

## 1: Caisse unveils plans for \$ billion light-rail network for Montreal | Montreal Gazette

*Between the first small electric car on the Montreal Street Railway and the last streamlined tram owned by Montreal Transportation Commission, there were some 56 classes of passenger equipment, not to mention the almost innumerable maintenance and snow-fighting units.*

See Article History Alternative Titles: Early streetcars were either horse-drawn or depended for power on storage batteries that were expensive and inefficient. In an American, G. Train, opened three lines in London and one line in Birkenhead. The system was called tramways in Britain and was established at Salford in and Liverpool in The invention of the dynamo generator led to the application of transmitted power by means of overhead electrified wires to streetcar lines, which subsequently proliferated in Britain, Europe , and the United States. The cable car , the invention of Andrew Hallidie, was introduced in San Francisco on Sacramento and Clay streets in The cars were drawn by an endless cable running in a slot between the rails and passing over a steam-driven shaft in the powerhouse. The system was well-adapted for operation on steep hills and reached its most extensive use in San Francisco and Seattle. The cars operated more smoothly than did early electric cars, but they could run only at a constant speed; breaking or jamming of the cable tied up all the cars on the line. Beginning about , most cable trackage was replaced by electric cars; but the Seattle lines lasted until the s, and a portion of the San Francisco system continued in operation in the 21st century. During the s and the first two decades of the s, conventional electric tramlines replaced horsecar lines in Europe and the United States and made their appearance in the larger cities of Asia, Africa, and South America. In the United States, electric streetcars replaced horse-drawn cars at a particularly rapid rate from to The motors and cars were gradually improved: The possession of a streetcar line became essential for a growing town or small city, and the larger city streetcar systems extended their lines farther and farther out into the suburbs. The development of streetcars in Europe was equally rapid and continued over a longer period. Many European cities constructed highly efficient streetcar systems, and the electric car became the chief means of urban transport. British trams usually were double-deck cars operated by two men, one of whom collected the fare; rates were charged according to a zone system. European streetcars were similar to the British, but single-deck cars were common. Power was supplied from overhead wires through a bent piece called a bow or by a collapsible and adjustable frame called a pantograph, in contrast to the universal use of the single trolley pole in the United States. In Britain a conduit system was sometimes used in place of the overhead wires. World War I Women street car conductors in Britain. In August female transit workers in London staged a wildcat strike for equal pay. The strike soon spread throughout England, and British officials were concerned that women in the munitions industry would join the work stoppage. The strike was finally settled when women were granted the same wartime bonus pay as their male colleagues. During the World War I period, streetcar enterprises encountered financial difficulties; as wage and materials costs rose, the companies were squeezed by the fixed fares set almost universally by the municipal franchises. Finally, government action permitted fare raises; but by then the use of automobiles had spread, and many cities shifted to motor- bus systems of public transportation. The direct operating expenses of the bus, per mile, were greater than those of streetcars, but the heavy expenses of track construction and maintenance ultimately rendered streetcars uneconomical. The last major British tram system was that of Glasgow , which employed relatively modern double-deck cars. Paris closed the last of its streetcar lines in the s, and in other parts of France and in Italy many cities shifted to bus operation. Streetcar systems are largely municipal, with private bus competition not permitted. In the s some cities in the United States began adopting light rail transit; the trackage for this modern electric trolley system was less expensive to construct than that for elevated or underground metropolitan train systems. In the early 21st century, increased traffic congestion and the need to revive downtown areas led to increased interest in the streetcar, with new systems being built in some American cities, such as Houston , Texas; Tampa, Florida; and Washington, D.

