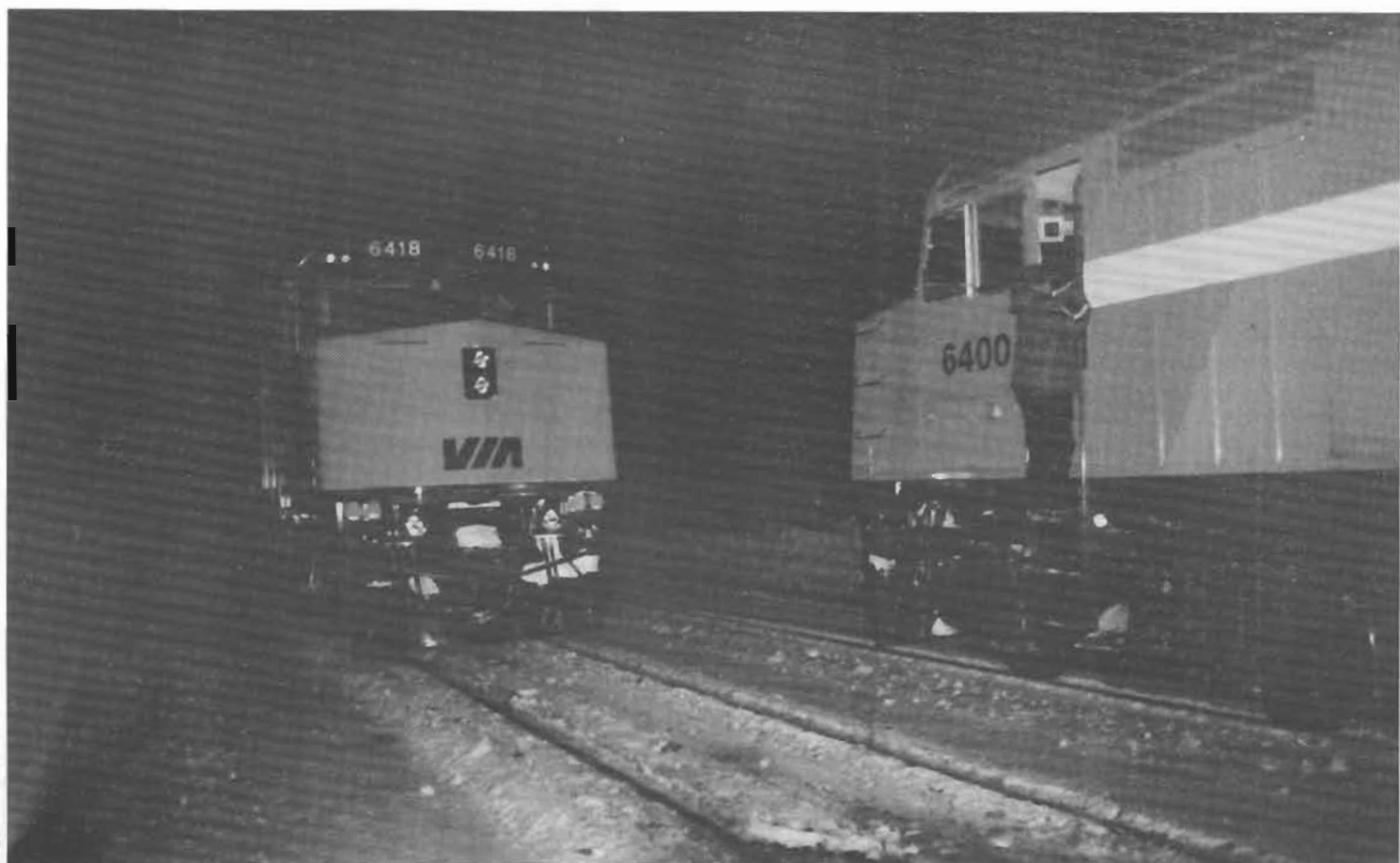


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FRONT COVER:

Late in 1986 VIA Rail took delivery of the first of its new passenger locomotives. This vivid night view shows No. 6400, the first of the new units, together with Alco (M.L.W.) No. 6773 on train No. 11, the "Atlantic", at Saint John N.B. on February 14 1987.

Photo by David Morris.

INSIDE FRONT COVER:

The "Atlantic", No. 11 westbound, engine 6400 meets its counterpart No. 12 eastbound, engine 6418 at Jackman Maine in the early hours of February 15 1987. The first and second-to-last units of the series are about to pass.

Photo by David Morris.

Not even a scratch on the paint of the controls of brand new VIA locomotive 6400 as it waits at Jackman Maine on February 15 1987.

Photo by David Morris.

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“Le P’tit Train du Nord” Montréal/ Labelle/ Mont-Laurier 1876-1981

par: Daniel Poirier

L'IDÉE QUI DONNA NAISSANCE AU P'TIT TRAIN du Nord fut d'abord d'ordre pratique. Peu après les années 1850, nous sommes en plein boum de la colonisation. La situation agricole dans le Bas-Canada était vraiment accablante. Les seigneuries étaient sous-divisées au maximum et les terres ne pouvaient plus nourrir une famille entière. À cette époque, la fertilisation était peu connue au Bas-Canada et les pères de famille n'avaient pas assez grand terrain à donner à leurs enfants. Ceci a eu comme résultat qu'un grand nombre de jeunes québécois sont partis et ils sont allés chercher du travail dans les villes industrielles de l'État de la Nouvelle-Angleterre, aux États-Unis. Près d'un demi-million de personnes ont ainsi

THE IDEA WHICH GAVE BIRTH TO THE “LITTLE Train of the North” was, from the first, practical. Soon after the 1850's we were in a colonization boom. The seigniories had been divided to their maximum and the land was unable to support the entire family. At this time the fathers of Lower Canada did not have enough land to give to their children, so many young people went to New England in the United States to find work in the industrial cities. Almost half a million persons left Quebec in the 19th century to seek their fortune.

The Provincial government and the church favoured building new railway lines to colonize Quebec and keep the young people in the province. The Jesuits and the government set on foot a



*Voici la gare de St-Martin Jct photographiée dans l'après-midi du 25 janvier 1986.
The station at St. Martin Junction on the afternoon of January 25, 1986.*

*Toutes les photographies sont de Daniel Poirier, à moins d'indications contraires.
All photographs by Daniel Poirier unless indicated otherwise.*



Voici l'impressionnante gare Jean-Talon, à Montréal, photographiée le 2 mars 1986. Plusieurs voyageurs qui se rendaient dans les Laurentides prenaient le P'tit Train du Nord à cette gare.

The impressive Park Avenue / Jean Talon station photographed on March 2, 1986. Many travellers to the Laurentians took the train at this station.

quittés la Province de Québec au XIX^e siècle pour trouver du travail ailleurs.

Le Gouvernement Provincial et l'Église voyaient donc d'un bon oeil l'établissement de nouvelles lignes de chemin de fer afin de coloniser le Québec et ainsi garder les jeunes dans la Province.

Les Jésuites et le Gouvernement ont donc mis sur pied une politique de colonisation de la Rive-Nord du St-Laurent, des Laurentides et de l'Outaouais.

Il fallait donc un chemin de fer pour coloniser ces terres. François-Xavier-Antoine Labelle, curé de St-Jérôme, est devenu le principal promoteur du projet de chemin de fer. Il fut un homme remarquable dans le développement des Laurentides. Il y fonda personnellement quelques 60 communautés.

Le 5 avril 1869, on passa un bill de subvention pour les chemins de fer, la "Montreal Northern Colonization Railway Company" vit le jour et a été incorporée pour construire un chemin de fer entre Montréal et St-Jérôme. Le Gouvernement allait donc payer 60% des frais de construction jusqu'à un maximum de \$5000 par mille. La subvention était payée en terres inhabitées qui pourraient être revendues au Gouvernement à raison de .70¢ l'acre. La naissance du P'tit Train du Nord est donc en bonne voie!

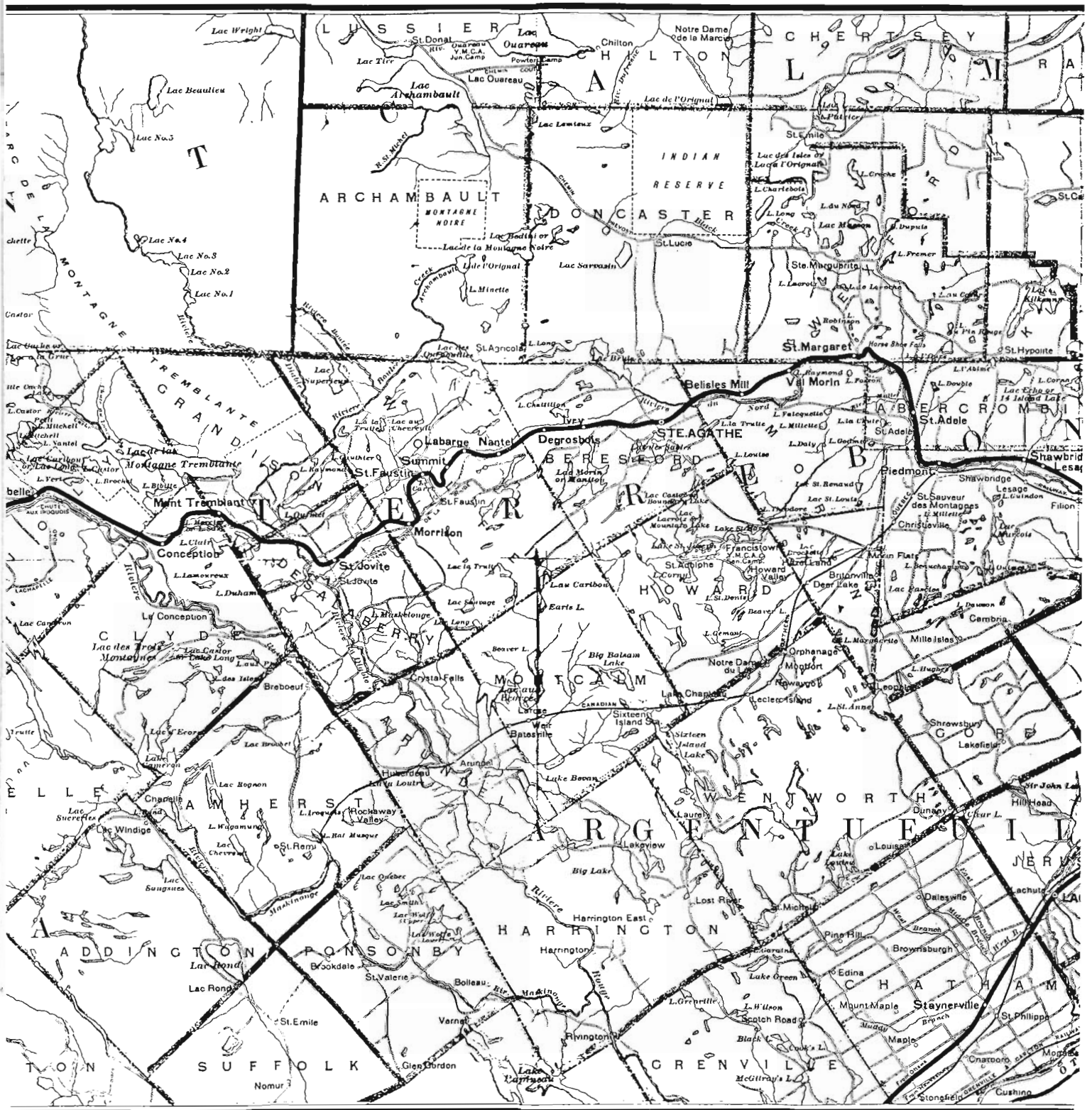
Cependant, la faillite bancaire de 1873 rendit difficile la vente de bons. Le résultat fut que la construction continua lentement et s'arrêta complètement en 1875.

policy of colonizing the North shore of the St. Lawrence, the Laurentians and the Ottawa river valley. François-Xavier-Antoine Labelle, Curé of St. Jérôme, was the principal promoter of the railway line. He was a remarkable man in the development of the Laurentians having founded personally some 60 communities.

April 5 1869 a bill was passed incorporating the "Montreal Northern Colonization Railway Company" to build a line from Montreal to St. Jérôme. The government would pay 60% of the construction cost up to a maximum of \$5000 per mile. The grant was paid in lands which be re-sold to the government for 70¢ per acre. The Little Train of the North was on the way!

However the depression of 1873 made it difficult to sell the bonds. The result was that construction proceeded slowly and stopped completely in 1875. In 1874, during this disturbing period, it was decided to modify the charter because it was desired to build along the north shore of the Ottawa river. In 1875 its name was changed to the "Montreal Ottawa and Occidental Railway".

In 1875 the Conservative government of Charles Boucher gave help to the project. However instead of direct help to the promoters, the government transferred, in November 1875, the rights and franchises of two railway companies: The Montreal Ottawa and Occidental, and the North Shore Railway (between Montreal and Quebec City) to contractors who would build them and relieve the government of all debt. The two companies



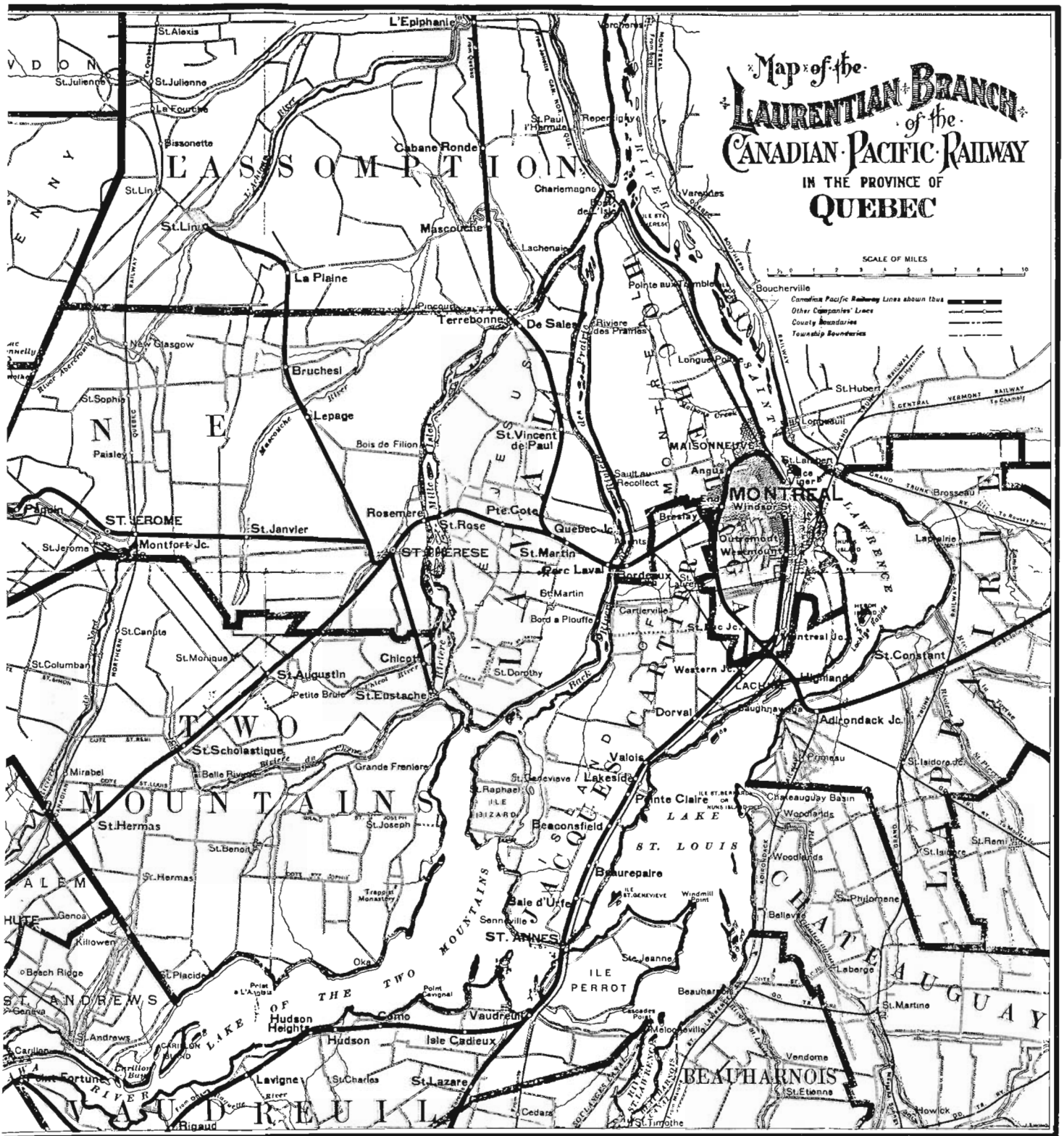
This map, dated 1911, shows the entire route of "Le P'tit Train Du Nord" from Montreal to Mont Laurier, soon after the line's completion. The map was prepared by Canadian Pacific as part of a folder intended to promote the region in this era before the ski trains.

