Banlieues de Montréal, Québec

For communities on the Island of Montreal see Montréal. See also separate entries Laval (Île-Jésus) and Longueuil (Rive-Sud de Montréal).

Montreal & Southern Counties Interurban

Montreal and Southern Counties Railway Company (01 November 1909 - 13 October 1956)


Montréal Region Commuter Rail

Commuter rail service in Canada has existed almost as long as there have been passenger railways, but the operation of rail commuter services by a transit agency in the Montréal region dates only from 1982.

Exactly when a train is a commuter train is open to debate. The selections below are based on meeting three criteria:

1. operation at least Monday through Friday,
2. scheduled to arrive downtown just before the start of the workday and with a return trip departing just after the workday, and
3. a one-way trip time of approximately 90 minutes or less.

With this criteria several commuter train services can be identified from CN and CP timetables in the late 1950s and late 1960s. This is supplemented by additional sources but cannot be considered complete.

Grand Trunk Railway Company of Canada (? - 1923)

Canadian National Railways (1918 - 1918)

Canadian Northern Railway Company (1918 - 09 September 1988)

1. Waterlo - Granby - Montréal and Farnham - Granby
   

3. Ste. Eustache (Deux-Montagnes) - Montréal

4. St. Eustache (Deux-Montagnes) - Montréal

5. Vaudreuil - Dorval - Montréal

Canadian Pacific Railway Company (1887? - 01 October 1982)


7. Ligueu - Montréal

8. Farnham - Montréal

New York Central Railroad Company (1890s? - 24 October 1958)

9. Montréal - Valleyfield [Salaberry-de-Valleyfield]
   
The NYC1952 timetable includes a pair of trains via Valleyfield between Montréal and Malone, NY, (106 km and 140 min.) scheduled for commuting...
Commission de transport de la communauté urbaine de Montréal (01 July 1982 - 19 June 1985)

General urban transit operator for Montréal. Assumed responsibility for two commuter rail lines operated by railways.


Société de transport de la communauté urbaine de Montréal (19 June 1985 - 31 December 1995)

STCUM is the general Montréal transit operator. Two commuter lines, the former CP Rail line from Windsor Station to Sainte-Anne-de-Bellevue, Île-Perrot, Dorion (Vaudreuil), Hudson, and Rigaud, and the former CN Rail electrified line to western Laval and Deux-Montagnes.


Assumed administrative and financial responsibility for commuter rail services from STCUM. Subsequently grown the commuter rail network around the city to six lines. Service to Rigaud discontinued 30 June 2010. One daily round trip reaches Hudson but most trains originate/terminate at Vaudreuil. (website).

3. Montréal - Blainville - Saint-Jérôme. August 1997 commenced commuter rail on a third line as a pilot project, serving Montréal: Jean-Talon (métro Parc), Montréal: Henri-Bourassa, Laval: Saint-Martin, Laval: Sainte-Rose, Rosemère, Sainte-Thérèse, and Blainville. This line has become permanent, extended to the city centre c1999, and was extended 08 January 2007 from Blainville to Saint-Jérôme.


AMT amalgamated with several CIT operations to form RTM June 2017 (see below). (Wikipedia, Tom Box, AMT website, Photos: Marc Dufour)

Note

Via Rail Canada, Inc. provides commuter-friendly train schedules, and sells monthly commuter passes, for its train services between Drummondville and Montréal, and between Alexandria, Ontario, and Montréal. Commuters depart Drummondville at 7:18AM arriving at Montréal at 8:23AM, and return departing Montréal at 6:15PM arriving Alexandria 7:50PM. Commuters depart Alexandria at 7:13AM arriving at Montréal at 8:23AM, and return departing Montréal at 5:05PM arriving Alexandria 6:10PM. (CPTdb and Via, 2015).

Bus Systems

Independent Suburban Bus Era

Before Provincial Transport Company purchased nearly every bus operation entering Montréal in June 1929, there were many independent bus lines between the city and its outlying suburbs. Below is a partial list, compiled from just two enumerations published in Canadian Railway & Marine World in 1927 and 1928. Most were single-bus, single owner/operator enterprises, and few if any offered service frequencies resembling transit operations. These bus services generally shut down for the winter (late November to about March).

