditions, thus making this type of car more dangerous to pedestrians.*

The year 1900 marked the transition to the construction of double-truck street cars for the Montreal Street Railway. In the early part of the year, the designs of 1899 were continued for the new equipment, as 60 closed and 45 open cars joined the fleet. By now most of the former horse car trailers had been retired, so 43 of the new closed cars were given vacant numbers as usual. The remaining seventeen were numbered 604 to 636 even, and all sixty were designated lot 17. They were very similar to the earlier group but not exactly the same for the body was one foot longer (22 feet) and the front platform one foot shorter, making the overall length the same. Because of this shorter front platform, none of lot 17 was converted to PAYE in later years, although some survived until the 1920's. The forty-five open cars were called lot 11 and were identical to those of 1899. Twenty-six of them received the customary vacant low numbers while the other nineteen were numbered 613 to 649 odd. They were the last single-truck passenger cars built new for the Montreal Street Railway.

higher from the ground. This, combined with their narrow width, gave them a rather ungainly look which, in later years, made them look more old-fashioned than they really were. One delightful story, unsubstantiated although one would dearly like to believe it, is that the 640's were nicknamed the "Klondike" cars due to their large size (compared to the previous ones). The implication was that the company would find them a goldmine as the crew costs would be no different than for smaller cars. The analogy was apt since the Klondike gold rush of 1898 was a recent memory. The MSR annual report for 1900 (submitted at the 40th Annual Meeting on November 7, 1900) reported as follows: "There are at present under construction in the Company's shops 6 extra long closed motor cars, mounted on double trucks, making in all 25 cars of this new type, which will be available for service during the coming winter." The 640's served long and well, all were later converted to PAYE, some became double-enders, and one (number 664) was the last of the 600's to be scrapped.



Two winter views of 640-class cars as they looked when they were built in 1900. Above, 662 poses outside St. Henry car barn on the cold morning of January 10, 1905. The lower view shows 644 on Victoria Avenue, Westmount, on February 9, 1904, about to start its return trip east. Curiously, the roof sign says "To Greene Ave". In the background is the site of CPR's Westmount station, before that station existed! (it was built in 1907).

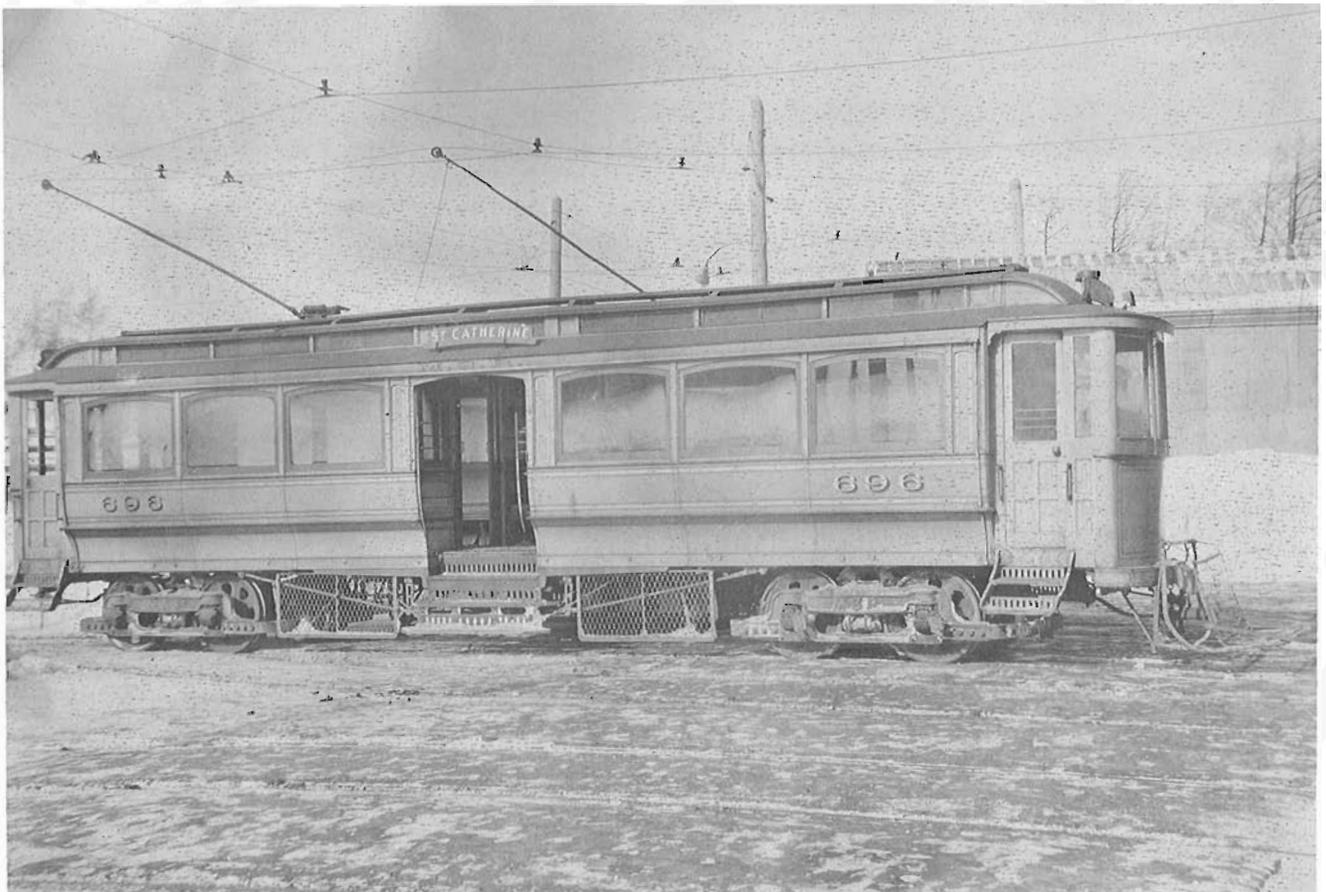


Early 1901 saw yet another group of open cars join the MSR fleet. This lot of 25 was known as the 651-class. The series is notable as being the first double-truck open cars owned by the MSR (note that this does not include the suburban companies) as well as being the last open cars acquired new by the company. They were numbered 651 to 699 odd numbers and were of similar design to the single-truck lots 10 and 11 except they were longer (35 feet 6 inches overall) and were mounted on double trucks. Like the 640's, they were also somewhat higher off the ground to allow room for the trucks to swivel. These cars were used on the busier lines and were also in demand for charters and special occasions. In 1912 they were rebuilt as closed cars and lasted well into the 1920's, some seeing further service in Quebec City. By 1901 the open cars on the MSR actually outnumbered the closed cars. This did not sit well with an efficiency-minded management that disliked having more than half its fleet tied up for 70 percent of the year, not to mention the extra storage space needed for all that unused rolling stock. With the coming of larger, more expensive, cars this hurt financially. It is no wonder that other solutions to the seasonal problem were sought, and eventually found, and no more open cars were built after 1901.

As we have seen, one car, number 638, was outshopped in July 1900. This was copied from a type of tram placed in service in

Glasgow Scotland in 1898 (curiously the Glasgow cars were also numbered in the 600's; one of them has been preserved). In Glasgow the type was known as the "Room and Kitchen" or "But and Ben" type. The big innovation was a centre entrance which was reached by climbing a flight of four steps, then turning either right or left, through a bulkhead door, into one of two passenger compartments each of which had three very wide arched windows per side. There were, of course, differences from the Glasgow prototype. Most notably the Montreal cars were single-ended, and, of course, they had the Montreal Roof. Evidently 638 was considered a success for twenty-five additional trams of this type were ordered in 1901. They were almost identical, but not quite identical, to 638, and they were given even numbers from 690 to 738. Those of them that were numbered in the 600's are reported as having gone into service in October, 1901. Although called the 638-class, they are usually referred to in official records as the "Scotch Cars" because of the Glasgow origin of the design.

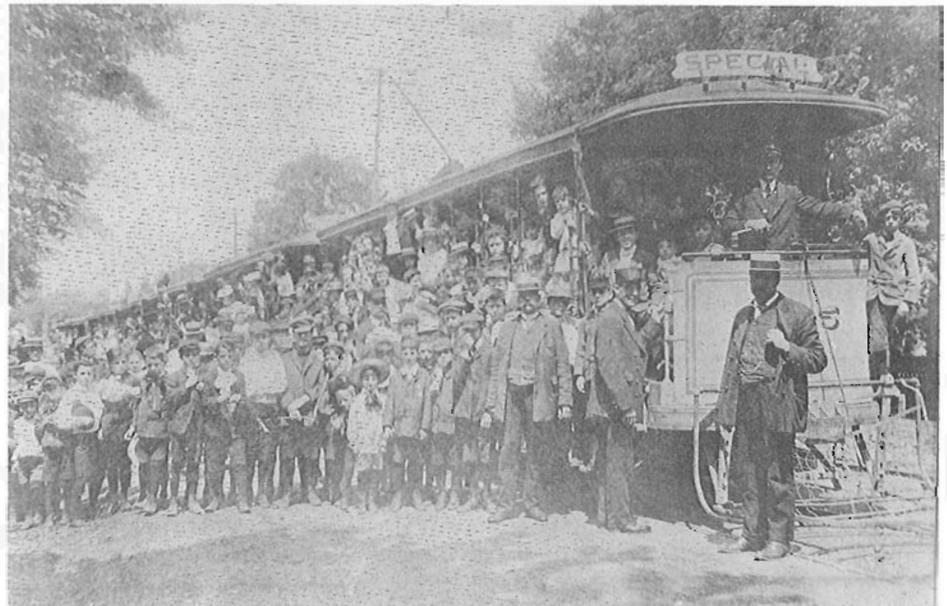
The delivery of number 698 about October 1901 completed the entire 100 units numbered 600 to 699. All had been built within a four-year period but showed great changes in design. All 100 would remain in service until the first gaps occurred in 1917, although there would be much altering and rebuilding in the meantime.

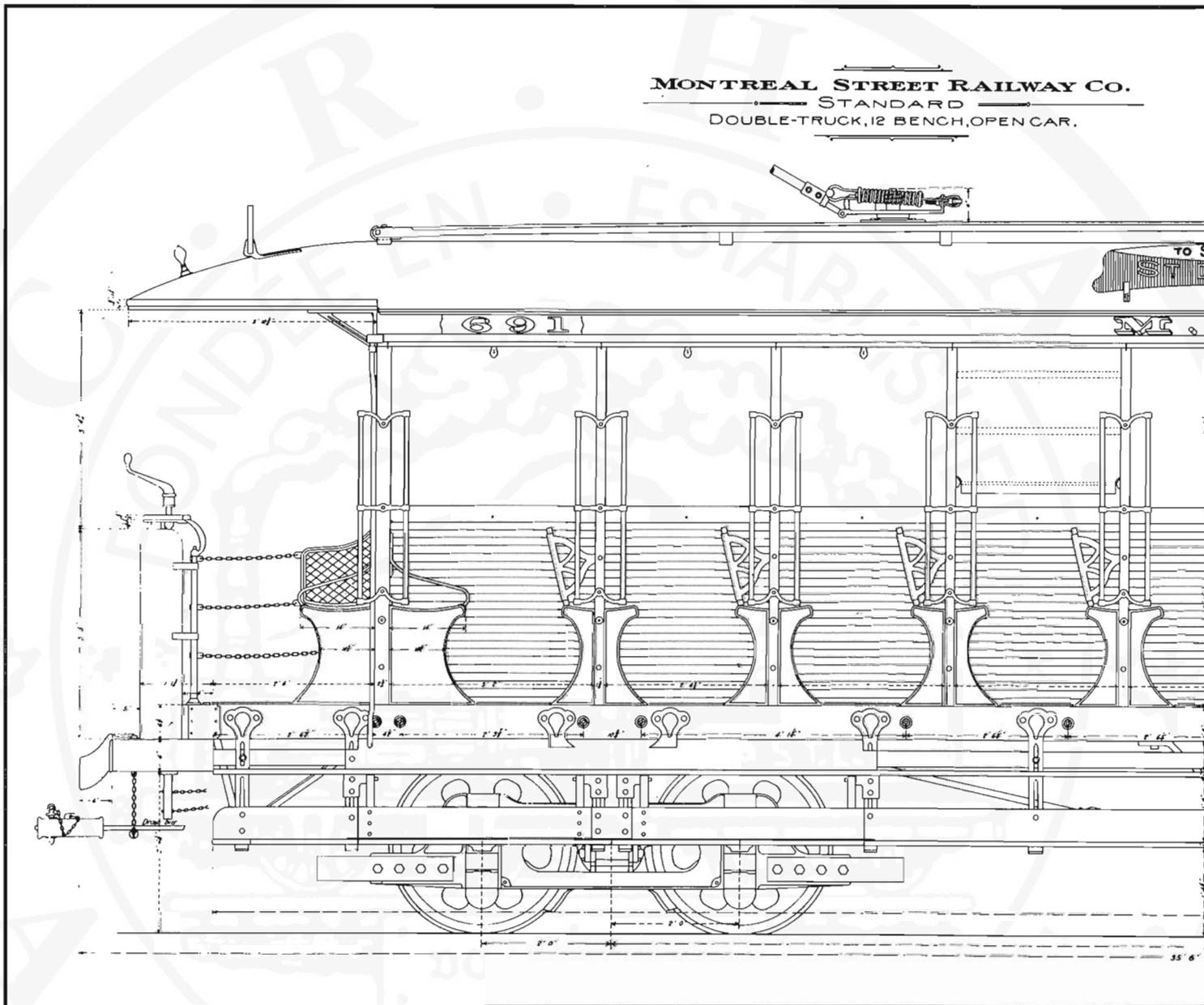


*"Scotch Car" 696 photographed about 1904. It is almost identical to 638 except the end bumpers are a few inches lower in order to match those on smaller cars. The extra trolley pole belongs to another car on an adjacent track.*