## 2: 10 Things You Never Knew About Montreal's Boulevard Saint Laurent - MTL Blog

*Montreal's electric streetcars: An illustrated history of the tramway era: to by Richard M Binns. Railfare Enterprises, Edges with some chipping and tears, panels bright, not clipped.*

History[ edit ] St. Urban transit began in Montreal in when a line of horse-drawn cars started to operate on Craig now St-Antoine and Notre-Dame streets. Eventually, as the then Canadian metropolis grew, a comprehensive network of streetcar lines provided service almost everywhere. But urban congestion started to take its toll on streetcar punctuality, so the idea of an underground system was soon considered. Starting in , many proposals were tabled but the Montreal Metro would prove to be an elusive goal. The issue of a subway remained present in the newspapers but World War I and the following recession hitting Montreal prevented any execution. The gradual return of the financial health during the s brought the MTC project back and attracted support from the Premier of Quebec. Still, Montreal councillors remained cautious and no work was initiated. For some of them, including Jean Drapeau during its first municipal term, public transit was a thing of the past. In the early s , the western world experienced an economic boom and Quebec underwent its Quiet Revolution. The main line, or Line 1 Green Line was to pass between the two most important arteries, Saint Catherine and Sherbrooke streets, more or less under the De Maisonneuve Boulevard. It would extend between the English-speaking west at Atwater station and French-speaking east at Frontenac. On June 11, the construction costs for tunnels being lower than expected, Line 2 Orange Line was extended by two stations at each end and the new termini became the Henri-Bourassa and Bonaventure stations. The project, which employed more than 5, workers at its height, and cost the lives of 12 of them, ended on October 14, The service was opened gradually between October and April as the stations were completed. Cancellation of Line 3[ edit ] project, showing the third line. A third line was planned. Unlike the previous two lines, trains were to be partly running above ground. Negotiations with the CN and municipalities were stalling as Montreal was chosen in November to hold the Universal Exposition Expo Having to make a choice, the city decided that a number 4 line Yellow Line linking Montreal to the South Shore suburbs following a plan similar to those of the early century was more necessary. The railway, already used for a commuter train to the North Shore at Deux-Montagnes , was completely renovated in the early s and effectively replaced the planned third line. The next line would thus be numbered 5 Blue Line. Expo 67[ edit ] The Montreal municipal administration asked municipalities of the South Shore of the Saint Lawrence River which one would be interested in the Metro and Longueuil got the link. A stop was added in between to access the site of Expo 67, built on two islands of the Hochelaga Archipelago in the river. Notre Dame Island , adjacent, was created from scratch with the same material. Montreal became the seventh city in North America to operate a subway. This group was made of municipalities that occupy the Island of Montreal and the city of Montreal was the biggest participant. The MUC Transportation Commission was thus created at the same time to serve as prime contractor for the Metro extensions. Montreal Olympics[ edit ] The success of the Metro increased the pressure to extend the network to other populated areas, including the suburbs on the Island of Montreal. Line 5 Blue Line. The extensions were an opportunity to make improvements to the network, such as new trains, larger stations and even semi-automatic control. The first extension was completed in June just before the Olympics. Line 1 Green Line was later extended to the southwest to reach the suburbs of Verdun and LaSalle with the Angrignon as the terminus station, named after the park and zoo. This station opened in September Radisson station on Line 1 Green Line. Faced with these soaring costs, the Government of Quebec declared a moratorium May 19, to the all-out expansion desired by Mayor Drapeau Jean Drapeau. Tenders were frozen, including those of Line 2 Orange Line after the Snowdon station and those of Line 5 Blue Line whose works were yet already underway. A struggle then ensued between the MUC and the Government of Quebec as any extension could not be done without the agreement of both parties. The Montreal Transportation Office may have tried to put the government in front of a fait accompli by awarding large contracts to build the tunnel between Namur station and the Bois-Franc station just before the moratorium was in force. In , the newly elected government partially lifted the moratorium on the extension of Line 2 Orange Line and the construction of Line 5 Blue

