

Canadian Rail

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CANADIAN RAIL



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FRONT COVER: Canadian National Railways 4-8-4 Northern type steam locomotive 6167 hauls a CRHA excursion train bound for Victoriaville Quebec on October 27, 1963. This photo was taken on the outbound trip as the train was crossing the Beloeil bridge across the Richelieu river. After a career of several years hauling excursion trains, 6167 was retired and is now on display near the station at Guelph, Ontario. Photo by Fred Angus.

BELOW: The Canada Southern Railway had a map of its lines on the \$1000 bonds it issued on March 1, 1883. The line had been completed in 1873 and this bond, issued ten years later, was to raise money for further improvements. An article, showing the line as it is today, begins on page 171.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

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Membership Dues for 2001:

In Canada: \$36.00 (including all taxes)

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Other Countries: \$56.00 Canadian funds.

Canadian Rail is continually in need of news, stories,, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Avenue, Montreal, P.Q. H3Y 1H3, e-mail angus82@aei.ca . No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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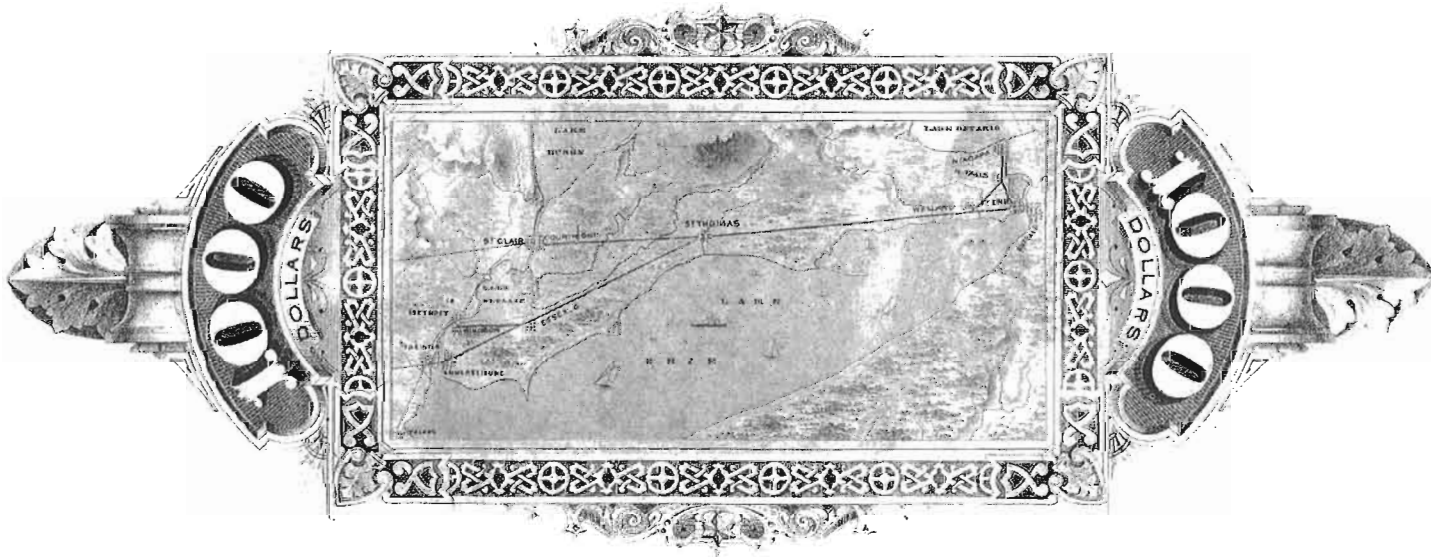
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A Brief Salute to the CNR's Famous 4-8-4s



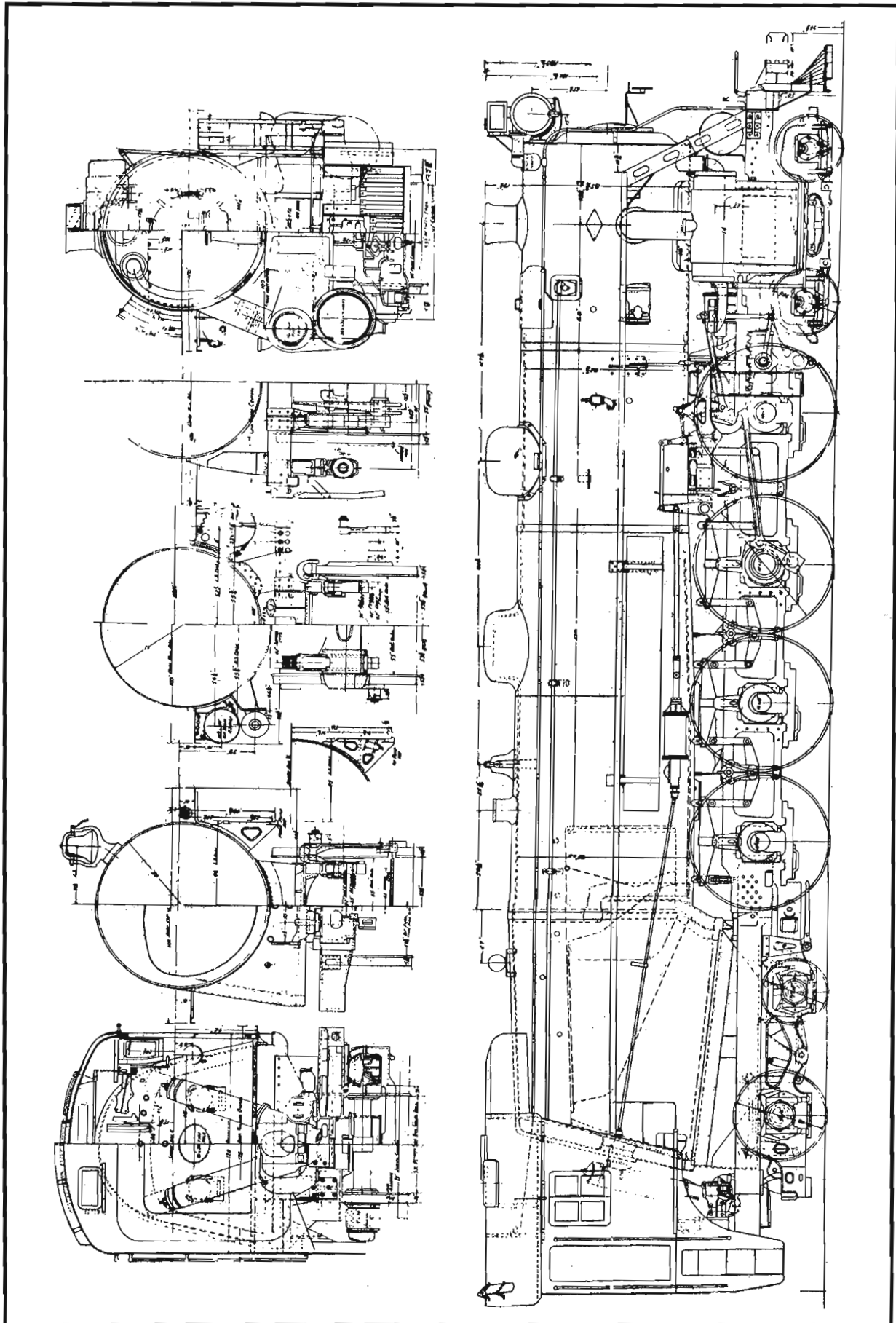
Next year will mark the 75th anniversary of No. 6100, Canadian National's first 4-8-4. It is intended to print a more detailed history of these very notable locomotives at the time of the anniversary, but this is issue number 484 of Canadian Rail, so it was a natural that some mention should be made of 4-8-4s!

The first members of the 6100 series were introduced in 1927, the 60th anniversary of Confederation, so the locomotives were originally called the "Confederation" type. However other engines of this wheel arrangement were running in the United States where they were known as the "Northern" type. The CNR soon followed suit, and Northerns they became and were known by that name from then on.

In this issue we present a few unusual illustrations of Northerns. The drawing above is by Peter Murphy, and was originally used on a menu for lunch service on CRHA excursions. The photo below is by Lorne Perry and shows the well-known 6218 at Limoilou Quebec in September 1950, many years before it began its excursion service. The scale drawings and advertisements on the next three pages are from 1927 issues of the Canadian Railway and Marine World. The Prime Minister of Britain, Stanley Baldwin, rode the cab of 6120 at the time he was in Canada accompanying the Prince of Wales (later King Edward VIII and still later Duke of Windsor) at the time of the Royal visit to commemorate the Confederation jubilee.

While the Northerns disappeared from regular service in 1960, and from excursion service in 1972, one has come back! Grand Trunk Western No. 6325, almost identical to those of parent company CNR, is now on the Ohio Central and, after several years of restoration, has returned to excursion service. Its first trip was made in September 2001 and more are planned for next year. So as you look at these photos and recall the great days of the Northerns, it is good to know that it will still be possible to ride behind one of these fine locomotives in the twenty-first century.

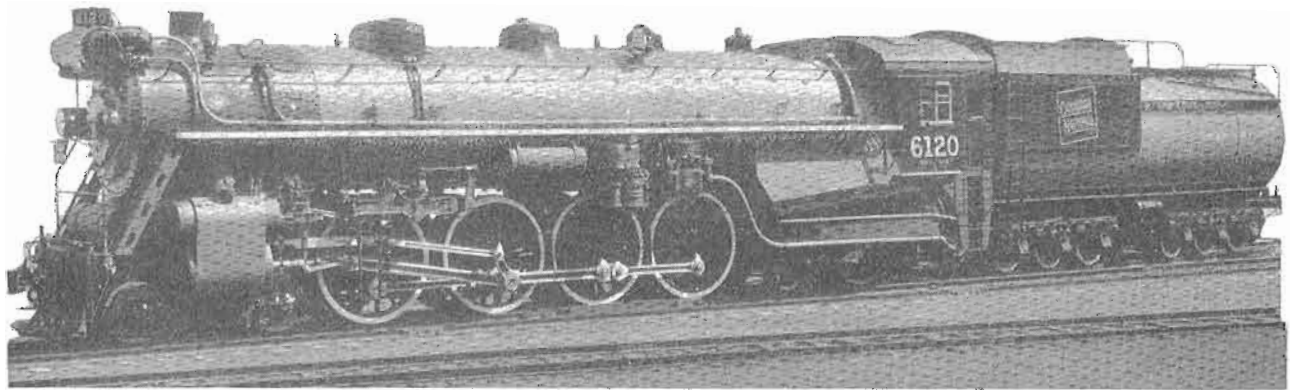






Britain's Premier in the Cab

When the Right Honorable Stanley Baldwin, Prime Minister of Great Britain, was in Canada recently, he displayed considerable interest in the Canadian National Railways rolling stock. Here we see the British Premier in his shirt sleeves, sitting in the cab of one of the Canadian National 6100 Series Northern Type Locomotives.



IT is not surprising that Canada's distinguished visitor showed such keen interest in this member of the "6100" series.

It is one of the largest and fastest locomotives in the British Empire and—naturally enough—is finished throughout with Sherwin-Williams Railway Finishes, produced in Canada by the largest Paint and Varnish makers in the British Empire.

SHERWIN-WILLIAMS
PAINTS VARNISHES LACOUERS



Uncommon Valour on the Grand Trunk

by Jay Underwood

One hundred and thirty-five years ago the British government presented the Victoria Cross, Britain's highest award for valour, to Private Timothy O'Hea of the First Battalion of the Rifle Brigade. Although many VCs have been won by Canadians, this was the only one actually won in Canada, and one of very few won not "in the presence of the enemy". This is the story of that historic act of bravery, which has a very strong Canadian railway connection. An additional contemporary account has been added by your editor to give a feel to the atmosphere of crisis felt at the time in much of the country.

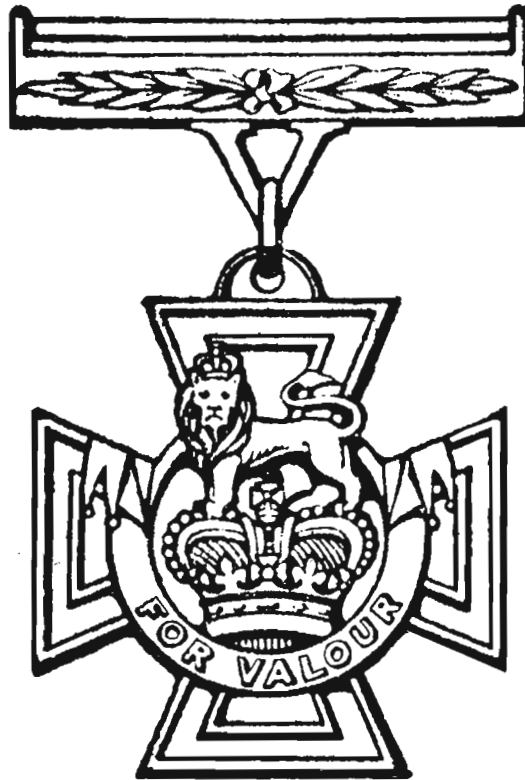
For years after the war of 1812, Canadians (those colonists living in what is now Ontario and Quebec) feared an imminent invasion from the United States. These fears grew as the U.S. Civil War drew to a close, leaving the victorious Union with an army of more than one million men, and the new-found mobility offered by the railroads, which forever changed the dynamics of troop movement.

The most tangible threat, however, came not from the American government, but from some of its former soldiers still itching for a fight. The Fenian raids of 1866 and 1870 were launched, in at least three different areas of British North America, by Irish men intent upon striking a blow against the British Empire, as Mitch Biggar succinctly notes on his website (genweb.net/nb-hi/tidbits/bg.htm);

"Ancient Irish warriors were called Fianna and in the spring of 1866 discharged Irish soldiers were recruited into an Irish national movement called the Fenians. The Fenians were formed in New York under the leadership of Bernard Killan. The purpose of the Fenians was to overthrow the British rule of Ireland. One of their goals was the invasion of British North America.

In April of 1866 over 1000 of the Irish brotherhood gathered along the New Brunswick border from Machias to Calais. Three British men of war from Halifax sailed up the St. Croix River while several regiments of the New Brunswick militia marched to Charlotte County. There were minor border crossings but no full-scale invasion occurred. The American authorities feared that the Fenians would attempt to take over Eastern Maine. So General Meade [the general who had won the Battle of Gettysburg] was dispatched to keep the Fenians out of trouble.

Although the Fenians caused little trouble the impact of their threats had a lasting effect. The leader of the Fenians



The Victoria Cross, Britain's highest award for bravery, is a bronze decoration made from the metal from cannon captured from the Russians in the Crimean War. Since it was instituted in 1856 the award has been made more than 1350 times, but only once for an event that took place in Canada.

had declared in Calais that preventing the union of British North America would strike a blow for Ireland."

