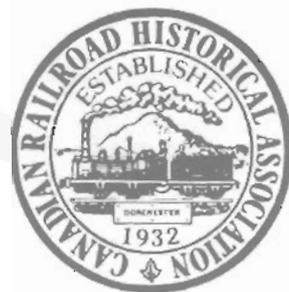


Canadian Rail



No. 433 MARCH - APRIL 1993

THE MONTREAL PARK AND ISLAND RAILWAY



1893

-- CENTENNIAL --

1993



CANADIAN RAIL

ISSN 0008-4875

PUBLISHED BI-MONTHLY BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

EDITOR: Fred F. Angus
CO-EDITOR: Douglas N. W. Smith
DISTRIBUTION: Gerard Frechette
CARTOGRAPHER: William A. Germaniuk
LAYOUT: Fred F. Angus
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: \$30 (including GST).
outside Canada: \$27.50 in U.S. funds.

TABLE OF CONTENTS

THE MONTREAL PARK AND ISLAND RAILWAY.....	RICHARD M. BINNS.....	39
DRAWINGS OF CANADA'S RAILWAYS IN WORLD WAR II.....	THURSTAN TOPHAM.....	71
HISTORY BEHIND A PICTURE FRAME.....	FRED F. ANGUS.....	72
GREAT WESTERN RAILWAY FIRE, 1874.....	DRIFTIN' DOUG SMITH.....	73
THE BUSINESS CAR.....		74

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".

DIRECTORS

PRESIDENT: Walter J. Bedbrook	Frederick F. Angus	William Le Surf	William Thomson
VICE PRES.: Charles De Jean	Alan C. Blackburn	Robert V.V. Nicholls	Lawrence M. Unwin
VICE PRES.: David W. Johnson	James Bouchard	Ernest Ottewell	Richard Viberg
TREASURER: Robert Carlson	Gerard Frechette	Andrew W. Panko	A. Stephen Walbridge
SECRETARY: Bernard Martin	Mervyn T. Green	Douglas N.W. Smith	Michael Westren
	J. Christopher Kyle		

The CRHA has a number of local divisions across the country. Many hold regular meetings and issue newsletters. Further information may be obtained by writing to the division.

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John N.B. E2L 4G7

ST LAWRENCE VALLEY DIVISION
P.O. Box 22, Station "B"
Montreal P.Q. H3B 3J5

RIDEAU VALLEY DIVISION
P.O. Box 962
Smith's Falls, Ont. K7A 5A5

KINGSTON DIVISION
P.O. Box 103, Station "A"
Kingston, Ont. K7M 6P9

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal "A"
Toronto, Ont. M5W 1P3

NIAGARA DIVISION
P.O. Box 593
St. Catharines, Ont. L2R 6W8

CALGARY & SOUTH WESTERN DIVISION
60 - 6100 4th Ave N.E.
Calgary, Alberta T2A 5Z8

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station "C"
Edmonton, Alberta T5B 2N0

SELKIRK DIVISION
P.O. Box 39
Revelstoke, B.C. V0E 2S0

CROWNEST & KETTLE VALLEY DIVISION
P.O. Box 400
Cranbrook, B.C. V1C 4H9

NELSON ELECTRIC TRAMWAY SOCIETY
123 View Street
Nelson, B.C. V1L 2V8

PRINCE GEORGE-NECHAKO-FRASER DIVISION
P.O. Box 2408
Prince George, B.C. V2N 2S6

PACIFIC COAST DIVISION
P.O. Box 1006, Station "A"
Vancouver, B.C. V6C 2P1

FRONT COVER: Montreal Park & Island Railway Nos. 1032 and 702 passing each other on the private right of way beside Maplewood Ave. in 1907. 1032 was the first of the series of ten large suburban cars that served from 1902 until the 1920's and then, after rebuilding, until the 1950's. 702 was an MSR "Scotch car" of 1901 that was transferred to the P&I about 1907 and used as an "extra" on the around-the-mountain run. It was rebuilt in 1912, returned to city service and retired in 1928.

CRHA Archives, MUCTC Collection.

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 Montreal Park and Island Railway Co. And Its Rolling Stock

By Richard M. Binns

The following article was written by Richard M. Binns (1902 - 1988) who was a long time member and director of the CRHA, and who was largely responsible for the Montreal street car collection coming to our Association. In 1987 your editor had been in correspondence with Mr. Binns, who was then living in Victoria B.C., regarding a major article on the Montreal Park and Island railway. It was felt that since there is so little concrete data remaining on the rolling stock of this pioneer suburban line, what does exist should be recorded for posterity before it disappears. Unfortunately, Mr. Binns died on January 8, 1988 before the article was completed. Subsequently his heirs donated much of his historical material to the CRHA, and among these items was the unfinished Park and Island article.

In view of the fact that 1993 is the centennial of the start of construction of the P&I, your editor has completed the article for posthumous publication. It was about two-thirds complete at the time of Mr. Binns' death, and what has been added is the introduction and history of the line, the final paragraphs, some contemporary newspaper accounts and additional photographs. A small amount of information subsequently found has been added, and a few references to the present time have been brought up to 1993 instead of 1987. However, the full research and comments on the rolling stock, including the forward and the text, is the work of Mr. Binns.

Canadian Rail is proud to present this centennial article both as a tribute to Richard M. Binns, and to those whose faith in suburban development in greater Montreal caused them to plan and build the Montreal Park and Island Railway, one hundred years ago.

INTRODUCTION

The Montreal Park and Island Railway Company was incorporated in 1885 by act of the Legislature of the Province of Quebec 48 Victoria, Chapter 74. Under this act the company was empowered "*To build a steam, electric or otherwise operated railway from points in City of Montreal to summit of Mount Royal Park and to the various municipalities on Montreal Island, etc., etc.*". There was also an agreement with the Montreal City Passenger Railway Company regarding running rights. The name of the proposed railway came from the fact that it was to operate in Mount Royal *Park*, and also throughout Montreal *Island*. At that time electric traction was in its very early stages, and the fact that electric power was mentioned in the act shows that the incorporators of the P&I were up to date. However 1885 was seven years before electric traction came to Montreal, and little was done for eight years to build the lines mentioned in the charter.

In 1892, the Montreal Street Railway (which was the new name for the City Passenger Railway) had begun a major project to electrify all its lines, the first electric car had run in September of that year, and the electrification would be complete in little more than two years. Electrification meant that suburban extensions had become feasible, and the new year of 1893 was not very old before the Montreal Park & Island Railway Company woke up after its eight-year sleep and began actively to promote and build lines into the suburbs. The plan to build to the summit of Mount Royal was deferred (and eventually given up under act in 1906); it was decided to concentrate all the company's resources on the suburban lines.

Construction was begun in the summer of 1893 on a line from Montreal to Sault au Recollet, and the first trial run over the entire line was made on December 27 of that year, with regular service beginning early in January, 1894. During 1894 another line was built through Outremont, reaching the village of Cote des

Neiges (near the present corner of Cote des Neiges Road and Queen Mary Road) on August 1, 1894. The line was then extended west, then south, on what is now Girouard Ave., and east again to the corner of Victoria Ave. and Sherbrooke Street where it connected with the system of the Montreal Street Railway. Thus by the summer of 1895 it was possible to go completely around the mountain by electric car. In 1895 a new line was commenced, leaving the "around-the-mountain" run at Snowdon Junction, and heading north to the village of St. Laurent and on to Cartierville. This line was completed in 1896, in which year the P&I began yet another line, from the west end of the Street Railway's Notre Dame Street line to the city of Lachine. This line was entirely separate from the other Park and Island lines, requiring the cars to run over the tracks of the MSR to connect. However, under the agreement of 1885, and subsequent modifications, the P&I had running rights over the MSR so their cars could run to the centre of the city.

By 1899, the Montreal Park and Island Railway was a substantial suburban system, operating 41.86 miles of track, including sidings, and owning 51 pieces of rolling stock (including freight and work cars), as well as 8 cars leased from the MSR. At this time, however the expansion of the system came to a sudden halt. The earlier plans for a network of lines "grid-ironing the island" were suspended and, in most cases, never built. The trouble was that the company had expanded too fast into lightly-populated areas and development of these areas was not proceeding fast enough to generate the passenger revenue needed to make the railway a profitable undertaking. In short, the P&I was in serious financial difficulties and sought help to "bail it out". Fortunately help was close at hand. Negotiations were begun with the Montreal Street Railway with the result that an agreement was reached, in June 1901, that, for the sum of \$1,100,000, the MSR would purchase all the stock and bonds of the P&I and assume control effective July 1, 1901.

MONTREAL TO BACK RIVER

THE NEW ELECTRIC ROAD TO SAULT AU RECOLLET

A Trial Trip Yesterday. The Montreal Park and Island Railway Company. The Island to be Belted by Electric Roads.

From Montreal to Sault Au Recollet was the trip taken by a number of the shareholders of the Montreal Park and Island Railway Company, and representatives of the press yesterday afternoon. It was the first trial trip over the new electric road which, it was explained by some of the officials, is only the first portion of the belt of electric railway with which it is proposed by the Park and Island Company to encircle the Island of Montreal. The road has been in process of construction since September last, but it will not be in regular order for about ten days yet. Those present on the trip were the Hon. J.R. Thibaudeau, Mr. W.S. Williams, Managing Director, Messrs. A.J. Corriveau, R. Stanley Bagg, A.E. Lewis, James Quinn, Roy and Marble, the engineers in charge of the construction, and the press representatives. A visit was first paid to the car house of the Montreal Street Railway at Hochelaga, where are two new cars of the Park & Island Railway. These cars were made in Philadelphia and are of very handsome pattern. They are painted of a light colour outside and are finished in oak and cherry. Comfortable cane covered seats, ranged as in the ordinary railway coach, will easily seat forty persons, but there are also straps for passengers who, on account of any rush of traffic, may be compelled to stand. The coaches are thirty-three feet long, with double swivel trucks. The company will have six of these coaches ready within ten days, when they will commence a regular service.

The trip over the road was made with one of the Montreal Street Railway cars, the route being up St. Lawrence street, past the Canadian Pacific tracks. To cross the tracks a new kind of diamond is used, rendering it unnecessary to cut the rails of the road. The road then turns eastward into the fields, passing around the Shamrock Lacrosse grounds where, it may be said, the company has purchased ground for switches and platforms. After St. Denis street has been crossed the road runs in a straight line to Vervais Hotel, or the Half Way House, as it is called. The road goes right through the garden, and from there in almost a straight line to Back River, through the Bagg Farm opening up 15,000 feet of frontage. The road at present goes as far as the Jesuit Noviciate, but in the spring it will be continued as far as St. Vincent de Paul. The run was made in good time yesterday, the record from Mount Royal avenue to Peloquin's Hotel being made in thirty minutes. "When we get the road in good working order", remarked Mr. Williams, "we will do the entire trip in thirty minutes".

The road is not yet ballasted, the ties being laid on the solid stone roadway, but in spite of this the running was very smooth. The Hon. Senator Thibaudeau is very sanguine over the prospects of the road. "We propose to run a freight service in connection with the road" said Mr. Thibaudeau to a STAR reporter, "and will bring in country produce, provisions, and will do a good business in carrying out supplies to the country residents. Why, our coal business alone will be a big item. It costs 75 cents a ton now to carry coal to Sault au Recollet, and we will carry it for 23 cents. We will also run spurs into the quarries and bring stone into the city. We will hire special trains to parties who desire them. In the summer we expect to run every quarter of an hour from six o'clock in the morning till twelve o'clock at night. We will be able to accommodate ten thousand people a day."

"Yes, the line is bound to go," said Mr. Williams, taking up the conversation. "I have already had a large number of enquiries from residents of the Back River wanting to make arrangements for season tickets, and also from people who propose to reside out here." A stop was made on the way back at Peloquin's Hotel, where a number of health's were proposed. Mr. R. Stanley Bagg proposed the health of the Hon. Mr. Thibaudeau and Mr. Williams. The Hon. Mr. Thibaudeau, in replying, said that they intended to construct 125 miles of the electric roads on the island; in fact to reach every municipality.

Next summer they would build out by St. Laurent, to the bridge at Bord a Plouffe, and ultimately to Ste. Genevieve. Lachine would also be reached, and they hoped to build to Longue Pointe and Pointe aux Trembles, besides constructing a road to Notre Dame de Grace and around the mountain to the two cemeteries. They would be ready next summer to carry 10,000 people a day, that is 5000 out and 5000 back, to Sault au Recollet, while they were confident of being able to handle the crowds that would rush to the Shamrock Grounds. He referred to the stability of the company, and in support of this pointed out that it embraced such men as Sir Donald Smith, Mr. R.L. Gault, Mr. D. Morrice, Mr. Arthur Boyer and many other local men, as well as several New York capitalists. They had secured running powers over the Montreal Street Railway tracks in the city, and were in a position to develop the whole Island of Montreal and contribute to its prosperity. Subsequently he said that they intended to have a line to Ste. Rose. The difficulties the company had met with were referred to by Mr. Williams in explanation of the delay in getting into operation. When he set out ten months or a year ago they had intended to construct twenty miles during the past summer, but the enterprise met with so many obstructions in the matter of rights of way, and was impeded by so many powerful interests that it was impossible to do so.

In one case they had been offered \$10,000 to come by St. Denis street, but when they were ready these parties wanted to be paid \$10,000. Finally they got a right of way from Messrs. Bagg, Lewis, Vervais and others, but in many cases they were already building before the agreements were signed, and it was the first of October before they got to work in earnest. Subsequently Mr. Williams said that he and Mr. Corriveau had intended at first to enlist New York capital, but the crisis came [the financial panic of 1893], and they had to localize their interests, finding also that there was a sentiment in its favour as against foreign capital, and now the majority of the capital was held in Montreal. He reviewed the history of the company, and said that, now they had a charter covering the whole island, they could go into any municipality, but he broadly intimated that they did not intend to force their way into villages where the council was not willing to make arrangements of a suitable nature.

The health of Mr. R. Stanley Bagg, Mr. A.E. Lewis and Messrs. Roy and Marble, the engineers, were also proposed, after which the party returned to the city.

Montreal Daily Star, Friday, December 29, 1893.

Although the life of the P&I as an independent company was over, it continued to exist as an important wholly-owned subsidiary of the MSR. Taking advantage of earlier franchise agreements, new lines, notably the track on Sherbrooke Street west to Montreal West, was built in 1908 in the name of the Park & Island. Even the purchase, in 1907, of the land for the new Youville Shops was made, officially, by the Park and Island. It was not until 1911 that the various transit companies in Montreal were reorganized as the Montreal Tramways Company, with full amalgamation taking place in 1912. Even then the name Montreal Park & Island did not disappear, for tickets, transfers and other documents still carried the P&I name for several years even under the MTC, possibly because of franchise considerations. Finally in 1918, with a new comprehensive agreement between the MTC and the various municipalities which it served, the historic name Montreal Park & Island Railway disappeared, although the lines they built and operated would continue to in service as suburban electric tramways for another forty years.

THE ROLLING STOCK OF THE MONTREAL PARK AND ISLAND RAILWAY

FORWARD

When Mr. David E. Blair, former Vice-President and General Manager of the Montreal Tramways Company, joined the Montreal Street Railway in 1903, as Assistant Superintendent of Rolling Stock, one of his first duties was to assist in preparing the 1903 inventory of cars and equipment. Some of his pencilled notes, made while drafting the Park & Island Inventory, are quoted, in part, below:

"In order to help you in tracing the differences between the inventories of P&I stock since the road was taken over by MSR, I have prepared the following statement showing how I have fixed upon the figures in inventory of 1903. Park & Island property has never been labelled in any way, and it is hard for a stranger to pick it out of a common pile. I have had to follow the biography of each article separately according to type etc. without any records to work on. I feel from all information I can collect that the figures are correct....."

"..... Besides these, eight cars, complete, were leased from MSR and operated on their lines; Nos. 1 - 2 - 3 - 4 - 5 - 6 - 10 - 11. These were returned to MSR at the time of transfer of stock. The shortage in trucks (single) seems to point to the fact that the trucks under these cars were counted in taking inventory of P&I stock before 1901."

How useful that pre-1901 inventory would be now! Early car records, if they exist, have never been discovered. Considering Mr. Blair's difficulties in 1903, it is small wonder that ninety years later, we have trouble in getting all the facts. We must rely on news items of the time, some data from technical and other publications, a few photographs, and data from MSR records after 1902.

After coming under MSR control in 1901, the P&I continued to be operated as a separate company, and its car records were kept separate from those of the MSR. The companies "sold" cars and equipment to each other and, after the Terminal Railway came under MSR control in 1907, cars were exchanged between the three companies; each having separate corporate identities. In 1912 all rolling stock was consolidated under the newly-formed Montreal Tramways Company. Our story of Park & Island cars covers the entire period from the commencement of regular operations in 1894 until the amalgamation of equipment in 1912.

Information on the original pre-1901 rolling stock is necessarily sketchy, but a fairly complete listing can be made. In the 1902 - 1912 period, all cars designated on the records as the property of the MP&I Ry., or officially transferred to that company, are described herein. However, it is known that, during the last few years of operation, other MSR cars were used on P&I lines without being officially transferred. Trucks, motors and controllers shown are from the earliest records available, but are not necessarily the original or subsequent equipment.

PERIOD 1893 - 1901

LEASED CARS

In July 1893, before the Park & Island commenced operations, a contract was made between the Montreal Street Railway and the Park & Island, designed for their mutual advantage and for the benefit of the public. Its main purpose was to provide for through running of P&I cars between suburban municipalities, where the P&I had electric railway franchises, and the centre of the city, over MSR lines, and to exclude any other railways from making similar agreements. Article 5 of this contract reads, in part:

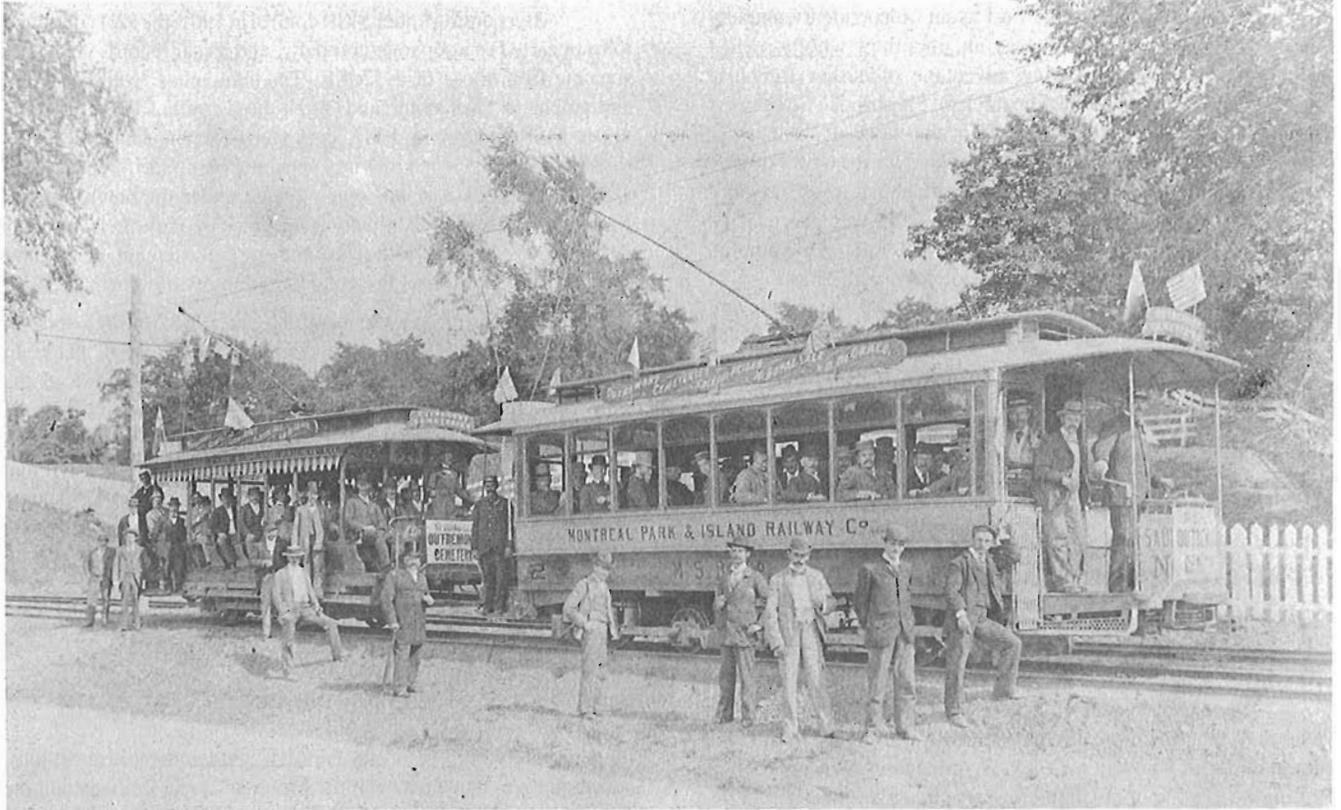
"The Street Railway agrees to lease, and the Island Railway agrees to hire from the Street Railway one electric motor car, with two motors each, of a capacity of not less than thirty horse power each motor as hereinafter described, for every two miles of electric railway which it shall construct and operate, and the Street Railway shall have the option of supplying the whole or such part of the additional (if any) cars and motors which may be used upon the railway system to be constructed by the Island Railway as it may see fit, upon the same terms and conditions as the cars above mentioned....."

