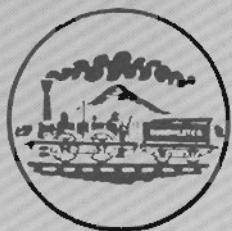


Canadian Rail



No. 287
December 1975





Trains Up North

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



M. Peter Murphy

Part III

Climax and Decline.

Parts I & II of this series have appeared
in previous issues of CANADIAN RAIL.

Laurentian Railways in the Peak Years.

In 1925, a new era dawned for the Laurentian Mountains and the railway lines that served them. Colonization of the area was substantially complete and this vast green area of mountains and valleys became more and more popular with Montrealers as a recreational area.

Spring, summer and autumn, there were a myriad of crystal-clear, sparkling lakes for fishing, swimming or just plain admiring. Before long, many summer cottages lined their shores. Life in the country was very desirable and most pleasant and travel to and from the region was principally by train, since good roads were rare and few "commuters" had automobiles.

The distribution of these part-time residents was interesting. In the valley of the North River, Canadian Pacific Railway employees predominated, since their railway passes would take them to and from the city without charge. Municipalities such as Lake Connelly, Val David, Ste-Agathe and Ivry had and still have a large number of residents who are employees of CP Limited or one of its divisions.

↪ WINTER CAME LATE IN THE 1952-53 SEASON AND ON A SNOWY DECEMBER DAY, Canadian Pacific's Train 39, Saint John, N.B. to Montréal, was running late. Here she is with 4-6-2 Number 2470 on the head-end, stomping up the grade west of Eastray, Québec, through a wintry blizzard. For reasons best known to himself, Jim Shaughnessy was out in the blizzard, too, and took yet another wonderful illustration of the days of steam.

↪ CP RAIL'S PRIDE OF THE FLEET, THE "CANADIAN", REROUTED THROUGH THE Laurentians? Well, not quite! Instead, this is the Canadian Railroad Historical Association's SNOW Excursion from Montréal to Labelle; it was photographed by Peter Layland at this scenic spot near Piedmont, Québec, on the banks of the Rivière du Nord.

On the other side of the parish, Canadian National Railways' employees built summer homes at Sixteen Island Lake, Arundel, Weir and Pine Lake, since their weekend trips to and from the cottage could be made without expense. The paying passengers on regular CN trains to the Laurentians were often heard to remark that the railways to the mountains were operating passenger trains solely for the benefit of their employees! While the exaggeration may have been slight, it could be permitted - in the opinion of some - for the purposes of argument!

In the years just before the "Hungry Thirties", the sport of skiing burst upon the unsuspecting inhabitants of the Laurentians. It was in this area of North America that the sport of skiing, as we know it, first achieved great popularity, although some Europeans had been hard at it since the end of World War I.

The myriad of skiers, which started about 1927, enjoyed climbing up the hills and flashing down through the powdery snow. Quick to perceive the opportunity to establish a growing market for various services connected with the sport, one of the inhabitants of the town of Shawbridge erected the first ski-tow in North America on the "Big Hill" on the west side of the valley opposite the village, in 1929.

The rest is history. Rope ski-tows were strung on almost every hillside in the lower Laurentians and their success soon obliged the ski-hill operators in northern New England and the Adirondack Mountains to emulate them by installing this facility.

Mr. Victor Nymark opened his famous Nymark's Lodge at the foot of Hill 70 at St-Sauveur-des-Monts in 1933. At the time, he was of the opinion that skiing as a winter sport would not amount to much. How wrong he was! For the cross-country skier, a whole network of trails through the woods, exemplified by the Maple Leaf Trail from Ste-Agathe to Shawbridge, was laid out by that grand old man of Canadian skiing, H. Smith "Jackrabbit" Johannsen, who, at the ripe age of 100-plus years, still enjoys life, summer and winter, in Piedmont.

When the bloom went off the financial rose in October 1929, holidays in the Laurentians were still an inexpensive kind of vacation, particularly for railway pass-holders. This helped to keep the region alive up to and through the years of World War II. The real excitement came soon after 1945, when returning service men, with money in their pockets and the generally improving economic situation filled the summer camps, resort hotels and, in the winter, the ski lodges. The skiers of that day were a hardy breed, riding the ski-tows and schussing the slopes all day and swapping stories and fire-water all night.

Canadian Pacific spent its promotional dollars on the Mont Roland/Ste-Agathe/St-Jovite/Mont Tremblant areas. Canadian National retaliated by budgeting promotional money for Shawbridge/Christieville/St-Sauveur/Morin Heights. Both railways provided exceptional service on weekends.

The more affluent skier of the day could go north by CPR to Piedmont and then ski cross-country to St-Sauveur or Morin Heights, returning to Montréal via Canadian National. All this during the course of a sunny winter's day. The train service was that good. Canadian Pacific operated as many as six southbound ski specials of a Sunday night in the winter, exclusive of the regular southbound Mont Laurier and Labelle passenger trains.

All in all, from Ste-Agathe on a Sunday night in winter, there



SKI

in the LAURENTIANS

SHAWBRIDGE
ST. SAUVEUR
CHRISTIEVILLE
MORIN HEIGHTS



were about ten southbound trains to choose from. The consist of most of them was composed of classic tuscan red wooden coaches, some with open platforms. Certain of these passenger trains even offered parlor-car service!

Canadian National had about the same thing going, but their traffic never attained the level of that handled by Canadian Pacific. A 1937 timetable shows one regular train and one ski special southbound from Morin Heights on a Sunday night in winter. In later years, this service was expanded and one might have seen four trains southbound. The CN also offered parlor-car service on some of its through trains to Lac Remi, apparently for the well-to-do summer residents at Arundel, Weir and Lake Bevan.

It is generally agreed among the observers of the winter railway scene in the Laurentians about 1955, that there was nothing in eastern Canada to equal the sight of double-headed 5500-class Canadian National locomotives, sporting "elephant-ears" (smoke deflectors), roaring down the grade south of Morin Heights with two baggage cars and ten arch-windowed, pullman-green, wooden coaches behind, brightly lighted and bulging with skiers and their paraphernalia. Passenger equipment that once had been the pride of CN's transcontinental service, had been relegated to this exacting service. The otherwise redundant old green coaches bravely discharged their new responsibility and were very much appreciated by the tired holiday-makers, summer and winter!

The passenger traffic boom enjoyed by CN and CP in this region began to decline as rapidly as it had increased, primarily because of the increasing popularity of the private automobile and the improvement of roads in the region. Despite winter-time blizzards and summer-season, pre-expressway traffic jams, which immobilized southbound motorists for hours on successive Sunday nights, railway passenger traffic maintained its steady decline. The railways nevertheless continued to provide excellent service on weekends and, as late as 1960, the Canadian Pacific scheduled three southbound trains on Sunday evening. But on many trips, the only passengers were pass-holders.

The final blow to railway passenger service to the Laurentians was the opening of the Autoroute des Laurentides, otherwise known as the St-Agathe Expressway. The construction of this double divided highway took advantage of much of Canadian National's right-of-way from St-Jérôme to St-Sauveur. The last train from Lac Remi came south on 27 May 1962. Canadian Pacific continued to provide passenger service, but on a considerably reduced frequency.

When Canadian National Railways declared that they would abandon the Lac Remi line in 1961, public hearings into the proposal were held in St-Jérôme on 17 and 18 May 1962. There was little or no opposition to the petition to abandon. The china clay mines at Kasil had been closed for many years. Freight went by highway to Huberdeau and Lac Remi. On the rather short notice of ten days, the last CN passenger train, Train 100, made its last run on 27 May 1962. The line was officially abandoned north of St-Jérôme on 1 June, but as

→ THE LAST CANADIAN NATIONAL RAILWAYS' TRAIN FROM LAC REMI, QUEBEC, ON May 27, 1962, was Train 100 departing at 5.00 p.m. On the head-end, "A" units Numbers 6771 & 6790, back-to-back. Combination car Number 7167 and six coaches of the 5000, 5100 & 5250-series followed.

Photo courtesy Robert Halfyard.



passenger service was on weekends only by that time, Sunday's train was the last there was.