Contrary to Canadian fears, however, the Fenians were not intending to occupy Canadian soil, merely the military attention of the Imperial government, as P.G. Smith notes in his article available on the Historynet web site of Cowles magazines (historynet.com):

"More realistic members of the Fenian Brotherhood understood the far-fetched nature of the plan. They focused instead on the more likely possibility that the attack could precipitate war between the United States and Great Britain, or at least cause enough of a disturbance to force the British Empire to reinforce Canada with large numbers of Regular troops. Either of those circumstances would create a favourable climate for an armed uprising in Ireland itself."

For many years prior to the raids, the colonists in British North America had been talking about the creation of an inter-colonial railway to speed troops from the Imperial naval garrison at Halifax into the interior of Canada, especially during the winter months, when the St. Lawrence was ice-bound and the movement of troops at critical times was severely hampered by the weather.

Historian Desmond Morton (*A Military History of Canada*, and *A Short History of Canada*) notes, however, that the greatest threat from the Fenians came in an area far removed from the territory of any possible inter-colonial railway:

"Repeatedly in 1865 and 1866, thousands of militia turned out to face an imminent invasion. For St. Patrick's Day, 1866, more than fourteen thousand Canadians volunteered for duty. Two and a half months later, on the night of May 31, the attack finally came. Instead of the



A \$5 note issued in New York in 1866 to help finance the Fenian raids into Canada. It is in the name of the "Irish Republic" (which did not exist at that time) and was to be payable six months after Ireland became independent. The names of the counties of Ireland are engraved in the border and, appropriately enough, the seal is printed in bright green while the note itself is dated March 17! The portrait on the left is of Theobald Wolf Tone, a leader of the Irish rebellion of 1798. This note somewhat resembled a contemporary United States \$5 bill, which may have made it easier to peddle.

promised thousands, "General" John O'Neill led a mere six hundred Fenians across from Buffalo to Fort Erie. At Dawn on June 2, near Ridgeway, the Fenians ran into two thirsty, sweaty battalions of militia, marching across country to join a British column. The Canadians turned, advanced like regulars, and on the verge of victory, were tumbled into confusion by contradictory orders. Moments later, a flood of panic-stricken volunteers poured down the sunken road to Ridgeway. The shaken Fenians soon retraced their steps to Fort Erie. After scattering a few militia who had arrived in their absence, most of O'Neill's men crossed to Buffalo to be interned. The Canadians tried their prisoners and sent most of them to the penitentiary."

The railways played a significant part in the Canadian "victory" as Col. G.R. Stevens notes in his two-volume history of Canadian National Railways:

"F.W. Cumberland, General Manager of the Northern Railway, received orders to concentrate the militia to meet the enemy; within twenty-four hours he had delivered 1,240 men at the threatened point, and twice that number were on their way. The invasion was over before it had begun; the iron horse had been worth a division of the Queen's cavalry."

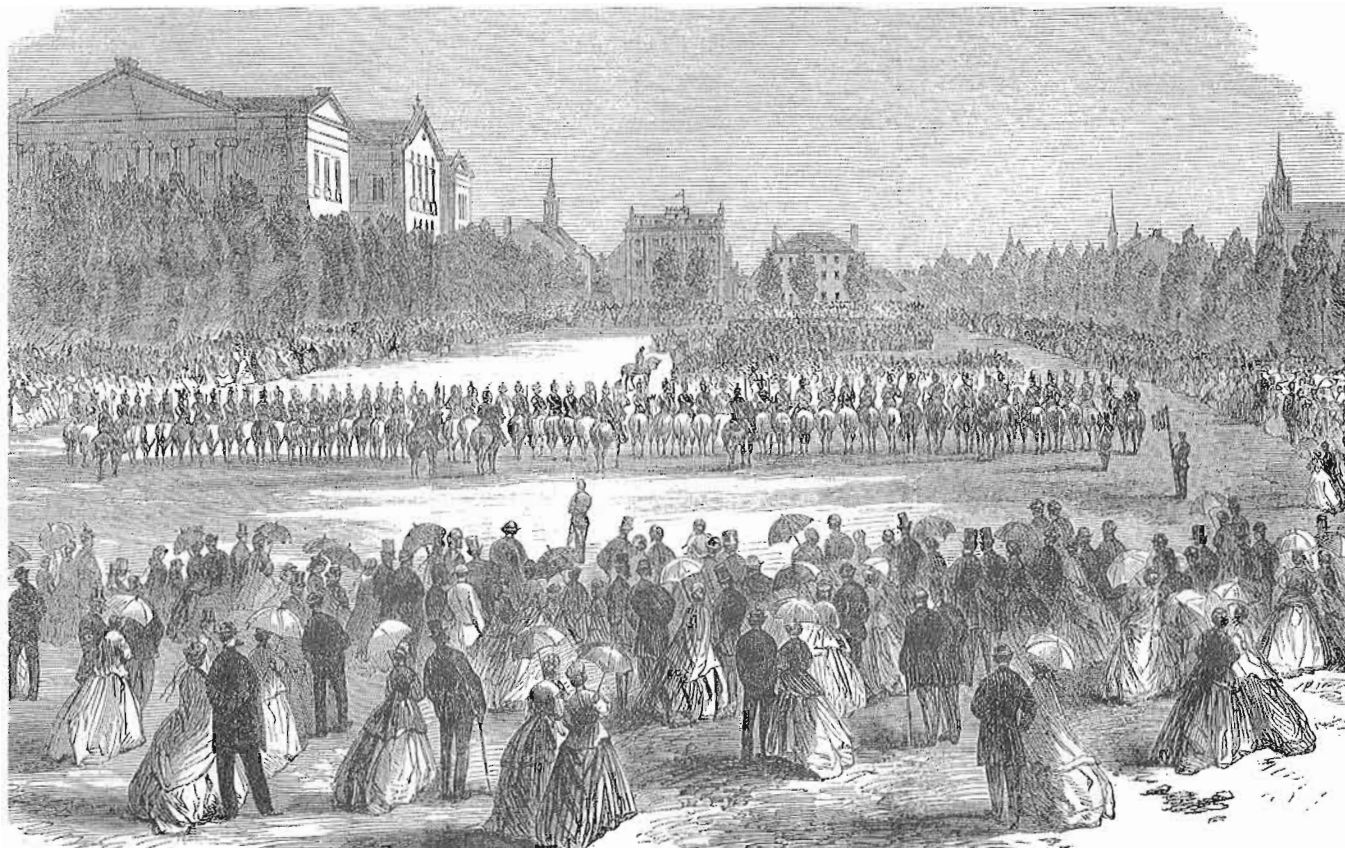
That the Fenians did not cause more trouble may have been due to the fact that once across the border, like the Aroostook invaders two decades before them, their transportation options had been limited. Although O'Neill (a former Union cavalry officer) and his followers were veterans of the Civil War from both Union and Confederate ranks, they failed to make use of railway facilities to speed their mobilization.

It was not as though they did not try, as Smith notes in his history of the attack from Buffalo. O'Neill led his men to a railway yard near Ridgeway, Canada West:

"O'Neill's force reached the rail yard shortly after a locomotive had chugged away with the last of the rolling stock. A small party set off on a handcar but could not catch up to the train."

In the meantime there were threats of a Fenian attack in Canada East (now Quebec), and preparations were made on a fairly large scale. Among the numerous militia units deployed was a rifle brigade organized by the Grand Trunk Railway, and made up of employees of that company. The attack came in June, soon after that on Fort Erie. This raid was not as serious as that in Canada West, although the Fenians occupied Pigeon Hill, and plundered the towns of Frelighsburg and St. Armand and surrounding country. On the arrival of the army, however, they retreated after a short engagement. Once again the railway, this time the Grand Trunk, had proved its value by moving troops and supplies quickly and in time to repel the invaders. An excellent account of what occurred is given in "Ville Marie or Montreal Past and Present" by Alfred Sandham, published in 1870. Although the article is quite long, your editor decided to include it in full to give the proper perspective of the times:

"For some time during the latter part of the year [1865] the attention of the authorities had been directed towards the movements of an organization existing principally in the United States, and known as the "Fenian Brotherhood", whose design was the liberation of Ireland from British rule. At its organization, and for a considerable time afterwards, little attention was paid to threats made by its leaders, but when they proceeded so far as to threaten the peace and safety of the country, the authorities made preparation whereby they might be able to repel any attack made. On Monday, 13th March, 1866, a company of the Prince of Wales Regiment and the Battery of Artillery (both volunteers corps) were reviewed at 5 o'clock, P.M., and at 9 the same evening they left for the frontier, where an attack



The troops being reviewed on the Champ de Mars in Montreal, on their return from fighting the Fenians in June 1866.

was threatened. Owing to the haste in which these volunteers, as well as other Montreal companies stationed throughout Canada, had been despatched from the city, they were unprovided with many articles necessary for their personal comfort, and many of them left families entirely dependent upon the small pay to be received for their services. The citizens determined to show their patriotism and loyalty by making some provisions towards supplying these wants, and at a public meeting held on 26th March, the large sum of \$20,000 was at once subscribed for the purpose. This amount was afterwards considerably augmented, and from this fund an outfit was procured for every volunteer requiring it, and 50 cents per day (in addition to the regular pay) was allowed to those who had families dependent upon them.

In addition to the volunteers then on duty the commandant received instructions on 1st June, to despatch four more companies to the West immediately. The cause of this order was the news received that a body of Fenians had actually crossed the border and were already at Fort Erie. As might be expected this startling news created no little excitement in the city. Neither fear nor dispondency however, had any share in the mingled feelings with which the news was received and discussed. All classes seemed agreed that such an unjustifiable invasion of the country should be speedily repulsed, and that wherever opportunity occurred punishment should be inflicted upon the men guilty of the act. The alacrity and good will with which the volunteers responded to the call to muster for departure for the frontier,

there, probably, speedily to encounter an enemy, was highly encouraging and commendable, and had the effect of showing the Fenian body that Montreal contained but few sympathizers with their attack. The result of the raid at Fort Erie is well known. The lawless invaders were repulsed, but not without serious loss of valuable lives on the part of our brave defenders.

On the evening of June 2nd, Nos. 3 and 8 batteries of the Brigade of the Montreal Garrison Artillery, under Captains Brown and Hobbes; a company of Prince of Wales Rifles, under Captain Bond; Victoria Rifles, Captain Bacon; Royal Light Infantry, Captain K. Campbell; and the Chasseurs Canadiens, Captain Labelle, left by special train from Point St. Charles for St. Johns and Isle aux Noix. The same evening a strong reinforcement of regulars left for the same stations, and on the 4th several additional companies of volunteers were dispatched to Hemmingford and other places along the frontier. Among those going to the front were the famous "Barney" Devlin, the great criminal lawyer and the political opponent of D'Arcy McGee, and the Rev. Father James Hogan of St. Patrick's, who acted as chaplain.

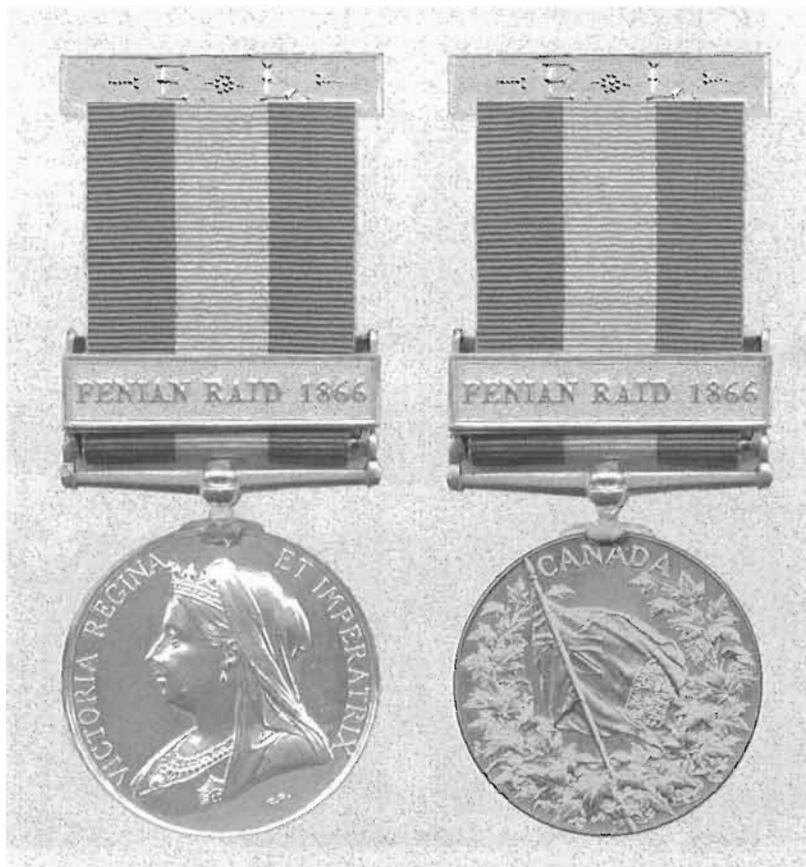
The scene of special interest in Lower Canada was the township of St. Armand, adjoining the State of Vermont. At a place named Pigeon Hill an attack was made on June 7th by a body of Fenians, but upon an advance being made by the troops and volunteers they retreated after a short skirmish, but several of the party were taken prisoners by the "Montreal Guides", and were brought to the city and placed in the gaol.

In order to render as comfortable as possible the campaign life of our volunteers, the Relief Fund Committee was active in procuring everything necessary and forwarding it to the various camps. Boxes of creature comforts, reading matter, medicines, &c., were sent in large quantities, and to insure the prompt delivery of the same the grocers of the city attended to the delivery at the railway stations of all parcels sent by the Committee, and a number of delegates from the Young Men's Christian Association left the city daily for the various camps, having in charge those articles as well as letters, papers, and books with which the men might pass their spare moments.

Fortunately the necessity for the services of the volunteers soon passed away, and on the 18th June the companies arrived in the city from the front and were enthusiastically received by the citizens, who cordially and unanimously agreed that some more public reception or ovation should be given. Accordingly, Saturday, June 23rd, was generally observed as a holiday for the purpose of taking part in the ceremony to take place in the afternoon of that day on the Champ-de-Mars. At four o'clock the whole regular and volunteer force was drawn up on the ground, with exception of the artillery and cavalry, who formed in Craig Street, and a few minutes after that hour Major-General Lindsay and his staff drove along the line and inspected the several corps.

The troops then advanced in line towards the saluting base, and the commanding officers having gathered round, His Worship the Mayor read the address on behalf of the civic Authorities, tendering to the troops "sincere expressions of gratitude and thanks for their devotion, loyalty and courage in the late emergency, and bidding them all a heartfelt welcome back to the city, and to their happy homes, and beloved and expectant families".