Article 7:

"All the cars so leased by the Street Railway to the Island Railway shall be of a quality and finish equal to the cars known as Brill's Palace Car No. 2 with bevelled glass, with not more than twenty-two foot box, and of a power not less than sixty electrical horsepower, if motor cars."

A rental of five percent, per annum, upon the cost of the cars was specified.

OPPOSITE PAGE: This account, from the Montreal Daily Star of December 29, 1893, describes in considerable detail the events of the opening of the P&I's first line. It also mentions the vicissitudes of the company in securing capital and a right of way, but it also demonstrates the extreme optimism of the promoters, with their plans to build 125 miles of track and serve the entire island. The description of the cars is quite accurate but, in fact, only two of that type were ever built.



This historic photograph is the oldest precisely dated photo known of a Montreal electric car. It shows closed car No. 2 and open car No. 101 of the Montreal Park and Island Railway all decorated on the occasion of the first through trip through Outremont to Cote des Neiges on August 1, 1894. En route, a stop was made on Cote Ste. Catherine Road where this photo was taken. Notice the Maximum Traction trucks under No. 2, also the temporary "Outremont and Cemeteries" sign over the regular "Sault au Recollet" sign on the front dash.

The Montreal Gazette of August 2, 1894 reported in part "Ten weeks ago, grading was started on the Outremont and Cote des Neiges lines of the Belt Line and the opening took place yesterday, August 1st. A few minutes after two, two special cars left the Cote Street depot. Those on board included Hon. J.A. Chapleau; Hon. G.A. Nantel; Hon. L. Beaubien, President; Senator Desjardins; Mayor Villeneuve; the mayors and councillors of Outremont, Cote des Neiges, Notre Dame de Grace and Mile End. Also shareholders and officers including Mr. Justice Mathieu, Messrs. H. Hogan, E. Lusher, and A.J. Corriveau. The first car was driven by Motorman Cully and Conductor V. Belanger. The line is double track throughout..... At Cote des Neiges, the party adjourned to the grounds of Mayor Swail, to partake of light refreshments. Speechmaking followed, with President Louis Beaubien toasting "The Queen". The return journey was then commenced, and twenty-five minutes later the city was reached. During the evening, the municipalities along the route were illuminated with Chinese Lanterns. The line was open to the public at 5:00 P.M. and large crowds were present at this time. The service is to be half-hourly".

National Archives of Canada, Merrilees Collection, Photo No: PA-185903.

The advantages to MSR of an agreement which prevented the P&I from tying up with any other railway were apparently great enough to justify MSR financing at least part of the P&I's rolling stock.

Consequently, by the time the P&I had about 16 miles of line in operation (Back River Line, Mountain Belt Line, and Cartierville Line to College Street) in the summer of 1895, we find that eight of their cars had been supplied by MSR under the terms of the agreement. These were all closed cars of three styles: Nos. 1 and 2, ordered on July 27, 1893 and delivered late in that year, were Brill's "Palace" cars. These cars were rather handsome and were mounted on double trucks of the "Maximum Traction" type.

This type of truck had recently been developed by Mr. John A. Brill, the famous Philadelphia car builder, for double-truck cars having only two motors. The design was such that about 75% of the car weight came on the large driving wheels, and 25% on the small guiding wheels. This feature of the first P&I cars deserves particular notice for two reasons - first, because it was probably one of the earlier applications of this Brill truck design, and secondly because this type of truck was never seen again in Montreal, although it was widely used in the United States, even in recent times. As a matter of fact, the maximum-traction trucks on P&I cars 1 and 2 were short lived, being replaced by standard single trucks starting as early as 1895.



Only a few months after the photo opposite was taken, car No. 2 had undergone several changes. It now sported primitive vestibules, still open at the sides, as well as new arc headlights. Most interesting, however, is the fact that the Maximum Traction trucks have been replaced by a single truck! Evidently the original trucks were prone to derailment. This photo was taken near the Shamrock Lacrosse Grounds, and appeared in the magazine "Le Monde Illustré" for February 2, 1895.

National Library of Canada, Photo No. NL-18035.

The cars had generous open platforms and were arranged for double-end operation. The only details we have are that the body was 22 feet long, the overall length was 33 feet, the cars had transverse seats (the earliest closed electric cars in Montreal to have this feature), and the motors were Westinghouse No. 3 type.

The new cars were being fitted out near the end of 1893 and were ready for inspection by the press at the time that a successful trial run was made to the Back River (Sault au Recollet) on Wednesday, December 27 1893. Some accounts say that car No. 1 was used for this run, others say the new cars were not quite ready and a regular MSR car was used instead.

Cars number 3 - 4 - 5 - 6 were ordered from N&AC Lariviere, Montreal, by MSR on December 28 1893 and delivered to the P&I in May, 1894. They were single-truck cars of excellent quality, with 21 foot bodies, and mounted on Blackwell trucks (Canada Switch & Spring Co.). Motors were Westinghouse No. 12 type. Cars 3 and 4 had open platforms, but 5 and 6 may have been built with enclosed vestibules. A shadowy photograph of No. 5, taken on Park Avenue in 1898, shows a substantial enclosed vestibule, quite unlike the minimal ones then used by the MSR (and later applied to P&I 1 and 2). The vestibule on No. 6, as seen in photos taken years later when it was a work car, is also unlike the MSR variety.

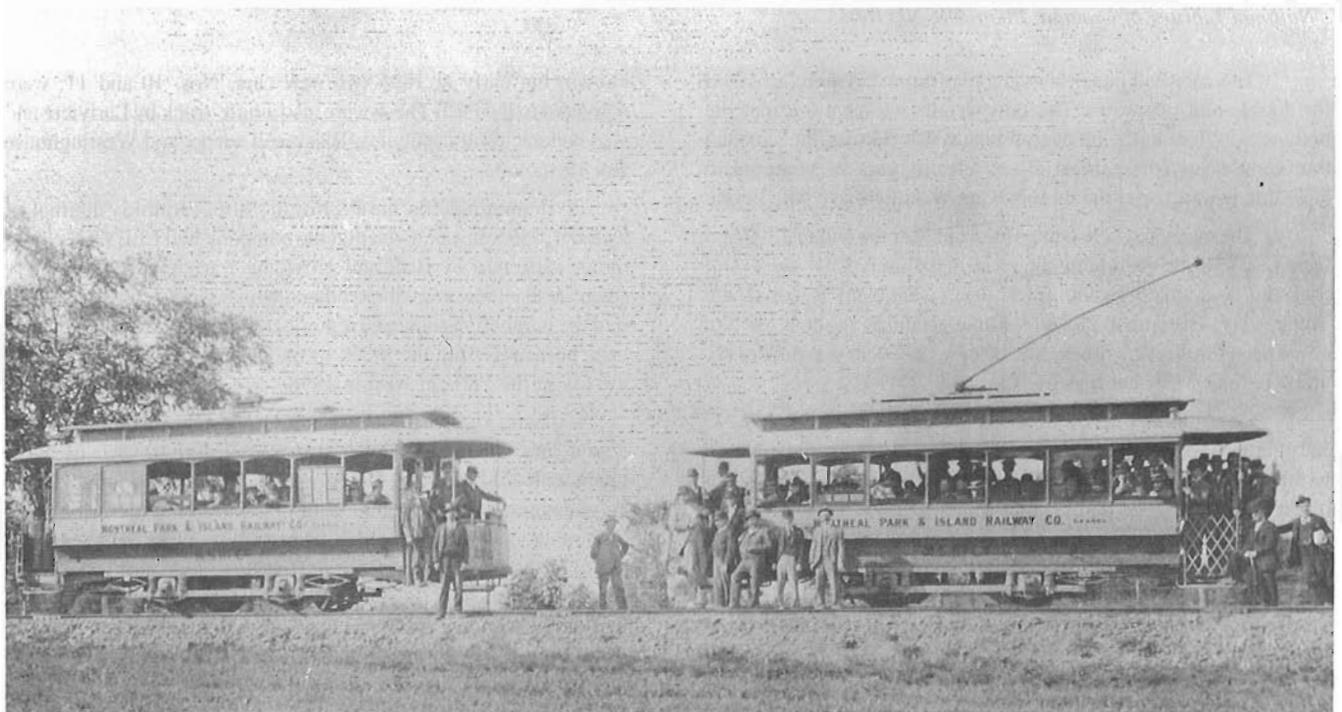
In June, 1894 P&I asked MSR to order more cars, but MSR regretted that it could not comply at present, but would lend some of its own cars. The outcome of this suggested compromise is not

known, but early in 1895 two new cars, Nos. 10 and 11, were delivered to the P&I. These were also single-truck by Lariviere and also had enclosed vestibules, Blackwell trucks and Westinghouse No. 12 motors.

In an article on the P&I in the Street Railway Journal of October, 1895, it was stated that the company had ELEVEN closed motor cars; two by Brill and NINE by Lariviere. This strongly suggests that there were three others, which would conveniently fit into the numbering sequence if numbered 7 - 8 - 9. These may have been borrowed from the MSR, or may have been P&I cars lost in the fire at the P&I car barn in 1896.

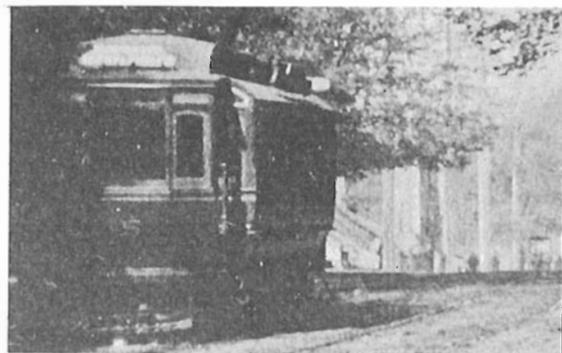
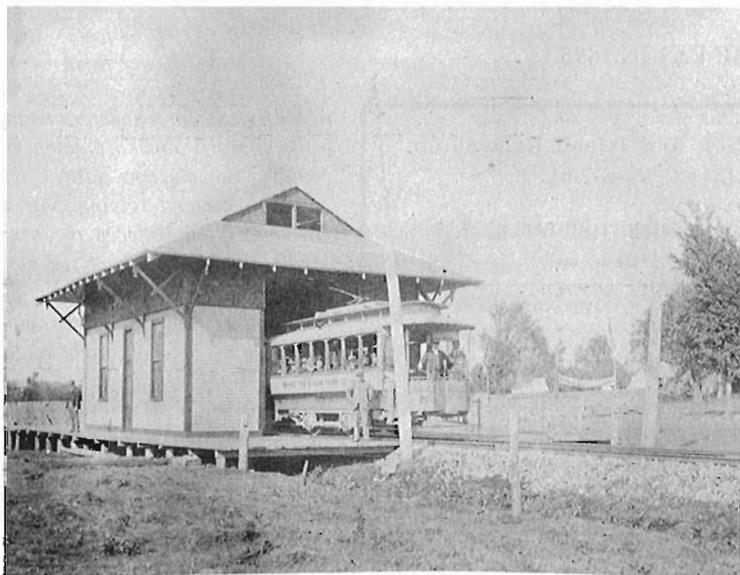
Two exterior colour schemes appear on the eight known leased cars. There is evidence that Nos. 1 and 10, at least, were green with gold lettering. Others appear from photos to have been an undetermined light colour with black lettering (described in a December, 1893 newspaper account simply as "a light colour"), possibly the forerunner of the buff-yellow adopted by the MSR around that time and used until 1913. All were lettered "M. S. Ry. Co." and "Montreal Park and Island Ry. Co. Lessee".

All of these eight cars were returned to the MSR in October, 1901, renumbered and used thereafter on their city lines. One of these cars, No. 6, was renumbered 48 in the MSR system and became salt car 48 in 1925. In 1932, for reasons now unknown, it exchanged numbers with salt car 332 (ex. MSR passenger car 332) and, as salt car 332, survived in service until 1948. It was scrapped as late as 1950, the last surviving pre-1901 P&I car.



Two very early views of P&I cars, photographed in 1894, on the Back River line. Top is No. 4 at St. Gabriel station, while below are 3 and 4 posed somewhere along the line.

CRHA Archives, Binns Collection.



ABOVE: A very rare photo showing the P&I's first vestibuled car, No.5, heading north on Park Avenue in 1898. Although of indifferent quality, this is the only known 19th century photo of a P&I car on that line. Collection of Fred Angus.

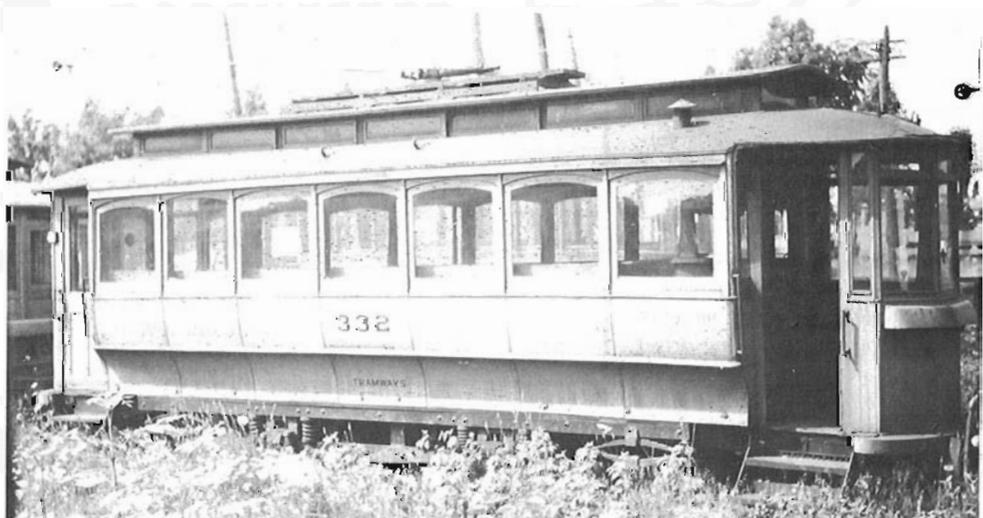
LEFT: Park and Island No. 4 at Henderson station on the Back River line in 1894. Note that the track ran right through the station, allowing the passengers to board fully under cover. CRHA Archives, Binns Collection.



ABOVE: No. 10, built in 1895 with an enclosed vestibule, is shown when new, painted in the P&I dark colour, likely dark green with gold lettering.

RIGHT: Car No. 6 had a long history. In 1901 it became MSR No. 48 and was used on city lines. In 1925 it became a salt car, and in 1932 it was renumbered 332. Here we see it in 1948, two years before it was scrapped. Its P&I ancestry was, unfortunately, not known until years later so no attempt was made to preserve it.

Photos from CRHA Archives, Binns Collection.



THE P&I IN 1895

By 1895 the P&I work crews were busy laying tracks as the system continued to expand. Excerpts from two publications, that show the progress of the railway at that time, would not be out of place. In that year the company published a 64-page booklet entitled "Suburban Montreal, As Seen From the Routes of the Montreal Park & Island Ry. Co.". This booklet extolled the advantages of the new suburban area accessible by the P&I. It also contained several extremely rare views of early P&I rolling stock. The virtues of the electric railway were summed up, in an amazing example of late Victorian prose, by an anonymous writer whose initials were E.J.C. An extract from this publication follows:

"What fairer country on earth than this great district so rapidly being dotted with the homes of Montreal people! Scenes of rural beauty there are to enchant the artist and inspire the poet, while historical associations cling to picturesque spots and quaint structures to inspire the patriotism of the Canadian and excite the interest and admiration of the stranger. If the people of Montreal have been comparatively ignorant of the lovely country contiguous to their fair city, they have no excuse for continuing in ignorance any longer. Like many other goods we enjoy in this latter part of the nineteenth century, we owe this boon to that subtle power, the very latest and most up to date necromancer, electricity. Heretofore rural Montreal has been comparatively a sealed book to Montrealers because the highway was the only means available to reach its solitudes. Every citizen of Montreal does not own a horse or the time to indulge in long drives and none of us enjoy the blinding dust of a country highway. It would have been almost sacrilege to desecrate this rural paradise with the screeching [sic], the dust and the cinders of the steam railway. Where the steam railway, with its objectionable locomotives,

would have meant complete ruination of the natural beauties of the adjacent country, the electric railway has been introduced, giving perfect communication between the heart of the city and some of the most remote and most lovely parts of the surrounding country. The country has virtually been brought to the city, and the magician who has accomplished it all is the Montreal Park and Island Railway.

So far this enterprise is in comparatively an incomplete stage of development. Before long its system will include a net-work of tracks grid-ironing the whole island. At present it is operating two main routes, one running up St. Lawrence Street, thence to the Back River, the other running up Bleury Street and Park Avenue, passing through Montreal Annex and Outremont to Cote des Neiges, whence it is at the present moment being continued round the Western spur of the mountain to connect with the Street Railway's system, providing for a complete circuit of the "two mountains"

And what a grand opportunity an electric railway affords for seeing and enjoying a rare bit of scenery like this. The windows of your cozily equipped car are wide open, every one of them. You are in no danger of being choked by dust or blinded by cinders, for there are neither cinders nor dust on this electric railway. The absence of the torturing cinder is easily understood, and the absence of the equally annoying dust is just as easy to explain. The Park and Island Railway tracks are ballasted with stone, broken macadam, securing at once a solid road bed and freedom from dust. So solid is the road bed that noise and jolting are reduced to the minimum. The cars glide along with an easy rolling motion and with the windows wide

open you can carry on conversation as easily as if you were in your own drawing room. It is certainly the nearest approach to perfection we have in the way of travelling ashore".

The Montreal Park and Island Railway Co.
Office: 17 Place d'Armes Hill.

OUTREMONT DIVISION TIME-TABLE,
Taking effect Friday, August 2, 1895.

LEAVING CRAIG STREET.				LEAVING COTE DES NEIGES.		
Leave Craig St.	Mount Royal Avenue.	Cote des Neiges.	Run No.	Leave Cote des Neiges.	Mount Royal Avenue.	Craig Street.
	6 10	6 30		6 30	6 50	7 10
6 30	6 50	7 10		7 10	7 30	7 50
7 10	7 30	7 50		7 50	8 10	8 30
7 50	8 10	8 30		8 30	8 50	9 10
8 30	8 50	9 10		9 10	9 30	9 50
9 10	9 30	9 50		9 50	10 10	10 30
9 50	10 10	10 30		10 30	10 50	11 10
10 30	10 50	11 10		11 10	11 30	11 50
11 10	11 30	11 50	11 10	11 50	12 10	12 30
11 50	12 10	12 30		12 30	12 50	1 10
12 30	12 50	1 10		1 10	1 30	1 50
1 10	1 30	1 50		1 50	2 10	2 30
1 50	2 10	2 30		2 30	2 50	3 10
2 30	2 50	3 10		3 10	3 30	3 50
3 10	3 30	3 50		3 50	4 10	4 30
3 50	4 10	4 30		4 30	4 50	5 10
4 30	4 50	5 10		5 10	5 30	5 50
5 10	5 30	5 50		5 50	6 10	6 30
5 50	6 10	6 30		6 30	6 50	7 10
6 30	6 50	7 10	6 30	7 10	7 30	7 50
7 10	7 30	7 50		7 50	8 10	8 30
7 50	8 10	8 30		8 30	8 50	9 10
8 30	8 50	9 10		9 10	9 30	9 50
9 10	9 30	9 50		9 50	10 10	10 30
9 50	10 10	10 30		10 30	10 50	11 10
10 30	10 50	11 10		11 10	11 30	11 50
11 50	11 30	11 50		11 50	12 10	

NOTE.—The first car for Cote-des-Neiges will leave Mount Royal Avenue at 6.10 a.m.
The last car leaving Cote-des-Neiges at 11.50 p.m. will run only to Mount Royal Avenue.

SUNDAY SERVICE.

The first car leaving Craig Street and Cote-des-Neiges will be at 7.40 a.m., and every 20 minutes thereafter.

↔↔↔

BACK RIVER DIVISION TIME-TABLE.

... NOTICE ...

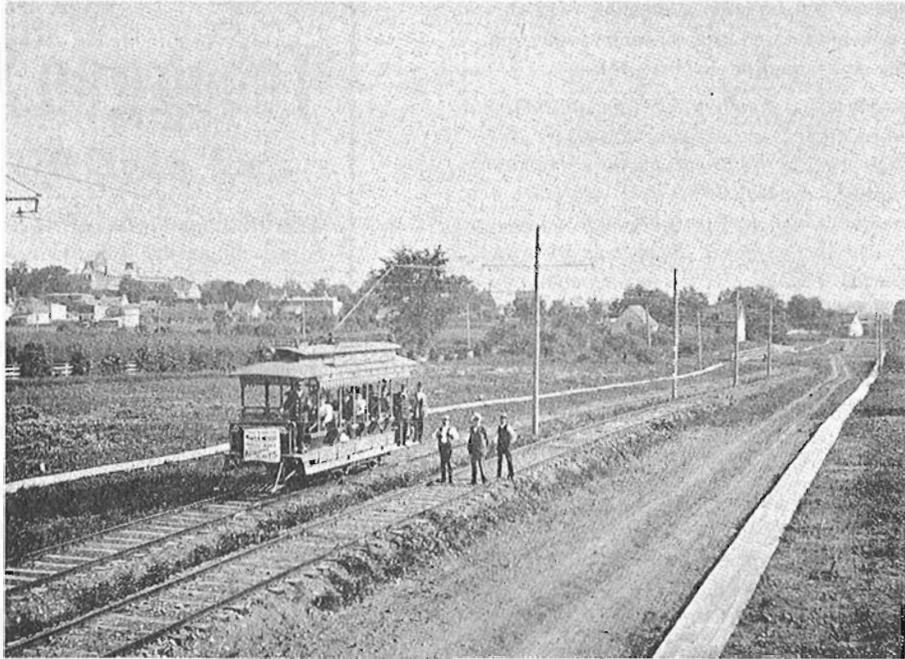
Beginning WEDNESDAY, MAY FIRST, 1895, cars will leave Craig Street and Back River every half hour:

The first car leaving Craig Street at 6.30 a.m.
" " " " Back River at 5.30 a.m.
" second " " " " at 6.30 a.m.
" last " " " " Craig Street at 11.00 p.m.
" " " " " Back River at 11.30 p.m.