Two views of 651-class double-truck open cars in special excursion service. Above is a photo of 691 on the occasion of the opening of the line on Sherbrooke Street west to Montreal West in 1908. To the right we see a row of ten of these large open cars, headed by 695, giving hundreds of Montreal children a free ride around the city, about 1910.





ABOVE: Probably the finest original drawing of an early Canadian street car to survive is this very detailed elevation view of Montreal Street Railway car number 691. The original drawing, to a scale of 1 1/2 inches to the foot (one-eighth actual size) is almost five feet long. The drawing was completed on September 21, 1901, and was of the design which was intended to be the standard 12-bench open car. As it turned out, only one group of these cars were built (651 to 699 odd numbers) before the company decided not to build any more open cars, but to adopt other designs such as semi-convertibles.

The drawing has been reduced to fit the page, but we have reproduced it as large as possible in an attempt to bring out the details visible in the original.

CANADIAN RAILROAD HISTORICAL  
ASSOCIATION

ASSOCIATION CANADIENNE D'HISTOIRE  
FERROVIAIRE



CONFERENCE 1991

KINGSTON ONTARIO

AUGUST 1-5 AOÛT  
1991

C.R.H.A. CONFERENCE 1991 A.C.H.F.

Host : The Kingston Division of the Canadian Railroad Historical Association.

Hôte " La Division de Kingston de l'Association Canadienne d'Histoire Ferraviaire.

Dates : 1-5 August 1991 / 1-5 Août 1991

Venue / Lieu : Donald Gordon Centre, Queen's University, 421 Union St., Kingston.

PROPOSED PROGRAM / PROGRAMME PROPOSE

Thursday 1 August / Jeudi 1 Août : Réception (Donald Gordon Centre)

Friday 2 August / Vendredi 2 Août :

0830-0900 : Registration, Donald Gordon Centre / Inscription

0900-1200 : Trip to Belleville / Visite de Belleville

1200-1400 : Lunch and return to Kingston / Déjeuner et retour à Kingston

1400-1730 : Session I : Mr. Don McQueen  
Mr. Robert Gawley (U.T.D.C.)  
Rep. VIA Rail

1730-1900 : Dinner in various Kingston restaurants  
Dîner à certains restaurants de Kingston

1900-2230 : Session II : Reports by the President of C.R.H.A. and by  
representatives of the Divisions and the Canadian Railway Museum.  
Session II : Rapports du Président de l'A.C.H.F. et des  
représentants des Divisions et du Musée Ferroviaire Canadien.

Saturday 3 August / Samedi 3 Août :

0930-1030 : Visit of the Steam Pump House Museum / Visite du Musée de la Vapeur

1030-1200 : Voyage à Brockville / Trip to Brockville

1200-1300 : Lunch / Déjeuner

1300-1430 : Brockville Tunnel / Tunnel de Brockville

1430-1730 : Gananoque (Thousand Island Ry) - Kingston Mills

1830-2230 : Banquet (Guest speaker / Conférencier)

Sunday 4 August / Dimanche 4 Août :

1000-1200 : Travel to Smiths Falls via Westport  
Voyage à Smiths Falls via Westport

1200-1400 : Bar-B-Que (Railway Museum / Musée Ferroviaire)

1400-1630 : Visit of Museum, Train tours / Visite du Musée, tours de train

1630-1830 : Return to Kingston with visit of Jones Falls Locks and Dam  
Retour à Kingston et Visite des Ecluses et du Barrage de Jones Falls

1830- : Free evening / Soirée libre

Monday 5 August / Lundi 5 Août :

This will be a Holiday in Ontario, and the participants will be free to further visit Kingston and the area. Hard-core railway buffs may travel to Montreal and visit the Canadian Railway Museum in Delson, and see the Montreal electric commuter trains in full action for one of the last Summers.

Cette journée est fériée en Ontario, et les participants seront libres de visiter davantage Kingston et les environs. Les amateurs de trains endurcis pourront aller à Montreal y visiter le Musée Ferroviaire Canadien de Delson, et admirer la parade des trains de banlieue électriques en pleine action pour une des dernières occasions.

REGISTRATION FEES / FRAIS D'INSCRIPTION

The registration fees cover the field trips, the sessions, the banquet, the Bar-B-Que and the entrance at the Pump House Museum. Accommodation, other meals and all other costs are at the participant's expense.

Les frais d'inscription défraient les coûts des voyages et visites au programme, des sessions, du banquet, du Bar-B-Que et de la visite du Musée de la Vapeur. L'hébergement, les autres repas et tous les autres coûts seront assumés par le participant.

REGISTRATION / INSCRIPTION : \$95.00 CRHA & Kingston Division members in good standing  
membres actifs de l'ACHF et de la Division de Kingston

\$120.00 others / les autres

\$75.00 Spouses / Conjoints

\$40.00 One-day registration / Inscription d'une journée

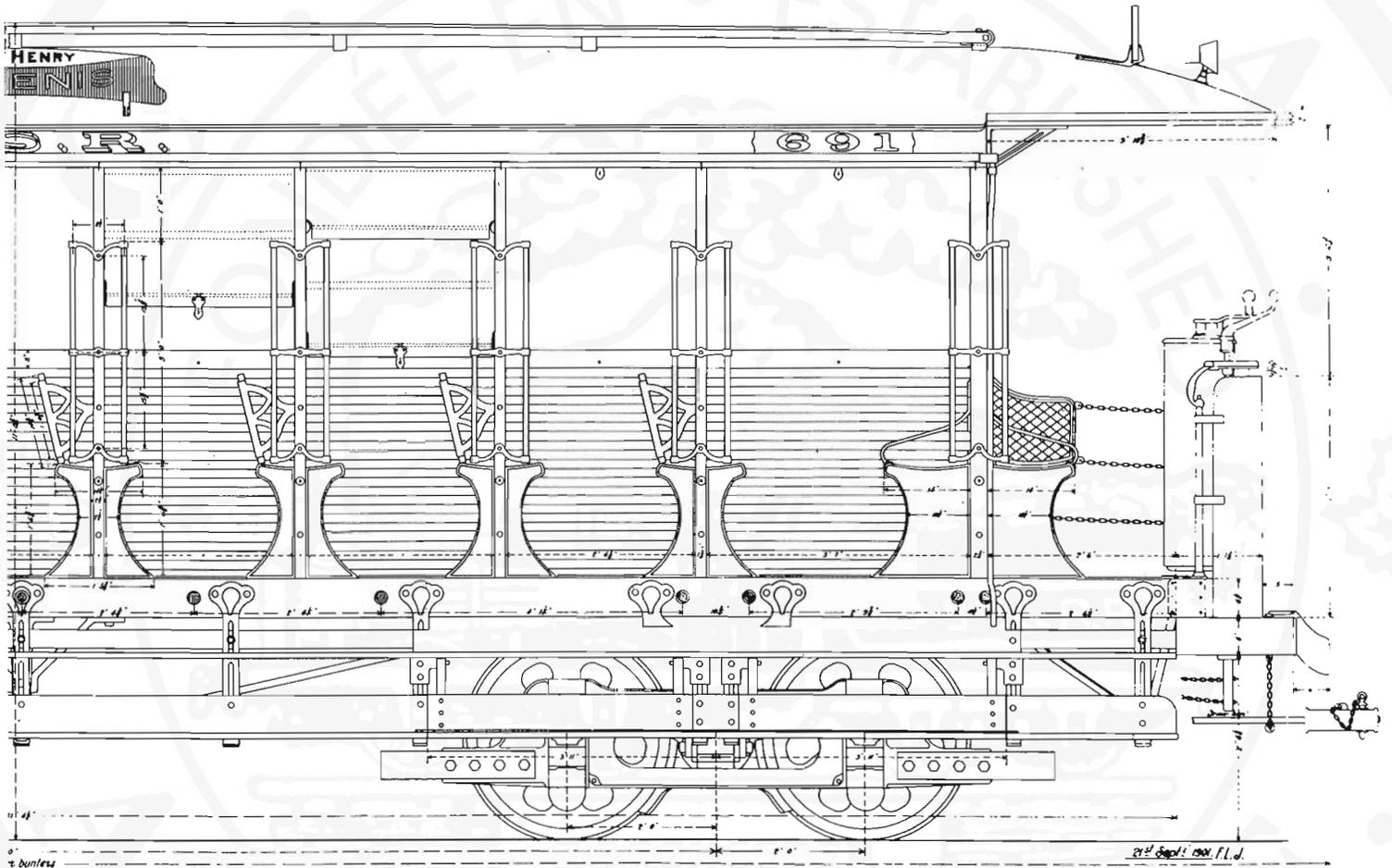
\$30.00 Banquet only / Banquet seulement

Note : The program is subject to minor changes.  
Le programme peut subir des modifications mineures.