A. St. Onge (1920's)
Montréal - Huntingdon. Based in Ormstown, 1 bus (CR&MW April 1928, pp. 231-232).

A. Marion (1920's)

National Autobus Co. (1920's)
Montréal - Rawdon. Based in Montréal (CR&MW April 1928, pp. 231-232).

T. Bienvenu (1920's)
Montréal - St. Antoine. Based in St. Marc (Vercheres County), 1 bus (CR&MW April 1928, pp. 231-232).

E. Labelle (1920's)
Montréal - St. Eustache and Oka. Based in Belanger Village (Laval County), 7 buses (CR&MW April 1928, pp. 231-232).

A. Beaudin (1920's)

A. Gravel (1920's)
Montréal - St. Jean d’iberville. Based in Montréal, 2 buses (CR&MW April 1928, pp. 231-232).

H. Hamel (1920's)

O. LeBlanc (1920's)

NYC timetable. (Mike Rivest, Andrew Dawson, Pierre Barrieau).

Tremblay Autobus Co. (1920's)

Regent Taxi and Transport Co. (1920's)

J. Charbonneau (1920's)
Montréal (Mile End) - Terrebonne. Based in Terrebonne, 2 buses (CR&MW April 1928, pp. 231-232).

J.A. Legault (1920's)
Montréal - Valleyfield. Based in Beauharnois, 3 buses (CR&MW April 1928, pp. 231-232).

Town of Isle Cadieux (1920's?)
Isle Cadieux - St. Michel de Vaudreuil. Municipal operation, 1 bus (CR&MW April 1928, pp. 231-232).

J.O. Desmarais (1920's)

Provincial Transport Company Era

Bus transport ranging from once per week service to levels approaching transit frequencies have been operated for many years between Montréal and outlying communities. The operation of these services was undertaken in many cases by private carriers although area municipal system also operated some services. Among the enterprises operating these services were:

Provincial Transport Company or la compagnie de Transport-Provincial (circa June 1929 - 1964)
Incorporated November 1928 and acquired 31 bus lines in the Montréal area in June 1929 (Latour). Affiliated with the Montreal Tramways Company until 1948. (CR&MW 1931). Operations by this company included intercity bus service throughout Québec and transit operations (through subsidiaries) in Sherbrooke, Quebec City, Kingston and elsewhere. In 1964 Banlieues de Montréal services were spun off to new subsidiary Met.-Prov. (image courtesy Mike Rivest, photos: William A. Luke)

les Autobus Jeromiens, Ltd. (1945 - 1975)

Metropolitain-Provincial Inc. (1964 - 1967)
Services to the north were spun off to PTCo subsidiary Mille-Iles in 1966. Services to the south were likewise spun off to Met.-Sud in 1967. PTCo remained the parent company of the three units and was reorganized as the holding company Provincial Transport Enterprises 01 February 1968 (Latour). (photo: William A. Luke).

Autobus Mille-Îles Ltée (October 1966 - 1971)

Metropolitain-Sud Incorporated (April 1967 - 1978)

Serving suburbs to the south and south-west, including Beauharnois, Cazaville, Châteauguay, Covey Hill, Franklin Centre, Huntingdon, Île Perrot Village, Plage Windsor, Rivière Beaudette, Rigaud, St. Alexis, Ste. Anne-de-Bellevue, Ste. Genevieve, St. Louis-de-Gonzague, St. Remi, (Salaberry-de-Valleyfield, and Vaudreuil (Dorion). Also points north: Joliette, Berthierville, and St. Barthélemy (Scrafton et al. 1970).
**Autobus Roland Inc. (1970s?)**
Service to St.-Jérôme, Bellefeuille, St.-Antoine, and Lafontaine (Transit Canada 1976).

**Mét.-Prov.** was acquired in November 1980 by the Commission de transport de la communauté urbaine de Montréal (Montréal city system). After protests from municipalities over CTCUM service and charges, the city system discontinued runs to 43 of 62 communities 01 January 1984. Some of these services were taken over by a variety of private enterprise carriers, such as Brandon Transport Inc. and Autobus Deshaies Liée, while others simply ceased.

### CIT Era
Québec legislation in late 1983 allowed the establishment of local Conseils intermunicipaux de transport [Intermunicipal transport boards] with the authority to contract for bus service with either of the three public operators (Montréal, Rive-Sud or Laval) or private carriers (bus or taxi). The situation has remained fluid in the period since then, with CITs forming, disbanding, changing composition, and switching contractors.

