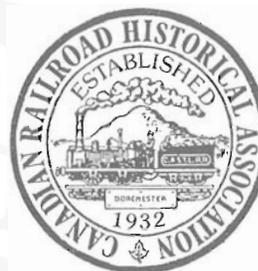


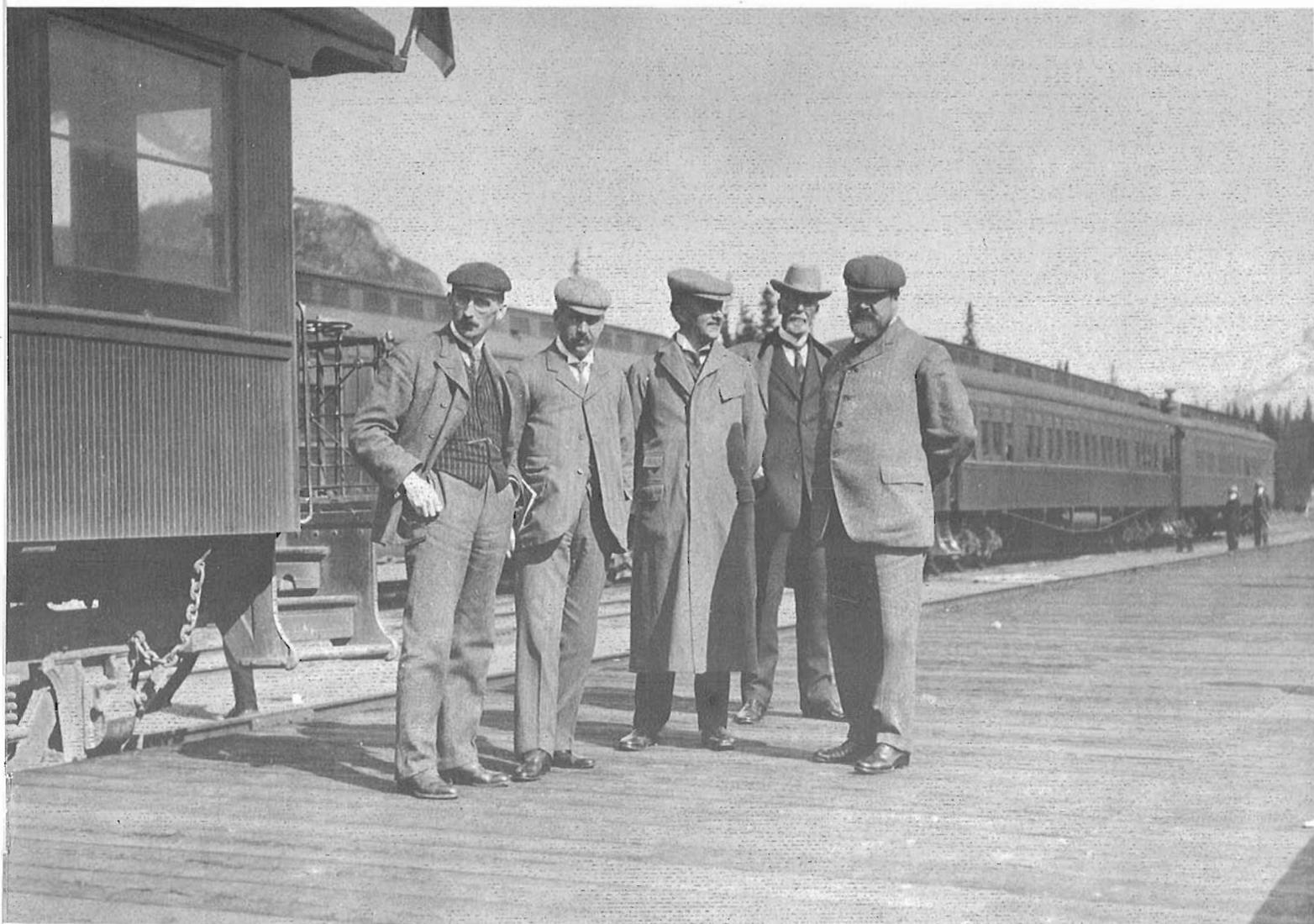
# Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 454



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# CANADIAN RAIL

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## TABLE OF CONTENTS

CHARLES MELVILLE HAYS AND THE C.R.H.A.....	DEREK BOLES.....	119
1897 - A NEW OFFICIAL CAR FOR A NEW GENERAL MANAGER.....	RAILWAY & SHIPPING WORLD..	121
CONTEMPORARY ARTICLES CONCERNING CHARLES HAYS. 1898 - 1912..	RAILWAY & SHIPPING WORLD..	122
THE DEATH OF CHARLES M. HAYS.....	RAILWAY & MARINE WORLD.....	124
MEMORIALS TO CHARLES M. HAYS.....	FRED F. ANGUS.....	126
A CITY THAT REMEMBERS CHARLES M. HAYS.....	FRED F. ANGUS.....	127
GRAND TRUNK RAILWAY BRIDGE No. 302.....	GAY LEPKEY.....	128
THE CENTENNIAL OF THE "MONTREAL ROOF".....	FRED F. ANGUS.....	131
NEWS FROM THE CANADIAN RAILWAY MUSEUM.....	JEAN-PAUL VIAUD.....	139
THE BUSINESS CAR.....		142

*FRONT COVER: Although Charles Melville Hays was President of the Grand Trunk Pacific for almost eight years, he did not make many visits to the western portions of the GTP. This photo shows Mr. Hays (right) with other officials posing by the official car "Canada" during a station stop on one such inspection trip.*

*National Archives of Canada. Photo No. PA-21904.*

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

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 GOAL OF THE ASSOCIATION IS THE COLLECTION, PRESERVATION AND DISSEMINATION OF ITEMS RELATING TO THE HISTORY OF CANADIAN RAILWAYS**

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# Charles Melville Hays and the C.R.H.A.

By Derek Boles

One hundred years ago, January 1, 1896 to be exact, Charles M. Hays came from the Wabash Railroad to assume the General Managership of the Grand Trunk. For the next sixteen years, apart from a hiatus in 1901, Mr. Hays controlled the destinies of the G.T.R. and its subsidiaries as they faced the new vicissitudes of the twentieth century. It was during this period that the Grand Trunk went from "absentee control" (from the directors in England) to being run effectively from Canada. It is also the time of the greatest prosperity for the railway. Whether this prosperity would have continued if Mr. Hays had not met an untimely death is a question that railway historians will always debate, and we do not propose to debate the question here.

In this issue, we present an article by Derek Boles giving an introduction to Mr. Hays and also explaining the connection to the CRHA, especially the Hays building at the Canadian Railway Museum. We also reprint some contemporary articles about incidents in his career, including a detailed account of his death in the ever-memorable disaster of the sinking of the *Titanic*. Also included is an 1898 article about Mr. Hays' official car *Canada* which is now a treasured artifact at the Canadian Railway Museum. We conclude by telling of a place where the name of Charles Melville Hays is not forgotten; in fact he is revered as its founder.

Charles Melville Hays ranks as one of the most significant railway executives in the history of Canada. Hays assumed control of the Grand Trunk, Canada's most established railway, at a time when railways were far more important to society's economic and social fabric than they are today.

Yet, aside from railroad historians, few today are even aware of Hays' existence. Most visitors who walk through the doors of the Hays building at the Canadian Railway Museum haven't any idea as to whom the structure is named after.

Admittedly, most nineteenth century railway executives do not generally enjoy a high profile among members of the general public. However, high school students who explore Canadian history in any depth are probably aware of Sir William Cornelius Van Horne of the Canadian Pacific Railway (CPR), and there lies the rub. The CPR has always captured the public imagination more than the publicly-owned CNR and its numerous railroad antecedents. Perhaps it has to do with the fact that the CPR has been, in this century at least, a successful corporate entity not requiring financial bailouts from the government. Or, perhaps it's because Pierre Berton has not written one of his best-selling books about the CNR. Our publicly-owned [until 1995. Ed.] railway has certainly never been the subject of a highly-rated CBC television



Charles Melville Hays 1856 - 1912

mini-series, most recently rerun in a rather transparent attempt to encourage nationalistic fervour in the weeks prior to the constitutional referendum. That our public broadcasting system should find no dramatic potential in the story of the Canadian National is ironic, given the importance of the railway lines that have gone to form the CNR, including Hays' Grand Trunk and Grand Trunk Pacific, with the National Transcontinental Railway thrown in for good measure. Both men, I'm sure, would be vastly amused by this irony.

The similarities between Hays and Van Horne are startling. Both men were born in the state of Illinois, began their railroad careers in the midwestern United States and had assumed senior executive operating positions by the age of forty. Both men saw the opportunity for greater challenges in Canada and became general managers of two of the largest Canadian railroads. They were both prodigious workers and each, typically, began his Canadian career on New Year's day,

Van Horne in Winnipeg on January 1, 1882, and Hays in Montreal on January 1, 1896. They both used their drive and energies to construct truly transcontinental railways, ambitions that would have been far more difficult if they had remained in the U.S. Each was a brilliant railway manager with a complex personality. They even resembled one another physically as they both had full

beards, a balding pate, and were short but stout men who tended towards portliness as they both enjoyed gastronomic consumption. They died within little more than three years of one another and, after their deaths, their remains were transported on trains, which contained their private railway cars, to their places of interment. Remarkably, both of these private cars have been preserved, a century after their construction, and both reside in the collection of the CRHA's Canadian Railway Museum. The manner of their deaths, however, bore little resemblance to each other, for Van Horne died in bed in Montreal at the age of 72, while Hays died at 56 in the North Atlantic as a key figure in the greatest maritime disaster in history.

Many of the survivors of the uncompleted maiden voyage of *RMS Titanic* became legendary themselves simply because they had been fortunate enough to step into a lifeboat at an auspicious moment. There were numerous and famously wealthy men of achievement who perished on the *Titanic*, some of them Canadians. Few could claim the equivalent of what Hays had accomplished in his relatively short lifetime which was cut off in the prime of middle age. The allure of Hays' *Titanic* experience increases when one considers that he predicted the disaster while holding forth in the doomed liner's dining room just hours prior to its collision with history's most notorious iceberg. In the two hours and forty minutes between that collision and the *Titanic*'s foundering, there was a kaleidoscope of varied human behaviour triggered by the most stressful circumstances that any of the 2200 people on board would ever experience. Some reacted with cowardice and selfishness; most simply went into a numbing state of shock. A few of the *Titanic*'s passengers, and Hays was among them, displayed gallantry and nobility that became the stuff of legend.

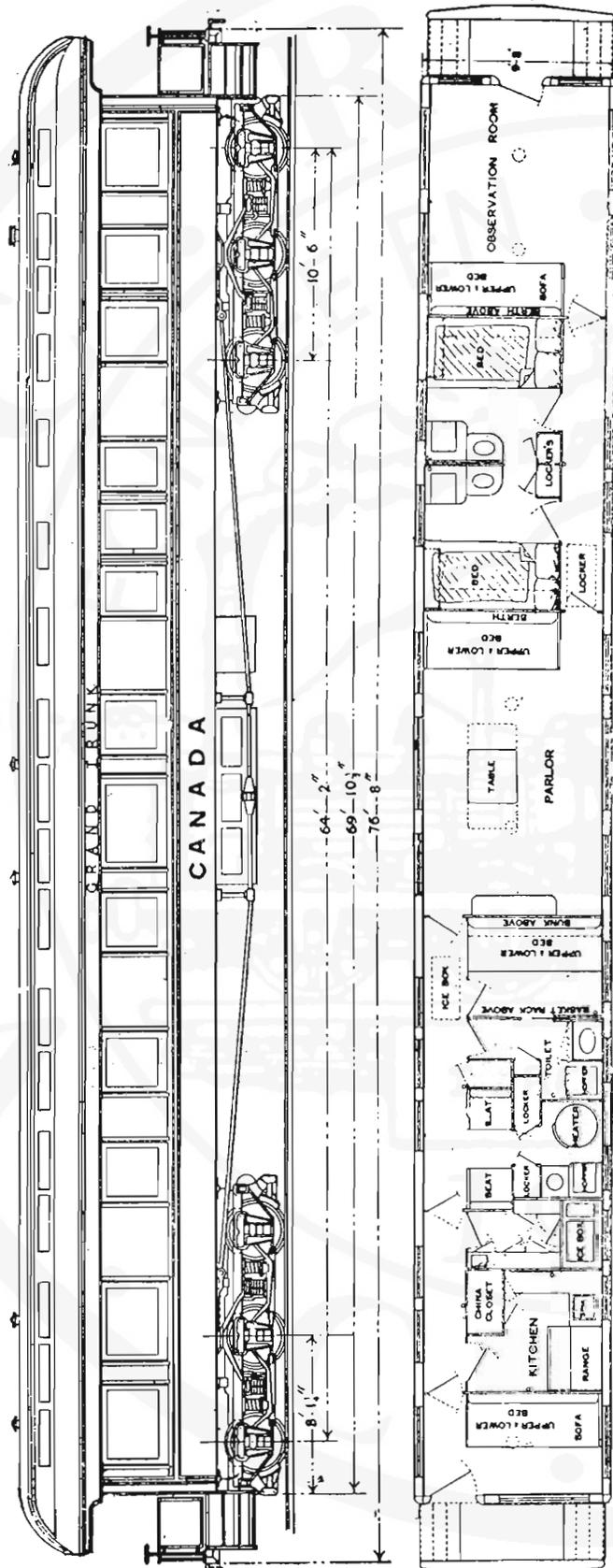
So, why then is Hays such an obscure historical figure? His big mistake, and it was an enormous one that would have repercussions that have resonated through most of this century, was his obsession with the construction of the Grand Trunk Pacific Railway. This was the result of the railroad construction fever that gripped Canada at the time and would result in two new Atlantic-to-Pacific combinations, the Grand Trunk Pacific / National Transcontinental and the Canadian Northern. They were both constructed at the same time, and mostly travelled through virtual wilderness that could not then, and still cannot, generate the local traffic necessary to sustain a railway economically. Not only that, but these two lines were in addition to the already-completed CPR transcontinental whose construction had been supervised by Van Horne. Yet Hays was encouraged in this "transcontinental madness" by no less a personage than Sir Wilfrid Laurier, arguably the most admired Liberal Prime Minister in Canadian history. While Hays would not live to see its completion, it was his drive and ambition that made the Grand Trunk Pacific possible. Five years after the GTP's last spike ceremony in 1914, the entire railroad was in receivership. By 1923 the Grand Trunk parent company was itself reeling from the crushing debt load, as a result of which it was absorbed by the newly formed Canadian National Railways. In the 1990s, the CNR is finally making an all-out effort to abandon substantial portions of these two transcontinental railways it inherited from the Grand Trunk and Canadian Northern railways.