Line. Line 2 Orange Line was gradually extended westward to Place-Saint-Henri station in and to Snowdon station in . As the stations were completed, the service was extended. The plan proposed no other underground lines as the government preferred the option of converting existing railway lines to overground Metro ones. The mayors of the MUC, initially reluctant, accepted this plan when Quebec promised in February to finance future extensions fully. This line took the shape of an "U" linking the north of the island to the city centre and serving two very populous axes. The various moratoriums and technical difficulties encountered during the construction of the fourth line stretched its realization over fourteen years. This Line 5 Blue Line , which runs through the centre of the island of Montreal , crossed the east branch of Line 2 Orange Line at the Jean-Talon station in and its west branch at the Snowdon station in . Students from the University of Montreal , the main source of customers, obtained extension of the closing time to . In the late s, the original network length had nearly quadrupled in twenty years and exceeded that of Toronto, but the plans did not stop there. In however, a new government in Quebec rejected the project, replacing the Metro lines by commuter train lines in its own transport plan. At the beginning of the s, there was a significant deficit in public finances across Canada , especially in Quebec , and an economic recession. The Metro ridership decreased and the Government of Quebec removed subsidies for the operation of urban public transport. The AMT was responsible, among others, for the development of the Metro and suburban trains. De La Concorde station in Laval. The work completed, opening to the public happened April 28, . This extension added 5. As of , ridership increased by 60, a day with these new stations, making a success of this extension. Tunnels are being repaired and several stations, including Berri-UQAM , have been several years in rehabilitation. Many electrical [26] and ventilation structures [27] [28] on the surface are in completely rebuilt to modern standards. The successor Liberal government had expressed interest in extending mass-transit to the Airport and implementing a light rail line on the new Champlain Bridge under construction. Plante was elected Mayor on November 5,

## 3: From the archives: Montreal's last streetcar rolled 49 years ago | Montreal Gazette

*Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.*

Postpartum recovery without a newborn is MUCH easier. That night, we rejoiced in some election results yay, Wisconsin and fist bump to Stacey Abrams of Georgia! Kyle and Annika picked me up by bike last night and I was able to celebrate this experience with my first postpartum cocktail at Solstice Pizza. Our new family tree branch will be in town for a few more weeks and I look forward to my daily recovery walks and milk donation drops to Penelope before they have to fly back to France. As her "second mother", we get to trade family vacations in the Columbia Gorge and Cannes and I get to watch her grow up as one boss of a lady. I made it by foot halfway en route with intense contractions before jumping in the bike and taxi-ing to the ER. They quickly got me up to the birth center. It stops you in your tracks. It stopped people out in the hallway outside our birthing room. The physical exertion she went through was so obviously enormous. It made me want to do anything, to anyone, to stop it. She asked for this. She planned for it. She treated it with the awe and respect it deserves from before the inception. At no point was my faith shaken. She quietly and methodically chewed this up and spat it out, tackling it bit by bit, trusting her midwife and her own body, getting the work done. And in the end, she got what she most wanted from all of this hard work: To hand a perfect little baby girl to two loving parents who needed her so, so badly. I cried at least 15 times today. After a rodeo of untangling the cord through my legs and turning me around to sit, the nurses handed me 9 lbs of Penelope and I got to take in the most beautiful moment of my life: November 6th, aka election day, was the culmination of 9 months of pregnancy, but the surrogacy interviewing process that would matchmake me with Nathalie and Eric of France, began 2 years ago with an impossibly depressing election. I wanted to help people like my friends who wanted a child so badly, but had conception roadblocks. Given the chance, that child would be surrounded with love their entire life, and idealistically, make the world and their community a better place. It was my version of training and a marathon. Now that pregnancy was almost done, it was time for the marathon. Baby was 4 days late, and I had a few signs, but no steady contractions yet, so on a gorgeous fall day in Oregon, it was time to get serious. We only made it 2 stops: We walked the mile home and contractions started. Sarah came to the house to coach me through contractions and said, "it was time to go to the hospital". At the beginning of the walk, I had second thoughts on this part of the birth plan: I got over it quickly with the guidance and shelter from Sarah and people must have thought that I was having a series of emotional breakdowns in the street. Try the traveling rings! Design by LovePittsburghShop. BikaboutPittsburgh 7. Before and after crushing it at Cyclocross Crusade.