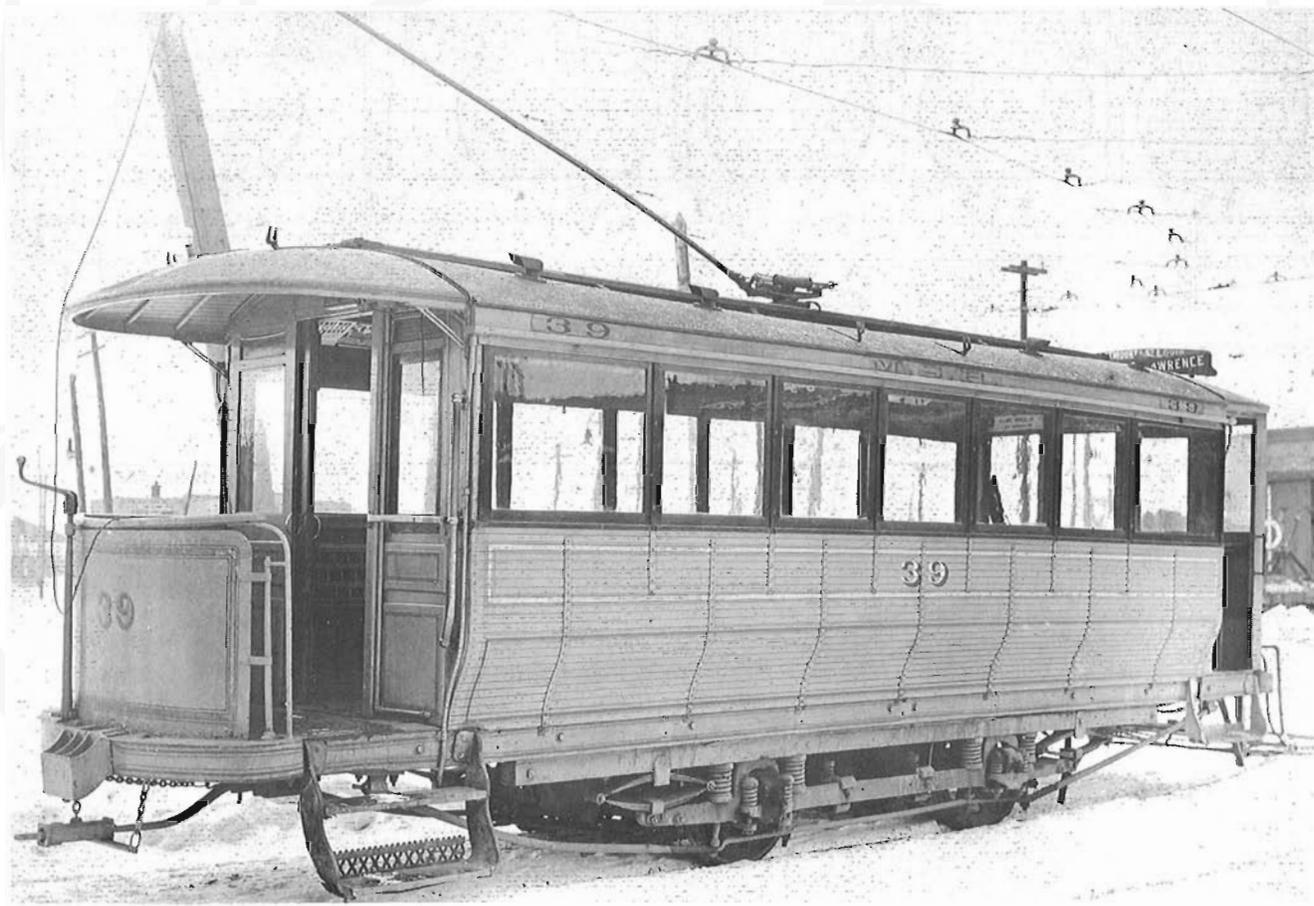
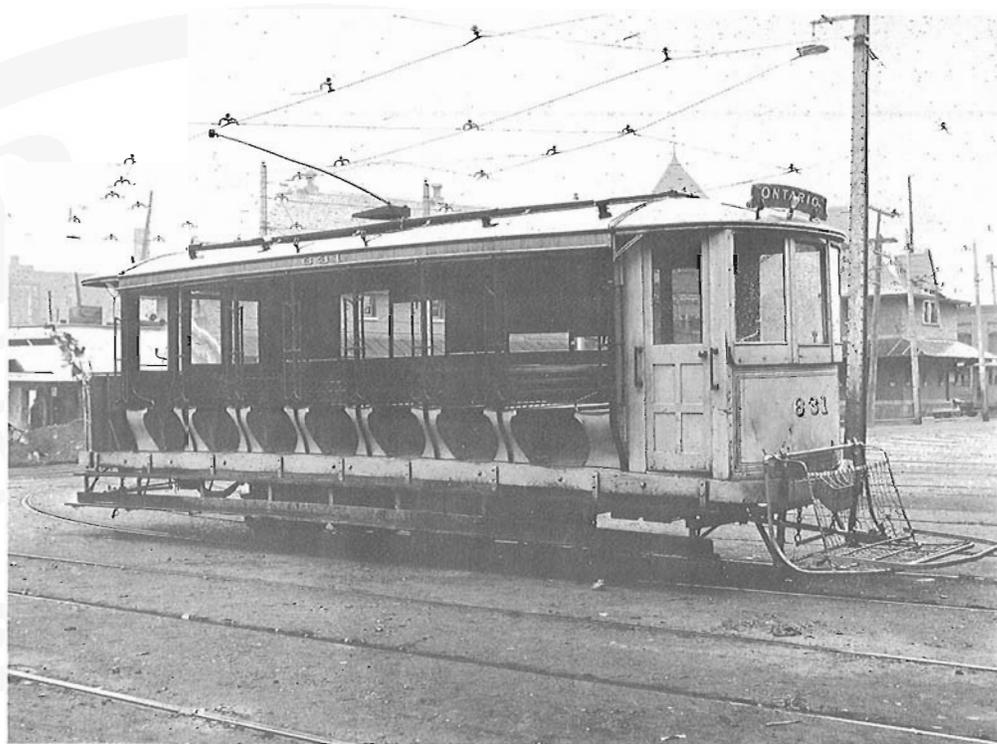
Scale - 1/4 inch = 1 foot.

Manager & Chief Eng<sup>r</sup>



*NOTE: The drawings on pages 94, 95, 98, 99 are official dimensioned diagrams produced by the Montreal Tramways Company about 1913. While they are not to scale, they do show the basic dimensions and clearances as well as the configurations of the various types of cars, particularly those which were rebuilt or otherwise modified between 1904 and 1912.*

Two of the 1899 design of open cars as they appeared after they were rebuilt into convertibles in the upgrading program of 1904 to 1906. Car 631, at right, is fitted up for summer service, while 39, below, has its sides installed, and seats turned longitudinally. 39 is an identical car to 631, it has a low number which replaced a former horse car trailer. The view of 631 was taken in October, 1913, while that of 39 was taken on December 16, 1907.





*640, soon after being rebuilt as a double-ender, appears in this view on Westmount Boulevard on October 1, 1912. This was during track construction near the corner of Cote des Neiges, and 640 is running on a temporary track laid on top of the regular track during the construction. Double-enders of this type were regulars on Cote des Neiges above the Boulevard until the Birneys arrived in 1924.*

### III REBUILDING AND ALTERATION

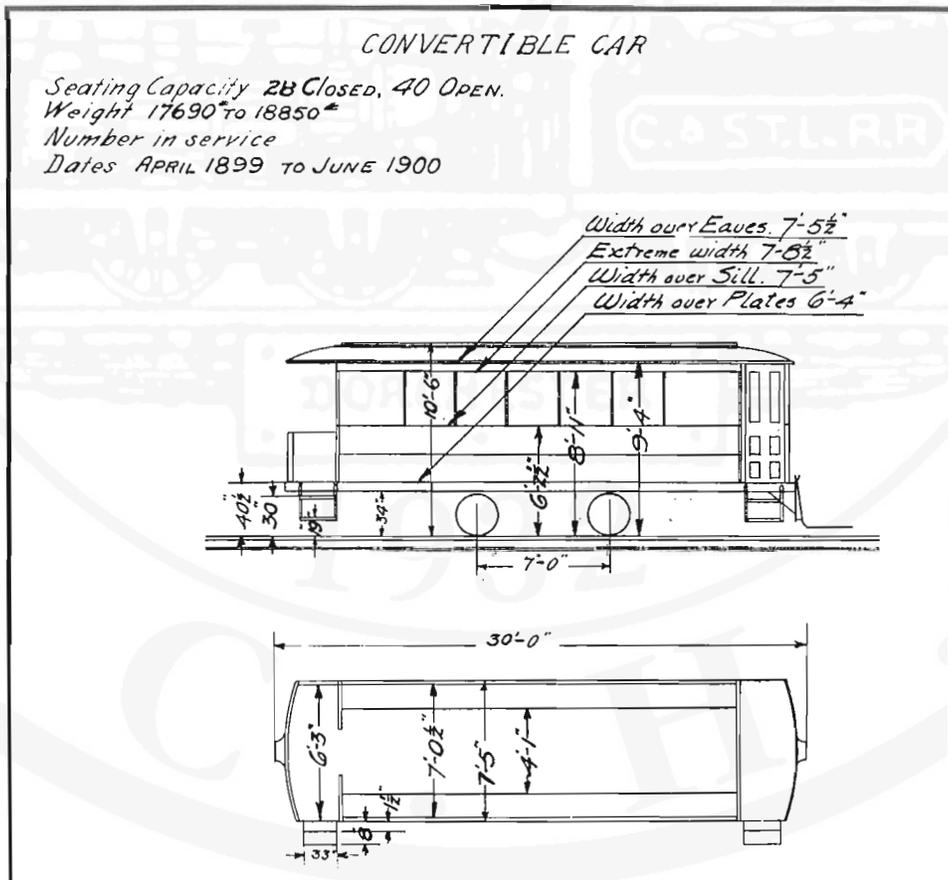
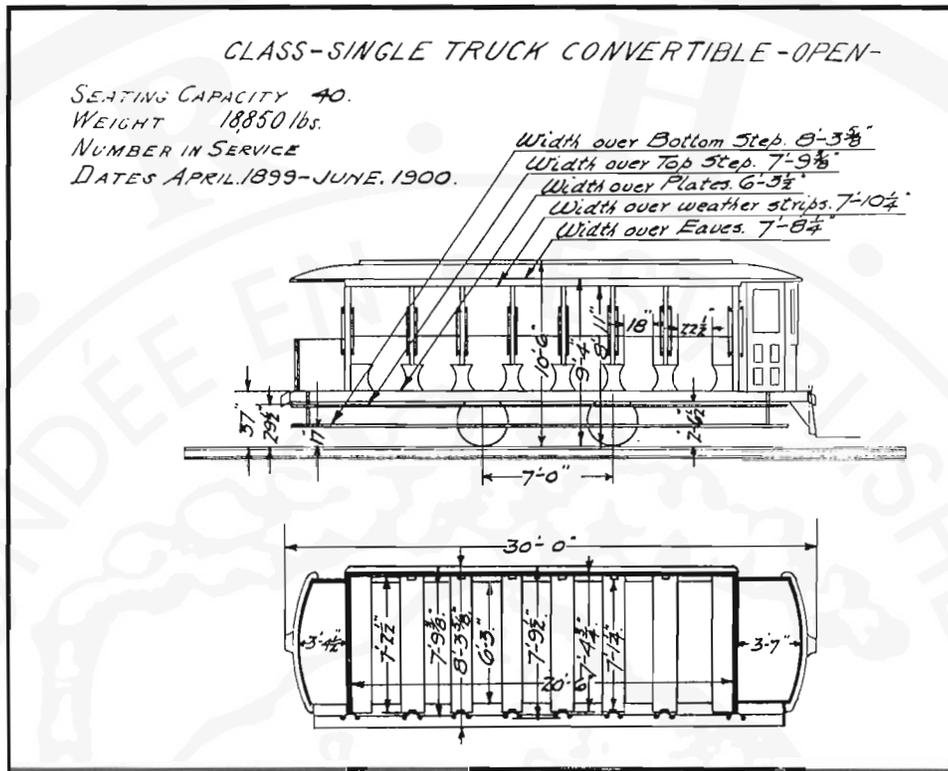
Following the completion of the 600's, late in 1901, there were no major alterations to them for about three years. However the development of street car design proceeded at an ever faster rate during the years 1902 to 1908, with major new developments coming every year. In 1903 the first trams equipped with air brakes appeared, the following year the semi-convertible design was introduced and confirmed that no more open cars would be built. Then in 1905 the revolutionary Pay-As-You-Enter system was developed, followed a year later by the building of much larger cars. In 1907 the first steel trams went into service and a year later the building of new wooden cars ceased. With this rapid development it can be seen that even recent cars would soon become old-fashioned, and it is not surprising that some of the new features were retro fitted to the older cars in order to get more efficient use out of them. Between 1904 and 1915 no less than 76 (and perhaps 77 if we include 636 being equipped for suburban service) of the 100 cars numbered in the 600's underwent major rebuilds and conversions to give them a new lease on life.