Collection of Fred Angus.

Map of the
LAURENTIAN BRANCH
 of the
CANADIAN PACIFIC RAILWAY
 IN THE PROVINCE OF
QUEBEC

SCALE OF MILES

Canadian Pacific Railway Lines shown thus
 Other Companies' Lines
 County Boundaries
 Township Boundaries



En 1874, durant cette période perturbée du chemin de fer, on décida de modifier la charte parce qu'on voulait construire une ligne le long de la Rive-Nord de la rivière Outaouais. On changea donc, en 1875, son nom pour celui de "Chemin de fer de Montréal, Ottawa et Occidental".

En 1875, le Gouvernement Conservateur de Charles Boucher est donc venu au secours du projet. Cependant, au lieu d'aider avec des subventions, le Gouvernement transféra, au mois de novembre 1875, les droits et les franchises des deux compagnies ferroviaires ("Chemin de fer de Montréal, Ottawa et Occidental" et "North Shore Railway Company" – entre Montréal et Québec) aux entrepreneurs qui les construisaient, qui à leur tour relevaient le Gouvernement de toute dette. Ainsi, les deux compagnies se sont fusionnées pour devenir le "Quebec, Montreal, Ottawa and Occidental Railway". Par la suite, on continua la construction du chemin de fer et la section entre Montréal et St-Jérôme fut la première à être achevée par l'entrepreneur McDonald.

Cette section de chemin de fer ouvrit officiellement le dimanche, 8 octobre 1876. Un convoi spécial, débordant de hauts dignitaires, le Premier Ministre Boucher et le Curé Labelle en tête, roula majestueusement en gare de St-Jérôme. Aux pieds de la rutilante locomotive, une grande fête a eu lieu, marquée par de brillants discours. Pour cette occasion historique, la mère du Curé Labelle servit un délicieux repas aux invités dans le presbytère de la paroisse.

Cependant, le service régulier ne commença que le lundi, 16 octobre 1876, sous les hospices de l'entrepreneur. À ce moment-là, un train mixte (passagers et marchandises) partait alors quotidiennement de la gare Hochelaga (située dans le Sud-Est de Montréal) à 17 h 30 (5:30 pm) et se rendait à St-Jérôme 90 minutes plus tard. Le train revenait à Montréal le lendemain et il partait à 6 h 00 du matin de St-Jérôme.

La gare Hochelaga était le terminus à Montréal. Cette dernière était située à l'angle des rues Ste-Catherine et

were combined and became the "Quebec Montreal Ottawa and Occidental Railway".

The section between Montreal was built by a contractor named McDonald and was officially opened on Sunday October 8, 1876. A special train carrying high dignitaries rolled majestically into the station at St. Jérôme. Chief among the guests present were Premier Boucher and Cure Labelle. For this historic occasion the mother of Cure Labelle served a delicious meal to the guests in the presbytery of the parish.

However regular service did not begin until Monday October 16 1876 when a mixed train departed from Hochelaga station, in southeast Montreal, at 5:30 P.M. and arrived at St. Jérôme 90 minutes later. The train returned to Montreal the next morning, leaving St. Jérôme at 6:00 A.M. The Hochelaga station was situated at the corner of St. Catherine and Harbour streets. To reach St. Jérôme the train, in later days went by way of Mile End (station burned Jan. 5 1986), Park Avenue, Bordeaux, Laval Des Rapides, St. Martin, St. Rose, Ste. Thérèse, St. Janvier, St. Jérôme.

In 1882 the government of Adolphe Chapleau decided to get out of the railway business. The Canadian Pacific, then building its transcontinental line, wanted to reach Montreal so it bought the western end of the Q.M.O. & O. Then the C.P.R. built a line from Hochelaga to the new Dalhousie Square station in downtown Montreal. This station was completed and opened in December 1882. It should be noted that the Dalhousie Square station has been closed for many years, but it is now in the process of being completely renovated. This work is not yet completed as this article is being written. The trains for St. Jérôme began to use this station until they were transferred to Place Viger in 1898 and to Windsor station in 1951.

On May 25 1883 the name of the railway was changed to "Montreal and Western Railway Company" and gradually extended its line northward. Ste. Adèle was reached on September 28, 1891, Ste. Agathe on September 1, 1893, and a



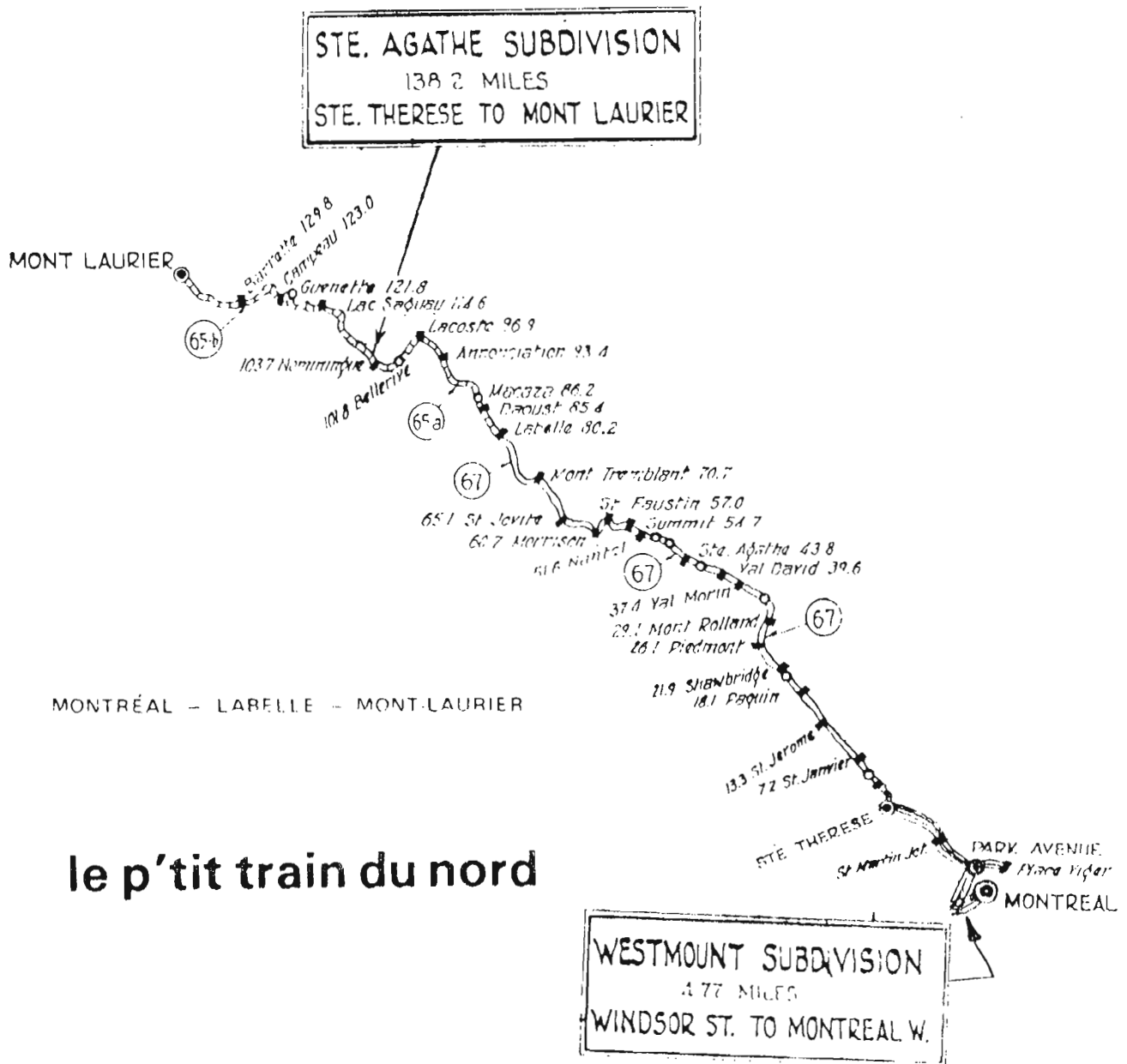
Nous apercevons la gare de Prévost (Shawbridge) qui a été protégée contre le vandalisme. Cette photographie a été prise dans l'après-midi du 22 mars 1986. A noter la banderole sur le côté de la gare portant le message "Sauvons nos Gares".

The station at Prévost (Shawbridge) on March 22, 1986. This station is protected against vandalism. Note the banner reading "Sauvons Nos Gares" (Save our Stations).



Voici la gare de Mont-Rolland/Ste-Adèle tel qu'elle apparaissait dans l'après-midi du 22 mars 1986.

Mont Rolland / Ste. Adèle station on March 22, 1986.



Harbour. Pour se rendre à St- Jérôme, le train partait de la gare Hochelaga et les arrêts se trouvaient à Mile End (gare détruite par le feu le 5 janvier 1986), Park Ave., Bordeaux, Laval des Rapides, St-Martin, St-Martin Jct, Ste-Rose, Ste-Thérèse, St-Janvier et St-Jérôme.

En 1882, le Gouvernement d'Adolphe Chapleau décida de se défaire du chemin de fer. Le Canadien Pacifique, qui construisait alors sa ligne transcontinentale, voulait atteindre Montréal et acheta la section ouest du "Quebec, Montreal, Ottawa & Occidental Railway". C'est alors que le Canadien Pacifique a commencé la construction d'une section de chemin de fer (vers l'ouest, longeant le fleuve St-Laurent), à partir de la gare Hochelaga pour atteindre le Centre-Ville de Montréal. Le nouveau terminus, connu sous le nom de "Dalhousie Square Station", se trouva à l'angle des rues Notre-Dame et Berri (coté sud-est), dans le Vieux-Montréal. Cette section fut complétée en décembre 1882.

week later service began to Summit Lake. Finally on December 4, 1893 the terminus was established at Chute aux Iroquois which had just been named Labelle in honour of Curé Labelle who had died in 1891. Meanwhile the Canadian Pacific had leased the M. & W. in 1890 and purchased it outright on March 25, 1897.

Under C.P.R. ownership construction continued in the early 20th century. On November 30, 1903 the rails reached L'Annonciation, and continued on to Nominiguing by June 27, 1904. In 1907 work began on the last extension, to Mont Laurier, and on the beautiful autumn day of October 5, 1909 the "Little Train of the North" steamed into Mont Laurier (also then called Duhamel, but renamed in honour of Prime Minister Sir Wilfrid Laurier) to the acclamations of a crowd who had come to see the arrival. The last 34.74 miles had been built by a company called the "Northern Colonization Railway Company" which had been incorporated on July 10, 1899 and which

À noter que la gare Dalhousie est fermée depuis très longtemps au public voyageur. Heureusement, elle n'a pas été démolie et elle est conservée par le Ministère des Affaires Culturelles du Québec. Depuis longtemps, le toit de la gare avait cependant été modifié et on y retrouvait une plaque rappelant le départ du premier train transcontinental de cette gare. Au cours de l'été 1986, on a procédé à la rénovation complète de cette ancienne gare. Les travaux n'étaient pas encore complétés au moment où j'ai préparé cet article.

Les trains pour St-Jérôme partaient donc, en 1882, de la gare Dalhousie, directement en face du futur emplacement de la gare "Place Viger". Ayant, à ce moment-là, la charte de la compagnie, le Canadien Pacifique a pu alors continuer la construction vers le Nord. Le 25 mai 1883, la compagnie, pouvant construire un chemin de fer entre St-Jérôme et Labelle, modifia le nom "Montreal, Ottawa and Western Railway Co" pour devenir la "Montreal and Western Railway Company".

Le chemin de fer entre St-Jérôme et Labelle a été complété par étape. Ainsi, la section entre St-Jérôme et Ste-Adèle (18 milles) ouvrit officiellement le 28 septembre 1891. On compléta alors la construction du chemin de fer jusqu'à Labelle en 1893. Le 1^{er} septembre, on a ouvert la section entre St-Jérôme et Ste-Agathe (30.5 milles) et une semaine plus tard, soit le 8 septembre, commença le service ferroviaire entre St-Jérôme et le lac Sommet, un total de 60 milles. Enfin, le 4 décembre 1893, on a ouvert la section intégrale jusqu'à la Chute aux Iroquois, maintenant appelé Labelle. Le Canadien Pacifique louait la

was leased by Canadian Pacific on January 1, 1905 to a term of 999 years. So the railway had accomplished its destiny, had opened the Laurentians to colonization and was preparing for the future coming of the ski traffic.

In the 1920's Herman "Jack Rabbit" Johannsen from Norway was the first developer of skiing in the Laurentians. He established the "Maple Leaf" trail, 90 miles long, which stretched from Shawbridge to Mont Tremblant. Soon skiing transformed the way of life of the Laurentians, and, in the 1930's, little by little, cars of merchandise gave way to cars of passengers. In contrast to the serious colonists of earlier times, the new travellers boarded the trains laughing, and with their long pairs of skis.

For the next 25 years the Little Train of the North was at the heart of the festivities. There were memorable nights when one could count up to 12 cars behind the locomotive, and some Fridays six or seven trains left Montreal for the Laurentians. A second locomotive sometimes helped the train up the grade near Ste. Marguerite station. Then, at the end of the 1960 season the train, a victim of the car and bus, was reduced to only three days a week, often provided by a rail diesel car.

To celebrate the 100th birthday of Herman "Jack Rabbit" Johannsen, a group of friends decided to organize, in 1975 a party to pay homage to the living legend that he represented. On March 9, 1975 the "Jack Rabbit Special Ski Train" carried more than 1000 skiers from Montreal to Val David. This train was made up of seven double-decker commuter cars which left



En cette après-midi du 22 mars 1986, voici la gare de Ste-Agathe. A remarquer que cette gare n'a pas été protégée contre le vandalisme puisqu'un petit commerce s'est installé dans la partie arrière de la gare.

The station at Ste. Agathe in the afternoon of March 22, 1986. A small store is installed in the rear part of the station.

“Montreal and Western Railway Company” entre 1890 et 1897. Le 25 mars 1897, le Canadien Pacifique a acheté au complet cette même compagnie avec ses voies ferrées allant de St-Jérôme à Labelle. Ainsi, la courageuse ascension du P'tit Train du Nord le menait maintenant jusqu'à Labelle.