The address was responded to by Major-General Lindsay, after which he instructed Captain Healy to read a district order lately issued, which order "acknowledged the services rendered by the volunteers during the late emergency, the patriotic spirit displayed by both employers and employed, and the zeal, aptitude, and endurance of the corps". The proceedings were closed by three enthusiastic cheers for the Queen, after which the volunteers returned to their several armories and dismissed to return once more to their homes. The address of welcome, with its attendant ceremonies, was a graceful, and above all, a most highly deserved tribute to both branches of the service, and more especially to the volunteers, who whilst willing to become soldiers for a season, yet counted it their highest honor and dearest privilege to be good, peaceable, and law-abiding citizens."



Not until 1899, thirty-three years after the event, was a medal given to the troops who had fought in the Fenian Raids! It was silver, with a picture of Queen Victoria on one side and a flag surrounded by maple leaves on the other. It could swivel so either side could be displayed. The name of the recipient was impressed around the edge. Three different bars were issued, "Fenian Raid 1866", "Fenian Raid 1870" and "Red River 1870" (the North West Rebellion of 1885 had had its own medal). Few, if any, recipients were entitled to all three bars. The ribbon was red with a white stripe down the middle. In 1899 it was intended as a general service award for Canada but, happily, no further engagements took place and it was never again given. This particular medal was awarded to Cpl. E. Lacroix of the 4th Chasseurs who took part in the fight at Pigeon Hill. The pin inscribed "E.L." was privately made by Mr. Lacroix so he could wear the medal.

In 1870 the Fenians tried again, but the attack apparently failed because of an inability to get control of the Grand Trunk's facilities. The *Cariboo Sentinel* of June 1, 1870, quoting the pro-Fenian Boston press, reported the event as follows:

"Boston, May 25 - Reports at headquarters state that the advanced guard occupied Pigeon Hill [This is an error; should be Eccles Hill. Ed.], the Sixth Rifles falling back with out firing a shot. The Grand Trunk Railroad is torn up for quite a distance to capture a cattle train."

As a British-owned railway, the Grand Trunk would play a crucial role in the campaign against the Fenians. The British military had been fully aware of the important potential of railway transportation long before the Americans proved its efficacy in the Civil War, as Edwin Pratt noted in his 1915 work, *The Rise of Rail Power*:

"Section 20 of the Railway Regulation Act, 1842 (5 and 6 Vict., c.55,) entitled "An Act for the better Regulation of Railways and for the Conveyance of Troops," stated:-

Whenever it shall be necessary to move any of the officers or soldiers of her Majesty's forces of the line...by any railway, the directors shall permit them, with baggage, stores, arms, ammunition and other necessaries and things, to be conveyed at the usual hours starting at such prices or upon such conditions as may be contracted for between the Secretary at War and such railway companies on the production of a route or order signed by the proper authorities.

"This was the first provision made in the United Kingdom in respect to the conveyance of troops by rail. It was succeeded in 1844 by another Act (7 and 8 Vict., c.85,) by which (sec. 12) railway companies were required to provide conveyance for the transport of troops at fares not exceeding a scale given in the Act, and maximum fares were prescribed in regard to public baggage, stores, ammunition, (with certain exceptions, applying to gunpowder and explosives) and other military necessaries. In 1867 these provisions were extended to the Army reserve."

It was under these conditions that the Grand Trunk became part of the military machinery, and as a result, played a role in the only incident in which a Victoria Cross was awarded for actions on Canadian soil. The occasion was the Fenian raid of 1866 into Canada East, and the date was the day after the return of the volunteers to Montreal.

The story of Corporal Timothy O'Hea's bravery demonstrates Canada's unfamiliarity with the railway as a military asset, and the Grand Trunk Railway's rather callous treatment of immigrants.

Among the British units assisting in the effort to resist the Fenians, were the 4th Brigade of the 60th Regiment (based at London, Ont.), and the 1st and 4th Rifle Brigades.

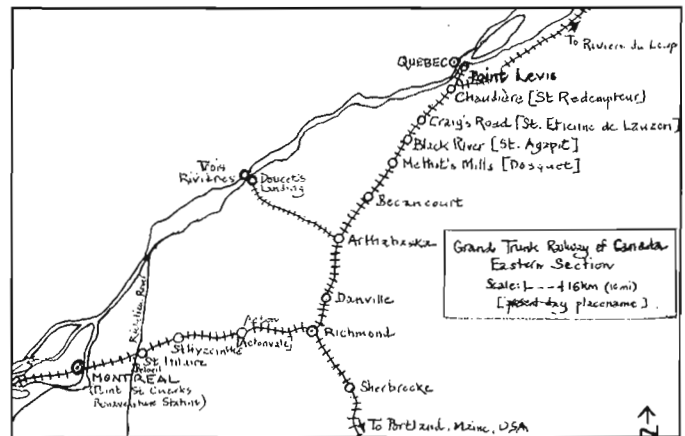
Major K. Gray, curator of the Museum of the Royal Green Jackets, at Winchester, UK, notes that part of the 4th Rifle Brigade, led by Lt. Acklhad been successful in infiltrating the ranks of the Fenians and taking prisoners near St. Armand, Que.

But the necessity for a separate military priority on the railways became apparent, when on June 19th, 1866, a Grand Trunk train from Quebec City stopped at Danville, on its way to Montreal. The web site of the Royal Green Jackets Association (<http://www.rgjassociation.ndirect.co.uk>) notes:

"Locked in converted boxcars were 800 German immigrants. In another boxcar was 2000 pounds of ammunition for use against the Fenian raiders."

Evidently the Grand Trunk had not learned its lesson from the Beloeil Bridge disaster, and was still carrying immigrants in the same kind of locked box cars that they had been using at the time of that tragedy two years before, only this time they made matters worse by including an ammunition car in the same train!

Accompanying the car, tasked with guarding the ammunition, was 20-year old Timothy O'Hea, and four other members of the 1st Battalion, Rifle Brigade (Prince Consort's Own):



A sketch map by the late John Thompson, showing the location of Danville, where Timothy O'Hea won his Victoria Cross.

"Late in the afternoon, O'Hea noticed that the boxcar containing the ammunition was on fire and after shouting an alarm, discovered the railwaymen and other soldiers had fled. O'Hea grabbed the keys to the boxcar from a dithering sergeant and climbed aboard. He ripped burning covers off ammunition cases and tossed them outside, then for almost an hour, making 19 trips to a creek for buckets of water, he fought the flames, the immigrants cheering him on unaware of their peril. . .

... By evening, the ammunition had been loaded into another car and the train - with the immigrant coaches still attached - was on its way again. O'Hea not only displayed great courage and total disregard for his own life in putting out the fire in the boxcar, but also saved 800 immigrants from certain death had the ammunition exploded. His was the only Victoria Cross ever won in Canada."

The cause of the fire was never determined; quite possibly it came from a spark thrown from the locomotive's smokestack, a common enough occurrence. But unlike the British railways, it seems the Grand Trunk sought to economize by putting military stores on a convenient immigrant train.

The Victoria Cross was instituted by Royal Warrant in 1856 but was made retrospective to the Autumn of 1854 to cover the period of the Crimean War. The medals were cast from the bronze of cannons seized from Russian positions at the fall of Sebastopol, and there have been several amending warrants since then.

The medal has been bestowed 1354 times since 1854, usually only for actions "in the presence of the enemy." From 1858 to 1881, however, an amendment allowed for awards "under circumstances of extreme danger". Only six awards were ever made under these conditions, all of them in 1867, and one of them to Corporal O'Hea at Danville.

Jay Underwood is the author of *Ketchum's Folly*, the history of the Chignecto Ship Railway and *Full Steam Ahead: The life and locomotives of Alexander Mitchell*. His next book, *Major Robinson's Path: the Military Imperative of the Intercolonial Railway*, is currently being considered by a Canadian publisher.

The Montreal/Blainville Commuter Train Line

La ligne de trains de banlieue Montréal/Blainville

by / par Denis Duquette



The noisy 319, at one end of the bi-level Pullman-Standard cars, is part of a group of five F40s leased from Amtrak for Montreal's commuter service.

La bruyante 319 à un bout du train composé de voitures Pullman-Standard à deux étages est l'une des cinq F40, louées d'Amtrak, en service sur les trains de banlieue à Montréal.

Rediscovering The Commuter Train

On an ordinary week morning, a commuter train is swiftly heading towards Montreal. Its cars are filled almost to capacity with passengers enjoying this free time with various occupations: some are talking; others are quietly reading; a few are welded to the screen of their laptop computer; there's even a few simply taking a nap. This quiet travel sequence sounding like an excerpt from an ad for rail services, is nothing else than the usual mood aboard the Montreal/Blainville commuter train. Not so long ago, most of these people were 'losing' this valuable time driving downtown.

Ironically, The automobile – this old rival of the train – caused the creation of this new commuter service. Back in 1997, the provincial ministry of Transport was planning the complete closure of Marius-Dufresne bridge, an important link between the north shore and Laval, for it required important repairs. Since all inbound routes are heavily used in normal situation, the perspective of a closed bridge sounded apocalyptic. This is why the Ministry proposed an unusual alternative: a train! A line, in operation on weekdays, from Blainville to Park Avenue station in Montreal, with bus service to resume the final portion between the station (located in the north end of the city) and the downtown area. This project, called a mitigation measure, was heralded to

La redécouverte du train de voyageur

Par un matin de semaine comme bien d'autres, un train de banlieue file à vive allure vers Montréal. Ses voitures sont remplies à capacité de voyageurs qui s'occupent à diverses activités pendant le trajet; quelques uns font la conversation, d'autres lisent bien tranquillement, certains sont bien absorbés devant un ordinateur portable et il y en a même qui font tout simplement la sieste. Cette scène bien paisible d'un voyage en train semblerait sortie tout droit d'un commercial de services ferroviaires mais il n'en est rien, c'est la vie de tout les jours à bord du train de banlieue Montréal/Blainville! Dire qu'il n'y a pas si longtemps, la majorité de ces voyageurs « perdaient » ce temps précieux dans des embouteillages au volant d'automobiles pour se rendre au centre-ville.

Ironiquement, c'est l'automobile – ce vieux ennemi du train – qui est à l'origine de la création de la ligne de banlieue Montréal-Blainville. En 1997, le ministère des Transport planifie la fermeture complète du pont Marius-Dufresne, lien important entre la Rive Nord et Laval, pour y effectuer des travaux de voirie. C'est rien de moins que l'apocalypse qui est anticipée; les routes et les ponts vers le centre-ville sont tellement chargés aux heures de pointe quand il n'y a pas de travaux, que la perspective de la fermeture d'un pont donne au projet de construction des allures de cauchemar. Le ministère propose toutefois une alternative inhabituelle aux banlieusards pour la durée du chantier : un train! En service sur semaine seulement, le train relierait Blainville à la gare Parc. Pour terminer aisément leur trajet vers le centre-ville, un service rapide par autobus serait aussi instauré : le 935 Trainbus Blainville-Centre-ville. On annonce une mise en place de ces "mesures de mitigation" pour une durée de 4 mois. Dans les faits, ces services n'auront jamais cessé de rouler depuis!

Ce projet temporaire fait du sens : les coûts sont minimes, les voies ferrées sont déjà en place, le matériel roulant est disponible sur les autres lignes. Les seuls travaux préparatoires consistent à aménager des gares et des parcs de stationnement provisoires. Cette solution économique – confiée aux bons soins de la toute jeune Agence

be in place for a four-month period. In fact, service on the line has never been interrupted since!

This temporary project makes sense: low in cost, the rails are already in place; the rolling stock is available from other lines. The only preparatory works consists in the construction of short term stations and parking facilities. The mandate for managing this economical solution is given to the new-born Agence métropolitaine de transport (AMT, literally the Metropolitan Transport Agency) which will fulfil the preliminary work in two months.

The popularity of this service skyrocketed: from temporary service to pilot-project and finally permanent commuter service, ridership of the service never stopped rising, ranging from a few hundreds at the beginning to nearly 8000 daily users in 2001. Talk of a nice comeback for passenger rail service!

Like a daily visit to the Museum!

As previously stated, the availability of rolling stock was no problem when the Montreal/Blainville project was initiated: eight bi-level commuter cars and two EMD's GP9 locomotive were borrowed from the lakeshore line (Montréal/Dorion-Rigaud) to form the two required trains. The gallery cars, series 900, had been built by the Canadian Vickers in 1969 for Canadian Pacific. The 900 series cars were the pride of the CP commuter service from the day of their inaugural trip on April 27, 1970; they have been commonplace on the lakeshore ever since. But as popularity of the Blainville line rapidly grew, these two trains proved to be insufficient; something else had to be found.

The Quebec Ministry of Transport had bought 80 commuter cars in 1994, in a 'garage sale' held by Toronto's GO Transit Corporation. The cars, bearing the renowned CanCar name on its trucks, were built by Hawker-Siddeley in Ontario, between 1969 and 1976. They constitute the 1000 series (plain cars) and the 100 series (with control cab). When cars were acquired, the government of Quebec did not have any particular project for them, there were talks for a commuter train network in the Greater Montreal area but nothing came out of it. So the 80 cars rested (rusted?) in a yard.

Thus, it became natural to pick the required cars from this available stock; 26 cars were then sent for refurbishing at Alstom to fulfil the needs of the new line. But again, by the year 2000 even with the newly injected rolling stock, the line proved to be under-equipped, thanks to the tremendous growth of the ridership. More former GO cars would have to be renovated, but the line would meanwhile still be short one train. So the AMT decided to rent cars for a six-month period, after which additional CanCars could be put into service.



At the other end, an AMT's F7: an "experimented" locomotive!
À l'autre bout, la 1305, une F7 de l'AMT : une locomotive qui a de l'expérience!

métropolitaine de transport (AMT) – est mise en place en deux mois.

La popularité de ce service a connu un essor fulgurant : passant du statut de service provisoire à celui de service expérimental pour finalement devenir un service permanent de train de banlieue, la ligne Montréal/Blainville, dont l'achalandage du début était de quelques centaines d'usagers transporte maintenant quotidiennement près de huit mille personnes. Quelle belle revanche du train de voyageur!

Un vrai petit musée ferroviaire!

À la mise en place du service, le matériel roulant ne posait aucun problème; huit voitures à deux étages et deux locomotives GP9 d'EMD composent les deux trains en service. Les voitures à deux étages de la série 900 – des voiture construites par la Canadian Vickers en 1969 et mises en service le 27 avril 1970 par le Canadien Pacifique – avaient toujours été jusqu'alors en service régulier sur la ligne Montréal/Dorion-Rigaud. Pourtant, la popularité de la ligne oblige la mise en service de plus de matériel roulant. Le ministère des Transports avait acheté 80 voitures de la Société GO Transit de Toronto en 1994. Ces voitures, des



Bi-level car # 8729 with control cab, built in 1960 by Pullman-Standard for the C&NW railroad.
La voiture à deux étages avec poste de conduite numéro 8729 a été construite en 1960 par Pullman-Standard pour le chemin de fer C&NW.