On the last day of service, the crane and flat cars were already waiting at Lac Remi and, on the following Monday morning, the demolition of the line began. As if in protest to the abandonment of the Montfort & Gatineau, one of the crew-cars on the work-train got loose somehow and derailed into the creek at Weir, but this postponed the continuing demolition but a few hours. The rails, tie-plates, switches and spikes were unceremoniously yanked up past Lac St-François-Xavier and Montfort, down the grade at Lac Chevreuil, through Morin Heights and St-Sauveur. Alas. Curé Labelle's colonization railway was deceased at the relatively early age of sixty-six years.

But the last train from Lac Remi was not without its individuality. Northbound, two "A" units and seven passenger coaches, all full, pulled out of Montréal's Central Station only slightly later than the scheduled departure time. From the outset, and in view of the occasion, an "on time" arrival at Lac Remi was out of the question. It was only a matter of how late Train 99 would be.

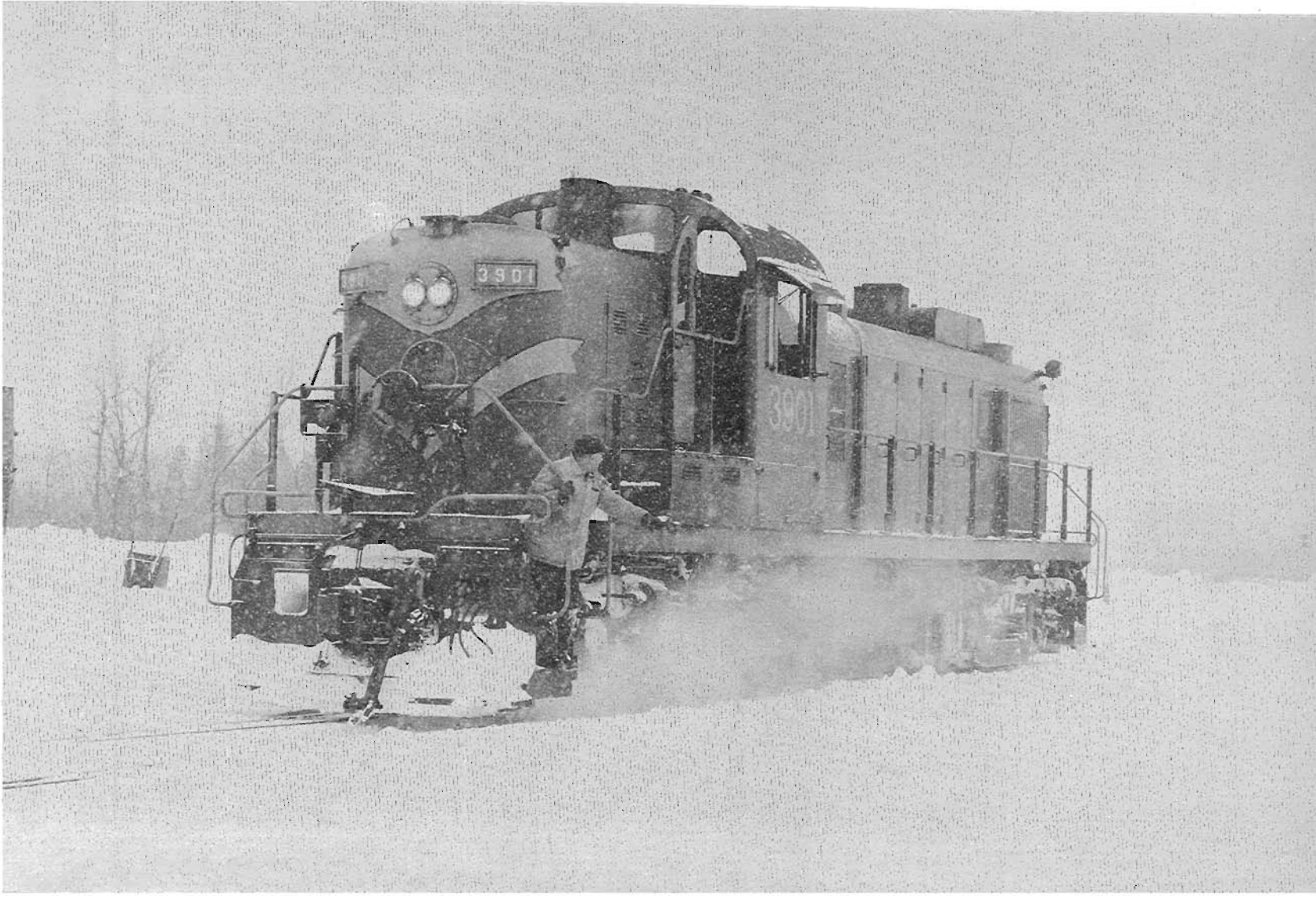
On arrival at Montfort, opposite the orphanage of the Montfortian Fathers, Train 99 was so far behind time that when one of the railway-enthusiast passengers asked the conductor if he could arrange a "run-past" for photographers, the latter readily consented. The site selected was the reverse-curve wooden trestle across Lac St-François-Xavier at Newyago. When the train came to a stop on the west side of the lake, almost every passenger in the seven cars detrained to participate in this last commemorating event.

This was the final demonstration of the uniqueness of the Montfort subdivision: it had to be the only line where you could arrange a run-past with a regular train on 15 minutes notice. Of course, in the early days, the Montfort & Gatineau picked up and set down passengers almost anywhere along the line. Things had not changed very much in that regard in more than sixty years. It was that kind of a railway!

That was the end of ten-car ski specials with box-cab electric haulers from Central Station to Val Royal. It was the end of double-headed, elephant-eared 5500s. It was the end of successful and unsuccessful charges at the Lac Chevreuil grade. It was the end of accommodating wayfreights that would wait on the main line at any location, while the cottage-builders unloaded half-a-boxcar of lumber. It was the end of passenger trains that stopped beside a friend's house at Bevan Lake to let me off at the door! It was the end of the useful branch line which had, over the years, found a particular place in the affection of every person who rode it. It was the end of plans to develop the country from the Rivière Maskinongé to the Rivière Lièvre, by means of the railway. And it was the end of free transportation to the Laurentians for the CN pass-holders!

→ INTREPID ASSOCIATION PHOTOGRAPHER PAUL MCGEE SNAPPED A PICTURE OF - of all things - a Central Vermont unit, Number 3901, at Lac Remi in 1956. Number 3901 pulled the first of two southbound trains that Sunday night; the second section was headed by double-headed steam!

Photo courtesy Paul McGee.



MONTREAL (Tunnel Terminal), HUBERDEAU, LAC REMI

97 Ski Spl		93	91	E 95	◆ 99	Miles Milles	TABLE No. 10 STATIONS—GARES		Altitude	G 92 Mtn. Wed. Fri. Sat. Sun. Mon. Tue. Wed.	H 100	98 Ski Spl
AM		PM	PM	PM	AM		Dep.	MONTREAL (Tun. Ter.)	Arr.	AM	PM	PM
8:40	8:45	3:50	2:00	9:00	0:00	0.0	Dep. MONTREAL (Tun. Ter.)	Arr. MOUNT (Mont) ROYAL (A)	89	9:45	9:45	7:00
9:02	6:55	3:59	2:09	9:09	3:9	3.9	Val Royal	163	9:36	9:36	6:51	
	7:05	4:12	2:22	9:22	7:3	7.3	St. Genevieve	110	9:28	9:28	6:43	
		4:25	2:35	9:35	15:2	15.2	St. Dorothée (Ilesmere)	96	9:09	9:09		
		4:37	2:47	9:47	18:1	18.1	Laval Links (Club Laval)	94	9:07	9:07		
		4:49	2:59	9:59	18:6	18.6	Laval-sur-le-Lac (Pige Laval)	94	9:06	9:06		
			4:30	2:40	9:40	17.1	St. Eustache	94	9:05	9:05		
			4:39	2:49	9:50	22.0	Frenière	10:55	8:55			
			4:47	2:57	9:58	25:6	St. Augustin	10:46	8:46			
			4:51	3:01	10:02	29:2	Deux Montagnes	10:41	8:41			
			4:59	3:09		34.8	Papineau	10:32				
						35:6	Rinfrot	10:30				
						38:3	St. Armand	10:27	8:25	5:50		
						44.2	Filion	8:05	8:07	8:00		
						47.1	Shawbridge	8:54	7:50	7:50		
						49.2	Lac Marais	7:95	7:55	7:55		
						51.6	Arr. St. Sauveur (Dep. Christoville)	7:26	7:27	7:27		
						54.3	Morin Heights	7:28	7:43	7:43		
						56:7	Lac Chevreuil	8:18	7:27	7:27		
						61.8	Orphelinat (Orphanage)	7:29	7:24	7:24		
						67.0	Monfort	12:51	7:25	7:25		
						68.3	Newayo	7:29	7:13	7:13		
						68:3	Laurel	13:06	7:04	7:04		
						70.4	Lake Chapleau	12:22	7:01	7:01		
						70.4	Lake Wanish	9:31	7:52	7:52		
						72.1	Sixteen Island (Seize Îles)	9:29	7:51	7:51		
						74.8	Pine Lake (Lac des Pins)	9:11	7:55	7:55		
						77.8	Laroc	6:73	7:55	7:55		
						80.0	Wolfe	6:44	7:56	7:56		
						78.2	Bateville	6:03	7:50	7:50		
						77.2	Morrison	6:12	7:52	7:52		
						75.2	Beaven Lake	6:18	7:53	7:53		
						73.3	Arundel	6:18	7:53	7:53		
						71.3	Huberdeau	6:38	7:53	7:53		
						68.9	Gray Valley	6:38	7:53	7:53		
						68.0	Rockway	6:63	7:58	7:58		
						63.0	Kasli	8:50	7:45	7:45		
						63.0	Arr. LAC REMI (Dep. 701)	7:45	5:58	5:58		