Hays died twenty years less a month before the establishment of the Canadian Railroad Historical Association in March of 1932. His accomplishments in the Grand Trunk and Grand Trunk Pacific would ensure a substantial historical profile in the activities of the CRHA, but the Hays connection runs much deeper than that. Among the Association's most treasured pieces of railway rolling stock is Hays' private railway car, *Canada*. This was the car that took him to New York to begin his final of many voyages to England in order to mollify a restive GTR board of directors. The *Canada* was waiting for him in anticipation of his return to New York, and it was sent to Halifax when false newspaper reports indicated that the *Titanic* was being towed to that Maritime port. When the full extent of the disaster became known, the train pulling the *Canada* was flagged down in the Maine woods, returned to New York, and carried his grieving widow and daughter, themselves *Titanic* survivors, back to Montreal. A few days later, in an impressive and moving memorial, every wheel on the far-flung empire stopped turning; every workman put down his tools, and thousands of GTR employees paid silent tribute to the man who had brought their colonial railroad into the twentieth century. The *Canada* was eventually sent to Halifax two weeks later to retrieve Hays' body and return him to Montreal for interment in Mount Royal Cemetery.

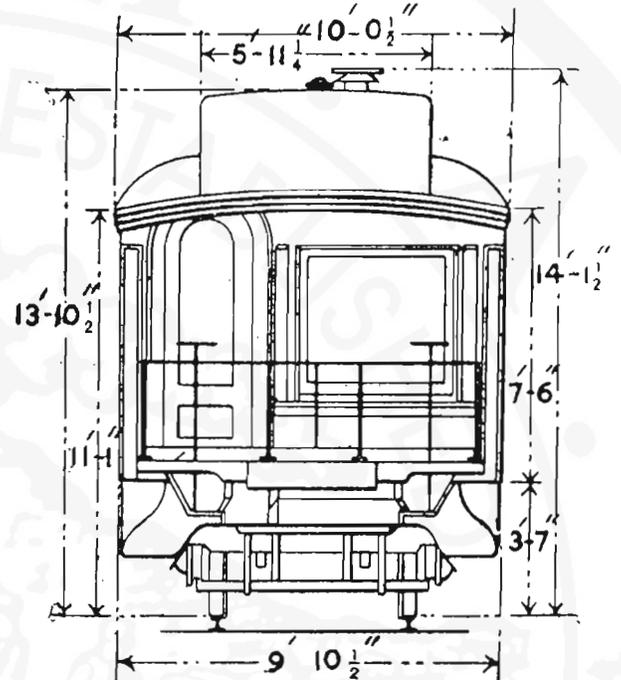
In the late 1960s, Hays' four daughters, one of whom was the aforementioned *Titanic* survivor, made one of the largest donations ever received by the CRHA from private individuals. Two of the Hays sisters attended a sod-turning ceremony at the Canadian Railway Museum in October of 1969. The Hays Memorial Building, completed in 1970, was erected with their donation and stands as a tribute to Charles Melville Hays. The most substantial structure at the museum, the Hays building houses the CRHA's library-archives, administrative offices and a changing series of smaller exhibits. Along with the donation went an endowment fund, the interest from which is used for the upkeep of the building. Later, the Hays sisters also purchased the car *Canada* from the CNR and presented it to the CRHA in memory of their father.

As an occasionally active member of the CRHA since 1965 and an active member of the Titanic Historical Society since 1977, I have wanted to write Hays story for some time. My interest was piqued after I rejoined the CRHA in 1983 and acquired a complete set of Canadian Rail. A perusal of this collection for information on Hays revealed three short articles; a piece on the new building by CRHA President Dr. R.V.V. Nicholls in the Summer 1970 issue, and two subsequent articles by CRHA members Jacques Messier and Lon Marsh in 1987. These articles were tantalizing, and I believed that there was an even more interesting story to be told.

It is about time that the pages of Canadian Rail pay substantial tribute to Charles Melville Hays. There is no better time than in this year 1996 which marks one hundred years since he became the General Manager of the Grand Trunk. In this issue we will see an overview of his career, some stories relating to the Hays era, as well as a chronicle of the events of 1912 and Hays' experiences on board *RMS Titanic*, the legendary disaster than continues to enthrall after almost 85 years.



**1897 - A New Official Car, the *Canada*, is built for the New General Manager**



*Drawings of car "Canada" as it appeared when built in 1897. Railway and Shipping World, Vol. 1, No. 3, May, 1898.*

On this page are given elevations and floor plans of the car *Canada*, built last year by the Wagner Palace Car Co., at Buffalo, N.Y., for the use of General Manager Hays, of the G.T.R. Its dimensions are: Length over body 69 ft. 10 1/2 in.; length over all 76 ft. 8 in., including platform; width 9 ft. 10 1/2 in.; height over all 14 ft. 1 1/2 in. It has six-wheeled trucks, with a wheel base of 10 1/2 feet.

The interior is finished in mahogany, of plain design throughout, with the exception of the kitchen, which is cherry. The upholstery is in dark green Ooze leather, and the floors are covered with green Wilton carpet - the draperies being made to match. The floor space is divided up so as to afford very ample accommodation. The two staterooms, which can be arranged en suite, are furnished with stationary beds and individual toilet accommodations. The locks and most of the other metal fittings in the car are of Persian brass, the washstands and accessories being of nickeline. These are supplied with both hot and cold water service. In the observation room is a convenient piece of equipment in the form of a map rack, containing numerous maps showing the topography of various sections of the road, which are mounted on rollers for automatically folding them into the ceiling when not in use.

The car is lighted with Pintsch gas and heated with the "anti pounding" steam-heating system. In the observation room is a speed recorder.

The Railway and Shipping World, May, 1898.

## Some Contemporary Articles Concerning the Career of Charles M. Hays between 1898 and 1912

### GRAND TRUNK - WABASH ALLIANCE

The new arrangement is an exceedingly important one for both companies concerned. It is to be considered that the alliance between the Wabash and the G.T. has been more or less close since Mr. Hays left the former road to assume the management of the latter, indications are that these relations are to be closer, and that the Canadian road will thus obtain facilities for reaching many important sections and cities in the Western and Southwestern states.

The Railway and Shipping World, May, 1898.

### C.M. HAYS LEAVING THE G.T.R.

The persistent rumours about Mr. Hays retiring from the position of General Manager of the G.T.R. have at last proved to be well founded, as on Oct. 28 he stated that he had accepted the Presidency of the Southern Pacific Co., in succession to the late C.P. Huntington. It is said he will sever his connection with the G.T.R. on Dec. 31, and then proceed at once to San Francisco, which will be his headquarters.

A New York dispatch, referring to the appointment, says:- "Vice-President Huntington's acquiescence in the selection of Mr. Hays is said to be cordial. Although having a natural ambition to succeed his uncle as President, he recognizes Mr. Hays' fitness for the place, inasmuch as it has been the desire of the controlling stockholders to put the best man obtainable at the head of the operating department. The younger Mr. Huntington has not the experience as a railway operating man that Mr. Hays has had. In recent years he has been the personal representative of his uncle in San Francisco, while the traffic and operating departments of the Southern Pacific were in the hands of Vice-Presidents Stubbs and Kruttschnitt. H.E. Huntington is expected to retain the office of First Vice-President as long as he chooses to keep it. As the inheritor of one-third of his uncle's large interest, he becomes one of the most influential of individual stockholders. The Huntington estate and the foreign holdings represented by Speyer & Co. are said to control the property, and a person conversant with the actual conditions estimates that Speyer & Co. represent about one-quarter of the entire capitalization of \$200,000,000."

On December 31, 1895, Mr. Hays severed his connection with the Wabash Company to accept the position of General Manager of the G.T.R. System, under a 5 years' contract, at a salary of \$25,000 a year, which was afterwards increased to \$35,000, and he is said to have received an additional sum from the Central Vermont Ry.

Mr. Hays married Clara J., daughter of Wm. H. Gregg, St. Louis Mo. In religion he is a Presbyterian.

The Railway and Shipping World, October, 1900.

**Grand Trunk.**- C.M. Hays having resigned the General Managership to accept the Presidency of the Southern Pacific, G.B. Reeve has been appointed Second Vice-President and General Manager, the change to take effect on December 15.

The Railway and Shipping World, November, 1900.

### SPECIAL MEETING OF THE G.T.R. COMPANY

A special general meeting of the proprietors was held at the Cannon Street Hotel, London, England, on December 12. [The meeting was called to discuss the affairs of the Chicago & Grand Trunk, and the formation of the Grand Trunk Western]

[At this meeting] Sir Rivers Wilson [President of the G.T.R.] paid a glowing tribute to C.M. Hays, saying it was impossible to find a second Hays, but he believed G.B. Reeve was the best man whose services could possibly be secured. He dilated on the sacrifices Mr. Reeve had made in giving up his retirement to take on the onerous duties of General Manager. The shareholders congratulated the directors on the action taken, and gratefully bid farewell to Mr. Hays.

The Railway and Shipping World, December, 1900.

### C.M. HAYS AND THE SOUTHERN PACIFIC

On Sept. 28 the rumours about Mr. Hays' resignation of the Presidency of the Southern Pacific Co. were confirmed in the following statement which he gave out:- "The change in policy and organization of the company, consequent upon a change in the ownership and control of the Southern Pacific shortly after my taking service with the company has made the place, originally attractive to me, so much less so that I, several weeks ago, voluntarily placed my resignation and surrender of my contract with the company at the disposal of the executive committee, to take effect upon such date and upon such conditions as might be agreeable to them. We have agreed upon October 1 as the date upon which my resignation shall become effective. The announcement as to my successor, etc., will doubtless be made shortly. I have no definite plans as yet, but expect to remain some weeks enjoying the country with my family at Menlo Park, and will probably go east some time early in December."

A large number of rumours have been afloat respecting Mr. Hays' future, and the daily papers have appointed him to several positions, the last one being the Presidency of the Erie Road.

Following Mr. Hays' resignation came those of E.H. Fitzhugh, Assistant to the President, and R.H. Ingrahm, Executive Secretary, both of whom left the Central Vermont road to enter the S.P. service under Mr. Hays. J.M. Herbert, formerly of the G.T.R., has since resigned the managership of the Pacific division of the S.P., to which he was recently appointed.

E.H. Harriman, Chairman of the Executive of the S.P., has been elected President, succeeding Mr. Hays.

The Railway and Shipping World, November, 1901.

[Editor's note: As this is being copied, it is September 12, 1996, the date the Southern Pacific - Union Pacific merger is to come into effect. Thus the Southern Pacific will disappear, and both the U.P. and S.P. will be under the same management as they were briefly during the Harriman years in the early part of the twentieth century].

**Grand Trunk Ry.:-** C.M. Hays will return to the management, probably on January 1. No official announcement of his title has been made, but it is said he will be Vice-President and General Manager, succeeding G.B. Reeve, who will again retire to his California ranch, which he quitted reluctantly a year ago to succeed Mr. Hays, when the latter went to the Southern Pacific Co.

C.M. Hays, ex-President of the Southern Pacific Co., left San Francisco early in November, and after a brief stay in New York proceeded to England, from where soon came the news that he had decided to return to the management of the G.T.R.

The Railway and Shipping World, Dec. 1901.

**GRAND TRUNK PACIFIC RAILWAY**

The following provisional officers and directors were appointed on the formal organization of the G.T.P. Ry. Co. in Montreal: President, C.M. Hays, 2nd Vice-President and General Manager G.T.R..... An executive committee, consisting of C.M. Hays, F.W. Morse, W. Wainwright and Hon. G.A. Cox was also appointed. Under the act of incorporation the first meeting of shareholders will be held in October when directors will be elected.....

After the preliminary organization meeting C.M. Hays stated in an interview: "Surveys are being rapidly made on that section of the road between Winnipeg and the Pacific coast. They will be continued, and as soon as all the required information regarding grades, practicable routes and terminal points is prepared a definite route will be chosen and construction work will be commenced. It will take considerable time yet for these surveys to be completed. There is no probability of any construction work being started this year."

The Railway and Shipping World, Sep. 1904.

**Grand Trunk Ry.:-** C.M. Hays, President G.T.P.R. and Second Vice President and General Manager G.T.R., sailed from New York June 29 for England, and his car *Canada* being in New York, Mr. Morse travelled back in it to Montreal. This fact was magnified by a section of the daily press into a special sending of the *Canada* to New York to meet Mr. Morse, and the fairy story writers followed this up by an announcement that Mr. Hays would resign and be succeeded by Mr. Morse and other equally likely prophecies.

The Railway and Marine World, August, 1909.

**Grand Trunk Ry.:-** C.M. Hays, Second Vice President and General Manager G.T.R., will succeed Sir Charles Rivers Wilson as President on January 1, 1910.

The Railway and Marine World, December, 1909.



*Two standard Grand Trunk Pacific stations, built in the time of C.M. Hays, and still standing in 1996, one preserved, the other facing demolition.*

*TOP: The station from Penny B.C. which has been moved to the railway museum at Prince George and beautifully restored.*

*BOTTOM: The larger station at McBride appears to be doomed. When photographed on July 4, 1996 it had a notice offering it for sale. It is very likely it will soon be demolished.*

*Both photos by Fred Angus.*

**AND, FINALLY, THE LAST TRIP...**

C.M. HAYS, President G.T.R. and G.T. Pacific Ry., left Montreal for England, via New York, February 12.

The Railway and Marine World, April, 1912.



# The Death of Charles M. Hays

From The Railway and Marine World, May 1912

Charles Melville Hays, President, G.T.R. and G.T. Pacific Ry., who was lost in the *Titanic* disaster, April 15, was born at Rock Island Ill. May 16, 1856. He entered railway service in 1873, since which he has been, to 1877, clerk Atlantic and Pacific Rd. (now part of the Frisco lines), St. Louis Mo.; 1877 to 1884, Secretary to Vice President and General Manager, Wabash and Missouri Pacific systems; 1884 to 1886, secretary to Vice President and General Manager, Wabash, St. Louis and Pacific Rd.; 1886 to 1887, Assistant General Manager same road; 1887, appointed General Manager, Wabash Western lines, comprising all the lines west of the Mississippi river and that portion of the lines east, between Chicago and Detroit, and on the consolidation of the Wabash lines, he was appointed General Manager of the entire system. In 1894 he was elected also Vice President, and resigned December 31, 1895, on his appointment as General Manager, G.T.R., which position he resigned in 1900 to become President, Southern Pacific road, but on that railway changing hands after a few months he returned to the G.T.R. as General Manager, and was also elected Second Vice President in 1902. On January 1, 1910, he was elected President. He was also President, G.T. Pacific Ry., from Aug 10, 1904.

Mr. and Mrs. Hays left Montreal Feb. 12, and sailed from New York for England Feb. 16. They were preceded by Thornton and Mrs. Davidson, their son-in-law and daughter, who travelled in Europe before joining Mr. and Mrs. Hays for the return journey. Of the family party Messrs. Hays and Davidson were drowned, Mrs. Hays and Mrs. Davidson being rescued. Vivian Payne, Mr. Hays' private secretary, was also lost.