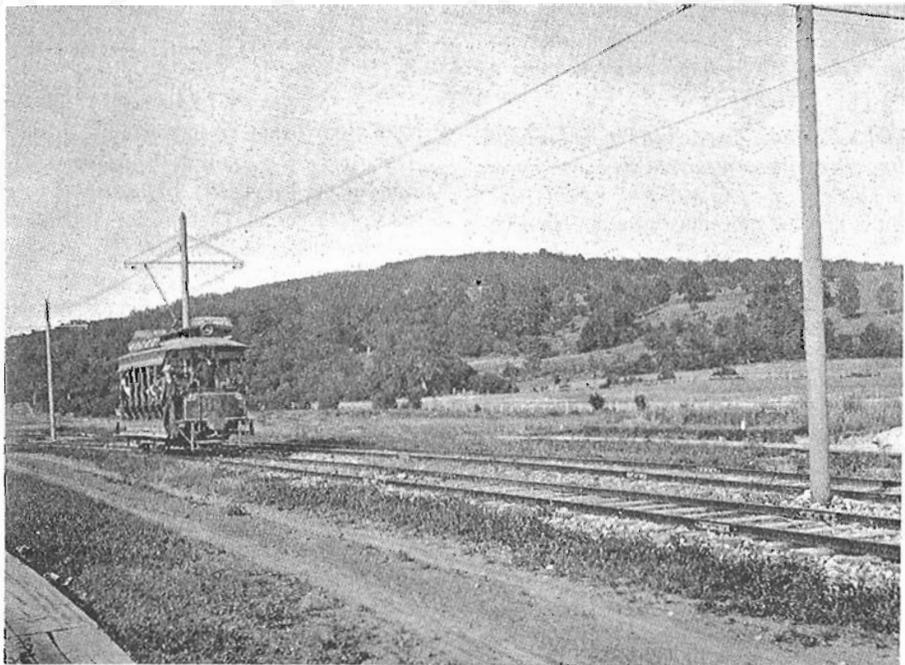
SUNDAY SERVICE.

On SUNDAYS the first car will leave Back River at 7.30 a.m. and Craig Street at 8.00 a.m.

By order,
The Montreal Park & Island Railway Co.
Per JOS. R. ROY,
Chief Eng. and Sup.



MAPLEWOOD



ON THE OUTREMONT LINE

"Beyond to the North is a lovely, peaceful pastoral scene"

Two photos, from the 1895 booklet published by the P&I, show the line through Outremont as it was just after it was built. The open car in the photos is No. 101. The "lovely, peaceful pastoral scene" has long since vanished, and the P&I cars have been replaced by traffic jams much worse than the "screaching" steam locomotives.

Collection of Fred Angus.

More matter-of-fact, but equally interesting, was the description of the P&I which appeared in a convention souvenir edition of the Street Railway Journal in October, 1895:

This line ["Back River"] is double tracked for a distance of two miles to the Shamrock Lacrosse grounds, which have just been laid out, and is single track with turnouts for the remainder of the distance. The road-bed consists of 56 lb. T rail laid on tamarack and cedar ties, 8 in. by 6 in. by 7 ft., spaced 2 ft. between centers, in rock ballast. Four bolt fish plates, 18 ins. long, are used, and the track is bonded with "Chicago" bonds, manufactured by the Washburn & Moen Manufacturing Company. Bracket construction is used wherever possible on this line, with span construction for the double track portion.

The Cote-des-Neiges line leaves the city at Fletcher's field, which has some historic interest, and ascends the slope of the lower spur of Mount Royal, through the Montreal Annex and the town of Outremont to Cote-des-Neiges, which is the seat of a large Catholic country and athletic club, and of the College Notre Dame, for boys between five and twelve years of age. This line is three miles from the city limits and extensions have been built through the villages of Mount Royal Vale and Notre Dame des Graces [sic] and into the town of Westmount (formerly Cote St. Antoine), a place of 5000 inhabitants. This extension carries the line three miles farther, making it six miles in all. Still further extensions are planned from Westmount to Lachine, through Kensington, Montreal Junction, Blue Bonnets and Rockfield, a distance of 7 1/2 miles, and it is thought that in 1896 the line will be continued from Lachine to the end of the Island through six or seven townships, so that the Company's entire system will be not less than 40 miles in length.

The line to Cote-des-Neiges is double tracked and is built in the same way as the Back River line, except that angle fish plates are used on the track, and the rails are laid with broken joints [sic! What is evidently meant is that the rail joints were not opposite each other. Ed.]

The company owns eleven closed motor cars, seven open motor cars and seven open trail cars. Nine of the closed cars were built by N. & A.C. Lariviere and two by the J.G. Brill Co., while the open cars were built by Canadian manufacturers. The motor and trail trucks were built by the Peckham Motor Truck & Wheel Co. and the Canada Switch & Spring Co. The company owns four No. 3 and eight No. 12 Westinghouse motors furnished by Ahearn & Soper, and fourteen Royal Electric motors.

The company has not yet built its main power station, preferring to wait until its lines are fully built before determining upon the location. At present it is operating a temporary power station at Mile End, in which are placed one 200 K.W. and one 100 K.W. Royal Electric four pole generators; one Cooper-Corliss engine, of 300 horse power capacity; one Corliss engine of 150 horse power capacity built by the Cowan Engine Company; and four return tubular boilers, of 125 horse power capacity each, built by local manufacturers.

The company's officers are as follows: President, L. Beaubien; Vice-President and Managing Director, J.R. Thibaudeau; Treasurer, R.L. Gault; Secretary, Albert J. Corriveau; Manager, Henry Holgate.

Toboggan Slide AT BACK RIVER.

The management of the Toboggan Slide begs to announce that the slide built near the terminus of the Back River line is now open and will be kept in order all winter. The P. & I. cars will run at regular intervals from the city and will thus afford an excellent opportunity to those who wish to enjoy this exhilarating sport.

Take the Park & Island Cars.

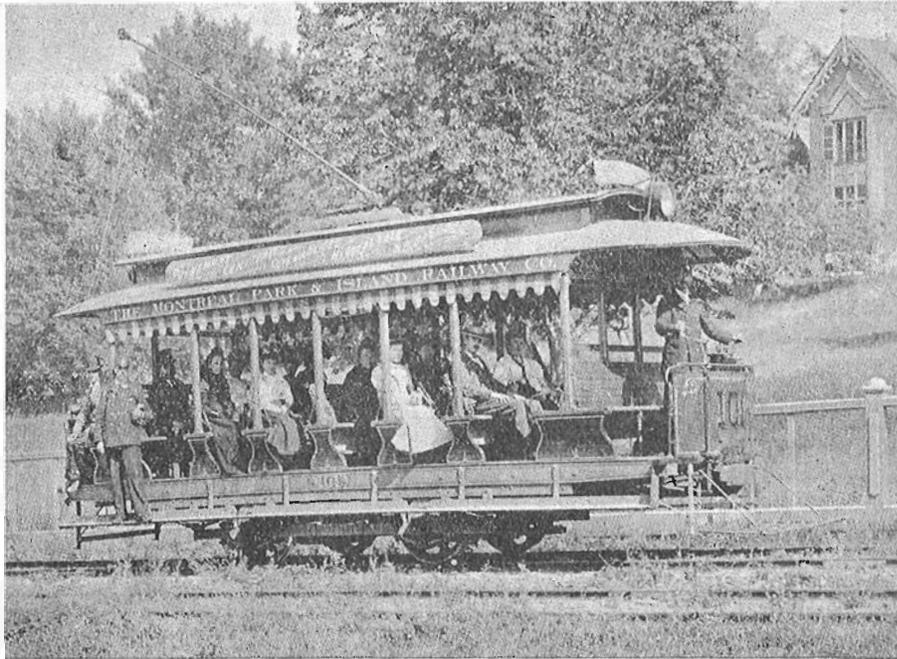
Advertisement urging people to "take the Park & Island Cars" to the toboggan slide at the Back River.

"The Metropolitan" magazine, February 1 1896.

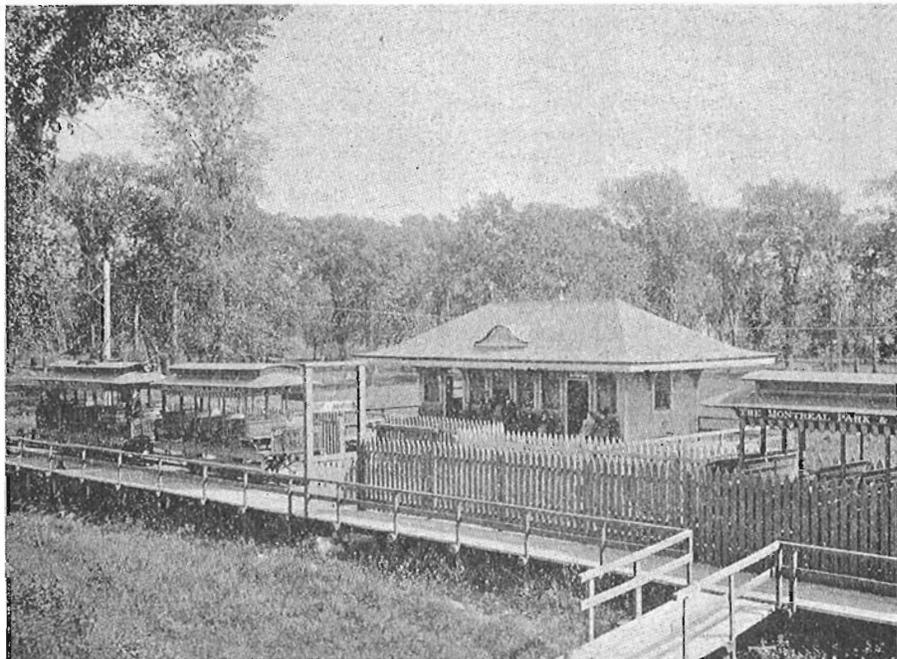
CARS OWNED BY THE PARK AND ISLAND RAILWAY

In 1894 the P&I bought seven single truck open electric cars from Patterson & Corbin, car builders of St. Catharines, Ontario. From the only available photographs (the only identifiable car number being 101) they appear to be typical nine-bench open cars of the period. They are believed to have had Blackwell trucks and Royal Electric Co. motors. It is highly likely that they were numbered 101 to 107 consecutively. At the same time, seven matching open trailers, the numbers of which are unknown, were also obtained from Patterson & Corbin. The disposition of all these early open cars is unknown, since none appears among the cars taken over by the MSR in 1901. Some may well have been destroyed in the car barn fire of 1896, and others may have been sold by the P&I when they bought their larger open cars between 1898 and 1901.

Four more single-truck open cars were bought from the Crossen Car Company of Cobourg, Ontario, probably in 1896. No plan or photo of these cars is known to exist. The only information we have is that they were ten bench cars, on Peckham trucks, and they had Westinghouse No. 12A motors and 28A controllers. They came to MSR in 1901 and were renumbered 701 - 703 - 705 - 707, so continuing MSR's open car series of odd numbers which was then up to 699. The cars were classified by MSR as lot 8A, which suggests that they were similar to lot 8 cars. In 1907 they were again renumbered, this time to 35 - 69 - 77 - 127 to avoid duplication with MSR's closed cars of the 703 (odd numbers) series that were being delivered that year. All four of these single-truck P&I open cars were scrapped between 1913 and 1915.



A PARK & ISLAND RAILWAY Co. OPEN CAR

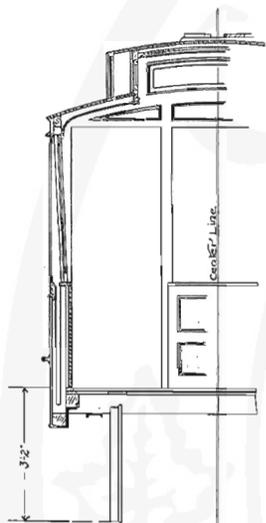


PELOQUIN STATION

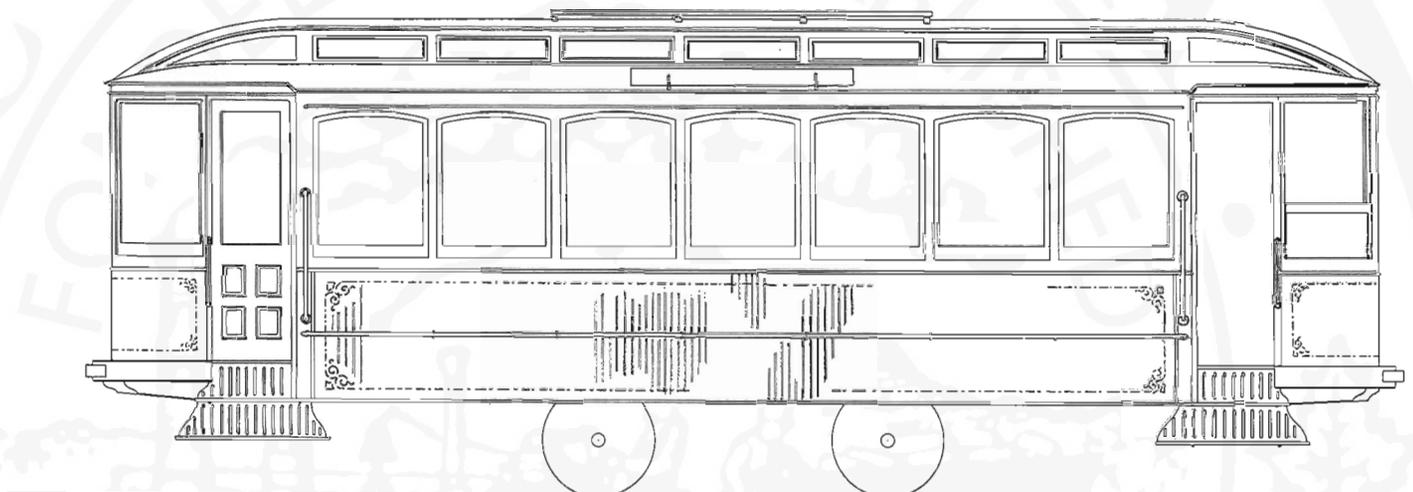
Two more photos from the 1895 P&I booklet. The top view, of car No. 101, is the best existing photo of a single-truck P&I open car. The bottom photo shows some of the open trailers which were identical in design to the motor cars. Peloquin station was later named Auhntsic, and survived until the end of electric railway service in 1959.

Collection of Fred Angus.

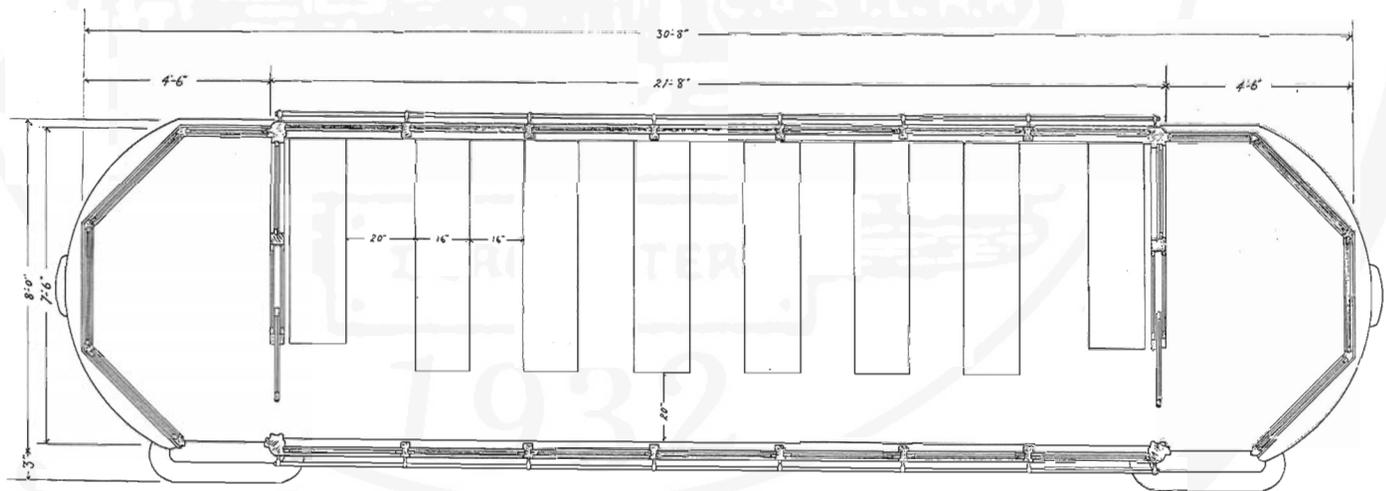
CLOSED PASSENGER MOTOR CAR
FOR THE
MONTREAL PARK & ISLAND RAILWAY.



SECTION



ELEVATION



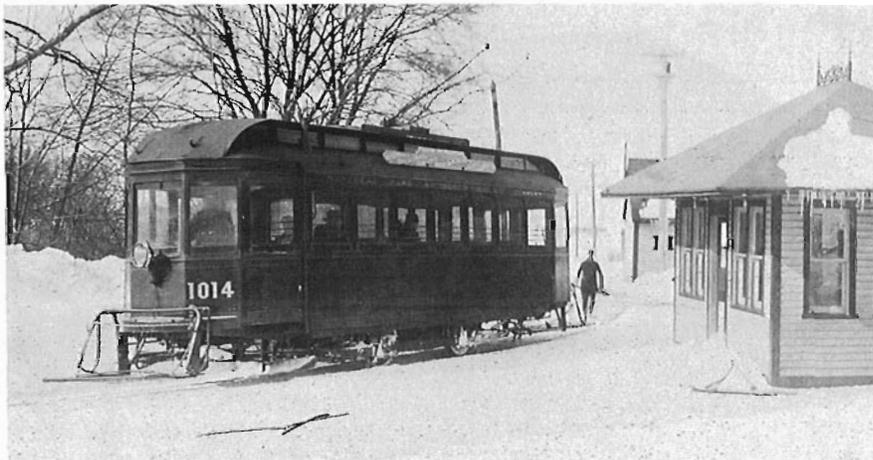
PLAN

August 6th 1896.

Disaster struck the P&I on July 30 1896. A fire began in the main building (the former "Crystal Palace") of the Provincial Exhibition on Fletcher's Field. The flames soon spread to the adjacent car barn of the P&I, and both buildings were completely destroyed. Lost in the fire was an unknown number of P&I cars, some owned by the company and some leased or borrowed from the MSR. It is quite likely that some (or even all) of the Patterson & Corbin open cars perished, and perhaps also the conjectural closed cars 7 - 8 - 9. As official MSR car records do not exist from that period, we cannot determine the exact losses to that company. However an extract from the minutes of a meeting of MSR's board of Directors on October 10 1898 (more than two years after the fire) reads: "*The sum of \$3048.08 has been paid by the insurance company on account of cars destroyed in the fire on the premises of the M.P. & I. Ry. Co. at the Exhibition grounds on July 30 1896.*" This suggests a fairly substantial loss of several cars. We can postulate that they may have been leased cars 7 - 8 - 9, as well as MSR city cars 310 and 340. These latter two, built by Crossen about 1893, disappear from the roster in 1896, being replaced by new cars, of a different design, bearing the same numbers. While the evidence is circumstantial, there is a strong possibility that these two cars had been loaned to the P&I and were lost in the fire.



This somewhat fuzzy photo is the only known view of a P&I single truck Rathbun car in its original condition. No. 21 was heading west on St. James Street, bound for Lachine, when photographed in the winter of 1899. Collection of Fred Angus.