EQUIPMENT—Table 10—MATÉRIEL ROULANT
MONTREAL—LAC REMI

Coaches on all trains

Parlor Car —
Train No. 92—Saturdays, Dec. 25th, 1937 to Mar. 26th, 1938.
Train No. 93—Fridays, Dec. 24th, 1937 to Mar. 26th, 1938.
Train No. 96—Saturdays, Dec. 25th, 1937 to Mar. 26th, 1938.
also Fridays, Dec. 24th and 31st, 1937.
Train No. 99—Sundays, Dec. 26th, 1937 and Jan. 2nd, 1938.
Train No. 100—Sundays, Dec. 26th, 1937 to Mar. 27th, 1938.

Lunch Counter Car —
Ski Spl. No. 97) Sundays, Dec. 26th, 1937 and Saturdays and
Ski Spl. No. 98) Sundays, Jan. 2nd to Mar. 6th, 1938.

Voitures de première à tous les trains

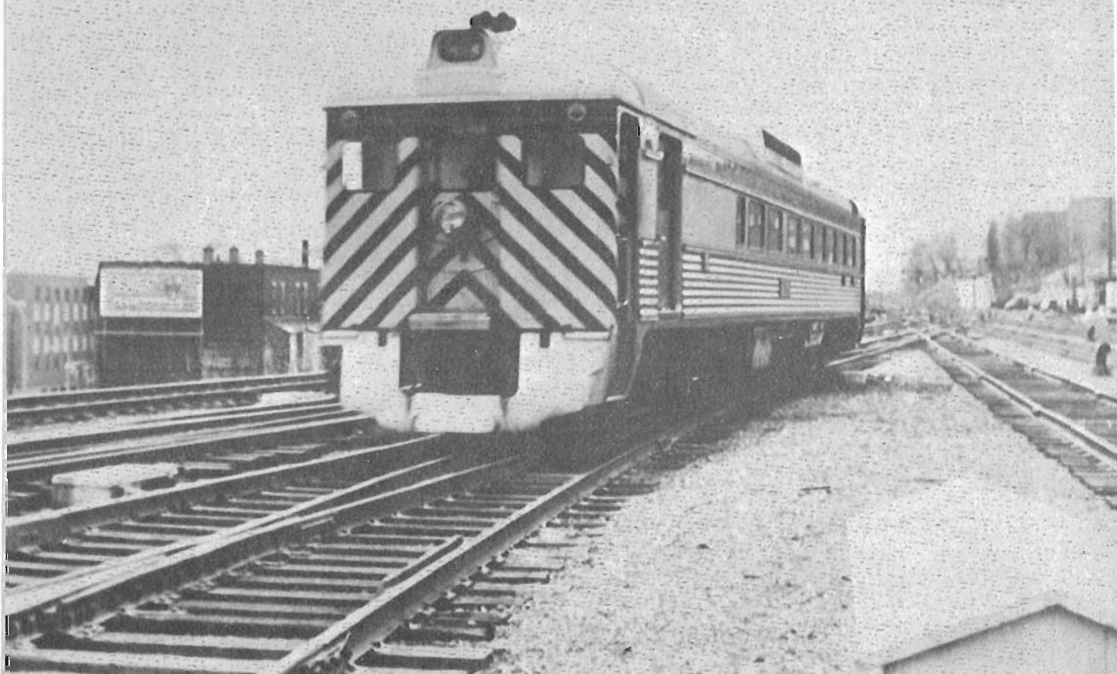
Wagon-salon —
Train 92—Samedis, 26 déc., 1937 au 26 mars, 1938.
Train 93—Vendredis, 24 déc., 1937 au 26 mars, 1938.
Train 96—Samedis, 26 déc., 1937 au 26 mars, 1938, aussi les
vendredis, 24 et 31 déc., 1937.
Train 99—Dimanches, 26 déc., 1937 et 2 jan., 1938.
Train 100—Dimanches, 26 déc., 1937 au 27 mars, 1938.

Wagon-restaurant (repas au comptoir)
Trains 97 et 98) Dimanche, 26 déc., 1937 et samedis et
Spécial des Skieurs) dimanches, 2 jan. au 6 mars, 1938.

The Laurentian Railways Today.

Canadian National Railways' Montfort line today terminates in a gravel-pit about 2 miles north of St-Jérôme, but the southern portion of the line has considerable freight traffic. With the construction of the St-Jérôme Industrial Park on the northwest side of the city, considerable business has been developed for the railway, despite the proximity of the Autoroute des Laurentides. Several industrial spurs have been built to local companies and, more often than not, there are one or two cars on most of them.

South of St-Janvier, the CN main line to St-Jérôme ran through a stretch of flat country, near St-Scholastique, which, a few years



↑ CANADIAN PACIFIC RAILWAY'S TRAIN 164, OTHERWISE BUDD RDC "DAYLINER" Number 9114, arrives at Windsor Station, Montréal from Mont Laurier, 164 miles north, at about half-past twelve on July 25, 1964.
Photo courtesy Robert Halfyard.

ago, was selected as the site of Montréal's jumbo-jet airport, Mirabel, called by some St-Scholastique International Airport". As a consequence, CN was obliged to relocate several miles of the St-Jérôme Subdivision in May 1972. This portion of railway is now in a very good position to benefit from the activity generated by the new airport.

Recent press reports state that there will be a high-speed rail passenger service from Montréal's Central Station to the jetport, and the CN's line will be redesigned to suit this purpose. While the subdivision will continue to handle freight shipments, passengers will ride to and from Montréal in new, high-speed electric rapid-transit cars.

In addition to its daily freight service to St-Jérôme, CP RAIL today runs a freight every other day to Mont Laurier. Its Monday-Wednesday-Friday RDC "Dayliner" is the only remaining passenger train to the Laurentians. The triweekly northbound Budd is Train 167; the Tuesday-Thursday southbound is Train 164 and the Sunday night southbound is Train 172. The "Dayliner" is scheduled to cover the 163.8 miles to Mont Laurier in 4 hours 35 minutes. How long this service will continue is anybody's guess, but its discontinuance will have to be ratified by the Railway Transport Committee before it is terminated.

2 CANADIAN PACIFIC "DAYLINER" NUMBER 9022 BURSTS THROUGH AN IMPRESSIVE rock-cut north of Ste-Marguerite Station on a special Association trip through the snowy Laurentians.
Photo courtesy Peter Murphy.