Following the successful introduction of a semi-convertible design in 1904, the company decided to rebuild 75 of the 1899 and 1900 open cars (lots 10 and 11) as convertibles. This involved making removable panels for the right-hand side, building vestibules, glazing the left-hand openings and modifying the seats to allow for

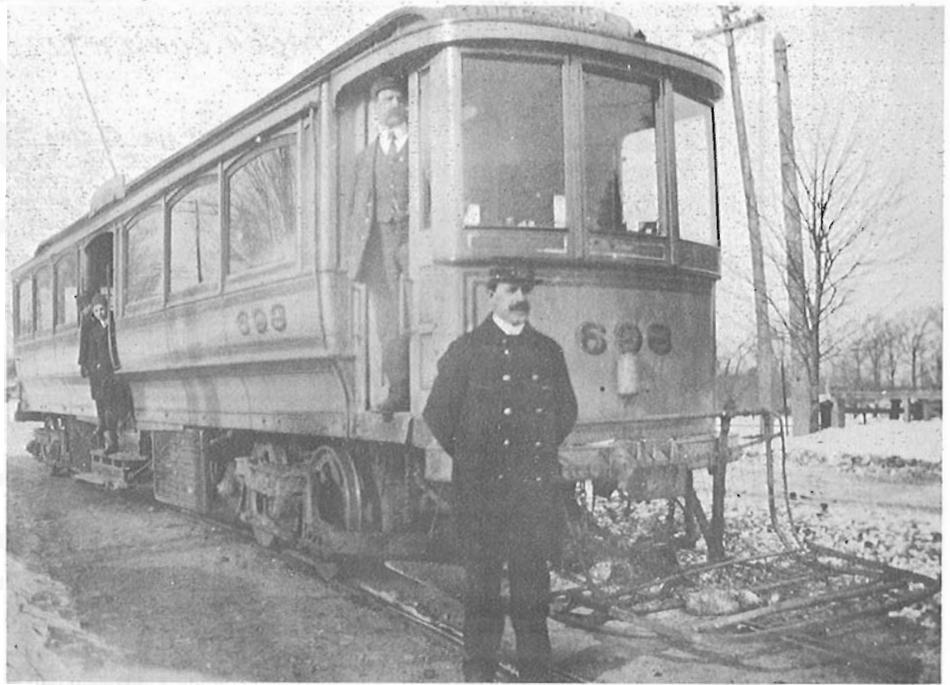
a centre aisle. This work was done between 1904 and early 1906 and included 18 of the 600's (601, 607, 611, 613, 617, 619, 621, 623, 625, 627, 631, 633, 635, 637, 639, 643, 645, 649). The remaining seven continued as open cars. The result was not all that good from an aesthetic point of view, but the convertibles did serve well on smaller routes, and in rush hours, until the end of the single-truck era about 1918.

By 1908, the PAYE system had proved itself and it was decided to convert many of the older cars. This involved lengthening the rear platform and installing double doors (one for entrance, one for exit) in the rear bulkhead. The majority of the 1897 and 1899 single-truck closed cars (including 600 and 602) were converted, but those built in 1900 (lot 17) were not converted due to the extra cost of lengthening the front platform. About this time, car 636, the last-built of the single-truckers, was transferred to the Park & Island lines for use on such routes as the run to Montreal West where it saw service as an extra. Whether it was altered for this new use we do not know, but it is likely that some transformation was done. Also rebuilt to PAYE were all 25 cars of the 640-class, but not (at that time) the Scotch cars due to the extra work involved. By 1910 there was a need for larger double-ended cars. This may have been due to the retirement of early single-truck double-enders, the construction of new stub-end lines, or both. Whatever the reason, eight of the 640-class were rebuilt as double-enders, 644, 652, 658 in 1910, 664 in 1911 and 640, 642, 678, 680 in 1912.



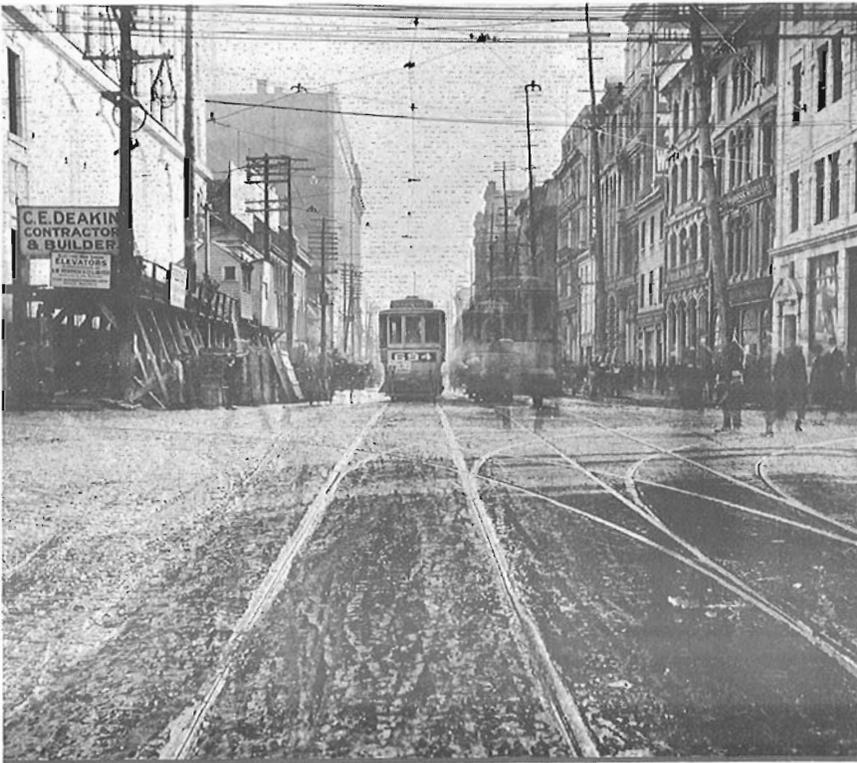


The "Scotch Cars" posed more of a problem. The fairly narrow centre entrance did not lend itself to the PAYE concept which had, by now been applied to all other large closed city cars. Some "Scotch Cars" were assigned to suburban lines and equipped especially for this service with such amenities as large wooden pilots. Car 716 was "sold" to the Park & Island Company (by then controlled by the MSR) in 1908 for use on the newly-opened line through Notre Dame de Grace to Montreal West. It is very likely that 698 was also used regularly on this line, as was single-trucker 636. An account of the early days of Lower Canada College, opened in N.D.G. in 1909, tells of the students riding to and from school on the Park & Island cars. One time, early in 1912, the 698 was marooned in the snow on what is now Sherbrooke Street requiring the students to overnight at the school (a far cry from today when the schools seem to shut after the first few snowflakes fall!). A very serious problem with the "Scotch Cars" was caused by the unprotected high wheels so close to the centre entrance, especially on curves.



About 1909, car 698 makes a stop in rural surroundings as two young passengers prepare to disembark. Note the dangerously unprotected front wheels.

National Archives of Canada, Merrilees Collection, photo PA-166512.

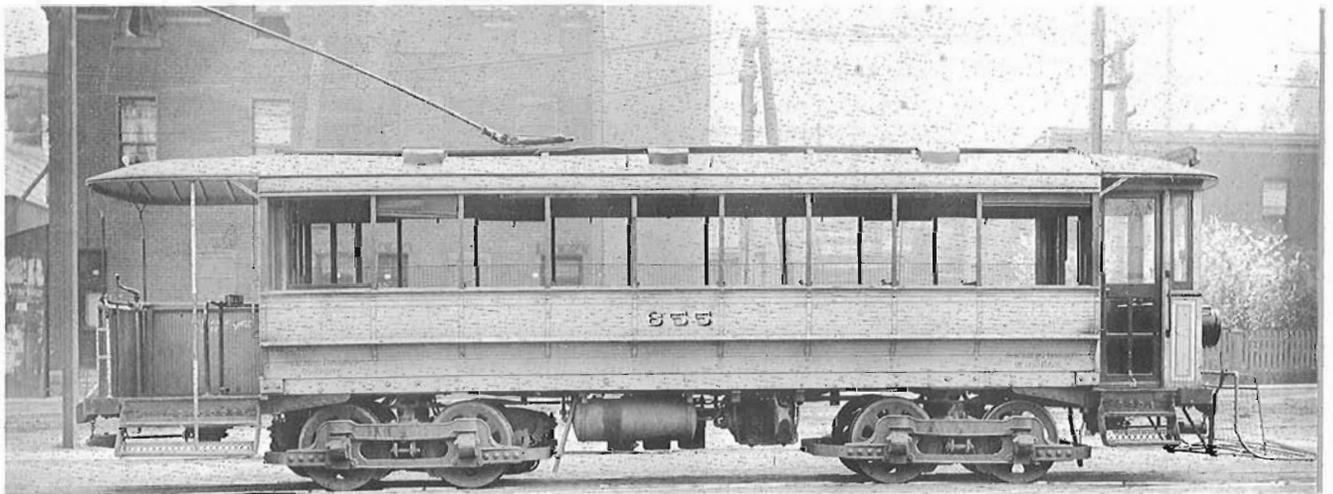


Heading up McGill Street on November 20, 1912, "Scotch Car" 694 sports the big red number panel which shows that it has been converted to PAYE. The ghostly image of a southbound tram shows the length of the exposure.

Anyone boarding a moving car ran a risk of being run over in spite of the safety screens. A further danger was when the car was backing up, since the rear platform was minimal and the conductor's position was in the centre. On at least one occasion tragedy struck as we see from the "All Our Yesterdays" column in the Gazette of September 1, 1956, quoting the memories of Mr. E.C. Gannon: "At that time the Papineau cars were of the high-wheeled variety and one entered by the centre. They ran north only as far as Mount Royal Avenue, where they Y'ed back..... I recall two of my little friends being killed (their names were Linner and McDonald) on a Good Friday night by one of the Papineau cars while it backed up at Mount Royal Avenue and Papineau. The corner was badly lighted and there were apparently no eye witnesses to the accident. Their bodies were found mangled on the street and the tragedy happened unknown to the motorman or conductor." Events like that proved the car design to be unsuitable for modern operation and, in 1911 and 1912, all "Scotch Cars" were rebuilt for PAYE. This involved closing the centre entrance and building a long rear platform. For some reason, probably to provide structural strength, the bulkheads adjacent to the former centre entrance were left intact. In this rebuilt configuration these cars served well, until the late 1920's.