**Above:**

This small plaque fixed near the doors of a Pullman-Standard car is a clear reminder of its origin.

Cette plaquette fixée près des portes d'une voiture Pullman-Standard témoigne de son origine.

Right:

Detail of control cab on car # 8737. Note the old-fashioned lantern.

Détail du poste de conduite de la voiture numéro 8737. Remarquez la lanterne vieillotte.

Below:

Working fellows: Amtrak's # 319 and AMT's # 1326.

Collègues de travail : La motrice numéro 319 d'Amtrak et la 1326 de l'AMT.

This is why commuters were introduced to the new kind of railway cars on January 29, 2001, the date when a new morning daily train was inaugurated. This train was formed of four (and five at some times) bi-level commuter cars rented from Chicago's METRA. Built by Pullman-Standard between 1956 and 1960 for the Chicago and North Western railroad (C&NW) the cars numbered 7670, 7880,

CanCar de série 1000 (voitures ordinaires), et de série 100 (Voitures avec poste de conduite), furent construites entre 1969 et 1976 par la firme Hawkers-Siddeley en Ontario. On repêche donc 26 de ces voitures, qui étaient depuis leur achat restées sur une voie de garage, on les fait rénover aux ateliers Alstom pour les injecter sur la nouvelle ligne. Vers la fin de 2000, l'achalandage en hausse constante force encore l'ajout d'un train. On devra puiser à nouveau dans le lot d'anciennes voitures GO en réserve. Mais la mise



en service se voulant rapide, le temps manque pour rénover ces voitures CanCar, l'AMT se tourne vers la location de voitures en attendant les voitures rafraîchies. C'est alors que le matin du 29 janvier 2001, un train assez spécial commence à prendre des voyageurs. Le train est composé de quatre (et cinq pendant quelques mois) voitures à deux étages louées pour 6 mois de la Société METRA de Chicago. Les

8704, 8729 and 8737 are more a treat to train enthusiasts than for plain commuters! Motive power of the train is taken in charge by a rented F40 Amtrak locomotive - the 319, also from Chicago! - on the Montreal bound end and by a glorious F7 at the other end. The fact that engines are used on both ends is a good indication suggesting that the control cabs of the METRA cars are no longer active.

The rented cars are expected to cease service on the Blainville line at the end of June. AMT plans to put more ex-GO cars into service in September, permitting it to run 10 car trains. As for the motive power, four brand new F-59 locomotives will join AMT's roster in the Fall.

An Historical Route!

The rails on which the Blainville trains travel are less known to Montrealers. However, they are among the oldest railways of the Montreal area. The railroad north of the Park Avenue station (Jean-Talon & Park) was laid in 1876 by the Quebec, Montreal, Ottawa & Occidental Railway (QMO&O), Quebec's first publicly-owned railway! The QMO&O was constituted when the government of Quebec took over some private railway projects on the verge of being abandoned. During its short government-administered period, the QMO&O spread its network west to Hull (1877), via St-Therese and east to Quebec City (1879) via Laval (from the St-Martin Junction) and the north shore. Another former line of the QMO&O, and none the less, is the legendary *p'tit train du Nord*, initiated by the Curé Labelle in the late 1870s. In the early 1880s, the government of Quebec began to think that maybe public ownership of a railway company wasn't a good idea after all; the need for perpetual investments made the adventure too costly, and decided that it was not the government's responsibility to develop railways. Therefore, the QMO&O returned to private property in 1882, being acquired by two railway companies: the Eastern Division, from St-Martin Junction to Quebec City, was bought by the



Built in 1969 by Canadian Vickers, the ex-Canadian Pacific # 900 is a gallery car with control cab. Once the pride of CP's rolling stock, the 900 series cars have provided reliable service to commuters for over three decades.

La voiture à deux étages avec poste de conduite numéro 900 a été construite en 1969 par la Canadian Vickers pour le Canadien Pacifique. Les voitures de série 900, jadis la fierté du CP, ont fidèlement servi les banlieusards depuis plus de trente ans.



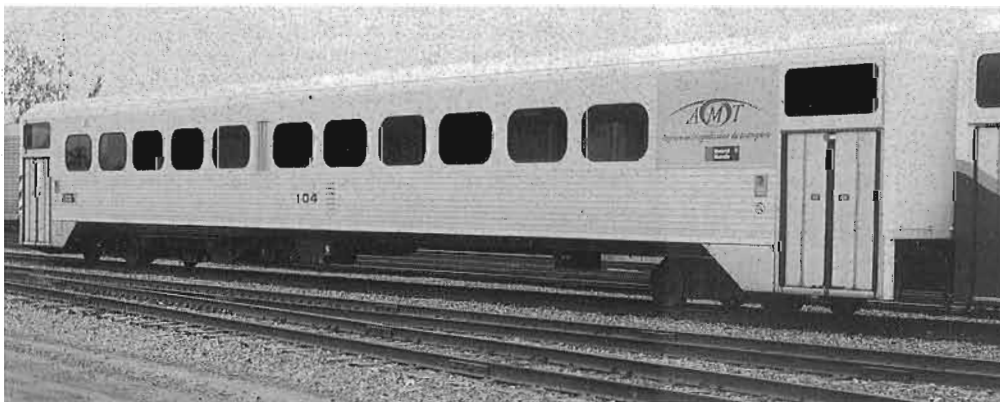
Adjacent to a 900 series gallery car, is ex-GO Transit # 103 (the 100 series cars are all equipped with control cab) a CanCar built by Hawker-Siddeley. La voiture numéro 103 (toutes les voitures de série 100 sont équipées d'un poste de conduite) une CanCar qui a déjà arboré les couleurs de GO Transit, pose aux côtés d'une voiture de série 900.

voitures 7670, 7880, 8704, 8729 et 8737, des Pullman-Standard construites entre 1956 et 1960 pour la Chicago & North Western (C&NW) s'avèrent davantage un délice pour l'amateur de train que pour le voyageur ordinaire. La force motrice de ce train hors de l'ordinaire est assurée à l'extrémité sud par une locomotive F40 louée d'Amtrak (aussi de la région de Chicago!) et par une glorieuse F7 à l'autre bout. L'utilisation de locomotives aux deux extrémités prouve que les postes de conduites des pullman-Standard sont inactifs.

Les voitures louées doivent cesser leur carrière sur la ligne à la fin du mois de juin. L'AMT prévoit injecter davantage d'anciennes voitures GO en Septembre et mettre en service des trains de 10 voitures. Côté locomotives, l'Agence attend pour l'automne la livraison de 4 rutilantes motrices F-59.



A front view of locomotive 1326, an F59 recently acquired by AMT alongside its American friend, #319 an F40 engine. Une vue de face de la locomotive 1326, une F59 récemment acquise par l'AMT côte à côte avec sa consœur, l'Américaine numéro 319, une motrice F40.



Above:

Side view of car number 104 one of 80 ex-GO Transit cars acquired by the government of Quebec in 1994. This type of car is commonplace on the Blainville line.

La voiture numéro 104, vue sur toute sa longueur, est l'une des 80 voitures achetées de GO Transit en 1994 par le gouvernement du Québec. C'est le type de voiture principalement utilisé sur la ligne de Blainville.

Right:

Bearing an unusual paint scheme is car number 1091 which is also assigned on special touristic trains during summer. La voiture numéro 1091, arborant des couleurs inhabituelles, est aussi utilisée sur des trains touristiques l'été.



Un tracé historique!

Les voies empruntées par les trains de cette ligne sont peu connues de bien des Montréalais. Pourtant, elles font partie des plus anciennes installations ferroviaires de la région de Montréal. La voie ferrée qui part de la gare Parc (Jean-Talon et avenue du Parc) a été aménagée en 1876 par le Québec, Montréal, Ottawa & Occidental (QMO&O), le premier chemin de fer gouvernemental! Le gouvernement du Québec a constitué le QMO&O en acquérant divers projets privés de chemins de fer en voie d'abandon. Pendant la courte période qu'elle fut contrôlée par l'État, le QMO&O étendit son réseau vers l'ouest jusqu'à Hull (1877) depuis Ste-Thérèse et vers l'est jusqu'à Québec (1879) sur la rive nord du fleuve en passant par Laval (depuis St-Martin Jonction). Puis, un autre lien de cette compagnie, peut-être le plus notoire, le p'tit train du Nord du curé Labelle. Au début des années 1880, le gouvernement commençait à trouver que le développement ferroviaire coûtait cher et que ce n'était peut-être pas le rôle de l'État que d'en faire le développement. En 1882, le QMO&O redevint de propriété privée en étant acquise par deux entreprises ferroviaires : la division est, de la Jonction St-Martin à Québec, devient propriété du North Shore Railway, société associée au Grand Tronc; la division ouest, vers Ottawa ainsi que la ligne vers le Nord, sont achetées par une nouvelle entreprise qui caresse un projet fou de relier le Canada en entier par chemin de fer : le Canadien Pacifique. Suite à ces transactions, les citoyens de Québec trouvaient injuste que la desserte ferroviaire de leur

région devienne exclusive au Grand Tronc puisque cette dernière opérait déjà un service vers Québec par la rive sud. Sous la pression populaire, le premier ministre canadien, John A. MacDonald intervint pour forcer la cession au Canadien Pacifique de la ligne de Québec par la rive nord. Voilà comment le CP s'est retrouvé propriétaire du réseau du QMO&O en entier.

North Shore Railway, a corporation allied with the Grand Trunk; the Western division and the north line to a newly constituted firm that had a crazy dream of covering the whole Canadian territory with a railroad : The Canadian Pacific Company. People of the Quebec City region found this sale unfair; rail service to their region was to be an all Grand Trunk affair since that company already had a line to Quebec on the south shore. In response to the pressure of the population, the Canadian prime minister Sir John A. MacDonald, intervened in 1885 to force the transfer of property of the north shore Quebec line to Canadian Pacific. This way, CP became owner of the entire QMO&O network.

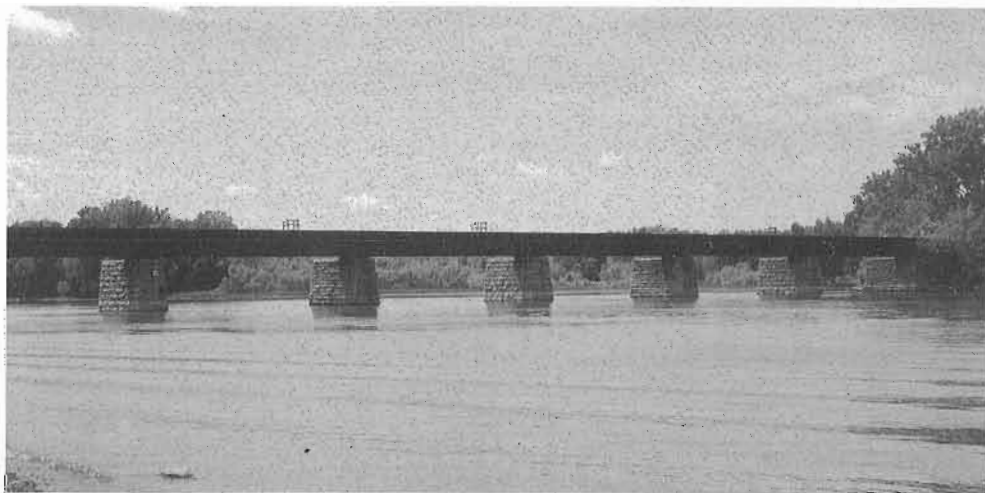
The previously stated *p'tit train du Nord* - the key for Laurentians' economic development for years - also travelled on these notorious tracks. More than just a freight carrier, the train also helped create the leisure status of the era; one simply has to think of the boom generated by the famous ski trains. These trains carried skiers to the Laurentians from as far as the United States. In the 50s, it is estimated that an average of 10 to 12 thousand skiers headed to the region to practise their favourite sport, most of them reached the hills by train. *Le p'tit train du Nord* was abandoned in 1981 because of insufficient ridership, thanks to the spreading of the road network and the expansion of the automobile!

Then, after years of tranquillity, the branch is coming back to life but in the other way : after having carried people northbound for decades, the route now contributes to bring suburbanites into the city; it's like a reward for past services!



An impressive view of locomotive number 1305.

Une vue impressionnante de la locomotive numéro 1305.



This railway bridge, resting on pillars, spans the Mille-Iles River between Sainte-Therese and Laval.

Ce pont ferroviaire sur piliers traverse la rivière des Mille-Îles entre Sainte-Thérèse et Laval.

A different mood!

Waiting for a train is something else in an urban environment. While the usual hum of all these automobiles, trucks and buses is always heard in a stressful background, the wait on the platform is, on the contrary, quite relaxing. Since the ballast of the line is mostly hedged with trees and shrubs, the foremost sounds are those of birds singing and leaves rustling in the breeze; it's a portion of country for breakfast! And what about the scent of the ballast? It smells

Le *p'tit train du Nord* qui fut un élément essentiel au développement économique des Laurentides a emprunté ces voies jusqu'à son abolition en 1981. Le *p'tit train* n'a pas que contribué à l'essor économique de cette région par le transport des marchandises. Le *p'tit train du Nord* a aussi fait sa marque en instaurant une vocation de villégiature dans les Laurentides. Les gens prenaient le train pour aller faire du ski dans le Nord. Les skieurs venaient d'aussi loin que des États-Unis. Au plus fort de la période des trains de skieurs, on estime qu'environ 10 à 12 mille skieurs allaient passer la fin de semaine dans le Nord. La plus grande partie d'entre-eux s'y rendait par train.

Après des années de tranquillité, la voie reprend vie mais en sens inverse : après avoir contribué à transporter les Montréalais dans le Nord, la voie sert désormais à transporter les banlieusards vers la ville; juste retour des choses!



railway! Suddenly, the three triangularly-positioned headlights appear afar. Gradually, a motor sound is audible as the locomotive approaches. By the same time, we realize how big and powerful the machine is. And as it passes in front of us, we experience, for a brief moment, a mild fear caused by the proximity of such an impressive beast. After that instant, the characteristic click-a-clack noise of the trucks on the rails is clearly heard; the cars slow down, the doors open, the conductor steps out and watches as the travellers that have reached their destination disembark. Simultaneously, he (it could be 'she' as well!) welcomes those that are at the beginning of their trip as they enter the train. When everyone is aboard, he closes the doors and says: "OK 319, doors are closed" in his walkie-talkie. Once this shibboleth is uttered to the train's engineer, the bell is heard and the motor of the locomotive as well; we're leaving!