Par la suite, on assistait le 30 novembre 1903, à l'inauguration de 13 milles de voies ferrées entre Labelle et l'Annonciation et de 10 milles de voies ferrées entre l'Annonciation et Nomingue le 27 juin 1904.

Dès 1907, on commença à construire une voie ferrée entre Nomingue et Rapide à l'Orignal, maintenant appelé Mont-Laurier. Le 15 septembre 1909, la dernière section du chemin de fer fut complétée. Le 5 octobre 1909, en pleine maturité et par une belle journée d'automne, le P'tit Train du Nord se dirigea vers Mont-Laurier (alors appelé Duhamel) et il entra en gare de Mont-Laurier sous les acclamations de la foule venue le voir arriver. Il y avait donc un service complet jusqu'à la ville de Duhamel, auparavant connu sous le nom de Rapide à l'Orignal et maintenant appelé Mont-Laurier. Le P'tit Train du Nord est rapidement devenu le meilleur ami du colon et le rêve du Curé Labelle commençait à devenir une réalité. De plus en plus d'emplois devenaient disponible pour les résidents de la région.

Ces 34.74 milles de chemin de fer avaient été incorporés le 10 juillet 1899 comme étant la “Compagnie de chemin de fer de la Colonisation du Nord”. Le Canadien Pacifique a ensuite loué cette compagnie le 1^{er} janvier 1905 pour une période de 999 années.

Ainsi, le P'tit Train du Nord accomplissait sa destinée, soit d'ouvrir les Laurentides à la colonisation et préparer l'avènement du ski.

Vers les années 1920, M. Herman «Jack Rabbit» Johannsen, venu de Norvège, fut le précurseur du développement du ski dans les Laurentides. Cet homme qui filait comme l'éclair sur ses deux skis en hiver, croisa un jour de février le chemin de fer du P'tit Train du Nord. Pour lui, ce fut le coup de foudre. Il comprit tout de suite que le P'tit Train du Nord ouvrait la voie au plein air. M. Johannsen a donc établi une piste de ski de fond longue de 90 milles. Cette piste appelée la «Maple Leaf», débutait à Shawbridge, se terminait au Mont-Tremblant, et était conçue de façon à alimenter toutes les gares du P'tit Train du Nord. Ainsi, le ski allait complètement transformer la vocation des Laurentides.

Dans les années 1930, petit à petit, les wagons de marchandises cédèrent leur place aux wagons de passagers. Contrastant avec les colons sévères des premiers temps, ces nouveaux voyageurs montaient à bord des trains en riant, accompagnés de leurs longues paires de ski.

Pendant les 25 années qui suivirent, le P'tit Train du Nord fut au coeur de la fête. Il y a eu des nuits mémorables où l'on pouvait compter jusqu'à 12 wagons derrière la locomotive 1000. Ces vendredis-là, six ou sept trains quittaient Montréal pour les Laurentides. Une seconde locomotive était accrochée au P'tit Train du Nord à la gare de Ste-Marguerite parce qu'à partir de là, ça montait trop raide!

Puis, à la fin de la saison 1960, le P'tit Train du Nord,



*Voici la gare de St-Faustin, photographiée le 22 mars 1986.
St. Faustin station March 22, 1986.*

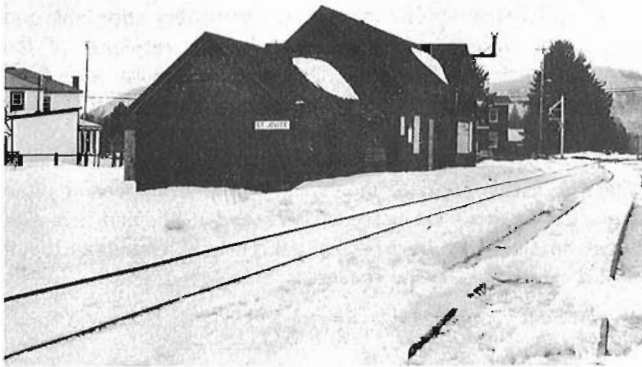
Rigaud a little before 7:00 A.M. and picked up skiers en route to Windsor station. From there it went north to Shawbridge where it picked up “Jack Rabbit” and other skiers, and then continued to Val David. The return trip to Montreal took place about 7:00 P.M. that evening.

The popularity of this special train soon paid dividends, for, in 1977 thanks to the efforts of the Laurentian Regional Development Council and the Laurentian Tourist Association, the Little Train of the North was restored to carry Montrealers and tourists to and from the mountains. The train ran from 1977 to 1981 during the winter and summer months. As before, it stopped at all stations on its sinuous course which had never been changed. Three departures from Montreal were listed in the timetable: Friday night, and Saturday and Sunday morning. The return to Montreal was in the evenings of Saturday and Sunday.

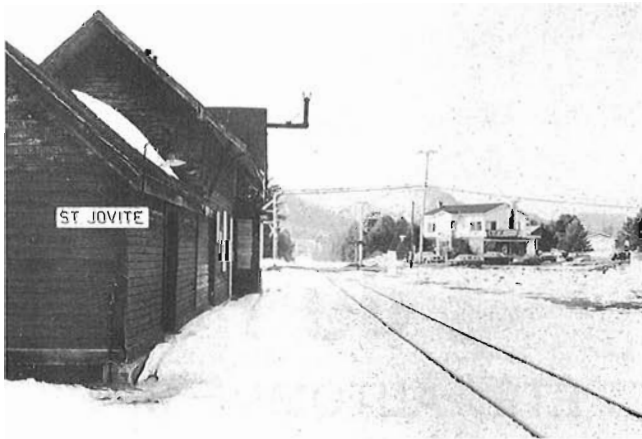
It should be noted that the Little Train of the North had several departure points from Montreal in the course of its history. In 1876 it left from the Hochelaga station, then, in 1882 it left from the Dalhousie Square station. With the opening of Windsor station in 1889, some trains to the north started from there while others continued departing from Dalhousie Square, being switched to nearby Place Viger in 1898. Then, on May 31, 1951 the last passenger train left Place Viger for Labelle and the station was closed. From that date on, all Canadian Pacific passenger trains to and from Montreal used Windsor station. Finally, on November 15, 1981, under a “rationalization” plan of the then minister of Transport, Jean-Luc Pépin, the Little Train of the North made its final run.

Before completing this article I went, in March 1986, to the different stations between Montreal and Mont Tremblant and looked at the actual condition of them. Here are the principal facts:

Sine 1981 the stations at Bordeaux, St. Rose, Piedmont and Val David have been demolished. Most of the remaining



Nous apercevons la gare de St-Jovite, photographiée dans l'après-midi du 22 mars 1986. Sur la photo, on distingue très bien la voie d'évitement en face de la gare. À remarquer que la gare a été protégée contre le vandalisme.



Voici la gare de St-Jovite, tel qu'elle apparaissait le 22 mars 1986. On aperçoit au centre de la photo une des rues principales de St-Jovite.



Sur le côté gauche de la gare de St-Jovite, on aperçoit une carte géographique comprenant les différents sentiers de ski de fond de la région. Les gares du P'tit Train du Nord étaient reliées entre elles grâce à une piste de ski de fond qui a été établie par M. Herman «Jack Rabbit» Johannsen dans les années 1920. Cette photographie a été prise dans l'après-midi du 22 mars 1986.

Four views of the station at St. Jovite all taken on March 22, 1986. Note the map of the ski trails of the region; the first was laid out by Herman "Jack Rabbit" Johannsen in the 1920's.



fortement concurrencé par l'automobile et l'autobus, a été retiré du service.

Par la suite, le Canadien Pacifique remettait en service le P'tit Train du Nord et les voyageurs bénéficiaient de trois départs par semaine.

Pour fêter le centième anniversaire de naissance de M. Herman « Jack Rabbit » Johannsen, un groupe d'amis a décidé d'organiser, en 1975, une fête pour lui rendre hommage d'une façon convenant à la légende vivante qu'il représente. Un train spécialement baptisé " Train Spécial- Ski Jack Rabbit " emprunta les voies ferrées du P'tit Train du Nord pour se rendre dans les Laurentides. Ainsi, le 9 mars 1975, plus de 1000 skieurs de randonnées envahissaient Val-David.

Se composant de sept voitures à deux étages (double decker), ce train avait quitté Rigaud, 40 milles situé à l'Ouest de Montréal, peu avant 7 h00 du matin et avait recueilli plusieurs skieurs durant son trajet vers la gare Windsor. De là, il s'était dirigé vers Shawbridge, au pied des Laurentides, pour prendre à son bord Jack Rabbit et d'autres skieurs. Le train avait par la suite filé vers Val-David. Pour revenir, les skieurs avaient pris le train pour le retour à Montréal vers 19 h00.

La popularité qu'engendra cette excursion en 1975 a rapportée des dividendes par la suite.

Ainsi, en 1977, grâce aux efforts conjugués du Conseil Régional de Développement des Laurentides et de l'Association Touristique des Laurentides, le P'tit Train du Nord a repris la route pour transporter les touristes et les Montréalais(es) vers les montagnes.

Le P'tit Train du Nord a donc roulé de 1977 à 1981 pendant les mois d'été et d'hiver, soit du mois de juin à octobre en été et de décembre au mois de mars pour cette autre partie de l'année. Comme autrefois, le train arrêtait aux gares le long du parcours.

De Montréal, il partait de la gare Windsor, passait et arrêtait aux gares de Westmount, Montréal-Ouest, Jean-Talon et Bordeaux avant d'atteindre Laval. Par la suite, il se dirigeait vers St-Jérôme. De là, il empruntait un tracé sinueux qui n'avait jamais été changé.

Trois départs de Montréal étaient à l'horaire: le vendredi soir, le samedi et dimanche matin. Il revenait à Montréal le samedi et le dimanche dans la soirée.

Il est à noter que le P'tit Train du Nord a eu plusieurs points de départ de Montréal au cours de son histoire. En 1876, il partait de Montréal à la gare Hochelaga. Par la suite, en 1882, il effectuait son départ de la gare Dalhousie. Puis, en 1889, avec l'ouverture de la gare Windsor, certains trains qui se dirigeaient dans les Laurentides partaient de cette gare tandis que d'autres effectuaient leur départ de la gare Place Viger. Ainsi, jusqu'en 1951, le P'tit Train du Nord avait deux points de départ de Montréal. Puis, le 31 mai 1951, le dernier train de passagers quitta la gare Viger vers Labelle et la gare fut fermée. À partir de cette date, tous les trains de passagers du Canadien Pacifique quittaient Montréal par la gare Windsor.

Le 15 novembre 1981, suite à un plan de rationalisation du Ministère des Transports, Jean-Luc Pépin, le P'tit Train du Nord effectua son dernier voyage.

Afin de compléter cet article, je me suis rendu au mois de mars 1986 aux différentes gares du P'tit Train du Nord entre Montréal et Mont-Tremblant afin de constater l'état actuel des gares. En voici les principaux faits:

Depuis 1981, les gares de Bordeaux, Ste-Rose, Piedmont et Val-David ont été démolies.

stations between St. Jérôme and Mont Tremblant are protected against vandalism. At Ste. Agathe a small store is installed in the rear part of the station. Some of the residents of the area are trying to save the stations of the line. At Shawbridge (Prévoist) a banner on the left side of the station says " Sauvons Nos Gares " (Save Our Stations).

Certainly the fares on the ski trains were very affordable and the trains were much appreciated by the residents of the Laurentians. For example, in 1979 the return fare from Montreal to Ste. Agathe was only \$6.00 while that from Montreal to Mont Laurier was \$13.00.

In the happy days of 40 years ago no one would have thought that the Little Train of the North would disappear. I often travelled on this train between 1977 and 1981, and it is with great pleasure that I have prepared this article, and I hope that it will give pleasure to the reader.

EDITOR'S NOTE :

As this article was being prepared to go to press the news came from Norway of the death of Herman " Jackrabbit " Johannsen at the very advanced age of 111 years. Having been born in 1875, he was alive when the first train arrived at St. Jerome in 1876, and his lifetime spanned almost the entire history of the line.

le p'tit train du nord

ÉTÉ - AUTOMNE 1979

MONTRÉAL - LABELLE - MONT-LAURIER

Sam.	Dim.	Vend.		Dim.	Sam.
09.00	09.00	18.15	DP Montréal AR	21.00	21.00
09.05	09.05	18.20	Westmount	20.52	20.52
09.10	09.10	18.25	Montréal ouest	20.45	20.45
09.23	09.23	18.38	Jean Talon	20.32	20.32
09.34	09.34	18.49	St-Martin Jct.	20.20	20.20
09.43	09.43	18.58	Ste-Thérèse	20.10	20.10
10.05	10.05	19.18	St-Jérôme	19.50	19.50
10.19	10.19	19.32	Prévoist	19.36	19.36
10.26	10.26	19.38	Piedmont	19.29	19.29
10.32	10.32	19.44	Mont-Rolland	19.23	19.23
10.42	10.42	19.53	Ste-Marguerite St. (Ste-Adèle)	19.14	19.14
10.49	10.49	19.59	Val-Morin	19.07	19.07
10.54	10.54	20.03	Val-David	19.03	19.03
11.07	11.07	20.15	Ste-Agathe	18.55	18.55
11.34	11.34	20.40	Lac Carré (St-Faustin)	18.30	18.30
11.51	11.51	20.50	St-Jovite	18.15	18.15
12.01	12.01	21.04	Mont-Tremblant	18.05	18.05
12.15	12.15	21.17	AR. Labelle DP	17.52	17.52
.	12.33	21.35	L'Annonciation	17.32	
.	12.52	21.54	Nominingue	17.16	
.	13.09	22.11	Lac Sagouay	17.00	
.	13.34	22.36	Val Barette	16.36	
.	13.50	22.50	AR Mont-Laurier DP	16.36	



Nous apercevons la gare Mont-Tremblant au milieu d'un des villages très populaires des Laurentides. Cette photographie a été prise le 22 mars 1986.

Mont Tremblant station, March 22, 1986. This is in the middle of one of the most popular areas of the Laurentians.

La plupart des gares, entre St-Jérôme et Mont-Tremblant sont protégées contre le vandalisme.

À la gare de Ste-Agathe, un petit commerce s'est installé dans la partie arrière de la gare.

J'ai aussi remarqué une volonté populaire des résidents des Laurentides visant à conserver les gares du P'tit Train du Nord. Les gens ont même installés du coté gauche de la gare de Prévost (Shawbridge) une banderole portant le message "Sauvons nos Gares".

C'était certainement devenu le Grand Train du ski et cela à bas prix.

Le tarif excursion aller-retour était très abordable, ce qui le rendit très populaire auprès de la population de Montréal et des environs. De plus, ce service était très apprécié par les résidents des diverses localités des Laurentides parce qu'en plus de bénéficier d'un moyen de transport économique, il constituait un apport important dans le domaine touristique des Laurentides.

Par exemple, en 1979, un aller-retour Montréal/Ste-Agathe ne coûtait que \$6.00 tandis qu'il n'en coûtait que \$13.00 pour un aller-retour entre Montréal et Mont-Laurier.

Ayant été pendant tant d'années au coeur de la fête, personnes n'auraient jamais imaginées, il y a 40 ans, que le P'tit Train du Nord finirait par disparaître.

Ayant moi-même souvent voyagé à bord du P'tit Train du Nord entre 1977 et 1981, c'est avec un grand plaisir que j'ai préparé cet article et j'espère que vous avez eu autant de plaisir à le lire.