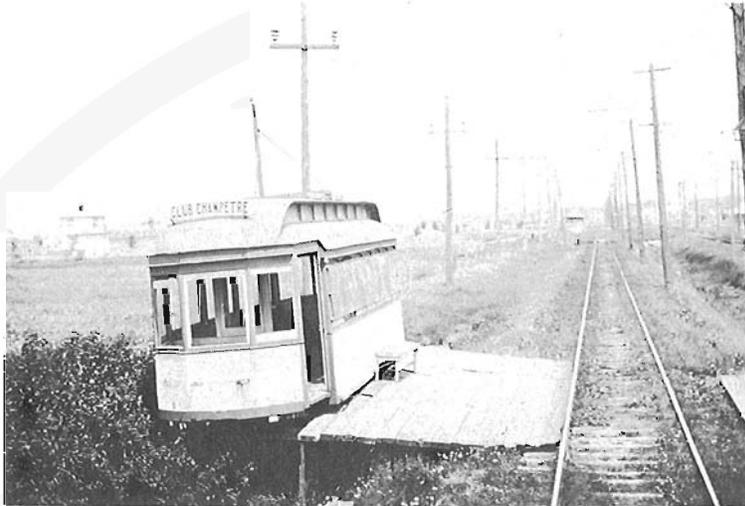
Montreal Park & Island Ry. No. 1014 (ex No. 27) at Snowdon Junction on February 21, 1904. CRHA Archives, Binns Collection.

In early December 1896, in answer to complaints that the service frequency was poor, an unnamed P&I official said, in part "...they must take into consideration the misfortune we have met with during the summer. Thanks to the MSR, we have been enabled to run the cars which were not burnt, and we expect to have, within a few weeks, several extra new cars on the different routes". On December 7 1896, a meeting of shareholders was held at which Herbert (later Sir Herbert) Holt was elected President of the P&I, a position he held until the sale to the MSR in 1901. Following the meeting, a tour was made of the company's new Mile End shops which were expected to be completed within ten days. At the same time some of the new cars, to be described below, were inspected by the shareholders and the press.

In order to recover from the loss caused by the fire, the P&I ordered a number of single-truck, straight-sided, closed cars from the Rathbun Company of Deseronto, Ontario. A general plan of these cars (reproduced on the opposite page) has survived, and

some photos of them exist also. The plan is dated August 6 1896, only one week after the fire, showing that the P&I did not waste any time in placing the order for the much-needed new equipment. The new cars were substantial, 35 feet long overall, with closed vestibules and clerestory roofs. They were specifically designed for double-end operation on single-track lines where station platforms were uniformly on one side of the track. Consequently they had doors on one side only. The seating arrangement was unusual in that there were six reversible cross seats for four persons each, and a fixed seat against each bulkhead. The aisle was along one side of the car. They were heated by a circulating hot water system under the floor. While a press report mentions 10 cars ordered in

1896, we find that 11 turn up on the 1903 inventory. This is an unlikely number, and it may be inferred that there were 12 in this group. While there is no record of the original numbers, there is a press report of a collision between P&I Nos. 22 and 27 in January 1897, as well as a photo of No. 21 on the Lachine line in 1899. This would indicate that they were numbered in the 20 series consecutively (i.e. 20 to 31 inclusive). After renumbering in 1901, the eleven cars on the 1903 list were Nos. 1002 to 1022 (even numbers). Conspicuous by its absence is No. 1000, and this seems to have been the missing twelfth car, disposed of some time between 1901 and 1903. The eleven cars remained on the P&I lines until 1907 when they were transferred to MSR and used as work cars and for other purposes. In the 1903 to 1907 period they had Blackwell class 12 trucks, Royal motors and 28A controllers, except Nos. 1020 and 1022 which had Westinghouse 12A motors and K-10 controllers. The last glimpse we have of these cars in passenger service is a report of No. 1018 being involved in an accident on the Back River line in July 1905.

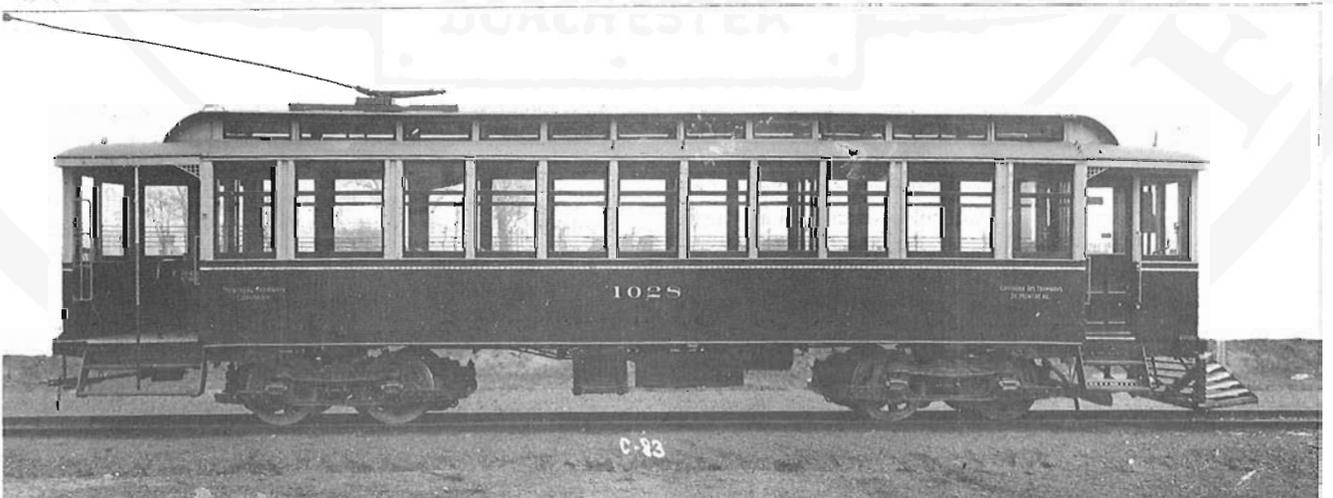


LEFT: Rathbun-built car No. 1014 serving as a waiting room at Club Champetre, on the Terminal Railway, in 1913. Soon after the photo was taken, the car was destroyed.

BELOW: Double-truck Rathbun car No. 1030, built in 1897, in its original configuration in service on the Back River line in March 1905.

BOTTOM: After their 1910 rebuilding, the 1897 Rathbun cars looked quite different. No. 1028 is here photographed after being repainted for the Montreal Tramways Company.

All three photos: CRHA Archives, Binns Collection.





These are the only two photos known of MTC's Official Car, ex - P&I No. 1024. Left, is the rear platform during an inspection trip on the Cartierville line on February 13 1917. Right, a group of dignitaries poses by the car outside Youville Shops in 1925.

Both photos, CRHA Archives, Binns Collection.

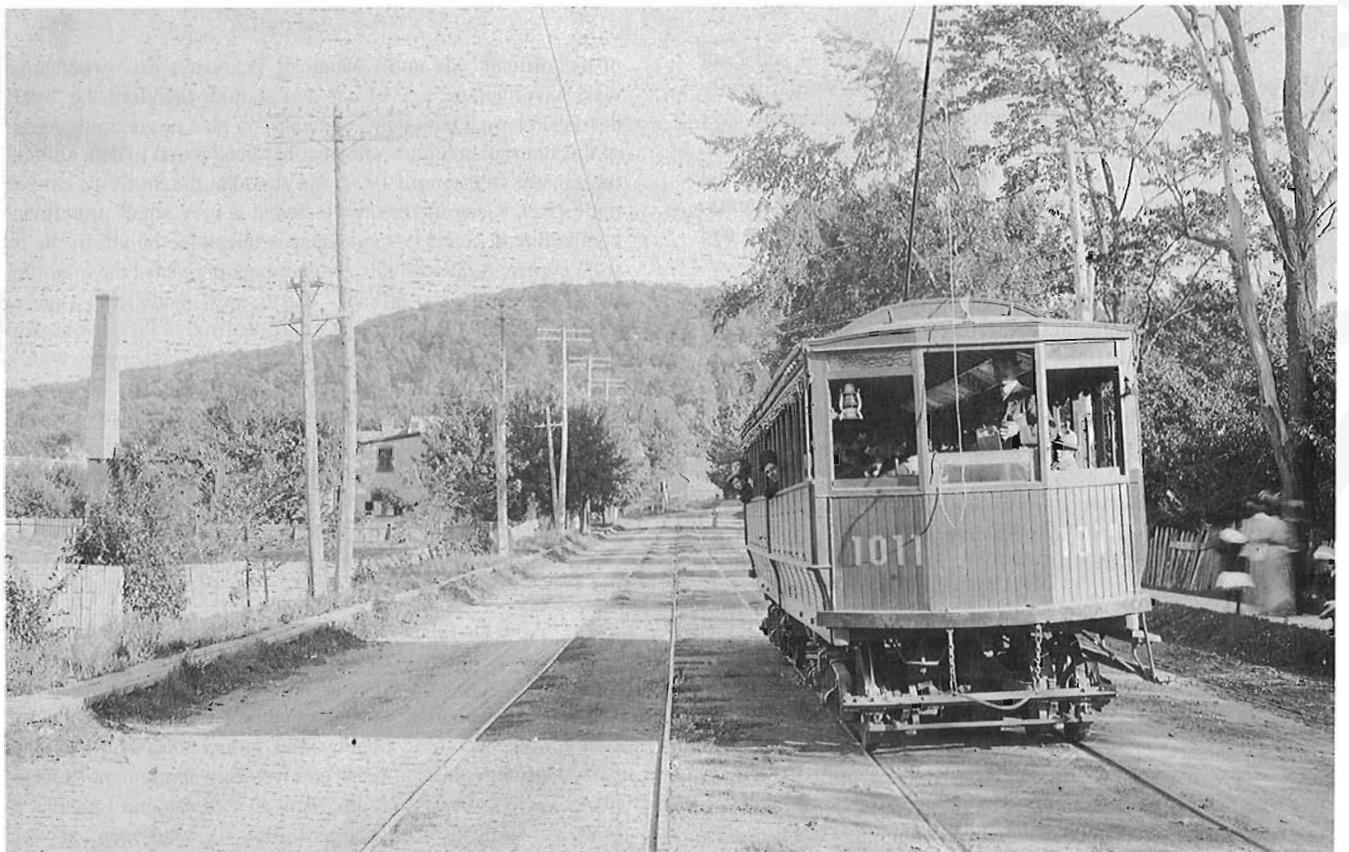
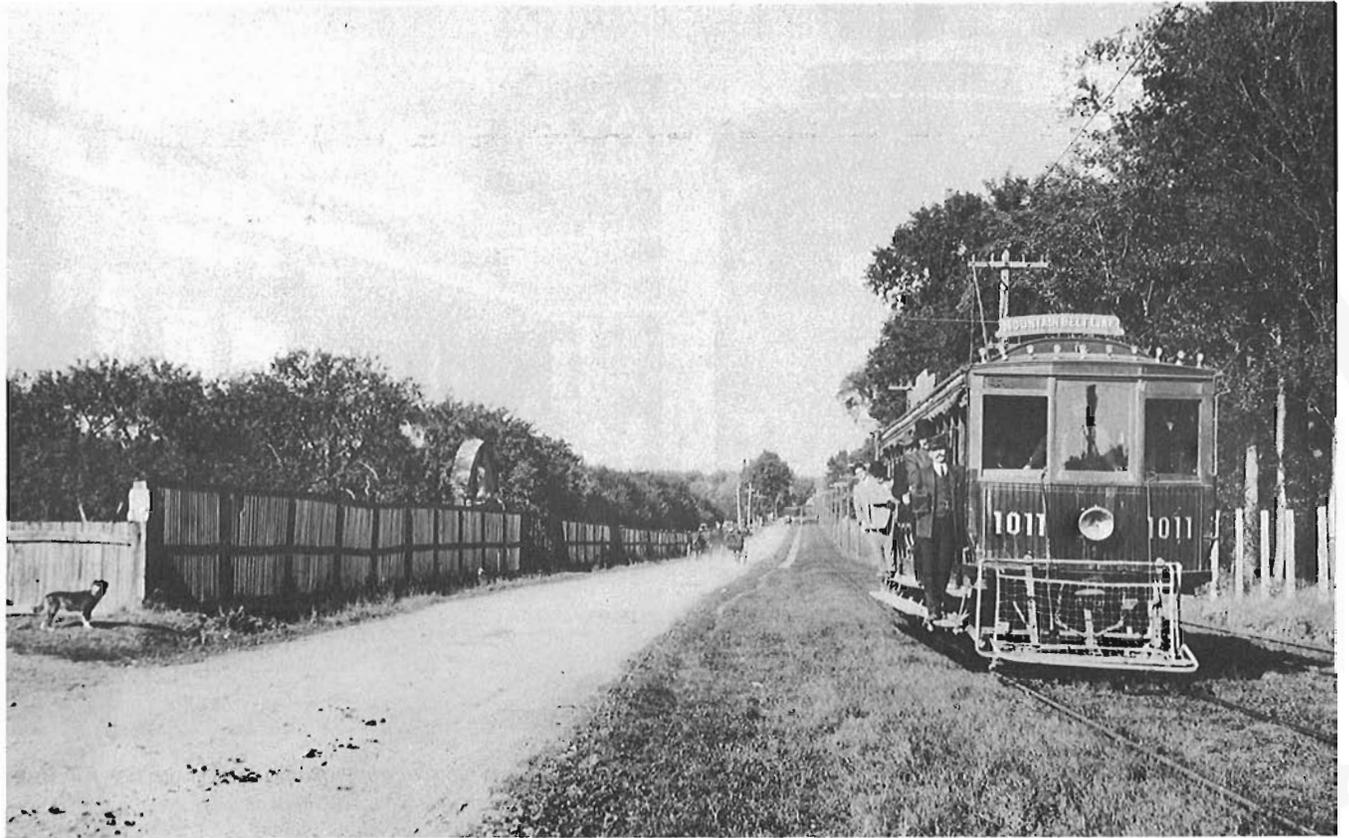
So far, with the short-lived exception of Nos. 1 and 2, all P&I passenger cars were of the single-truck type similar to city cars. This policy was probably dictated by the need to run over MSR lines, under the terms of the joint agreement. In any event, this placed a severe limitation on the road, both as to speed and capacity. Practically all the trackage was in relatively open country, and the operation of small single truck cars over rural roads and open track could not have been very satisfactory.

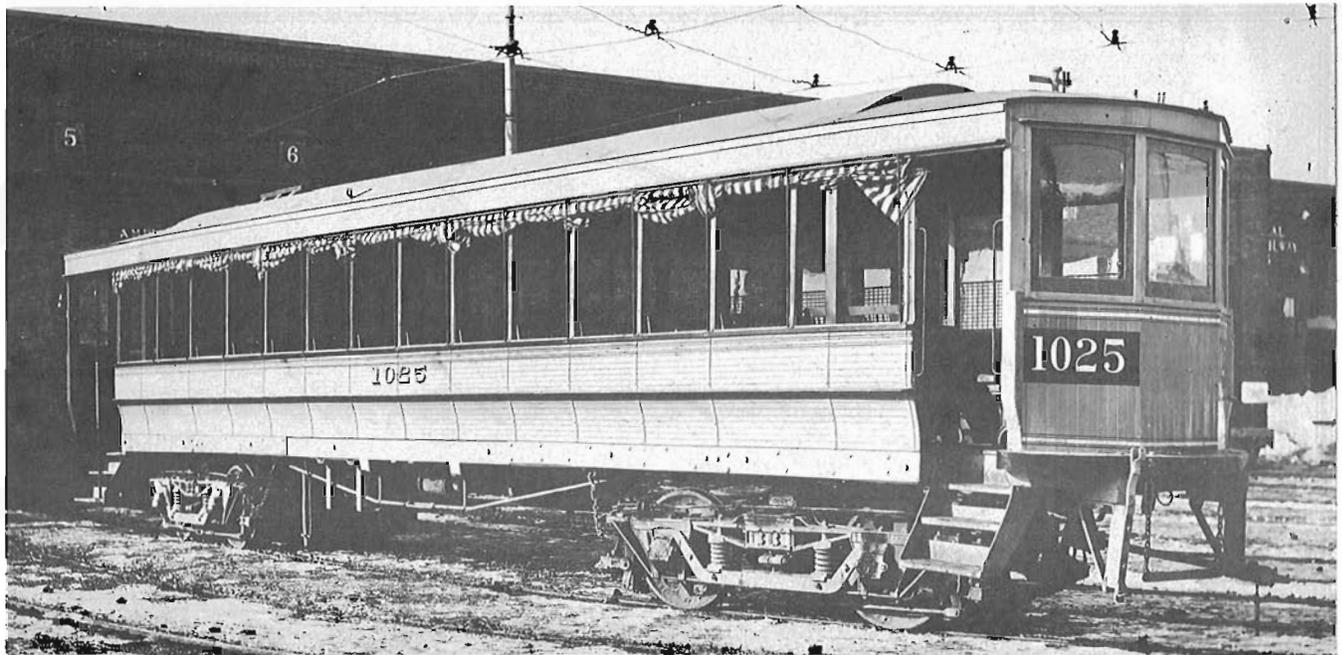
In 1897 four double-truck single-end suburban type cars were received from Rathbun for use on the Back River line. They were 41 feet long and had Blackwell Class 31 trucks with Westinghouse 38B motors and K-6 controllers. There is some evidence that they had cross seats for four persons, and an aisle along the right side, the same as the 1896 single-truck cars from the same builder. A peculiar feature of the body framing was the heavier posts and wider spacing at the second and tenth windows. The original numbers are unknown, but may have been 32 - 33 - 34 - 35. After 1901 they were numbered 1024 - 1026 - 1028 - 1030, and retained on P&I lines until 1910. In that year all, except No. 1024, were remodelled for Pay-As-You-Enter operation and sold to the Terminal Railway. The vestibules were completely rebuilt, thereby lengthening the car to 45' 6". They operated on the Bout de l'Isle line until they were retired in 1929. The body of No. 1026 was used as a first aid shelter at the St. Hubert airfield between 1929 and 1941.

No. 1024 was rebuilt as the "Official Car" in 1910, but was retained on the P&I roster. It was used by MSR officials for inspection trips and special ceremonies. While this car had most

of its "official" life under Montreal Tramways Co. ownership, it was, nevertheless, a P&I car and should, therefore, be briefly described here. Quite unaccountably, no plan or good photograph of this unusual and interesting car has been found to date although the car was in use until 1928, and stored at the St. Denis car barn until 1939. General features included a very small motorman's compartment, scarcely larger than a telephone booth, in the left front corner. A door on this compartment prevented the motorman from overhearing the officials' discussions. Aside from a narrow front window in the motorman's cab, the front of the car was made up of a large curved window, providing the passengers with an excellent view of the track ahead. An open rear observation platform with ornamental railing was another distinctive feature. The window post between the fifth and sixth windows, on each side, was removed and double width fixed "picture" windows were installed. Interior appointments included window draperies, ornamental light brackets on each post, twelve moveable wicker armchairs, a table, refreshment locker, carpet and the inevitable brass cuspidors.

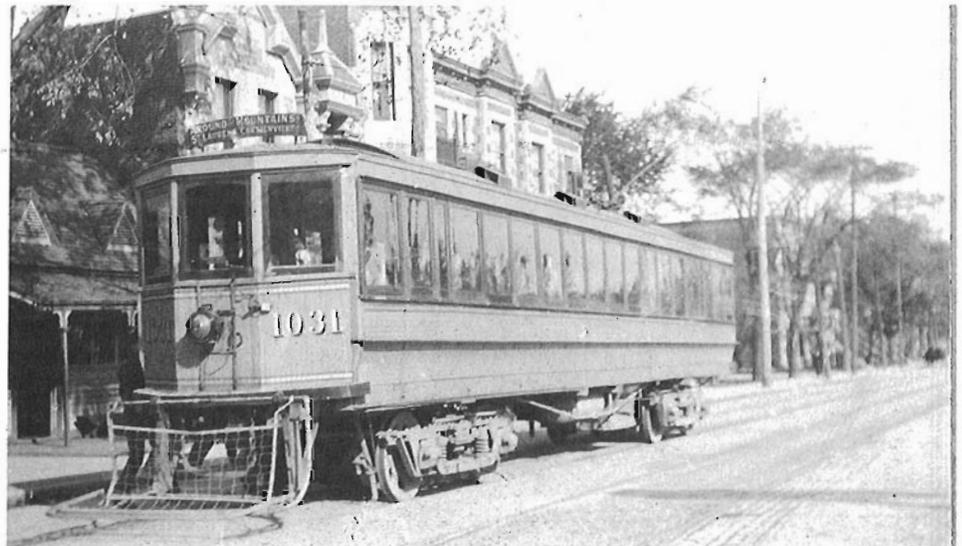
After the four double truck Rathbun cars just described, we come to an important addition to the P&I's rolling stock - a series of large new single-ended open cars put into service between 1898 and 1901. Excursions into the country for picnics and pleasure riding were becoming popular and fashionable. The P&I lines passed through pleasant fields and woods to amusement spots and picnic grounds at Cartierville, Sault au Recollet and Lachine. To meet and stimulate this summer traffic, six large open cars were





ordered in 1898, two more in 1899 and four in 1900. These were thirteen-bench cars built by Lariviere. Actually they were "half open", there being a solid panel with window openings on the left side. They had closed ends but no bulkheads, and were 40 feet long overall. Two Westinghouse 38B motors were provided on the rear truck only; they were geared for 45 miles per hour on level track. Trucks were Canada Switch & Spring Co. Class 40, and the controller was a Westinghouse 202. The cars weighed 24,000 pounds each.

