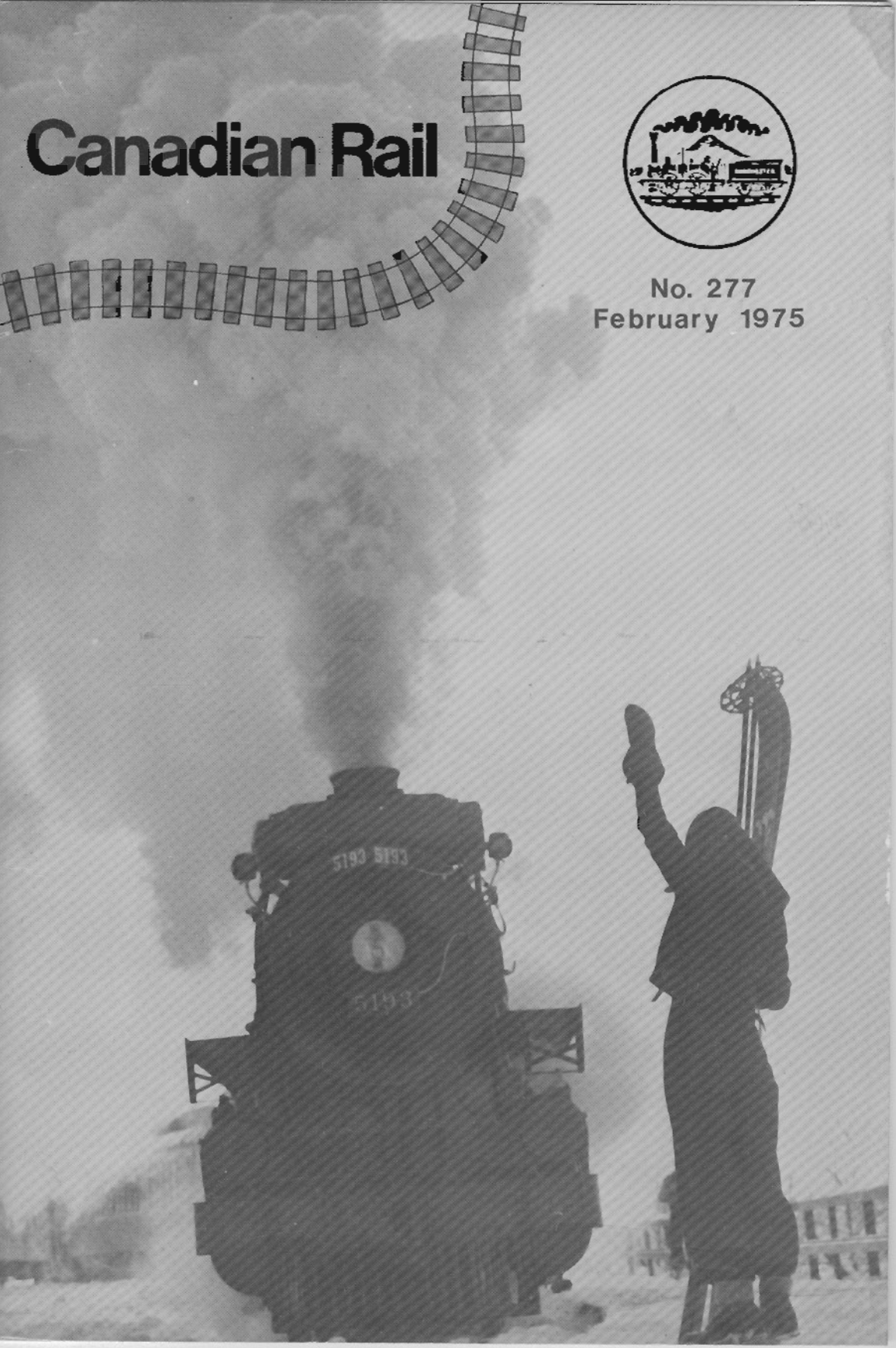


Canadian Rail



No. 277
February 1975





VIEW NEAR STE. AGATHE.

Trains Up North

The Story of Passenger, Freight,
Ski and Other Trains from Montréal
to the Laurentian Mountains.



M. Peter Murphy

Part I - The Canadian Pacific Railway

Three evenings a week in 1973, at precisely 18:15 hours, CP RAIL's Train 167 eased out of Windsor Station, Montréal, bound for Mont Laurier, Québec, 163 miles north into the Laurentian Mountains. This RDC "Dayliner" is the last of the multitude of passenger trains that the Canadian Pacific Railway used to run to the Laurentian Mountains, long the favourite holiday area for the citizens of Canada's largest metropolis.

Montréal's citizens are singularly fortunate in that there are scenic recreation areas near the City in every direction. To the east, the historic Eastern Townships; to the south, the Green Mountains of the State of Vermont and the famous Adirondack Mountains of northern New York State; to the west, the foaming rapids of the St. Lawrence and the placid stretches of the lower Ottawa. And to the north, the infinite variety of the Laurentian Mountains.

My acquaintance with these latter mountains and their valleys is a happy one that dates from the late 1940s. And I envy anyone whose recollections go back to the decades before those years. In the '40s, many enjoyable weekends were spent with friends at Bevin Lake, near Arundel, about 70 miles from Montréal. The quiet of the country usually provided a disturbing contrast to the noise of the city and, when bedtime came and sleep was slow in coming, the night noises could be heard clearly through the open bedroom window. In the late evening, the whistle of a train was audible. Was it the 6.45 Cana-



↪ THERE WAS A TIME WHEN YOU COULD FLAG SKI TRAINS JUST LIKE STREETCARS at the station at Val David, Québec. In 1948, as the picture demonstrates, you could try it! Photograph courtesy Canadian Pacific Limited.

↪ THE TRADITIONAL "LOCAL" - A 4-4-0, BAGGAGE CAR AND TWO OPEN-PLATFORM coaches on the Canadian Pacific Railway's Laurentian branch in 1898. The location is near Ste-Agathe, which the railway had reached in 1892. Photo courtesy F.F.Angus from a book entitled "Montreal".

dian National passenger train from Montréal, almost an hour late? Or was it imagination? Silence. Perhaps it had stopped at a station. Or was it indeed imagination? No, there it was again. By now, the blurred exhaust of the steam engine was audible, but soon the blur resolved itself into beats, punctuated ever and again by the melodic chime of the whistle, echoing through the mountains. Could it be a double-header? You could never be really sure until the train left Weir. Then a staccato of forceful, determined chuffs and puffs, some of them annoyingly out of proper sequence. A double-header, indeed, with one engine slipping on the grade. As she regained her feet, the exhausts blended into a steady roar and, five minutes later, the two locomotives would storm by, right outside the window.

After the night train had passed, there was no possibility of sleep until the lead engine had whistled for the crossing at Arundel. After that, the northward progress of the train could no longer be heard, and sleep - an unwelcome substitute - was not long in coming.

Ten years have passed since the last passenger train - diesel-powered - rumbled north on the Canadian National, through the Laurentian resorts of Weir and Arundel to the illogical terminal at St-Remi d'Amherst. The rails have been lifted and a superhighway and bushes have variously repossessed the right-of-way. To the south, the former grade has been obliterated over much of its length by the graceful curves of the Laurentian Autoroute. But on the northern section, the right-of-way is still in use, albeit by another and quite different transportation mode - the ski-doo!

CP RAIL, successor to the Canadian Pacific Railway, still provides the freight service essential to the basic economy of this part of the Laurentians, but it is probably just a matter of time until some drastic and final misfortune overtakes the present tri-weekly RDC "Dayliner" passenger service which still survives.

Both CP RAIL and Canadian National Railways' freight and passenger services have seen better days. Sometimes, it is hard to remember how two railways, let alone one, could profitably make a contribution to the development of this area, operating as many trains as they did in the hey-day of rail transportation and yet, ultimately, meet such an unfortunate fate. Alas, this seems to be the sad history of most railways in Canada in the last quarter of the Twentieth Century.

In the account which follows, we will consider the 96-year history of railways in the Laurentian Mountains, in the period 1876 to 1972. A review of these years never fails to evoke pleasant memories for those who knew this region intimately and, for other readers not so closely associated with the area, the charm of the perennial branch-line railroad is always present.

Canadian Pacific - CP RAIL: History and Development.

The settlement of the Laurentian region, north northwest of Montréal, was not significantly different from that of other parts of Canada at the beginning of the Nineteenth Century. The native inhabitants welcomed the first white settlers who arrived on foot, by canoe, by horse-team or other means of transport. The hardy newcomers cleared the forested lands, built houses and barns and settled down to a life of unremitting hard work, struggling for a bare living. They were the pioneers.

For many years, the largest community in the Laurentian area was only about 35 miles north of Montréal in the foothills region. The focal point in the community was the town of St-Jérôme, located on

the North River and linked to Montréal by a primitive road, over which ran carriages in summer and sleighs in winter. The language of the community was French, the religion predominantly Roman Catholic.

The community and the surrounding area enjoyed a slow but steady growth, but the desire of the times was to promote colonization as rapidly as possible, in order to retard or stop the emigration of native Québécois to the neighbouring New England States in the U.S.A. To accelerate this colonization, the Government of Québec instituted agricultural reforms and grants of money in aid, and the Roman Catholic Church added its strong influence to counteract the exodus to the south.

The parish priest or "curé" of St-Jérôme from 1868 to 1891 was a remarkable man: Curé François-Xavier Antoine Labelle (1833-1891). Curé Labelle was the dominating figure in the community and that part of Québec, not only because of his overwhelming personality but also because of his considerable physical size. He was over six feet tall and weighed more than 300 pounds! During his 25 years as parish priest, apart from his ecclesiastical duties he spent most of his time promoting the colonization of the region. He personally founded some 60 communities in the Laurentians and, in 1888, he was named Deputy Minister of Colonization in the Government of Québec.