## 4: Montreal's Mount Royal "bikabout"

*A collage of montreal city tramways,, music mario pompetti.*

It was just the start of years of controversy over the best way to get across town. Horse-drawn tramway on St. Today we tend to view streetcars through the rosy lens of nostalgia. While the trams of yesteryear tug at our heartstrings, a trip back through transit history leads to an inescapable conclusion: Montrealers have never had it so good. If a passenger wanted to get off for a few minutes to run a quick errand, the driver would wait. Unscheduled stops were only banned in In summer, customers rode in open cars with striped awnings on the sides. In winter, sleighs replaced cars, with straw on the floor and horse blankets for warmth. Horse-drawn winter tramway on Ste-Catherine St. Electrification of the tramway in speeded up service and doubled annual ridership in two years to 20 million trips. When the death of Sir Herbert, knighted in , was announced at a Montreal Royals baseball game, the crowd broke out in cheers. But efforts to root out vested interests and bring the tramway company under municipal control failed. As the populations of industrial neighbourhoods like St-Henri and Hochelaga boomed, the proportion of Montreal workers who took the streetcar daily rose from 11 per cent in to 63 per cent in A tram leaves the station and heads toward Rachel St. Despite criticisms of the tramway monopoly, Clairoux said the MTC was well run. The Golden Chariot, of which the first was built in , was a popular sightseeing car that took passengers on a loop around the three peaks of Mount Royal. The monumental stone building was demolished in During the Second World War, high ridership and rationing of gasoline and tires gave streetcars a new lease on life. In , ridership peaked at million. While Toronto had taken over its streetcar network in , Montreal did not bring public transit under municipal control until , after a provincial commission on urban transportation. By the time the Montreal Transportation Commission took over the tramway company, its rolling stock was antiquated and worn out. Increasingly, trams were blamed for blocking traffic. From to , car ownership on the island of Montreal doubled to A streetcar heads south along St-Laurent Blvd. It also called for construction of a subway. Plans for a subway had been around since the early 20th century. Timeline of public transit in Montreal Nov. The new electric trams quickly replaced horse-drawn trams. Within two years, the whole network is electrically powered. Several other subway plans are tabled in the decades that follow but all remain on the drawing board. A young passenger climbs his way aboard a streetcar in Annual ridership reaches million. A Montreal Tramways Company map. MTC ridership peaks at ,, That number will not be matched until The Montreal Transport Commission, a public body, acquires the assets of the privately owned Montreal Tramways Company. The election of Mayor Jean Drapeau and executive committee chairman Lucien Saulnier finally brings the year dream of a subway for Montreal within reach. It also proposes a north-south line from Old Montreal that would go through the railway tunnel under Mount Royal and branch off to Cartierville and Montreal North. The last line will later be eliminated. The city awards the first contracts. On May 23, construction starts on Berri St. It delivers the first cars on Aug. They are still running on the Green Line. The initial station network is completed in time for Expo Passengers take over million trips in its first year. The much-delayed Blue Line is built between and Cartier, de la Concorde and Montmorency are the first universally accessible stations.

## 5: Montreal's light-rail plan lands first loan from new infrastructure bank - The Globe and Mail

*Some of the streetcars that final day were relatively new, some much older. The oldest was the Rocket, Montreal's first electric tram which made its debut in*