The arrival of the S.S. *Carpathia* in New York, April 18, with the survivors from the *Titanic* was awaited by H.G. Kelley, Vice President, G.T.R.; E.H. Fitzhugh, President, Central Vermont Ry.; Dr. J.A. Hutchison, Chief Medical Officer, G.T.R., who is also the Hays' family physician; and Hope and Mrs. Scott, Mrs. Hays' son-in-law and daughter, and by W.H. Gregg, of St. Louis, Mrs. Hays' father, and some other relatives. The party was taken as quickly as possible after the boat docked to the Grand Central Station, where they boarded a special train to Montreal, arriving there the following morning.

Shortly after Mrs. Hays' return to Montreal, H.G. Kelley, Vice President, G.T.R., gave a statement to the press, in which he said that Mrs. Hays and her daughter, Mrs. Davidson, had retired to their cabins, but had not undressed when the crash came. Mr. Hays and Mr. Davidson were on deck, with Mr. H. Markland Molson. Shortly after the *Titanic* ran into the iceberg, the ladies were brought on deck, and Mr. Hays and his son-in-law went back to the cabins to get fur coats for them, as the night was very cold. All imagined that there was no immediate danger, and in spite of

the fact that some of the lifeboats were being lowered and the passengers being loaded into them, it was thought to be the best course to pursue to remain with the ship. As the second last lifeboat was swung over the steamer's side, Mr. Hays informed his wife and daughter that he thought it advisable that they get into this, saying that he and Mr. Davidson would wait until help came in the morning. The men then wrapped the two ladies in their warm coats, and with Mrs. Hays' maid helped them into the boat. The last seen of Messrs. Hays, Davidson and Molson, they were standing on the deck, waving to the ladies in the boat, and as a further assurance, Mr. Hays called out that the *Titanic* was good for ten hours more, and by that time help would have surely arrived. The lights of the liner went out shortly after the smaller lifeboat pulled some distance away, but neither of the ladies saw her sink below the surface. Naturally, both were greatly agitated, and although anxious for their husbands, did not consider them in any imminent danger. The women were huddled together in the bottom of the boat, and did not suffer any hardships from the exposure. It was not until the next day that Mrs. Hays and her daughter were definitely aware of the loss of their husbands.

Col. Gracie, of the U.S. Army, who had a most remarkable escape, having stayed on the ship till the last, is reported to have said:- "Before I retired I had a long chat with Mr. Hays. One of the last things he said was this: "The Hamburg-American lines are devoting their attention and ingenuity to vying with one another to attain the supremacy in luxurious ships and in making speed records. The time will come soon when this will be checked by some appalling disaster." Poor fellow, a few hours later he was dead."

Major Peuchen, of Toronto, who was saved, in testifying before the U.S. Senate committee at Washington, D.C., April 23, described the feeling of the shock of the collision and going on deck, where a friend told him an iceberg had been struck. He continued:- "After a few minutes I went to other friends and said it was not serious. Fifteen minutes later I met C.M. Hays. I asked him: "Have you seen the ice?" He said "No." Then I took him up and showed him. Then I noticed the boat was listing. I said to Mr. Hays: "She's listing; she shouldn't do that." He said: "Oh, I don't know. This boat can't sink." He had a good deal of confidence, and said: "No matter what we have struck she's good for eight or ten hours."

A memorial service for Mr. Hays was held on April 25 in the American Presbyterian Church, Montreal, of which he was a member. At 11:30 A.M., Montreal time, all trains, yard engines, vessels, telegraph and telephone services over the entire system were stopped for five minutes, and all labour was similarly suspended. The principal stations and offices were draped in black and purple, and all the companies' flags were lowered to half mast.

*OPPOSITE PAGE: The front page of the Montreal Daily Star for April 15, 1912, the day the Titanic sank. Note the photo of Mr. Hays in the left-hand column. The report that the passengers were safe was based on a misunderstood message and was, of course, tragically wrong. National Archives of Canada, Photo No. L-3269.*

# Memorials to Charles M. Hays

By Fred F. Angus



After the sinking of the *Titanic*, a search was made for the bodies of the victims as well as other items that might have floated. Contrary to popular opinion, the majority of the victims did not go down with the ship. Just before or during the sinking, many had jumped overboard or had been washed off as the ship sank. However the water was frigidly cold and most died within a short time. Many of the bodies floated and were recovered. Among those so recovered was Charles Hays. He was taken to Halifax and thence to Montreal and buried in Mount Royal Cemetery where an impressive stone marks his grave. When his body was recovered, his gold watch was still in his pocket. This watch, presented to him in 1896, was later presented by his daughters to the CRHA where it is an important historical artifact in the history of Canadian railways. Of course the movement had been ruined by immersion in salt water and, in a later attempt to restore it to running order, the original 1896 movement had been replaced by a high grade Waltham movement of about 1935. Nevertheless, the gold case, with its inscription, is entirely original and was in Mr. Hays' pocket when he perished.

The monument to Charles Hays, in Mount Royal Cemetery, is of granite and in perfect condition after 84 years. There is one large monument bearing on the front the simple inscription "CHARLES MELVILLE HAYS". However on the back, partly hidden, is an inscription that tells the story. In nine lines it says:

IN LOVING MEMORY OF  
CHARLES MELVILLE HAYS  
BORN IN ROCK ISLAND ILLINOIS MAY 16 1856  
DIED IN THE FOUNDERING OF THE S. S. TITANIC APRIL 15 1912  
AND SO HE DIED, AND THE EXAMPLE OF HIS  
SIMPLE DEVOTED CONSECRATED LIFE IS OUR  
PRICELESS HERITAGE. WE ARE DIFFERENT PEOPLE  
AND WE ARE BETTER PEOPLE BECAUSE THIS  
MAN LIVED AND WORKED AND LOVED AND DIED

In front of the monument are the headstones of C.M. Hays, Mrs. Hays (who lived until February 1, 1955) and others of his family including two of his daughters who were such benefactors of the CRHA.

The body of Thornton Davidson was never recovered, but a memorial also exists in the same cemetery lot near the grave of his father in law. It resembles the monument to Mr. Hays, but is somewhat smaller. On the front it says simply "THORNTON DAVIDSON", while the back bears this seven line inscription:

IN LOVING MEMORY OF  
THORNTON DAVIDSON  
BORN IN MONTREAL MAY 17 1880  
DIED IN THE FOUNDERING OF THE S. S. TITANIC APRIL 15 1912  
AND THUS THIS MAN DIED LEAVING HIS  
DEATH FOR AN EXAMPLE OF A NOBLE  
COURAGE AND A MEMORIAL OF VIRTUE

Perhaps the real memorial to Charles M. Hays is the former Grand Trunk Pacific, and the port of Prince Rupert which he envisioned so long ago.

# The City that Remembers Charles M. Hays

By Fred F. Angus

As Mr. Boles has rightly said in his article, few people today are aware that Charles Hays even existed. Despite his great contribution to the railway system of Canada, he is a forgotten figure in Canadian history. Even the circumstances of his death, in one of the most famous tragedies of all time, have failed to dispel the oblivion into which he has fallen. While he is familiar to railway historians, most others have never heard of him.

However, there is one place in Canada where the name of Charles M. Hays is definitely not forgotten; in fact he is there revered as the city's founder. The place is the city of Prince Rupert, British Columbia, the terminus of Hays' road, the Grand Trunk Pacific. In Prince Rupert there is a Hays Cove, Hays Cove Road, Hays Cove Circle, Hays Creek, Hays Vale subdivision and, towering over the city, 2400 foot Mount Hays. Not far away, along the CN (ex-GTP) railway line is Haysport and, back in town, one can see a statue of Hays, and even eat in a dining room named after him! Of course it is all very fitting; if there had been no Charles Hays there would have been no Prince Rupert and, perhaps, no Grand Trunk Pacific Railway.

Early in July, 1996, I was on a long trip with my friend Mark Gustafson. We had been to Russia, to Alaska and the Yukon, and had taken the Alaska Ferry from Skagway to Prince Rupert. The next step was to ride VIA Rail's "Skeena", another one of Canada's lesser known, but spectacular, train journeys. We arrived in Prince Rupert in the late afternoon and proceeded to our lodgings. Of course I had told Mark the story of the GTP, of Charles Hays and of the Hays building at the Canadian Railway Museum. However, after more than eighty years, neither of us expected to see much pertaining to those early days. We were soon proved wrong! Browsing in a book store we saw a photo of a statue of Hays and we mentioned our interest to the proprietor. He said there was a dining room named for Hays in a local hotel and, if we hurried up, we might be in time for dinner there. So off we went and soon discovered that the main dining room in the Crest Motor Hotel on First Avenue is called Charley Hays' Lounge. It proved to be an excellent dining room, and we had a big dinner; very welcome after our long trip. In the room were many pictures, artifacts and other memorabilia concerning Charles Hays, the railway and, of course, much about the *Titanic*. There is even a framed original copy of the Prince Rupert newspaper describing the sinking.

After having eaten a full dinner at Charley's, we continued to explore the city. Soon we came to a lifesize statue of Charles Hays, by which there is an inscription proclaiming him as "our founder". The next day we departed from Prince Rupert on the railway which Hays had built.

When the Grand Trunk Pacific was incorporated in 1904, it was decided to place its western terminus far to the north of Vancouver, and considerably closer to the Orient by sea. After much exploring and surveying, a location on Kaien Island, near the mouth of the Skeena River, was selected. A contest was held to



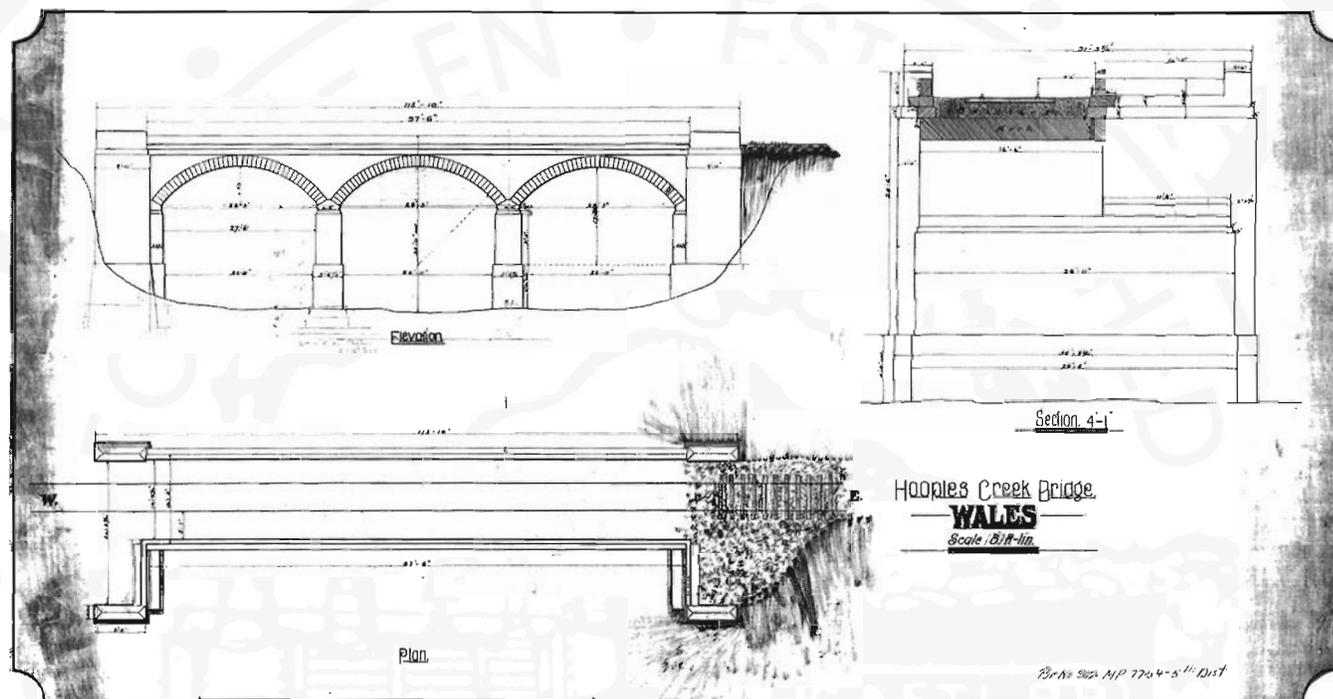
*The statue of Charles Hays at Prince Rupert B.C.*

determine a name for the new port, and the name "Prince Rupert" won. This was named after the 17th century English prince who had greatly supported the foundation of the Hudson's Bay Company during the reign of Charles II. The first settlers arrived in 1906 and, on March 10, 1910, the city was incorporated. Hays envisioned a city of 50,000 within a short time, and plans were drawn up for a large hotel which would rival or surpass anything the CPR had built. Unfortunately, for many reasons, this never came to pass, and the hotel was never built. The railway was completed, however, in 1914, just before the outbreak of World War I, and the later bankruptcy of the Grand Trunk. Hays, of course, was dead by then and he never saw the downfall of his dream.

Prince Rupert, and the railway, survived, and both gained great importance during World War II, when so much war equipment was being shipped from the west coast for the war in the Pacific. Today ships from around the world dock at Prince Rupert, many of them from Japan and the Far East. So, after almost a century, the dream of Charles M. Hays may yet be fulfilled. Regardless of what happens, the people of Prince Rupert will never forget the person whom they rightly consider to be the founder of their city.