Collaboration spéciale: André Poirier

Références: - Nouvelles CP Rail - 26 mars 1975

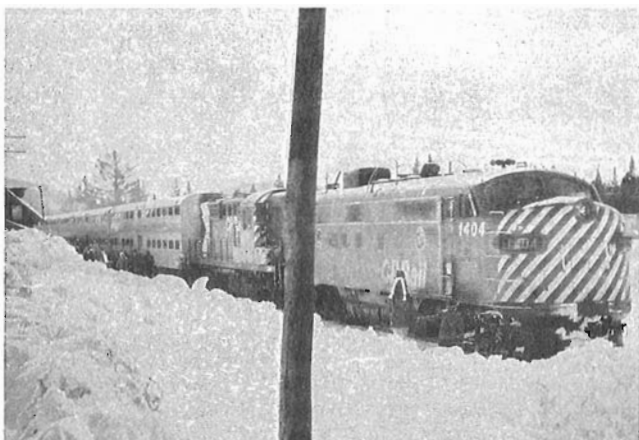
- Le chemin de fer du Nord - par Jonathan B. Hanna p. 1 à 3 mars 1979.

- Le guide touristique des Laurentides collection Desclez 1981 p. 277 à 281.

1979 - 1980

MONTRÉAL — LABELLE — MONT-LAURIER

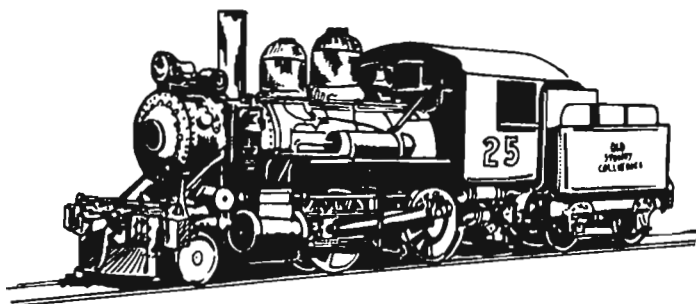
① 167 VENDREDI FRIDAY	① ④ 165 SAMEDI SATURDAY	① ④ 175 DIMANCHE SUNDAY	HEURE DE L'EST EASTERN TIME	① ④ 176 DIMANCHE SUNDAY	① ④ 166 SAMEDI SATURDAY
1815	0900	0900	DP Montréal, Québec (Gare Windsor/Windsor Stn)	AR 2140	2140
② 1820	② 0905	② 0905	Westmount	2132	2132
② 1825	② 0910	② 0910	Montréal Ouest/West . .	2125	2125
② 1838	② 0923	② 0923	Park Avenue (Jean Talon)	2112	2112
② 1843	② 0928	② 0928	Bordeaux	③ 2104	③ 2104
② 1849	② 0934	② 0934	St-Martin Jct.	③ 2100	③ 2100
② 1854	② 0930	② 0939	Ste-Rose	③ 2054	③ 2054
② 1856	② 0941	② 0941	Rosemère	③ 2053	③ 2053
② 1859	② 0944	② 0944	AR Ste-Thérèse	DP 2050	2050
1904	0949	0949	DP	AR 2045	2045
③ 1910	③ 0955	③ 0955	Bouchard	③ 2036	③ 2036
③ 1914	③ 0959	③ 0959	St-Janvier	③ 2031	③ 2031
1924	1009	1009	St-Jérôme	2023	2023
③ 1939	③ 1024	③ 1024	Prévost	③ 2007	③ 2007
③ 1947	③ 1032	③ 1032	Piedmont	③ 1959	③ 1959
1954	1039	1039	Mont-Rolland	1952	1952
③ 2012	③ 1057	③ 1057	Val-Morin	③ 1935	③ 1935
③ 2017	③ 1102	③ 1102	Val David	③ 1930	③ 1930
2029	1114	1114	Ste-Agathe	1920	1920
③ 2056	③ 1141	③ 1141	St-Faustin (Lac Carré) .	③ 1852	③ 1852
③ 2104	③ 1149	③ 1149	Morrison	③ 1843	③ 1843
③ 2112	③ 1157	③ 1157	St-Jovite	③ 1834	③ 1834
③ 2123	③ 1208	③ 1208	Mont-Tremblant	③ 1823	③ 1823
2138	1223	1223	AR Labelle	DP 1808	1808
③ 2159		③ 1244	Annonciation	③ 1746	
③ 2207		③ 1252	Lacoste	③ 1737	
③ 2220		③ 1305	Nominique	③ 1727	
③ 2240		③ 1325	Lac Saguay	③ 1705	
③ 2306		③ 1351	Barrette	③ 1645	
2320		1405	AR Mont-Laurier, Qué.	DP 1630	



le p'tit train du nord

Three views of the "Jack Rabbit Special" train of March 9, 1975, seen at Val David.

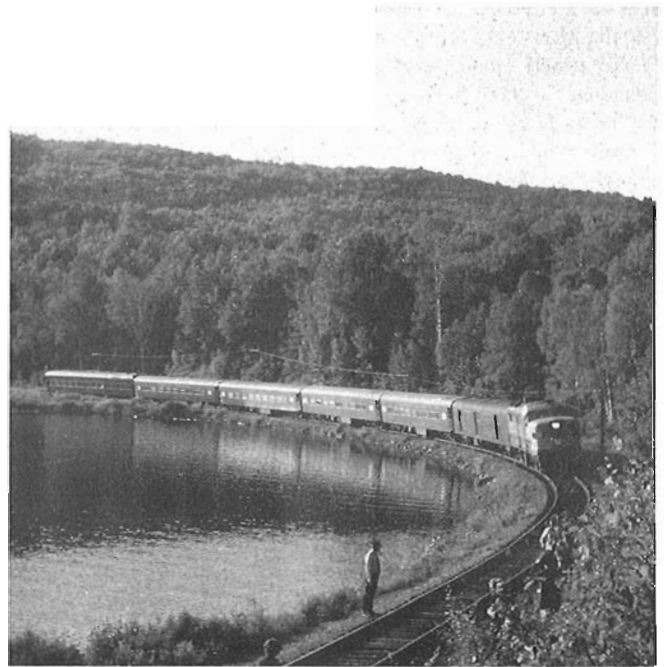
Photos by Fred Angus.



Le dernier horaire du P'tit Train du Nord fut émis le 20 juin 1981 et demeura en vigueur jusqu'au mois de novembre 1981.

Collection: Daniel Poirier.

① A 167 Ven./Fri.	① A 165 NOTE Sam./Sat.	① A 29 175 NOTE Dim./Sun.	HEURE DE L'EST EASTERN TIME	① A 28 176 Dim./Sun.	① A 166 NOTE Sam./Sat.	
1815	0830	0830	Dp . . . Montréal, Qué. Gare Windsor/Windsor Stn	Ar	2110	2110
(17) 1820	(17) 0835	(17) 0835	Westmount		2102	2102
(17) 1825	(17) 0840	(17) 0840	Montréal Ouest/West		2055	2055
(17) 1838	(17) 0853	(17) 0853	Jean-Talon/Park Avenue		2042	2042
(17) 1843	(17) 0858	(17) 0858	Bordeaux		2034	2034
(17) 1849	(17) 0904	(17) 0904	St-Martin Jct		(18) 2030	(18) 2030
(17) 1854	(17) 0909	(17) 0909	Ste-Rose		9 2024	9 2024
(17) 1856	(17) 0911	(17) 0911	Rosemère		9 2023	9 2023
(17) 1859	(17) 0914	(17) 0914	Ar Ste-Thérèse . . .	Dp	2020	2020
1904	0919	0919	Dp	Ar	2015	2015
9 1910	9 0925	9 0925	Bouchard		9 2006	9 2006
9 1914	9 0929	9 0929	St-Janvier		9 2001	9 2001
9 1924	9 0939	9 0939	St-Jérôme		9 1953	9 1953
9 1939	9 0954	9 0954	Prévoist		9 1937	9 1937
9 1947	9 1002	9 1002	Piedmont		9 1929	9 1929
9 1954	9 1009	9 1009	Mont-Rolland (Ste-Adèle)		9 1922	9 1922
9 2012	9 1027	9 1027	Val-Morin		9 1905	9 1905
9 2017	9 1032	9 1032	Val-David		9 1900	9 1900
9 2029	9 1044	9 1044	Ste-Agathe		9 1850	9 1850
9 2056	9 1111	9 1111	St-Faustin (Lac Carre)		9 1822	9 1822
9 2104	9 1119	9 1119	Morrison		9 1813	9 1813
9 2117	9 1127	9 1127	St-Jovite		9 1804	9 1804
9 2123	9 1138	9 1138	Mont-Tremblant		9 1753	9 1753
9 2138	9 1153	9 1153	Ar Labelle	Dp	1738	1738
9 2159		9 1214	Ar Annonciation		9 1716	
9 2207		9 1222	Lacoste		9 1707	
9 2220		9 1235	Nominique		9 1657	
9 2240		9 1255	Lac-Saguy		9 1639	
9 2306		9 1321	Barrette		9 1615	
2320		1335	Ar Mont-Laurier, Que.	Dp	1600	



*Two views of an excursion train to Mont Laurier on June 23, 1973.
Photos by Fred Angus.*



On a rainy October 1, 1978, the Little Train of the North, consisting of three Budd cars, departs from Shawbridge station.

Photo by Fred Angus.



1981: Nous apercevons le P'tit Train du Nord no. 175 composé d'autorails "Budd", arrivant à la gare de Montréal-Ouest au mois de janvier 1981. Photo de: Alain Champagne.

Here we see train No. 175, made up of Budd cars, arriving at Montreal West station in January 1981.

Photo by Alain Champagne.

A FATEFUL COINCIDENCE

SEVENTY-FIVE YEARS AGO, ON APRIL 13 1912, the Montreal Daily Star ran a full-page article about the proposed tunnel to be dug under Mount Royal for the Canadian Northern Railway. The article described the problems and procedures to be faced as well as showing a progress diagram which predicted that the tunnel would be "holed through" in December 1913. In fact the pilot bores did meet that month on schedule, but due to such reasons as the outbreak of World War I as well as lack of money, it was October 21 1918 before the first train ran through. In 1912 there was still unbounded optimism and confidence in the safety and reliability of modern transportation, a confidence that would last only one more day,

FOR

Late in the evening of the very next day, April 14 1912, the brand-new ocean liner TITANIC struck an iceberg and soon

sank, creating a shock and a sense of insecurity that still persists three-quarters of a century later. Among the more than 1500 victims of this, the most famous shipwreck of all time, was Charles M. Hays the President of the Grand Trunk. Just two issues after the tunnel feature, the Star's front page was entirely devoted to the disaster. Among the names of those on the list of the saved is Miss Margaret Hays who would, many years later, help to endow the building at the Canadian Railway Museum as a memorial to her father. The loss of Mr. Hays was a great blow to the Grand Trunk as we will read in the following article.

Reproductions of newspaper pages courtesy of Public Archives of Canada, Photos Nos. L-3268 and L-3272.

À propos d'un certain Charles Melville HAYS.

Par: Jacques Messier

SANS DOUTE, AVEZ-VOUS DÉJÀ VISITÉ LA PETITE gare HAYS au musée ferroviaire de Saint-Constant.

Habilement construite, elle offre aux visiteurs un charme tout particulier par les richesses qu'elle contient. La visiter, c'est s'offrir pour un court instant, un voyage dans un passé mémorable.

Mais ce qui nous inquiète alors, c'est de connaître ce monsieur HAYS dont la gare commémore le nom. C'est alors que l'on apprend que monsieur HAYS, en plus, d'être intimement lié au chemin de fer canadien perdit la vie lors du voyage inaugural du TITANIC en 1912, en pleine apogée de sa carrière comme président du Grand-Tronc.

Charles Melville HAYS (1856-1912), est né à Rock Island Illinois le 16 mai 1856 et fit des études à l'école publique de la région. À dix sept ans, il entra comme commis à la compagnie de chemin de fer Atlantique et Pacifique de Saint-Louis Missouri. En 1889, il devint directeur général de la Wabash Ry. qu'il réorganisa. En 1896, il fit son entrée au Canada pour travailler à la Grand-Tronc Ry., dont il fut un des directeurs de 1896 à 1901. De retour aux États-Unis, il devint directeur de la Southern Pacific en 1901, pour une durée de 6 à 8 mois, puis de retour au Canada, il devint président du Grand-Tronc (1910-1912). Il épousa Clara Gregg en 1881, fille de William H. Gregg, et native de Saint-Louis, Missouri: ils eurent quatre filles. Il succomba au naufrage du TITANIC durant la nuit du 14 au 15 avril 1912.

WITHOUT DOUBT, THOSE WHO HAVE VISITED THE

little HAYS station at the Canadian Railway Museum has noticed its charm and the richness of the exhibits it contains. The visitor is offered, for a moment, a trip back to a memorable past.

But, we may inquire, who was this Mr. Hays who is commemorated by this station? Mr. Hays was closely connected with the development of railways in Canada, and he lost his life, on the voyage of the TITANIC in 1912, while at the height of his career as President of the Grand Trunk Railway.

Charles Melville Hays (1856-1912) was born at Rock Island Illinois on May 16, 1856 and studied at the public schools of the region. At the age of 17 he entered into the service of the Atlantic and Pacific Railroad at St. Louis Missouri. In 1889 he became director general of the Wabash Railroad which he reorganized. In 1896 he came to Canada to work for the Grand Trunk, and was a director from 1896 to 1901. Returning to the United States, he was president of the Southern Pacific for 6 or 8 months in 1901. Later he returned to Canada and was president of the Grand Trunk from 1910 to 1912. In 1881 he had married Clara Gregg, daughter of William H. Gregg of St. Louis: they had four daughters. He died in the sinking of the TITANIC on the night of April 14 - 15, 1912.

Charles Melville Hays was a purist in railway matters. Decended from a British family, he negotiated the completion of

Charles Melville HAYS était un puriste en matière de chemin de fer. Descendant d'une famille britannique, il comptait compléter seul le chemin de fer du Central Vermont jusqu'à New-York, sans l'aide des politiciens d'Ottawa. Mais comme il n'en était pas ainsi au Canada, HAYS décida de se rendre en Angleterre pour négocier un emprunt sur les marchés britanniques. Passager du TITANIC, il garda pour lui seul les résultats de ses négociations à l'étranger.

L'histoire raconte qu'après la collision du navire avec un iceberg, un certain Arthur Godfroy Peuchen demanda à HAYS s'il avait vu la glace tombée du iceberg sur le pont inférieur avant du navire. HAYS répondit que non et tous deux se rendirent sur le pont supérieur où des gens en bas s'amusaient à se lancer des morceaux de glace. Mais cela était loin de représenter une simple partie de plaisir. Peuchen fit la remarque à HAYS que le navire semblait s'être incliné malgré le calme de la mer. HAYS voulut le rassurer en lui disant que le TITANIC était insubmersible. Cependant, HAYS avait "prédicté" quelques instants avant la collision, que la plus impressionnante catastrophe maritime allait bientôt se produire. Et c'est ce que l'histoire confirma.

Au moment d'évacuer le navire, HAYS resta à bord tandis que sa femme monta à bord du canot #3. Après que le navire sombra, on dit qu'elle appelait désespérément son époux à chaque canot que le #3 croisait. C'était en vain. Était également vain ce train spécial qui attendait le couple à l'arrivée à New-York.

Outre C. M. HAYS, d'autres sommités canadiennes allaient trouver la mort de la même façon. On note entre autres, M. V. Payne son secrétaire, Markland Molson, directeur de la Molson Bank, J. Hugo Ross de Winnipeg, Thompson Beattie, M et Mme. Allison, ainsi que Mlle. Allison, tous trois de Montréal, et de nombreux autres.