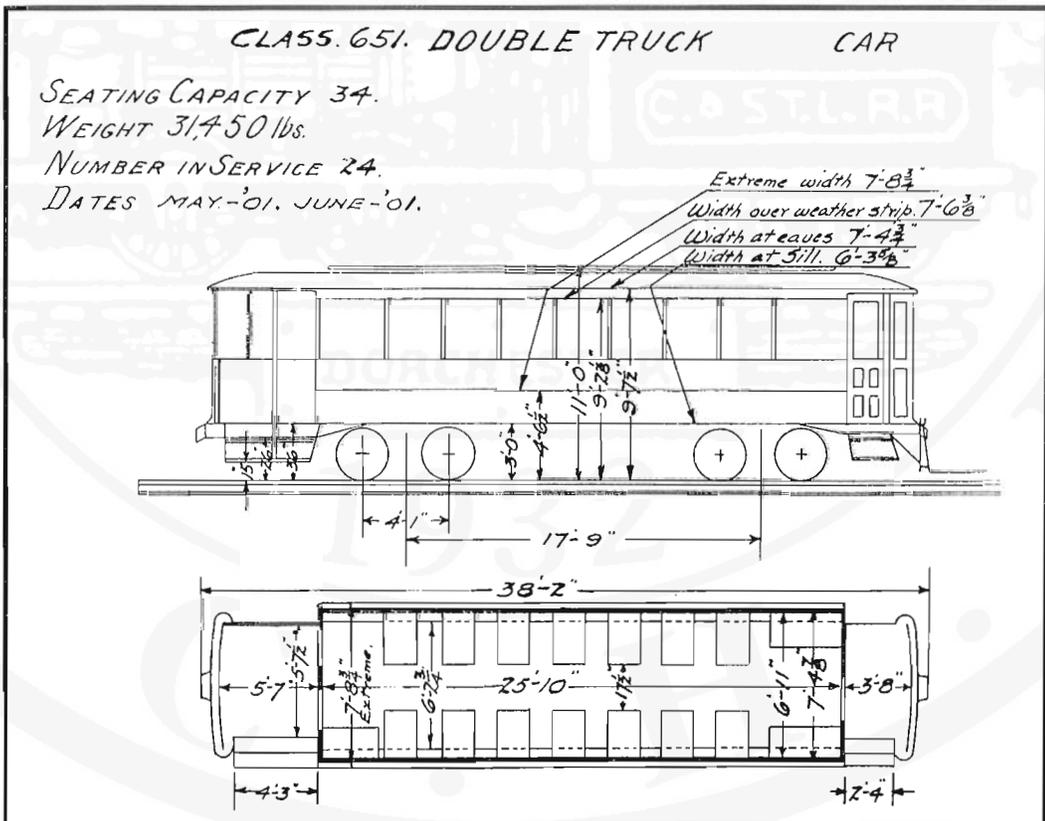
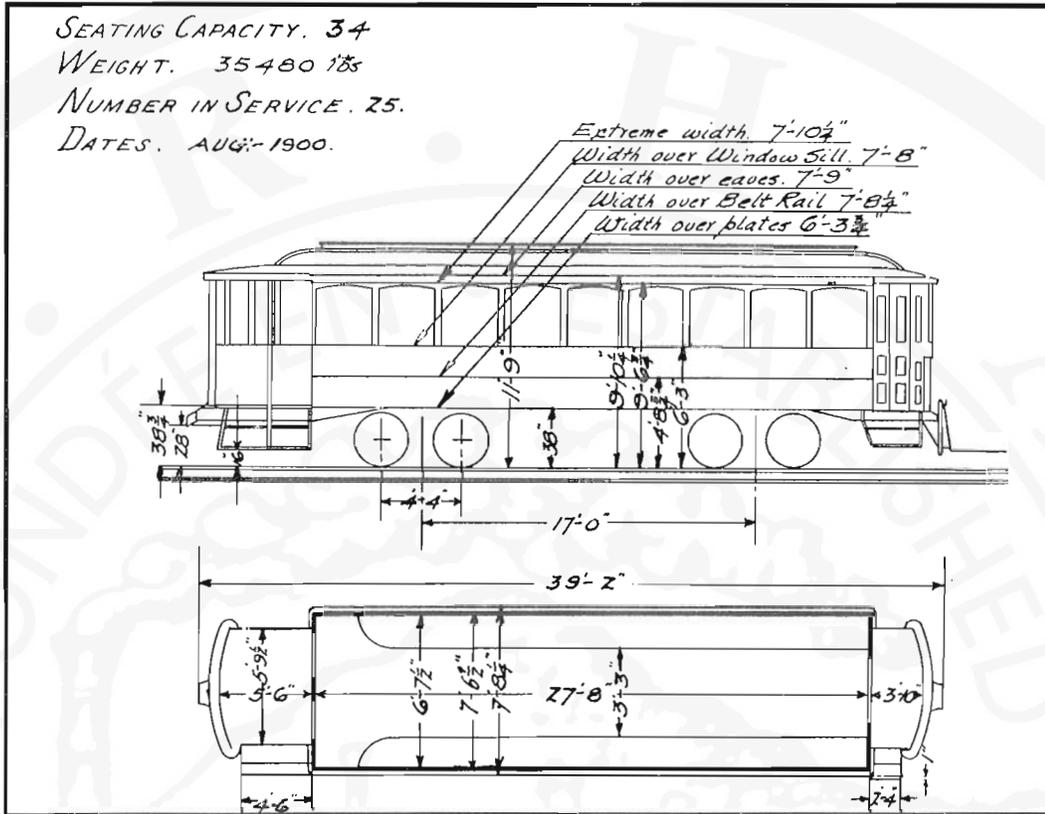
*Rebuilding 651-class double-truck open cars into closed PAYE trams in 1912. Car 673 in the foreground is about to be started, while 687 in the background is almost complete, and already has its PAYE number panel. This photo was taken in Youville Shops soon after they were opened, and it shows much detail as well as some cars of older and newer types.*

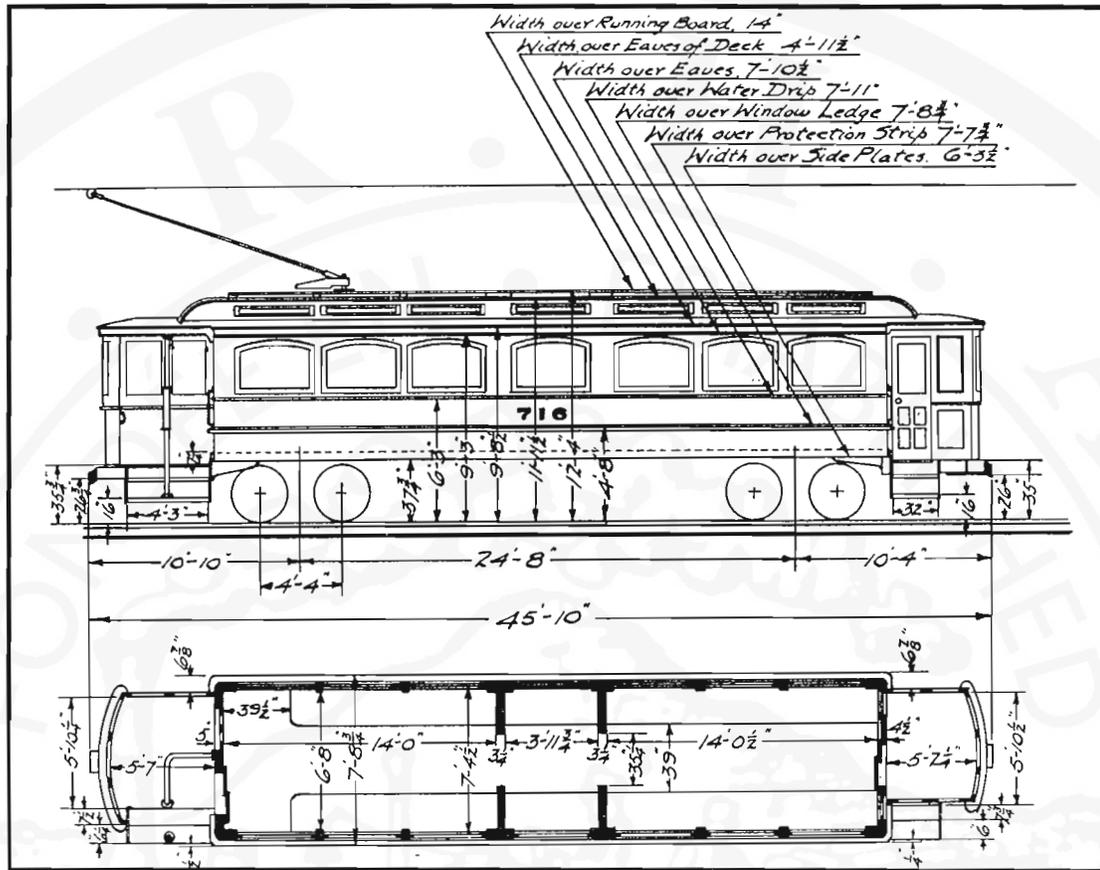


*655, as rebuilt, appears in this excellent broadside photo taken on May 21, 1914.*

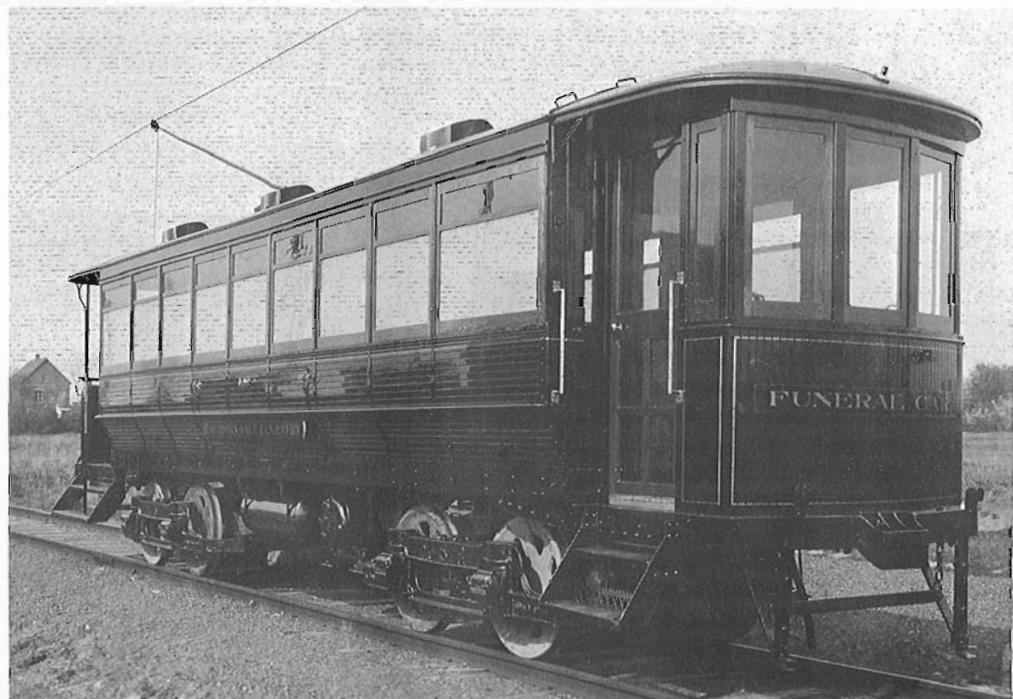
The last major rebuilding to any of the 600's was to the 651-class double-truck open cars. By 1912 it was clear that the open car era was almost over and it was a waste to maintain these 25 large cars in this form. Accordingly they were all rebuilt as closed PAYE cars in 1912 by closing in the sides, arranging the seats longitudinally

to make a centre aisle, and building a long rear platform. They then saw more than a decade of further service. One interesting fact is that this was the first major job undertaken by the new Youville Shops of the Montreal Tramways. The shops were opened in 1912, and some of the photos taken of the new facility show 651's being rebuilt.





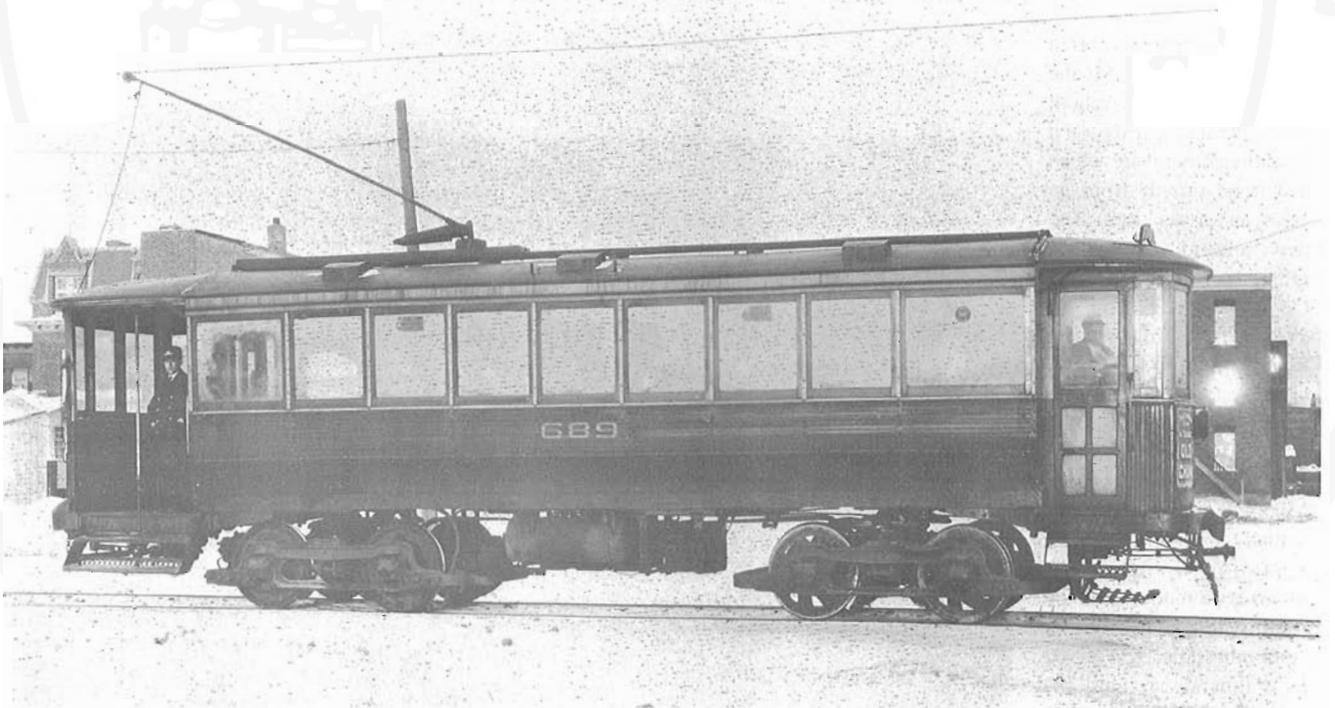
Another conversion occurred in 1915 when car 651, the first of the group, was rebuilt as a funeral car. It replaced an earlier funeral car which had been rebuilt from an 1896 suburban tram. The new funeral car had its greatest period of use during the influenza epidemic of 1918 when it made many trips, sometimes by night, carrying the remains of flu victims to their final resting place at Hawthorndale cemetery in east-end Montreal. The service was actually more of a freight operation, since the mourners did not ride in the same car as was done in some other cities. 651 served as a funeral car until the provision of better roads allowed it to be retired in 1927.