This train is of strange configuration; the bi-level Pullman-Standard cars are pulled by a noisy F40 bearing the Amtrak livery, and pushed by an AMT's F7. At rest, the



Des allures d'autrefois!

L'attente d'un train le matin est une expérience différente en milieu urbain. Alors que l'on perçoit la rumeur aux relents de stress de toutes ces autos, ces camions, ces bus sur la rue tout près, sur le quai l'attente est bien paisible. Comme la voie est bordée d'une végétation abondante, on peut y entendre le chant des oiseaux, le bruissement du vent dans les feuilles; c'est un moment de campagne au petit déjeuner! Puis il y a l'odeur unique du ballast; ça sent le chemin de fer! Tout à coup, le voilà! Les trois phares disposés en triangle viennent d'apparaître à l'horizon. Graduellement, un grondement sourd de moteur se fait entendre. Au fur et à mesure que la locomotive approche, on redécouvre un peu à chaque fois à quel point la machine est grosse et puissante; lorsqu'elle passe devant lui, le voyageur ressent une peur bien momentanée, comme une frayeur, causée par la proximité d'un engin si imposant. La locomotive passée, on entend clairement le clic clac caractéristique des bogies sur les rails. Les voitures ralentissent, les portes s'ouvrent, le



sound emitted by the F40 is so loud in comparison with the quiet purr of the F7, that it seems she is doing all the work. But don't be fooled! The sound of the F7 as the train proceeds is solid proof of the locomotive's contribution. Almost as if she knew from experience just when to work; do locomotives have a personality?

Photos on these two pages:

A nice typical railway station, but unfortunately abandoned sits at the starting point of the line towards Quebec City: St-Martin Junction. Certainly an important feature for years in this area of Laval, the station is now enjoying a quiet retirement, filling its days by observing passing trains! The only remaining trace of the station's past importance is the name of the nearby street: rue de la Station (Station Street).

Cette jolie station typique mais laissée à l'abandon est sise au point de départ de l'embranchement vers Québec : Saint-Martin Jonction. Sûrement un lieu de première importance pendant des années dans ce coin de Laval, la station vit une heureuse retraite en regardant passer les trains! La seule trace encore visible de son importance d'antan est le nom de la rue de la Station.



An all-different urban perspective!

For a native Montrealer, a ride aboard the train is an excellent way of rediscovering his or her own city from a completely different angle, almost like visiting a foreign town!

After leaving the Blainville and St-Therese stations, the trains pass across the Mille-îles River by means of a low-profile bridge resting on pillars to access Laval's territory. This latter fast expanding city keeps here and there some remains of its agricultural heritage. Passengers can observe through the windows a changing scenery: old neighbourhoods, new developments, industrial sectors and sometimes, an old forgotten farm house. Along the way traces of former branches that used to serve nearby factories can also be seen, as to remind everyone that railroads were once an important factor of economic growth; if the train had not been there, many towns would simply not exist! We also cross the St-Martin Junction where still stands a nice old railroad station. From here passenger trains once regularly reached Quebec City; there could be a commuter train towards Terrebonne switching here some day! Once the two Laval stations (Sainte-Rose & Saint-Martin) have been visited, our train is already on Montreal's doorstep. It traverses the steel bridge (built in 1876 by the QMO&O) spanning over the Rivières-des-Prairies between Laval and Perry islands, the tiny river arm still to be crossed to be on the island of Montreal is quickly passed thanks to a little concrete overpass.

The train barely reduces speed on the site of former Bordeaux station and is promptly heading towards Bois-de-Boulogne station just over Henri-Bourassa Boulevard, where



chef de train descend de la marche laisse descendre les voyageurs rendus à destination et salue ceux qui en sont à leur départ. Le chef de train s'assure d'un coup d'oeil que tous sont montés, il actionne la fermeture des portes et lance au conducteur un « C'est beau 319, les portes sont fermées » dans son radiotéléphone. Ce mot de passe prononcé, la cloche du train retentit et les moteurs des locomotives grondent; on part!

Ce train est d'une composition bizarre : les voitures Pullman-

Standard à deux étages sont tirées (en direction de Montréal) par une bruyante F40 aux couleurs d'Amtrak et poussée par une F7 de l'AMT. Avant le départ, la F40 émet un tel son qu'on dirait qu'elle fait tout le travail! Tandis que la F7 y va de son ronron nonchalant. La situation change quand le train se met en mouvement; la F7 fait bien entendre que sa présence n'est pas inutile. C'est un peu comme si, forte de son expérience, la F7 faisait les efforts nécessaires juste quand il le faut; les locomotives ont-elles un personnalité?

Un décor urbain complètement différent!

Pour un Montréalais de souche qui connaît la ville comme le fond de sa poche, un trajet vers le centre ville permet de voir la ville sous un tout autre aspect; c'est le dépaysement total!

Après avoir quitté la gare de Blainville et passé celle de Sainte-Thérèse, les trains franchissent un pont bien discret sur piliers sur la rivière des Mille-Îles et passent en territoire Lavalais. Ville qui se développe à un rythme rapide, Laval conserve à bien des endroits des traces de son passé agricole. On voit défiler un décor changeant : quartiers anciens, nouveaux développements, secteurs industriels et parfois les restes d'une ancienne ferme. Pour se rappeler que le chemin de fer y est pour beaucoup dans le développement originel des villes, on peut voir ça et là des traces d'anciens embranchements de voies qui menaient jadis aux entreprises tout au long de la ligne. On rencontre aussi l'embranchement " Saint-Martin Jonction " où subsiste une jolie petite gare; de là, on pourrait se rendre à Québec. Peut-être que cette partie de voie verra un jour des trains de banlieue vers Terrebonne!



The railway bridge spanning over the Des Prairies River (Bordeaux Bridge?) has been part of the landscape for generations. Erected by the QMO&O in 1876, it was the third railway bridge to be built from the Island of Montreal (The first one: the Grand Trunk bridge at Ste-Anne-de-Bellevue - 1854; the second one: the Victoria bridge - 1859). Note the gauntlet track.

Le pont de chemin de fer sur la rivière des Prairies (pont de Bordeaux?) fait partie du décor depuis bien des générations. Construit en 1876 par la QMO&O, il fut le troisième pont ferroviaire à être jeté depuis Montréal (le premier : le pont du Grand Tronc à Sainte-Anne de Bellevue - 1854; le deuxième : le pont Victoria - 1859).

many students whose destination is the nearby college disembark. As we pursue our trip, many other traces of bygone sidings can be observed. For instance, the rails that used to link with the perpendicular CN tracks south of Sauve Street have been removed a long time ago but the viaduct over De l'Acadie Boulevard is still standing as if it was now acting as a monument to the glorious Railway Era!

Immediately after, our train runs alongside the Marché Central (literally: Central Market) currently being redeveloped. On this large portion of land stood some years ago a yard of sidings where box cars full of fruits and vegetables were unloaded. We then cross over the Metropolitan Expressway; traffic jams are so common here that one can seriously question the validity of qualifying as rapid this thoroughfare! "Station Parc" suddenly calls the conductor. For this area, it is a real case of railway renaissance except for the station itself which is now occupied by a supermarket. Furthermore, there used to be more tracks; side tracks have all been removed. All that remains is the two main tracks and a few shelters for waiting commuters. End of line for skiers for many years, Parc (Park) is again a terminus for many trains of this commuter service. Just a few trains go beyond that point in morning and afternoon rush hours, up to the Windsor terminal and this final part is a treat for the enthusiast!

Après avoir desservi les deux gares de Laval (Sainte-Rose et Saint-Martin), le train est déjà rendu à la porte de Montréal. Il franchit le pont de fer construit en 1876 par la QMO&O. Le pont s'appuie d'une part sur la rive de Laval et d'autre part sur l'île Perry, ensuite un ponceau de béton couvre le petit bras de rivière restant et le train entre sur l'île de Montréal.

Le train ralentit à peine devant le site de l'ancienne station de Bordeaux et se dirige allègrement à son prochain arrêt, la gare Bois-de-Boulogne sise au dessus du boulevard Henri-Bourassa. Après avoir déversé son flot d'étudiants se destinant au collège tout à côté, le train repart. Encore ici, les anciens embranchements - surtout industriels - sont encore visibles. On peut voir entre autres l'ancien lien vers les voies du CN au sud de la rue Sauvé; les voies ont depuis été retirées mais le viaduc au dessus du boulevard de l'Acadie est resté en place, faisant office de monument du passé glorieux des chemins de fer.

Ensuite, on frôle le marché central autre secteur en plein redéploiement. Naguère, un faisceau de voie s'y étalait pour servir au déchargement de pleins wagons de fruits et légumes. Puis, le train passe au dessus de l'autoroute Métropolitaine si souvent congestionnée que l'on comprend mal pourquoi cet axe est identifié comme voie rapide! Et c'est l'arrivée à la gare Parc, lieu qui vit la renaissance d'une



Since the only possible way to Windsor terminus is by going around Mount Royal, the tracks follow a long circular pattern so as to realign the rails in direction of Côte-St-Luc. The train is now going through the Outremont yard and passes under the Rockland Road overpass. On dated aerial photographs of this area, we can see that a roundhouse - of which no traces remain - was standing just by the tracks, and there was a level crossing to allow the passage of Rockland Road. It is in that same yard that a Sperry Rail Service car could (too briefly!) be seen on a cold grey morning last February. By the same time we can glance at vehicles waiting behind lowered gates on Wilderton Street, we can perceive perpendicularly the long steel ribbons of a railroad at a lower level, we know that we are right over the West Portal of the Mount-Royal Tunnel of the Montreal/Deux-Montagnes line.

We're picking up speed! We now skirt Jean-Talon Street; we meet arteries that, despite the fact we know them very well, look unfamiliar viewed from that so different angle. We "fly" over the Decarie Expressway in its usual parking lot disguise. As we land on the other side, we are now running

vocation ferroviaire sauf que le bâtiment principal est maintenant occupé par un supermarché. Et autrefois, il y avait plus de voies devant la gare. Seules restent aujourd'hui les deux voies principales et de petits bâtiments en bordure en guise d'abris pour les voyageurs. La gare Parc est encore un terminus pour la plupart des trains de la ligne Montréal/Blainville. Seuls quelques trains le matin et quelques autres au retour l'après-midi poursuivent plus au sud jusqu'au terminus Windsor et c'est cette partie qui représente le plus d'intérêt pour l'amateur!

Puisque le seul chemin ferroviaire possible vers le terminus Windsor est celui contournant le Mont-Royal, au départ de la gare Parc les voies effectuent un long virage en direction de Côte-Saint-Luc. Le train franchit alors la cour de triage d'Outremont et passe sous le viaduc de la rue Rockland. En observant d'anciennes photos aériennes du secteur, on peut voir clairement qu'une rotonde - dont on ne voit plus trace maintenant - s'élevait tout près des voies et qu'un passage à niveau permettait le passage de la rue Rockland. C'est à cet endroit qu'un matin gris de février on put voir - un trop bref instant - une voiture d'inspection Sperry. Puis, lorsque l'on franchit à basse vitesse le passage à niveau de la rue Wilderton et qu'on aperçoit s'étendre perpendiculairement au loin le long ruban d'une voie ferrée plus bas, on sait que l'on passe au dessus du portail ouest du tunnel sous le Mont-Royal de la ligne Montréal/Deux-Montagnes.

On prend de la vitesse! La voie longe maintenant la rue Jean-Talon; on croise des rues, des quartiers que l'on redécouvre vus d'un autre angle. On traverse l'autoroute Décarie qui a souvent des allures de parc de stationnement! Et c'est l'hippodrome où chaque matin, beau temps, mauvais temps, les jockeys et leurs chevaux sont en piste. Après, le décor redevient ferroviaire car on croise plusieurs jonctions menant à l'immense cour de Côte-Saint-Luc. C'est sur cette portion du trajet que l'on voit au fil des matins des employés affairés à décharger de pleins wagons d'automobiles. C'est ici aussi que l'on rencontre de long convois de fret tirés par des locos aux couleurs du Saint-Laurent & Hudson, du Canadien Pacifique et du Soo Line; heureuses rencontres! Passé ces lieux, le train bifurque pour rejoindre les voies vers le centre-ville, qui sont sur le trajet habituel des voyageurs de la ligne Montréal/Dorion-Rigaud. On y file à vive allure pour accéder aux deux dernières gares : Vendôme et le terminus Windsor *. La partie du trajet, entre Parc et Windsor se fait en environ 20 minutes. C'est comme une petite escapade qui rend plus agréable l'aller-retour quotidien.

La petite distance de marche qui reste à effectuer en descendant du train permet d'entendre d'autres sons que l'automobiliste manque tels les neuf coups du carillon de la vieille église Saint-George, rue de La Gauchetière. Oui vraiment, il n'y a que des avantages à voyager en train!

alongside the Hippodrome de Montreal (formerly the Blue Bonnets Race Track) where every morning, rain or shine, the jockeys and their horses are on the track. Suddenly we switch to a railway-oriented scenery as we meet several junctions from where trains can reach the gigantic Côte-St-Luc yard. It's on this part of the trip that some mornings we can see railway employees unloading cars full of... Cars (as in automobile evidently!). It is also here that we meet with delight never ending freight trains hauled by groups of mighty locomotives bearing proudly their St-Lawrence & Hudson, Canadian Pacific or Soo Line liveries. And again our train switches in order to get on the rails leading downtown, shared with the Lakeshore commuter trains of the Montreal/Dorion-Rigaud line. This final stretch up to the Windsor terminus*, including a stop at the Vendôme station, is covered briskly. The distance from Parc station to Windsor terminal takes usually about 20 minutes. It's like a little excursion that helps enlightening the daily commute.

As the commuter exits the train and walks the remaining distance to destination, he or she can here again listen to agreeable sounds that are rarely heard by the mororist; for instance, the clock of the old St-George's church on De La Gauchetiere St. as it strikes nine. Oh yes, it makes sense to travel by train!

* A few years ago, a sports arena was erected right on the historical tracks where trains arrived and departed for nearly a century cutting train access to the outstanding Windsor station. Trains now stop at a modern building two blocks away, namely the Windsor terminus.

Note: Pictures of beautifully restored Pullman-Standard cars, of the same series as the ones described in this article, can be seen on the web site of the Illinois Railway Museum: <http://www.irm.org>

PHOTOS

“Suddenly, the three triangularly-positioned headlights appear afar”.