Et dire qu'une si petite gare abritant un musée, allait cacher dans ses murs, le souvenir d'une si incroyable tragédie.

the connection of the Grand Trunk towards New York, via the Central Vermont, without the help of the politicians in Ottawa. He decided to go to England to negotiate entry into the British market, and it was at the end of these negotiations that he was returning on the TITANIC.

History tells that, after the collision of the ship with the iceberg, a certain Arthur Godfroy Peuchen asked Hays if he had seen the ice fall from the iceberg unto the deck of the ship. Hays replied no, so they went and watched some people amusing themselves throwing pieces of ice. It seemed almost like a pleasure party! Peuchen remarked to Hays that the ship was listing despite the calm sea, but Hays reassured him, saying that the TITANIC was unsinkable. However, sometime before the collision, Hays had predicted that soon there would be one of the worst maritime disasters. This was very soon confirmed by history.

When the ship was evacuated, Hays remained on board although his wife and daughter boarded lifeboat No. 3. After the ship sank, one heard his wife calling desparately to her husband as each boat came near lifeboat No. 3. It was in vain. Equally in vain was the special train that waited for their arrival in New York.

Besides Mr. Hays, several other prominent Canadians met their death in the same manner. Among them were Mr. Payne and his secretary, Markland Molson, director of the Molson's Bank, J. Hugo Ross of Winnipeg, Thompson Beattie, Mr. and Mrs. Allison and their daughter, all three from Montreal, as well as numerous others.

So it is that the little station at the museum has hidden within its walls the memory of an unbelievable tragedy.

The Individuality of Locomotives

Charles Dickens.

From: Household Words September 21, 1850.

IT IS A REMARKABLE TRUTH, AND, WELL APPLIED, it might be profitable to us, in helping us to make fair allowance for the differences between the temperatures of different men — that every Locomotive Engine running on a Railway, has a distinct individuality and character of its own.

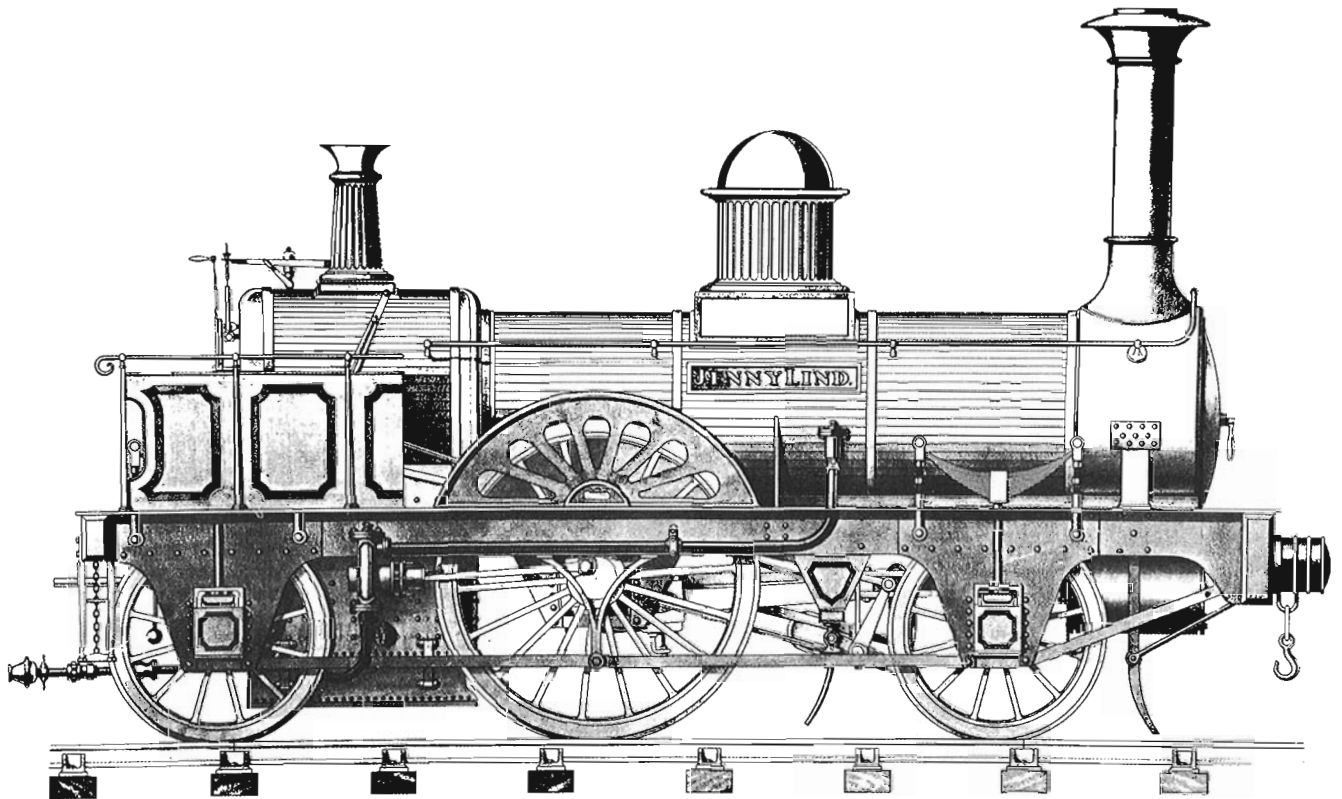
It is perfectly well known to experienced practical engineers, that if a dozen different Locomotive Engines were made, at the same time, of the same power, for the same purpose, of like materials, in the same Factory — each of those Locomotive Engines would come out with its own peculiar whims and ways, only ascertainable by experience. One engine will take a great meal of coke and water at once; another will not hear of such a thing, but will insist on being coaxed by spades-full and buckets-full. One is disposed to start off, when required, at the top of his speed; another must have a little time to warm at his

work, and to get well into it. These peculiarities are so accurately mastered by skilful drivers, that only particular men can persuade particular engines to do their best. It would seem as if some of these "excellent monsters" declared, on being brought out of the stable, "If it's Smith who is to drive me, I won't go. If it's my friend Stokes, I am agreeable to anything!"

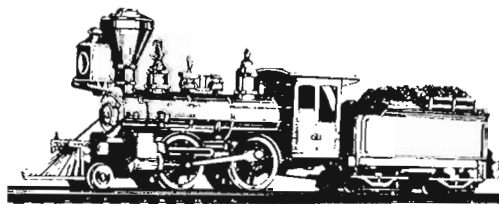
All Locomotive Engines are low-spirited in damp and foggy weather. They have a great satisfaction in their work when the air is crisp and frosty. At such a time they are very cheerful and brisk; but they strongly object to haze and Scotch mists. These are points of character on which they are all united. It is in their peculiarities and varieties of character that they are most remarkable.

The Railway Company who should consign all their Locomotives to one uniform standard of treatment, without any allowance for varying shades of character and opinion, would

soon fall as much behind-hand in the world as those greater Governments are, and ever will be, who pursue the same course with the finer piece of work called Man.

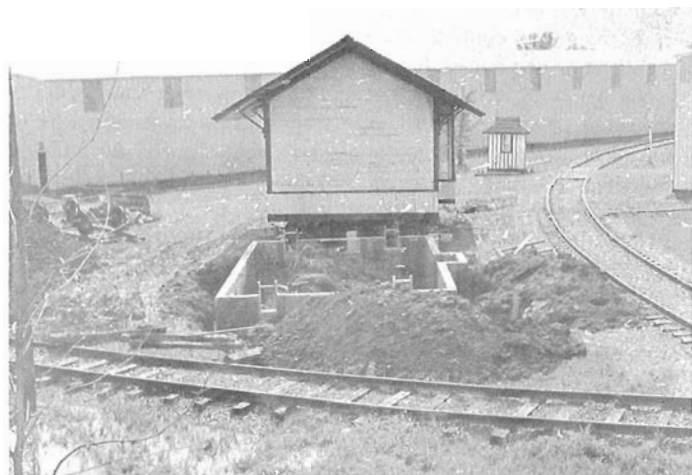


The JENNY LIND, a 2-2-2 of the Midland Railway. This engine, built in 1847, was typical of the British passenger locomotive of the mid-19th century when Dickens wrote his article on the individuality of locomotives. Coincidentally 1850, the year of the article, was the year in which singer Jenny Lind, after whom this engine was named, made her North American concert tour.



1986 Activities at the Canadian Railway Museum

by: David W. Johnson



*The new foundation being prepared for Barrington station.
Ken Carroll.*



*Barrington station on its new foundation.
David Johnson.*

THE TWENTY-FIFTH ANNIVERSARY SEASON AT the CANADIAN RAILWAY MUSEUM proved to be one of the most active in the Museum's history. Both the staff and volunteers worked industriously to accomplish many new and exciting projects. In this article I will try to bring you up to date on what has been happening at your Railway Museum. It should be remembered that all the projects presented below were done *in addition to* the normal operation of the Museum, such as the provision of volunteer crews for the streetcar and the train service on weekends and the operation of the JOHN MOLSON on holidays weekends. It is indeed a dedicated group of staff and volunteers that make the Museum function as effectively as it does. The whole membership of the C.R.H.A. owes a large vote of thanks to them all.

The outstanding quality of the work put into your Museum also recognized by the Quebec Ministère des Affaires Culturelles who provides ongoing operating grants to the Canadian Railway Museum. The latest report of their evaluating committee stated that the committee was "very impressed by the quality of the museology and the practices of the Museum. . . . The exhibitions, the educational and animation programmes are intelligent, dynamic and based on solid research. They also appreciated

very much that all the activities were directly related to the Museum's objectives. The collaboration with the Montreal History Centre was seen as very pertinent and innovative. On the other hand, the Museum is managed with efficiency and competence."

BARRINGTON FINALLY ON A FIRM FOUNDATION

In the spring the C.R.H.A. Board of Directors approved the expenditure of \$8000.00 on 102 year old Barrington Station. These funds came from interest earned on grants given to the Association for various projects, plus donations received from the membership. It was decided to move Barrington Station about twenty feet closer to the diamond crossing of the main line and streetcar loop that had been installed last fall since Barrington would have to be raised anyway in order to put the concrete foundation under it. Here it could serve more effectively as the transfer point from the streetcar to the train operated on Sundays and holidays.

Since its arrival on at the CRM from Barrington, Quebec, twenty-two years ago, Barrington had rested on concrete block piles and rails as supporting beams. The piles had shifted and settled unevenly over the years to the point of becoming dangerous. The Director and Museum Committee agreed that

Barrington should be closed to the general public until the situation was rectified. The new foundation was installed in August and the Station moved onto it. Electrical wiring was run from Building 1 to Barrington so it can now be lit and heated properly. Funds remain to landscape the grounds immediately around the station and hopefully to install the gingerbread detailing that existed on the station in its earlier career as a station on the Canada Atlantic Railway.

The volunteers removed the wooden platform at Barrington prior to its move and later constructed a new gravel platform along the front and eastern end using old bridge timbers and ties for the platform walls. This greatly reduces the risk of a fire on the platform, spreading to the station. Earlier platforms around such stations were frequently made with cinders but unfortunately they're rather hard to come by today. Next year after the installation of the trim, the whole exterior of the station will be painted.

STREETCARS RECEIVE MUCH ATTENTION

After several years of doing preventative maintenance and restoration on locomotives and the pre-1925 freight car collection, the preservation efforts focused on some of the streetcars this past summer.

Montreal Tramways Company #3200, a pay car, later converted to a tool car, was completely restored. Doors and windows were carefully rebuilt. The interior was cleaned and painted, and the exterior was carefully returned to its original colours. Even the black pinstriping around the yellow stripe on the green lower panels and around the numbers is done. The interior had not been repainted since the car was built in 1928!

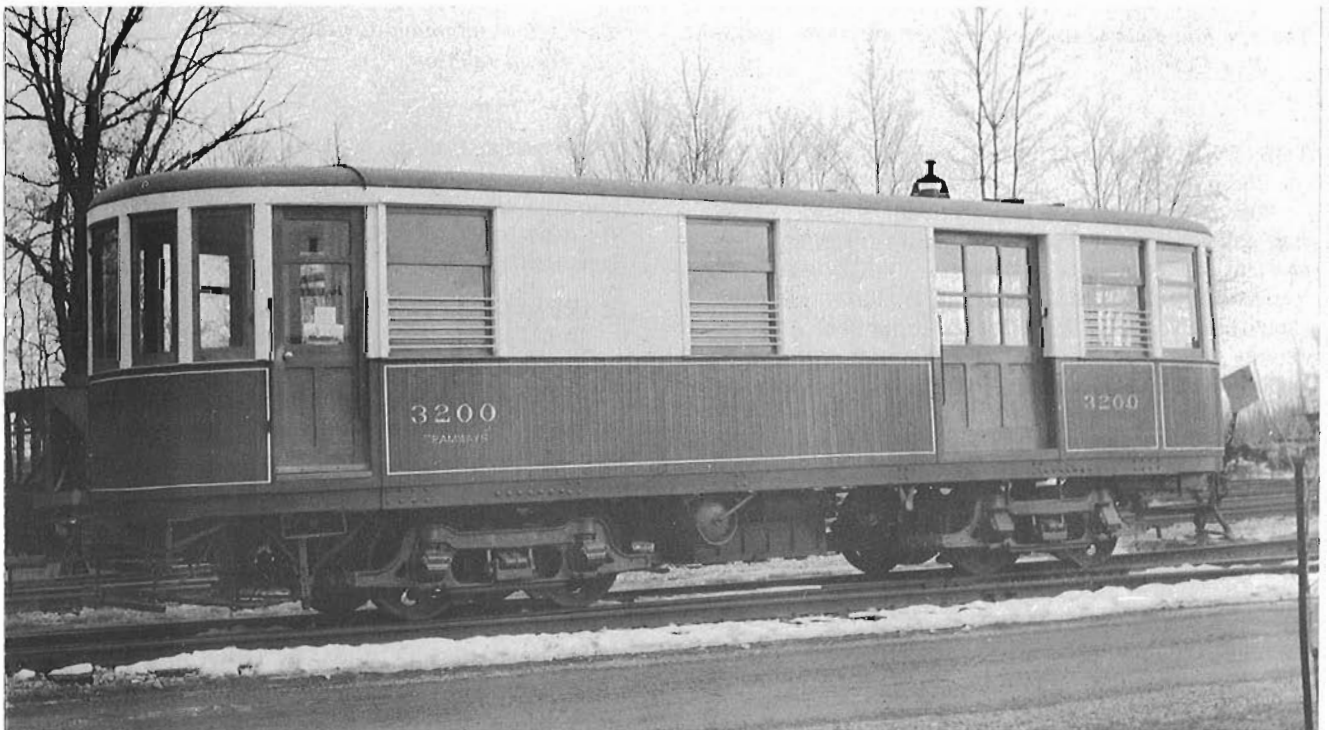
Odillon Perrault headed up the efforts to restore this car. By the commencement of the operating season next year, the interior of this car will be used for an interpretive display on the streetcars in Building 2. Stairs will permit access through the motorman's compartment and egress through one of the large side doors. The other end will house a rear screen slide projector. The walls will provide space for texts and photographs. This interpretive display is funded by part of a special grant of \$26,000.00 from the Quebec Ministry des Affaires Culturelles for additional signage at the Museum.

MONTREAL & SOUTHERN COUNTIES #104 also received a fresh coat of paint and new lettering this summer. This interurban car is now in pristine condition thanks again to Odillon Perrault.