Montréal | St. Jerome | Ste. Agathe | Mont Laurier

Read down De haut en bas		Miles Milles	1971 3	Read up De bas en haut	
167*	164*			172*	
Mon. Wed. & Fri.	Lun. Mer. & Ven.			Tue. & Thur.	Sun. only.
				Mar. & Jeudi	Dim. seul.
..	18 15	0.0	Gare Windsor Stn.	12 35	21 00
..	18 20	2.0	Dp Montréal.....Ar	12 27	20 52
..	18 25	4.7	Westmount.....	12 20	20 45
..	18 38	11.8	Park Avenue (Jean Talon).....	12 07	20 32
..	18 43	15.5	Bordeaux.....	11 59	20 24
..	18 54	22.9	Ste-Rose.....	11 49	20 14
..	18 56	23.6	Rosemere.....	11 48	20 13
..	18 58	25.6	Ar Ste-Thérèse.....Dp	11 45	20 10
..	19 00	25.6	Dp Ste-Thérèse.....Ar	11 45	20 10
..	19 06	29.8	Bouchard.....	11 37	20 02
..	19 10	32.8	St-Janvier.....	11 33	19 58
..	19 18	38.9	St-Jérôme.....	11 25	19 50
..	19 32	47.5	Shawbridge.....	11 11	19 36
..	19 38	51.7	Piedmont (St-Sauveur).....	11 04	19 29
..	19 44	54.7	(Mont-Gabriel)		
..	19 53	59.3	Mont-Rolland (Ste-Adèle).....	10 58	19 23
..	19 59	63.0	St-Marguerite.....	10 49	19 14
..	20 03	65.2	Val Morin.....	10 42	19 07
..	20 15	69.4	Val David.....	10 38	19 03
..	20 15	69.4	St-Agathe.....	10 30	18 55
..	20 40	82.6	St-Faustin (Lac Carré).....	10 05	18 30
..	20 47	86.3	Morrison.....	09 58	18 23
..	20 55	90.6	St-Jovite.....	09 50	18 15
..	21 04	96.3	Mont-Framblant.....	09 40	18 05
..	21 17	105.8	Labelle.....	09 27	17 52
..	21 35	119.0	Annunciation.....	09 07	17 32
..	21 42	122.5	Lacoste.....	09 01	17 26
..	21 54	129.3	Nominingue.....	08 51	17 16
..	22 11	140.2	Lac Sagouy.....	08 35	17 00
..	22 36	155.4	Barrette.....	08 11	16 36
..	22 50	163.8	Ar Mont-Laurier.....Dp	08 00	16 25

The Ste-Thérèse/St-Jérôme/Mont Laurier branch of CP RAIL is well-maintained, but lineside structures and operating points have been eliminated in many instances. Agents have been removed from all stations north of Ste-Thérèse, except St-Jérôme and Mont Laurier. Most of the stations that have been closed have been sold or are available for purchase. Freight operations have been centralized in Montréal and on the RDC "Dayliner", the conductor sells, collects and punches the tickets in one operation!

The many outdoor attractions which once enticed visitors from the city have also changed. The "Big Hill" at Shawbridge, once the sternest challenge that a skier could undertake, has been abandoned by the fraternity and is gradually losing its identity in a fuzz of second growth. Cross-country skiing, having waned in its popularity, is now enjoying a resurgence, as some skiers seek to avoid the hills and crowded ski-tows. Old trails have been re-opened, using the sites of former railway stations as rendez-vous points, mainly because these were the traditional points of departure twenty years ago.

Curé Labelle would certainly be shocked by the appearance of St-Jérôme's CP RAIL station. Although it is still open for business, it shares its facilities with a meat-packing company and the passenger waiting room is used by a competing bus company!

There are still quite a few passengers on the Budd car, especially on weekends. The "Dayliner" presents a reassuring sight on winter-time Sunday nights, particularly if there is a blizzard blowing. Usually, two RDC cars are operated on weekends, but in stormy weather, the passengers are squeezed in much the same as they used to be on a streetcar in the rush-hour. The platforms, too, are often occupied by standees and the engineer may be required to share the privacy of his vestibule "cab" with the customers. However, heavy traffic runs

are infrequent and this sort of cab riding is now expressly prohibited by regulation of the Board.

While the Laurentian railways may have seen better days, the summer and winter scenery from the Dayliner's picture-windows is still superb. There is still a reminiscent thrill as the Budd throbs up the grade at Ste-Marguerite. A trip over this remarkable line is certainly recommended before the present passenger service disappears. It is unquestionably the most enjoyable train ride out of Montréal today.

ACKNOWLEDGEMENTS

The Author would like to thank the following persons and organizations, without whose help this three-part article could not have been written:

Information, Photographs, Timetables, Etc.

Angus, F.F.	Westmount, Montréal, Québec
Calder, G.F.	Sixteen Island Lake, Québec
Canadian National Railways	Montréal Québec
Canadian Pacific Limited	Montréal Québec
Charron, Monsieur	St-Sauveur Québec
Ducharme, Père	Montfortian Fathers Montfort Québec
Guindon, Père Henri	Archivist, Montfortian Fathers Ottawa
Musée Historique de St-Jérôme	St-Jérôme Québec

Information:

Beatty, J.A.	Montréal Québec
Latreille, Monsieur	(retired CNR agent) St-Sauveur Québec
Morrison, Mrs. Donald	Arundel Québec

Photographs:

Canadian Railroad Historical Association:	E.A.Toohy Collection
DeBassecourt, M. Guy	Mont Olympia, Piedmont, Québec
Gagné, M. Jean	Sixteen Island Lake, Québec
Halfyard, Mr. Robert	Montréal Québec
Leach, Mr. L.O.	Chomey, Cité de Laval Québec
McGee, Mr. Paul	Edmonton Alberta
Provencher, Mme.	Montfort Québec
Sait, Mr. C.C.	Huntingdon, Québec

Principal Sources:

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Montreal STAR (The)	Mr. Fred Robert's column, various dates.
Official Guide of the Railways	various issues
Passenger Bulletins, Canadian Pacific Railway	various issues
Personal communications	
The Tweedsmuir Village Histories-1954	

The Author acknowledges with thanks the assistance of Mr. Denis Latour in the translation of various publications.



CANADIAN
PACIFIC
SERVICE
400775

4773

Canadian
City

A RAILWAY THROUGH THE KAWARTHAS

The Ontario & Québec Railway

David Hales

Photographs by the Author

Even though Canada's main line railways are generally given all the glory and arbitrarily take all the praise just as if it were their proper due, the many branch lines which criss-cross our country have a character and an importance, as well as a significance of their own.

One railway that might be selected for examination, out of the many which merit consideration, is CP RAIL's Havelock Subdivision, from Glen Tay, west of Smiths Falls and Perth, Ontario, to Kennedy, about 12 miles northeast of the Queen City of Toronto. This line was built under the charter powers of the Ontario and Québec Railway Company in 1883-84 and was leased to the Canadian Pacific Railway Company for 999 years from January, 1884. The O&Q was the Canadian Pacific's successful attempt to break the monopoly on passenger and freight traffic between southern Ontario and Montréal which, prior to that time, had been held by the Grand Trunk Railway Company of Canada.

The Ontario & Québec was originally incorporated in 1871 to construct a line of railway between Toronto and Ottawa, via Peterborough, Madoc and Carleton Place, but it was not until 1881, with George Stephen and Duncan McIntyre - both of whom were directors of the Canadian Pacific Railway Company in the same year - among the directors of the Ontario & Québec, that construction actually began.

Initially, the O&Q was built from West Toronto to Perth, Ontario, connecting at the latter town with Duncan McIntyre's Canada Central Railway from Smiths Falls, Carleton Place and Ottawa. Access to Montréal was obtained by a bridge over the Ottawa to Hull and a connection there with the Québec, Montréal, Ottawa and Occidental Railway, today CP RAIL's "North Shore Line" between Ottawa and Montréal.

The Ontario & Québec was opened for business in May 1884 but, as it was already leased to the CPR, it never purchased any rolling stock or motive power. This was all furnished by the lessor, some of it being sub-let from the Canada Central Railway. What did it matter? The revenues all went into the same pocket, that of the CPR.

The total length of the O&Q's main line from West Toronto to Perth was 184.1 miles, some of it hard going, as it meandered across the scenic Lake Ontario escarpment. It was likely these operating difficulties, together with the lack of population in the territory through which it ran that encouraged the CPR to look for an alternate location for its Toronto-Montréal main line and this it found early in 1913.