In 1901 the P&I built, in its own shops, four similar cars. These were slightly longer, 43' 6", and had 15 benches with the last pair of seats at each end placed back to back. Brill trucks were used with two Westinghouse 101 motors and K-10 control. These cars weighed 28,000 pounds each. Mr. W.H. Douglas, Assistant Secretary and Superintendent, supplied details of these cars to the Street Railway Review in August 1901, from which the following items are derived: - The seating capacity was 75, but as many as 115



passengers had been carried. There were hexagonal vestibules with three windows which slid down, one side of the car was closed to a height of 3' 3" from the floor with the upper part containing two half windows, the upper sashes stationary and the lower ones opening upwards. Sills and underframing were of Georgia pine and posts of ash. Flooring was tongue-and-groove Georgia pine, and

OPPOSITE, TOP: P&I car 1011, originally 117, built by Lariviere in 1898, on the Mountain Belt line, running along what is now Queen Mary Road in 1904. Other than having been renumbered, the car was essentially as built.

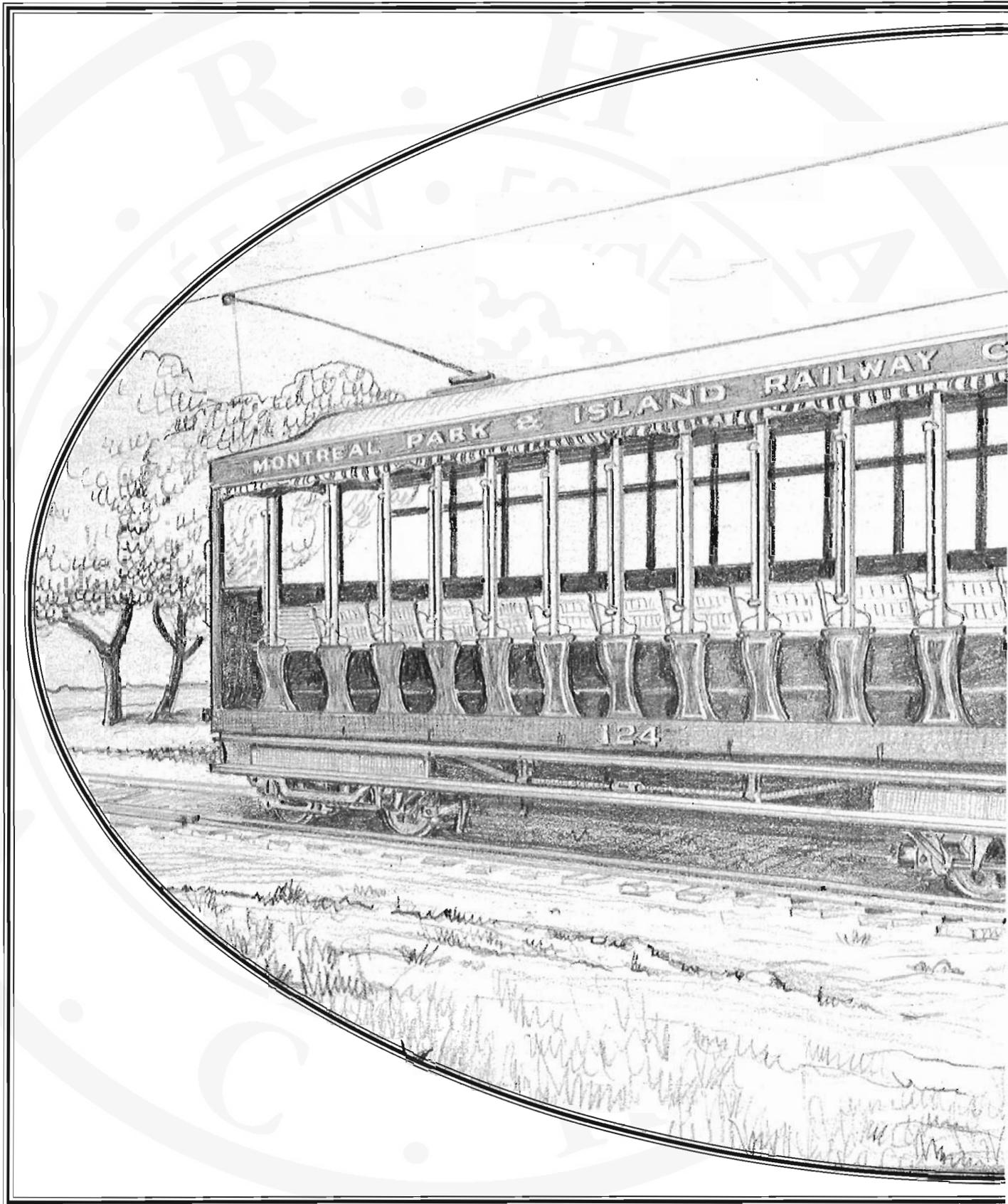
OPPOSITE, BOTTOM: The same car on Bellingham Road about the same time. This view shows the closed-in left-hand side.

THIS PAGE, TOP: Number 1025, originally 124, as it appeared in 1912, just after being rebuilt as a closed car by the MTC.

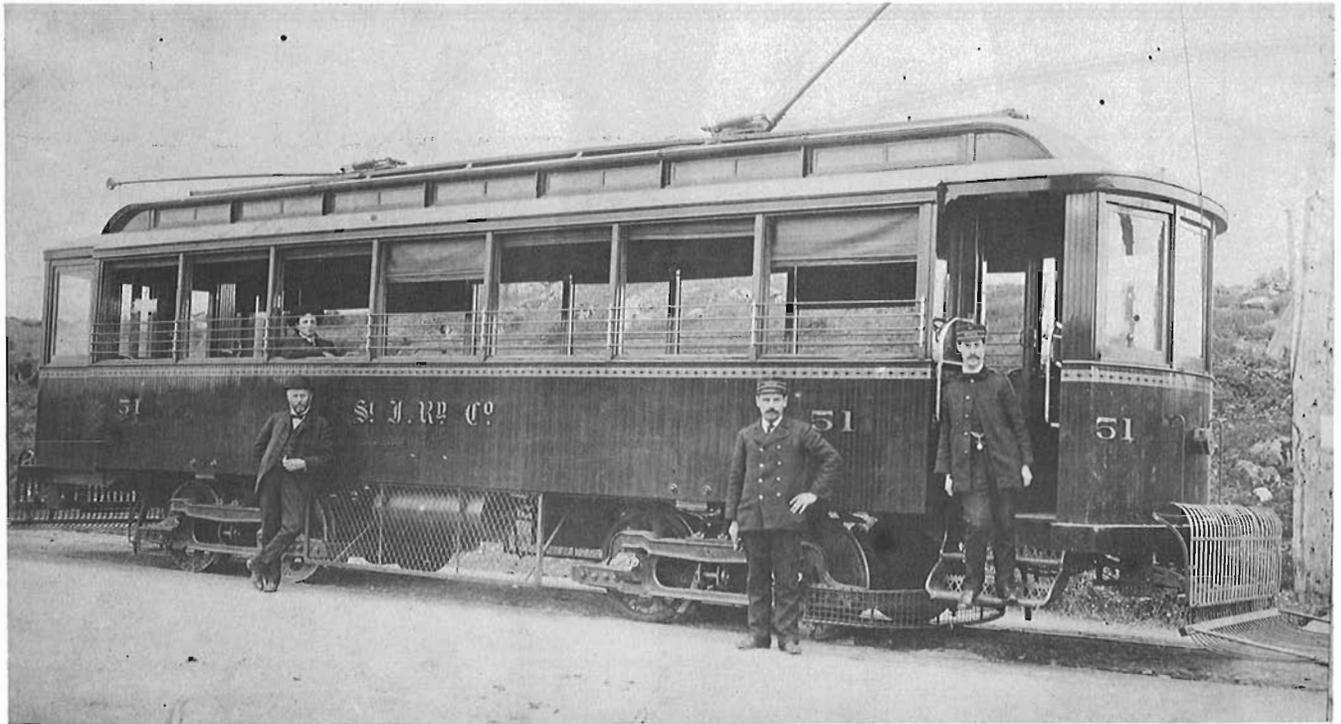
THIS PAGE, BOTTOM: Number 1031, after being rebuilt, in service at the corner of Park Avenue and Mount Royal in 1913.

NEXT PAGES: An original drawing, by Richard M. Binns, of No. 124 as it appeared when new in 1901.

All illustrations from CRHA Archives, Binns Collection.







Saint John Railway Co. (Saint John, New Brunswick) car No. 51, photographed in 1903, soon after its arrival from the Montreal Park & Island Railway. These six cars, 50 through 55, were the largest street cars ever used in Saint John, and were the only ones with air brakes. They proved to be too large for the Saint John system and were sold, in 1908, to other cities.

Collection of Fred Angus.

the oval roof of alternate strips of white wood and bass wood was supported on ash ribs 11 inches apart. The seats were of ash with the centres of the backs filled with turned spindles at 2 1/2 inch intervals. The Sterling brake was used. The lighting consisted of a five-lamp cluster in the centre, and a four-lamp cluster at each end. Inside work was oiled and stained, all the outside work was painted.

These cars must have been rather impressive, with their large arc headlights and wooden pilots. This fleet of sixteen cars was most successful with the public, and they were used for many years on all the P&I lines during the summer months. They were numbered in the 100 series, and after 1901 became the 1001 class (1001 to 1031, odd numbers only). It is known that No. 1025 was formerly No. 124, so it may safely be assumed that the original numbers were 112 to 127 consecutively. In 1911 and 1912 all these cars were converted to closed Pay-As-You-Enter suburban cars by the MTC. They were scrapped in 1923 and 1924.

Before leaving the 1893 - 1901 period, insofar as passenger cars are concerned, it should be mentioned that there appear to have been six closed double-ended double-truck cars (36 to 41?) built by the P&I in 1900 and sold to the Saint John (New Brunswick) Railway in the spring of 1903, since the P&I began a program of phasing out double-enders after 1901. As they do not appear on the inventories of September 1902, or September 1903, we can only suppose that they were sold to Saint John in 1902, when the 1032 class was put in service, and delivered early in 1903. In Saint John, they were numbered 50 to 55; however they did not last long there as they were too large for the hills and curves of the

Saint John system. In 1908, three were sold to Berlin (now Kitchener), Ontario, while the other three went to Levis, Quebec. It is interesting that, in Saint John, the company initials on the car sides were in the gothic style typical of the P&I and MSR at that time, but quite un-typical of Saint John. This suggests that they were painted and lettered in Montreal before going to Saint John.

In the 1893 - 1901 period there were a number of work cars, some of them undoubtedly home made. Surviving to 1901 we find the following:

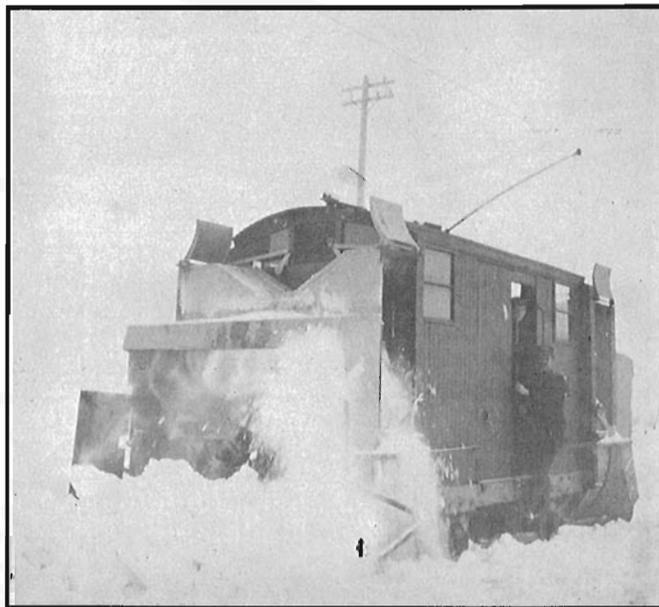
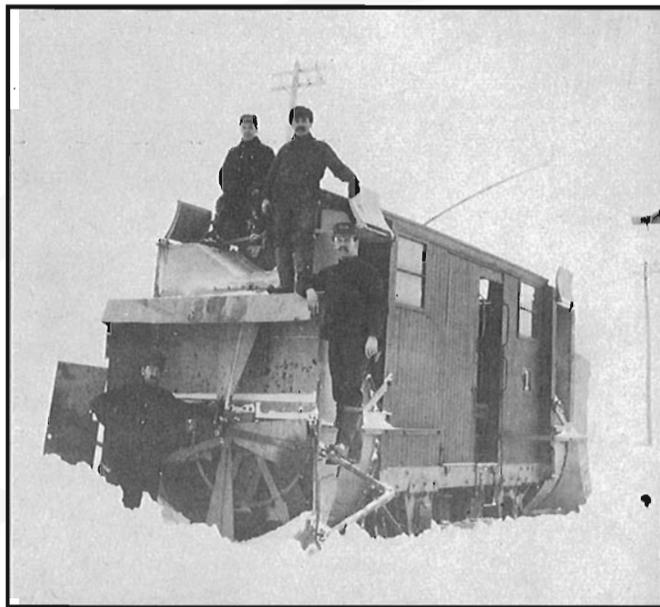
Parcel Car "A" and Construction Car "B". "A" dropped out of sight immediately, but "B" became Freight Car "B" and remained on P&I lines until 1912 when it became an MTC stores car, eventually being numbered 3001.

Two single-truck tower cars on Peckham trucks with Edison motors, designated 1 and 2 after 1901. No. 1 was scrapped in 1906 and was replaced in 1907 by double-truck Tower Car No. 1. No. 2 was renumbered 3 in 1910 (when new Tower Car No. 2 was received) and was retired in 1916.

Three sweepers by Lariviere, with Westinghouse 3 motors, P&I numbers 13 - 14 - 15. The latter two survived to modern times as MTC Nos. 34 and 35.

A single-truck rotary plough, No. 16, on Peckham truck with GE 800 motors. This became Rotary No. 1 and also survived into modern times.

Eleven double-truck flat cars of which we have no details. These were used primarily for transporting ice to the large ice companies which flourished in those days. Most were gone by 1910.



These two very rare photos show P&I Rotary Plough No. 1, built by Peckham in 1901, in service in the very early years of the twentieth century. Because of the wide open spaces on the P&I lines, the rotary was a very useful piece of equipment. This car survived until 1950. CRHA Archives, Binns Collection.

There were probably other miscellaneous pieces of equipment which were not kept by the MSR when they bought the road, and of which we have no record.

While only a few of the original P&I car numbers are known, it seems certain that they numbered closed cars (including work cars) from No. 1 on consecutively, and open cars from No. 100 or 101 on consecutively. After purchase by the MSR it was decided to renumber the P&I cars in the 1000 series to avoid confusion with MSR cars. Consequently the new numbering followed MSR's practice of assigning even numbers to closed cars and odd numbers to open cars, with one curious exception to be noted later.

At this writing it has not been possible to determine exactly the exterior colour scheme used on the early P&I cars. Aside from some of the leased cars, all photographs of P&I equipment show a solid dark colour with little ornamentation. This colour has been described some as a dark green, verging on black (Brunswick green?). Others claim it was maroon or brown. Whatever the colour, it appears to have been retained for a few years under MSR ownership.

Such was the Park and Island as the nineteenth century ended. However the days of independent existence of the P&I were rapidly drawing to a close. The new century was less than six months old before the agreement with the Montreal Street Railway was reached, and June 30 1901 marked the end of the first major era in the history of this interesting suburban system.

The morning of Dominion Day, July 1 1901, saw the start of MSR control as well as the beginning of a new era, probably the greatest time in the history of the Montreal Park and Island Railway.

Cartierville Line

M. P. & I. R'y Co.

This transfer is good only for passage on first M. S. R. car leaving junction point, without further transfer to City lines.

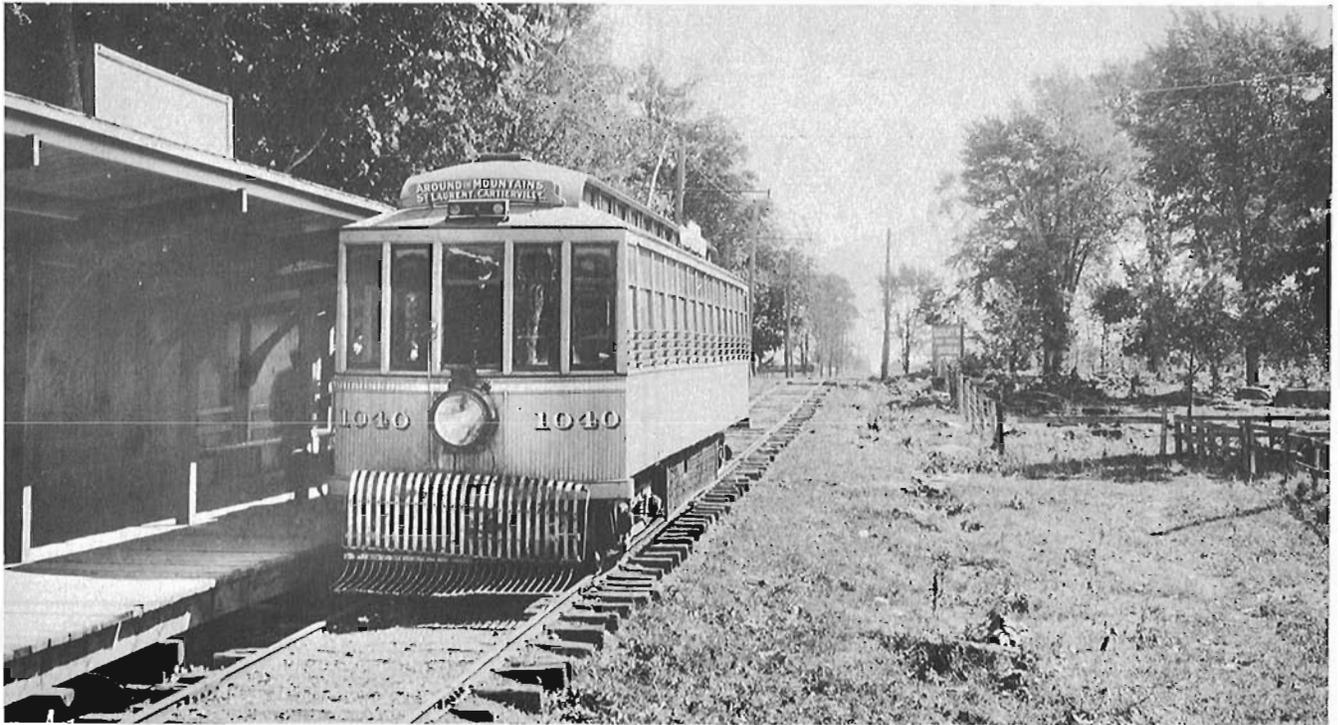
1	1902	1	8	14	20	26
JAN.	FEB.	2	9	15	21	27
MAR.	APRIL	3	10	16	22	28
MAY	JU	4	11	17	23	29
JULY	AUG.	5	12	18	24	30
SEPT.	OCT.	6	13	19	25	31
NOV.	DEC.	7				

A.M. | 32310 | P.M.

1	★	10	★	20	★	30	★	40	★	50	★
2	★	10	★	20	★	30	★	40	★	50	★
3	★	10	★	20	★	30	★	40	★	50	★
4	★	10	★	20	★	30	★	40	★	50	★
5	★	10	★	20	★	30	★	40	★	50	★
6	★	10	★	20	★	30	★	40	★	50	★
7	★	10	★		★	30	★	40	★	50	★
8	★	10	★	20	★	30	★	40	★	50	★
9	★	10	★	20	★	30	★	40	★	50	★
10	★	10	★	20	★	30	★	40	★	50	★
11	★	10	★	20	★	30	★	40	★	50	★
12	★	10	★	20	★	30	★	40	★	50	★

THE LAST DAY! This transfer was issued on the Cartierville line at 7:20 P.M. on June 30 1901, the last day of independent operation of the P&I.

Collection of Fred Angus.



*P&I No. 1040 arriving at the original Cartierville station about 1906, soon after these cars had been painted in the MSR yellow paint scheme
CRHA Archives, Binns Collection.*

PERIOD 1901 - 1912

When the Montreal Street Railway assumed control of the Montreal Park & Island Railway in 1901 it was found that much of the rolling stock acquired from the original company was not suitable for a modern suburban electric railway of the twentieth century. Certainly single-truck cars were out of place on a suburban line which was carrying more and more passengers as the surrounding areas gradually were built up. What had been acceptable in the pioneer years of 1893 - 1895 would not do in 1901. With the withdrawal of the cars that had been leased from the MSR, there was a very definite need for new and better passenger cars.