By February 1986, 21 such CITs had been established. Nine had contracted with the one of the three city systems, the rest with private operators. By 1998 nineteen or twenty CIT and OMIT (municipal) systems were operating in the exurban Montréal area.

By 2006 service area included Beauharnois, Châteauguay, Kanawake, Léry, and Salaberry-de-Valleyfield. Contract operator Autobus Dufresne Inc. (Jean Breton 2009). From 01 March 2015 service to Huntingdon and Godmanchester was discontinued. Operations amalgamated with AMT to form RTM June 2017 (see below). (Jacques Matte/PD 1998)

### AMT
The commuter rail operator, has also from time to time contracted for the operation of commuter bus services.

In April 2015 the government of Québec announced plans to re-organize suburban transit operations in the greater Montréal region. The region's CITs would be amalgamated with the train operations of AMT to form the Réseau de transport métropolitain while the regional planning functions of AMT and the three city systems (STM[Montréal], STVL [Laval] and RTL [Longueuil]) would be combined into a new entity to be called Autorité régionale de transport métropolitain.

### l’Agence Métropolitaine de Transport (?-31 May 2017)
In addition to train operations (see above), AMT has contracted to operate a small number of commuter bus services. The Line 90 - Express Chevrier is operated for AMT by contractor Réseau de transport de Longueuil. Formerly the Line 902 Express was operated for AMT by contractor Société de transport de la ville de Laval. A previous attempt to introduce AMT bus services was cancelled in 2008 before it launched. AMT amalgamated with several CIT operations to form RTM June 2017 (see below).

### CIT Haut-Saint-Laurent (?-31 May 2017)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>10 buses</th>
</tr>
</thead>
</table>

Conseil intermunicipal de transport le Richelain (?) - 31 May 2017)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>19 buses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data source:</td>
<td>Jacques Matte 1998 Mike Rivest 1998 (logo)</td>
</tr>
</tbody>
</table>

Conseil intermunicipal de transport d'Iberville (?) - 01 February 1988?)
Serving Iberville. Contractor Autobus Ménard halted all service 01 February 1988 when area municipalities failed to pay their bills (Transit News Canada 1988).

CIT Chambly - Richelieu - Carignan (?) - 31 May 2017)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>10 buses</th>
</tr>
</thead>
</table>

CIT Rouville (?) - circa 2005?)
**OMIT St-Bruno-de-Montarville (circa 2005?)**

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>13 buses</th>
</tr>
</thead>
</table>

**Conseil intermunicipal de transport de la Vallée du Richelieu (31 May 2017)**

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>34 buses</th>
</tr>
</thead>
</table>

**Ville de Sainte-Julie (31 May 2017)**

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>8 buses</th>
</tr>
</thead>
</table>

**Saint Bruno logo**

**CIT Vallée du Richelieu logo**

**Saint-Julie logo**

**CIT logo c1998 (above)**

**CTHF logo c2006**
**Ville de Saint-Amable** (? - ?17 August 1998)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>1 bus</th>
</tr>
</thead>
</table>


<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>10 buses</th>
</tr>
</thead>
</table>

**Autobus municipal de Repentigny** (? - circa 2005?)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>7 buses</th>
</tr>
</thead>
</table>

**Conseil intermunicipal de transport le Portage** (? - circa 2005?)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>5 buses</th>
</tr>
</thead>
</table>

**Corporation intermunicipale de transport des Moulins** (? - circa 2005?)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>16 buses</th>
</tr>
</thead>
</table>

**CIT Montcalm** (? - circa 2005?)

<table>
<thead>
<tr>
<th>Vehicle fleet</th>
<th>2 buses</th>
</tr>
</thead>
</table>
Conseil régional de transport de Lanaudière (circa 2005 - 31 May 2017)
Amalgamation of services previously provided by CIT le Portage, CIT Moulins, CIT Montcalm and Autobus municipal de Repentigny. The AMT website implies that service is grouped or organized into two counties (Joliette and Montcalm) and two members (Moulins and L’Assomption).


Conseil intermunicipal de transport de Chemin-du-Roy (? - 1987)

Conseil intermunicipal de transport des Basses-Laurentides (?) - circa 2005?)

Ville de Saint-Eustache (1987 - circa 2005?)