The new "Lakeshore Line", via Bowmanville, Port Hope and Belleville, was completed in 1914. Paralleling the Grand Trunk for the distance from east of Bowmanville to east of Belleville, it then swept north from the lakeshore to a junction with the O&Q at Glen Tay. The distance from West Toronto to Perth via this new route was still 185.4 miles, but the curves were easier and the grades less steep. And the centres of population along the track were larger.

When the "Lakeshore Line" was opened for traffic, the O&Q lost much of its main-line status. Today, the only active portion of the Ontario and Québec is that from Kennedy (Toronto) to Tweed, Ontario, 31.2 miles east of Havelock.

Reasonably soon after the main line of the O&Q was opened for business, the Canadian Pacific began building branches to the north and west: to Lindsay and Bobcaygeon; to Orillia and Port McNicoll on Georgian Bay. Another branch was built from Havelock to Blue Mountain, via Nephton, but this was not added until the 1950s, 1954, to be precise. The Port McNicoll Subdivision left the O&Q at Bethany Junction (Dranoel) and the Bobcaygeon Subdivision branches off at Burketon Junction (Burketon). Today, only the Lindsay and Nephton branches still have train service, with the employees' timetable showing "No regular trains".

Speaking of junctions along the line, one of the more unique was the encounter with the Kingston and Pembroke Railway at Sharbot Lake. Once a comparatively busy station on the O&Q, nothing but memories remain today.

An interesting feature of the service to Bobcaygeon between the wars was what was sometimes described as the "Bobcaygeon Special". This was a summer only, weekend service direct from Toronto to Bobcaygeon, on the shores of Sturgeon Lake, one of the most beautiful of the Kawarthas. The train always departed from Toronto Union Station, but, at one time, the return service on Sunday night operated via North Toronto.

Initially, there were two night passenger trains each way over the O&Q, one from West Toronto to Montréal and the other from Toronto Union Station to Ottawa, via Carleton Place. The former service was a victim of the "Depression Years" and the latter made its last

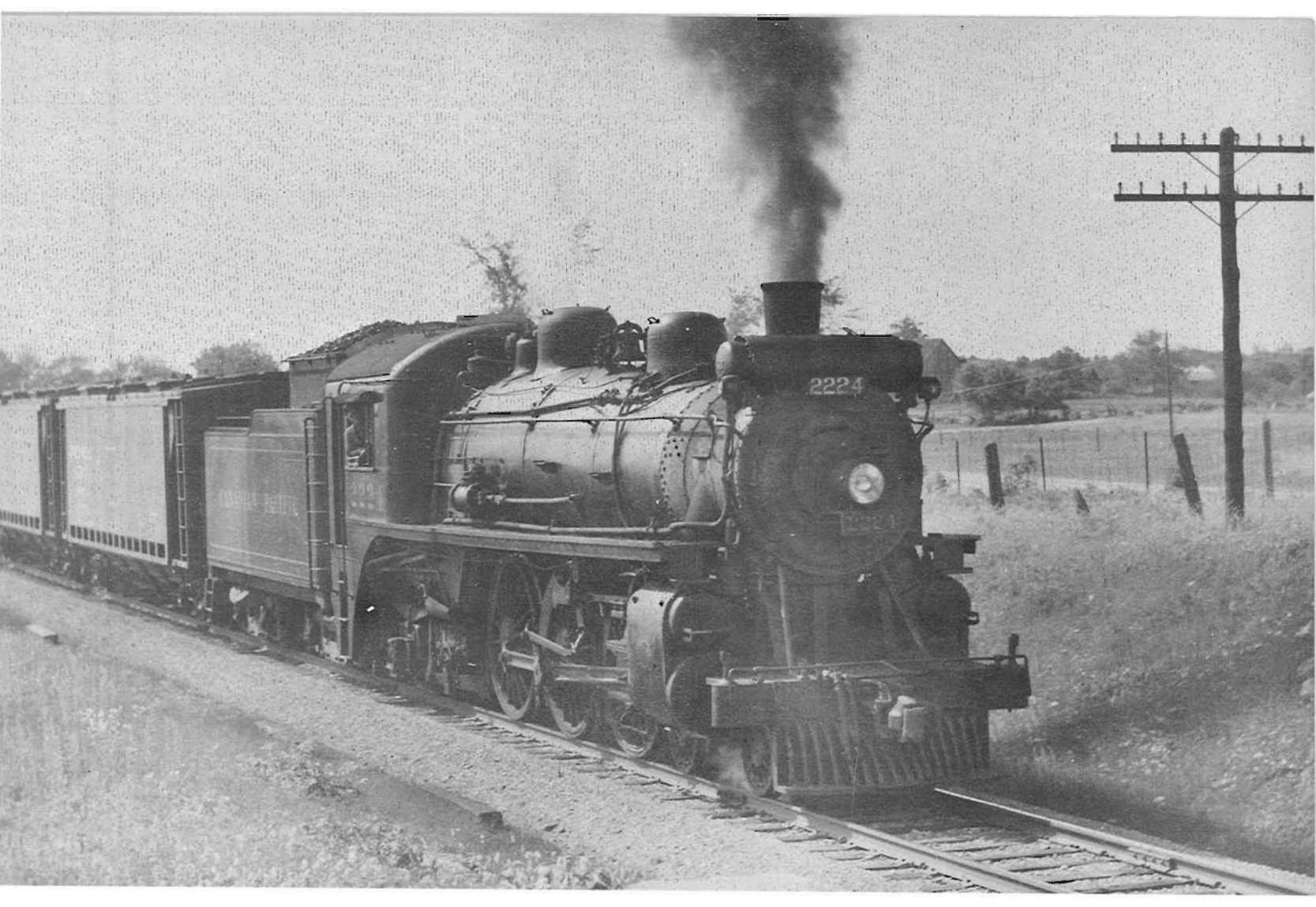
IN THE DAYS OF STEAM, CANADIAN PACIFIC ENGINE NUMBER 1231 WAS THE MOTIVE power on Train 35 At Kaladar, Ontario. 8 December 1952.