# Grand Trunk Railway Bridge No. 302

By Gay Lepkey



*Hoople's Creek Bridge at Wales Ontario. National Archives of Canada, Cartographic and Architectural Archives Division. No. NMC-133158.*

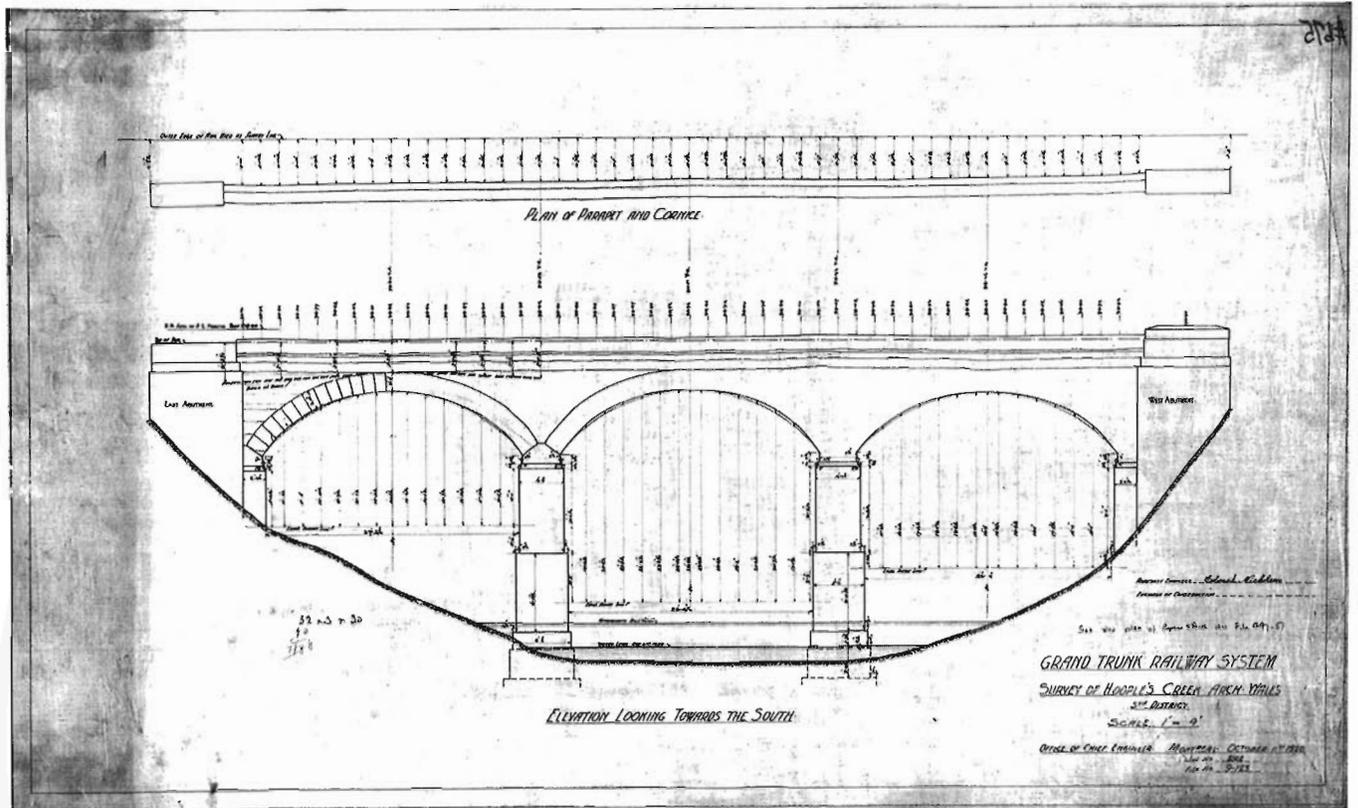
Bridge #302 was first built with abutments designed for a double track, while the piers were constructed for single track operations. The single track line was begun in 1853 and completed in 1856. The earliest extant drawing (NMC 133158) showing a single track line is undated. Consequently, it is not certain that this was the first bridge built over Hoople's Creek. Double tracking of this portion of the GTR main line was begun in 1887 and completed in 1892, so construction of the first stage of the stone arch bridge was presumably complete before that date.

The ancestry of the design is most evident in its circular rather than elliptical or pointed arches. A simple unornamented structure with circular arches was the Roman preference and indeed the design fits an American poet's definition of beauty: "aptness to purpose." The ancient heritage of this railway bridge was also followed in its construction. It is not solid stone but a stone facing with a rubble and concrete core. Poured concrete suggests modern building technique, but this too was a Roman invention developed for just such an engineering problem as a stone arch bridge. So durable is this construction that many predecessors of the Hoople's Creek bridge still stand. Possibly the

most familiar example is the three tiered aqueduct of the Pont du Gard, Nimes, France which has been the subject of countless travel posters. This is thought to have been built in the first century AD but older examples are still in use one spanning 117' in a single arch.

The principle of the masonry arch was employed in ancient Egypt and Mesopotamia, but Imperial Rome perfected and maximized the possibilities of the design. The stone arch bridge built by the Grand Trunk Railway over Hoople's Creek at Wales, Ont. on the Montreal-Toronto main line exemplifies that railway's Roman architectural heritage. As John Davis has pointed out in *CN Lines* (V.2,33), the name Grand trunk itself harkens back to ancient Rome. Indeed, to belabour the point, the track gauge of 4'8" now in common use, is said to have been derived by George Stephenson from the span of the grooves worn in the streets of Pompeii by Roman chariot wheels.

Construction of the Montreal-Toronto main was undertaken by the English railway contractors Peto, Brassey, Jackson & Betts. In their day, they were the leading railway builders in the British Empire. Nevertheless, they exhausted themselves in the black



G.T.R. Survey of Hoople's Creek arch bridge at Wales. National Archives of Canada, Cartographic and Architectural Archives Division. No. NMC-133145.

hole of Canadian railway construction, their last project in Canada being the first Victoria bridge in Montreal (see Jeff Holt *CN Lines*, V.3,#1). As well as bridges, they constructed stone stations for the GTR, a number of which are still standing and in use by CN and/or VIA. These feature arched windows that echo the design of this bridge. Someone in the company must have taken his classical education to heart. Stone masons were hard at work all along the line for often the simplest culvert was built of cut stone.

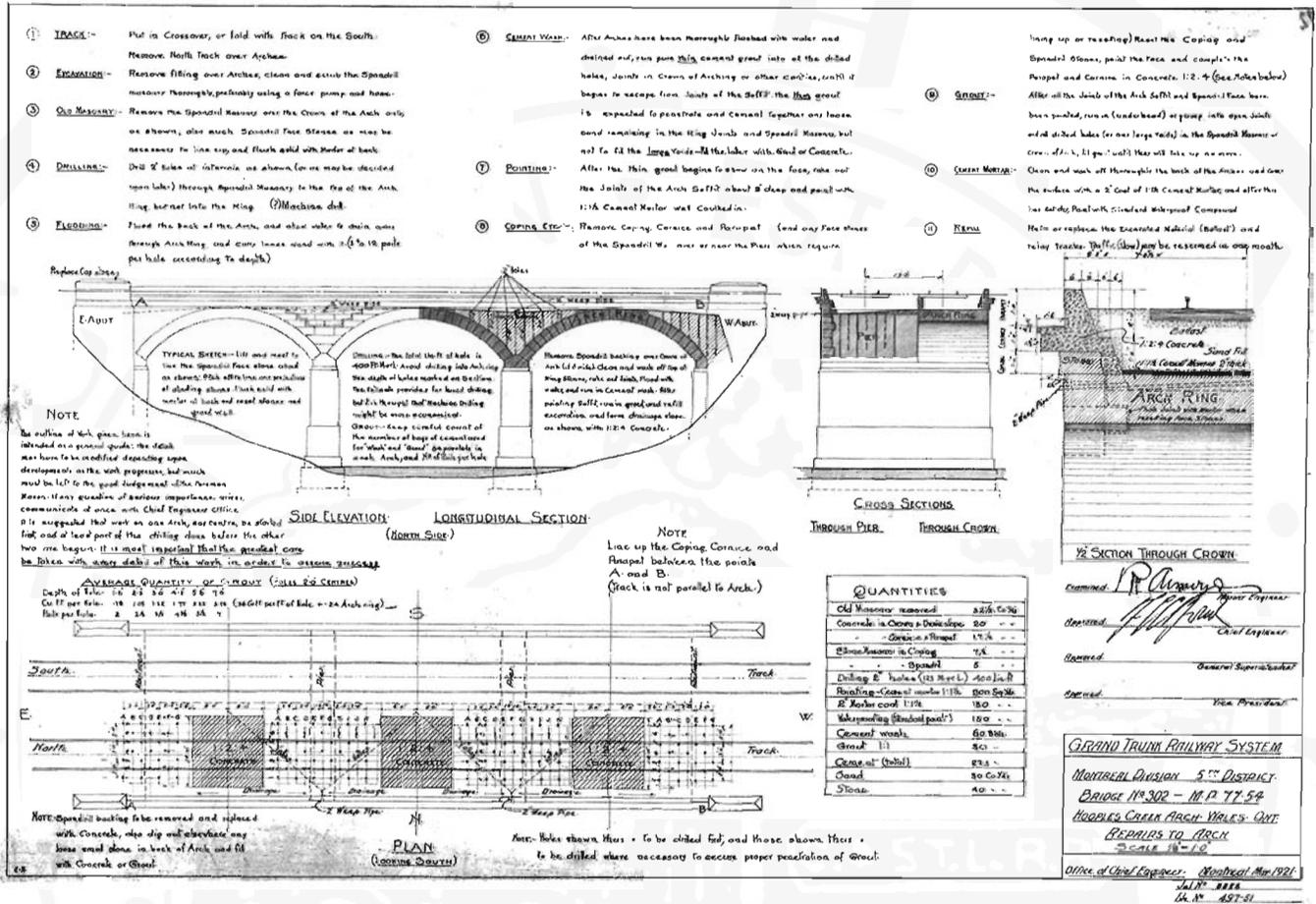
Hoople's Creek bridge underwent major repairs to its north side, the original single track span, in the early 1920's. The two other drawings were prepared for this work. One provides detailed specifications and procedures for the work and leaves a record of how the bridge was originally built and later repaired (NMC 133146). The other drawing is a detailed survey of the bridge dimensions (NMC 133145). While the notations may not be readable in this publication, those wanting to build a model of this bridge may obtain 18" x 24" reader-printer photocopies from the Map Division of the National Archives for \$2.30 each.

The three plans shown here contain all dimensions required to construct an accurate model of the prototype or a variation to suit your situation. The best, but the most tedious modelling technique for stone work is the Jack Work method (aptly named) outlined in the February 1984 issue of *Mainline Modeler*. In addition, three

different approaches to stone arch bridge construction may be found in the November 1980, December 1982 and the June 1985 issues of *Railroad Model Craftsman*.

During the 1920's repair work, the north track was closed and traffic re-routed to the south main by a temporary cross-over. The spandrels were excavated of fill and cleaned with high pressure water hoses. The crowns of the arches were drilled on a grid pattern and liquid mortar was pumped into all crevices. After smoothing out, the backs of the arches were covered with 2" of concrete. The stones of the spandril faces were re-set and re-pointed, the parapet and cornices were re-built in concrete and the arch soffits re-pointed. Finally, the ballast and tracks were re-laid. One month later both tracks were open for service at reduced speed.

The derivation of the name Hoople's Creek may be of interest to some readers. Although it has a military connection it is not to the Major of comic strip fame. Instead, it bears the family name of two brothers, John and Henry Hoople, who upon retiring from the British army and the American Revolutionary War, took up land grants in the area. Henry's wife Mary had been captured by Indians, adopted by a Medicine man and finally sold back to her community. Having acquired her adopted parent's skills, she was able to provide medical care to the Hoople's Creek settlers. She is known in local history as Granny Hoople and is considered to be



Repairs to Arch of Hooples Creek bridge. March, 1921. National Archives of Canada, Cartographic and Architectural Archives Division. No. NMC-133146.

Canada's first woman doctor. Granny's sister-in-law achieved fifteen minutes of fame during the War of 1812. Her house was situated on the banks of Hooples Creek and thereby became involved in the Battle of Crysler's Farm. She provided medical aid to the wounded, including an American soldier. For that deed she was awarded six hundred dollars by the American government.

Sometime in the 1940's CN carried out further repair work on bridges in this area. Some local residents acquired permanent employment with the contractor and the project is still remembered for that reason. At Hooples Creek this work involved covering the arch soffits with concrete but no other details have come to light. In the mid 1950's Hooples Creek bridge was flooded by the St. Lawrence Seaway, but for some reason not dismantled. A local diving organisation, "Save Our Shipwrecks", includes it in their charted dive sites but you don't have to scuba dive to visit it. One can boat out to it and step out onto the original roadbed covered by two feet of water. If the St. Lawrence Seaway had not been constructed and the CN main line relocated, Hooples Creek bridge would undoubtedly be in service today.

**Credits:**

- 1.NMC 133158 Hooples Creek Bridge, Wales Ont. nd. National Archives of Canada
- 2.NMC 133146 Hooples Creek Arch, Wales Ont. Mar. 1921 National Archives of Canada
- 3.NMC 133145 Hooples Creek Arch, Wales Ont. Oct. 1920 National Archives of Canada

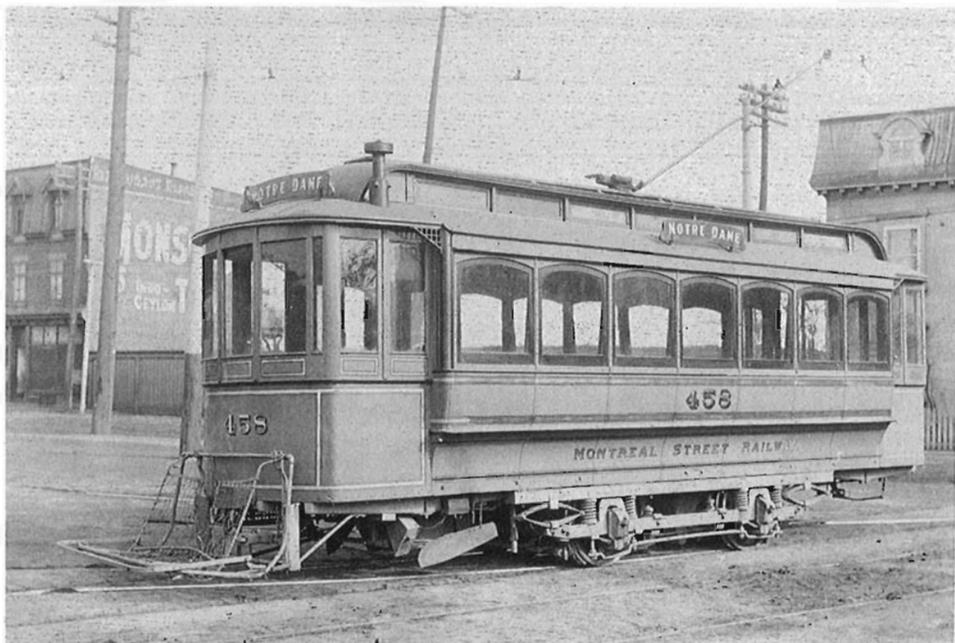
## The Centennial of the “Montreal Roof”

By Fred F. Angus

The thousands of street cars which have operated in Canada during the last 135 years have been of many different types, ranging from the earliest horsecars to the latest light rail vehicles. Many of these have been of standard designs found in numerous cities in Canada and throughout the continent. A few, however, have been very distinctive, found only in certain cities or regions of the Dominion. One thinks of the Preston “Prairie” type, found mostly in Western cities, the distinctive wooden cars of Winnipeg, Toronto’s flat sided tongue-and-groove sheathed wooden cars, and perhaps the open topped observation cars which ran in a few Canadian cities. Perhaps the most distinctive Canadian type of all first appeared on the streets in 1896, exactly 100 years ago. This was not one car type but a whole family of different designs, all bearing a “family resemblance”. This group of trams were those bearing the so-called “Montreal Roof”. From 1896 to 1913 there were no less than 622 of these cars built, by eleven different builders, and of more than twenty different types. All were built for Montreal, although a very few were sold later for use in Halifax and Saint John, and perhaps one or two other cities. By 1913 most of Montreal’s closed cars had this style of roof, and it was to be a part of the Montreal scene for sixty years, until the last of the type was retired in 1956.