The decision to use electricity instead of horses for propulsion was made in 1861. By 1862, the remaining horsecar lines had all been converted to accommodate the new electrically powered streetcars. The Montreal Street Railway was known as one of the most innovative and progressive in North America. Prior to that time, conductors would walk through the car collecting fares meaning many passengers probably rode for free on very crowded cars. The company also designed and built two open sightseeing cars another two were built later cars that were in service until the late 1950s. The designs of those sightseeing cars were sold to transit companies in Quebec City, Calgary and Vancouver, who all built their own versions of the car. The company was formed in 1861 and was eventually consolidated with other companies to form the Montreal Tramways Company in 1900 [2] This section needs expansion. You can help by adding to it. The Montreal Tramways Company would own and operate the transportation system until the system was taken over by the city-owned Montreal Transportation Commission in 1962. Every available streetcar was put into service. The company even bought several streetcars from U.S. Even private automobile owners were taking streetcars as rationing made gasoline and tires difficult to get. Most manufacturing of private automobiles was halted about halfway through the war years so assembly plants could concentrate on military vehicles. The Montreal Tramways Company had its own difficulties in getting material and some maintenance had to be deferred. The heavy wartime traffic and deferred maintenance took its toll. The Montreal Tramways Company faced major challenges at the end of the war. There was much rehabilitation work that had to be done to the track, the overhead trolley wires and the streetcars themselves. There was also much more competition. Manufacturing of automobiles for the civilian market started up again and after the deprivations of the war, many people wanted one. Many former streetcar passengers were now buying their first cars. Streetcar passenger numbers were starting to fall. Traffic congestion was becoming a bigger problem, especially in the narrower streets of the older parts of downtown Montreal. For all of these reasons, the company was reluctant to spend money on expansion and modernization. Instead they would sell their assets to a publicly owned transportation authority. Montreal Transportation Commission[ edit ] In 1962, legislation was passed to create the city-owned Montreal Transportation Commission, which would be charged with taking over the assets of the Montreal Tramways Company, which it officially did in June 1962. The Commission decided to convert all streetcar lines to buses within 10 years. To relieve traffic congestion, the newly established Montreal Transportation Commission decided to convert the inner city routes first. On some downtown sections of this street, there was a headway of 10 seconds or less between streetcars but by the end of August 1962, streetcar service on the street had come to an end. A parade of streetcars and historical equipment was held to commemorate the event. Many of the outlying routes, especially those running on private rights-of-way, lasted the longest. When the last streetcar ran in August 1962, another parade was held to mark the end of the streetcar era in Montreal. The Commission had succeeded in replacing the streetcar system with buses in eight years instead of ten. The final two trolley bus routes lasted for another two months until June 1964. Golden Chariot sightseeing cars[ edit ] In 1962, the Montreal Street Railway constructed two open-topped sightseeing streetcars locally known as Golden Chariots. Two more vehicles were constructed in the 1960s. All cars are currently preserved in museums. Ostensibly for tourists, they were probably always more popular with Montrealers looking for a breezy ride during the hot and humid summers of Montreal. One route, Cote des Neiges, Sainte-Catherine, then back to Bleury. A second Golden Chariot route was established in the late 1960s. This second route lasted only a few years being discontinued when streetcar service ended on Cote des Neiges in 1969. By 1969, the original and remaining Golden Chariot route had to be adjusted as streetcar trackage was reduced. When streetcar service ended on Sherbrooke and Sainte-Catherine at the end of August 1969, cars were rerouted. They last ran in regular service in the summer of 1970 although they could still be chartered in the summer of 1971. By then, however, the streetcar track network had shrunk further. Tramway crossing under construction in 1971. It was found that if passengers stood in some areas of the upper tiers of the Golden Chariots, there was not enough of

a safety clearance in the tunnel on that line. Therefore the Company only used the Golden Chariots on the spectacular mountain right-of-way for occasional charter trips. The Mount Royal streetcar private right-of-way would later become the Camillien Houde Parkway for automobiles. Service was normally provided by the regular cars of the Mountain route from the east, and the Remembrance route from the west. The Remembrance route was one of the shortest in the city, being only about three-quarters-mile long. While the Remembrance route was a relatively straight line to Summit Loop, the Mountain route was far more challenging. Motormen on this route were specially trained and strict safety procedures were used. The streetcars used on this route were equipped with an auxiliary braking system and powerful handbrakes in addition to their regular equipment. Both the Remembrance and Mountain routes were summer-only services. There were a number of other unique cars on the system especially in the earlier years. A prison car with no side windows was used to take miscreants between the downtown courthouse and the outlying Bordeaux Prison before roads were improved. The streetcar fleet also included two funeral cars, the second and larger of which saw heavy use during the influenza epidemic of 1918. They were used to carry caskets to the outlying Hawthorndale Cemetery, which was beyond the reach of good roads at the time. The funeral cars only carried caskets with the mourners having to take regular streetcars. Electric Trolley Buses[ edit ] Montreal also used trolley buses. Unlike streetcars, they could load and unload at the curb instead of stopping traffic in the middle of the street. They were still dependent on overhead trolley wires. Their passenger capacity was also less than the larger streetcars. Although all streetcar lines had been converted to buses by 1954, traffic congestion had not improved as hoped. City traffic engineers came up with a plan to turn many major streets into one-way thoroughfares, which would affect several trolley bus routes. Trolley buses by this time had fallen out of favour with transit companies, and new North American equipment was harder to get. As a result of all of these factors, the Commission decided to end trolley bus service in 1954. Two of the four trolley bus routes were converted to diesel buses in April while the last two trolley bus routes were converted to diesel buses in June. Horsecars[ edit ] In the early days, the Montreal City Passenger Railway used horse-drawn sleighs in the winter and horsecars in the summer. In the muddy seasons in between, omnibuses were used.