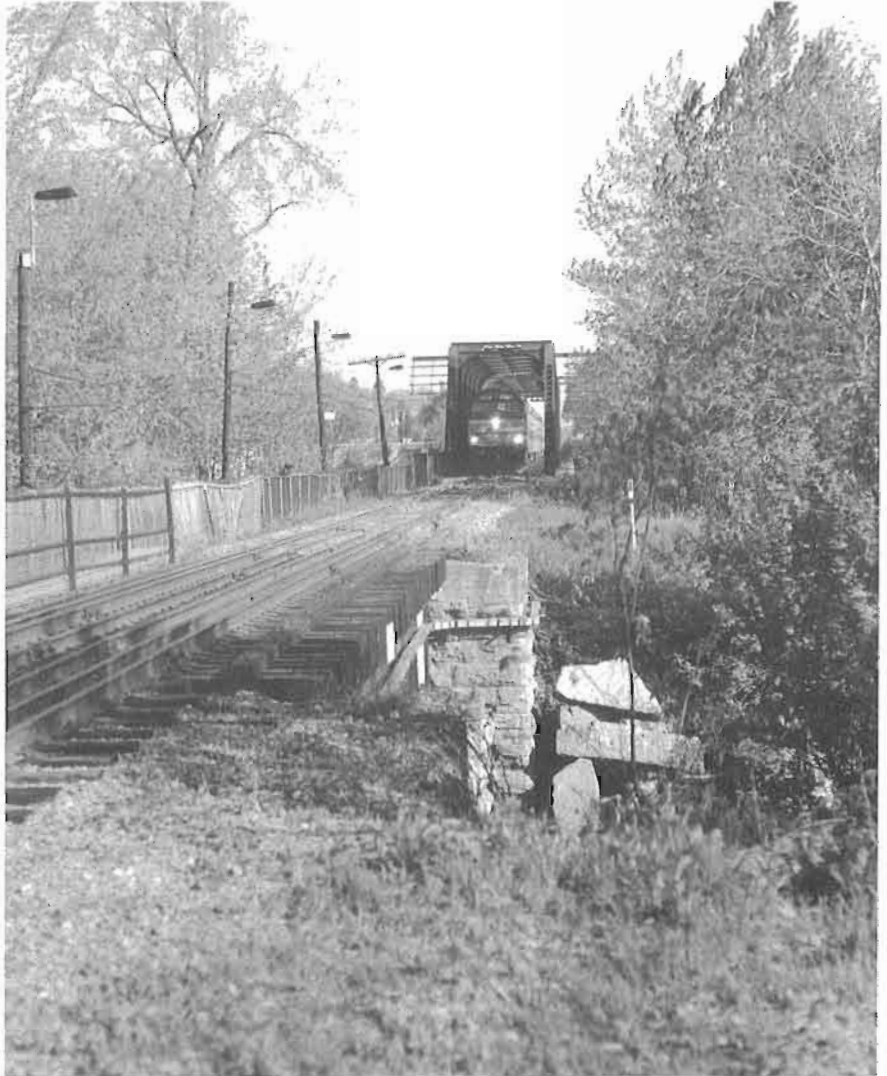
« Tout à coup, le voilà! Les trois phares disposés en triangle viennent d'apparaître à l'horizon. »

Amtrak locomotive 263 is hauling a train composed of 5 bi-level Pullman-Standard cars. The train is just about to enter the island of Montreal thanks to a little concrete overpass.

À la tête d'un train de 5 voitures Pullman-Standard, la locomotive numéro 263 d'Amtrak qui franchit un ponceau de béton, est sur le point d'entrer sur l'île de Montréal.

Locomotive 1305 is pushing a 5 bi-level car train - headed by engine 263 - as it passes over Gouin Boulevard, in the Bordeaux District.

La locomotive numéro 1305 pousse un train de cinq voitures, dirigé par la motrice 263, alors qu'il franchit le boulevard Gouin dans le quartier Bordeaux.



* C'est en effet le terminus et non la gare Windsor! La construction d'un amphithéâtre sportif directement sur le site où des trains sont arrivés et partis pendant près d'un siècle fait que les voies n'atteignent plus le magnifique édifice de la gare Windsor. C'est maintenant un bâtiment moderne, deux coins de rues plus loin, qui fait office de terminus.

Note : des photos de voitures Pullman-Standard magnifiquement rénovées, de même série que celles décrites dans cet article peuvent être vues sur le site Web du Illinois Railway Museum: <http://www.irm.org>



The Legacy Of Elizabeth Willmot Kettlewell

By Marco and Robert Marrone

Addendum to Canadian Rail No. 472, September-October 1999, article "The Anytime Photographer"

Elizabeth Willmot Kettlewell spent many years honing her craft of railway photography. In an era when it was not fashionable for women to engage in such explorations, she traveled the back roads, often alone, in search of that perfect shot. Her work, which includes thousands of prints and slides, serves as a testament to the people and places associated with the railway.

Although Willmot's work embraces all facets of railway life - locomotives, water towers, tracks, urban stations and people, her special interest was the rural railway depots and the people associated with them. The photographs included here, were taken when the stations were well past their usefulness and on the cusp of the wrecking ball. She recognized early on, that she was capturing the expiration of the rural railway station and their importance to the evolution of the remote communities they served. Where these structures once served as a vital link to the outside world, they now sit as derelict sentinels - their purpose long forgotten, overseeing a landscape devoid of activity. Change. Transition is paramount. It permeates every object and shadow of the composition as it does life.

Elizabeth's creative pursuits found a voice in photography. She had often said that "Life seems to be

filled with surprises." This was indeed the case with her work. It led to a lifetime of discovery and enlightening stories about the past.

On many occasions, she regaled us with interesting tales about the people she met along the way. The stories flowed as easily as the tea she poured and as carefully considered as the railway memorabilia which adorned her home. Each story imbued with a warm revelation, as comforting as the sunlight which bathed the living room on those memorable afternoons. Sometimes, as the conversation developed, we would hear a locomotive horn in the distance. Elizabeth would smile and say "How I love that sound - It takes me back". These visits were supplemented with many letters that she would dash off - adding more depth to the narration or another photograph of a station. How we enjoyed receiving those letters.

When asked what she believed was a key factor to a happy existence, she was apt to respond "Remember to always keep busy!!, That's the secret".

Elizabeth died on June 17, 2001 in Clinton Ontario. She was 82 years of age. We are forever indebted for her contribution to railway photography and history preservation.





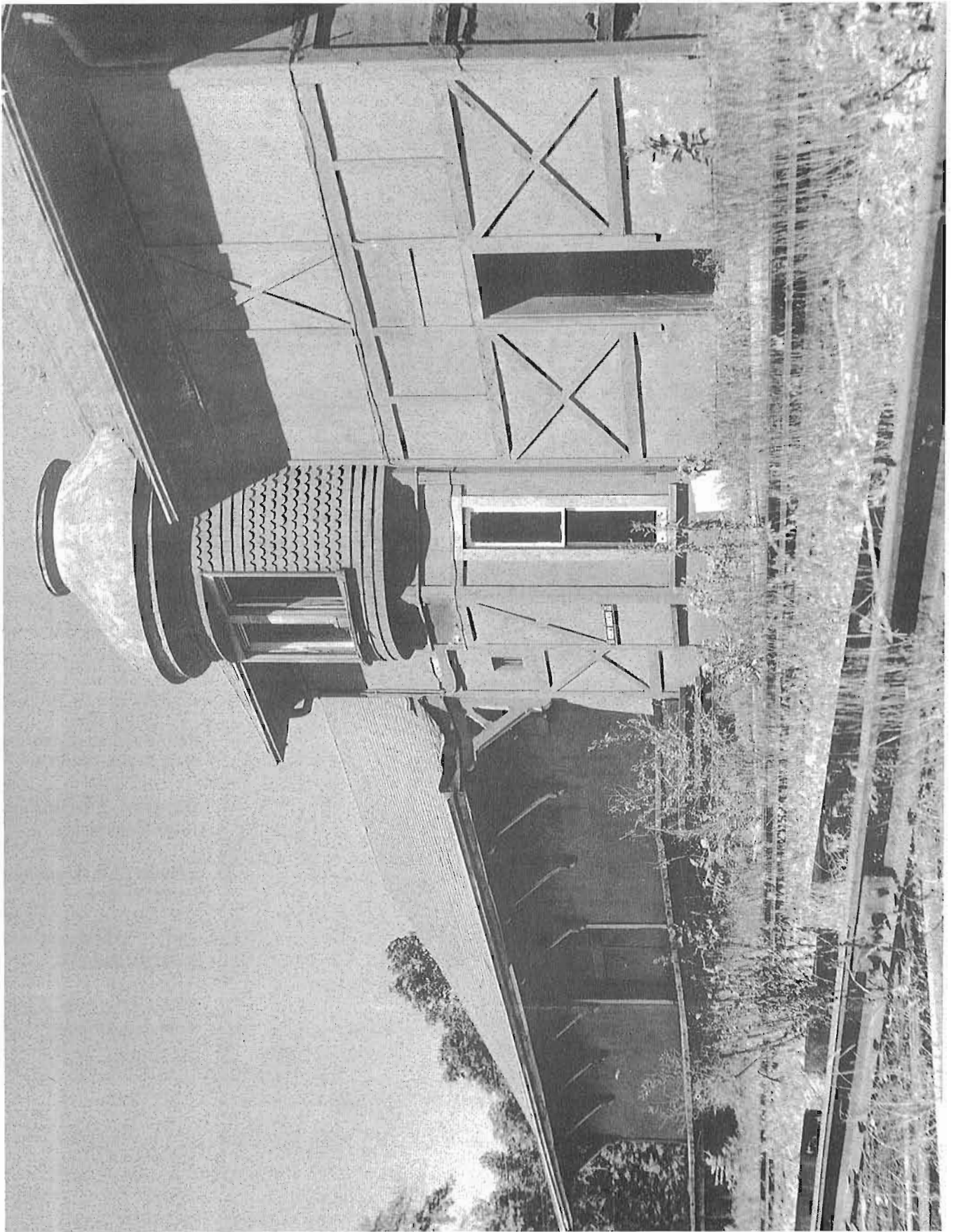
FOUR OF ELIZABETH WILLMOT'S PHOTOS

Opposite: C.P.R. station, Alton, Ontario.

ABOVE: C.N.R. station, Picton, Ontario.

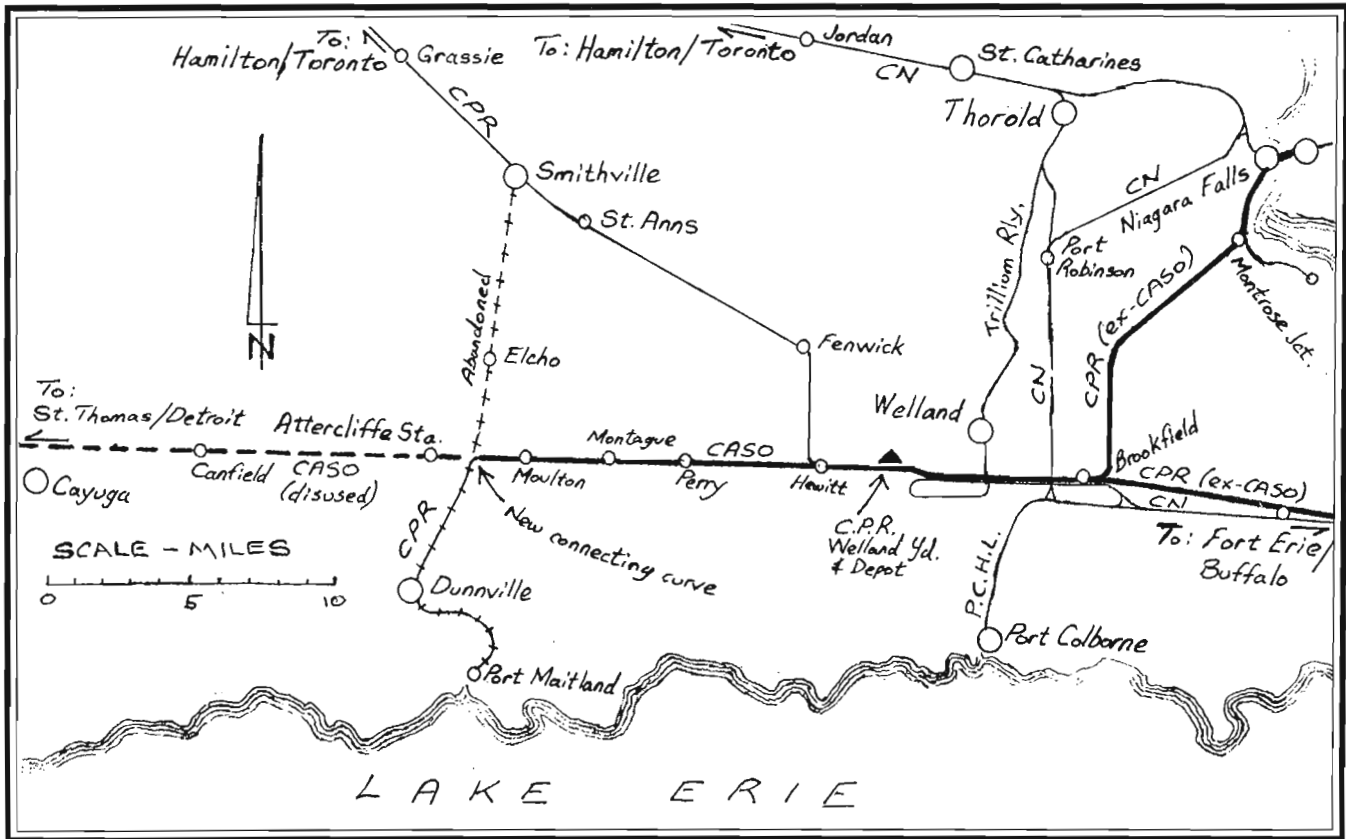
Left: C.N.R. station, Kirkfield, Ontario.

Next Page: C.N.R. station, Sydenham, Ontario.



New C.P.R. Route to Port Maitland

by Roderick Taylor



The prominent newly posted warning signs at level crossings along the route "CAUTION TRAIN SERVICE RESUMED" announced the unusual change to all and sundry. A portion of a disused main rail line was coming back to life. As of May 9 this year, Canadian Pacific switched its Welland to Port Maitland freight service, in Ontario's Niagara Peninsula, to a segment of the former Canada Southern (CASO) rail line, running between the Niagara River and Detroit, which had lain unused for five years.

The changeover was prompted by the deteriorating condition of CPR's traditional route to Port Maitland (and Dunnville, nearby) from Smithville, on the railway's Hamilton-Welland main line. Chartered originally as the Erie and Ontario Railway, this branch line, latterly known as the Dunnville spur, was built under the auspices of the Toronto, Hamilton and Buffalo Railway in two segments. The main portion, the 14 1/2 miles from Smithville to Dunnville, was completed in 1914; the 4-mile extension from Dunnville to Port Maitland, on Lake Erie, followed two years later. The line was, therefore, among the last to be built in Southern Ontario.