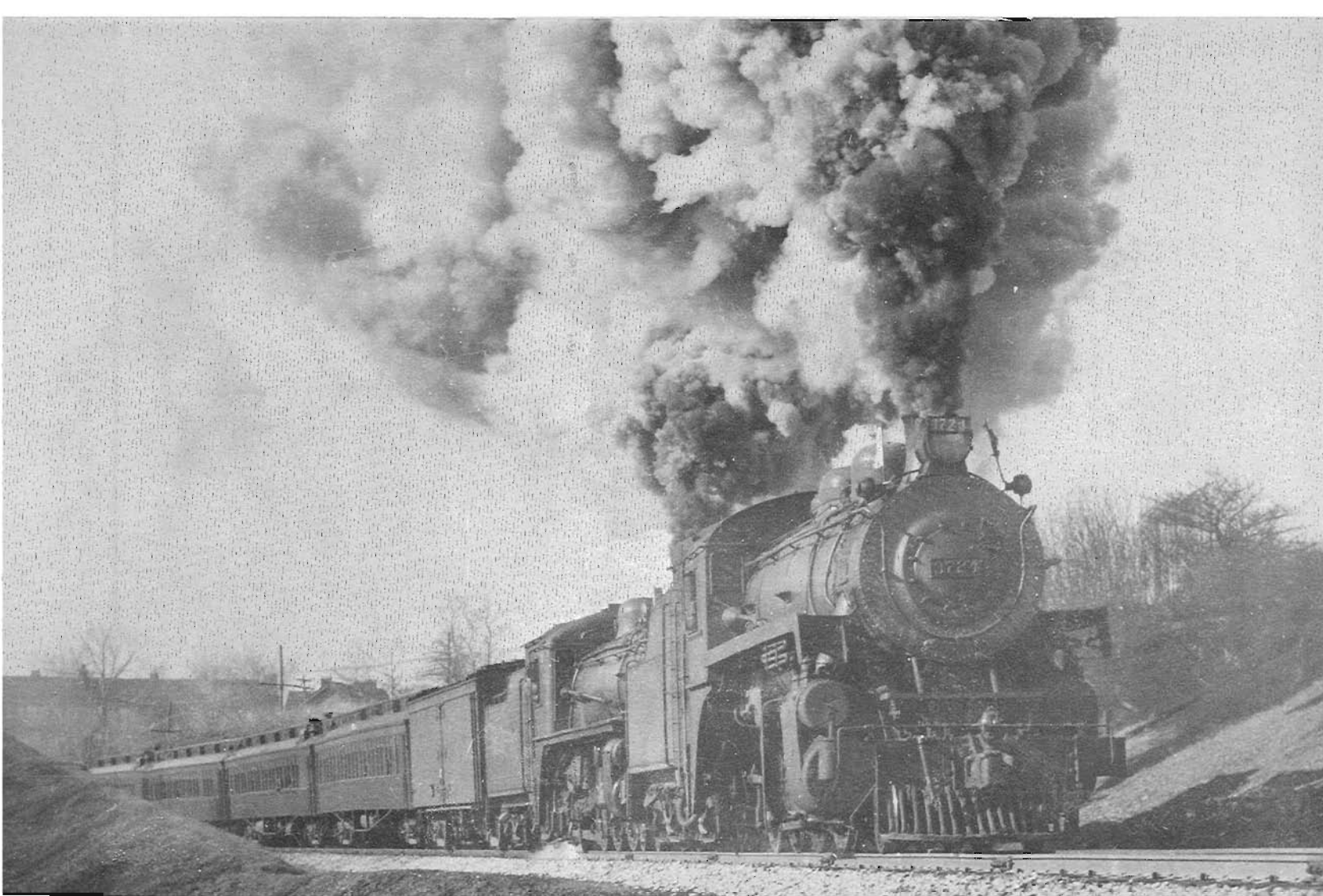
Photo Paterson-George Collection

CPR 4-6-2 NUMBER 2224 HEADED AN EXTRA FREIGHT AT HAVELOCK ON AUGUST 9, 1958, before the line was dieselized. Photo Paterson-George Coll.

TRAIN 36 OF CANADIAN PACIFIC, FOR PETERBOROUGH AND HAVELOCK, STORMED up the hill through Leaside, Ontario on a day in 1940, powered by engines Numbers 3724 and 2200. Photo Paterson-George Collection.







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TIME TABLE No. 41, APRIL 29th, 1973

WESTWARD TRAINS INFERIOR DIRECTION			Miles from O&Q Tr'y	HAVELOCK SUBDIVISION		Yards Order Office Signals	Car Capacity Seating	EASTWARD TRAINS SUPERIOR DIRECTION		
SECOND CLASS		FIRST CLASS		STATIONS				FIRST CLASS	FOURTH CLASS	
91	383	381						380	382	90
Freight Daily	Passenger Sun. only	Passenger Daily ex. Sun.			Passenger Daily ex. Sun.	Passenger Sun. only	Freight Daily			
			62.5	TWEED	Z		43			
			66.4	BULLER			Nil			
			71.8	IVANHOE			38			
			80.4	BONARLAW	Z		38			
			89.7	BLAIRTON			38			
			93.7	HAVELOCK Jct. Bobcaygeon Sub.	EZ S		96	1900	2259 0130	
1900	1645	0510								
1915	F1655	F0520	99.8	NORWOOD			42	F1850	F2247 0120	
1940	F1707	F0532	108.2	INDIAN RIVER			44	F1840	F2235 0105	
1959	S1720	S0545	118.0	PETERBORO	EZ B O		20	S1825	S2220 0040	
2014	F1733	F0558	127.0	CAYAN			42	F1806	F2209 0010	
2023	F1742	F0607	132.4	DRANOEL Jct. Bobcaygeon Sub.	RYZ		Nil	F1759	F2200 0001	
	F1748	F0613	135.2	MANVERS			Nil	F1754	F2154	
2037	F1754	F0619	139.1	PONTYPOOL			38	F1748	F2148 2345	
2054	F1806	F0631	148.0	BURRETON			35	F1736	F2136 2330	
2124	F1818	F0643	157.3	MYRTLE			37	F1724	F2124 2315	
2140	F1824	F0649	161.0	DAGMAR			Nil	F1719	F2119 2305	
2151	F1832	F0657	166.2	CLAREMONT			30	F1711	F2111 2255	
2225	F1842	F0707	173.7	LOCUST HILL			Nil	F1710	F2101 2245	
2235	1850	0715	178.9	TAPSCOTT	RZ		Yard	1653	2053 2235	
			180.3	TORONTO YARD	OKW	Y A	Yard			
			181.5	BURLEY			Yard			
	S1855	S0720	181.6	AGINCOURT	R	G N		S1648	S2048	
	1857	0722	182.4	KENNEDY				1646	2046	
Daily	Sun. only	Daily ex. Sun.	Rule 93a applies.					Daily ex. Sun.	Sun. only	Daily
91	383	381	Rules 41 and 44 apply between Havelock and Tweed.					380	382	90

run at the conclusion of the "Pool-Train" service with Canadian National Railways in 1965.

In addition to the through trains, passenger services provided by the O&Q over the main line included a Toronto-Tweed local, which was subsequently cut back to Peterborough. The run was afterwards extended to Havelock in 1958, when the steam-hauled passenger train was replaced by BUDD RDC "Dayliners".

In the post-World War II era, there were as many as five passenger trains each way daily on the O&Q, despite its quasi-branch-line status. These included the Havelock-Bobcaygeon mixed, which rattled over the 18.1 miles to Lindsay.

➔ CANADIAN PACIFIC TEN-WHEELER NUMBER 484 WAS THE POWER FOR THE MIXED train at Bobcaygeon, Ontario, on a day in July 1959.
Photo Paterson-George Collection.





↑ THE YARD AT HAVELOCK, ONTARIO, IN OCTOBER 1959 BOASTED OF TWO PASSENGER trains on weekends. On the right is Canadian Pacific Railway Train 35-36, the Sunday-only passenger to and from Toronto. On the left is the Toronto-Peterborough-Havelock local. Not surprisingly, in 1973 the coal chute no longer exists.

Daytime passenger services used to consist of one through train from Toronto to Montréal, which ran until April 1960, and later, a curious service between Toronto and Ottawa, which ran for three months only in 1965-66. Local services were provided between Toronto Union Station, Peterborough and Havelock. For the most part, this service continued until 1958 on approximately the following schedule:

7.10 a.m.	LV Peterborough	AR	8.40 p.m.
9.15 a.m.	AR Toronto Union	LV	6.30 p.m.

After 1958, the passenger trains terminated at Havelock, 24.3 miles east of Peterborough, presumably for operating reasons, as the crews were paid mileage. From 1954 to 1969, an additional passenger service was provided by a fast Budd RDC "Dayliner" run of 80 minutes for the 76.4 miles between Toronto Union and Peterborough.

Today's passenger services on the former O&Q consist of a two-car RDC "Dayliner" train, with the majority of passengers travelling to Toronto from the suburban areas served by the railway. But the weekend passengers to the Kawartha Lakes area account for the largest portion of the passenger-miles. On holiday weekends, the consist of this train is usually augmented to three RDC "Dayliners".

Over the years, the major portion of on-line freight traffic has consisted of a large volume of the mineral, nepheline syenite, from the mine and plant of International Chemical Corporation (Canada) Limited at Nephton, Ontario, 16.3 miles northwest of Havelock on the Nephton Subdivision. Today, the freight run between Toronto Yard and Havelock is made behind a trio of DRS 10 & 12-class units.