Conseil intermunicipal de transport de Deux-Montagnes (1987 - circa 2005?)
Conseil intermunicipal de transport de St.-Jérôme (? - ?)
Local transit in St.-Jérôme only (Transit News Canada 1986). Perhaps a forerunner of CIT L-StA-StJ?

CIT Lafontaine - St-Antoine - St-Jérôme (? - circa 2005?)


Saint-Joseph-du-Lac System

l'Autobus à Saint-Joseph-du-Lac (circa 2007 - present)

Conseil intermunicipal de transport La Presqu'île (01 June 2005 - 31 May 2017)
Serving Hudson, L'Île-Perrot, Pincourt, and Vaudreuil-Dorion. Also serves Notre-Dame-de-l'Île-Perrot and Rigaud (Street Side Guide 2015).

Oka Express (02 August 2004 - 2010)

l'Express d'Oka (2010 - present)

exo Era

In April 2015 the government of Québec announced plans to re-organize suburban transit operations in the greater Montréal region. The region's CITs would be amalgamated with the train operations of AMT to form the Réseau de transport métropolitain (RTM) while the regional planning functions of AMT and the three city systems (STM [Montréal], STVL [Laval] and RTL [Longueuil]) would be combined into a new entity to be called Autorité régionale de transport métropolitain (ARTM).
Réseau de transport métropolitain (01 June 2017 - 23 May 2018)

- Assumed the AMT commuter train and bus operations plus bus services of
  - CIT Chambly - Richelieu - Carignan (Richelieu, Chambly, and Carignan);
  - CIT Haut-Saint-Laurent (Ormstown, Howick, Mercier, Sainte-Martine, and Très-Saint-Sacrement);
  - CIT de la Vallée du Richelieu (Beloit, McMasterville, Mont-Saint-Hilaire, Otterburn Park, Saint-Basile-le-Grand, Saint-Bruno-de-Montarville (district of the city of Longueuil), Saint-Hyacinthe, Sainte-Madeleine, and Sainte-Marie-Madeleine);
  - CIT La Présqu'Île (Hudson, L'Île-Perrot, Pincourt, Vaudreuil-Dorion, Notre-Dame-de-l'Île-Perrot, and Rigaud);
  - CIT le Richelain (La Prairie, Candiac, Saint-Philippe, and Saint-Mathieu);
  - CIT Roussillon (Saint-Constant, Dufresne, and Sainte-Catherine);
  - CIT Sorel - Varennes (Contrecœur, Saint-Amable, Saint-Joseph-de-Sorel, Sorel-Tracy, Varennes, and Vercors);
  - CIT Sud-Ouest (Beauharnois, Châteauguay, Kanawake, Léry, and Salaberry-de-Valleyfield);
  - Transport urbain les Moulines aka Urbis (Mascouche, and Terrebonne);
  - RTCR L'Assomption (L'Assomption, Charlemagne, Le Gardeur, L'Épiphanie, Repentigny, and Saint-Gédard-Majella); and
  - Ville de Sainte-Julie (Sainte-Julie).

Initially all of the various CIT contract operators continued under RTM. RTM adopted the brand EXO May 2018.

le St-Colombus (21 August 2017 - 22 December 2017)

Pilot peak-weekday weekend free shuttle connecting Saint-Colomban to the Saint-Jérôme where further connections to Montréal are made via RTM commuter train. Service is fare-free.

exo (23 May 2018 - present)

Commuter train and bus operations formerly branded RTM. EXO is a prefix that means “outer” and is a reference to the territory served, the outer suburbs of greater Montréal. Operating agency legally remains Réseau de transport métropolitain (RTM). Bus and train operating contracts established by AMT and the individual CITs prior to the establishment of RTM continued. EXO sector Le Richelain operating contractor from 01 January 2019 is Transdev replacing Autobus la Québécoise Ltee. EXO sector Sud-Ouest discontinued route 99 service to Salaberry-de-Valleyfield 01 January 2019.

References

- (Tom Box 1996). Electronic correspondence with Tom Box December 1996.
- Canadian National Railways Time Tables 30 Sep 1956 - 27 Apr 1957.
- Canadian Pacific Time Table, System Folder, 27 Oct 1957 - 26 Apr 1958.
- Canadian National Railways, System Time Table, 30 Oct 1966 - 29 Apr 1967.