Although the terrain over which the line runs is quite flat and unremarkable, there are a handful of bridges, which were in need of comprehensive repair or replacement. It was reasoned that it would cost much less to reactivate 11 miles of the CASO line between Hewitt, three miles west of

Welland, and the junction with the Dunnville spur, just east of Attercliffe Station, than it would be to undertake the necessary bridge replacements and repairs on the Smithville route. So the decision was made to switch routes.

A new connecting curve was constructed at the CASO/Dunnville spur diamond. By early May, this work, together with other necessary upgrades of the CASO line had been completed; the last train to traverse the Smithville-Attercliffe portion of the Dunnville line ran on May 7. Thereafter, the line was taken out of service, with trains switching to the CASO route two days later.

The changeover seems to have been a sensible move all round. The condition of the CASO line appears to have been such that little upgrading seems to have been required. The heavy, 127 lb jointed rail, which is the standard throughout the length of the CASO line, is still in very good condition, with many years of useful service clearly remaining.

Likewise, the track and most of the crossties were still in good shape despite (or probably partly the result of) being left unused for five years. As a result, necessary crosstie replacement has been minimal, and the work required to rehabilitate the CASO line would appear to have been largely restricted to the clearing of brush, level crossing equipment installation and reactivation, sign-posting and, of course, the construction of the connecting link near Attercliffe.



Left: Bound for Port Maitland on the morning of Friday, June 1 2001, the tri-weekly CPR freight from Welland leaves the CASO line and rolls on to the new connecting curve near Attercliffe.

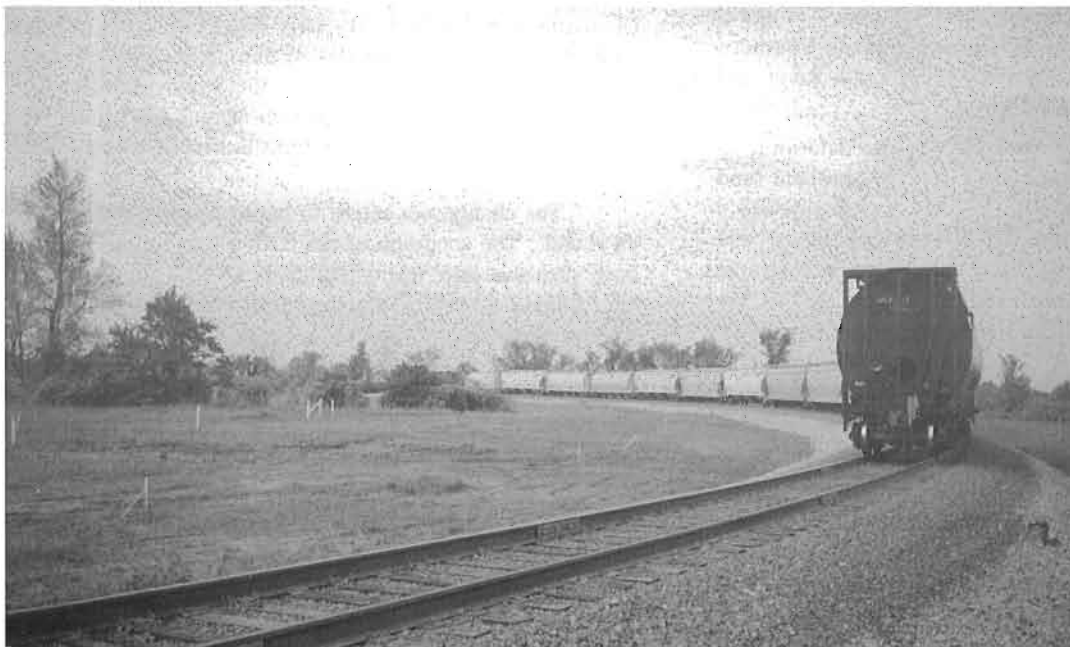
Below: A few seconds later the train is further into the curve.

Bottom: A few more seconds and it is entirely on the curve.

There are few bridges to speak of on the line, and it is straight and level, or nearly so, throughout its length. This is a distinguishing feature of the CASO line, which was built to main line standards from its opening in 1873.

The new routing arrangement has been very beneficial for CPR from an operational standpoint. It provides a route that is much more direct than before.

The Port Maitland freight service originates at CPR's Welland Yard. The changeover to the new route approximately halves the distance, which trains must

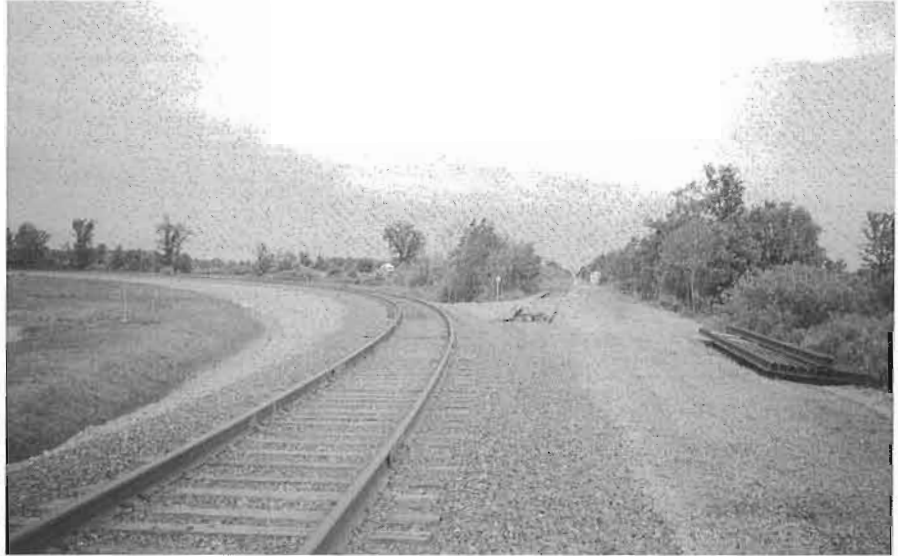


travel en route between Attercliffe and Hewitt; about twelve route miles are now shaved off of a one-way trip between Welland and Port Maitland, as trains no longer have to travel a circuitous route via Smithville.

The changeover was accomplished without a hitch. CPR police visited area homes in the weeks leading up to the switch to advise area residents of the resumption of service on the CASO line.

Other than route alteration, CPR's rail service to Dunville and Port Maitland remains the same, and consists of a tri-weekly (Mondays, Wednesdays and Fridays) local freight, which typically leaves Welland between 7:00 am and 7:45 am, reaching Port Maitland, and the only regular customer on the line, Rhodia Canada (formerly Albright and Wilson Americas Ltd.), around 9:30 to 9:40 AM.

The chemical plant, which is one of the largest employers in the area, manufactures soap and food grade phosphates. The raw materials required for this process are soda ash and phosphoric acid, and these are brought in by train. While most of the outbound phosphates are shipped by truck, a significant portion, specifically the larger bulk quantities, are taken out by rail. So, overall, the plant is heavily dependent on the rail service.



Looking west along the alignment of the disused CASO line at the start of the new connecting curve on June 1 2001. The E&O diamond is next to the box in the distance.



Looking north along the alignment of the ex E&O line on April 28 2001. The CASO line diamond is visible in the distance. Construction work on the new connecting curve at the right remains to be completed.

After switching is completed at the Rhodia plant (the number of carloads handled is typically in the order of 15 to 25 per day) the train returns to Welland Yard, usually arriving there between 11:30 am and 12:30 pm.

The travel time for the 23 1/2-mile one-way trip would be less but for a 15 mph speed limit in effect over the length of the reactivated portion of the CASO line. The speed restriction would seem, to the casual observer at least, to be overly cautious. The condition and the alignment of the track are such that significantly higher train speeds could probably be safely accommodated.

Meanwhile, the Attercliffe-Smithville portion of the ex- E & O line remains, at time of writing, out of use, its southern end disconnected, and awaiting lifting.

The larger question behind the routing alteration is the effect that it may have on the future of the ex-CASO line as a whole. In itself, it represents the latest twist in the saga of a line that has developed a history of confounding the pundits.

Purchased in 1985 from Conrail by a Canadian National / Canadian Pacific consortium, it was confidently anticipated that most of the 235-mile, formerly double track, main line - specifically the 151 -mile central portion between Fargo (just south of Chatham) and Hewitt - would be abandoned in time. It appeared that that moment had finally arrived in 1996, with the final passage over the line



Looking West along the CASO line near Moulton on June 1 2001. A CPR level crossing inspection crew precedes the return of the Port Maitland freight to Welland.



A view west along the CASO line at Wellandport Road (Montague) on April 28 2001. A CPR work crew installs and reactivates level crossing equipment in preparation for the line reopening.

on April 1 of that year of the last train - a daily CSX Buffalo-Detroit freight service - to traverse the full length of the line. The concurrent enactment by the federal government of the Canada Transportation Act seemed to clear the way for the co-owners of the line (CN and CPR each own a 50% share) to abandon the stretch, as the act simplified and expedited the rail line abandonment process.

But the years since seem to have witnessed a change of heart about the value of the line by its owners, especially by CPR, prompted at least in part by an upsurge in railway freight traffic in Southern Ontario, and a growing appreciation that independent short lines are a viable option for many lightly trafficked lines.

The 55-mile stretch of the CASO line between Fargo and St. Thomas (which, in contrast to the disused portion of the line between St. Thomas and Hewitt, has always had a local, if limited, freight service) had, by 1999, been designated for transfer to a short line operator, instead of abandonment. Moreover, CPR has been studying the possible use of the full length of the CASO line between St. Thomas and Windsor as an alternate route to alleviate looming congestion on its Toronto-Windsor main line.

And while the ostensible reason for the reactivation of the Attercliffe-Hewitt portion of the CASO line (again, a relatively recent change of plans) was the deteriorating state

of the northerly portion of the Dunnville spur, its rebirth could also, arguably, be interpreted as reflective of a commitment to area rail services, on the part of CPR at least, that was absent, or at least weaker, a few years ago.

The total abandonment of rail service to Dunnville and Port Maitland may or may not have been seriously considered a few years ago. But, certainly, as recently as 1999, when the possible diversion of rail service to the CASO line was being broached, the service was designated for spin-off to a short line operator. One can only conclude that termination of the service was a real possibility in the event that no one else displayed any interest in operating the service, for CPR let it be known at the time that it did not at all envisage continuation of the service under its aegis.



Looking east at the same place on April 28 2001. Another view of the CPR work crew installing and reactivating the level crossing equipment.

Now, however, not only is there no talk of abandonment of the service, there would appear to be no thought, for the time being at least, of transferring the service to a short line operator. According to Paul Thurston, CPR's manager of communications and public affairs, such a scenario is not even in the cards at the moment.

Again, there may be a link with the future of the CASO line here. There are growing indications that the entire CASO line could conceivably become a CPR route throughout its length in the near future. Not only is the company eyeing the line west of St. Thomas as an alternate route for its Toronto-



Above: Looking west at Hewitt on April 28 2001. Recent trackwork is evident around the CASO line. CPR's main line to Hamilton veers off at the right.



Above: The same viewpoint as the top photo, but almost a year and a half earlier, on December 4, 1999. The derelict state of the CASO line is clearly evident.



Looking east along the disused CASO line at Townsend (Nober), some 30 miles west of Attercliffe, on October 1, 2000. East and west construction crews met here on February 20, 1873, completing the Canada Southern Railway at this point. An archetypical New York Central concrete milepost stands at the left.



Above and right: Looking east (above) and west (right) past the St. Thomas station building on November 27, 1999. Part of the building's pedigree is evident above the boarded up lower window. From this point westwards to Fargo, the CASO line is host to a limited local freight service, as evidenced by the sheen on the rails.



Left: Looking west past the disused 'St. Thomas South' tower on November 27, 1999.



Above: Looking west towards the St. Thomas station building in the distance on November 27, 1999. CASO trackage here is unused, except for very occasional use as an extended siding in switching operations. Locomotive 4134 had just arrived with a local CASO freight from Rodney and Ridgetown, and was returning to CN trackage via the CPR connection.



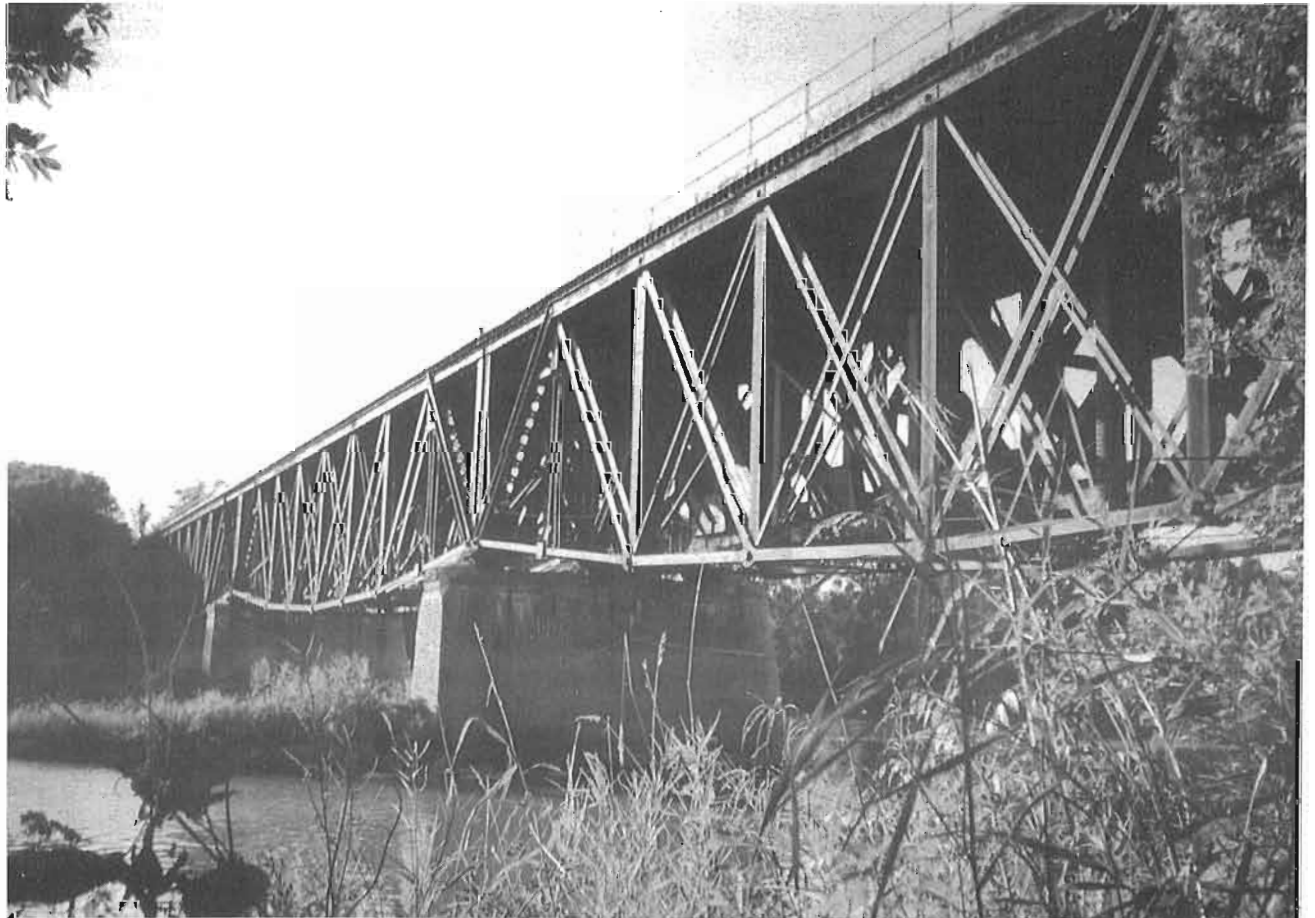
Above: The CPR Woodstock branch veers off to the left at the eastern end of the vacant St. Thomas yards, while the CASO trackage, rusted and weed-infested, continues unbroken all the way to Attercliffe, November 27 1999. CPR is considering using its Woodstock branch and the CASO line to the west as an alternate main line.

