

MAY 1950

ANNOUNCEMENT OF MEETING

The May meeting of the Canadian Railroad Historical Association will be held in Room 153, Queen's Hotel, on Wednesday, May 10th, 1950 at 8:00 PM. After the interesting talk given by Mr. E.J. Feasey of the C.N.R. on the subject of Diesel Locomotives, at the last meeting, it is particularly appropriate that we shall have the pleasure of hearing an address on the subject "Railway Electrification and Electric Motive Power" by Mr. J. D. Sylvester, Electrical Engineer, Canadian National Railways. It is hoped that members will make every effort to attend, and hear Mr. Sylvester's remarks.

TRIP ANNOUNCEMENTS

Members are advised that, in accordance with the resumption of New York Central System day train service between Montreal and Utica, the society's excursion to the Grasse River Railroad Corporation at Conifer, New York, will occur on Wednesday, May 24th, as previously planned. The fare is \$1.25 per passenger, and includes passage on the Grasse River RR only. Meals will be available at the Conifer Inn (which is recommended by the Trip Committee) and advance orders will be taken for them at the May 10th meeting. Our trip will include a visit over the entire railway and lumber mill facilities at Conifer. An article describing a visit to this system was published in a recent issue of our bulletin. Leave Montreal, 8:35 AM, MDST. Arrive Montreal 9:55 PM, MDST.

The National Railway Historical Society (in Canada) has requested us to announce that an excursion will be operated over the lines of the Toronto Transportation Commission on Sunday, July 2nd, 1950. This trip will include visits to four carhouses, and to the Hillcrest general repair shop. Fare- \$1.00 Those interested are advised to contact Mr. C.S.A. Levallee, Canadian Representative, N.R.H.S., who will be pleased to supply additional information.

ITEMS OF INTEREST

As reported to Parliament, the Canadian National Railways' New Equipment Program for 1950 includes, among other things, an appropriation for six multiple unit cars, fifteen multiple unit car trailers and three locomotives (Nos. 200-202) for the Montreal suburban electrification, as well as three 1000-HP diesel locomotives for the Montreal & Southern Counties Railway.

The replacement by trolley coaches of two additional routes by the Montreal Tramways Company was reported recently. Rail service on route 84 HOCHELAGA will be discontinued on May 6th, while buses will replace trams on route 95 FRONTENAC about the beginning of August. As a result of these replacements the MTC expects to retire the remaining units of the 703 series of passenger cars.

Canadian National Railways took delivery of 1500-HP diesel-electric engines 9400 and 9401 on April 25th. These locomotives are to be assigned permanently to the Montreal - Chicoutimi service.

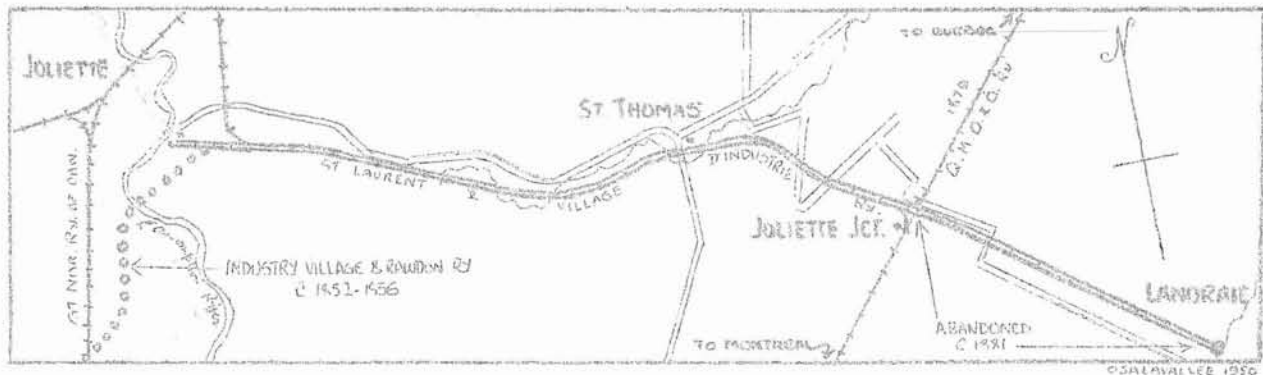
The CNR recently received several more diesel engines of the 7800 series, for Prince Edward Island. They are being sent directly to their new duties, unlike Nos. 7802 and 7803 which were tested in switching service at Turcot Yard in Montreal for several days.

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An account of the oldest constituent of the
Canadian Pacific Railway Company, whose cen-
tenary is observed in May 1950

By O.S.A. Lavallee,
Secretary.

On May 1st, 1850, Canada's fifth steam-locomotive operated railway was opened for service. This line, the St. Laurent & Village d'Industrie Railway, extended from the village of Lanoraie, on the Saint Lawrence River approximately 40 miles northeast of Montreal, to Village d'Industrie, twelve miles inland, nucleus of the present centre of Joliette, on the L'Assomption River. Twenty five years before the opening of the railway, the townsite of Village d'Industrie had been laid out by Barthelamy Joliette, descendant of the renowned explorer of the Mississippi valley, in whose honor the place was renamed in 1856. Joliette was responsible for the establishment of much work of public utility in and around his settlement, and his efforts were crowned by the completion of his railway one hundred years ago, without which further progress for Village d'Industrie was impossible.

