

Mls from
Montreal

between the St. Lawrence River and Mount Royal has become greatly congested. Long established rights and interests have occupied the natural but limited entrances to left and right, so that development has been restricted in these directions. On the other hand, to the rear of Mount Royal, a great plateau like area of land lay available, though access to it by ordinary means was imperfect. To provide for a terminal in the heart of the city, and at the same time to bring this desirable area within a few minutes run of the business centre, was the dual motive which induced the Canadian Northern Railway Company (now amalgamated with the Canadian National Railways) to tunnel Mount Royal.

The portal of Mount Royal Tunnel lies within a few yards of the passenger terminal, which is located between Cathcart and Lagache streets, St. Monique and Mansfield Streets, just two blocks from the Windsor and Bonaventure Stations. The Tunnel itself, which was completed in September, 1918, consists of twin tubes of reinforced concrete construction, which rise by an easy grade of 31.6 feet to the mile to the outer or western portal at Mount Royal. From the summit of the mountain to the tubes the depth is about 600 feet, while the length of the Tunnel is 3.25 miles. Trains are hauled through by 2400 volt electric locomotives, equipped with "Pantograph" contact, and capable of hauling the heaviest passenger transcontinentals at a speed varying from 30 to 50 miles an hour.



The Mount Royal Tunnel Route