The former 651, converted to a funeral car in 1915, still shows a few signs, such as the larger side windows at each end, of its origin as an open car in 1901. The door in the centre of the side is for loading the coffin into the car.



*"Sold down the river" 681, 659, 679 were three of ten identical cars sold to Quebec City. Here, they are loaded aboard flat cars on August 20, 1922 ready to leave for Quebec. Despite their age, they appear to be in excellent condition.*



*In its new home, Quebec Railway Light and Power street car number 689 seen, in its new red and cream paint scheme, at Quebec City about 1923. This was one of ten former Montreal 651-class trams sold to Quebec the previous year. This was not Montreal 689 since that car was not sold; Quebec 689's Montreal number is unknown. It was scrapped in 1930.*

*National Archives of Canada, Merrilees collection, photo PA-164715.*

#### IV THE DECLINE OF THE 600'S

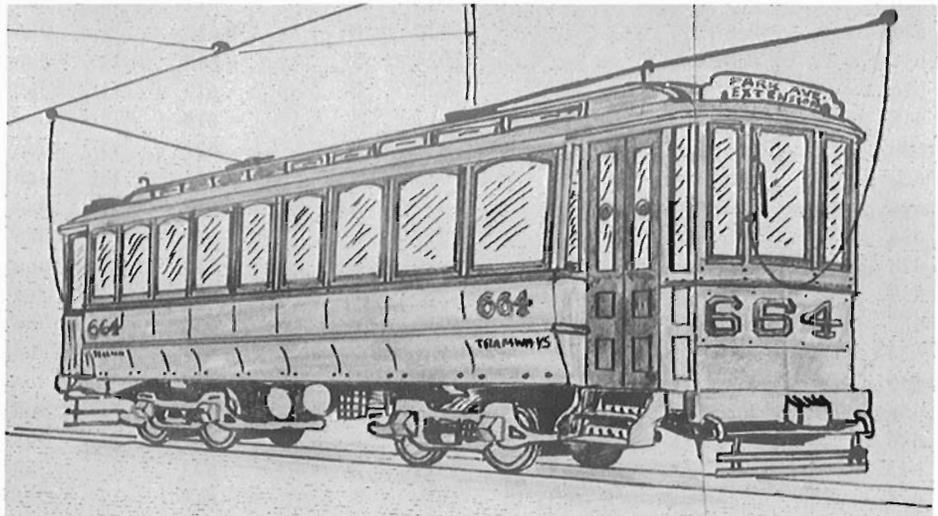
At the start of the year 1917, all the 600's were still in existence. None had yet reached the age of twenty years, but all were outdated and some were obsolete. Hundreds of new large steel cars had been placed in service in the preceding six years and this had just about wiped out the single-truck fleet except for rush-hour service. Most of the earlier ones had been scrapped, and others were held for possible use in extra service due to the increased traffic caused by World War I. The delivery of more new two-car trains in 1917 spelled the end for more single-truckers. In that year, eight closed and two open 600's were scrapped; these were ones that had not been rebuilt in any of the conversion programs. Included was 636 which had been returned to city use after its stint on the suburban lines. The remaining 92 cars survived the war years although most of the single-truckers were out of service. Many were stored at the St. Henry car barn and were destroyed there in a major car barn fire on May 21, 1920. While serious, this fire was not as much of a disaster as that of 1898 since the destroyed cars were old and would have been scrapped soon anyway. Included in this destruction were eleven of the 600's, being 5 closed, 3 open and 3 convertible.

The first disposal of double truck 600's was in 1922 when ten of the 651-class were sold to Quebec City. In Quebec they were renumbered 680 to 689 but it is not likely that any retained their Montreal numbers (although 681 and 687 could have). All the remaining single-truck 600's were scrapped between 1922 and 1925 and then, following the delivery of more new two-car train sets, a start was made on retiring the double-truck 600's. The last of the 651's was gone by early 1927 and, by 1928, only 18 of the 600's were left in Montreal. This included the eight 640-class cars which had been converted to double-enders since there was still need for them on certain lines despite the acquisition of the Birneys in 1924. However, the arrival of six new large double-enders in 1929 spelled the end for most of the remaining members of the 640-class. By 1929 there were only four 600's in Montreal and ten in Quebec; three of those in Montreal were scrapped in 1929, three in Quebec went in 1930 and the remaining seven in Quebec were cut up in 1931.

The series was very near the end of the line. At the end of 1931 only one 600 was left; this was number 664, the one that had been converted to a double-ender in 1911. In later years it had been used exclusively on the Park Extension route 76 which then traversed an area that was still quite rural. Despite the use of Birneys on the nearby Model City route 97, old 664 continued its anachronistic run on route 76, a sort of double-truck "Toonerville Trolley". It is said that the crew of 664 knew many of the local people by name; they were regular riders. The line was abandoned about 1930, 664 was placed in storage and was scrapped in 1932. So ended the career of what must have been one of the most interesting group of street cars ever to polish the rails of any Canadian city.

#### V EPILOGUE

It is now almost sixty years since the last of the MSR 600-series street cars was scrapped. What, if anything, survives of this group of trams? Very little, if anything, but perhaps something does, in fact, survive. Unfortunately this group is in the middle of the era, approximately 1894 to 1905, that is not represented by any preserved city street cars in Canada. [Editor's note: Ottawa car 66, built in 1897, and MP & I 1046, built in 1902, date from this time, but 66 represents an earlier era while 1046 has been very extensively



*A drawing, made by Omer Lavallee from memory in 1949, showing 664 on the Park Extension line. Mr. Lavallee well remembered having, as a child, seen this car regularly in service on that line more than twenty years before.*

rebuilt. Quebec interurban car 401 dates from 1902, but is not a city car.] The cars of this era were retired long before the days of railway preservation. A few older cars, notably in Montreal and Toronto, were saved as pioneers at an early date, and some survived into more recent times as work cars. Some cars from 1905 on actually remained in passenger service until the preservation movement began. Those from the turn of the century were in between, not old enough to have been saved as pioneers, and not new enough to have lasted until railway museums began. So they were scrapped at an early date leaving no trace.

A number of good photographs do survive of the various types that made up the 600's. A good selection of them, mostly from the collection of Richard M. Binns, accompanies this article. There are a few stories known, and we have tried to tell some here, but these too are fading into the past. The author's father used to tell of riding to and from work on a double-ended 640-class car on the long-abandoned (since 1927) line on lower Guy street. There are some stories of 664 on the Park Extension line, but no known photographs.

The Montreal Tramways Company did make use of some equipment from scrapped cars. A few trucks from early double-truck cars were used as shop trucks, and perhaps one or two of these may have come from 600's. One complete double truck was made into a shop locomotive used at Youville shops. This locomotive, and several of the shop trucks, have been preserved at the Canadian Railway Museum. These, and perhaps a few miscellaneous parts rescued from Youville Shops, could be actual relics of these cars, the last surviving tangible remnants of the MSR 600's.

## MONTREAL STREET RAILWAY CARS IN 600 SERIES

CAR NUM	LOT NUM	DATE IN SERVICE	ALTERATIONS	OUT OF SVCE. & DISPOSITION	CAR NUM	LOT NUM	DATE IN SERVICE	ALTERATIONS	OUT OF SVCE. & DISPOSITION
600	16	Nov 1897	P 1908	1924 S	601	10	Jun 1899	C 1904-05	1922 S
602	16	Nov 1897	P 1908	1924 S	603	10	Jun 1899		1917 S
604	17	Feb 1900		1920 B	605	10	Jun 1899		1920 B
606	17	Feb 1900		1923 S	607	10	Jun 1899	C 1904-05	1922 S
608	17	Feb 1900		1917 S	609	10	Jun 1899		1925 S
610	17	Feb 1900		1923 S	611	10	Jun 1899	C 1904-05	1925 S
612	17	Feb 1900		1920 B	613	11	Jun 1900	C 1904-05	1920 B
614	17	Feb 1900		1924 S	615	11	Jun 1900		1917 S
616	17	Feb 1900		1920 B	617	11	Jun 1900	C 1904-05	1925 S
618	17	Feb 1900		1917 S	619	11	Jun 1900	C 1904-05	1920 B
620	17	Feb 1900		1920 B	621	11	Jun 1900	C 1904-05	1925 S
622	17	Feb 1900		1923 S	623	11	Jun 1900	C 1904-05	1925 S
624	17	Feb 1900		1917 S	625	11	Jun 1900	C 1904-05	1922 S
626	17	Feb 1900		1917 S	627	11	Jun 1900	C 1904-05	1922 S
628	17	Feb 1900		1920 B	629	11	Jun 1900		1920 B
630	17	Feb 1900		1923 S	631	11	Jun 1900	C 1904-05	1925 S
632	17	Feb 1900		1917 S	633	11	Jun 1900	C 1904-05	1925 S
634	17	Feb 1900		1924 S	635	11	Jun 1900	C 1904-05	1922 S
636	17	Feb 1900		1917 S	637	11	Jun 1900	C 1904-05	1925 S
638	SC	Jul 1900	P 1911-12	1928 S	639	11	Jun 1900	C 1904-05	1925 S
640	640	Aug 1900	P '08 D '12	1928 S	641	11	Jun 1900		1920 B
642	640	Aug 1900	P '08 D '12	1929 S	643	11	Jun 1900	C 1904-05	1920 B
644	640	Aug 1900	P '08 D '10	1929 S	645	11	Jun 1900	C 1904-05	1922 S
646	640	Aug 1900	P 1908	1925 S	647	11	Jun 1900		1924 S
648	640	Aug 1900	P 1908	1925 S	649	11	Jun 1900	C 1904-05	1922 S
650	640	Aug 1900	P 1908	1925 S	651	651	May 1901	P '12 F '15	1927 S
652	640	Aug 1900	P '08 D '10	1929 S	653	651	May 1901	P 1912	1926 S
654	640	Aug 1900	P 1908	1928 S	655	651	May 1901	P 1912	1926 S
656	640	Aug 1900	P 1908	1928 S	657	651	May 1901	P 1912	1926 S
658	640	Aug 1900	P '08 D '10	1928 S	659	651	May 1901	P 1912	1922 Q
660	640	Aug 1900	P 1908	1928 S	661	651	May 1901	P 1912	1926 S
662	640	Aug 1900	P 1908	1927 S	663	651	May 1901	P 1912	1926 S
664	640	Aug 1900	P '08 D '11	1932 S	665	651	May 1901	P 1912	1922 Q
666	640	Aug 1900	P 1908	1925 S	667	651	Jun 1901	P 1912	1926 S
668	640	Aug 1900	P 1908	1925 S	669	651	Jun 1901	P 1912	1926 S
670	640	Aug 1900	P 1908	1927 S	671	651	Jun 1901	P 1912	1926 S
672	640	Aug 1900	P 1908	1928 S	673	651	Jun 1901	P 1912	1922 Q
674	640	Aug 1900	P 1908	1927 S	675	651	Jun 1901	P 1912	1922 Q
676	640	Aug 1900	P 1908	1928 S	677	651	Jun 1901	P 1912	1926 S
678	640	Aug 1900	P '08 D '12	1928 S	679	651	Jun 1901	P 1912	1922 Q
680	640	Aug 1900	P '08 D '12	1928 S	681	651	Jun 1901	P 1912	1922 Q
682	640	Aug 1900	P 1908	1927 S	683	651	Jun 1901	P 1912	1926 S
684	640	Aug 1900	P 1908	1927 S	685	651	Jun 1901	P 1912	1926 S
686	640	Aug 1900	P 1908	1927 S	687	651	Jun 1901	P 1912	1922 Q
688	640	Aug 1900	P 1908	1927 S	689	651	Jun 1901	P 1912	1926 S
690	SC	Oct 1901	P 1911-12	1928 S	691	651	Jun 1901	P 1912	1926 S
692	SC	Oct 1901	P 1911-12	1928 S	693	651	Jun 1901	P 1912	1926 S
694	SC	Oct 1901	P 1911-12	1925 S	695	651	Jun 1901	P 1912	1922 Q
696	SC	Oct 1901	P 1911-12	1928 S	697	651	Jun 1901	P 1912	1922 Q
698	SC	Oct 1901	P 1911-12	1928 S	699	651	Jun 1901	P 1912	1922 Q

## NOTES

B Burned in fire at St. Henri car barn, May 21, 1920.  
 C Rebuilt as convertible cars 1904 - 1905.  
 D Converted to double-enders.  
 F Converted to funeral car in 1915.