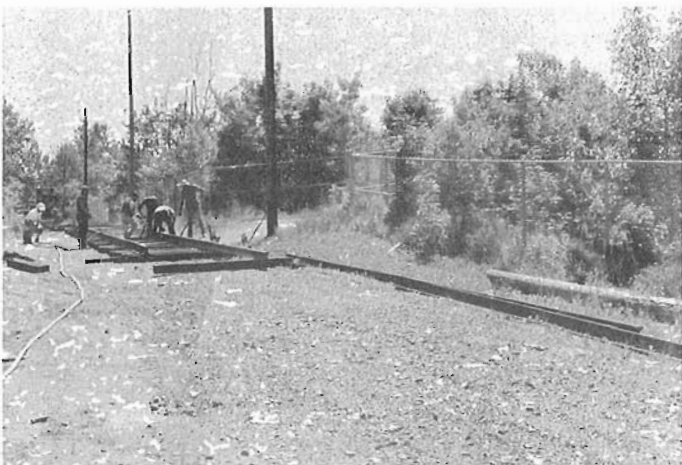
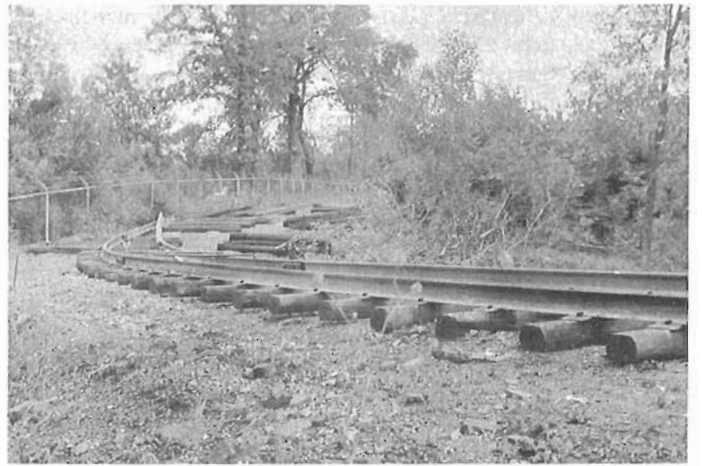
MTC #1959 continued to receive care and attention from Ed Lambert, who painted this car the previous year. Much of the electrical and mechanical systems have now been restored to operating condition with the intention that this car will operate on the extended streetcar loop next year. One of the most difficult parts to restore to operating condition was the treadle to open the rear exit. It had seized years ago due to the salt and rusting in the stairwell from when it was in service. Ed also carefully restored all the wicker seats so the wicker is pliable enough to stand up to daily usage again.

MTC #1953 has returned from its sojourn at La Ronde and is now stored inside awaiting further restoration.

MTC #200 provided the daily service again this summer. Between runs at the end of the season the staff member responsible for operating the car, Phillip Terriault, managed to paint both the exterior and the interior floor!



*M. T. C. Tool car 3200 after restoration.
Ken Carroll.*



Some views of the construction of the street car track at the Museum during the summer and early autumn of 1986.

Photo of car 3151 by Ken Carroll, all others by David Johnson.

OTC #696 which, due to lack of covered storage, has resided outside will have received some much needed attention by the time this article is printed. The material stored in the car will be removed, plywood will be placed over the roof and the whole car covered with a reinforced plastic sheet. Hopefully this will slow down the rate of deterioration of this car until it has a permanent home.

STREETCAR LINE

The track gang headed by Chief Engineer, Charles DeJean, tackled its biggest tracklaying job in many years. At the end of the 1985 season, material had been stockpiled around the edge of the main 40 acre site for construction of 2500 feet of streetcar line. Track laying along the western end of the property began at Hays Station as soon as the snow was off the ground. Just beyond the turntable a street railway switch and spur up to the turntable was installed so that streetcars can be turned easily.

Track laying proceeded every Saturday except when most of the crew were at Steam Expo. The crew of up to eight members managed to lay 320 feet one Saturday (which is a new Museum record), and immediately broke that record the next week by laying 349 feet! A brief description of what had to be done might give some idea of the work involved. The sub-grade laid in the fall of 1985, had any ruts and humps leveled by the tractor. Ties were hauled from stockpiles and positioned on the sub-grade. Rails weighing 1300 lbs each were then lifted into place and bolted to the previous ones. Ties were then positioned precisely for spacing and length. The rails were then jacked up and ties plates positioned under them. Spikes were placed on each tie ready for the spiking crew. This crew, of four men, had one spiker on the pneumatic hammer, one spike holder and two tie holders as each tie had to be securely held up against the rail to get a good tight hold by the spike on the rail. The spiking crew would do several rail lengths on one side of the track and then go back and using track gauges to assure good tight gauging, spike every fourth tie into gauge on the other rail. Finally they would go back along this rail rapidly doing the intervening ties.

Tracklaying progressed steadily along the western, southern and eastern portions of the property until the last 200 feet. This portion included an "S" curve to align with the diamond crossing and another streetcar switch to permit access to the storage line north of building 2. This switch had been recovered from the rear approaches to the Youville Shops in Montreal and delivered to the CRM in 1963. It was at this switch on October 18, 1986, that a gold painted and dated spike was driven home, marking the completion of just over 2000 feet of tracklaying.

The track crew consisted of Charles DeJean, David Johnson, Ed Lambert, Steve Walbridge, Odillon Perrault, Ken Carroll, Chris Seton and the youngest member, Thomas Johnson. Thomas, at nine, found many jobs such as jacking track, putting out spikes and pushing lorries, well within his capabilities and he is very proud of his contribution.

The only expenses involved in the streetcar line were the installation of the poles, the purchase of some ties and the provision of stone for ballast. The rail material used was all donated by CP Rail several years ago; the poles came from Bell Canada and most of the material for the overhead came from the

production of the Plouffe Family which was filmed in the Pointe St. Charles district of Montreal (see Canadian Rail, #351, April 1981).

Since October 18, the crew, augmented by Roger Desaultels, an installer with Bell Canada, has put up all the hangers required for the overhead wire and has installed the overhead itself. The overhead was completed in just 4 weeks!

Throughout the summer and fall Odillon Perrault had a number of teenage "benevoles" assigned to the Museum to do a number of hours of community work, clearing underbrush on the property to improve its appearance for when the streetcar service opens its doors to public view.

As the overhead is completed, and until freeze-up and then again in the spring, the track crew will be using "Y-5", a MTC yard goat, to distribute ballast around the loop. With good weather, the whole streetcar line will be in service for the public early next summer.

TWO OTHER JOBS

Two boxcars purchased for their arch-bar trucks and K-triple brake rigging, were set off onto bridge timber blocks and set up for storage. One is being used to store wood and the other for the many electrical fittings required for the museum buildings and streetcar lines. One end of the other car was set up as quarters for the train crews. The train crews wanted a headquarters separate from the section house at Webb.

The Museum also saw the loading and unloading of the John Molson for its trip to Steam Expo. As the journey and stay at Steam Expo was a C.R.H.A. undertaking it won't be described in detail here.

WINTER PROJECTS

The major project during the winter will be the reconstruction of the side of CP Van #435288. This van built in 1884 at Perth Ontario and rebuilt around 1908 at Farnham, Quebec, has already had one side rebuilt and its interior restored. The rot on the second side has reached a stage where much of the tongue and grove siding must be replaced and probably some of the framing underneath it. When the weather prevents working on the van, there are streetcar windows to be rebuilt and the interior of MTC #1953 to be replaced, as this car has just been returned after three years at La Ronde, Montreal's large amusement park.

STAFF PROJECTS

As well as carrying on the regular daily operation of the CRM, the staff were very successful at preparing and presenting a number of major events this year, some of which received such high praise from the Evaluating Committee, mentioned at the beginning of this article.

PUPPETS AT THE MUSEUM

Thanks to the efforts of our animatrice, Louise Gagnon, the former CP Safety Instruction Car #56 (The Malahat) housed the Theatre l'Avant-pays puppet presentation especially written and performed for the 150th anniversary of public railway operation in Canada. Jointly funded by the CRM, Pratt & Whitney, CN and VIA, the puppets presented an amusing interpretation of a journey by train to the children who visited the Museum throughout the summer.



*The "last spike" on the new tramway line.
David Johnson.*

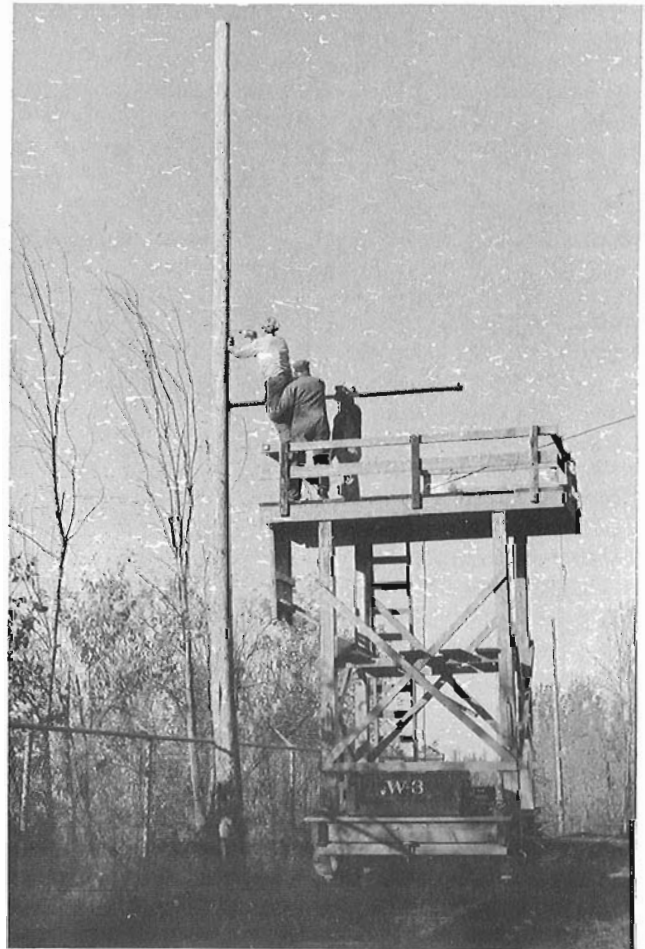
MOBILE EXHIBITS

David Monaghan, the Director of the Museum established an area for temporary exhibits in the Hays Building this year. Four different displays were mounted over the course of the summer. First was the Alice Macreadie paintings. Miss Macreadie's father and grandfather were construction engineers on many of the major railway projects of the early 20th century, such as the Connaught Tunnel and the Lethbridge Viaduct. The paintings all centre on these projects. The second exhibit featured the locomotive paintings of Cameron King. Some of these paintings were featured in *CANADIAN RAIL*, #357, of October 1981. The Museum was very fortunate to have Mr. King present at the vernissage that launched this exhibit. The third exhibit was of the Champlain and St. Lawrence Rail Road, on its sesquicentennial. The final exhibit of 150 years of railway publicity, featuring 25 advertising posters will continue at the beginning of the season next year. These exhibits, except for Cameron King's, were loaned to other institutions, particularly the communities of St. Jean and LaPrairie, who had established specific exhibit areas as part of their sesquicentennial celebrations.

SESQUICENTENNIAL CELEBRATIONS

Other activities to mark the 150th anniversary of Canadian railways, included restoring the full size wooden replica of the "Dorchester" and loaning it and the Quebec Hydro gas-mechanical loco to LaPrairie for its sesquicentennial parade. It was viewed there by the official party including Her Excellency the Governor General, Jeanne Sauv  and the Hon. Maurice Sauv .

The "Dorchester" also featured in the first CRM model building contest held this summer. Judging occurred on August 31st, and the best model by Mr. Ives Poire earned him the top prize of \$500.00. Mr. Rene Toundreau's model placed second and Mr. Michel Goyette's was third. The model building



*Putting up the bracket arms before stringing the overhead.
Ken Carroll.*

contest was so successful, it will be repeated next year.

From November 27, 1986 to September 12, 1987, the CRM is participating in the exhibit at the Centre d'histoire de Montreal, celebrating the 125th anniversary of public street railway transportation in Montreal. The CRM is providing funding, material (photographs etc.) and staff support to this exhibit.

NEW OPERATING LOCOMOTIVE ACQUIRED

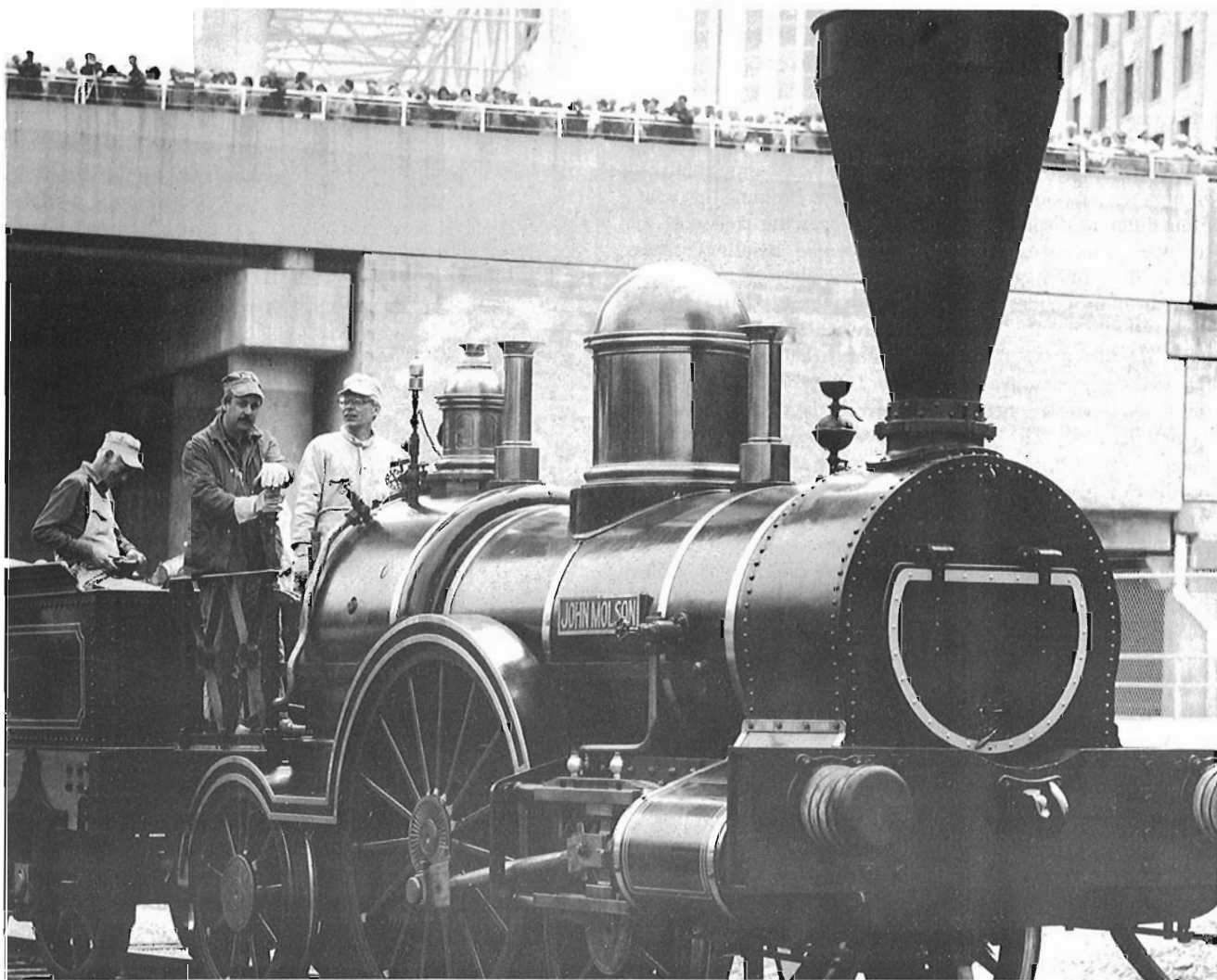
National Harbours Board #1002, an S-2, is now residing at the C.R.M. as a result of the National Museums Corporation's Heritage Surplus Assets Act. The #1002, which operated in the Port of Montreal, is in excellent condition. The locomotive will be officially handed over to the Museum in the spring of 1987.