CANADIAN PACIFIC RAILWAY									
MONTREAL AND ST. JEROME									
Mixed.	Mixed	Mts.	STATIONS.				Mtd	Mixed.	Mixed.
7:15 am	5:20 pm	0	Lv.....	MONTRÉAL	Ar	33	8:28 am	8:55 pm	
5:10 "	6:30 "	20	Lv.....	St. Jérôme	Ar	33	7:45 "	6:15 "	
3:20 "	6:38 "	22	Lv.....	St. Lin Junction	Ar	11	7:33 "	6:05 "	
8:37 "	6:56 "	27	Lv.....	St. Janvier	Ar	6	7:18 "	5:48 "	
8:55 am	7:16 pm	33	Ar.....	ST. JEROME	Lv	0	5:29 am	5:30 pm	

March, 1886

In order to hasten the process of settlement, Curé Labelle decided to have a railway built into the district. The Montréal Northern Colonization Railway Company had been incorporated in 1869 to build a railway from Montréal to the Laurentian foothills to the northwest. Financial troubles beset this company in its formative period and its charter was subsequently sold to the Government of Québec in 1875. Despite bureaucratic corruption and other problems, Curé Labelle spearheaded the drive to complete the railway to St-Jérôme. The reorganized railway became the Montréal and Western Railway, then the Montréal, Ottawa and Western Railway (1875) and finally the Québec, Montréal Ottawa and Occidental Railway Company (1875). In addition to the line to St-Jérôme, this company had also built to Ottawa, Canada, along the north shore of the Ottawa River and had purchased the North Shore Railway Company, whose line ran from St-Martin Junction to Québec City.

Much to the delight of Curé Labelle and his parishioners, on 16 October 1876, the first QMO&O train left Montréal's Hochelaga Station, bound for St-Jérôme. The arrival of this inaugural train at St-Jerome evoked much fanfare and general rejoicing. The persistence of Curé Labelle, Le Roi du Nord (King of the North), had been rewarded. The priest himself rode the first train north on the newly-completed railway. After scarcely six years of independence, in 1882 the QMO&O, including the St-Jérôme line, was purchased by the Canadian Pacific Railway Company. While early service on the St-Jérôme branch was limited to one mixed train daily in both directions, these trains proved to be the priceless benefit to the community that Curé Labelle had predicted.

CANADIAN PACIFIC RAILWAY																	
BRANCH LINES ONTARIO & QUEBEC AND EASTERN DIVISIONS—Continued.																	
MONTREAL AND LABELLE																	
Exp.		Exp.		Exp.		Exp.		M.		STATIONS		Exp.		Exp.		Exp.	
A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Lv.	Ar.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
9.15	1.45	5.30	8.80	0								8.30	9.45	7.45	8.45		
10.05	2.30	6.50	9.15	20								7.35	9.05	6.55	8.50		
10.10	2.35	6.55	9.20	22								7.35	9.05	6.55	8.50		
10.25	2.45	7.05	9.35	27								7.15	8.35	5.45	8.30		
10.40	3.00	7.20	9.50	33								7.00	8.20	5.30	8.10		
				41								6.50					
				38								6.40	8.25	5.30			
				41								6.19		5.07			
				42								6.15	8.01	5.04			
				44								6.07	7.55	4.55			
				46								6.02	7.50	4.53			
				49								5.52	7.42	4.42			
				54								6.40	7.27	4.25			
				60								5.20	7.10	4.05			
				64								5.10	7.00	3.55			
				72								4.45	6.40	3.27			
				73								4.44	6.38	3.24			
				74								4.40	6.33	3.20			
				75								4.35	6.23	3.05			
				81								4.17	6.13	2.55			
				86								4.04	6.00	2.45			
				89								3.59	5.55	2.40			
				101								3.50	5.15	2.00			
												Lv.	A.M.	A.M.	P.M.		

† Daily, except Sun. ‡ Sun. only. † Refreshment Stations. ‡ Daily, except Sat. and Sun.
 † † † Stations. † Sat. only. ‡ Arrive at Windsor Station.

28

May 10, 1897

Several years passed before the railway was extended north from St-Jérôme. While settlements had already been established to the north, some as early as 1840, the time was only now opportune to extend the railway and so stimulate further colonization.

The sale of the QMO&O to the Canadian Pacific in 1882 had not included the portion of the railway under construction north of St-Jérôme. In 1891, the Montreal and Western was building what was to become the most scenic portion of this Laurentian railway, from St-Jérôme to Labelle, a distance of about 67 miles. By August 1892, the railway was complete as far as Ste-Agathe and work was continuing on the remaining portion to Labelle, the latter place named in honour of the Curé who had been the driving force for many years.

Although this portion of the Canadian Pacific's present-day line was built by the Montreal and Western, records show that service north of St-Jérôme was operated by the Canadian Pacific from the outset and the first (CPR) passenger train passed through Piedmont, on the way from St-Jérôme to Ste-Agathe on 1 September 1892. Five years later, on 25 March 1897, the Canadian Pacific agreed to purchase the railway from St-Jérôme to Labelle, payment to be made in 30 annual instalments.

North From Labelle, the Northern Colonization Railway Company continued the line. This extension reached Nominique on 5 January, 1904 and construction was completed to its most northerly point at Rapide de l'Original (Moose Rapids) - now Mont Laurier - in 1909. The first through train from Montréal to Mont Laurier ran on 15 September 1909. Meanwhile, the Canadian Pacific had leased the Northern Colonization Railway in 1905 for the usual period of 999 years.

The Canadian Pacific Railway's Passenger Department bulletin, dated 13 September 1909, read in part as follows:

"On September 15th., the extension of the Nominique Branch 35 miles to Rapide de l'Original will be opened for passenger traffic, new stations being called Laranger, Hébert, Campeau, Routhier,

and Duhamel; Duhamel is located in that portion of the municipality of Rapide de l'Orignal on the east bank of the Lièvre River. The territory opened up by this new line is an exceedingly attractive one for sportsmen."

The dream of Curé Labelle was slowly coming true. More and more settlers were taking up land in the area, the presence of the railway simplifying their transportation problems. More and more jobs were becoming available for residents of the region.

North of Labelle, several wooden trestles were built to carry the railway over deep gullies. Subsequently, these trestles were filled in with earth, eliminating the risk of their destruction by fire and the high cost of maintenance. Early photographs of these wooden trestles show passenger trains in operation, which suggests that the new line was opened for revenue service as quickly as possible.

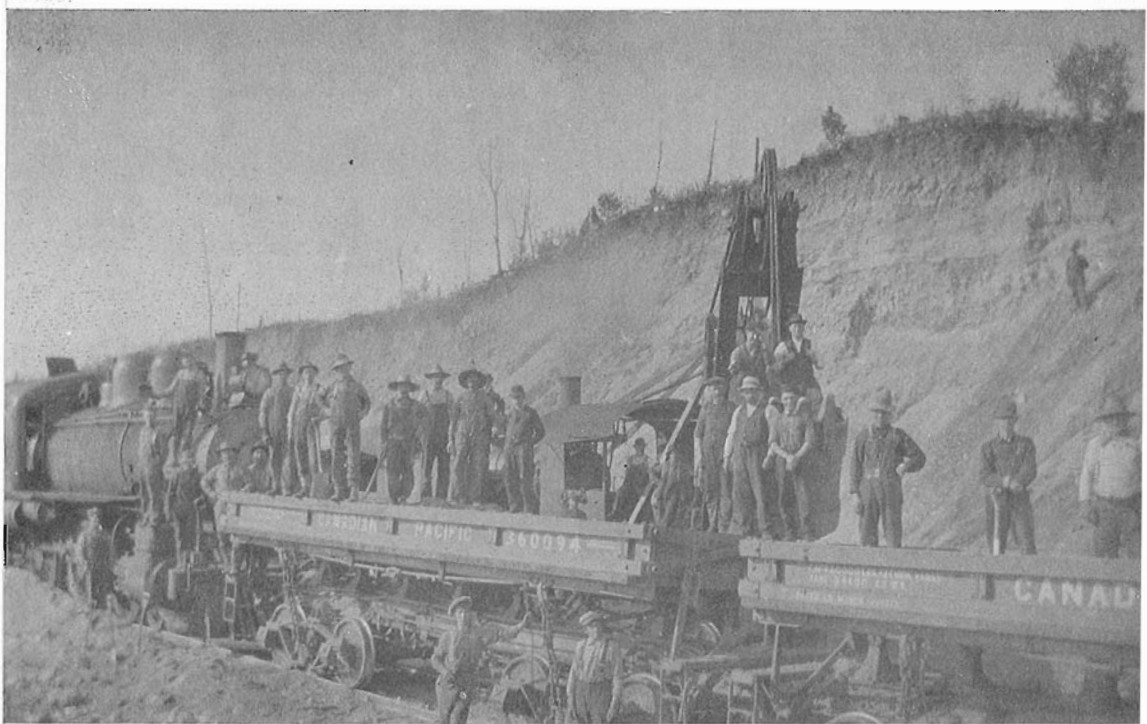
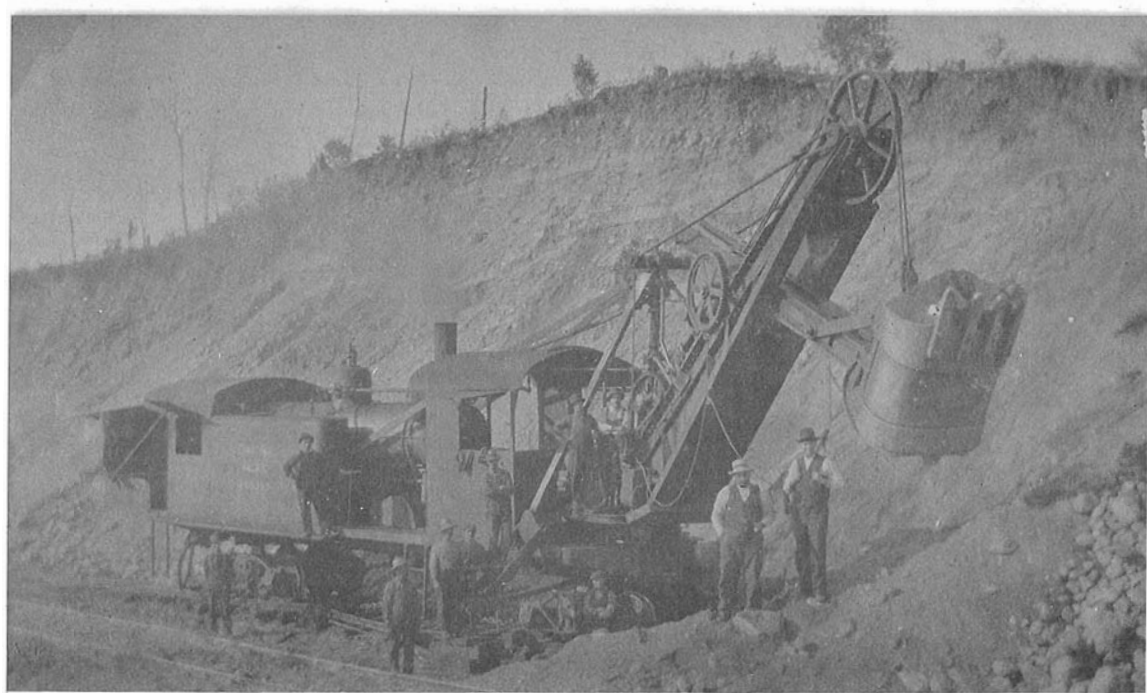
For many years, the Canadian Pacific enjoyed a brisk business on its Laurentian branch. Southbound freight traffic included carloads of sawlogs, rough and finished lumber and other natural products. Northbound, the freights carried petroleum, machinery, building materials and less-than-carload shipments in an ever-increasing volume. Passenger traffic prospered. The "Big City" was now within easy reach of the country and the city dweller could readily enjoy this Laurentian playground. Express, milk and mail added to the railway's revenues. All of this traffic required regularly-scheduled trains of increasing length.