In the early 1890s, the street railways of Canada were actively engaged in electrifying their lines. Montreal and Toronto got off to a fairly late start since the company directors were no doubt worried about the large capital cost involved in making the conversion. When a new company took over Toronto’s system on September 1, 1891, part of the franchise agreement said that electric cars had to begin running within one year and all horse car operation had to cease within three years. Montreal, however, still demurred until the spring of 1892 when the company, observing how the Ottawa Electric Railway had coped with the heavy snow, made the decision to electrify. Once the decision was made, things moved fast and the first electric car ran on September 21, little more than two months after Toronto’s. By October, 1894 the electrification was complete and the last horsecar was retired with little ceremony.

During this time most of the efforts of the Montreal Street Railway (MSR) were devoted to the problems involved in the conversion from horse to electric power. The need for a large

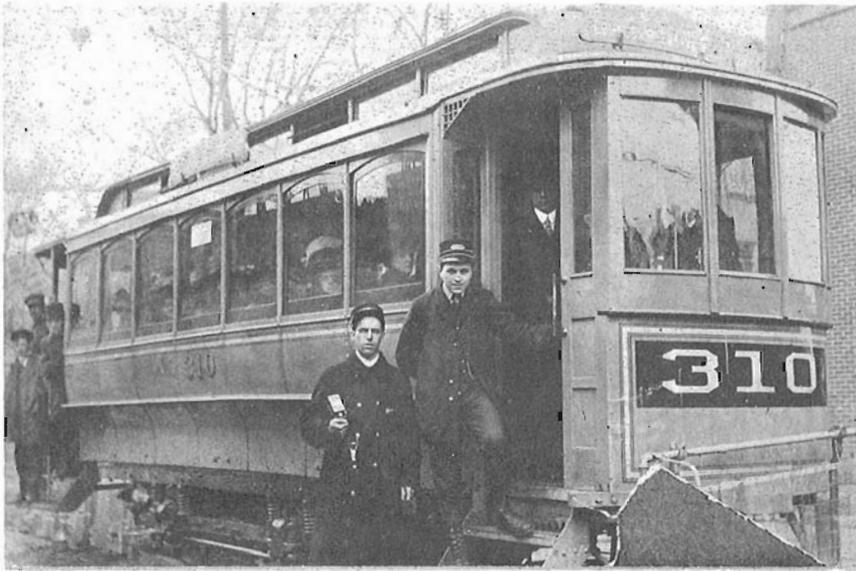


*The first car with the “Montreal Roof”, No. 458 was built by the MSR in 1896. It is here seen in 1904 when it had been little altered except for the vestibule and front fender.*

*CRHA Archives, Binns Collection.*

amount of new rolling stock was solved by purchasing new cars from a number of builders, both in Canada and the United States. There was little distinctive about these new cars. All were of standard designs, typical of the 1890s, which were in use in dozens, or even hundreds, of cities throughout North America. They were single-truck, about 25 to 30 feet long overall, with open platforms, curved sides, clerestory roof and from six to eight windows per side. As newer car types were built, many of these cars, from lines all over America, were sold to smaller systems where they continued in use for many years. Some became very run down, and these were immortalized in the 1920s by Fontaine Fox’s famous comic strip about the “Toonerville Trolley”.

By 1895, Montreal’s electrification was complete and the MSR could devote more effort to other projects, notably extending its lines and obtaining more rolling stock. The City Council of Montreal imposed on the company the requirement that all new cars for the MSR be built in Montreal. The problem was that there was only one builder of street cars in the city, the firm of N. & A.C. Lariviere, and their capacity was not sufficient to satisfy the requirements of the MSR. A number of Lariviere-built cars were in use in the city but, as we have seen, most were from outside builders. Therefore, the MSR decided to build a car shop near their carbarns at Hochelaga, in the east end of the city, and there build all their new rolling stock as well as repairing the existing



*Two views of single-truck "Montreal Roof" cars taken about 1910, after they had been converted to Pay-As-You-Enter operation.*

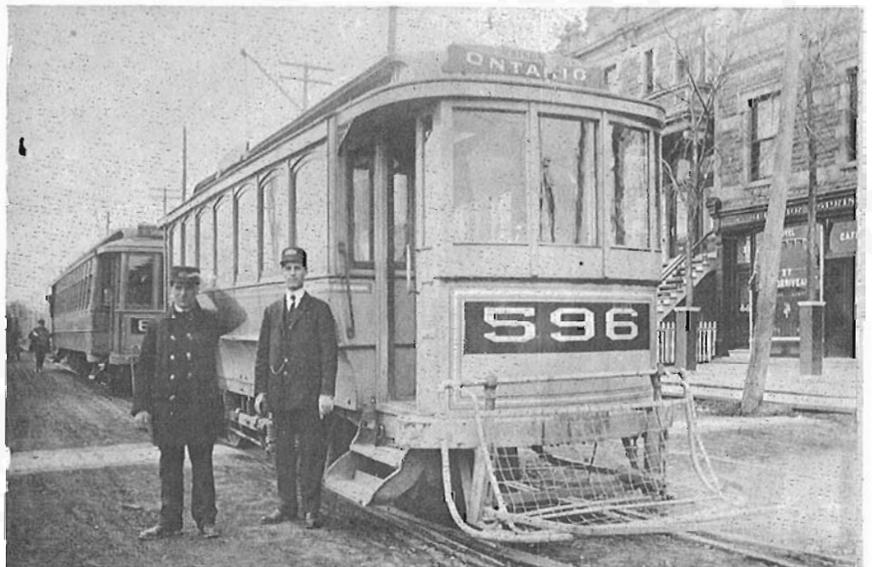
*LEFT: Car 310 was one of the original lot of 25 cars built in 1896. It had a lower number because it replaced older car 310 which had been burned in the fire at the Park & Island car barn earlier that year. This 310 became a tool car in 1919 and was scrapped in 1927.*

*BELOW: Number 596 was, coincidentally, also a replacement for an earlier car with the same number. The first 596, which burned in the fire at Hochelaga in 1898, had been built in 1897 and was virtually identical to its replacement. The new 596, shown here, was built in 1899 and survived until 1924.*

*Both photos from CRHA Archives, Binns Collection.*

equipment. Accordingly, the last of the cars from outside builders were ordered late in 1895. These were four closed cars from Ottawa (430 to 436 even numbers) and ten from Lariviere (438 to 456 even numbers). Both these lots were of the same standard design as all the other closed cars bought since 1892. Last of all were twenty open cars (269 to 307 odd numbers) from Lariviere, delivered in the spring of 1896.

The Hochelaga shops went into production early in 1896 and during that year built 30 open cars and 25 closed cars. The opens were typical arch roof single-truck vehicles, much like those in other cities. However the closed cars were different! After 100 years, no one knows whose idea it was, but a design of roof was developed different from any that had been seen before. There had been many types of roofs used on street railways ranging from flat roofs through the "Bombay" type often used on horsecars to the clerestory or "deck" type. By the 1890s the deck type was more or less standard. Here the raised clerestory had small windows on both sides as well as at the ends. The raised portion covered the main body of the car only and did not extend over the platforms. Meanwhile the main line railways had adopted the "railroad type" of roof. This also had a clerestory, but the ends of the raised portion curved down gently to meet the main roof at the ends of the platforms. This created a more streamlined effect, suitable to higher speeds. This shape of roof was standard for most railway passenger equipment from the late 1860s until the 1930s. Montreal's new design was a combination of the "deck" and "railroad" roofs. The ends of the raised clerestory curved down to meet the main roof, but not at the end of the platform. Instead, the upper roof met the main roof at a point about half way along the platform between the main bulkhead and the end of the car. By this simple step, a new design was created. Anyone who knew about street railways would think "Montreal" immediately on seeing this roof. When the first of the new cars, number 458, went into service



in the spring of 1896, the "Montreal Roof" was born. It would be a feature of its namesake city for the next six decades.

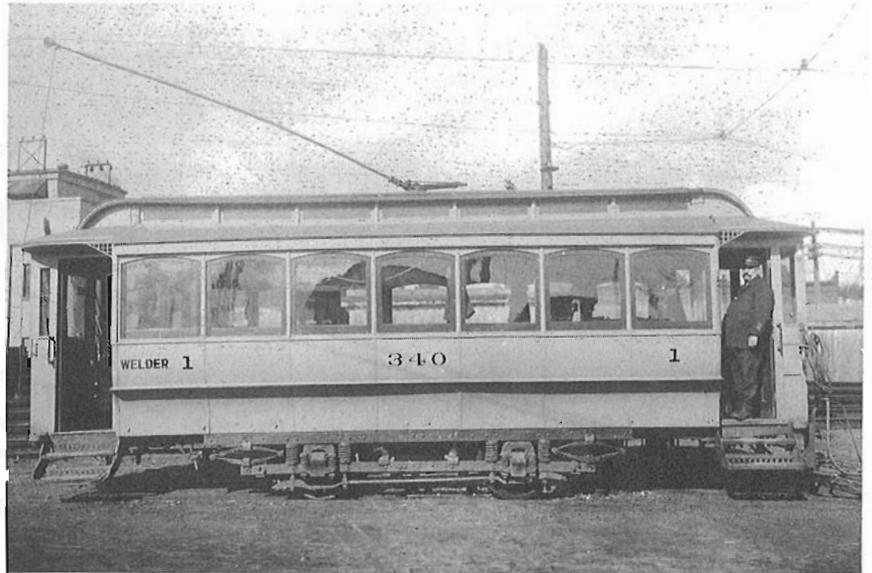
It has been said that cars with this roof design were never operated in any other city. This is not strictly true. Some cities did have street cars with roofs closely, if not exactly, resembling Montreal's type. For example, Blackpool England had a number of single-deck trams, built in the 1920s, whose roofs could be considered similar to Montreal's. Also, of course, were the six Park and Island cars sold by Montreal to Saint John N.B. in 1903, and subsequently sold to other cities. After the Halifax Explosion of 1917 some Montreal single truck cars were sold to that city as well. However it is said that "the exception proves the rule" and we are fully justified in saying that the "Montreal Roof" was a distinct and "almost unique" feature of Montreal's trams. What is surprising is how the company "Montrealized" whatever new design of closed car they bought. Whether the basic design was copied from Glasgow Scotland (as in the "Scotch cars" of 1900 - 1901) or from New York (as in the 640 class of 1900), or even the semi-

convertibles of 1905 - 1906, the cars, when they appeared on the streets all had that hallmark of the MSR, the "Montreal Roof". Even in later years, when the company returned to ordering new equipment from outside builders, the specifications always included the distinct roof. From 1896 to 1913 virtually every closed car built for Montreal had this feature. It was only with the development of the new arch roof construction, starting in 1913, that the time-honoured design ceased to be built.

The 25 cars built in 1896 continued the MSR's even numbered series intended for closed cars. Thus they were numbered from 458 to 502 plus numbers 310 and 340. These last two were to replace two older cars of the same numbers which had been loaned to the Montreal Park and Island Railway and destroyed when the latter company's car barn burned in the summer of 1896. All during the era of single-truck cars the MSR attempted to maintain an unbroken number series by replacing units that had been destroyed or otherwise written off with new cars bearing the same number. This policy applied for all single-truck trams as we see with the Birney cars, bought many years later, which received even numbers in the 200 series. This did not apply to double-truck equipment, to the great relief of historians!

In 1897 fifty more closed trams joined the roster. These differed slightly from those of 1896 in that the roofs were slightly lower, but otherwise they were identical. After this large order the needs of the MSR were temporarily satisfied so no new closed cars were built in 1898.

1899 was a different story. On September 16, 1898 the Hochelaga car barn had burned with a loss of 62 street cars, 32 of which were closed cars. Most were of the older type, but six (472, 514, 542, 566, 592, 596) were of the new "Montreal Roof" type. Thus of the 42 new closed cars built in 1899, 32 received the numbers of the destroyed cars while the remaining ten were assigned numbers formerly used by horse cars which had just been retired from trailer service. Note that in the case of the six numbers given above, the new ones were virtually identical to those destroyed; this being the only case where there was any duplication of numbers of "Montreal Roof" cars. Also in 1899, two open cars were built by Lariviere for the Park & Island. They were numbered 118 and 119, and in 1901 were renumbered 1013 and 1015. The only "Montreal Roof" open cars, they

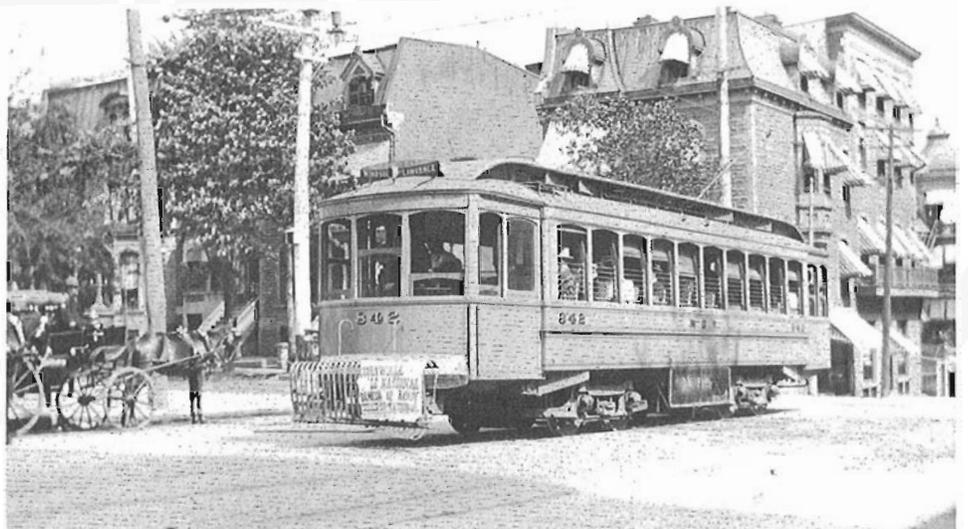


Another 1896 car was 340, which also took the number of a car destroyed in the Park & Island fire of 1896. When it became Welder 1 in 1921, it also kept its old number! Later numbered W-12, it was scrapped in 1936.

CRHA Archives, Binns Collection.

were later rebuilt closed. An interesting sidelight is that in 1899 Lariviere built seven trams for the new system in St. John's Newfoundland. They closely resembled those of Montreal, but they had the regular "railroad" roof.

Sixty new single-truck cars joined the MSR fleet in 1900. These had 22-foot bodies instead of 21 like the older cars. However



A classic example of the modification of a standard design to suit Montreal specifications is exemplified by this car seen on St. Lawrence boulevard in August 1905, only four months after it was delivered from the builder. It was a standard Brill semi-convertible, but built as a single-ender and with the Montreal roof. Only two of these, 840 and 842, were built. Because of their design they were never converted to PAYE, but were used on suburban lines. 840 was scrapped in 1933 and 842 about 1926. National Archives of Canada, Merrilees Collection, Photo No. PA-185935.