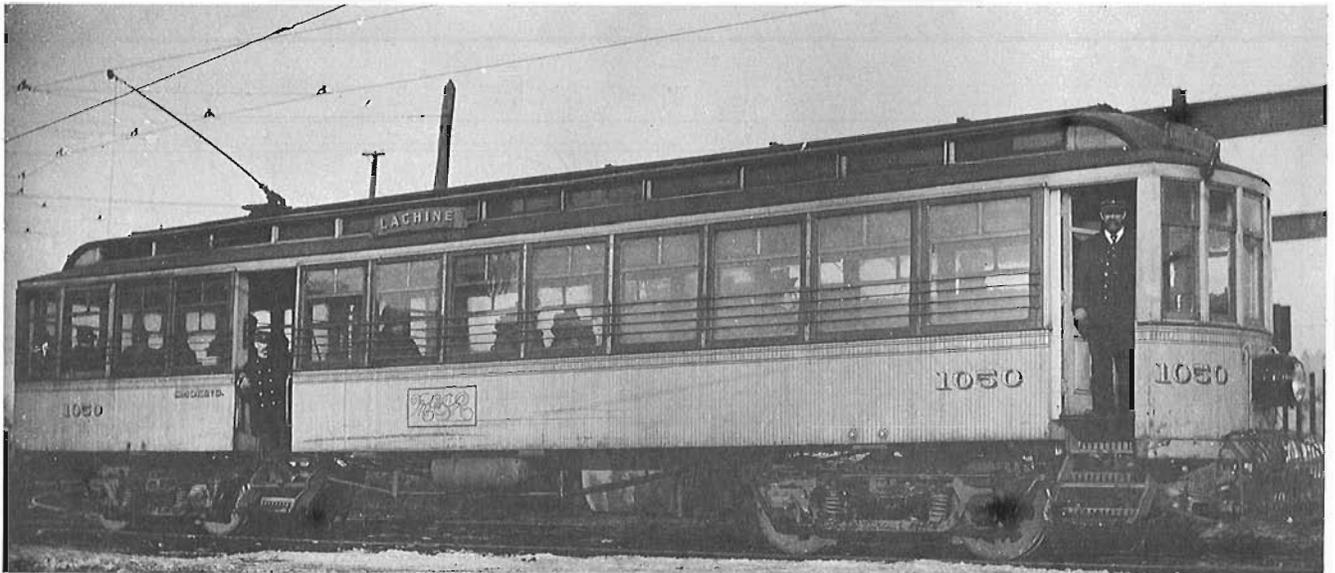
In 1902, ten fine suburban high-speed cars were turned out of MSR's Hochelaga Shops for the P&I. These were the 1032 class, numbered from 1032 to 1050, even numbers, destined to become the backbone of P&I service for many years to come. These cars were 50 feet long and were mounted on Canada Switch and Spring Company's class 40A high-speed trucks having a 6-foot wheelbase. Four Westinghouse 67 motors were provided and geared for 50 miles per hour. These cars weighed 47,900 pounds each, were smooth riding and performed well. They were equipped with arc headlight, air whistle, marker lights and in all respects were typical suburban cars of the period. In the beginning city type fenders were used but later some, if not all, carried a wooden pilot. In winter all had a nose-plough.

Five of the cars (1032 - 1034 - 1036 - 1040 - 1042) were built with the door in the usual position, at the rear. The interior of these was divided into two compartments; the forward section, 13' 2" long, seated sixteen passengers and the rear section, 26' 9" long,

seated 38. Smoking was permitted in the forward section. The other five cars (1038 - 1044 - 1046 - 1048 - 1050) had the door just ahead of the rear truck, with swinging doors in each bulkhead leading into the interior compartments. With this arrangement the rear section, seating 17, was the smoking compartment. The forward section had 36 seats. An innovation on the 1032 class cars was the individual cane back chairs, mounted in pairs on swivel pedestals. The chairs could be placed transversely or turned with the backs to the windows, forming continuous rows of chairs, facing inward, along each side. The exterior side panels and dashes of the 1032-class cars were V-joint mahogany and finished in clear varnish. Posts and letterboards were in matching natural finish. In 1905 - 1906 all P&I cars were refinished in standard MSR colours; light yellow-buff with silver and black trim.

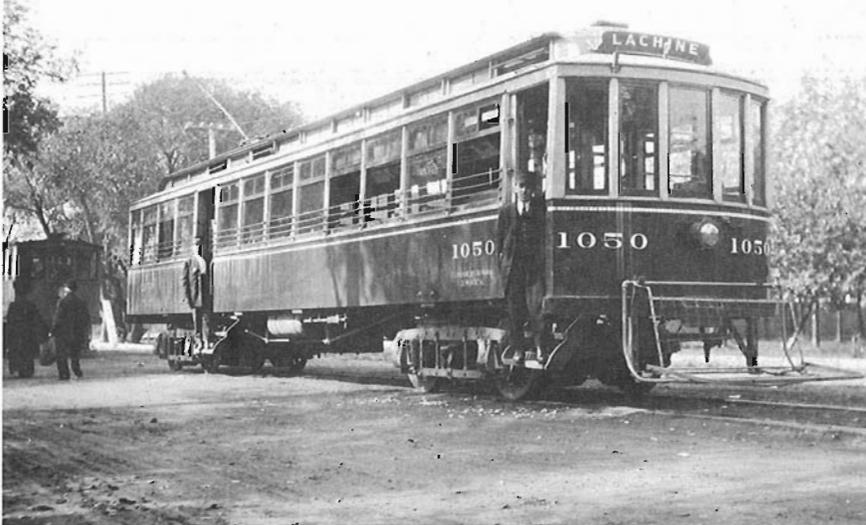
The 1032 class cars were used on all P&I lines. Those with centre entrance were found to be particularly suitable for the Lachine line, and three or four were assigned to that division. The original class 40-A trucks of these cars were replaced by Curtis trucks about 1911, but otherwise the 1032's survived in their original form for many years; long after the consolidation of 1912.

In the 1920's they were rebuilt by the MTC and got a new lease on life. They remained in regular service on the Cartierville line until 1934 when they were retired and, in 1938, five were scrapped. The remaining five, plus 1051, were returned to service during World War II and, painted green, saw much service for 15 more years. They began to be retired in 1950, but some remained in service until 1955 and one, No. 1046, is preserved at the Canadian Railway Museum at St. Constant Que.; the last surviving Park & Island passenger car.



Three views of No. 1050 at different times in its career.

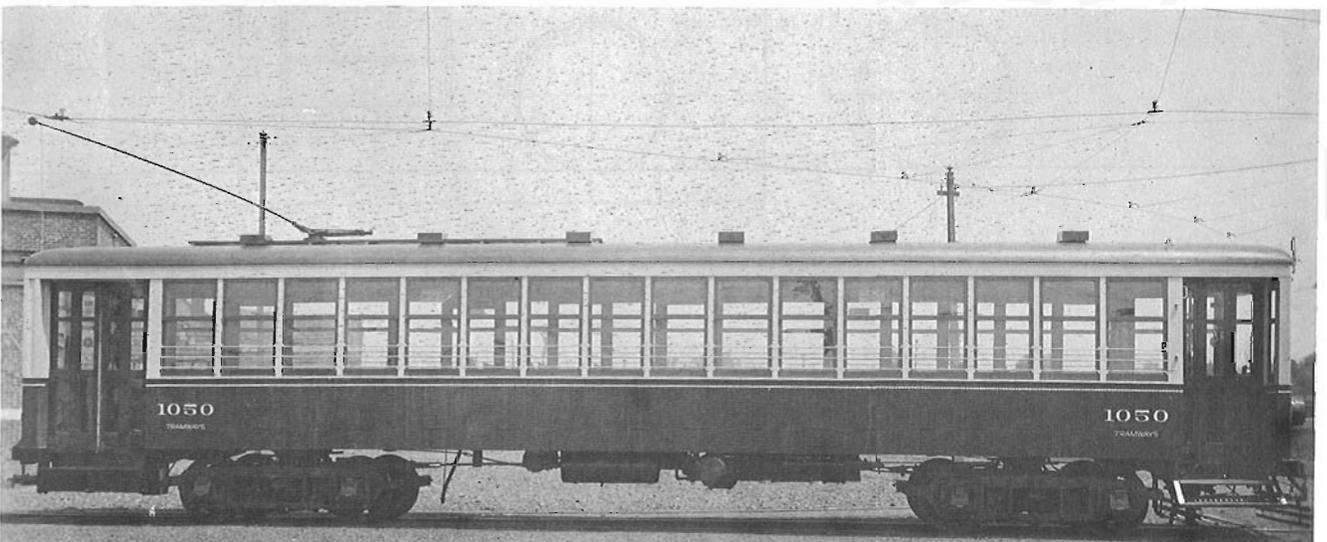
ABOVE: In 1909, when painted yellow, and with its original trucks.

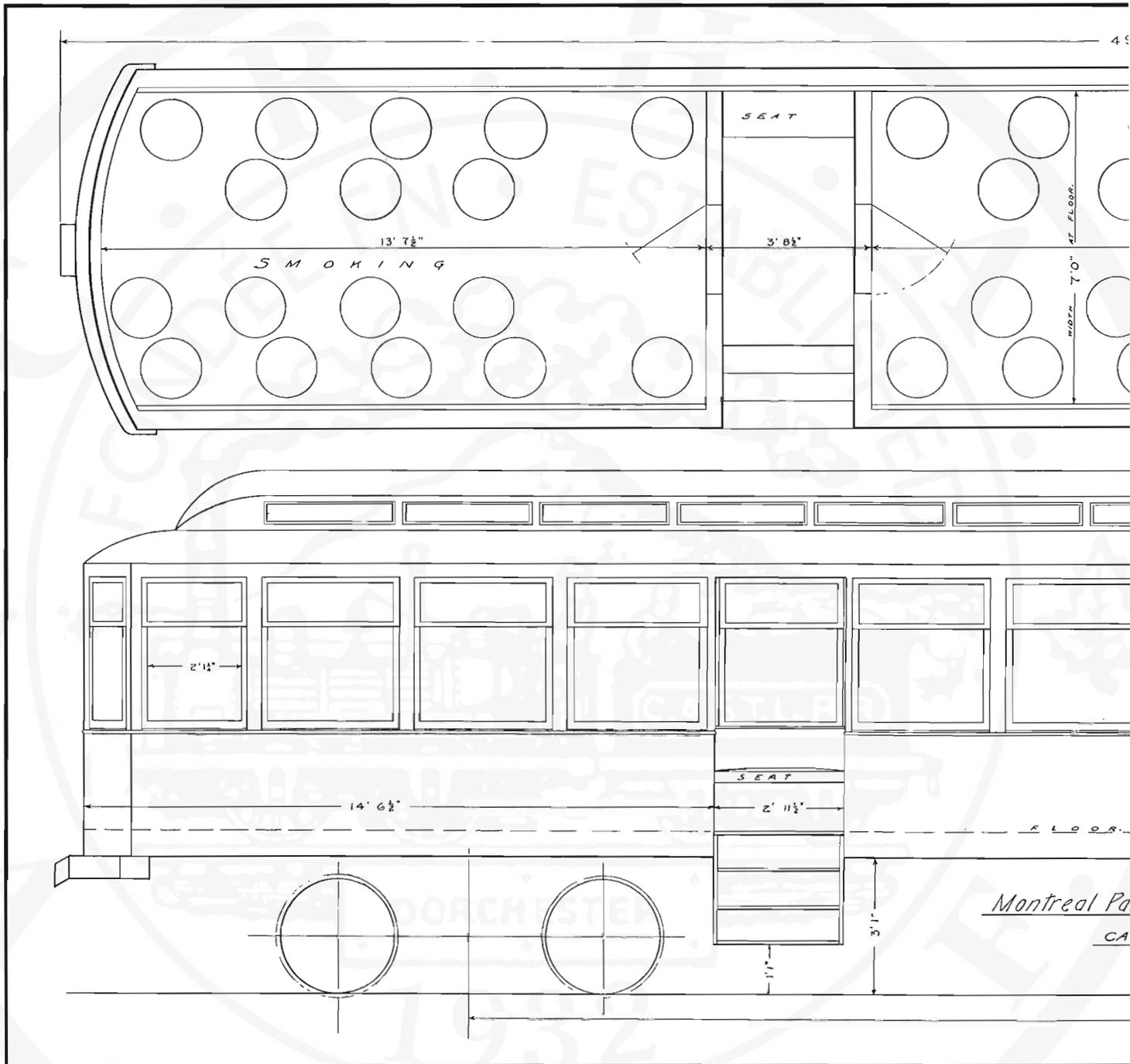


LEFT: In 1913, at Stoney Point, Lachine. Note the Curtis trucks and the MTC paint scheme.

BELOW: After rebuilding in 1923. In this form it served until 1955.

CRHA Archives, Binns Collection.

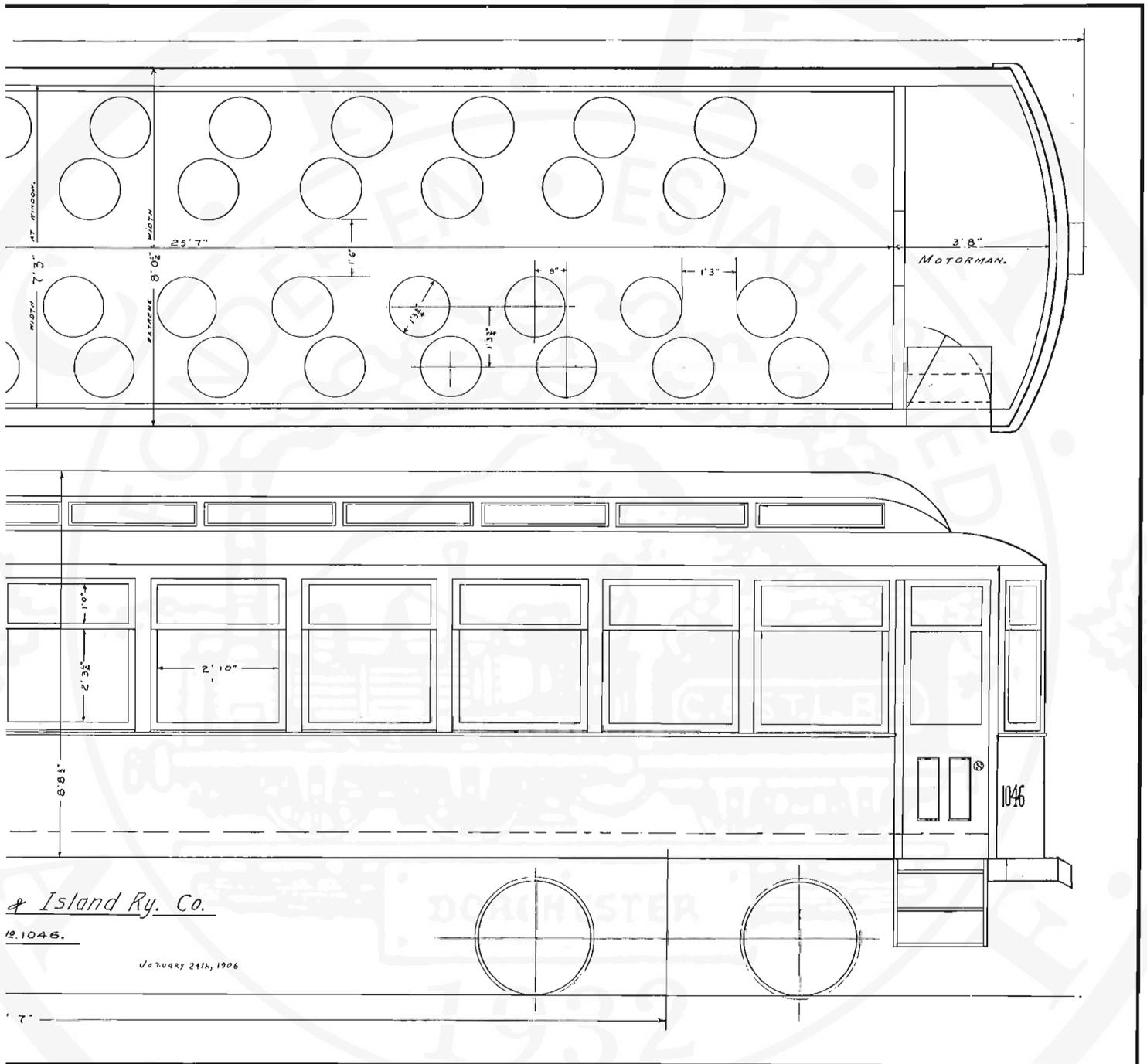




This drawing, dated January 24th 1906, shows Montreal Park & Island Railway No. 1046 as it was when built. This is one of very few Montreal street car plans from this era to have survived. Notice the circular seats which were mounted in pairs and could be shifted to a crosswise alignment, or could be placed along the wall for rush hour traffic.

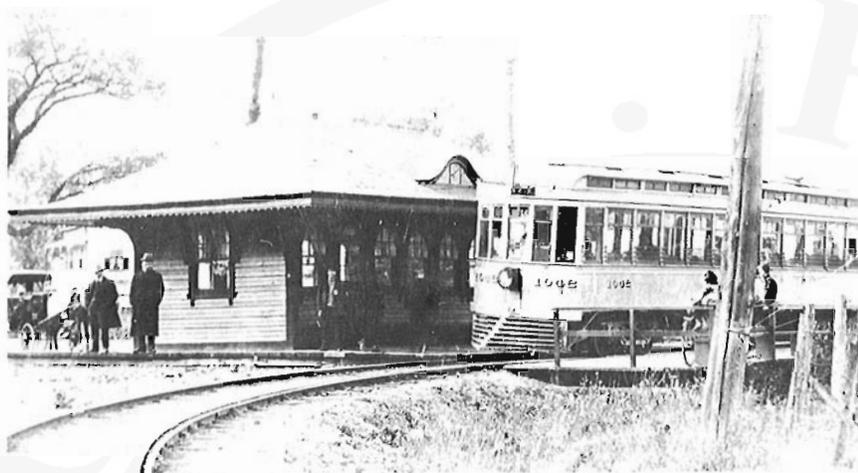
Why this particular car was singled out for this drawing is not known, since it was one of five identical cars with this centre-entrance configuration. No. 1046, in its rebuilt form, has survived and is at the Canadian Railway Museum.

This drawing has been reduced to fit the page, and shows the car 1/40 of actual size. It can be photostated to any size for model purposes.



Note regarding restoration of drawings. The drawing on these two pages, as well as the one on page 50, survived in the form of badly faded and discoloured prints from tracings originally made 87 and 97 years ago and which may no longer exist. Some of the fading was so bad that the lines were scarcely visible. In order to make them acceptable for publication they had to be restored. To do this, your editor had them copied, in their original scale of 3/4 inch to the foot, then strengthened each line individually with a fine drawing pen, a painstaking job that took many hours. Also it was necessary to cover stains and discolourations using opaquing fluid.

It is important to note, however, that no lines or inscriptions have been added, nor have any been deleted. The drawings appear here as they were when drawn in 1896 and 1906 respectively, the only change being that they have been reduced in size to fit the pages.



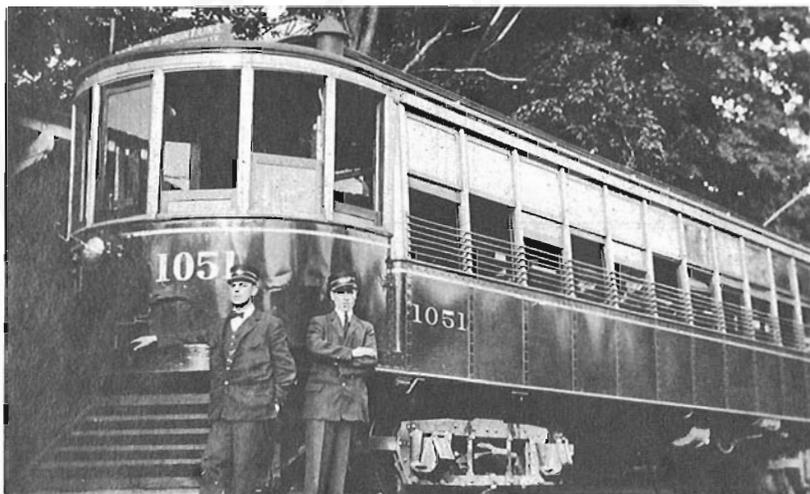
ABOVE: This rare view of 1042 was taken about 1907 on the loop at Ahuntsic station. At that time it still had its original trucks, but had been equipped with a massive wooden pilot. The station is the same one that appears on page 49. Later, it lost its "eyebrow" window, but otherwise it did not change much until it was torn down in 1959. Car 1042 was the first of the 1032's to be rebuilt (1921) and it always kept its 5-window front. It was retired in 1954 and used to store windowframes until it was scrapped in 1958.

Collection of Peter Murphy.



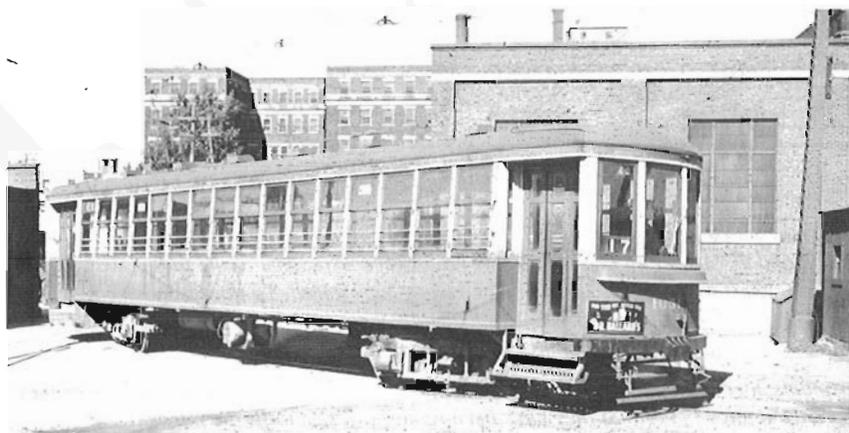
ABOVE: It wasn't always pleasant weather! Winter in the open country along the P&I lines could be very severe. This dramatic scene shows 1040 in the winter wilderness along the Outremont line early in 1904. Not a building is in sight. Compare this view to the summer photo, taken near the same place nine years earlier, that appears at the bottom of page 47.