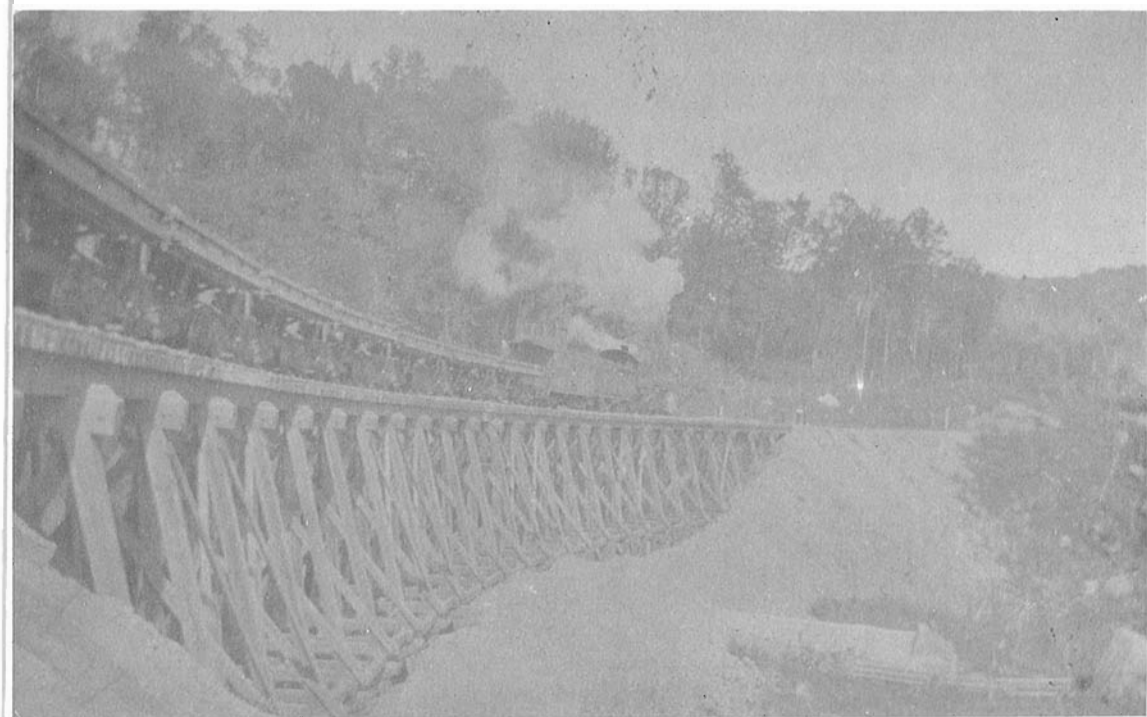
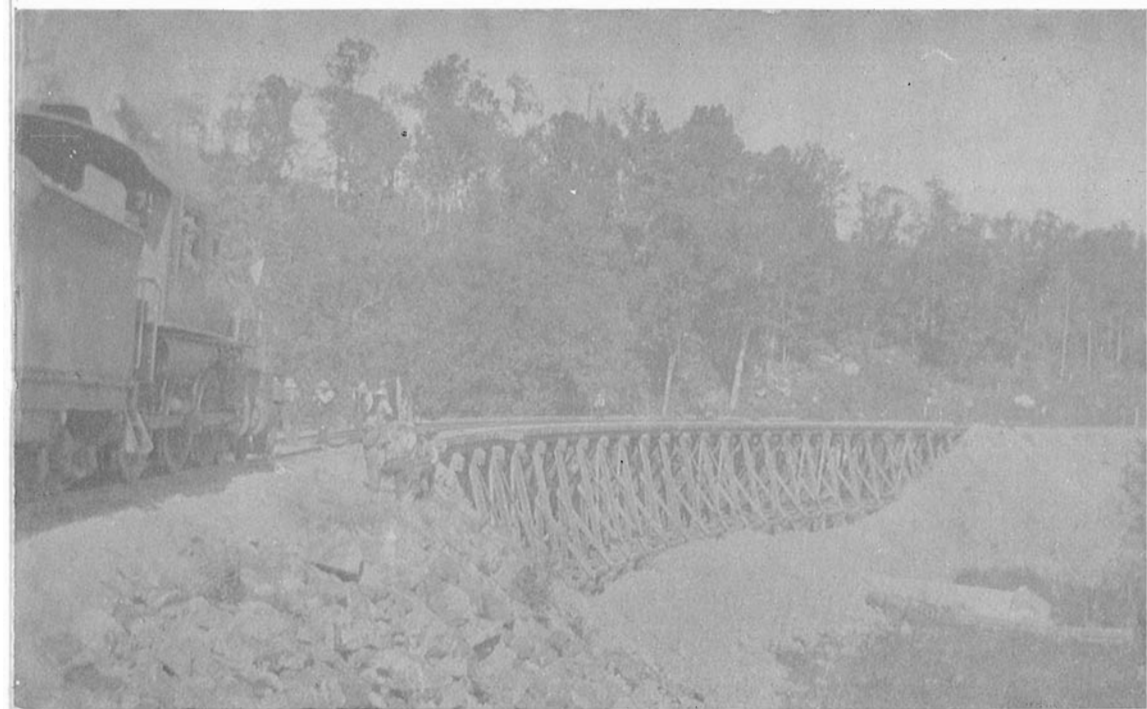
A campaign to stimulate passenger traffic, launched by the CPR about 1911, resulted in an increase which persisted throughout the pre-World War I years. The principle object of this campaign was to persuade hunters and fishermen, as well as nature lovers and sports enthusiasts, to discover this wonderful, unspoiled area, less than four hours by train from Canada's largest metropolis.

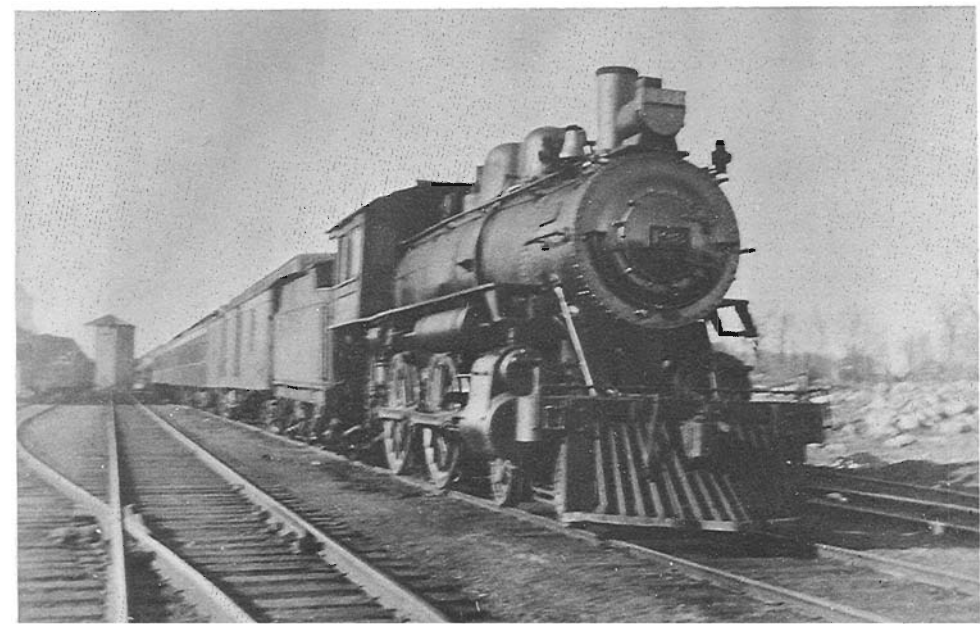
In the earlier days of the branch, the motive power was largely 8-wheel 4-4-0s, but the longer and heavier trains soon required the tractive effort of 4-6-0s, which thereafter handled most of the freight and passenger trains north. Later on, locomotives of many different wheel arrangements, from light to medium weight, were used, D 10, mikado, hudson and baltic types were variously used. The curves on the line seem to have posed more of a problem than the weight-per-axle of the engines.