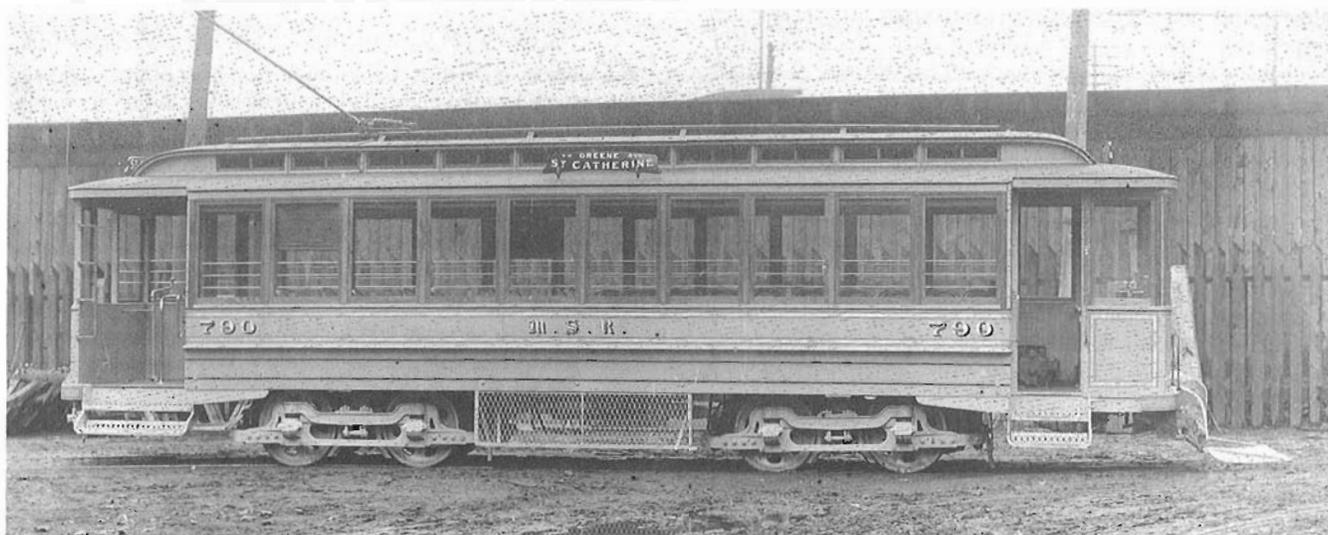
## TABLE OF STREET CARS BUILT WITH MONTREAL ROOF 1896 TO 1913

DATE	BUILDER	CAR NUMBERS	HOW MANY	COMMENTS
1896	M.S.R.	458 - 502 (even) 310 and 340	25	472 burned in 1898
1897	M.S.R.	504 - 602 (even)	50	514, 542, 566, 592, 596 burned in 1898
	Rathbun	MP & I 32 - 35	4	Renumbered 1024 - 1030 (even) in 1901 Rebuilt with Montreal roof in 1910
1898		NO CARS BUILT		
1899	M.S.R.	158, 160, 162, 164, 166, 168, 170, 176, 178, 180, 192, 194, 196, 208, 210, 212, 238, 248, 266, 276, 284, 296, 304, 306, 316, 356, 370, 378, 382, 388, 400, 408, 412, 426, 430, 446, 472, 514, 542, 566, 592, 596	42	
	Lariviere	MP & I 118 and 119	2	Renumbered 1013 and 1015 in 1901
1900	M.S.R.	604 - 636 (even) 4, 26, 30, 32, 36, 38, 42, 50, 52, 56, 58, 62, 66, 68, 70, 78, 82, 88, 90, 92, 96, 98, 100, 102, 104, 106, 112, 114, 116, 118, 124, 126, 128, 132, 136, 140, 142, 144, 150, 152, 154, 156, 182	60	No. 4 renumbered 40 in 1908
	M.S.R.	638, 640 - 688 (even)	26	First double truck city cars
	MP & I	MP & I 36 - 41	6	Sold to Saint John in 1903
1901	M.S.R.	690 - 738 (even)	25	706 burned in 1909
1902	M.S.R.	MP & I 1032 - 1050 (even)	10	Rebuilt with arch roof in 1920s
1903	M.S.R.	740 - 788 (even)	25	780 burned in 1906
1904	M.S.R.	790 - 838 (even)	25	828 renumbered 950 in 1905
	Niles	844 - 862 (even)	10	
1905	Brill	840, 842	2	
	Stephenson	864, 866	2	
	Rds. Curry	868 - 876 (even)	5	
	Ottawa	878 - 886 (even)	5	
	M.S.R.	888, 890	2	888 renum. 948, 890 renum. 900 in 1905
1905 - 06	M.S.R.	902 - 946 (even)	23	940 was extra long car
1906 - 08	Ottawa	703 - 801 (odd)	50	
1907	Can Car	803 - 821 (odd)	10	
	Kuhlman	823 - 861 (odd)	20	859 preserved
	Pressed Steel	863 - 881 (odd)	10	First steel street cars in Canada
1908	M.S.R.	1100, 1101	2	Suburban cars
1909		NO CARS BUILT		
1910	Ottawa	901 - 919 (odd)	10	First steel cars built in Canada

1911	Ottawa	921 - 999 (odd)	40	957 and 997 preserved
	Ottawa	1051, 1053, 1055	3	Suburban cars
	Ottawa	1102, 1103, 1104	3	Suburban cars
1911 - 12	Can Car	1200 - 1209	10	
1912	Ottawa	1210 - 1269	60	
1913	Can Car	1270 - 1299	30	
	Ottawa	1300 - 1324	25	1317 preserved
TOTAL			622	

**MONTREAL ROOF CARS BY BUILDER**

BUILDER	HOW MANY
Mont. St. Ry.	321
Ottawa	196
Can Car	50
Kuhlman	20
Pressed Steel	10
Niles	10
Rhodes Curry	5
Rathbun	4
Lariviere	2
Brill	2
Stephenson	2
TOTAL	622



*By 1904 it had been decided that no more open cars would be built. In order to retain some of the advantages of open cars, many street railways developed the semi-convertible design. The MSR's answer was the 790-class in which the windows were completely removed during summer months. In later cars the window dropped into a pocket for use if it rained. The swivel seats were a short-lived experiment.*

*Both photos, CRHA Archives, Binns Collection.*



*The next development by the MSR is exemplified by the world's first Pay-As-You-Enter car, number 890, shown here new in 1905. CRHA Archives, Binns Collection.*

the platforms were slightly shorter so the overall length was the same. 43 of them used old horsecar numbers while the remaining 17 were numbered 604 to 636 even numbers. This marked the end of the single-truck era.

Montreal's first double-truck city car was 638 built in 1900. It had a wide centre entrance and was of a type first used in Glasgow Scotland. It was followed by 25 rear-entrance cars copied after a New York design. It is said that these were called the "Klondike" type because they were so large (compared to the earlier ones) that the company would "strike it rich" as the prospectors had done in 1898, only two years before. Also in 1900 six double-end suburban cars were built for the Park & Island. These were little used and in 1903 were sold to Saint John N.B. In 1901 twenty-five more "Scotch cars" joined the roster, and in 1902 ten large suburban cars were built for the Park & Island. Numbered in the 1032 series they were later rebuilt with arch roofs and saw many years of service. 1046 has been preserved.

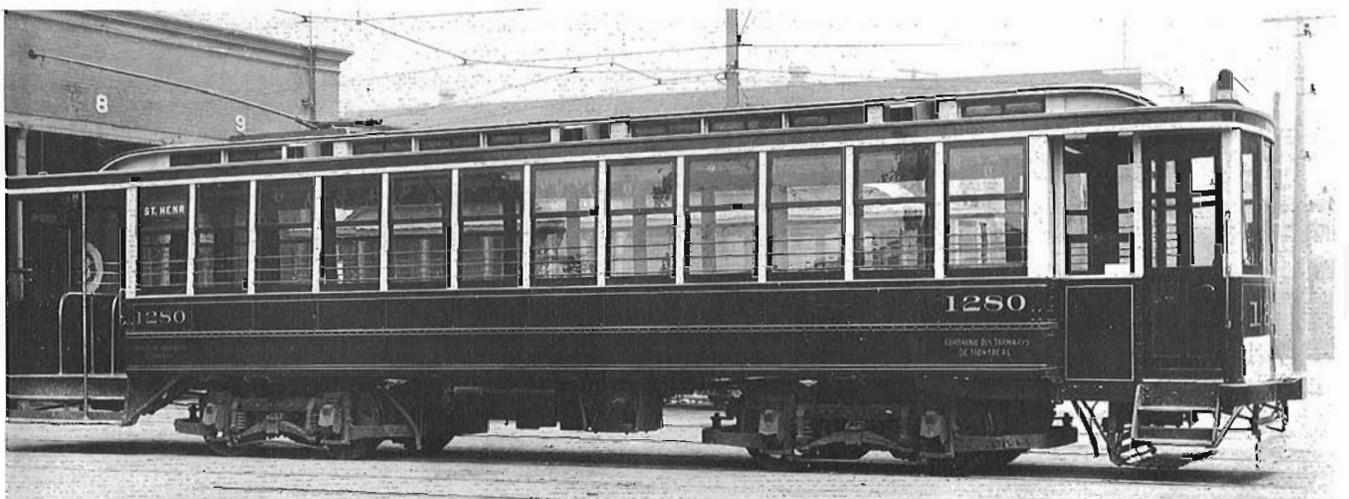
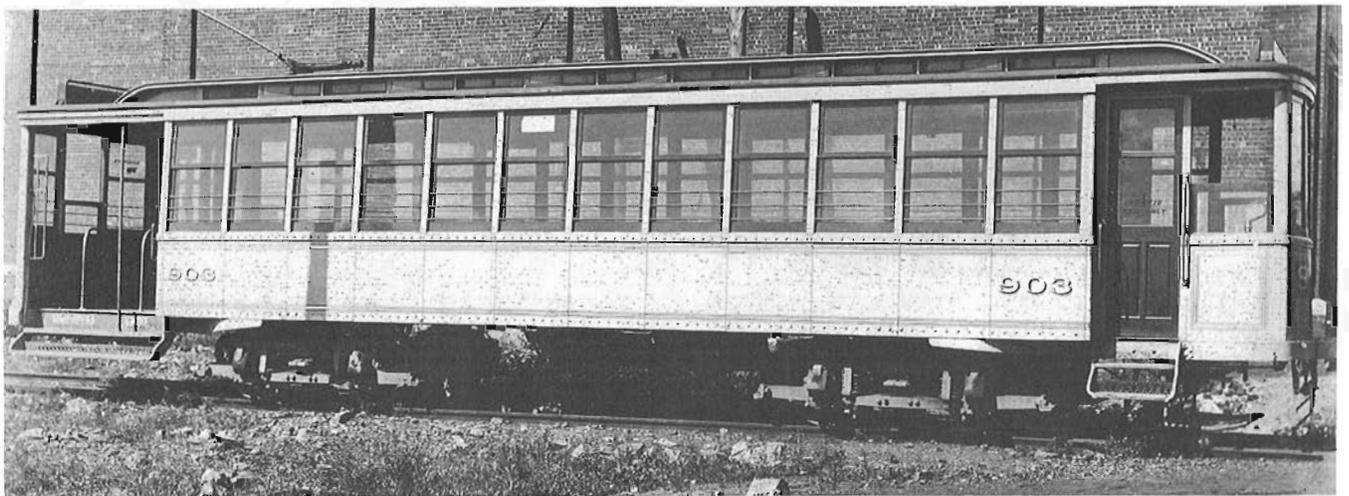
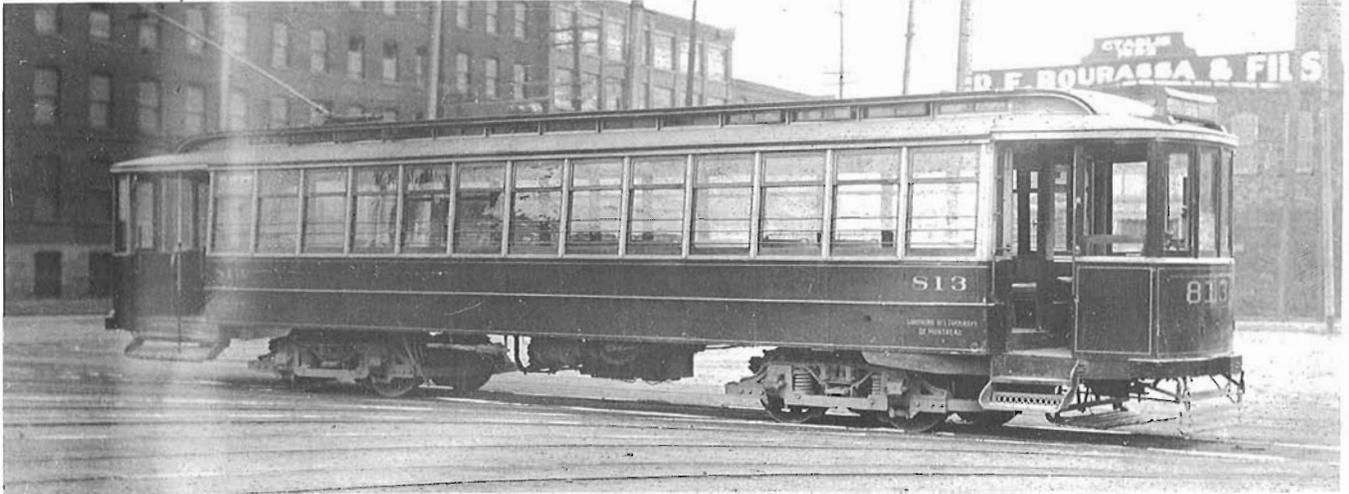
As the years went on, more and more newer varieties of street cars were acquired by the MSR. Two very notable developments were the world's first Pay As You Enter car (890, soon renumbered 900, built in 1905) and the first steel street cars in Canada (863 to 881 odd numbers, constructed in 1907). Soon followed the first Canadian built steel street cars (901 to 999 odd numbers, dating from 1910) and later the lighter-weight 1200 series, the first of which went into service late in 1911. All these, of course had the "Montreal Roof". In addition, a few suburban cars were built in 1908 and 1911 which also had the distinctive roof except two (1057 and 1059) built by Preston in 1911; these two had the "railroad" roof. One strange event took place in 1910 when four suburban cars, built by Rathbun in 1897, were rebuilt for Pay-As-You-Enter. In the rebuilding, the former railroad roof was converted to the "Montreal roof"!