C.R.H.A. ARCHIVES

The Canadian Car and Foundry collection in the Archives is being organized and catalogued as a result of a \$7500 grant from the Archives national du Quebec, and \$2500 from the C.R.H.A.'s coffers. These funds come from the members' donations, and made it possible to acquire the funds from Quebec. This large collection may be available to Association members for research purposes by March 1987, twenty-five years after it was acquired.

CONCLUSION

From the above I trust that you can appreciate the efforts of so many people, both professional and volunteer, that make the CANADIAN RAILWAY MUSEUM function effectively.



Locomotive "JOHN MOLSON" at Vancouver in May 1986.

Sad News from Australia

By: Fred Angus.

ON THE NIGHT OF AUGUST 2 1986 AN ERA ENDED in Australia as the "Southern Aurora" and the "Spirit of Progress" made their last runs between Sydney and Melbourne. On the following day the two trains were replaced by a single train with the uninspiring name of the "Melbourne Express". While the combining of two trains into one may not seem like the end of an era, the fact is that this marks the end of a type of service once quite widespread and now very rare; the all-sleeper overnight service. The "Spirit of Progress" carried both coaches and sleepers, while the "Southern Aurora" had sleepers only. The combined "Melbourne Express" also has both coaches and sleepers, but the total capacity is much less than the former two trains. Both trains suffered from poor advertising in recent years; in fact the existence of the service has been called "the best kept secret" of Australian railways.

The "Spirit of Progress" began life on November 23 1937 as a broad-gauge steam-powered streamline train between Melbourne and Albury where the broad-gauge railways of

Victoria met the standard-gauge ones of New South Wales. At that point passengers had to change trains for the run to Sydney or Canberra. In 1962 the standard-gauge track was extended into Melbourne, and the "Spirit of Progress" then became an overnight coach-and-sleeper train. On Monday April 16 1962 a new stainless-steel all-sleeper train, named the "Southern Aurora" was introduced; the only all-sleeper train in Australia and one of the most modern and luxurious trains in the world. This service continued until this year, although latterly it has become more run-down, and the exteriors of the cars were sorely in need of cleaning.

Your editor well recalls a trip on the "Southern Aurora" on a warm summer night in January 1976 in the days when the service was still truly first-class. Several things come to mind in remembering this train. The clean comfortable stainless steel cars, much like those of the "Canadian" when they were new. The luxurious dining cars which were open for service an hour before train departure so people seeing passengers off could dine



THE SOUTHERN AURORA about to leave Melbourne for the overnight run to Sydney in the early evening of January 7 1976. Behind locomotive S309 were fourteen spotlessly clean stainless-steel cars including sleepers, lounge cars and a diner, but NO COACHES. This was a true first-class train between the two largest cities in Australia.

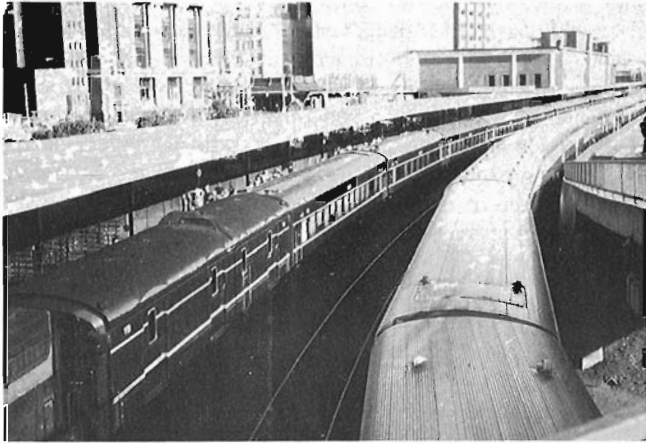
Photo by Fred Angus.

with them and then disembark before the train departed. The super-comfortable roomettes with their extra wide space at the head of the bed; made possible by the unusual "zig-zag" corridor to accommodate the shape of the roomettes. The never-to-be-forgotten sight of the two great trains, the "Spirit" and the "Aurora" standing side by side at the platforms of Melbourne station in the bright late afternoon sun. And last, but not least, the images conjured up by the vivid names of the trains: The "Southern Aurora" and the "Spirit of

Progress"; whoever thought up those names must have been a genius!

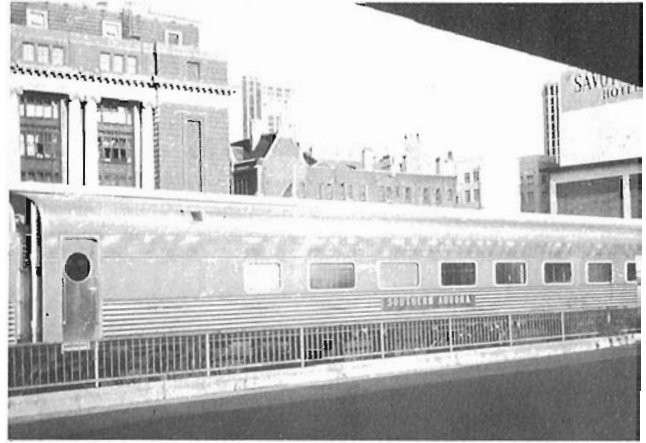
While the "Melbourne Express" is also a great train, one cannot help but be a little sad at the passing of the "Spirit" and the "Aurora", and wish that at least one of the names could have been used for the combined train. Somehow it does not seem as if the train trip between Sydney and Melbourne will ever be the same.

(Information from the Australian "Railway Digest").



THE SPIRIT OF PROGRESS and THE SOUTHERN AURORA side by side make a very impressive sight at Melbourne station on January 7 1976. After the "Spirit" leaves, the "Aurora" will be switched to the same track for its own departure one hour later.

Photo by Fred Angus.



A close-up view of a Southern Aurora lounge car showing the typical Budd design stainless-steel construction. The inscription "N. S. W. & V. R." at the end of the car stands for New South Wales and Victorian Railways, the two lines over which the train ran.

Photo by Fred Angus, January 7 1976.

C.R.H.A. communications



IN 1987, THE PACIFIC COAST DIVISION
P.O. Box 1006, Station A, Vancouver, B.C., Canada
V6C 2P1
WILL BE HOSTING
THE SECOND ANNUAL CRHA CONFERENCE
TO BE HELD
IN VANCOUVER
ON
MAY 22nd TO MAY 24th
TO COINCIDE WITH
THE ARRIVAL OF LOCOMOTIVE 374
AND
THE FIRST TRUE TRANS-CANADA
PASSENGER TRAIN
ONE HUNDRED YEARS AGO

IN ORDER TO FIRM UP SOME OF THE ACCOMMODATION reservations would you please indicate, as soon as possible, the number of members from your division who plan to attend, and also the type of accommodation required. (Single, double etc.). Remember your spouses are also very welcome. The tentative rates at this moment are \$29.00 for single room and \$37.00 for double room. Rates include a continental breakfast. This will be at the Simon Fraser University, high atop Burnaby Mountain, with a spectacular view of the city and Burrard Inlet, especially appealing at night and on a clear day.

As well as the Board Meeting and some presentations, there will be visits and trips scheduled, so it is very important to know how many members to allow for on these activities. A brochure outlining the full schedule of the conference will be available at a later date, after we find out how many plan to be in attendance, and the facilities we can procure.

We look forward to hearing from you soon.

REMEMBER --- DON'T DELAY --- THE SHOW IS IN MAY!!

NIAGARA DIVISION: THE SUMMER OF 1986 WAS A busy one for members of the Niagara Division. The annual «Longest Day Field Trip» was held on June 13, taking members to Dundas, Guelph Junction, and Campbellville. Another trip was held taking members to the Niagara Peninsula. The trip included a complete tour of CN's Fort Erie diesel facilities where members were given a comprehensive overview of the workings of a switcher. Yet another trip was held on September 6 to Brantford, Paris and Caledonia.

As a «reward» for those in attendance on these trips, each got their picture and name in print in the Division's newsletter «Niagara Rail».

TORONTO & YORK DIVISION: The Division has been forced to relocate its railway equipment due to the transfer of ownership of the land on which the rolling stock is stored. Some of it will be going to the Rideau Valley Division at Smiths Falls while the remainder will be stored elsewhere in Toronto. On December 7, 1986, the Division held an excursion using Toronto Transit Commission PCC streetcar #4600. 4600 is one of the two PCC cars which were recently rebuilt.

RIDEAU VALLEY DIVISION: Besides the transfer of some of the T&Y equipment (see above), the Rideau Valley Division has been extremely busy with their museum project. As if the severing of their connection with the CN wasn't enough during the latter part of the year, CN did not notify them that a contract had been placed with a company to lift all the rail in the yard around the station. All the yard track and a portion of the former mainline had been pulled up before members discovered what was happening. Quick action resulted in work being stopped but funds must now be raised to acquire the remaining track from the contractor (\$30,000).

At the same time efforts are being made to arrange a connection with CP just west of the CP station. Work is still proceeding on the development of the steam railway between Smiths Falls and Kingston.

NEW BRUNSWICK DIVISION: Since most of the items that are used in «Communications» come from the newsletters of the Divisions, we are pleased to hear that the New Brunswick Division has begun to publish their newsletter «Update» again and intend to continue on a quarterly basis.

The Division has been concentrating its efforts on the Salem & Hillsborough Railroad and the efforts seem to be paying off. The «Sunset Diner» trains have proven extremely popular and profitable. The train, operated on weekends only, consists of 3 cars: a diner, a lounge car and an entertainment car. Dinners are prepared by S&H staff with NB Division volunteers acting as waiters and waitresses.

The locomotive roster is growing. Besides #42, 1009, 29 and 6941, the railway has acquired DEVCO's RS1's #208 and 209. The DEVCO engines have been renumbered 8208 and 8209. Plans call for the refurbishing of ex-CP 4-4-0 #29 for her 100th birthday this year.

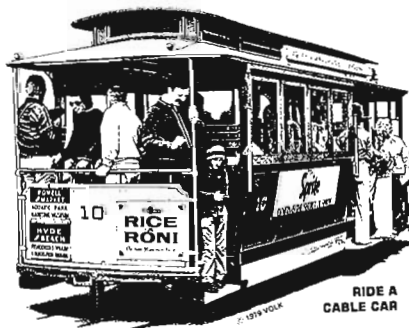
On Saturday December 19th 1986 the Third Annual Santa Claus Train was run as a community service project by the Salem and Hillsborough railroad. Two special trains with ex-CN #1009 on the head end pulled over 300 passengers from Hillsborough to Salem and returns. The trains were manned by members of the division and this was the most successful event during early winter. To prepare for the event the line was plowed by our double-ended plow ex-CN 55698 which was recently repainted, and crossings had to be cleaned along with nine switches. It is anticipated that a winter steam service will be offered on Sundays during 1987-88.

RS-1 #8208 (ex-DEVCO 208) is presently undergoing major repairs in the maintenance shops of the S&H. A new rebuilt turbo charger, water pump and right angle drive are being installed. In addition major radiator repairs are being done to ensure years of dependable operation as the lead engine on the «Sunset» dining train. All of this work is being done by volunteers under the leadership of Patrick McKinley - Chairman Diesel Committee and assisted by the railroad staff when needed.

Ex-DEVCO #42 2-6-0 steam engine is presently in the back shops for firebox repairs and new tubes. The work is progressing very slowly and the engine is expected to return to service during the month of June 1987.

Ex-CN - VIA - Lounge Car «ELAN» is being completely rebuilt during the winter of 1986-7 and will be added to the successful Sunset dining train during the month of May 1987.

Ex-CP #29 4-4-0 steam engine is presently stored in the car storage shop and is undergoing a survey to determine repairs to be made. This locomotive will be celebrating its 100th birthday during 1987 and a major railfan event will be held in late August 1987 to celebrate the anniversary.



Our Members (and Ex-Members) Write

Mr. Paul Bown of Orleans Ontario, the president of the Bytown Railway Society writes:

"I will not renew my membership. Canadian Rail is not worth the \$25.00".

Well, as Abraham Lincoln once so aptly put it: "You can not please all of the people all of the time".

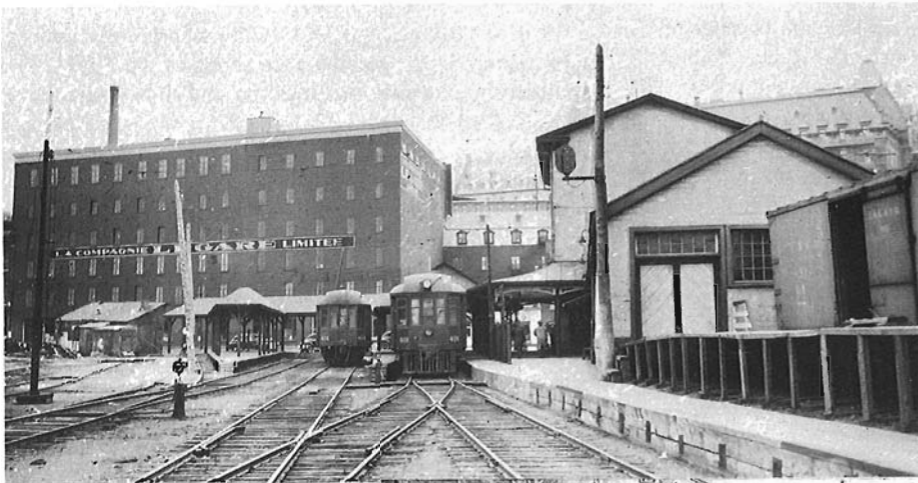
Editor's note: The editor would like to hear constructive comments from others who might feel as Mr. Bown does, so that we may endeavour to please more of the people more of the time.

Mr. John Allen Young of Outremont Writes

I WORKED FOR C.N. RAILWAY EXPRESS FROM 1924 to 1963. In Quebec City there was the C.P.R. Palais station, and a few hundred feet away was the station of the Quebec Railway Light and Power which went via Montmorency and Ste. Anne de Beaupre to St. Joachim. The Q.R.L. & P. took our cars over their line to St. Joachim from Quebec City. At St. Joachim they uncoupled their engine, and the C.N.R. coupled on theirs and continued to La Malbaie. Same procedure every day except Sundays. The Q.R.L. & P. also supplied electricity to Quebec City. Its office was on the corner of Crown and St. Joseph Streets.

In Montreal, C.N. express was handled on the Montreal and Southern Counties Railway from lower McGill Street near Common Street in Montreal, to Granby. They had large electric passenger and express cars. We handled a lot of express on these trains from and to Granby; the conductor was a Mr. Hebert if I remember correctly. The train arrived in Granby around 1:00 A.M. Their car sheds were located in St. Lambert P.Q. near the Waterman pen company.