Most of the large bridges on the Laurentian line were near Montréal and were built to main-line standards, as they had also to carry heavy trains for Québec, Ottawa and western Canada. In fact, in the 1890s, the Canadian Pacific's transcontinental trains departed from Place Viger Station in east-central Montréal and travelled north to Ste-Thérèse, before turning west to Ottawa over the "North Shore Line", formerly the Québec, Montréal, Ottawa and Occidental Railway.

AFTER THE LINE TO MONT LAURIER WAS OPENED THROUGHOUT IN 1909, THE B&B Department turned its attention to filling in the wooden trestles. These four pictures show the work in progress between Nomingue and Mont Laurier, about 1910. Mr. Charron of St-Sauveur, Québec, who loaned these pictures for presentation, was a member of the gang who did this work. He is today hale and hearty at 85 years of age.







On the Laurentian branch to Mont Laurier, the passenger trains were made up of classic wooden passenger cars for many years. Some of these cars had open platforms. Throughout the "ski-train era" of the 1940s, some of these curious consists persisted, much to the amusement of the skiers and the delight of the railway enthusiasts. The Ste-Agathe Subdivision was the last CPR line in eastern Canada to use wooden equipment in regular service. The Winnipeg Beach operation in Manitoba used the last wooden passenger cars on the Canadian Pacific Railway.

Over the years, passenger trains from Montréal to the Laurentian Mountains departed from several different stations. In 1876, passengers for points north of Montréal departed from Hochelaga Station in the east-central part of the city. The Québec Gate Station, later named Dalhousie Square Station, was in use in 1882 and it was from this station that the first CPR transcontinental passenger train departed on 28 June 1886 for far-distant Port Moody on Burrard Inlet in British Columbia. When Dalhousie Square Station was rebuilt in 1899, it was renamed Place Viger Station.

In the same year, Canadian Pacific's famous Windsor Station was opened and some Laurentian trains originated there, travelling around Mount Royal through Westmount, Montreal West and North Junction to Park Avenue and a connection with the line from Place Viger Station to St-Martin Junction, Ste-Thérèse and the Laurentians. During the years that followed, little by little passenger services in all directions from Montréal began to be consolidated at Windsor Station. Finally, on 31 May 1951, the last passenger train, the evening local to Labelle, pulled out of Place Viger and the station was then closed. From that date, all CPR passenger trains departed from Windsor Station.

← WHILE THE SNOW FELL SOFTLY IN THE MOUNTAINS, THE WIND PILED IT INTO the cuts on the flat stretches between St-Jerome and Montréal. This Canadian Pacific "plow extra" had a terrible time in the winter of 1898, plowing out the cuts between St-Janvier and St-Jerome.

Photograph courtesy Musée Historique de St-Jerome.

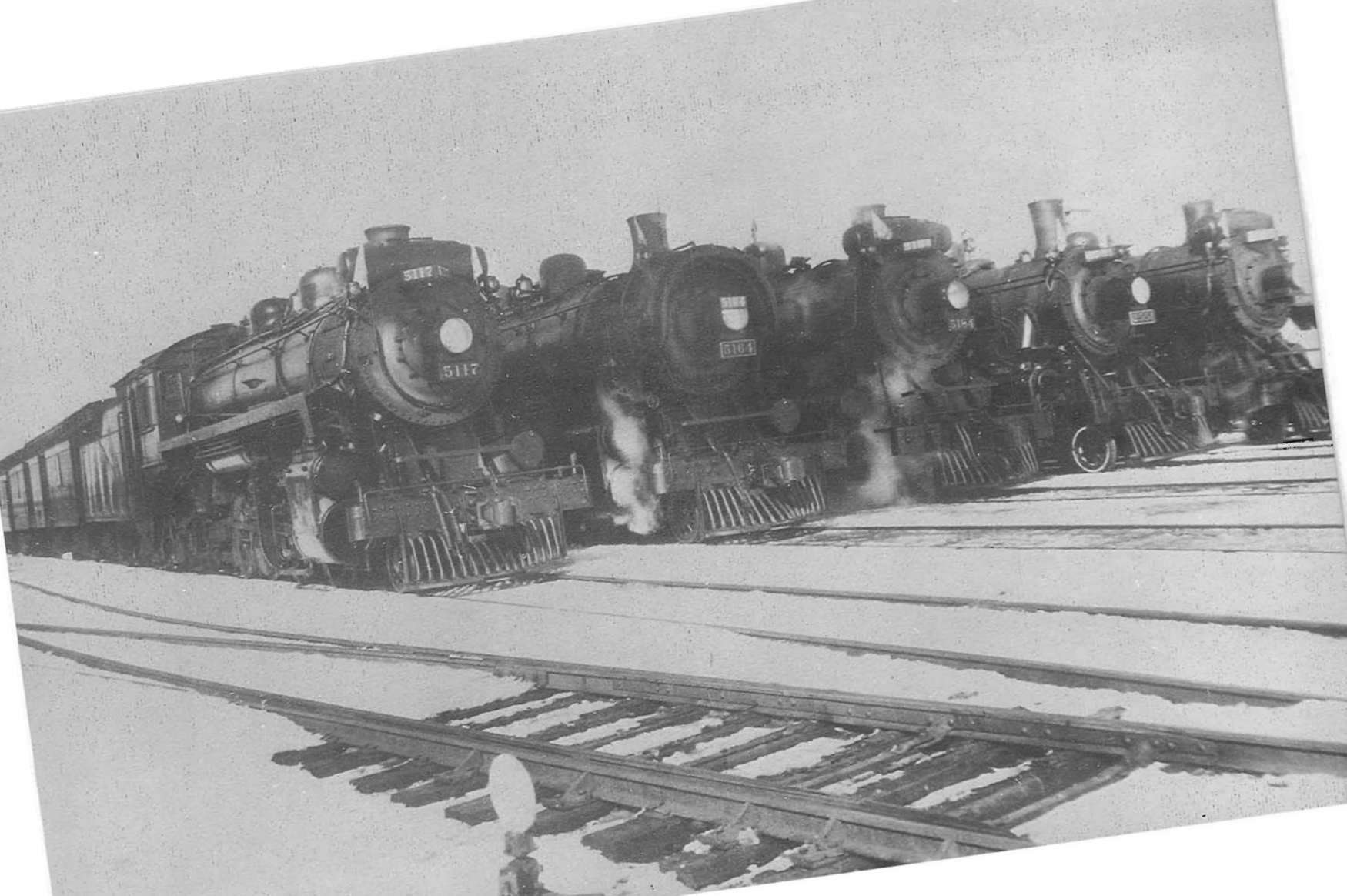
CPR 4-4-0 NUMBER 198 WAS BUILT BY SCHENECTADY IN 1900 FOR THE RUTLAND Railroad as its Number 188. She was acquired by the Canadian Pacific in 1902 and numbered 780; she was Number 298 in 1905 and 198 in 1912. At one period, Number 198 was the power for the passenger train from St-Jerome to Montréal and it is in this role that she is pictured here.

Photograph courtesy Musée Historique de St-Jerome.

↳ DURING A WILDER WINTER, CANADIAN PACIFIC D-10 CLASS NUMBER 1088 HUSTLES the afternoon wayfreight south through Piedmont Station in the thick of a worsening snowstorm. The year is 1945 and the photograph is presented through the courtesy of Mr. C.C.Sait.

SKI SPECIALS WERE THE THING ON THE CPR'S LAURENTIAN LINE BEFORE AND after World War II. Most winter weekends, you could see this or a similar line-up of specials in the yard at St-Agathe waiting for the southbound Sunday evening rush. Each train consisted of one baggage car for skis and accident victims and about 10 coaches. The photograph was taken about 1935 and is from the collection of Mr. L.O.Leach.