By 1905 the capacity of the Hochelaga shops was insufficient to produce the new equipment needed in ever-increasing amounts as the system grew and older cars were retired. Accordingly the company turned once more to outside builders since the "buy Montreal" requirement had been repealed. Nevertheless, all these new cars still had one thing in common - that roof design. In 1911 the MSR was amalgamated with the suburban companies to form the Montreal Tramways Company. A newer lighter weight design of tram was developed and 125 of them were built between late 1911 and mid 1913. Numbered from 1200 to 1324, they were the last of the "Montreal Roof" cars to be built. By then the advantages of the arch roof were recognized throughout the industry, and improved ventilators made it unnecessary to have clerestory windows. In fact the 1200s actually had the new ventilators mounted outside the clerestory windows! So it was that

the next group ordered, the 1325 class which began to be delivered in July 1913, had arch roofs. On June 26, 1913 the last new "Montreal Roof" car went into service. There had been 622 of them built and only 14 written off. These were the six burned in 1898, the six sold to Saint John, plus 706 and 780 which had been burned in 1909 and 1906 respectively. Hence the end of June 1913 marked the high water mark for these cars. 608 were in service; by far the majority of all closed cars then in Montreal. From then on it would be downhill, but more than forty years would pass before they were all gone.

Between 1913 and 1918 there were 350 new arch roof cars delivered to the Montreal Tramways Co. These helped to expand the system, but also allowed the retirement of most of the single-truck cars. Once World War I was over many older cars were scrapped, and more were burned in another car barn fire in 1920. The pioneer car 458 was scrapped in 1923. During the 1920s new lightweight steel cars were delivered and many of the early double-truck cars also reached the end of the track. During the depression, older cars were stored and some were scrapped as outlying street car routes were converted to bus operation. Another irreplaceable relic disappeared when 900 (ex-890) the world's first Pay-As-You-Enter car was cut up in 1933. Even as late as 1940, after World War II had begun, the five large 1100-class suburban units were scrapped. By 1940 there were 225 "Montreal Roof" cars left out of the original 622. These were 55 of the 703 to 881 class, 44 of the 901 to 999 type and all 125 of the 1200 series. In addition, 922 still existed as a work car.

By 1941 the demands of war were pushing the street car systems to the limit. No further scrappings took place and second-hand cars were purchased from the United States. All the older cars had their seats turned to face inwards from the walls so as to increase the carrying capacity. After the war the continued



The last three types of "Montreal roof" cars, accounting for 265 of the 622 built, were the 703, 901 and 1200 classes. Examples of all three types served well into the 1950s. These three broadside views show their characteristics. In the top photo we see 813, built by Can Car in 1907, as it looked about 1920. Centre is a view of 903 taken just after it was delivered new from Ottawa in 1910. Bottom is 1280, built by Can Car in 1913, photographed in 1914, just after receiving its new green paint scheme.

All photos, CRHA Archives; Binns Collection.

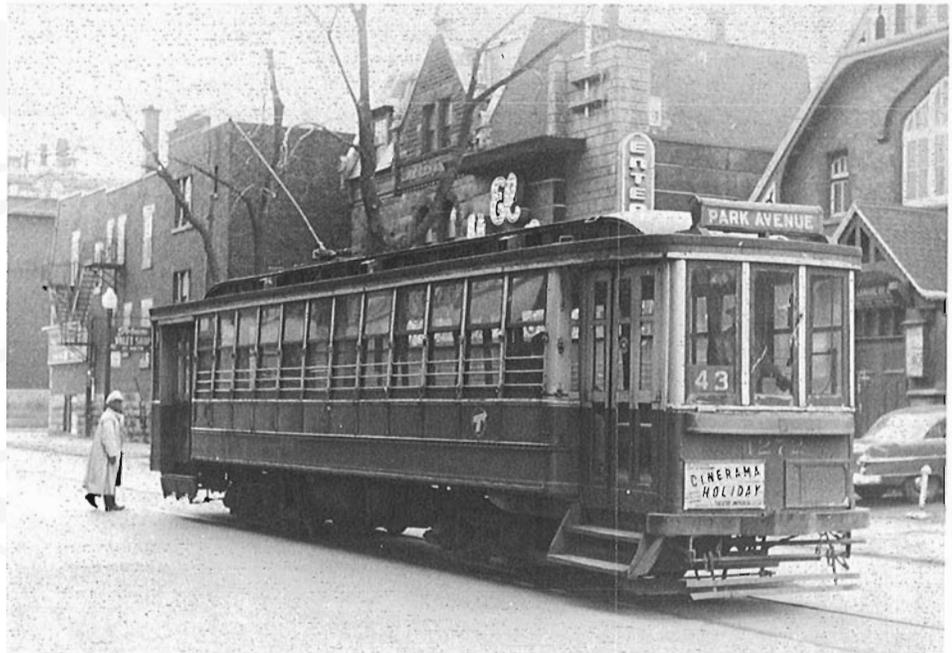
development of the city necessitated the retention of the old cars in service. By now all the "Montreal Roof" cars were used in rush hour service only. They were to be seen, however, on most lines in the city during those hours. A notable exception was the "Wellington" line since they could not fit through the CNR underpass near Butler Street. This was not the Wellington tunnel as is often believed. All clerestory roof cars, plus the surviving 1032-class suburban cars carried a sign over the inside of the front window which read "This car does not pass through Wellington subway - Ce char ne passe pas sous le viaduc Wellington".

To the travellers of the mid 20th century these pre World War I veterans appeared old fashioned and only to be used out of necessity. In 1948 retirements began again as twenty of the 703 series were scrapped. About this time 922, the last of the original PAYE cars, also went. By the time the city took over the Montreal Tramways Company in 1951 there were about 158 of these old cars left in service, including four (859, 861, 869, 881) of the 703 class, 29 of the 901 series and all 125 of the 1200s. In addition, 35 others were in dead storage. In an ill-conceived attempt to make them look more modern, the entire ceilings of all clerestory roof cars were painted cream as the cars went through the shops for overhaul. This covered the varnished woodwork and even the glass of the clerestory windows. Starting in 1952 the retirement and scrapping of the old cars intensified. In 1955 the last of the 901 class was retired and by the end of that year only eighteen "Montreal Roof" cars, all of the 1200 type, were left. The author remembers making expeditions around the city in the spring of 1956 trying to ride and photograph the few remaining 1200s before they were gone for good.

On Friday afternoon, June 22, 1956, car 1220 was assigned to rush hour service on the "Van Horne" route. It was 44 years since that car had begun its career, in April 1912, the month the *Titanic* sank. It was also sixty years since that type of roof had been first seen in the city, in 1896, when Queen Victoria was still on the throne. Completing its run, 1220 headed back to St. Denis car barn and retirement. So ended the last run of a "Montreal Roof" car in regular service, and this type would be seen no more in the streets of Montreal.

### EPILOGUE

The final retirement of 1220 was not the extinction of the "Montreal Roof". Even by the spring of 1957, when most of the cars had been scrapped, five remained. These were 859 (partly dismantled but held for possible preservation), 955 (held for possible sale to Seashore Trolley Museum), 957 (used to spray the safety lines on streets), 997 (held for preservation and charter use), 1317 (also held for preservation and charter use). In 1956, 997 was



*The end of the era of the "Montreal roof" cars was fast approaching when this photo was taken of 1272 on Closse Street near the Forum in March, 1956. Barely three months later the last of these cars was retired. Photo by Fred Angus.*

repainted in what closely approximates its original paint scheme of 1911. A number of excursions were held by the CRHA and others using 997 and 1317, the last of these being in 1958. After 957 was retired from its paint-spraying duties it was acquired by Seashore in preference to 955 which had had its bulkheads removed for use on suburban service and hence was more altered than 957. 955 was thereupon scrapped. A lot of soul-searching went on with regard to 859 which was partially dismantled. Eventually, however, it was decided to preserve it and it has now been partially restored. Both 997 and 1317 took part in the parade marking the end of all street car service in Montreal on August 30, 1959, thus the "Montreal Roof" was around until the very end. Its last appearance in Montreal was in October 1966 when the Metro was opened and street cars were lent from the Canadian Railway Museum for the occasion.

Therefore we see that four of these old cars are still in existence. 859, 997 and 1317 are all at the Canadian Railway Museum, and stored indoors. None is in operating condition at the present time. 859 needs to have the restoration of its body completed, while 997 needs some deteriorating steelwork replaced. 1317 needs to have a beam repaired, and all three cars are sorely in need of a new paint job. By far the best condition "Montreal Roof" car remaining is 957 which is at the Seashore Trolley Museum at Kennebunkport Maine. This car has been lovingly restored to its to its appearance of about 1941 when it was in service carrying workers during World War II. Visitors to Seashore can still have the pleasure of riding a "Montreal Roof" car and, who knows, maybe someday visitors to the Canadian Railway Museum will be able to have the same experience. One can always hope, but in the meantime the tradition of the "Montreal Roof" still continues after one hundred years.

# Some News from the Canadian Railway Museum

## Rapport du conservateur pour 1996

The Canadian Railway Museum at Delson/St-Constant is moving forward to achieve its five years plan's goals and objectives. Here are some highlights of what had been done with the collection in the last twelve months.

### Collections: some facts

Numbering more than 120 pieces, the collection of locomotives, cars and rolling-stock equipment is the most visible part, and the most spectacular. A part of this collection had been earmarked to represent the evolution of Canadian railways companies and technology. It is better known as the "national collection". In that sense it is most unique in North-America and especially Canada where it is the only collection which illustrates the whole spectrum, from the beginning to the present day, covering most of the companies which were, and are still so familiar to us.

### The small artifacts collection

The Canadian Railway Museum is responsible not only an important collection of rolling-stock, but also an ever increasing number of small artifacts ranging from tools to surveying equipment, dishware, silverware, uniforms, medical equipment, and a small art collection (including a painting by Sir William Van Horne).

This collection of small artifacts contains more than 10,000 pieces, but, due to lack of exhibition space, we can't present it to the public as much as we wish we could. In the near



A scene at the opening of the Museum. Posed in front of the locomotive "John Molson" (left to right): Daniel Ashby, Mayor of St. Constant; George Gagné, Mayor of Delson; Maurice Godin, Federal member for Chateauguay, Monique Simard, Provincial member for Laprairie; Louise Beaudoin, Provincial member for Chambly and minister of culture and communications.

Voici déjà une année que j'occupe mes fonctions de conservateur des collections d'objets du *Musée ferroviaire canadien*. Je profite de cette occasion pour vous présenter un rapide tour d'horizon de l'état des collections et des perspectives pour 1997.

### La collection: survol

La collection de véhicules est la partie la plus visible et donc la plus connue de l'ensemble des objets de l'ACHF. A l'heure actuelle plus de 120 véhicules de tout type forment la collection de matériel roulant. Une partie de celle-ci a été identifiée comme étant la "collection nationale".

Cette dernière est le noyau autour duquel se greffe le mandat du Musée ferroviaire canadien, soit l'illustration de l'histoire du patrimoine ferroviaire au Canada. Les véhicules sélectionnés sont tous représentatifs soit des compagnies, soit des périodes soit des technologies qui représentent le mieux l'histoire du rail. En ce sens cette collection est sans pareille en Amérique du Nord.

Les lecteurs de *Canadian Rail* sont au courant des acquisitions les plus importantes, telles la CP 4563 acquise juste avant Noël 1995. Plusieurs autres véhicules sont venus s'ajouter à la collection plus discrètement: 3 wagons de l'ancien "Museum Train", nous ont été donnés par le Musée National des Sciences et de la Technologie. Deux seront utilisés par le service d'animation, le troisième, une splendide voiture-lit, a été intégrée à la collection d'exposition.

### La collection des petits objets: un aperçu

Cette collection est bien moins connue que celle du matériel roulant pour la simple raison que le public ne peut pas vraiment encore bénéficier d'une vaste salle d'exposition. Cela changera dans un avenir assez proche. En attendant cette collection se développe sous l'angle technologique et également plus patrimonial. Plus de 10 000 objets la compose, la quasi-totalité étant cataloguée et informatisée. D'ailleurs la banque de données est accessible pour les abonnés du Réseau Canadien d'information sur le Patrimoine (RCIP) à <http://www.rcip.ca> (<http://www.chin.ca> en anglais).

Les images de ces objets (ce qui inclura aussi le matériel roulant) seront disponibles sur Internet dans un avenir assez proche, probablement pour 1998.

### Ventilation de la collection des petits objets:

La collection des petits objets est variée mais on peut tracer quelques tendances: l'outillage, l'uniforme, l'équipement de télécommunication, la vaisselle et ses

future, with the new building, that will be fixed. Nonetheless, we have a small exhibition area in the Hays building where we present "Soul of the railway", an exhibition on railway workers and their contribution (until October 19th, then after that date it will be available for other museums: contact me if you want to borrow the package).

The collection is almost 100% computerized and accessible via the Internet on the server of the Canadian Heritage Information Network (CHIN) which house a database of more than 2 millions artifacts from Canadian museums. Sadly Canadian government policy is different from its French counterpart: access is not free to the people, and you'll have to subscribe to gain access (and it's not cheap) whereas anybody in the world can enter French, Swiss, and British databases, downloading files and pictures...

If you want to know more, CHIN's coordinates are <http://www.chin.gc.ca/>

#### My wish list...

As curator, I am interested in the development of the collection. The rolling-stock is well taken care of, but the small artifacts collection has several "holes" which could be filled. For example, we do not have anything which could illustrate the recreational activities of railway workers. I'll be glad to have sports memorabilia (trophies, hockey shirts with logos etc...), or have more uniforms. The scientific instruments collection is not as complete as it could be (surveying equipment), and there is always a lack of artifacts which could illustrate the first and second world wars where Canadian railway workers were so appreciated for their skills and knowledge. If you can help us with this, I'll be glad to hear from you!

#### Conservation and Restoration: some achievements...

Of course, the most difficult part of our activities is the preservation and restoration of our collections. The small artifacts are quite well stored and protected. It can't be the same for the rolling-stock... The Canadian Railway Museum is quite fortunate to have the help and expertise of several people whose passion is a real driving force toward our goals, which will culminate with the new building before 1998 and after.

Then, it is quite evident that every restoration project is unique, and that the research and the work take a lot of resources, both human and financial. Several had been completed, several are in progress, several are planned... And we need more people and all the help you can give us!

In the last year we completed the restoration of: (a) *Canadian Pacific* Reefeer, built in 1928; (b) *London & Port-Stanley's* Flanger FA-1, 1938; (c) Continued restoration on the *Malahat*, formerly an observation car from the *Esquimalt & Nanaimo Railway*; (d) *Canadian Pacific* 999, ten-wheeler formerly used on the *Dominion Atlantic Railway* (and the last one of this company preserved); (e) Canada's oldest electric locomotive preserved, *Courtauld's #7*, built about 1899-1900 by *Montreal Street Railway Company*.

accessoires. Une petite collection d'art sur le thème ferroviaire ou liée à des personnages importants de l'histoire ferroviaire existe aussi. Nous possédons ainsi quelques oeuvres faites par William Van-Horne, pas seulement président du *Canadien Pacifique*, mais également excellent peintre post-impressionniste.