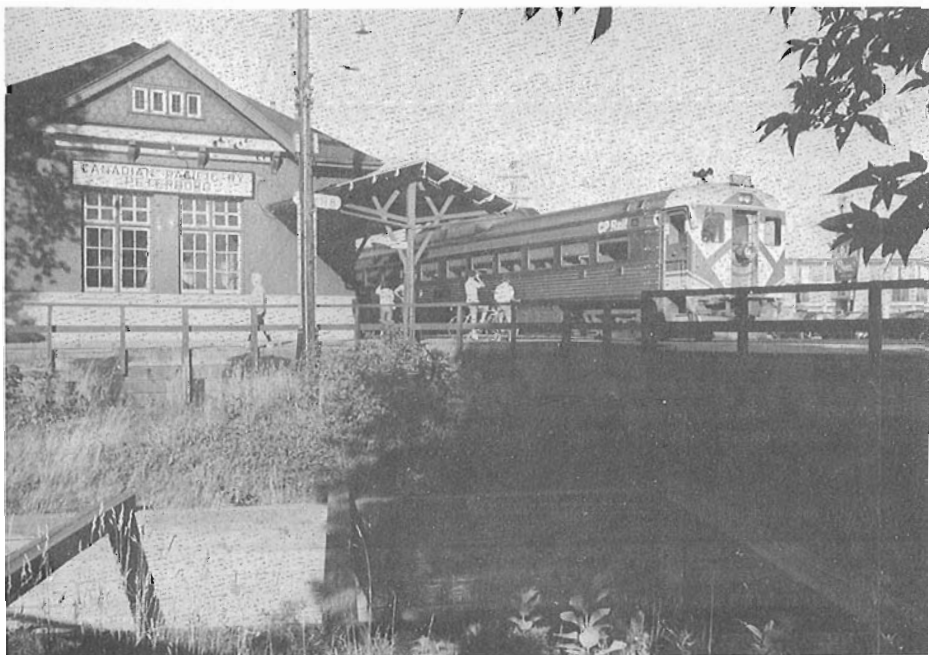
Frequently in winter, a DRS 18 appears in the lash-up. Although it is not indicated in the timecard, there is still a daily freight service from Havelock to Tweed, 31.2 grass-grown miles further east, with forest products forming the largest part of the freight traffic.

The O&Q's operating history has not been without incident. In each of the last two years, service has been interrupted by severe snowstorms in the winter months. In June 1972, there was a train-truck collision at a level crossing, which put the two-car RDC "Dayliner" train in the ditch. The lead unit, Number 9052, had its underframe broken so badly that the unit was scrapped.

While Canadian Pacific Railway RDC "Dayliners" first appeared on the O&Q with the introduction of the fast service to Toronto in 1954, today it is hard to say what the future holds for the remaining portions of this pioneer line. The proposed new jumbo-jet airport at Pickering will probably take over a good part of the right-of-way around Claremont and anything which remains in this area will be engulfed by the new satellite city, expected to be built to the south.

There is a trend in this age away from the megalopolis to smaller and less complex centres, with necessary and desirable transportation corridors to the core of the city. GO TRANSIT, with its coordinated passenger services, seems to be evidence of this inclination. If this concept is adopted, it is reasonable to suppose that at least a part of the historic Ontario and Québec Railway will con-

↓ CP RAIL "HOLIDAY EXTRA" STANDING IN THE STATION AT PETERBOROUGH, Ontario in August 1970. RDC "Dayliners" Numbers 9052 and 9063 were the train. On holiday Mondays, this train operated as an extra.

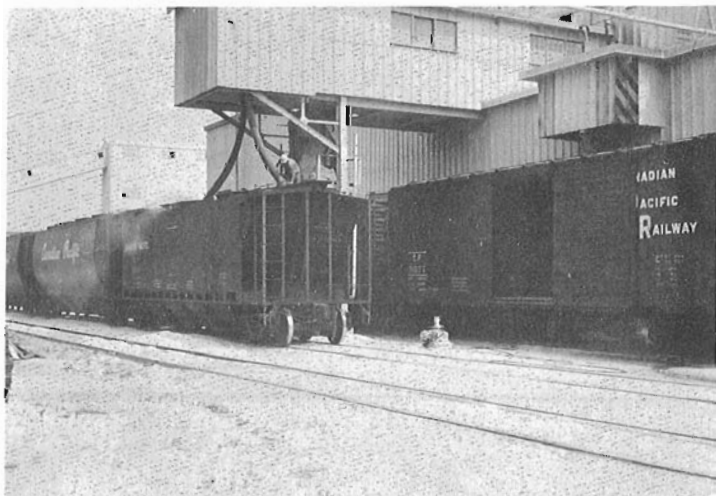


tinue to survive and to offer its important services to the travelers in this part of Ontario.

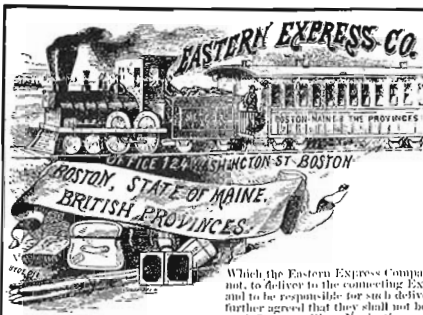
➔ AT THE "END OF THE TRACK" AT HAVELOCK, ONTARIO, CP RAIL KEPT A SE-
lection of power for the freight trains. Units Numbers 8164, 8762
and 8144 burble in the sunlight.

⬇ ONE UNLUCKY DAY - 17 JUNE 1972 - TRAIN 381 COMPOSED OF RDC "DAYLINERS"
Numbers 9052 and 9057 was hit by a truck at a level crossing near Pe-
terborough. The point of impact on the side of the first unit is very
obvious. RDC Number 9052 was afterwards scrapped.

NEPHELINE SYENITE IS LOADED INTO COVERED HOPPERS AT THE NEPHTON MINE
of International Chemical Corporation at Nephton, Ontario. The adja-
cent boxcars are used for other commodities to and from the mine.







December 1975

WAYBILLS

Which the Eastern Express Company agree to forward and deliver at destination, if within their route, and if not, to deliver to the connecting Express, Stage or other means of conveyance, at the most convenient point; and to be responsible for such delivery to the amount of Fifty Dollars only, unless Value is stated above. It is further agreed that they shall not be held responsible for any loss occasioned by Fire, or the dangers of Railroad, Steam or River Navigation, or for the breakage of articles of fragile goods.

FOR THE EASTERN EXPRESS COMPANY,

McKenney

SOMEONE ONCE (MISTAKENLY) SAID THAT COMPETITION IS THE ESSENCE OF business! In 1974, the OPEC countries effectively disproved this antique axiom. In the first quarter of 1975, several companies and/or agencies in Canada were re-disproving it all over again. Air Canada, Canadian National and Airtransit were all hard at work competing for passengers between Montréal and Ottawa, while Rapido, Turbo and Rapidair kept hacking away at each other for the Montréal-Toronto passenger business. In southern Ontario, hardly anyone noticed CN's TempoTrains trying to make a go of it against highway bus and Air Canada's intercity jet services.

With Canada Post becoming less and less reliable, Canadian National introduced RAPIDEX on March 24, 1975, between Central Station, Montréal and Union Station, Toronto. This new rail express service was for piece shipments - parcels to you and me - weighing 50 lbs. or less. If you wanted to send a parcel containing just about anything from a letter to a litter, you just took it to CN's Central Station between 0800 and 2000 and, lo and behold!, it was at the pick-up counter in Union Station, Toronto, as early as 0900 the following morning. And, of course, vice-versa!

RAPIDEX-PLUS, introduced 14 April, provided second-day service between Montréal and Halifax, N.S. and St. John's, Newfoundland (so it said) as well as from Toronto to Winnipeg, Edmonton and Vancouver. Third-day service, weekends excluded, was assured between western air-head points and Montréal and between Toronto and air-head points in the Maritimes. J.M.Ford, CN's system manager of express marketing, said that RAPIDEX-Station rates were not only competitive, but, in some cases, were cheaper than other similar services now provided between Montréal and Toronto. Obviously, RAPIDEX-Station is a CN service, while RAPIDEX-PLUS is a joint CN-Air Canada venture. The Competition could be CN Express, CP Express, private highway and air express companies or Canada Post, with the latter (dis)organization currently most vulnerable.

This highly competitive situation, apparently ratified by the Canadian Transport Commission, seemed to be somewhat at variance with Transport Minister Marchand's objective of rationalizing rail passenger services, to eliminate unnecessary competition for transcontinental passengers, not wishing to travel by Air Canada; such passengers do qualify Canada's two major railways for federal government subsidies for essential passenger train services.

S.S.Worthen.

GO GOES! AT THE BEGINNING OF APRIL 1975, "GO TRANSIT'S" BARRIE-Toronto, Ontario, passenger service was averaging twice as many riders each way as when it started a year ago. The number of riders had risen to 190 each way, compared to the 95 riding the train last April. There are six stops on the 63-mile route. More passengers, and perhaps more stops, are anticipated.