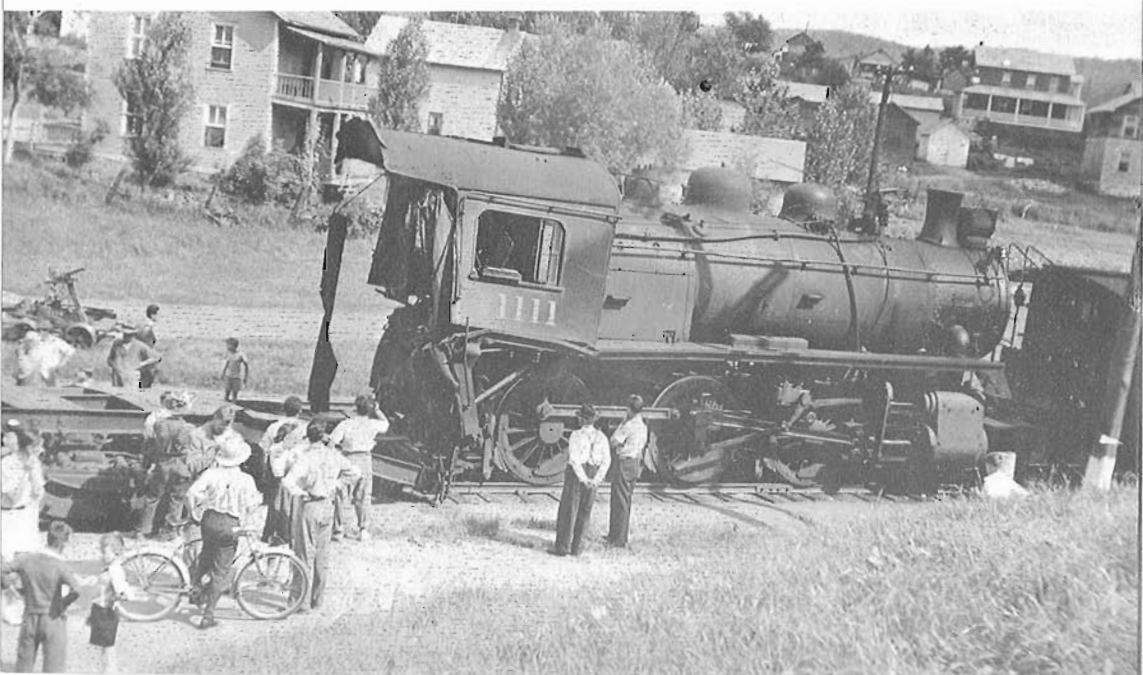
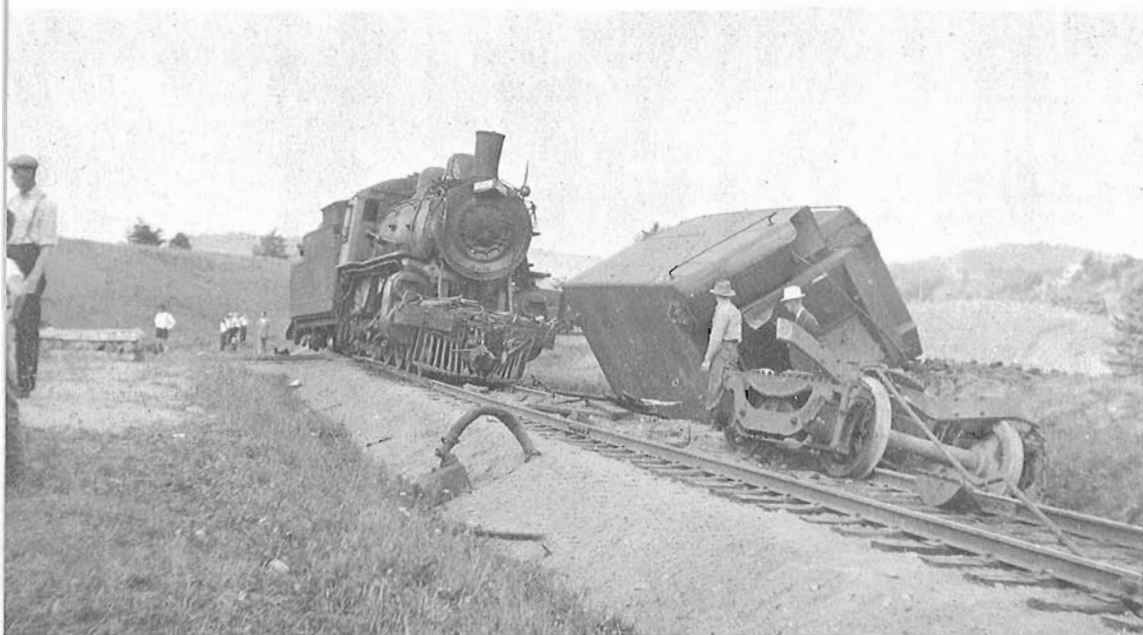


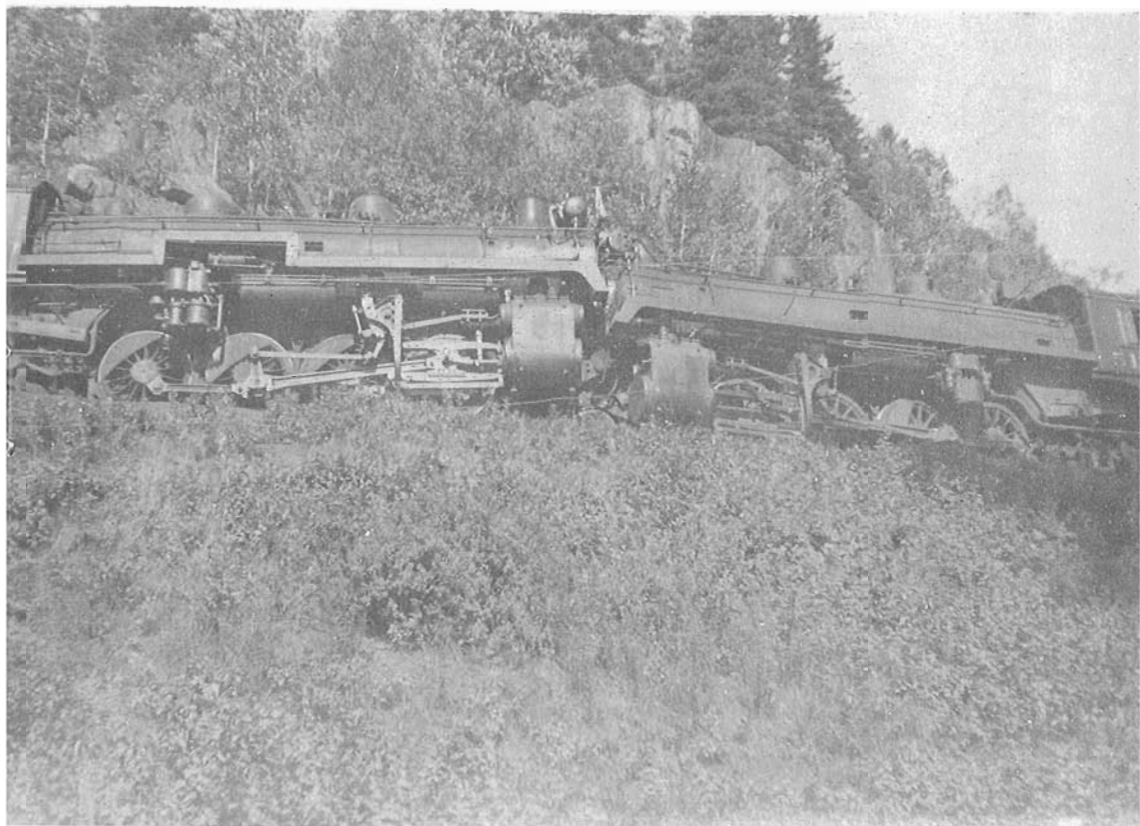


WHEN CANADIAN PACIFIC'S 2200-SERIES COACHES WERE NEW, THE PUBLICITY people topped off a display train with "Royal Hudson" Number 2856 and took the consist up the Laurentian line to a location just north of Piedmont station for the official photographer to shoot. The year was 1948. The photograph is courtesy of Canadian Pacific Limited.



WIN A FEW - LOSE A FEW. RAILROADING ON THE MONT LAURIER LINE WAS NOT always uneventful. In the picture below D-10 Number 1111 and 4-6-2 Number 2600 had a sad encounter one day near Mont Rolland, while in the illustrations opposite, there was a midwinter derailment on one of the numerous curves on the line. On another occasion, two 5100-class mikados, one was Number 5166, had an unresolved dispute about the right-of-way near Ste-Marguerite Station. All of these photographs are presented through the courtesy of Mlle. G. Légaré.





Mont Laurier

CANADIAN PACIFIC RAILWAY
 Laurentian Division
 Park Avenue Subdivision
 Ste-Agathe Subdivision

Opened to St-Jerome in 1876;
 Opened to Ste-Agathe in 1892;
 Opened to Nominuingue in 1904;
 Opened to Mont Laurier in 1909.

Val Barrette

Guenette

Nominuingue

l'Annonciation

Labelle

St-Jovite

St-Faustin

Ste-Agathe

Ste-Marguerite

Mont Rolland

Montfort Junction (1893-1898)

Shawbridge

Canadian Pacific Railway
 to Lachute & Ottawa

St-Jérôme

Canadian Northern Québec Ry.
 to Joliette & Québec (abandoned).

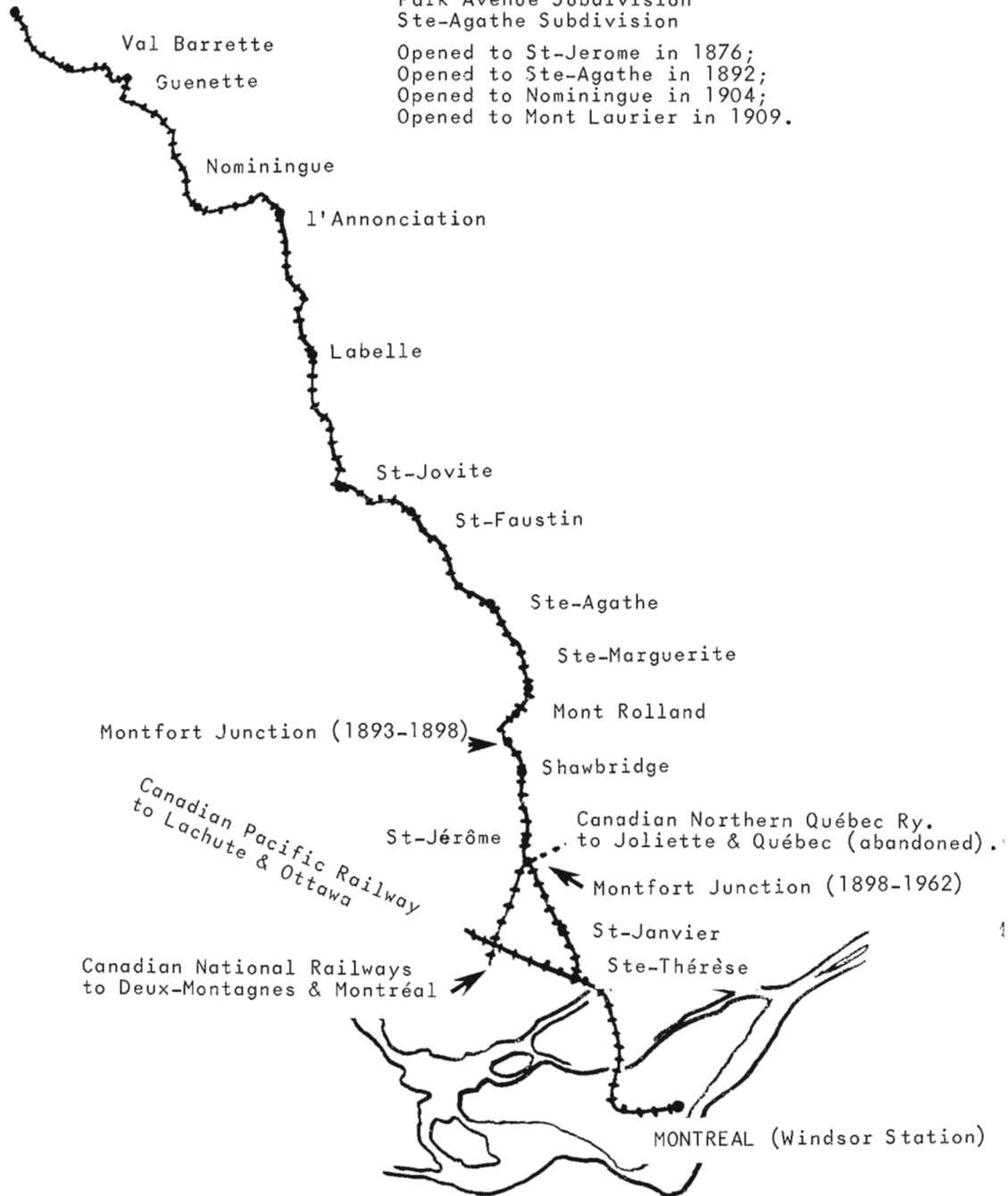
Montfort Junction (1898-1962)