Des pans entiers de l'histoire ou du patrimoine ferroviaire ne sont pas couverts encore. J'aimerais personnellement voir des artefacts moins techniques se rajouter à la collection. Le thème du sport et des activités secondaires des employés, par exemple le hockey, devrait être représenté dans la collection. Également j'aimerais avoir des artefacts pour illustrer des grands événements comme la seconde guerre mondiale. Des uniformes ou des affiches de cette époque seraient les bienvenus...

Si vous en possédez ou connaissez quelqu'un qui aimerait en faire don pour l'enrichissement de la collection et la préservation pour les générations futures, n'hésitez pas à me contacter au Musée ferroviaire canadien...

#### Restauration et Conservation: quelques réalisations

Bien entendu, l'aspect le plus difficile reste la préservation et la conservation de ce matériel, avant même de pouvoir aborder sa mise en valeur historique. Pour ce faire le Musée ferroviaire a la chance d'avoir l'aide de ses nombreux bénévoles, dont plusieurs travaillent avec acharnement à la restauration.

Il est évident que tout projet de restauration est unique, et que la recherche préalable puis la réalisation des travaux prennent beaucoup de temps. Il reste que de nombreux projets ont été menés à bien, que d'autres sont en cours et que plusieurs sont prévus.

En 1995-1996, nous avons donc restauré: (a) un Reefer du *Canadien Pacifique* de 1928; (b) poursuivit les travaux de restauration de la "Malahat", ancienne (1893) voiture-lit du *Canadien Pacifique*, modifiée en 1923 comme voiture-observatoire par la *Esquimalt & Nanaimo*, qui lui donna son nom actuel; (c) la locomotive C.P. 999, une "ten-wheeler" anciennement aux couleurs de la "*Dominion Atlantic Railway*" - et la seule préservée de cette compagnie -; (d) un flanger de la *London & Port-Stanley Railway* de 1938-; (e) commencé la restauration d'une des plus anciennes locomotives électrique au Canada, la *Courtauld #7*, construite vers 1899-1900 par la *Montreal Street Railway Company*. Dans ce dernier cas nous avons besoin de documents visuels supplémentaires.

En plus de nous occuper de la restauration active de véhicules, ce qui est assez spectaculaire, il faut aussi se rappeler que l'entretien régulier de l'ensemble des véhicules, surtout ceux en opérations, occupe également une bonne part des ressources humaines et financières.

Les tramways et locomotives opérés par le Musée ne sont pas couverts par le thème "restauration" bien que leur entretien régulier, vu leur grand âge et la difficulté à trouver les pièces, commence à s'en rapprocher...

Beside these projects, completed with a small staff and very limited resources, we have also, as a museum, to look after the vehicles operated on site. Technically speaking it's called "maintenance", but, due to the historic nature of the equipment and the ever increasing difficulties encountered in the provision of parts, it should be included in the "restoration" side of our activities. Our priorities are to complete the restoration of everything earmarked for the new building. Of course we also have to prioritize our work on a "most-urgent-most-needed" basis.

#### Museum's site and building improvements

We are continuing the permanent improvement of our actual facilities (beside so many others projects, all in the five-years plan). Several tracks had been added to help reduce the crowding of the present layout, and thus help improve our ability to move quickly and safely all the equipment.

Shed 1, which house the locomotives, had been asphalted in the spring of 1995. This helped reduce dust and humidity. Shed 2, which house the tramways and the "waiting line" (3 tracks of rolling stock waiting for restoration) will be asphalted at the end of september or the beginning of october. This will do the same as for Shed 1, beside improving the walkways for the visiting public.

A movable shelter will be added to shed 2 to protect the vehicles which had been restored and are now exposed to the elements once again...

With those small improvements, all achieved with limited staff and resources, we are working toward the permanent preservation of the collection, to help protect it for future generations.

#### Last word

I hope to have answered some questions put forward by some in the past, and look forward to hear from all those who wish to help us achieve more for the next year.

Jean-Paul Viaud  
curator  
Canadian Railway Museum



*Some visitors to the Museum who have just disembarked from Montreal street car No. 1959. In the background is the Hays building.  
Photo courtesy of Canadian Railway Museum.*

#### Amélioration du site:

Dans le but de mieux aménager le site pour la collection de matériel roulant, de nombreuses voies supplémentaires ont été posées. Ceci est largement bienvenu étant donné l'augmentation du trafic sur le site et l'accroissement de la collection du matériel roulant.

Avec un personnel limité et des coûts de restauration élevés, il faut se rappeler que ces efforts sont menés conjointement avec les activités régulières du Musée et en ayant en perspective les projets du plan de développement.

Le bâtiment 1 qui abrite les locomotives a été asphalté l'an passé. Ceci a eu pour effet de réduire la poussière au minimum et surtout l'humidité ambiante, grande destructrice des surfaces.

Le bâtiment 2 le sera d'ici à octobre de cette année. Ainsi, par ces actions, le Musée accroît la qualité de la préservation générale des matériels roulants.

Un ajout amovible est prévu pour prolonger le bâtiment 2 dans but de mettre sous abri les véhicules restaurés qui normalement auraient été soumis aux intempéries et aux rayons UV du Soleil. Le lecteur prendra également en compte le fait que toutes ses mesures sont faites dans la perspective du plan quinquennal qui doit aboutir à la construction du nouveau bâtiment abritant l'exposition permanente, avec des sections réservées pour les expositions temporaires, les réserves, les ateliers et les bureaux. Le nombre de véhicule laissé à l'extérieur devrait alors (d'ici 1999) être réduit à peu de chose.

Ceux et celles qui visitent le site du Musée ferroviaire canadien pourraient alors avoir la surprise de découvrir un musée refondu, avec son matériel roulant et ses riches collections de petits artefacts. En attendant nous y travaillons, lentement mais sûrement.

Jean-Paul Viaud  
conservateur  
Musée ferroviaire canadien

## The Business Car

### THE NEW VIA "FLEXLINER" TRAINS



Effective September 30, 1996 rail passengers in southern Ontario will have additional trains to and from Toronto and a new way of getting there. At 1:50 P.M. on Monday, September 30, VIA will launch a four to six month trial of its new expanded schedule using the IC3 Flexliner train, on lease from ADtranz (ABB Daimler-Benz Transportation).

The basic idea of the Flexliner is the same as that employed on the Budd Rail Diesel Cars almost half a century ago, namely individual self-propelled cars which can be coupled into trains of any reasonable length, operated with multiple-unit control, and so provide flexibility of operation. However the similarity ends there. The new Flexliner is far more than an updated version of the once-familiar Budd Car. It is a new system, aimed at the traveller of the 21st century (after all the 21st century is only 51 months away).

The three-car Flexliner, built in Europe, offers 140 seats complete with hook-ups for the business traveller's latest technical devices such as laptop computers, phones or fax machines. The train is designed to travel at higher speeds on existing track while offering exceptional safety and comfort with low operating costs, according to VIA Marketing vice-president Christena Keon Sirsly. As she says: "Over the past three years, we have demonstrated that a high-quality, low-cost passenger rail service is good business. With the Flexliner trains we are taking innovative customer-driven service to a new level. We believe there is a demand for additional trains and frequencies in the short-to-medium distance market. We are optimistic that these trains will provide the combination of low operating costs and high-quality service needed to take advantage of this opportunity".

This initiative with short to medium distance runs, using increased departures and the Flexliner, will affect several areas in Ontario. A new daily Toronto - Ottawa round trip will increase capacity by 25 percent. A morning departure from Toronto to London, and an additional return service in the afternoon, will increase options for business travellers in southwestern Ontario. New trains will arrive in Toronto by 8:45 A.M. on weekdays from Kingston, Belleville, Cobourg, Stratford, Kitchener and Guelph, with convenient end-of-business-day returns, and a new mid-evening departure from Toronto to Cobourg, Belleville and Kingston. A new weekend train will provide service from Toronto to Niagara Falls every Saturday, with a new return departure every Sunday.

The Flexliner embodies today's concept of safe and highly efficient 21st century rail service. With its innovative European design and world-class technology, the Flexliner provides a distinctive new level of on board comfort, ease and convenience. As the name suggests, its flexibility makes the Flexliner the perfect solution for short-to-medium-distance regional, intercity and commuter rail service over conventional rail lines.

Adtranz, the designer and manufacturer of Flexliner, is a 50-50 joint venture combining the worldwide transportation business of ABB Asea Brown Boveri Ltd. and Daimler-Benz. The company is a complete global provider of transportation products, systems and services, especially passenger rail systems, automated guideway transit systems and automatic train control systems.

The Flexliner is an advanced technology self-propelled, bi-directional passenger train capable of higher speeds. Its unique automatic coupling system allows individual trains to be joined and separated within minutes, and its precise computerized control requires no support personnel. One way the Flexliner has achieved outstanding fuel economy is by using a mechanical transmission system with a 94 percent efficiency. The low-emission engine runs without smoke and eliminates the smell of diesel fuel.

VIA is to be congratulated on introducing this new concept of passenger rail travel. One sincerely hopes that passengers use it to capacity to ensure that it will remain.

### VIA'S TRIAL TRAIN DELIVERS HOPE TO COMMUTERS

Via Rail will bring back its early morning commuter run between Kitchener and Toronto for an 18-week test, though riders and politicians are hoping it will stay on the tracks forever. Beginning in late September, a Danish-made train on loan to VIA will leave Kitchener for Toronto every weekday at 7:00 A.M. and return at 6:00 P.M.

It's the lightweight train itself, rather than the commuter service, that VIA is interested in testing. But for now, commuters in the Kitchener - Waterloo area will get a taste of a service they've hungered for since losing it in 1990. George Bechtel of Kitchener, who has lobbied hard for the extra train run as past president of Transport 2000, praised VIA's move. He said "A good transportation system is the heart of a community. If renewed permanently the early run will allow Kitchener people to consider taking a job in Toronto and not having to drive on the 401".

The train would leave Stratford between 6 and 6:30 A.M., leave Kitchener at 7:00 and arrive at Toronto at 8:45, allowing most business people to get to work on time. It would then make a second trip, leaving Toronto at 2:30 P.M., returning by 6:00 P.M. Currently the earliest train leaves Kitchener at 9:06 A.M. and arrives at Toronto at 10:55 A.M. which just isn't good enough for people who need to arrive in time for their business. Now we are getting a better time and it's up to the people living along the way to use it.

"It's great news" said Waterloo MP Andrew Telegdi, who joined other area politicians and train supporters at a recent meeting with VIA. "It was the best meeting I've ever had with VIA Rail. The bottom line is this makes sense financially for VIA. It's a win, win, win situation". But will it be enough of a winner to convince VIA to keep the extra trains on forever, or at least for the foreseeable future? One supporter is not sure but said "It's a big step forward, let's put it that way".

The Record, Kitchener, July 19, 1996.

### HAMILTON STATION GETS NEW LIFE

A station once busy in the heyday of train travel has come to life again, this time as a hub for GO Transit train and bus routes. More than 300 people turned out on July 12 to mark the official completion of a \$25.5 million restoration of the former Toronto Hamilton and Buffalo Railway (TH&B) station. Another \$39.5 million was spent on track work.

"We're calling it the Hamilton GO Centre, but I think most people will know it as the TH&B", GO Chairman David Hobbs said to the cheers of many retired railway employees who attended the noon-hour event. The building, downtown on Hunter Street near John Street, consolidates the city's GO train and bus services under one roof. It has actually been open since the end of April, although the official opening was only held now.

Les Gowman, a former stationmaster, said the hustle and bustle of the packed concourse was just like a Sunday night in the station's heyday, when passengers waited to catch trains to Cleveland, Montreal, Pittsburgh and Toronto. The restoration of the station is "excellent, couldn't be better" Gowman said. "They've got one thing now I always wished we had, and that's an elevator to take the passengers up to the trains".

The station was opened in 1933 as a terminal for the prosperous independent TH&B. The last passenger train stopped at it in 1981 and in the years since, the architectural landmark had become derelict. The project returned the station to its original 1930s art moderne look. "It's just like walking back in time", said Paul Johannsson, GO's director of rail services.

The Toronto Star, July 13, 1996.

### LOCOMOTIVE 29 STARS AS CANADIAN PACIFIC OPENS NEW HEADQUARTERS IN CALGARY

Canadian Pacific Railway (CPR) held the opening of its new Calgary head office facilities on September 8, 1996. CRHA was represented at the event by President François Gaudette, director David Johnson, Walter Edgar and, most important, locomotive No. 29. The locomotive was unveiled by Calgary Mayor Al Duerr in spectacular fashion when he activated a switch, detonating pyrotechnics which cut the cords holding the shroud in place. Shortly after, Alberta Premier Ralph Klein climbed into the cab to ring the bell. Master of Ceremonies for the occasion was Calgary & South Western Division member Norm Haines. After a typical Calgary beef bar-b-que, guests were invited to tour the new headquarters offices which are extensively decorated with historical photos, posters and rail artifacts.

Number 29 started life in 1887 as a class SA, built in CPR's New Shops in Montreal. At that time it bore number 390. Over the years it underwent several modifications, including a major rebuild in 1913. It also bore road number 217 between 1908 and 1913. Eventually it ended up as a class A1e with road number 29. Its original 62-inch drivers were later replaced with 70-inch ones, and the original slide valves were replaced by piston ones during the 1913 rebuild. Number 29 is featured on the cover of Canadian Rail No. 442 for September - October 1994. Unfortunately inside this issue is the news of the disastrous fire at the Salem & Hillsborough in which 29 was badly damaged.

The locomotive was leased by the CRHA back to Canadian Pacific who moved it by flat car from New Brunswick to their Weston shops in Winnipeg. There it was restored, after which it was shipped to Calgary and is now on display in front of CP's Calgary head office building. Word is that the whistle will be wired up to blow every day at exactly 12 noon.

Contributed by Walter Edgar via e-mail.

### CEREMONY MARKS 160TH ANNIVERSARY OF CANADIAN RAILWAYS

On the morning of July 21, 1996 Amtrak's train the "Adirondack" made an unscheduled stop at St. John's / St. Jean Que. for the purpose of celebrating the 160th anniversary of the opening of the Champlain & St. Lawrence Rail Road. The "Adirondack" travels on a portion of the original C&StL roadbed, and it is very fitting that Amtrak be involved in the celebration, since the C&StL was built as a link in the transportation route between Montreal and New York City. After the half hour ceremony, many of the participants went by special bus to the Canadian Railway Museum where they saw, among other things, a full-size replica of the "Dorchester", the first locomotive in Canada.

*BACK COVER: Fresh out of the shop of the Canadian Car and Foundry Co., Montreal Tramways street car 1202 had just been delivered to the MTC when this photo was taken in January, 1912. Notice the exterior double windows to protect the passengers from Montreal's cold winter winds as the 1202 starts out on its first run on St. Denis Street. Between December 1911 and June 1913 there would be 125 of this type built, by Can Car and Ottawa Car. These were the last built with the traditional "Montreal roof", and they served the MTC well; the last of the type being retired in 1956.*

CRHA Archives, Binns Collection.

# Canadian Rail

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