P Converted to Pay-As-You-Enter operation.  
 Q Sold to Quebec City in 1922. Scrapped 1930-31.  
 S Scrapped by Montreal Tramways Co.  
 Note: "Date in service" month may be approximate.

## YEARLY SUMMARY OF THE 600'S. 1897 TO 1932

YEAR END	CHANGE DURING THE PAST YEAR	SINGLE TRUCK				DOUBLE TRUCK					TOTAL CARS
		CLSD.	PAYE	OPEN	CONV.	CLSD.	PAYE	OPEN	SPEC.	QUE.	
1897	2 closed cars built	2	0	0	0	0	0	0	0	0	2
1898	No changes	2	0	0	0	0	0	0	0	0	2
1899	6 open cars built	2	0	6	0	0	0	0	0	0	8
1900	43 clsd., 19 open blt.	19	0	25	0	26	0	0	0	0	70
1901	5 clsd., 25 open blt.	19	0	25	0	31	0	25	0	0	100
1903	No changes	19	0	25	0	31	0	25	0	0	100
1905	18 open made cnvtbl.	19	0	7	18	31	0	25	0	0	100
1907	No changes	19	0	7	18	31	0	25	0	0	100
1908	27 rblt. to P.A.Y.E.	17	2	7	18	6	25	25	0	0	100
1910	No changes	17	2	7	18	6	25	25	0	0	100
1912	31 rblt. to P.A.Y.E.	17	2	7	18	0	56	0	0	0	100
1914	No changes	17	2	7	18	0	56	0	0	0	100
1915	Car 651 to funeral car	17	2	7	18	0	55	0	1	0	100
1916	No changes	17	2	7	18	0	55	0	1	0	100
1917	8 cars scrapped	11	2	5	18	0	55	0	1	0	92
1919	No changes	11	2	5	18	0	55	0	1	0	92
1920	11 cars burned	6	2	2	15	0	55	0	1	0	81
1921	No changes	6	2	2	15	0	55	0	1	0	81
1922	7 scrpd., 10 to Quebec	6	2	2	8	0	45	0	1	10	74
1923	4 cars scrapped	2	2	2	8	0	45	0	1	10	70
1924	5 cars scrapped	0	0	1	8	0	45	0	1	10	65
1925	15 cars scrapped	0	0	0	0	0	39	0	1	10	50
1926	14 cars scrapped	0	0	0	0	0	25	0	1	10	36
1927	8 cars scrapped	0	0	0	0	0	18	0	0	10	28
1928	14 cars scrapped	0	0	0	0	0	4	0	0	10	14
1929	3 cars scrapped	0	0	0	0	0	1	0	0	10	11
1930	3 Que. cars scrapped	0	0	0	0	0	1	0	0	7	8
1931	7 Que. cars scrapped	0	0	0	0	0	1	0	0	0	1
1932	Car 664 scrapped	0	0	0	0	0	0	0	0	0	0

NOTE: As built, all even-numbered cars were closed while odd-numbered ones were open (on the right-hand side). When 651 to 699 (odd nos.) were rebuilt into closed P.A.Y.E. cars they were not renumbered, thus the even-odd convention was no longer strictly applied.

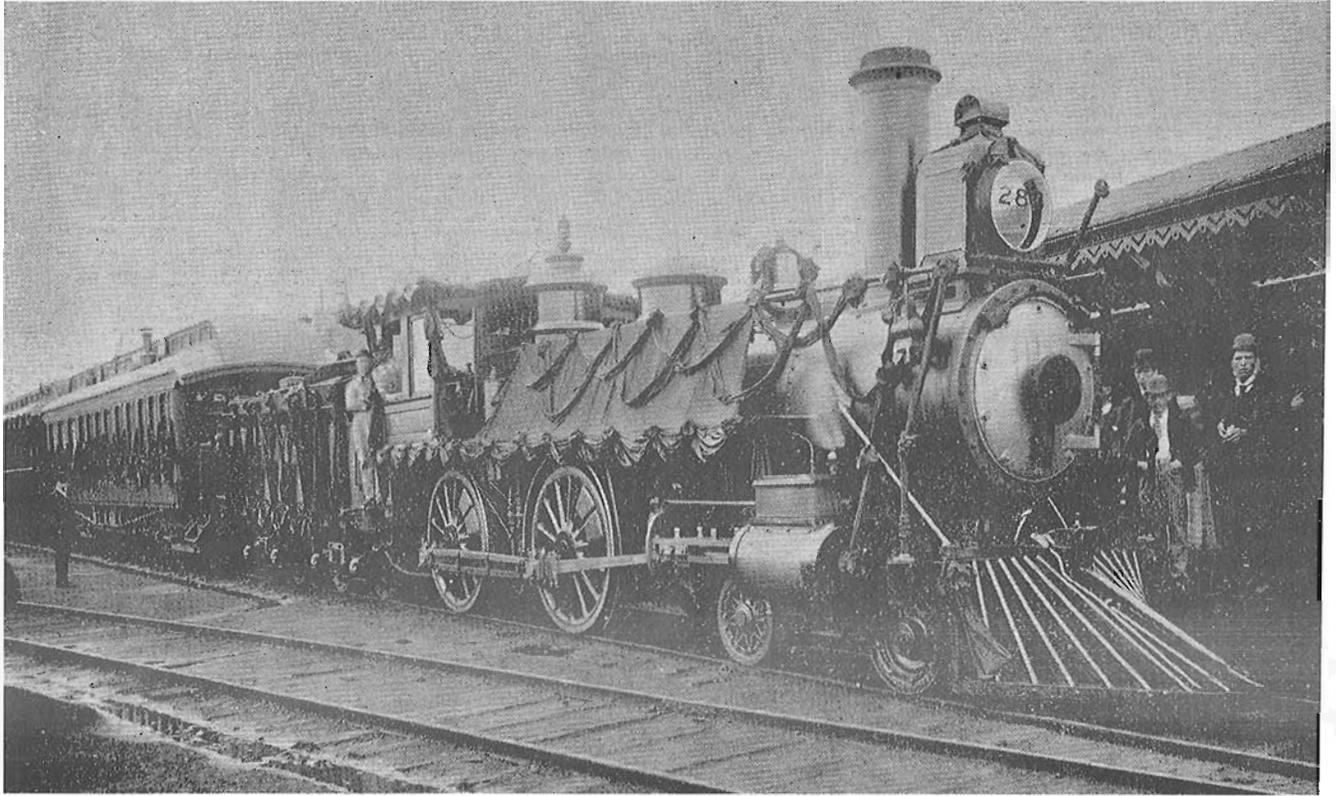
Lot numbers 16 (closed), 17 (closed), 10 (open), 11 (open) also included cars numbered below 600.

Lot "SC" (Scotch Cars) also included 20 cars numbered above 699.

The classification by consecutive lot numbers applied only to single-truck cars. The double truckers usually took their classification from the number of the first unit in the class. However the 638-class were usually referred to as "Scotch Cars".

The 10 cars sold to Quebec in 1922 were renumbered 680 to 689. So far there is no record as to which car became which in Quebec. It is just possible that 681 and 687 could have kept their former numbers, but this can not be determined. Quebec cars 681, 686, 689 were scrapped in 1930, while 680, 682, 683, 684, 685, 687, 688 went in 1931.

## The Funeral Train of Sir John A. Macdonald June 10, 1891

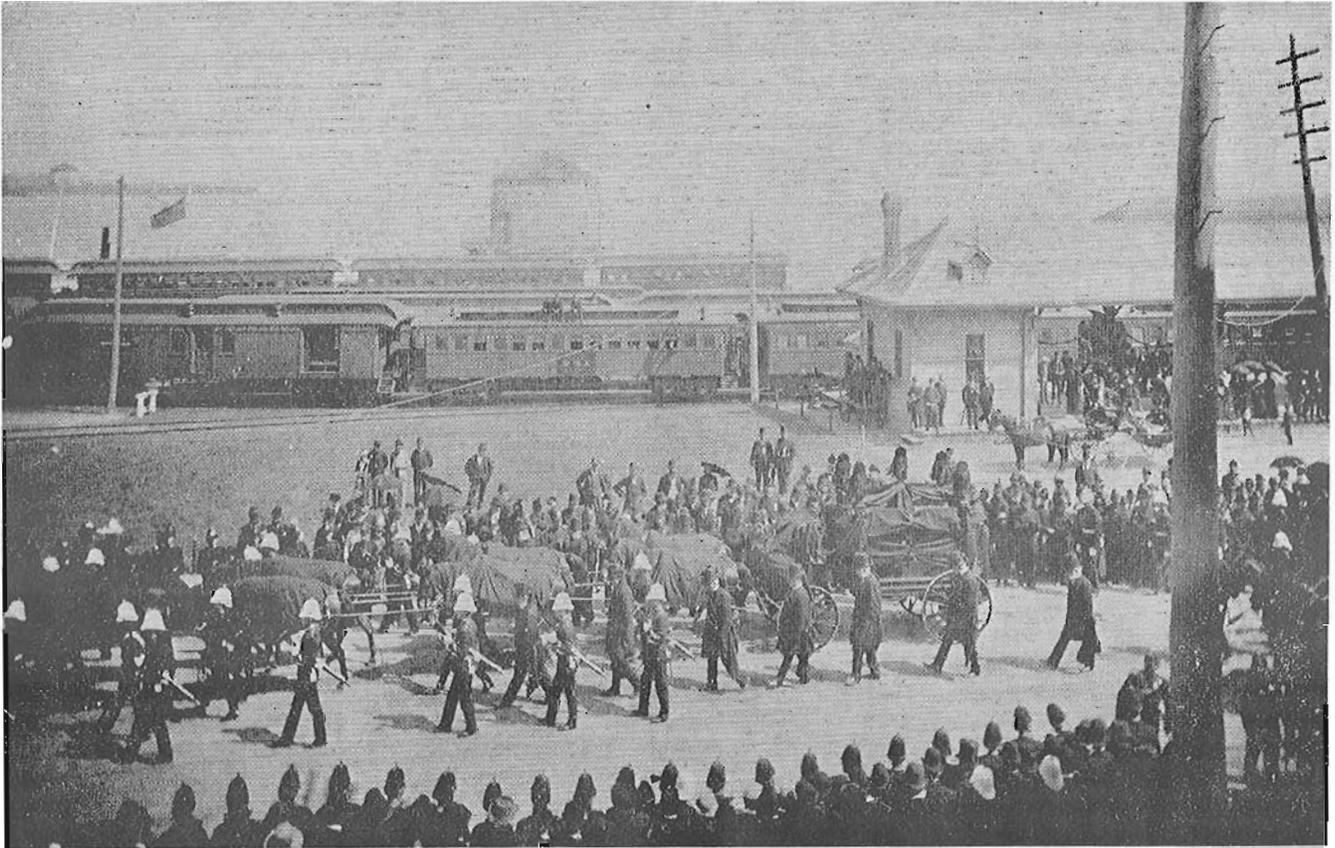


*The funeral train as it appeared at Ottawa. CPR locomotive 283 was built by Hinkley in Boston and placed in service in August, 1883. It was retired in October, 1897 after a short career. Note the reinforcing bars on the connecting rod.*

One hundred years ago, on June 6, 1891, occurred the death, at the age of 76, of Sir John A. Macdonald, the first Prime Minister of Canada. Sir John had been Prime Minister ever since Confederation except for the five-year period from 1873 to 1878. The Pacific Scandal of 1873 had been his only major defeat and had resulted in the five-year premiership of Alexander Mackenzie. After his return to office in 1878 Sir John had been greatly involved in the politics surrounding the building of the Canadian Pacific Railway, and he had travelled the whole length of the CPR main line on a trip to British Columbia in 1886, soon after the transcontinental service began. In March 1891, only three months before his death, Macdonald and his government had been re-elected for a fourth consecutive term of office, making a total of six elections he had won.