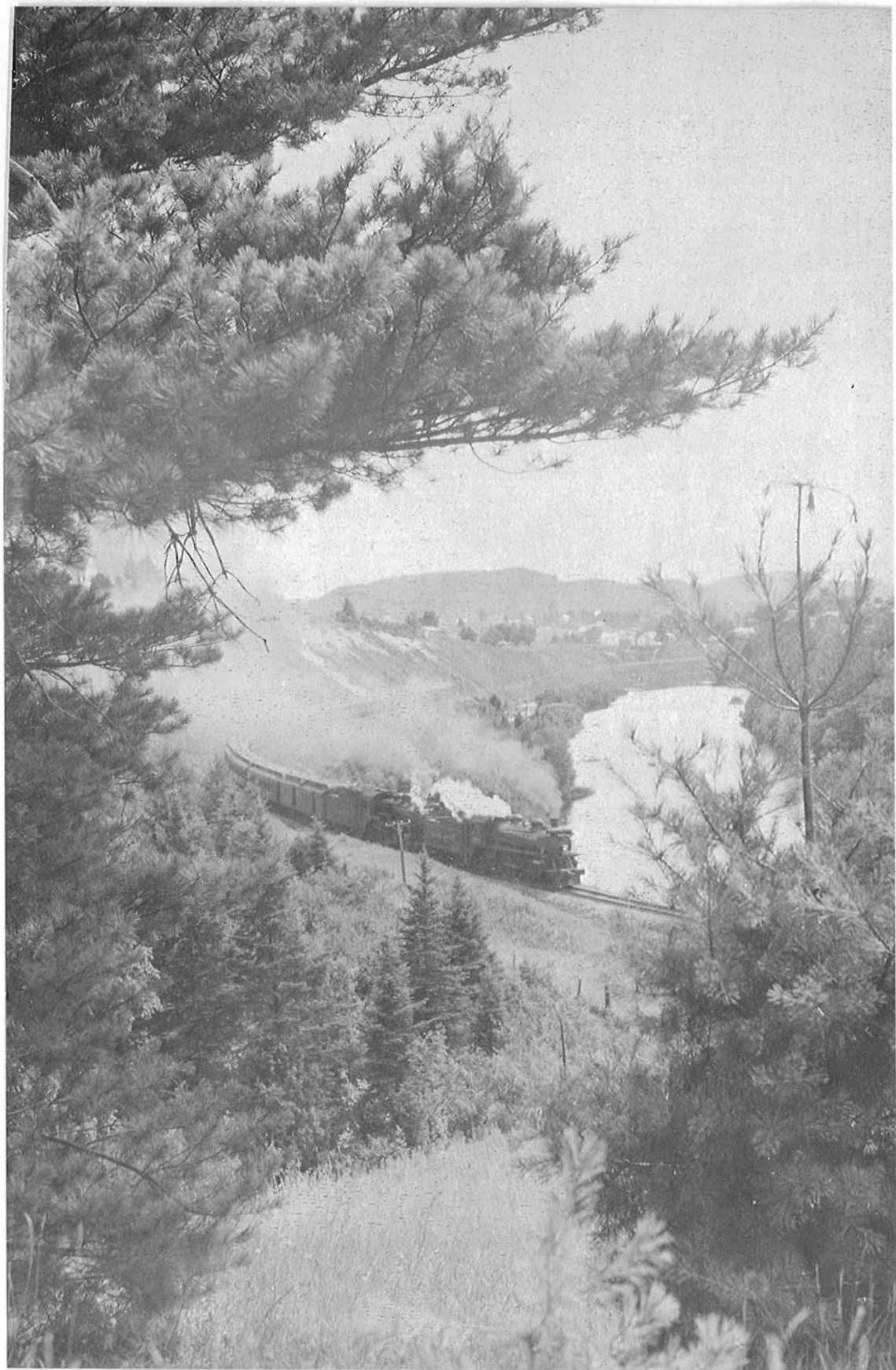
St-Janvier

Canadian National Railways
 to Deux-Montagnes & Montréal

Ste-Thérèse

MONTREAL (Windsor Station)







MONT-LAURIER, LABELLE, STE. AGATHE, STE. MARGUERITE, ST. JEROME, MONTREAL TABLE 42

Eastern Time Heure de l'est	Alti- tude	From LAURENTIANS					From ST. LIN					
		464 Ex. Sun.	452 Ex. Sun.	454 Ex. Sun.	462 Sun.	456 Sun.	★ 458 First Train Jan. 6 Sun.	460 Sun.	470 Ex. Sun.	422 Daily	428 Sat. only	472 Sun. only	424 Daily
Lv MONT-LAURIER	733	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Brunet	764	8:00	8:07	..	..	..	5:00	..	..	..	..	..
Barré	793	..	..	..	..	..	5:08	..	..	..	..	..
Guénette	149	..	..	..	..	..	5:33	..	..	..	..	..
Bédard	109	..	..	..	..	..	5:37	..	..	..	..	..
Lao Saguro	078	..	..	..	..	..	5:47	..	..	..	..	..
Loranger	862	..	..	..	..	..	6:01	..	..	..	..	..
Nominique	862	..	..	..	..	..	6:08	..	..	..	..	..
BELLERIVE	838	..	..	..	..	..	6:12	..	..	..	..	..
Lacoste	858	..	..	..	..	..	6:29	..	..	..	..	..
Annandation	816	..	..	..	..	..	6:43	..	..	..	..	..
Masza	765	..	..	..	..	..	7:00	..	..	..	..	..
Lv LABELLE	720	Will not operate	Will not operate	Will not operate	Will not operate	Will not operate	Will not operate	..	..	..	..	..
Conception	745	..	..	..	..	..	7:12	..	..	..	..	..
Mont Tremblant	745	..	..	..	..	..	7:20	..	..	..	..	..
St. Jovite	701	..	..	..	..	..	7:32	..	..	..	..	..
Morrison	889	..	..	..	..	..	7:41	..	..	..	..	..
St. Faustin	754	..	..	..	..	..	7:51	..	..	..	..	..
Nantel	722	..	..	..	..	..	8:12	..	..	..	..	..
Degrobois	722	..	..	..	..	..	8:17	..	..	..	..	..
Ivry	707	..	..	..	..	..	8:30	..	..	..	..	..
Jr STE. AGATHE	207	..	..	..	..	..	8:46	..	..	..	..	..
Lv STE. AGATHE	207	..	..	..	..	..	8:50	..	..	..	..	..
Profontaine	253	..	..	..	..	..	9:02	..	..	..	..	..
Val David	1054	..	..	..	..	..	9:08	..	..	..	..	..
Val Martin	1054	..	..	..	..	..	9:19	..	..	..	..	..
Lv Ste. Marguerite	830	..	..	..	..	..	9:28	..	..	..	..	..
Lv Mont Roland	836	..	..	..	..	..	9:37	..	..	..	..	..
Lv Piedmont (St. Jean)	836	..	..	..	..	..	9:40	..	..	..	..	..
Lv Shawbridge	836	..	..	..	..	..	9:58	..	..	..	..	..
Masza	303	..	..	..	..	..	10:09	..	..	..	..	..
St. Jerome	218	..	..	..	..	..	10:25	..	..	..	..	..
St. Janvier	218	..	..	..	..	..	10:25	..	..	..	..	..
Bouchard	219	..	..	..	..	..	10:25	..	..	..	..	..
St. Lin June	219	..	..	..	..	..	10:25	..	..	..	..	..
Jr Ste. Thereses	121	..	..	..	..	..	10:25	..	..	..	..	..
Lv ST. LIN	212	..	..	..	..	..	6:00	..	..	..	..	..
La Plaine	195	..	..	..	..	..	6:10	..	..	..	..	..
Buchard	187	..	..	..	..	..	6:24	..	..	..	..	..
Lepage	187	..	..	..	..	..	6:39	..	..	..	..	..
Havins	219	..	..	..	..	..	6:53	..	..	..	..	..
St. Lin June	219	..	..	..	..	..	7:07	..	..	..	..	..
Jr Ste. Thereses	121	..	..	..	..	..	7:21	..	..	..	..	..
Lv Ste. Thereses 44	61	7:47	7:51	8:01	8:09	8:16	8:25	10:25	10:35	10:43	10:55	8:55
Rosette	90	7:51	7:54	8:01	8:09	8:16	8:25	10:31	10:41	10:49	11:01	9:01
St. Rose	90	7:51	7:54	8:01	8:09	8:16	8:25	10:31	10:41	10:49	11:01	9:01
St. Martin June	107	7:51	7:54	8:01	8:09	8:16	8:25	10:31	10:41	10:49	11:01	9:01
St. Martin	107	7:51	7:54	8:01	8:09	8:16	8:25	10:31	10:41	10:49	11:01	9:01
Laval Rapides	76	8:08	8:16	8:25	8:33	8:41	8:50	10:44	10:58	11:15	11:30	9:14
Bédard	76	8:08	8:16	8:25	8:33	8:41	8:50	10:44	10:58	11:15	11:30	9:14
Montreal Park Ave	191	8:08	8:16	8:25	8:33	8:41	8:50	10:44	10:58	11:15	11:30	9:14
Montreal Place Viger	38	8:08	8:16	8:25	8:33	8:41	8:50	10:44	10:58	11:15	11:30	9:14
Montreal West	158	..	..	..	..	..	9:00	10:10	10:20	10:30	10:40	9:40
Westmount	109	..	..	..	..	..	9:07	10:10	10:20	10:30	10:40	9:47
Jr Montreal Windsor	109	..	..	..	..	..	9:15	10:25	10:35	10:45	10:55	9:55