CRHA Archives, Binns Collection.



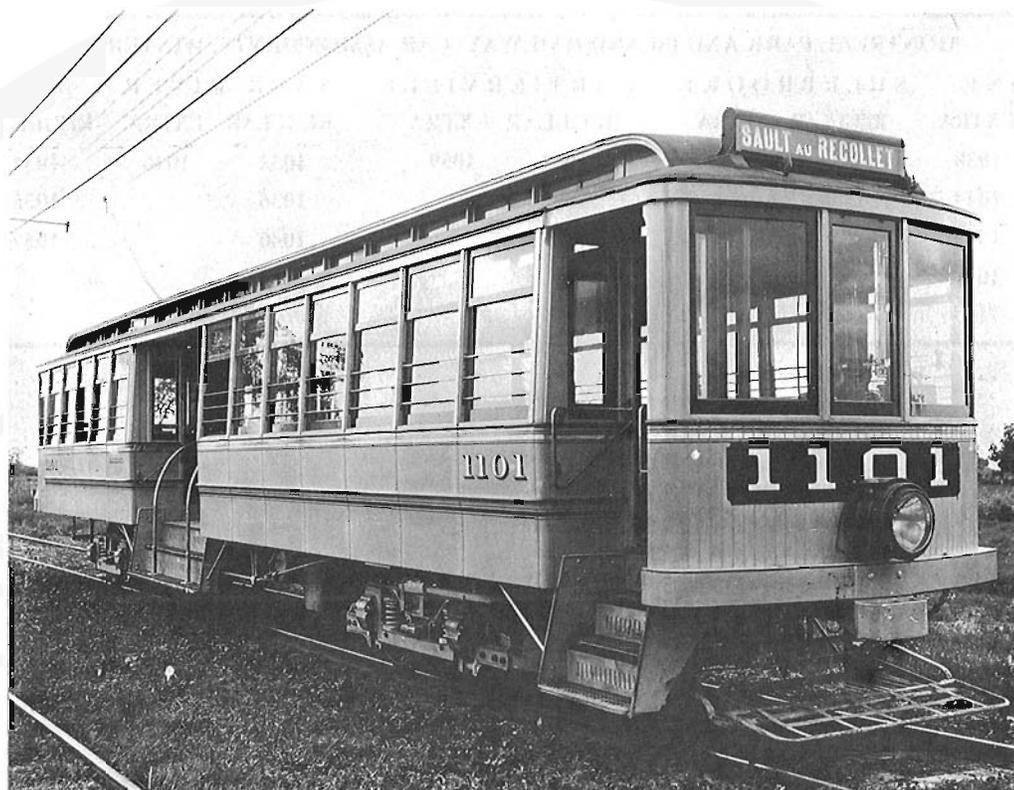
1051 as it appeared soon after it was built by Ottawa Car Co. in 1911. The rounded ends and smooth sides of what was then a modern steel car give the feeling of high speed.

CRHA Archives, Binns Collection.



Another view of 1051, taken in the 1950's, a few years before it was retired. It is hard to believe that it is the same car, so complete has been the rebuilding which was carried out by the MTC in 1924. As rebuilt it was virtually identical to the rebuilt 1032-class wooden cars.

CRHA Archives, Binns Collection.



Car 1101 on a trial run when new on June 11, 1908.

CRHA Archives, Binns Collection.

Between 1904 and 1908 several work cars were acquired by the P&I from the MSR as follows:

1904: Five 33-foot double-truck flat cars, Nos. D - E - J - K - L. They were returned to the MSR in 1906.

1905: Single-truck rotary plough No. 3, bought for the P&I, and double-truck rotary plough No. 2, transferred from the MSR.

1908: A double-truck Russell plough.

In 1908, two large centre entrance cars, Nos. 1100 and 1101, were built in Hochelaga Shops especially for the Lachine line. With these two, a new series of numbers, the 1100's, was begun for suburban cars. From 1100, all the way up to 3517, all cars, both city and suburban, would be numbered consecutively rather than even-and-odd series. Strangely, however, one more odd-numbered series, in the 1000 range, was built three years later. Cars 1100 and 1101 were divided into two compartments, the forward section, 19' 3 1/2" long, seated 26 passengers, and the rear section, 17' 7" long, seated 22. The centre platform was 8' 1 1/4" long. No. 1100 weighed 60,000 pounds - the heaviest passenger car ever to operate in Montreal [this was actually 1200 lbs. heavier than the articulated cars 2500 and 2501]. The weight of No. 1101 was reduced to 58,400 pounds. Both cars were 51' 9 1/2" long overall and had Montreal Steel Works Class 60 trucks with GE 80 motors and K-28 controllers.

In 1909, following the opening of the P&I line to Montreal West the year before, four city cars were equipped for suburban service and "sold" by the MSR to the P&I. These were "Scotch" cars 704 and 716, built in 1901, and 1905 Stephenson-built cars

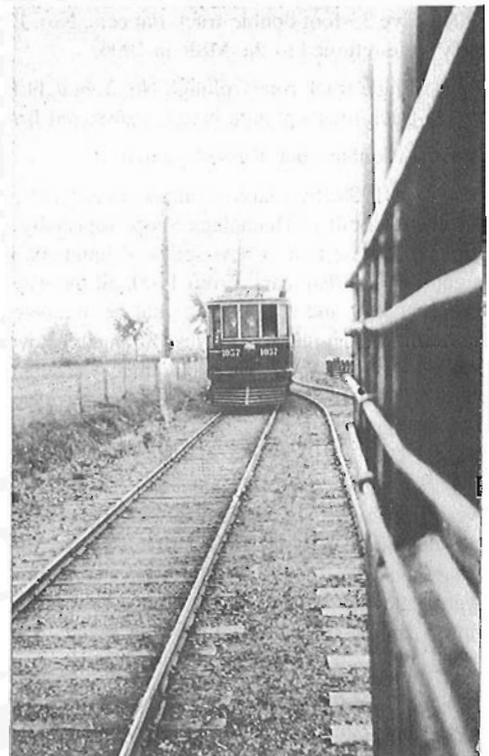
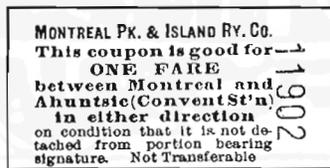
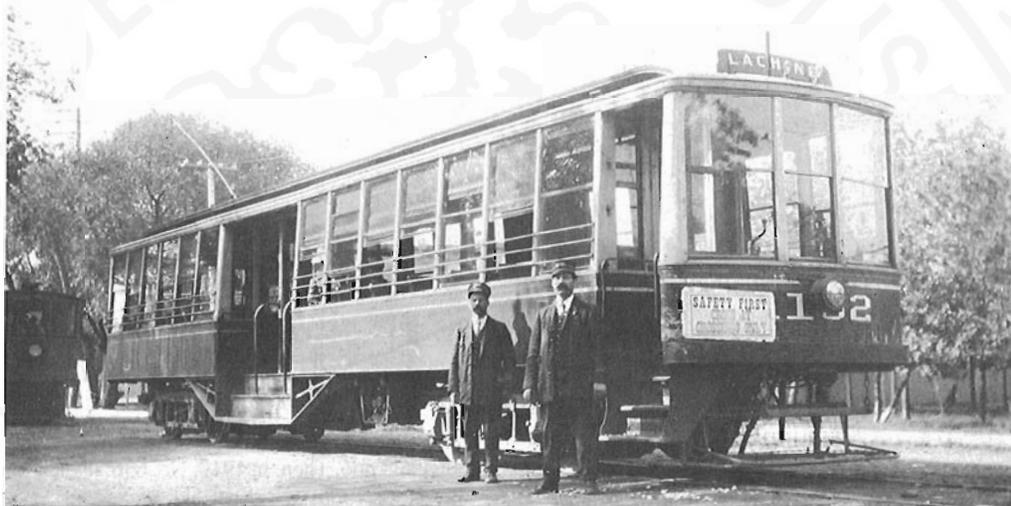
864 and 866. Then, in 1910, No. 636, the last single-truck car built by MSR (1900) was also "sold" to the P&I. MSR "Scotch" cars 700 and 702 are also shown on the P&I roster; they are believed to have come to the P&I about 1907 although there is no official record. They were used as extras on the "around the mountain" line, and sometimes on the run to Montreal West.

1910 also saw the acquisition of double-truck rotary plough No.5, bought new, and locomotive No. 2, a former MSR Taunton plough, acquired from the Terminal Railway. Rotary No. 5 has been preserved and is now at the Shoreline (formerly Branford) Trolley Museum in Connecticut, the last surviving P&I work car.

In 1911 three more cars, similar to 1100 and 1101, were received from the Ottawa Car Company. These were numbered 1102 - 1103 - 1104, and were slightly shorter, 49' 6" long, but had the same seating capacity. The centre platforms were 9 feet wide. By more skilful designing of the underframe, these cars weighed only 50,900 pounds. They were on Curtis trucks, with motors and control the same as Nos. 1100 and 1101. The appearance of these cars was unusual due to the absence of a letterboard, and the shallow side panels, these being only 29 inches high. Consequently the cars presented a very large area of glass. The windows were mounted in narrow metal frames which further enhanced the effect of spacious windows.

All five of the 1100 class worked as regulars on the Lachine line. As far as is known they spent their entire life in that particular service. Nos. 1100 and 1101 were scrapped in 1936 and the other three in 1940.

MONTREAL PARK AND ISLAND RAILWAY CAR ASSIGNMENTS, WINTER OF 1911									
LACHINE		SHERBROOKE		CARTIERVILLE		BACK RIVER		MOUNTAIN	
REGULAR	EXTRA	REGULAR	EXTRA	REGULAR	EXTRA	REGULAR	EXTRA	REGULAR	EXTRA
1100	1038	864	704	1051	1059	1032	1046	1034	700
1101	1044	866		1053		1036		1055	702
1102	1048					1040		1057	
1103	1050					1042			
1104	716								



TOP: A view of 1102 at Stoney Point, Lachine in 1913. The large windows in these cars earned them the nickname of "Glass Houses". CRHA Archives, Binns Collection.

ABOVE: Some tickets used on the Park & Island Railway. They can be dated by signatures as follows: H.S. Holt. 1896 - 1901, L.J. Forget, 1901 - 1911, E.A. Robert, 1911 - 1918. Collection of Fred Angus.

RIGHT: A meet with 1057 on a passing siding on the Cartierville line, then single-track, about 1918. CRHA Archives, Binns Collection.

OPPOSITE: Stephenson-built No. 866, sold to the P&I in 1909 and equipped for suburban service, at work on the Cartierville line. CRHA Archives, Binns Collection.



Also in 1911, five new cars were purchased for the Cartierville line; three from Ottawa, Nos. 1051 - 1053 - 1055, and two from Preston Car and Coach Co., Nos. 1057 and 1059. The former had "Montreal" type roofs and the latter regular clerestory roofs. All were 49' 8" long and seated 51 persons. Framing was composite steel and wood with side panels sheathed with metal. Conventional rear entrance was provided. Equipment consisted of Curtis trucks, GE 80 motors and K-28 controllers. The cars weighed 49,000 pounds each. It will be noted that here neither the former even-numbered convention, nor the consecutive-numbered 1100 sequence was followed. Instead they were numbered as a continuation of the 1033-series of the Terminal Railway, which originally were open cars.

In their original form, the 1051-class was amazingly short-lived. It was evidently felt that they were too heavy for their capacity, consumed too much power and were hard on the roadbed. In 1924, No. 1051 was rebuilt in the same manner as the 1032-class (a steel car rebuilt as a wooden car!) and thus became virtually a new car, remaining in service until 1955. The remainder were scrapped in 1925 at the young age of only fourteen years.

The 1051's were the last cars purchased for the P&I. In 1912 all remaining P&I cars, together with those of the MSR and Terminal Railway, were taken over by the newly formed Montreal Tramways Company. An equipment assignment sheet for the P&I lines for the winter of 1911, the last year of operation as a separate company, has survived and is reproduced at the top of the opposite page. Interestingly, it shows that twenty-six cars (the 1032's, 1051's, 1100's, plus six former MSR city cars) provided all the service on the five routes operated by the Park and Island. The other former P&I cars had either gone to the Terminal Railway or had been retired from P&I service.

FINALE OF THE MONTREAL PARK & ISLAND

The Park and Island continued as a division of the MTC for another six years after the formal consolidation of 1912, although no new equipment was acquired specifically for these lines during this period. Then in 1918, following the signing of a new contract with the municipalities, the entire system began to be operated in the name of the Montreal Tramways Company, and the honoured old name, the Montreal Park and Island Railway, faded from the scene.

In 1951, a third of a century after the demise of the P&I name, the MTC was taken over by the city and gradually the electric lines were converted to bus operation. The former P&I lines survived well into the 1950's. The line to Montreal West (the last built) was the first to go, in 1956. In 1958 the Lachine line made its last run, soon followed by the Outremont route, the original around-the-mountain run of 1894 - 1895. In the spring of 1959 the end came for the original Park and Island route, the line to Sault au Recollet and Montreal North, and finally, in the early morning of June 28 1959, only two months before the end of all Montreal street car service, the last run was made of the Cartierville route, the last P&I line to be abandoned.

Although the old routes have been gone for many years, the spirit of the P&I lives on. A glance at the map quickly reveals that the north-south Metro lines in Montreal very closely follow the layout of the Sault au Recollet and Cartierville lines. So it is that thousands of passengers a day are travelling swiftly and smoothly by electric power over much the same routes that were pioneered 100 years ago by the Montreal Park and Island Railway Company. The promoters of the line who worked so hard to make it a success between 1893 and 1901 would be pleased.

PASSENGER CARS OF THE MONTREAL PARK AND ISLAND RAILWAY

P&I NUMBER	TYPE OF CAR	DATE BUILT	BUILDER	BODY LENGTH & WINDOWS (OR BENCHES)	T R U C K S	NOTES & DISPOSITION	DATE SCRP.	
								PRE-1901
1	DE DT Clsd.	1893	J.G. Brill	22' 8	Brill Max. Trac.	To ST 1895. MSR 34 in 1901.	1923	
2	DE DT Clsd.	1893	J.G. Brill	22' 8	Brill Max. Trac.	To ST 1895. MSR 44 in 1901.	1927	
3	DE ST Clsd.	1894	Lariviere	21' 7	Blackwell Cl. 12	MSR 54 in 1901.	1917	
4	DE ST Clsd.	1894	Lariviere	21' 7	Blackwell Cl. 12	MSR 46 in 1901.	1916	
5	DE ST Clsd.	1894	Lariviere	21' 7	Blackwell Cl. 12	MSR 60 in 1901.	1927	
6	DE ST Clsd.	1894	Lariviere	21' 7	Blackwell Cl. 12	MSR 48 '01. Salt car 332 '32.	1950	
7?	DE ST Clsd.	c.1894	Lariviere	? ?	Unknown	Probably burned in 1896.	1896	
8?	DE ST Clsd.	c.1894	Lariviere	? ?	Unknown	Probably burned in 1896.	1896	
9?	DE ST Clsd.	c.1894	Lariviere	? ?	Unknown	Probably burned in 1896.	1896	
10	DE ST Clsd.	1895	Lariviere	21' 7	Blackwell Cl. 12	MSR 24 in 1901.	1924	
11	DE ST Clsd.	1895	Lariviere	21' 7	Blackwell Cl. 12	MSR 28 in 1901.	1923	
20	1000?	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	Probably sold before 1903.	?
21	1002	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	Terminal Ry. funeral car 1909.	1919
22	1004	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR cinder car "M" in 1906.	1910
23	1006	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR tool shed in 1907.	1909
24	1008	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR cinder car "N" in 1907.	1910
25	1010	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR farebox car 10 in 1907. Welding car 3006 in 1916.	1926
26	1012	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR cinder car "O" in 1907.	1910
27	1014	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	Term. Ry. waiting room 1907.	1913?
28	1016	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR cinder car "P" in 1907.	1910
29	1018	DE ST Clsd.	1896	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR cinder car "Q" in 1907.	1910
30	1020	DE ST Clsd.	1897	Rathbun	21' 8" 7	Blackwell Cl. 12	MSR cinder car "R" in 1907.	1910
31	1022	DE ST Clsd.	1897	Rathbun	21' 8" 7	Blackwell Cl. 12	To MSR in 1907. Not used.	1907
32?	1024	DE DT Clsd.	1897	Rathbun	28' 11	Blackwell Cl. 31	Rebuilt as official car in 1910.	1939
33?	1026	DE DT Clsd.	1897	Rathbun	28' 11	Blackwell Cl. 31	To Terminal Railway in 1910. Became first aid shelter 1929.	1941
34?	1028	DE DT Clsd.	1897	Rathbun	28' 11	Blackwell Cl. 31	To Terminal Railway in 1910.	1929
35?	1030	DE DT Clsd.	1897	Rathbun	28' 11	Blackwell Cl. 31	To Terminal Railway in 1910.	1929
101	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
102	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
103	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
104	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
105	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
106	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
107	-----	DE ST Open	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
?	-----	ST Open Trlr.	1894	Patt. & Corb.	? 9	Unknown	Unknown disp. Gone by 1901.	?
108	-----	DE ST Open	c.1896	Crossen	21' 10	Peckham	MSR 701 in 1901. 35 in 1907.	1915
109	-----	DE ST Open	c.1896	Crossen	21' 10	Peckham	MSR 703 in 1901. 69 in 1907.	1915
110	-----	DE ST Open	c.1896	Crossen	21' 10	Peckham	MSR 705 in 1901. 77 in 1907.	1913
111	-----	DE ST Open	c.1896	Crossen	21' 10	Peckham	MSR 707 in 1901. 127 in '07.	1915

112	1001	SE	DT	Open	1898	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1923
113	1003	SE	DT	Open	1898	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1923
114	1005	SE	DT	Open	1898	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1923
115	1007	SE	DT	Open	1898	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1924
116	1009	SE	DT	Open	1898	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1922
117	1011	SE	DT	Open	1898	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1924
118	1013	SE	DT	Open	1899	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1924
119	1015	SE	DT	Open	1899	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1923
120	1017	SE	DT	Open	1900	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1924
121	1019	SE	DT	Open	1900	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1924
122	1021	SE	DT	Open	1900	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1925
123	1023	SE	DT	Open	1900	Lariviere	34' 4"	13	Can Sw & Spr Cl.	140	Rebuilt closed in 1912.	1924
124	1025	SE	DT	Open	1901	M. P. & I.	36' 2"	15	Brill		Rebuilt closed in 1912.	1924
125	1027	SE	DT	Open	1901	M. P. & I.	36' 2"	15	Brill		Rebuilt closed in 1912.	1924
126	1029	SE	DT	Open	1901	M. P. & I.	36' 2"	15	Brill		Rebuilt closed in 1912.	1924
127	1031	SE	DT	Open	1901	M. P. & I.	36' 2"	15	Brill		Rebuilt closed in 1912.	1924
36?	----	DE	DT	Clsd.	1900	M. P. & I.	?	7	Blackwell		Saint John N.B. No. 50 in 1903.	?
37?	----	DE	DT	Clsd.	1900	M. P. & I.	?	7	Blackwell		Saint John N.B. No. 51 in 1903.	?
38?	----	DE	DT	Clsd.	1900	M. P. & I.	?	7	Blackwell		Saint John N.B. No. 52 in 1903.	?
39?	----	DE	DT	Clsd.	1900	M. P. & I.	?	7	Blackwell		Saint John N.B. No. 53 in 1903.	?
40?	----	DE	DT	Clsd.	1900	M. P. & I.	?	7	Blackwell		Saint John N.B. No. 54 in 1903.	?
41?	----	DE	DT	Clsd.	1900	M. P. & I.	?	7	Blackwell		Saint John N.B. No. 55 in 1903.	?
----	1032	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had rear door. Rebuilt in 1925.	1938
----	1034	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had rear door. Rebuilt in 1925.	1938
----	1036	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had rear door. Rebuilt in 1925.	1952
----	1038	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had centre door. Rebuilt in 1921.	1938
----	1040	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had rear door. Rebuilt in 1925.	1938
----	1042	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had rear door. Rebuilt in 1921.	1957
----	1044	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had centre door. Rebuilt in 1926.	1938
----	1046	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had centre door. Rebuilt in 1924. Donated to CRHA in 1963.	----
----	1048	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr CL	40A	Had centre door. Rebuilt in 1924.	1955
----	1050	SE	DT	Clsd.	1902	M. S. R.	40' 9"	12	Can Sw & Spr Cl.	40A	Had centre door. Rebuilt in 1923.	1955
----	636	SE	ST	Clsd.	1900	M. S. R.	22'	7	Can Sw & Spr Cl.	15	Acquired 1910. Ex MSR 636.	1917
----	700	SE	DT	Clsd.	1901	M. S. R.	33'	7	Blackwell Cl.	31	Acquired c.1907. Ex MSR 700.	1928
----	702	SE	DT	Clsd.	1901	M. S. R.	33'	7	Blackwell Cl.	31	Acquired c.1907. Ex MSR 702.	1928
----	704	SE	DT	Clsd.	1901	M. S. R.	33'	7	Blackwell Cl.	31	Acquired 1909. Ex MSR 704.	1928
----	716	SE	DT	Clsd.	1901	M. S. R.	33'	7	Blackwell Cl.	31	Acquired 1909. Ex MSR 716.	1928
----	864	SE	DT	Clsd.	1905	Stephenson	28' 2"	10	Mtl Steel Wks Cl.	50	Acquired 1909. Ex MSR 864.	1929
----	866	SE	DT	Clsd.	1905	Stephenson	28' 2"	10	Mtl Steel Wks Cl.	50	Acquired 1909. Ex MSR 866.	1929
----	1100	SE	DT	Clsd.	1908	M. S. R.	51' 6"	15	Mtl Steel Wks Cl.	60	Length given is total length.	1936
----	1101	SE	DT	Clsd.	1908	M. S. R.	51' 6"	15	Mtl Steel Wks Cl.	60	Length given is total length.	1936
----	1102	SE	DT	Clsd.	1911	Ottawa	49' 6"	15	Curtis		Length given is total length.	1940
----	1103	SE	DT	Clsd.	1911	Ottawa	49' 6"	15	Curtis		Length given is total length.	1940
----	1104	SE	DT	Clsd.	1911	Ottawa	49' 6"	15	Curtis		Length given is total length.	1940
----	1051	SE	DT	Clsd.	1911	Ottawa	38' 3"	14	Curtis		Rebuilt 1924 same as 1032 class.	1956
----	1053	SE	DT	Clsd.	1911	Ottawa	38' 3"	14	Curtis		Retired after only 14 years.	1925
----	1055	SE	DT	Clsd.	1911	Ottawa	38' 3"	14	Curtis		Retired after only 14 years.	1925
----	1057	SE	DT	Clsd.	1911	Preston	38' 3"	14	Curtis		Retired after only 14 years.	1925
----	1059	SE	DT	Clsd.	1911	Preston	38' 3"	14	Curtis		Retired after only 14 years.	1925