Right: Looking east past the modest CASO station at Hagersville, on September 12, 1999. The Southern Ontario Railway's Brantford-Nanticoke line crosses the disused CASO track before the station and a RaiLink locomotive sits on the connecting curve to the left.





Looking west across the Kettle Creek viaduct west of St. Thomas on November 27, 1999. The sheen on the rails indicates that this stretch of the CASO line hosts a limited local freight service. Note the lengths of 127 lb. continuous welded rail from the lifted westbound main still lying on the trackbed.



The CASO bridge over the Grand River, on September 12, 1999. Remedial work was proposed on this bridge, which is one of the largest structures on the CASO line (the largest on the disused portion), by one of the unsuccessful bidders for the route in 1984.



A quartet of locomotives rumble in CPR's sizeable Welland Yard on December 4, 1999. Of the former principal CASO yards, only this one and the Windsor Yard are today still active and largely intact. The view looks west towards Hewitt.

Windsor freight traffic, it is also considering reactivating the entire route for an expanded "Expressway" truck / train intermodal service linking Chicago and Detroit with Buffalo and New York, for which the CASO line would be the speediest and most direct route.

One is left with the impression that CPR's goal may now be to move steadily towards acquiring greater control of the CASO line. The reactivation of the Attercliffe-Hewitt stretch of the line can certainly be interpreted as move in that direction, for while the 50/50 ownership structure of the line remains unchanged, the line reactivation has the immediate practical effect of transferring eleven route miles of the line from CN to CPR for the purposes of maintenance and practical control. CPR is now responsible for the maintenance of all of the CASO line eastwards from the diamond at the Dunnville spur (mile 30.5) to Niagara Falls and Fort Erie.

When considered in the context of recent changes in ownership and control of the western extremity of the CASO network, the Detroit River Tunnel (where CN has sold its 50 percent stake in the tunnel to a third party, clearing the way for CPR to assume responsibility for maintenance and operational control of the tunnel stretch) it suggests an emerging pattern that will perhaps eventually culminate in full CPR ownership or control of the CASO line.

It is also important to note that the reopening of eleven miles of the CASO line to carry traffic to and from Dunnville and Port Maitland improves the economics of reopening the entire route, if that eventuality were to come to pass. With the line reactivation, the length of CASO trackage that lies unused, and which would have to be rehabilitated in order to restore the route in its entirety, has now been reduced to

about 85 miles, or about 36 percent of the total - a far cry, it might be said, from the 151 miles of the line that had, for a long time, been envisaged for abandonment.

If restoration of the complete route becomes a reality, it would probably provide something of an economic boost for a part of Ontario that has long felt neglected in terms of transportation links.

There would appear to be considerable local support for reopening the line. The restoration of a direct rail link from the Dunnville area to Windsor, Detroit and the U.S. Midwest would be welcomed by Rick Gilbert, general manager of the Rhodia Canada Port Maitland plant. "It (the line reopening) would improve the efficiency of our operations and reduce the transit time for some of our inbound cargo," he says.

It is a development that would also be welcomed by the Dunnville Chamber of Commerce. "We look at the reopening of rail lines as being very positive," says Robert Harvey, of the chamber. And he goes on to point out that availability of rail service is one of the chief concerns of companies looking to locate in the area.

But the restoration of the rest of the CASO line depends not only on a decision on the part of CPR as to whether to reopen the line, but also on the consent of CN, as long as that company remains a co-owner of the line. A sale by CN of all or part of its interest in the CASO line remains a distinct possibility.

In the meantime, it is nice to see another segment of an erstwhile famous main rail line, which was in its heyday a premier express route for trains travelling between New York and Chicago, returned to use.

CRHA Gets Trackwork From St. Henri Car barn

by Peter Murphy

Just another demolition site..... Not really!

Panzini Demolition Ltd. has demolished the old St. Henri car barn of the Montreal Tramways Company; this is to build a new Home Hardware store. Fortunately our Daniel Lurendeau arranged to have it written into the demolition specification that all streetcar tracks were to be carefully removed and turned over to the CRHA for use in the Exporail project.

The good news is that Panzini cooperated fully with

the CRHA, the bad news is that all tracks and special work were imbedded in concrete beneath the cobble stones and the later asphalt surface on top of them.

Nevertheless most of the special work including a diamond was salvaged, along with numerous single point switches. Six trailer loads of material were salvaged in varying degrees of damage.

Our thanks to Daniel, Gord Hill, Peter Murphy and Charles de Jean who participated in the salvage operation.



Exporail Project

Project Reports Nos. 5 and 6 – September 28, 2001

Charles De Jean
Project Manager

Summer has been good and the pace of the construction illustrates it. Now that fall is here, we're happy to report that 70% of the new steel structure of the EXPORAIL project is up.

The railway exhibit hall section has all the steel erected and the metal sub roof welded in place. The below ground rain run off plumbing has also been completed.

Any one visiting the site can now see the basic building orientation including the framework for the 12 massive rail access doors (14 feet wide x 20 feet high). The mezzanine, from which the main rail display hall can be viewed from 13 feet above the ground floor or rail level, will give an interesting over view of the collection. The twelve display tracks will be approximately 240 feet long with 45 pieces of rolling stock under cover.

The last phase of the steel structure housing the archives, library, cafeteria, display and exhibit halls, storage, reception area, store, administration offices, shipping and receiving bays, should commence on the second week of October. The complete enclosure of the structure (roof, windows, metal walls and brick) is anticipated prior to Christmas. Last but not least, the interior finishing with gyprock, all the fixtures and paint, should be completed by the end of February.

As the building is completed, the work is only half done. The museum staff, professional and volunteer help, will require 5 to 9 months to prepare and set up the various exhibits for display. It should be pointed out that our association has thousands of exhibits ranging from conductor uniform buttons to the largest steam locomotive in the Commonwealth, or from railroad stamps to Ottawa street cars. Some of which are quite presentable while others require thousands of hours of restoration.

Again, we need your continued help and support to be ready **On Time** (in the grand railroad tradition). The opening ceremonies are anticipated late June 2002.

Thanks for your support!

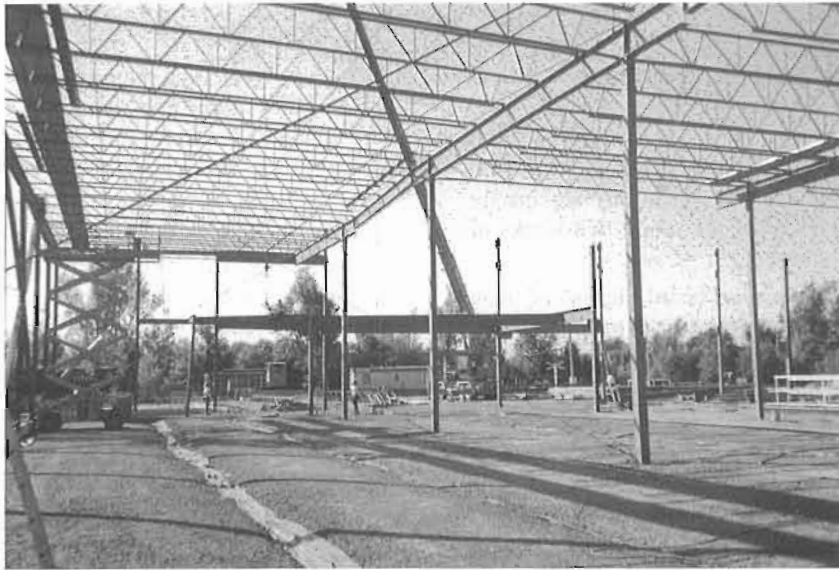


Photo by Charles De Jean, September 13, 2001.

Rapports des Travaux Nos. 5 et 6 – 28 septembre 2001

Charles De Jean
Chargé de projet

Le merveilleux été qui se termine nous aura permis d'accélérer le rythme de construction sur le chantier d'EXPO-RAIL. C'est pourquoi, en ce début d'automne, nous sommes fiers de vous annoncer que la structure métallique du nouveau bâtiment est élevée à 70%.

À ce jour, la charpente métallique et le sous-toit de métal de la grande galerie, ainsi que la plomberie servant à l'évacuation des eaux de pluie, sont en place et complétées.

Les visiteurs peuvent d'ores et déjà apercevoir les 12 immenses entrées, de 14 pieds de large par 20 pieds de haut, qui serviront à entrer les 45 pièces de la collection sur les 12 nouvelles voies ferrées. Ils pourront également voir la mezzanine et imaginer la vue, d'une hauteur de 13 pieds, sur la collection.

La structure d'acier pour la dernière section du bâtiment contenant la salle d'archives, la bibliothèque, la cafétéria, les salles d'exposition, l'accueil, la boutique, l'administration et les aires de réception du matériel, devraient débiter à la mi-octobre. La fermeture complète de l'extérieur du building avec le toit, les fenêtres, les murs et la brique, est prévue tout juste avant Noël. Finalement, la finition intérieure, avec le placoplâtre, l'éclairage et la peinture, devrait être terminée pour la fin du mois de février.

Une fois l'édifice complété, le travail des employés du musée et des nombreux bénévoles, lui, ne l'est pas. De cinq à neuf mois seront nécessaires pour préparer les nombreuses expositions. Je me permet de vous rappeler que notre association possède des milliers d'artefacts allant de boutons d'uniformes de chef de train à la plus grosse locomotive du Commonwealth, ou encore de timbres à caractère ferroviaire aux tramways d'Ottawa. Dans plusieurs cas, des centaines d'heures de restauration devront être envisagées.

Finalement, et comme à l'habitude, votre aide nous sera très précieuse si nous voulons inaugurer EXPORAIL, tel que prévu au mois de Juin 2002.

À suivre...

Museum Express July 15, 2001

by M. Peter Murphy

History of sorts was made on Sunday afternoon, July 15, 2001 as the first of six scheduled "Museum Express" four car trains pulled out of Montreal's Windsor Terminal on time at 13:00 hrs. bound for the Canadian railway Museum at Delson / Saint-Constant, Quebec. The day was partly overcast, an improvement over the preceding two weeks of constant rain and thunderstorms.

Over 300 passengers were on board, dozens of them last minute ticket purchasers (reminiscent of bygone CRHA excursion 'nail biting' days)! A healthy mix of young and senior, Anglophone and Francophone, what other family outing could offer an afternoons educational entertainment for \$ 60 per family of four. The fare included transportation, museum admittance, animation in your language of choice, coloring books for the children and the awe of crossing CP's St. Lawrence River Bridge at LaSalle.

Except for two minor delays, one for the seaway lift bridge, the other a freight meet, the train arrived at the museum (slightly late) and was switched right into the museum property. The museum staff was prepared, the load was divided into groups and proceeded to visit. The MTC observation car was taxed to the limit, it looked like rush hour on St. Catherine Street at the designated car stops.

The horn sounded at 15:55 and off we went on the return trip departing precisely at 16:00 hrs. Lots of sleepy children on the return trip, even some adults were caught

dozing! A great time was had by all, only comment from some is that more time should be allowed at the museum. The schedule is tight and any transportation delay (lift bridge) effects the length of stay at the museum greatly.

All who were (and are) involved with this project are to be commended, from Marie Claude Reid our Museum Director, to Yves Gladu publicity, Kevin Robinson implementation, all the animators and employees too numerous to mention, a job well done.



Montreal observation car No. 3 at the Museum, with the Museum Express on the Candiatic Spur behind.



Above and Below: The Museum Express at Windsor Station just before departing for the Museum.

Photos by Fred Angus

Strange School, Secret Wish

by Bernice Gold

We have received an advance notice of a forthcoming book which should be of interest to our members. It is called "Strange School, Secret Wish", and it is written by Bernice Gold of Montreal. It is due for release in late October, after which date it should be available in most book stores. A brief description, as well as three photos, are given below.



Every aspect of this story has been carefully researched.

Two of the original schools on wheels are in museums; one in Clinton, Ontario, one in St. Constant, Quebec.



Description: Historical fiction based on fact, for readers, about nine to thirteen.

Scenario: The Strange School. A railway car school, one of seven which operated in Northern Ontario, 1926 - 1963.

They served the tiny railroad/hunting/trapping settlements, north of roads (in the early days) and north of education.

Each railway school car was half a one-room school (usually grades 1 - 7 or 8) and half the teacher's family living quarters.

Each school car (hauled by freight engine) travelled its own route through four or five settlements, staying a week at a time at each place.

Plot: Jenny Merrill, in grade 7, is the teacher's elder daughter. Her goal in life is to be a great violinist. She longs for the fine violin advertised in the Eaton's 1927 catalogue. But it costs \$18.50. How to get the money? How to find a way to earn it while living on the school car? As she says to her pen pal "I'm not like you. I mean in the way I live."

The story is an interweaving of Jenny's quest, of life on the school car, of Northern Ontario and of it's people, in 1927.

Above, Left: Archival Collection, Canadian Museum of Science and Technology, photo No. 10400.

Above: Ibid. Photo No. X-35299.



BACK COVER: A two-car train on the Yonge Street line of the Toronto Transportation Commission at Alexander Street in August 1950. The front car is No. 2988, the trailer is unidentified. September 1 is the 80th anniversary of the start of operation of the TTC which became known as the Toronto Transit Commission (same initials) in 1954.

Photo by William Bailey

Canadian Rail

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