★
TRAINS 449-451-458
Subject to cancellation if equipment required for the movement of armed forces.
Peuvent être supprimés si le matériel roulant est requis pour le transport des forces armées.

PARLOR CARS
Train 449—Fridays, to Labelle. (First trip Dec. 28)
Train 456—Sundays, from Labelle. (First trip Jan. 8, also Tuesday, Jan. 1)

WAGONS-SALONS
Train 449—Vendredi à Labelle. (Premier voyage 28 déc.)
Train 456—Dimanche de Labelle. (Premier voyage 8 jan., aussi mardi, 1er jan.)

EXPLANATION OF SIGNS—Meal Station. a Stops to detain revenue passengers. f Stops on signal. g Stops to detain revenue passengers from West of Ste. Thereses. b Stops to detain. e Stops to detain from north of Ste. Thereses. h Arrêt sur signal. c Arrêt pour laisser voyageurs payants. f Arrêt sur signal. g Arrêt pour laisser descendre voyageurs payants. d Arrêt pour laisser descendre. e Laisse descendre du nord de Ste. Thereses. h Arrêt pour laisser descendre voyageurs payants

The story of a Canadian National Railways in the Laurentian Mountains must now be told, but it should be recognized that the Canadian Pacific Railway, the first railway to provide service into this region, was initially a feeder for the first line of railway which eventually became part of Canadian National. From 1895 to 1905, passengers intending for points on the Sixteen Island Lake line of the Montfort and Gatineau Colonization Railway, later part of the 98-mile Montfort Subdivision of CN, had to change trains at Montfort Junction, a short distance south of Piedmont on the CPR. The Montfort and Gatineau Colonization Railway had no connection to St-Jérôme and Montréal. Also, up to 1898, it was narrow-gauge.

But that is another story.

THERE WERE OCCASIONS, EVEN IN THE SUMMER, WHEN THE PASSENGER TRAFFIC required one baggage and 14 passenger cars and a pacific plus a mikado for power. The year was 1946 and the location on the banks of the North River, south of Ste-Marguerite Station. The photograph is courtesy of Canadian Pacific Limited.

CANADIAN PACIFIC'S LAURENTIAN DIVISION IS BEST REMEMBERED FOR ITS SKI trains. Here is a prime example: mikado Number 5176 trails a plume of white smoke, a baggage car and eight coaches past a cross-country skier, northbound through the rocky Laurentian landscape. The year was 1948 and the picture is courtesy of Canadian Pacific Limited.

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FOR THE EASTERN EXPRESS COMPANY, *McSherry*

FEBRUARY 1975

WAYBILLS

KRAUSS-MAFFEI, THE WEST GERMAN COMPANY WHICH WAS AWARDED A \$25 MILLION contract by the Government of Ontario to build a prototype magnetic-levitation train for the 1975 Canadian National Exhibition at Toronto has a rival in the French firm of Engins Matra of Paris. Engins Matra propose to utilize "proven technology" - rubber-tyred wheels and conventional electric motors - as opposed to Krauss-Maffei's "unproven" linear-induction motors and magnetic levitation.

Engins Matra entered the urban transit field in 1969 and claims to have two prototype systems in operation, one in Paris and the other in Lille, France. The Matra system emphasizes automatic control of individual vehicles.

Engins Matra has formed a consortium with Bombardier, Limitée, CAE Industries, Limited and Brown Boveri Canada Limited and will shortly submit a proposal to the Government of Canada on the use of rail lines in a total urban-transit plan.

This liaison may be the explanation for the awarding by the Montréal Urban Community Transit Commission to Bombardier Limitée of the contract for the new subway cars for Montréal's METRO.

John D. Welsh.

IN AN OCTOBER 1974 REPORT FROM WINNIPEG, MANITOBA, JOHN WELSH NOTED that Canadian National Railways' contractors were working on the preparation of the grade for the double-tracking of the main line west to Portage La Prairie, but they were a long way from having the road-bed ready for track-laying. Contractors were also working on isolated stretches, which were estimated to total no more than 10 miles, as of 1 October 1974.

DELIVERIES OF NEW GP 40-2 UNITS FROM DIESEL DIVISION, GENERAL MOTORS of Canada Limited, London, Ontario to Canadian National Railways were made as follows, according to Pierre Patenaude of Montréal:

9446, 9447	A-3024, A-3025	June 12, 1974
9448	A-3026	June 13, 1974
9449, 9450	A-3027, A-3028	June 12, 1974
9451	A-3029	June 13, 1974
9452, 9453	A-3030, A-3031	June 19, 1974
9454, 9455	A-3032, A-3033	June 20, 1974
9456, 9457	A-3034, A-3035	June 21, 1974
9458, 9459	A-3036, A-3037	June 25, 1974
9460, 9461	A-3038, A-3039	June 26, 1974
9462, 9463	A-3040, A-3041	June 27, 1974
9464, 9465,	A-3042, A-3043	

9466, 9467	A-3044, A-3045	July 5, 1974
9468, 9469, 9470	A-3046, A-3047, A-3048	July 10, 1974
9471, 9472	A-3049, A-3050	July 18, 1974
9473, 9474, 9475	A-3051, A-3052, A-3053	July 22, 1974
9476, 9477, 9478	A-3054, A-3055, A-3056	July 23, 1974
9479, 9480	A-3057, A-3058	

Units Numbers 9446 through 9459 were based at Montréal Yard, St. Lawrence Region, while units Numbers 9460 through 9480 were based at Symington Yard, Prairie Region.

A DISASTEROUS FIRE ON JUNE 20 1974 DESTROYED THE S.S. CASCA AND THE S.S. WHITEHORSE, sternwheel steamboats which had been beached at Whitehorse, Yukon Territory. These two ships, together with a third which was saved from the fire, were used on the Yukon River between Whitehorse and Dawson City, during the first half of the Twentieth Century, but were retired in the mid-1950s.

Another sternwheeler, the S.S. TUTAHI, is beached at Carcross, Y.T., not far from the main line of the White Pass & Yukon.

THE DIESEL DIVISION, GENERAL MOTORS OF CANADA LIMITED, HAS ANNOUNCED receipt of an order for four 3,000 hp. SD 40-2, six-axle diesel units from the Québec, North Shore and Labrador Railway, for delivery in the spring of 1975.

SALES FOR PASSENGER COACHES (BUSES) FROM THE FOLLOWING TRANSIT AUTHORITIES have also been announced by DD GMC:

<u>Authority</u>	<u>Model</u>	<u>Capacity</u>	<u>Number</u>
Commission de Transport de la Rive Sud (Montréal)		53	50
London (Ontario) Transportation Commission		45	25
Metropolitan Provincial (Montréal)		53	5
Oshawa (Ontario) Public Utilities Commission		45	5
Belleville (Ontario) Transit Commission		45	2
Kingston (Ontario) Public Transit System		45	increased
		order from	4 to 8
City of Peterborough, Ontario		45	3
Moncton (New Brunswick) Transit Limited		45	1
Brantford (Ontario) Public Utilities Commission		45	2
D.T.S. Buses Limited, Dartmouth, Nova Scotia		45	4

The above information courtesy GM Diesel Lines, DD GMC.

IN THESE DAYS OF LOGOS, MULTIMARKS, CORPORATE SYMBOLS AND DIVISIONAL designs, the old-fashioned crest, whether it be that of a city or a titled family is rather out of place.

In the case of a city's Coat of Arms, crest or symbol - whatever the current description might be - a great deal of confusion seems to exist, due to the consolidation of towns, each with its own crest. The new city may design its own new crest, selecting elements of its constituent components' coats of arms, or it may design a completely new one with modern symbols reflecting its new status.

Take the case of Windsor, Ontario. Windsor was surveyed as a village in 1834, when its population numbered 300 souls. These citizens mostly traded with Detroit, Michigan, U.S.A., across the river of the same name. Traffic grew to a volume sufficient to warrant two steam ferries for the back-and-forth travel. When the Great Western Railway of Canada reached Windsor in 1854, the town really began to "boom" and rapidly metamorphosed into the Municipality of Windsor,

complete with Coat of Arms reflecting the era. Elements of the design included a steam locomotive and sidewheel ferryboat. It also included two durable symbols: the beaver and the maple leaf! The motto, derivative from the steam locomotive and the ferryboat, was "Per Mare, Per Terras" - "By Sea, By Land".