His last appearance in Parliament was on Friday, May 22, for on the following day he was taken ill with what proved to be his last illness. A week later he suffered a major stroke and soon it was common knowledge that Sir John was dying. It is said that the bells were removed from the horse cars that passed his house so as not to annoy the dying Premier. The end came at 10:15 P.M. in the evening of Saturday, June 6, 1891.

The funeral of Sir John A. Macdonald was one of the largest that had been seen in Canada up to that time, and few have been as impressive in the 100 years since. So much of his career had involved railways, for campaigning, general travelling and, of course, the CPR construction, that it was only fitting that there be a special funeral train to carry his remains from Ottawa to Kingston where he was buried. One car was fitted up as a mortuary chapel with a dias on which the coffin was placed. Motive power for the train was supplied by CPR locomotive 283, which had been built by Hinkley in Boston in 1883, and which survived only until 1897 when it was scrapped, perhaps as the result of a wreck. The train was, as usual on such occasions in those days, draped for its entire length with black cloth and other decorations as a sign of mourning. It is interesting that the surviving photo of the train shows that the right-hand connecting rod of 283 had been strengthened by having steel members strapped to top and bottom. This was quite often done as a temporary repair in those days, and it is interesting that an engine with such a repair was chosen to haul such an important train. In any case, no mechanical problems developed en route. The "Dominion Illustrated" magazine covered the events of Wednesday, June 10 1891 in detail including several illustrations



*A view of the hearse leaving the City Hall at Kingston. The passenger cars in the background are from the Grand Trunk. The one in the centre was old in 1891, with the first type of clerestory roof, it likely dates from the early 1860's. The one to the right of it is not much newer. Most of the other cars were probably quite new when the photo was taken.*

which were of remarkable quality considering the development of half-tone printing technology in 1891. The following account, as well as the photographs, is taken from their issue of June 20, 1891:

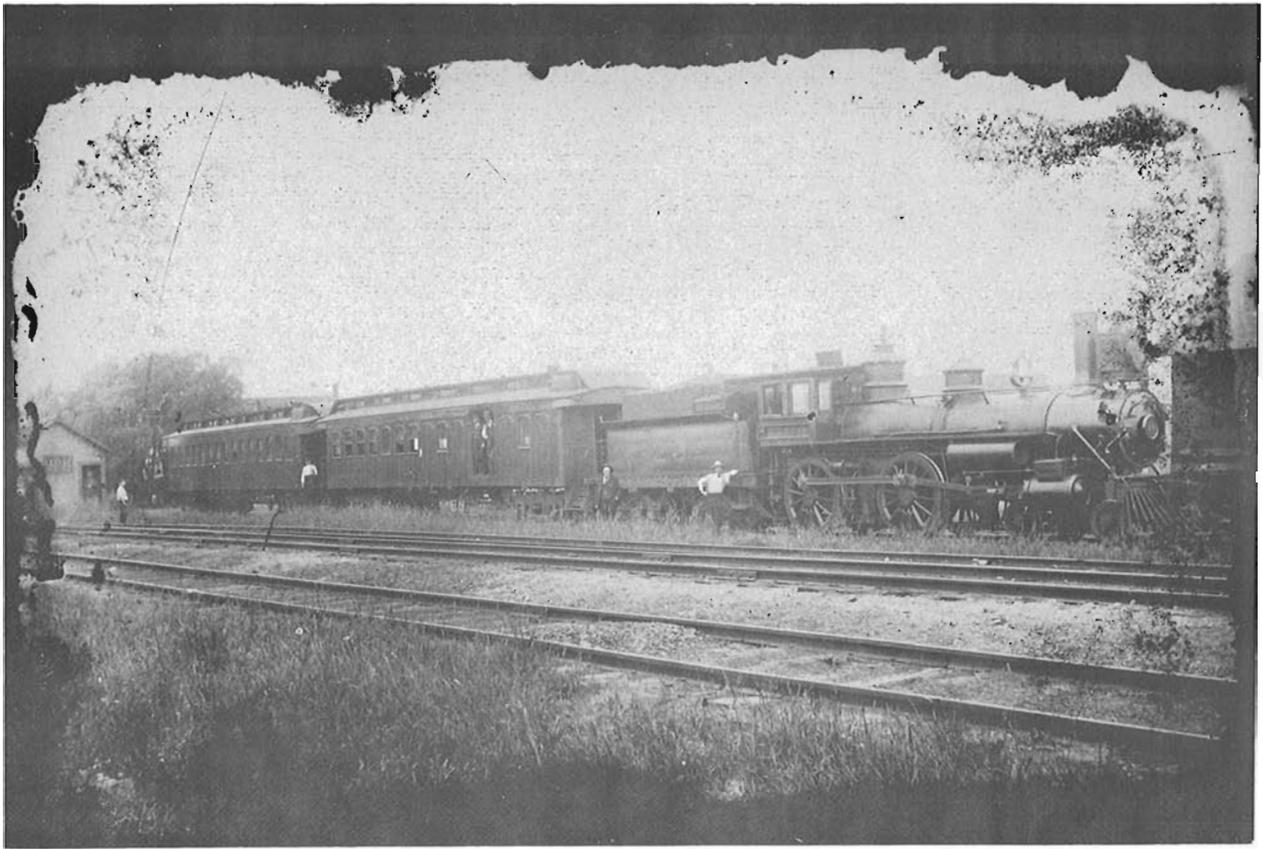
*"The procession...proceeded out to the Canadian Pacific Railway Station by way of Rideau and Wellington streets. Soon after leaving the church a tremendous storm of wind and rain came on, dispersing the crowd of spectators in all directions for shelter; and so heavy was the downpour that almost all those in the procession itself had to fly for refuge, thus leaving the cortege to consist solely of those in carriages. The militia suffered much from the rain, being entirely without shelter, and the men were drenched from head to foot. At last the station was reached, and amid the tears of many, and a sad silence, all that was mortal of Sir John A. Macdonald forever left the city in which he had spent so many years. As the train was leaving an old man, standing bareheaded on the platform, called out. "Good-bye, Sir John, Good-bye" The kindly lips of the statesman were forever silent, but in the hearts of all that mournful company re-echoed the farewell.*

*Into a car, draped heavily with massive folds of crepe, was borne the casket. Many floral tributes of rare beauty lay about it, and the air was heavy with the rich perfume they exhaled. The doors were kept open during the run; and the groups of watchers who stood on the cross roads, the hillsides, and the station platforms, as the train*

*went by, could catch a fleeting glimpse of the flower-shrouded coffin. Stops were made at Carleton Place and at Smith's Falls, where crowds of people pressed around the funeral car with a sad but eager reverence; at the latter town a further floral offering was made by the Liberal-Conservative Association. At Perth no stop was made, but the train passed through the station very slowly; the local band was in waiting, and played the Dead March as the cars went by; minute guns and the tolling of bells could be heard at intervals through the strains of music.*

*Kingston was reached about half-past ten o'clock that night. The station, and the large squares immediately opposite was densely crowded with citizens, eager to see the last home-coming of their illustrious representative. The casket was taken from the funeral car and carried over to its place of honour in the City Hall on the shoulders of eight policemen of the civic forces, under command of Chief Horsey....At two o'clock [on June 11] the special parliamentary train arrived from Ottawa, and preparations were immediately made for the last march to the cemetery at Cataraqui, three miles distant."*

In this time of uncertainty about the future of the country which Sir John A. Macdonald did so much to create, it is very appropriate to commemorate his death a century ago and to remember that what he said in 1867 applies still: "Let us be English or let us be French, but let us always be loyal and above all let us be Canadians".



# CRHA Communications

## TO OUR READERS - OUR APOLOGIES

Your Editors, and our Production Manager, share your considerable disappointment at the very **POOR QUALITY** of reproduction of several photos in the March-April issue of *Canadian Rail*. There is nothing to be gained by pointing fingers at the offenders; but your editor took his usual long ride by Metro to inspect the plates before printing - and they appeared to be of very acceptable quality. The best laid plans sometimes go astray; and you saw the results.

To show you that the original photos were of reproducible quality, we are reprinting two of the photos from the March-April issue (those on pages 49 and 61); and you be the judge when you compare them with the prints in issue No. 421. As to the future, we are investigating such new processes as computer scanning, as well as changes in the half-tone negatives and plates.

## MORE APOLOGY

For the late issuing of Charitable Receipts for donations received in 1990. We hope that our Canadian donors did not miss the deadline for filing income tax returns while awaiting the arrival of a tax receipt from the CRHA; but if you did, they are as welcome by Revenue Canada for 1991 as they were for 1990.

Meanwhile, we are arranging a method whereby our computer volunteer, Jim Bouchard, will have his computer do most of the work in preparing the tax receipts for 1991, and beyond. The Treasurer's signature will, however, continue to be hand written.

*BACK COVER: Tuesday, November 18, 1913 saw car 658 of the Montreal Tramways Company running on Notre Dame Street East near the corner of 1st Avenue. 658 had been built in 1900 and was converted to a double-ender in 1910. It was one of the few double-enders on a system that relied almost entirely on single-ended operation.*

*CRHA Archives, Btins Collection.*

## RAILWAY MAIL SERVICE EXHIBITION

Members of the Association visiting the national capital this summer should plan to view the special exhibit featuring the Railway Mail Service at the Canadian Museum of Civilization. Mounted by the National Postal Museum, the exhibit documents the more than 100 years when the mail moved by rail. A pleasing blend of photos, artifacts, models and film footage is used to explain the role the railway played in the nation's mail service. Special attention is paid to the duties of the railway mail clerks. The postal museum carried out interviews with 65 former railway mail clerks. Rounding out the exhibit is a special children's activity room.

The Canadian Museum of Civilization is in Hull. It is open Tuesday through Sunday. While an admission fee is charged most days of the week, admission on Thursdays is free. The exhibition closes on September 2, 1991.

## C.R.H.A. CONFERENCE 1991

The C.R.H.A. Kingston Division will host CONFERENCE '91 from August 1 to August 5, 1991. Registration for the conference will be Thursday evening at the Donald Gordon Centre of Queen's University from which all the activities will originate. Activities are planned to include a visit to UTDC, trips to the Rideau Valley Division's Smiths Falls Railway Museum, and to the Brockville Railway Tunnel.

A banquet will be held Saturday evening at the Centre and will feature a keynote speaker. Seminars will be held in the lecture theatre.

Accommodation for those from out of town will be arranged at the Donald Gordon Centre or aboard the Icebreaker "Alexander Henry".

Cost for the conference has been set at \$95.00, which includes all transportation, mid-day meals and banquet. Accommodation will cost approximately \$40.00 per night.

Your early registration will be appreciated by the Conference Committee.

Please contact:

CRHA Kingston Division  
P.O. Box 103, Station "A"  
Kingston, Ontario  
K7M 6P9

## IN MEMORAM

Our member, Norman John Cardwell died on February 11, 1991, a victim of murder in the Toronto subway system.

His acquaintances in the railway hobby express their condolences to his family.

## CANADIAN RAILWAY MUSEUM

Members are reminded that the Canadian Railway Museum at Delson - St. Constant P.Q. will soon be open for the 1991 season. Remember, all members and their immediate families are admitted free of charge.

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