Dave Scott.

CANADIAN NATIONAL RAILWAYS HAS RECEIVED PERMISSION FROM THE CANADIAN Transport Commission to abandon the Blewett S/D, 20.8 miles from Luxton (junction with the Lampman S/D) to Blewett in southeastern Saskatchewan. Lampman is on the CN's main line from Northgate to Regina and Saskatoon.

THE TORONTO TRANSIT COMMISSION SIGNED AN AGREEMENT IN AUGUST 1975, for the purchase of 200 modern streetcars, to cost \$ 98 million. The detailed design and first 10 cars were to be produced in Switzerland, with eight Canadian companies bidding on the production of the remaining 190 vehicles. The streetcars were to be designed and constructed with a propulsion system for use on private rights-of-way at speeds up to 70 mph., according to the Toronto GLOBE & MAIL. The initial 10 vehicles were to be delivered in 1977 and the remainder by 1979. The new cars were expected to be used first on the prw from the new eastern terminal of the Bloor-Danforth subway line at Eglinton and Kennedy Road to the Scarborough Town Centre.

The Ontario Ministry of Transportation and Communications will purchase 75 of the 200 new cars, leasing them to the TTC for five years at \$ 1 per car per year. The TTC will purchase the remaining 125 streetcars assisted by a 75% subsidy from the Government of Ontario.

SINCE APRIL 28, 1975, NATIVE STUART-TREMBLEUR CANADIANS HAVE BLOCKED the main line of the British Columbia Railway's Dease Lake line near their village, about 120 miles northwest of Prince George, British Columbia. A great deal of controversy has surrounded the location of this railway since it was proposed and inadvertently, the route selected crossed seven small reserves without signing a formal agreement with the owners of the land.

Before the line was built, the BCOL offered the Canadians a land exchange, more than 300 times the 300 acres taken by the railway. The land-owners agreed to this, but the havoc caused subsequently by the railway builders made the land-owners reconsider this deal.

The agreement was signed in 1969 and the railway was completed through the reserves in 1973. The land-owners claim that the original agreement was only an "agreement in principle" and should now (1973) be renegotiated. After four different provincial ministers had tried in vain to reach an agreement with the land-owners, the barricade on the railway went up on April 28 1975.

Alfred Nunweiler, Minister responsible for Northern Affairs, did not attend a meeting scheduled for that date and that was when the barricade was erected.

On 15 August 1975, the B.C. Government threatened to open the rail line by other means. The land-owners capitulated. The Province has set a deadline of August 15 for acceptance of the land exchange offer and \$ 50,000 for damage caused by rail construction. The Native Canadians think the value of resources opened to the railway is about \$ 7 million and that's what they are asking the Government of British Columbia.

The three-and-a-half month blockade has caused embarrassment to the BCOL and financial apprehension to the various industries located along the line.

While the tracks are clear once more, the native Canadians have passed a bylaw fining trespassers (i.e., BCOL crews) on these reserves \$ 100. This could cost the BCOL \$ 700 for a single run if permission to cross the reserves was denied. The next move is up to the British Columbia government.

FROM SYDNEY, NOVA SCOTIA, BARRIE MACLEOD WRITES THAT THE LABOUR DAY excursion on the Cape Breton Steam Railway and Canadian National Railways from Glace Bay to North Sydney was a "HUGE success". CBSR steam engines Numbers 42 and 926 brought three cars out of Glacé Bay at 1300 and picked up an additional four cars at Sydney for the balance of the run to North Sydney. There were more than 300 passengers on board.

The next long run for the CBSR equipment will be on October 13, 1975, when a special train will be run from Glace Bay/Sydney to Iona on Grand Narrows, about 55 miles west of Sydney.

Barrie also tells us that during August 1975, DEVCO RS 1 was severely damaged by fire while working in Assembly Yard, which is located midway between Sydney Junction and Victoria Junction. The fire started in a traction motor of Number 207 and spread through the engine. In September, no decision had been taken as to the disposition of the unit.

REFERRING TO THE ARTICLE ON THE BRANDON, SASKATCHEWAN AND HUDSON BAY Railway by John Todd in the August 1975 issue Number 283 of CANADIAN RAIL, Mr. B. Biglow of Montréal notes that the BS&HB may have owned the first gas-electric locomotive in western Canada. A thesis written by Mr. R. Noonan in 1933 for the Department of Electrical Engineering of the University of Manitoba discusses a Great Northern Railway locomotive operating between Devil's Lake, North Dakota and Brandon. The engine had one 8-cylinder 800 hp. 1200 rpm. gas engine with General Electric (Lemp style) generator and traction motors.

It would be very much appreciated if any reader who has additional details on this unit would send them to the Editor for publication in a future issue of CANADIAN RAIL.

THE MICHIGAN CENTRAL RAILROAD COMPANY, UNWILLINGLY A PART OF THE ailing Penn Central Transportation Company, has been authorized by the U.S. federal government to initiate studies of the possibility of leaving the Penn Central system either to pursue an independent existence or to join some other solvent railroad system in the United States. The 1,007-mile Michigan Central is one of the most profitable portions of the Penn Central and much of its trackage is scheduled for inclusion in the U.S. federal government's proposed Consolidated Rail Corporation.

RIDING THROUGH KINGSTON, ONTARIO ON CANADIAN NATIONAL RAILWAYS' TURBO late in April 1975, John Welsh noticed that the rails laid on concrete ties on the new S-curve just east of the station at Kingston Junction were still rusty, suggesting that nothing very heavy or very frequent had yet run over the "Kingston Kink" as yet. The new station at Kingston, some distance to the west at the intersection of Counter and King's Streets was ready for business, with the parking lot paved and white lines painted. Perhaps one of our members in the area can supply the date the new station and diversion were opened and the first passenger train to use same.

REMEMBER THE TORONTO, HAMILTON & BUFFALO RAILWAY'S FREIGHT WRECK NEAR Welland, Ontario in December 1972, when 23 cars left the rails? Some of the tank cars contained sulphuric acid and about 200,000 gallons of the highly corrosive liquid spilled onto adjacent farmlands, effectively "poisoning" the soil until snow-melt and spring rains had diluted it to a "no effect" level.

On April 21, 1975, the Railway Transport Committee said that no cause could be determined for the derailment. However, Commissioner John Magee said that he was inclined to believe that a wheel from one of the tank-cars was badly mounted (?) and may have fallen off (?) when the brakes were applied, causing the wreck.

The TH&B maintained that the wheels, mounted by Hawker Siddeley Canada Limited, Trenton, Nova Scotia, caused the accident. Hawker Siddeley Canada said that the wheel came loose as a result of the derailment. Simultaneously, lawyers representing two farmers whose land was poisoned said that civil action for damages had been started, but Mr. Lawrence West, representing Mr. Bertram Poth, said that the Province of Ontario had refused his requests in the last 1.5 years to see the Provincial Government report on acid damage to the soil.

Hamilton "Spectator" via John Welsh.

PIERRE PATENAUDE REMINDS US THAT CANADIAN NATIONAL RAILWAYS' ORDER for 35 GP 40-2 (L) (comfort cab) units from Diesel Division of General Motors of Canada Limited was delivered between 24 February and 27 March 1975. The builder's numbers were A-3166 through A-3200 and the road numbers were 9531 through 9565.

CN designated these units class GF-430c and assigned Numbers 9531 through 9554 to Toronto Yard and Numbers 9555 through 9565 to Montréal Yard.

Pierre photographed Number 9542 at Montréal Yard on March 9, 1975, less than two weeks out of GM of Canada's Diesel Division shops at London, Ontario.



THIS INTRIGUING PICTURE FROM THE PUBLIC ARCHIVES OF CANADA IS UNFORTUNATELY INCORRECTLY IDENTIFIED AS "Crow Eagle-Piegan", from E.S. Curtis' book The North American Indian. The "Indian" looks like a Baldwin 2-6-0, possibly narrow-gauge. Any reader who can supply a more positive identification is urged to write to the Editor so that additional information may be published in a future issue of CANADIAN RAIL. Photo C 19885: Public Archives of Canada.



Canadian Rail

is published monthly by the
Canadian Railroad Historical Association
 P.O. Box 22, Station B, Montreal, Quebec, Canada/H3B 3J5

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