Some time later, in 1970, steam locomotives and sidewheel ferryboats were somewhat "passé" and even though the beaver and the maple leaf were too honest to be eliminated, the Coat of Arms was definitely doomed. With what must have been a great deal of anguish for some and great symbol-searching by others, a completely new Coat of Arms or crest was devised, albeit keeping a stylized maple leaf and adding the original date of incorporation of 1854.

Windsor's new Coat of Arms or crest also includes what some citizens are confident will be a ski hill. The eminence is known to some as a sanitary land-fill project, a sweet-smelling rose atop it and a prominently located gear-wheel, to represent, it is said, the automobile industry in Windsor. To railway historians, a portrayal of today's diesel-tug car-barge operation on the Detroit River might be more appropriate. The least that the designers might have done was to modify the wood-burning engine to a diesel!

Did or does any other Canadian municipality or city contain railway symbols in its Coat of Arms or crest? Enlightenment would be welcomed.

Sources

The "Star" Windsor, Ontario

Canadian Gazetteer - 1846

"The Great Lakes Car Ferries" - Hilton, G.W. 1962

W.J. Bedbrook.



Old city crest



New city crest

ON PAGE 219 OF THE JULY 1974 ISSUE NUMBER 270 OF "CANADIAN RAIL", WE recorded an observation by Mr. John Welsh of Dorval, Québec, on the Strathclair (Manitoba) Museum, which has been developed in the former Canadian Pacific Railway station at that place. Mr. George A. Moore of Winnipeg, Manitoba, has written to say that he visited the Strathclair Museum in late 1974 and had a most interesting conversation with Mr. Bruce Parker, Chairman of the Museum.

The Canadian Pacific Railway's station at Strathclair was built in 1900 and was sold to the Museum on June 14, 1972. One of the first things that had to be done was to organize the exhibits and repaint the exterior, the latter task being completed this past summer. Mr. Parker would very much like to acquire a station order-board for the Museum, as well as a wall-clock and a pot-bellied stove of the CPR variety.



The Strathclair Museum is open to interested visitors and permission to inspect the exhibits may be obtained from Mr. Parker (365-5354) or Mrs. Velma Snowden (356-2195). Donations are, of course, welcome.

We hope to have further details on the Strathclair Museum in a forthcoming issue of CANADIAN RAIL.

P.S. There are also station museums at Rocanville and Oxbow, Saskatchewan, but the Editor has not been able to discover any details on these museums - yet! Does someone out there have further information?

AS A MATTER OF FACT.....

Ken Goslett insists that his candidate for the 1974 "Pretty Baby" award (page 313, October 1974 Number 273, CANADIAN RAIL) does not have what is presently referred to as a "safety cab". Call

it anything else, but not a safety cab!

Roger Tr^{aviss} hastened to point out that the ex-GWR (England) passenger "carriage", presently running on the Cape Breton Steam Railway in Nova Scotia, is properly described as a "first and second-class brake composite", or more appropriately a "corridor brake composite". Roger also claims that the nearest North American equivalent is a combine car or 'combo, with a side-corridor and a small office in the baggage area for the conductor. Like.....?!

IN AN OCTOBER 1974 ROUND-UP OF VANCOUVER ISLAND NEWS, JOHN HOFFMEISTER of Victoria, British Columbia noted that CP SHIPS' decision to withdraw the Victoria-Seattle, Washington service hitherto provided by the S.S. PRINCESS MARGUERITE had worked considerable hardship not only on the people of Victoria, but moreso on the citizens of Seattle. A local campaign in Victoria had been initiated to preserve the lovely vessel and, in Seattle, there was a movement to insist that an alternate service be established to continue the service which the S.S. PRINCESS MARGUERITE formerly provided.



John also noted that the life-expectancy of CP RAIL's Baldwin units was diminishing daily. Number 8002 was in "rough shape", and the word was that, when repairs were due, that would be "the end" of that unit. A "guesstimate" of units surviving into 1975 included Numbers 8000, 8004, 8009 and 8010, as Numbers 8001, 8002 and 8003 were "acting up". John remarked that if enthusiasts wanted to see and photograph the remaining Baldwins, they should not waste any time in doing so. He also reminded the Canadian Railway Museum that if they had any thoughts of preserving one of these units, they should act as soon as possible.

John sent two interesting pictures. The first is a photo of BC HYDRO's recently-delivered SD 38-2 unit Number 384 (EMD La Grange, Illinois, U.S.A.), B/N 74614, August 1974, taken on September 21, 1974 at Queenborough Shops, New Westminster, B.C. The unit is unusual in that it has no engine number or road designation (BCH) on the sides of the cab.

In the second picture, John recorded CP RAIL units in Whatcom County, State of Washington, U.S.A., on Saturday, May 18, 1974. Two CP RAIL GP 9 units Numbers 8811 and 8828, spliced by PNC GP 9 Number 142 were dropping three loads to the Milwaukee Road at White Station (far left of the picture). The units are at Sumas, Washington, on the former Northern Pacific Railway's Sumas Branch, now BN. Barely 0.5 miles inside the U.S.A., the CP RAIL units are about to pass idling BN power headed by GP 9 Number 1916. Extra 8811 of CP RAIL is a daily turn from Mission City, British Columbia, on the main line 41.7 miles east of Vancouver.

INFORMATION ON SERIAL AND ROAD NUMBERS, AND DELIVERY DATES FOR THE second order of M-420 units from MLW Industries for Canadian National Railways has been received from our correspondent, Pierre Patenaude:

<u>Road number</u>	<u>Serial number</u>	<u>Delivery date</u>
2530	M-6081-01	03 Apr 1974
2531	M-6081-02	04 Apr 1974
2532	M-6081-03	05 Apr 1974
2533	M-6081-04	09 Apr 1974
2534	M-6081-05	10 Apr 1974
2535	M-6081-06	11 Apr 1974
2536	M-6081-07	12 Apr 1974
2537	M-6081-08	17 Apr 1974
2538	M-6081-09	19 Apr 1974
2539	M-6081-10	20 Apr 1974
2540	M-6081-11	25 Apr 1974
2541	M-6081-12	03 May 1974
2542	M-6081-13	02 May 1974
2543	M-6081-14	04 May 1974
2544	M-6081-15	05 May 1974
2545	M-6081-16	15 May 1974
2546	M-6081-17	11 May 1974
2547	M-6081-18	16 May 1974
2548	M-6081-19	18 May 1974
2549	M-6081-20	29 May 1974
2550	M-6081-21	30 May 1974
2551	M-6081-22	31 May 1974
2552	M-6081-23	31 May 1974
2553	M-6081-24	05 Jun 1974
2554	M-6081-25	08 Jun 1974

2555	M-6081-26	13 Jun 1974
2556	M-6081-27	19 Jun 1974
2557	M-6081-28	22 Jun 1974
2558	M-6081-29	28 Jun 1974
2559	M-6081-30	05 Jul 1974

All of these units were based at Montréal Yard, St. Lawrence Region, Montréal, Québec.

Pierre sent the accompanying photographs, the first of which was taken at the local yard, Montréal Yard, on June 15, 1974 and shows new units Numbers 2545, 2552 and 2553 about to depart on Train 427 to Garneau, Québec. The second photo shows a five-unit lashup at the local yard, Montréal Yard, consisting of three MLW Industries C-424 units Numbers 3225, 3235 and 3234, with two S-4 units Numbers 8028 & 8052, on June 2, 1974. Our thanks to Pierre for these photos.



➔ IT IS REALLY AMAZING WHAT A LITTLE EXTERIOR RESTORATION WILL DO! JIM Shaughnessy took this excellent picture of Delaware and Hudson Railway's "new" Baldwin "sharknose" unit Number 1216, as it rolled out of the D&H's Colonie Shops on October 18, 1974. The word is that Carl Sterzing, D&H's President, has some more surprises up his corporate sleeve, but no one can imagine what they may be, in the light of the recent "sharknoses" acquisition.

ON AUGUST 6, 1974, CANADIAN NATIONAL RAILWAYS ANNOUNCED THE INTRODUCTION of daily except Sunday TURBO service between Montréal and Ottawa. Replacing conventional Trains 31 & 32, TURBO was scheduled to cover the 116 miles in 119 minutes westbound, leaving Central Station, Montréal at 08:15 hours and arriving at Ottawa at 10:14. In the eastbound direction, TURBO departed Ottawa at 11:20, arriving at Montréal at 13:30. The 11 additional minutes in the eastbound direction were occasioned by a scheduled stop at Alexandria and a conditional stop at Coteau.

The introduction of TURBO service between Montréal and Ottawa put CN in direct competition with the new STOL (Short Take-Off & Landing) AIRTRANSIT service, established by Canada's Department of Transport, using de Havilland "Twin-Otter" aircraft with a seating capacity of 11 passengers.

AIRTRANSIT service, city-centre to city-centre, requires about 75-80 minutes, with a flying time of 45 minutes. AIR CANADA flights to Ottawa take about 25-30 minutes flying time, with a centre-to-centre total time of about 100-120 minutes, due to loading, unloading and airport-city transit times.

Fares are another matter! AIR CANADA's rate is \$ 18 one-way, AIRTRANSIT is \$ 20 one-way and TURBO is \$ 7 one-way.



ONCE UPON A TIME, THE "DIAMOND" AT LENNOXVILLE, QUEBEC WHERE THE CPR crosses the CNR, with the Quebec Central getting into the act on the west side, was a place "par excellence" to photograph trains. A suitable subject was CN's Train 17, Portland, Maine to Montréal, at 2.15 p.m., on June 1, 1948. Philip R. Hastings, M.D. was there and took this dramatic photograph.



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