### 6: Auction Display List

*Mayor-elect John Tory and Metrolinx want to electrify the rails around Toronto. The Star took a ride on Canada's only other electric commuter line between Montreal and Deux-Montagnes, Que.*

But the Deux-Montagnes train continues in a tunnel for the first five kilometres and quietly surfaces from its portal in the affluent Mount Royal neighbourhood seven minutes later. By the time the kilometre trip nears its northwest terminus, the catenary poles that hold the wires over the tracks blur against the brilliant fall colours lining the Riviere des Milles-Iles that flows into the Lake of Two Mountains. An electric GO " or SmartTrack, to mayor-elect John Tory " will be a more efficient system and a better ride for commuters, he said. Electricity costs less than diesel. You will have less pollution. The quiet is conspicuous on a midday, mid-week trip when there are few riders outbound from Central Station. The overhead luggage racks are empty and only a single bike hangs on the two vertical racks in each coach. About 31, people move up and down the line on 49 daily weekday trips, about half of them peak-period commuters. Originally built to support 3, volts of direct current, the Deux-Montagnes was upgraded to 25, volts, the standard in the U. That included the track, the signalling and control systems, as well as the catenary wires over the tracks. For three summers, train service was suspended and Deux-Montagnes commuters rode buses so crews could do the overhead work on the tracks. A hydro substation feeds the current to the wires strung along the tracks. Metrolinx officials have said they wants to keep the GO trains running electrifying the tracks. They also say they expect to run diesel and electric trains on the same tracks. A 5-km test track was built at the end of the Deux-Montagnes corridor for the electric multiple units EMUs from Bombardier that furnish the line. Many GO locomotives pull 12 coaches. Faster acceleration than diesel locomotives is a key advantage of electric trains. On the GO tracks it should allow trains to make more stops in the city without significantly lengthening the journey times of long-distance commuters and facilitate more frequent service. There are 10 stops between the two terminus points on the Deux-Montagnes line, some as close as two minutes apart. The Mount Royal and Canora stations, for example, are practically next door to one another but they had, over time, built up the ridership to justify keeping both stops in the makeover, said Dorval. The big challenge in GO electrification will be vertical clearance for overhead wires, he said. Metrolinx has already said it will require bridge expansions and 46 grade separations along with km of catenary wires along its tracks. The Deux-Montagnes train had to be electric because it was running in the 5-km. But then OPEC backed off, oil prices came down and the interest in main line electrification died.

### 7: Montreal's Most Unusual Bars - MTL Blog

*Two proposed stations in Montreal's electric train project have been relocated in the hopes of bringing more traffic to certain parts of the West Island.*