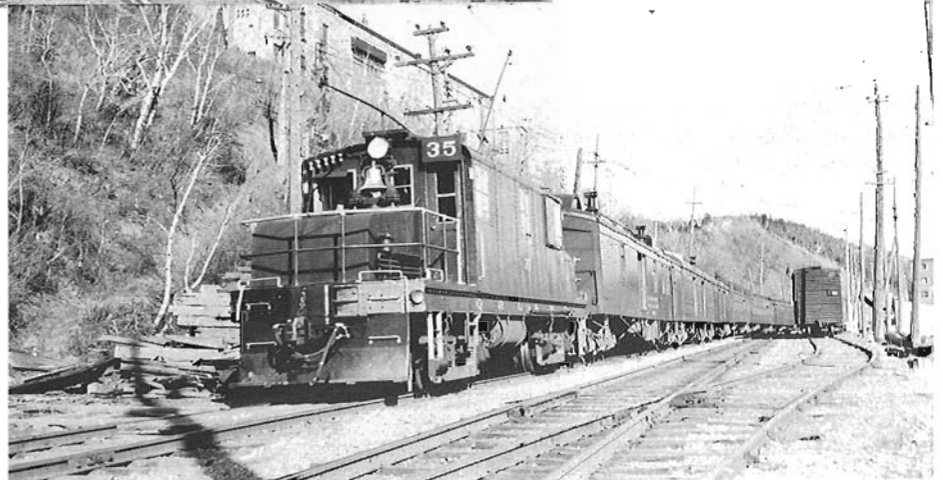
I also worked on the C.N.R. line from Riviere du Loup P.Q. to Edmonston N.B. I am now on pension and am 79 years old this January.

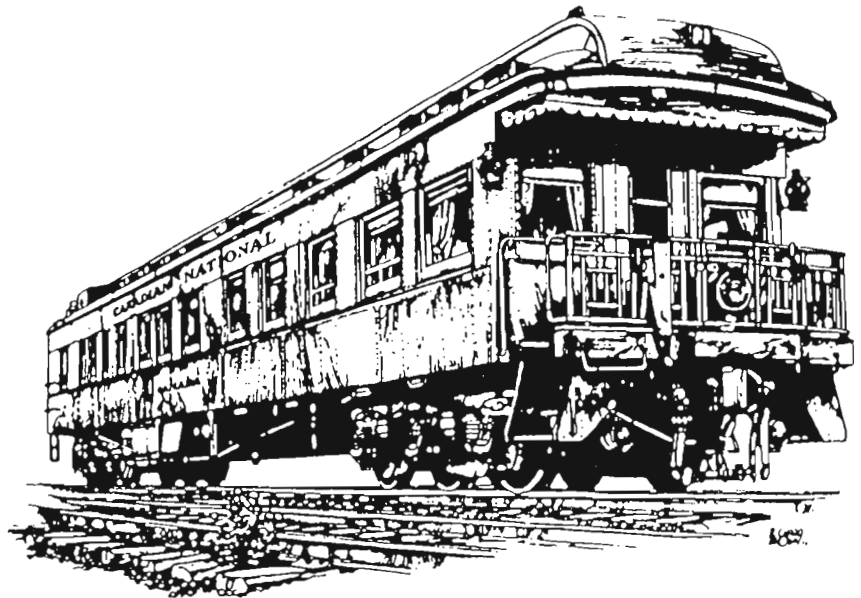


The Q.R.L. & P. interurban station in Quebec City on November 11 1950. Car 401, about to depart, has been preserved at the Canadian Railway Museum.

*C.R.H.A. archives.
Toohey Collection.*

On the same Remembrance Day in 1950, a C.N.R. train is seen, hauled by a Q.R.L. & P. electric locomotive at Montmorency Falls. C.R.H.A. archives. Toohey Collection.





The business car

Some Interesting Facts

From: R. D. Thomas

On December 31st, 1959, the last CP through freight with an assigned steam engine departed Toronto for Montreal, headed by No. 5411, class P2g.

On the 28th June 1936, CP locomotive No. 2803 class H1a, departed Montreal for Vancouver with train No. 7 (The Dominion) marking the 50th anniversary of the inauguration of the first transcontinental passenger train service. The locomotive was decorated with the coat of arms on the boiler front and the Provinces' shields along the boiler at hand-rail level.

Former CP's Royal Hudson, No. 2839 class H1c is owned by Ron Ziel and Mike Eagleson, real "rail fans" and photographers. No. 2839 has been restored and is in operation.

"Standard Gauge", 4' 8½" was the width of the wheel tracks of the Roman chariots in England a long time ago. When rails were laid, they just laid them in the ruts of those chariots which were "ready-made" for them!

Canadian Pacific's Windsor Station in Montreal, was built like a medieval castle and opened for traffic in 1889.

From "Interesting Facts about Railroads in Canada", the firm of Fleming and Hubert of Saint John was recognized as an "early Canadian Locomotive Builder".

In the May 1984 issue of CP's "Rail News" was a story about a German saboteur who set out to blow up the railway bridge at Vanceboro, Maine that crosses the St. Croix River, separating the State of Maine and the Province of New Brunswick. During the first World War, the "saboteur", after a feeble attempt, confessed the entire plot and was eventually taken to Boston to stand trial. His fate is unknown.

Canadian Pacific also built three only, "Atlantics", 4-4-2's, Nos. 209-10-11, at their Delorimer Works in Montreal.

CP's locomotive No. 3100 is preserved in Inipso Park, Regina, No. 3101 is preserved at the Natural Museum of Science and Technology in Ottawa.

During the 1939 Royal Visit of King George VI and Queen Elizabeth, they were carried Westward across Canada in a train hauled, for most of the journey, by a single CPR Hudson locomotive. To help pull the train over the mountains, a heavier Selkirk engine was coupled in front of the Hudson. At one point, the Queen (the present Queen Mother) rode the cab of No. 5919, sitting on the fireman's seat!

Another locomotive used on the Royal Train, this time a CN No. 6400, the first "Streamlined" steam locomotive in Canada. No. 6400 is on display at the Museum in Ottawa.

From "The Spanner" of 1956 (CP's former news letter) "The 'Fredericton' a 4-4-0 of the Fredericton Railway, had the distinction of belonging to more railways during its career, than any other engine in Canada!

Also from "The Spanner", in 1870 a Fredericton man, J.M. Taylor, invented a non-fogging cab window. It was simple enough but effective. It consisted of two thicknesses of glass, heated by a fine steam coil which lay between.

One of the earliest engines of the 4-6-0 type to operate in Canada was No. 40 of the New Brunswick Railway, which came from the Pennsylvania Railroad in 1869.

In 1904, the CP's Angus Shops built their first steam locomotive. It was a modest 0-6-0 switcher and was numbered 2045, later becoming No. 6045.

On September 14th, 1853, construction got under way on the line from Saint John to Shediac and Point du Chene and was completed on August 1st, 1860.

CP's Decormier Shops also turned out No. 300, a 4-4-0 which hauled the first transcontinental train from Montreal to Ottawa. That was in 1886.

CP's No. 371 pulled the first transcontinental train into Port Moody, B.C. in 1886, and a sister locomotive No. 374 pulled

the first transcontinental train into Vancouver in 1887. No. 374 is on display in Vancouver.

Railway artist, Mr. Cameron King, of Fredericton, is one of two only members of the "Society of Steam Artists of America" in Canada.

Some of the first steam locomotives used in New Brunswick were built in Saint John by the firm of Fleming and Hubert. They were the LOOSTAUK, OSSEKEAG, APOHOQUI, PRINCE OF WALES, NORTON, PRINCE ALFRED, ROBERT JARDINE, and the BEAR. They were numbered also as 8, 9, 10, 12, 13, 14, 15 and 16 respectively. Delivery dates ranged from 1858 to 1869. The largest of all these locomotives was the ROBERT JARDINE. All were wood burners.

CP's first Pacific type engine was No. 1100 (renumbered later as 2200) was built in 1906 as class G1p, a 4-6-2.

On October 8, 1954, the first diesel locomotive arrived in Moncton. It was a G.M. "A" unit No. 6500.

CP's No. 986, a D-10 hauled the last steam train from Woodstock to Fredericton. The date? April 14, 1960.

Re the names of the locomotives built in Saint John, the Prince of Wales, later to become King Edward VII, travelled on a train hauled by the engine so named in his honour. The distance was from Saint John to what was then called "Kennebecasis Station". This name was changed to "Rothesay" after one of the Prince's other titles.

The "George B. Doane" an old wood-burning 4-4-0 was shipped from Saint John to Digby where temporary track was laid during low tide, across flats to the main line. Forty yoke of oxen were required to complete the task in May of 1887!

The trip of Maritime Steam Railway Enthusiasts, on September 25th, 1961 signalled the end of more than 70 years of service between Maccan and Joggins in Nova Scotia. The Maritime Coal, Railway and Power Company closed the final chapter in a long history of steam railroading. The line had carried up to 25,000 passengers annually and 20,000 tons of coal per month as well.

January 21, 1954, after 29 years of service, a 2-6-0 steam switcher, which had served the Bathurst Power & Paper Company on a three-mile track, bowed out in favour of a more economical and powerful 660 H.P. diesel. Both units were manufactured by the Montreal Locomotive Works, a Company which built its last steam locomotive in 1950.

And another paper mill, this time at Edmundston (Fraser Company) retired its steam engine in 1946 after twenty years of service. The unit was eighteen years old when purchased from the Toronto, Hamilton and Buffalo Railway Company.

Canadian Pacific's locomotive building era lasted 61 years (1883-1944) during which time about 1,400 locomotives were produced.

The first CP diesel-hauled regular passenger train to arrive at Windsor Station in Montreal, was on September 16, 1949. The train number was 213 (Newport-Montreal) and was headed by an Alco DRS-15 a road switcher No. 8404.

Passenger rail traffic down gas prices, air fares blamed

By: Shirley Won
of The Gazette

CROWN-OWNED VIA RAIL CANADA INC. EXPECTS a drop in passenger traffic for 1986, the first dip in three years.

"We expect a slight decline in ridership," Paul Raynor, an official for the Montreal-based rail passenger agency, said yesterday.

The trend is indicated in the first 10 months of 1986 with traffic dropping by 500,000 passengers to 5.4 million from the period in 1985.

Raynor would not make public year-end ridership figures, saying they will be announced in Via Rail's annual report.

The decline, he said, can be partly attributed to increased competition from cars due to lower gasoline costs and rising car sales in recent years.

There has also been more competition from airlines as Canada continues to deregulate its skies, Raynor added. For example, City Express, an upstart Toronto-based turboprop air service, has been competing with Via Rail in the well-travelled Windsor-Quebec City corridor for about two years.

Raynor said he expects a drop in traffic in the corridor, as well as on its other eastern routes.

Via's transcontinental and western routes were more heavily booked last year, he said, largely because of Expo 86 in Vancouver.

But Guy Chartrand, president of the Quebec chapter of Transport 2000, a lobby group, said a major problem is Via's aging equipment.

"(Via) has a problem of image, especially on the long-distance routes," Chartrand said. "The equipment makes it more difficult to attract passengers."

While Via has replaced much of its Windsor-Quebec City corridor fleet with the more modern LRC trains, it still needs to update its transcontinental fleet either by buying new equipment and/or refurbishing the existing fleet.

Via is still waiting for Ottawa to okay a deal to buy double-decker Superliner passenger cars, based on models used by Amtrak, the U.S. passenger rail corporation.

Ottawa has been negotiating with a consortium formed by Bombardier Inc. of Montreal and the Urban Transportation Development Corp. of Toronto to buy about 110 cars in a deal valued at about \$400 million.

Via Rail's drop in ridership will be the first since 1982 and 1983 following a former Liberal government decision to cut rail passenger service by almost 20 per cent across Canada.

But the Tory government restored six routes in 1985, including four trains connecting with Montreal. They included: The Atlantic from Montreal to Halifax via Sherbrooke and Saint John, N.B.; The Canadian, linking Montreal and Sudbury, via Ottawa; and the regional routes of Montreal-Mont Joli and Montreal-Sherbrooke.

Via Rail's yearly ridership figures are: 7.8 million in 1981; 6.8 million in 1982; 6.5 million in 1983; 6.7 million in 1984 and 7 million in 1985.

Despite the drop in traffic for 1986, Raynor said revenues for the rail passenger agency in the first 10 months rose to \$177 million from \$170 million, mainly due to fare increases.

Gazette, Jan. 29, 1987.

Group bidding to run tourist train

By: Jack Aubry
Citizen staff writer

A GROUP OF LOCAL BUSINESSMEN IS PREPARING a bid to operate the Wakefield tourist train starting next year, a consultant for the group said Tuesday.

Denis Petters, consultant for the group, wouldn't identify the businessmen involved except to say there is a core of four or five, with eight to 10 others who are interested in the venture.

Tuesday, city officials from Hull, La Pêche and West Hull signed the papers to take over the rail line from CP Rail between Hull and Wakefield in return for a tax receipt for \$4.9 million.

Gerald McMartin, spokesman for Hull, said the municipalities will ask for bids in January from the private sector to operate a tourist train on the 17.3-kilometre line.

Petters said his group is interested in operating the train for about four or five months during the summer period and about 30 special days each year. Petters said the train probably would use a diesel engine for most trips, using the steam engine occasionally.

Petters, who started with the group in November, is working out of an office at the Ottawa Riverboat Co. headquarters in Ottawa. He said the group wants 50 per cent of its investment to be from Outaouais businessmen.

He said it won't be known how much start-up capital is necessary for the train operation until the municipalities stipulate the requirements for the bids.

Officials from the National Capital Commission and the Museum of Science and Technology said they are interested in helping operate the train this summer and fall, while the tourist train becomes operational.

The Ottawa Citizen, Wednesday, December 17, 1986.

Wakefield train derailed until 1988

By: David Gamble
Citizen staff writer

THE HULL-WAKEFIELD STEAM TRAIN IS UNLIKELY to be on track as a tourist attraction this summer, says a Hull councillor.

"We would like to see it running this summer, but it will likely be 1988 before we can get anything going," Coun. Yves Ducharme said at Tuesday's council meeting. He said there is much to be done before the project gets off the ground.

Backers had hoped to get the train running this summer.

Ducharme said negotiations still remain with CP Rail, the National Capital Commission and the National Museum of Science and Technology.

However, Ducharme is optimistic about the project and Hull Council Tuesday approved creation of a non-profit corporation to oversee revival of the train.

Ducharme and representatives from West Hull and La Pêche councils will head up the corporation with two community representatives.

The corporation will soon begin looking for bids to operate the tourist train on 17.3 kilometres of track between Hull and Wakefield.

Ducharme said the tourist train would be a long term investment requiring a large amount of money and likely wouldn't be profitable for 10 years.

The non-profit corporation will take over ownership of the tracks and a \$280,000 fund provided by CP Rail when the line was purchased from the company for a \$4.9-million tax receipt.

The line will be leased to the prospective operator of the tourist train, Ducharme said.

Ottawa Citizen, Jan. 14, 1987.

Whale of a Tour

Gazette, Dec. 31, 1986

HALIFAX (CP) — VIA RAIL HOPES TO PROMOTE whale-watching tours along the Bay of Fundy next summer as a way to boost passenger travel between Halifax and Yarmouth, N.S., spokesman Norman Richard said yesterday.

Announcement

LATER THIS MONTH VOLUME 2 OF THE STEAM Railroad Poetry Anthology will be printed.

It will feature recent photographs of steam engines and steam rail poetry from across Canada.

Many of you remember that Volume 1, the B.C. edition, illustrated and featuring B.C. poetry written by railroaders, was a joy to read. Volume 2 carries on with four times as many historical poems.

You may reserve your copy of Volume 2 by sending \$10.95 to Steam Railroad Publications. Postage and handling charges are included.

Michael Gee
Steam Railroad Publications
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BACK COVER:

The magnificent station at McAdam N.B. forms the background to this night view of 6400 and 6773 heading VIA train No. 11, the "Atlantic" on February 14 1987.

Photo by David Morris.

Canadian Rail

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