WORK CARS OF THE MONTREAL PARK AND ISLAND RAILWAY

P&I NUMBER		TYPE OF CAR	DATE BUILT	BUILDER	T R U C K S	NOTES & DISPOSITION	DATE SCRP.
PRE-1901	AFTER 1901						
A	A	ST parcel car	?	Unknown	Unknown	Disp. Unknown.	?
B	B	ST construction car	?	Unknown	Blackwell	Frt car "B" 1902. Renum. 3001, 1914.	1926
----	1st 1	ST Tower car	?	Unknown	Peckham	Retired 1906.	1906
----	1st 2	ST Tower car	?	Unknown	Peckham	Renumbered MSR 3 in 1910.	1918
----	2nd 1	DT Tower car	1907	M. S. R.	M. S. R.	Retired 1959.	1960
----	2nd 2	DT Tower car	1910	M. S. R.	M. S. R.	Retired 1959.	1959
?	?	DT Flat	?	Unknown	Unknown		1904
?	?	DT Flat	?	Unknown	Unknown		1904
?	?	DT Flat	?	Unknown	Unknown		1904
?	?	DT Flat	?	Unknown	Unknown		1905
?	?	DT Flat	?	Unknown	Unknown		1905
?	?	DT Flat	?	Unknown	Unknown		1906
?	?	DT Flat	?	Unknown	Unknown		1906
?	?	DT Flat	?	Unknown	Unknown		1910
?	?	DT Flat	?	Unknown	Unknown		1910
?	?	DT Flat	?	Unknown	Unknown		1911
?	?	DT Flat	?	Unknown	Unknown		1912
----	D	DT 33 ft. Flat	1904	M. S. R.	Class 110	To MSR 1906. Renum 3015 in 1914.	1958
----	E	DT 33 ft. Flat	1904	M. S. R.	Class 110	To MSR 1906. Renum 3020 in 1914.	1936
----	J	DT 33 ft. flat	1904	M. S. R.	Class 110	To MSR 1906. Renum 3023 in 1914.	1958
----	K	DT 33 ft flat	1904	M. S. R.	Class 110	To MSR 1906. Renum 3021 in 1914. Box car in 1917. Brine car 1n 1947.	1957
----	L	DT 33 ft. flat	1904	M. S. R.	Class 110	To Term. Ry. 1910 as locomotive "L". Renumbered 3024 in 1914.	1946
----	2	DT Locomotive	1904	Taunton	Taunton	Acquired 1910. Ex MSR plough.	1913
13?	33	ST Sweeper	?	Lariviere	Lariviere	Sold to Cornwall about 1902.	?
14	34	ST Sweeper	?	Lariviere	Lariviere		1950
15	35	ST Sweeper	?	Lariviere	Lariviere		1950
16	1	ST Rotary plough	1901	Peckham	Peckham		1950
----	3	ST Rotary plough	1905	Ruggles	Peckham		1950
----	2	DT Rotary plough	1906	Ruggles	Peckham	Acquired from MSR.	1952
----	4?	Russell plough	1908	Russell	Class 100		1936
----	5	DT Rotary plough	1910	Ruggles	Class 100	To Branford Trolley Museum in 1959.	----

N O T E S

No official record of pre-1901 Park & Island numbers is known to have survived. The numbers shown are largely based on photographic evidence and on contemporary reports of how many cars existed in each group. It is not certain that renumberings of a given group were carried out in the same sequence as the original numbers although, based on later practice, it is likely that they were.

The existence of pre-1901 cars 7, 8, 9, 20, 36, 37, 38, 39, 40, 41 as well as post-1901 No. 1000, must be regarded as conjectural.

There is no definite record that the six cars which went to Saint John in 1903 ever actually ran on the Park and Island.

The trucks shown are the earliest known for a particular car. Some cars had their trucks replaced with newer types at a later date.

In 1912 all surviving P&I rolling stock was transferred to the Montreal Tramways Company, although the numbers remained the same.

The Railway and the War

By Thurstan Topham

CANADA'S Railway Lines are the arteries which supply LIFE-BLOOD to the great BRITISH COMMONWEALTH AIR TRAINING PLAN. From huge supply depots fast CANADIAN NATIONAL RAILWAYS freight trains rush supplies—from needles to engines—to airfields & training centres located on the lines of the NATIONAL SYSTEM throughout CANADA

RADIO SCHOOLS SUPPLY DEPOT FLYING SCHOOLS, BOMBING & GUNNERY SCHOOLS, AND MANNING DEPOTS. OBSERVER SCHOOLS

RAILWAY TRAFFIC IN CANADA is now 60 per cent greater than in the peak year of the last war. In 1941 the C.N.R. moved the largest tonnage of freight in its history. There was an increase of 43 per cent in freight tonnage handled since the start of the war

LOCOMOTIVES OPERATED BY THE NATIONAL SYSTEM TRAVEL MORE THAN 81,000,000 MILES DURING A YEAR'S SERVICE, OR 3,253 COMPLETE TRIPS AROUND THE WORLD

COAL 8,000,000 TONS

HANDLING WARTIME TRAFFIC, C.N.R. will require 8 MILLION TONS OF COAL THIS YEAR—Enough to heat A MILLION AVERAGE HOMES

1939	1941
45,691,280 TONS	65,370,412 TONS

"Waste is Sabotage" is the wartime slogan of Canadian Railwaymen. Canada's rail systems salvaged and reclaimed materials essential to the country's war effort to the value of \$10,000,000 last year.

Since 1939 the C.N.R. Motive Power department has reconditioned 83 freight engines which ordinarily would have been replaced by new locomotives. They are all giving valuable service today. Some of them have served Canada in four wars!

Every bit of waste paper is saved by the employees of the National System to go into bales like these. Last year more than a million pounds were reclaimed, enough to make 592,593 RED CROSS cartons.

Salvage material from homes of railway men is gathered by members of War Services Associations formed by C.N.R. employees in many parts of Canada. They also raise funds for mobile canteens, ambulances overseas parcels, the Red Cross and other war relief.

Soudanese War-1896	Boer War-1899	Great War-1914	Present War-1939
--------------------	---------------	----------------	------------------

History Behind a Picture Frame

By Fred Angus

While repairing the frame of an old picture, your editor discovered that some pieces of old newspaper had been placed behind the picture to prevent dust from coming into the frame. These pieces of paper were extremely fragile and brittle, and would have crumbled away if not very carefully handled. They proved to be from a single newspaper, the Montreal Daily Star of Thursday, July 12, 1894. A quick glance revealed that this discoloured and disintegrating paper was a window to the world of almost a century ago. The major event reported was the disastrous railway strike in the United States which had started at the Pullman company and had spread nationwide. By July 12 much violence had occurred and there had been many fatalities as troops opened fire on the strikers. The article although fragmentary and crumbling, did include some line drawing illustrations which were too badly deteriorated to reproduce here.

However in the same paper were several small items, mostly of local interest, concerning main line railways as well as the street railway which, in Montreal, was nearing the end of the conversion from horse to electricity.

Some articles are tragic, some are informative and some are downright amusing. What is amazing, however, is that so many items of railway interest can be found in three small pieces of disintegrating paper that were behind a picture for almost a century.

A MIXED UP COLLISION

Trolley, Ice Waggon and Milk Express Badly Tangled.

There was a mixed up collision this morning about nine o'clock on Windsor street, a little below the Windsor Station. The component parts were a Windsor and St. Lawrence electric car going south, an ice waggon going north, a milk cart standing still, and a lamp-post which perforce of itself could not move away. The car collided with the ice waggon, which in turn collided with the milk cart, which latter impelled the horse drawing it against a lamp-post. The car and the ice waggon escaped injury, the milk waggon and the lamp-post being the only victims. Both are badly crushed, the post particularly so. The driver of the cart was thrown out and badly bruised.

Street Cars Delayed.

A fallen wire delayed cars going west on St. Catherine street, for some time, about six o'clock this morning. The mishap occurred in front of the St. James Methodist Church. The first car to be stopped was filled with laborers on their way to work; they had no time to spare, so sprang out and pushed the car for a couple of blocks. They were about to enter the car again when the trolley pole gave way and came crashing down to the street. One of the men was struck on the cheek making a horrible gash.

[And it was the day BEFORE Friday the 13th!]

The railway traffic to the Sault is rushing over both Grand Trunk and Canadian Pacific.

He Claims He Beat The Train.

Mr. O. Desjardins, of 39 University street, started from St. Laurent this morning on a bicycle to ride to Montreal. As Mr. Desjardins mounted his wheel, a train was leaving the station. Mr. Desjardins came via the Outremont road and arrived at the Bonaventure Station one minute ahead of the train. He started at 8.07 and arrived at 9.30.

Fenders are now being put on the street cars.

[Previous to this the electric cars were the source of an alarming number of pedestrian casualties.]

"Where is Maplewood?"

Maplewood is situated on the west slope of the Mountain.

How can I get to Maplewood? Follow the Park Avenue Electric Railway tracks to Maplewood.

Maplewood is beautifully situated and covered with choice Maple Trees.

The Electric Railway has a double track running through the entire length of Maplewood. For plans and terms of Maplewood lots apply to

R.A. MAINWARING, 147 St. James St., or

HENRY BOGUE, Manager at Maplewood.

[Editor's note: The electric railway referred to is the Montreal Park and Island Railway's Outremont line. The advertisers were a little premature, for this line, which passed through Maplewood, was not opened until August 1, 1894. So as of July 12, the tracks were indeed there, but not yet the cars!]

What the Electric Cars are Doing.

Taking passengers to the Cyclorama of Jerusalem, corner of St. Catherine and St. Urbain streets.

[An advertisement with an eye-catching heading.]

Another Canadian Pacific official, but of lesser magnitude, was in great glee this morning [speaking of the tragic railroad strike in the United States]: "If the strike were to continue another two months we would be doing all the business. Why we are getting all the California travel. On Monday we had four sleepers on, on Tuesday five, and again on Wednesday four. The Californians are afraid to use the United States roads just now and are just pouring in on our line."

[Part of an article concerning the U.S. labour unrest.]

And, finally, these words of wisdom which are just as applicable in 1993 as in 1894.

To abandon a friend for a single error evinces a cold heart and a weak judgement.

Source for all articles: Montreal Daily Star, Thursday, July 12, 1894.

Great Western Railway Fire, 1874

By Driftin' Doug Smith, The Singing Trainman, 1989

Great Western Railway, Sarnia Express
Leaving out of London with a mixed consist
Petroleum and baggage cars, coaches on behind
Crowded full of passengers having a good time

Halfway to Komoka the lamp fell to the floor
Kerosene was burning, flames began to soar
Panic seized the passengers, wind fanned the flames
The only hope they had was to stop the speeding train.

Chorus:

And the train rolled on, the engine sang a song
But the engineer, he never knew just what was going on.

With no bell-rope connected up to the engineer
Conductor Mitchell climbed the roof, his heart filled with fear
He ran along the catwalks to give the order STOP
By now the coach was burning from the bottom to the top.

Passengers were jumping headlong from the train
Some who tried to escape, their efforts were in vain.
Eight died in the fire, Conductor Mitchell did weep
And asked the Lord, his passengers, their souls in heaven to keep.

The Business Car

CRHA ANNUAL AWARDS



*Mrs. Elizabeth Tancock receiving her award, October 8 1992.
Photo by Hollie Lowry.*

Recent presentations of the CRHA Annual Awards have taken place in Toronto and Vancouver. The Award for the best article in a non-CRHA publication was won by Mrs. Elizabeth A. Tancock, and it was presented to her by Toronto & York Division President Chris Kyle at the T&Y meeting of October 8, 1992.



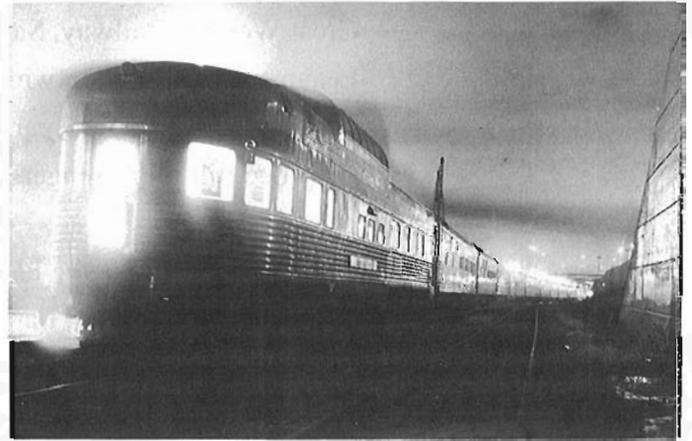
Mike Green presents the award to Fritz Lehmann.



Robert Turner receives the 1991 award for his book "Logging By Rail".

Vancouver B.C. was the scene of two presentations of CRHA Awards at the meeting of the Pacific Coast Division on December 20, 1992. The 1990 award to Fritz Lehmann, for the article on James Good in the May-June 1990 issue of Canadian Rail, was presented, as was the 1991 Book Award to Mr. Robert Turner for his book "Logging By Rail". Both these awards were presented by Pacific Coast Division President Mike Green.

LAST STEAM HEATED TRAIN



*The last steam-heated "Atlantic", No. 11, seen at Saint John N.B. the evening of January 23, 1993.
Photo by David Morris.*

Last steam heated train

The logo used on the train to commemorate the occasion.

Sunday, January 24 1993 marked the completion of the conversion of VIA Rail's transcontinental passenger trains from steam heat to head-end-powered electric service. On that morning the last steam-heated "Atlantic" arrived in Montreal, completing its run from Halifax via Saint John. Since this train passes through the state of Maine, this may also have been the last steam-heated regularly-scheduled long-distance passenger train in the United States. The significance of the occasion was marked by VIA, and there were several railway enthusiasts and representatives of railfan publications aboard the train. This historic train consisted of locomotives 6432 and 6309 hauling cars 15462, 15458, 9618, 5736, 9616, 5537, 5500, 757, 5750, 1347, CHATEAU DOLLARD, EVERETT, EDENWOLD, ALGONQUIN PARK. This is, of course, not the last steam-heated passenger train in Canada, since

there are still the northern trains to Jonquiere, Senneterre, Churchill etc. as well as a number of shorter-distance trains in southern Ontario. However the transcontinental service from Halifax to Vancouver is now all head-end-power.

BUSINESS UP ON CANADIAN ATLANTIC

A truly ironic event has taken place. In the very week that CP Rail filed an application to abandon its "Short Line" east of Sherbrooke, through Maine, to Saint John, the line has seen a huge increase in traffic. The reason was ice jams that blocked the Saint Lawrence River and prevented ships from coming to the Port of Montreal. As a result many container ships were diverted to Saint John, and their cargo shipped to and from Montreal by the Canadian Atlantic. Train crews have been working double shifts, locomotives have been brought east from Montreal, and several full-length freight trains have been running daily over the line. Sidings are filled with loaded cars, since all available yard space has been filled.

While all this will probably end once river traffic resumes, this event should be a warning of the serious consequences that could ensue should the government allow this vital link to be abandoned. This time, the railway was there to meet the emergency; it is in the best interests of the country to ensure that it remains there for the future.

RAILWAY SOCIETY OF NEWFOUNDLAND

We are in receipt of the annual newsletter of the Railway Society of Newfoundland, which contains very encouraging reports of the Society's preservation efforts on its museum site near Corner Brook. The rolling stock has seen much improvement, starting with a repainting of steam engine 593 and repairs to its cylinders. A new insignia colour has been adopted and it definitely has a sharper appearance. The baggage and box-baggage cars had their roofs sealed and painted as a number of the roof joints were starting to corrode. The baggage car had a new door sill installed and a final interior cleaning. The dining car had new carpet, drapes, chairs and flooring installed. After a finishing coat of paint it is now the showpiece for the Society. The snowplough interior, the speeder exterior and trailers received a fresh paint job. The diesel locomotive had its engine doors secured and winterized. The advice of an electrician will be secured before this year's start-up.

There is a real change sweeping through the area and it is taking on a new life of its own as the train site progresses. The work carried out this past summer has gone a long way to improve the look and character of the old switching yard. Before too long the station will be ready to accept arriving passengers who will have the chance once more of hopping aboard a waiting "Bullet" express by Station Road. As one of the workers kept saying last fall, "Give me a shovel full of coal and I'll get old 593 working for us again!" While it is not that simple, we think in some way his wish is coming true.

BACK COVER: In our December 1992 issue, we showed pictures of the North Street Station in Halifax after it had been heavily damaged in the disastrous explosion of December 6 1917. In this photo we see the station in happier times; around the turn of the century. The name "Intercolonial Railway" and the date "1876" is visible in the brickwork of the tower. One of Halifax's earliest electric street cars, No. 10, built in 1896, is passing the station. In the background can be seen the Narrows, near the spot where the explosion took place almost twenty years later.

National Archives of Canada, Photo No. C-19262.

Please send any enquiries to: Railway Society of Newfoundland, P.O. Box 673, Corner Brook, Nfld. A2H 6G1

HELP WANTED

Mr. Rene Elliott, P.O. Box 367, New Lisbon, N.Y. 13415, U.S.A. wants information about the Linn Manufacturing Company of Morris, N.Y. The company produced half-track style machines, and Mussels Ltd. of Montreal were Linn's Canadian distributor from 1922 until after World War II. Unfortunately company records covering this period appear to have been destroyed. Mr Elliott will appreciate any help that members can give him.

SALEM & HILLSBOROUGH

The New Brunswick Division of the CRHA reports that the S&H is looking forward to a good operating season in 1993, and wishes to extend an invitation to all interested persons to "Climb on Board" as they enter their tenth season. The past, 1992, season brought forth improvements to the railroad, including refurbishing several pieces of equipment:

CN Jordan Spreader 51040 has been 90% rebuilt, and it received a new paint job including stencilled data.

The two S&H diesels 208 and 8245 have been cleaned and painted inside and out.

UTLX tank car 36025 and CN double-ended snowplough 55698 were painted and received stencilled data.

CPR steam crane 414324 received new paint and scripted lettering "Canadian Pacific". It now presents a unique photo opportunity for the enthusiast.

CN baggage car 8665 had repairs to the doors and to the body. Presently in the shop is box car CN 506335 (ex-CN 70005) having restoration work completed.

SASKATCHEWAN RAILWAY MUSEUM

The Saskatchewan Railway Museum has secured the body of Regina Municipal Railway street car No. 42, built by the Canadian Car and Foundry Company in 1928, and closely resembling the Montreal Tramways Co. 1950-class one-man cars. This tram was one of seven similar cars delivered to the Queen City that spring, 65 years ago. Originally it featured rattan covered seats and cherry red and cream painted exterior. Although the interior is in poor shape with many fixtures and seats missing, the car is restorable. No. 42 saw service in Regina from 1928 until the end of street car service in 1950, although it is doubtful if it saw regular service after 1949. The body was sold in October 1950, and was used for many years as a cabin. The City of Regina later re-purchased it with the idea of restoring it, but, as the years passed, it was felt that the best way of preserving it was to sell it to the Saskatchewan Railway Museum. It should arrive on the site this spring.

Source: The Prairie Switcher.

Canadian Rail

120, rue St-Pierre, St. Constant, Québec
Canada J5A 2G9

Postmaster: if undelivered within
10 days return to sender, postage guaranteed.

MAIL  POSTE

Canada Post Corporation / Société canadienne des postes

Postage paid

Port payé

Lettermail

Poste-lettre

PERMIS # 148

ST. CONSTANT, QUÉ. J5A 2G2

PLEASE DO NOT FOLD

NE PLIEZ PAS S.V.P.