The issue came up a couple of weeks ago when IAI?? At a press conference about the study, Board of Trade chief executive Michel Leblanc questioned whether streetcars are a good idea for Montreal, considering the snow, ice and cold weather we get. That story prompted readerAI?? Avrom Shtern, the transportation spokesperson at the GreenAI?? All too often, I see reports by high-priced consultants who would like us to believe that they know what they are talking about. They have ignored historyâ€!AI?? They have ignored historyâ€! AI?? Opponents of tramways often repeat the fallacy that streetcars are not suited in winter cities because snow, ice, freezing rain, slush, wind, condensation, etc. Winter conditions are a challenge in the Snow Belt for all forms of transport butAI?? Although it is a heavy rail commuter line it is typical of electric traction systems that are able to sustain operations during winter storms unless the overhead conductor fails. Quite often, modern transit operators do not want to cope. This recently happened when STM buses did not show up because of a little bit of freezing drizzle and ice on the roads. According to railway and mass transit expert AI?? Car house personnel had gotten fat, happy and careless soAI?? Many sweepers had not been serviced for years and were not working reliably. Ice on the wire did cause trouble. The motormen had to get out and bang the trolley pole on the wire to knock the ice off but they eventually got where they were going. There were days that nothing moved in Milwaukee but electric traction. They sent the Line Car, [Catenary Car], out with two men on the roof with baseball bats. They banged away at the live wire as the car moved slowly AI?? Line Cars had wooden roofs and the men had rubber gloves and boots. Deep snow was ploughed. Hydro Quebec now has a melting techniqueAI?? Years past, motorists would switch over to streetcars and trains during winter storms. The intrinsic efficiencies of the streetcar in snowy conditions is well known in winter cities that host tramway networks such as: Likewise, Moscow and the new Toronto mayoral administration are currently hostile towards the tramway because of ideology that favours the car above else. Petersburg, Zurich and Helsinki have extensive systems. The Helsinki tram network is one of the oldest electrified tram networks in the world. Petersburg, Russia claims to be the most extensive network in the world. Winter cities like Milwaukee, WI, Burlington, VT and Montreal also had streetcar systems which did not cease operations during stormy conditions. The streetcar has also gotten a bad reputation regarding street congestion. Buses hinder traffic flow more than the streetcar, as more are required to carry the same passenger load. Below is an image accounting a winter mess associated with articulated buses in Ottawa in

### 8: Is Montrealâ€™s TÃ©o Taxi struggling? - Video - CityNews Montreal

*I just looked in the Binns Montreal Electric Streetcar book, and the Company had, over the years, well over WORK CARS including the plows, sweepers, cranes, dump cars, motor flats, and so forth. These are non-revenue equipments not earning a DIME, and can only, for the most part, be used on rails and for the needs of the Company.*

### 9: Growing Up in Verdun ,Montreal & Information: Montreal's Metro Fifty Years

*On September 21 of that same year, "The Rocket," Montreal's first electric streetcar made its maiden voyage. By , the remaining horsecar lines had all been converted to accommodate the new electrically powered streetcars.*

List of karaoke songs 200 and more nmr experiments a practical course Vocabulary Power Grade 2 Zionism as an ethnocultural nationalism The raggly, scraggly, no-soap, no-scrub girl Afghan Jokes Proverbs Relations between church and state Muhammad, Judah Joseph Smith Capitalization theory and techniques Arithmetical similarities Tarah mafi destrozame Advantages of the automobile Pilocartinae (Flora Neotropica, Monograph) The Person Formerly Known As You Weep for Me Comrade Advances in carbohydrate chemistry and biochemistry. Financial management principles and applications 7e V. 2. Molecular embryo analysis, live imaging, transgenesis, and cloning Autoantibodies in Neurological Diseases (Topics in Neuroscience) Things beyond midnight Essentials of healthcare finance 8th edition Pizza and Other Stinky Poems (Im Going to Read! Level 4 The dragon in China and Japan. Career advancement and successes Preparing your ITstrategy Tyranids 8th edition codex Firefighter practice exam philippines The backbenchers the presidency night Soil and vegetation systems Song of wild laughter. Brun family, Napa valley, from 1874-Hewitt family, San Francisco, from 1882 Handbook of Crisis and Emergency Management (Public Administration and Public Policy) Inorganic Mercury (1160118) V.7. March 1868-June 1871 From Claudia to David Diseases of the urogenital system and the mammary gland Sheikh Majnoon in Mufti 56 Grain of the voice 11 Taii-piece 142 Latin America-what price the past?