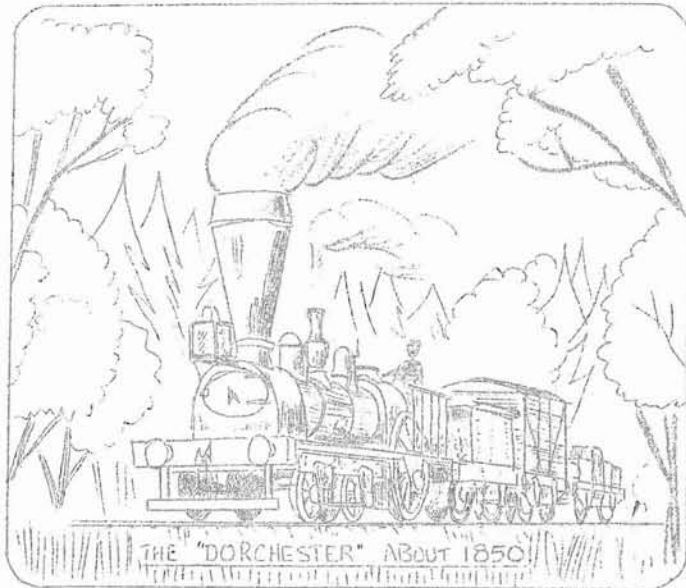


The Charter for this original line -- first to penetrate the Laurentians -- was granted by the Legislature of Canada East sitting at Quebec, on July 26th, 1847, and work on the railway proceeded forthwith, culminating in its completion and opening in May, 1850. Regular train service began, according to existing newspaper accounts, on the 6th of May, including three round trips a day for passenger service, between the line's termini. The rails were of wood, laid with strap iron, of the same nature as those originally employed on the pioneer Champlain & Saint Lawrence Rail Road.

The motive power and rolling stock was of especial interest. This included two engines and a number of cars, all bought from the Champlain & St. Lawrence RR, who had replaced them with newer and larger equipment. They included Canada's first engine, the much-publicized "Lorchester", and its second, the lesser-known "Jason C. Pierce". The "Lorchester" had been built by Stephenson's in 1835 to the C-4-0 wheel arrangement, while the "Pierce" was a Norris 4-2-0 of the vintage of 1837. Both of the engines had been rebuilt in the mid-Forties by the Champlain & St. Lawrence, who added more wheels to improve their operation. The engine "Lorchester" was rebuilt to the 4-2-0 type, while the "Pierce" was reconditioned by the addition of a pair of driving wheels behind the firebox, making it a 4-4-0. Both of the engines had been shipped to Lanoraie by boat prior to the opening of the line, accompanied by the rolling-stock, which included the Champlain & St. Lawrence RR's first passenger cars, built in Troy, N.Y., and a number of flat cars of local manufacture.

From its inception, the line was an undoubted success. Things went along so well that in 1860 the Company felt it imperative to purchase another engine, the "Montreal", a Baldwin 4-4-0 of 1847, from the Montreal & Champlain, successor of the C&StLRR. It's distinction as a three-locomotive railway ended

abruptly one eventful day in 1864 when the diminutive "Dorchester", pulling a train a short distance west of the station at St. Thomas, was demolished by a boiler explosion. This was the heroic end after a twenty-eight year career, of Canada's first engine. Two decades later a farmer's plow turned up the name plate of this engine near the scene of the 1864 accident and this plate has been preserved. Thereafter the "Jason C. Pierce" and "Montreal" provided service on the railway until 1881, when it was acquired by the Quebec Montreal Ottawa & Occidental Railway. The engines went to this Company, where they were numbered 33 and 34 and in turn to its successor, the North Shore Railway, on whose list they were Nos. 1 and 2. In 1885, the North Shore Railway was acquired by the Canadian Pacific Railway and the engines became Nos. 197 and 332 of that line. Last record of them was their sale to the L'Assomption Railway, a small local line operating from that town to the C.P.R. at L'Epiphanie. They were scrapped before 1890.



Time was unimportant. The railway's trains maintained an average speed of 9 miles per hour, and made the trip, with stops, in approximately an hour and a half. Principal outgoing item of freight traffic was lumber, while essential food and manufacturing implements made up the inbound freight list.

About 1852, another connecting railway was built, extending from Village d'Industrie, to the village of Rawdon. This line, though an independent Company, was operated by the shareholders by the St. Laurent & Village d'Industrie, and was known as the Industry Village & Rawdon Railway. A few years after its opening, spring floods washed out a bridge, and the line was abandoned about 1856.

Fulfilling its task well, the St. Laurent & Village d'Industrie Railway did not experience any trend toward modernization until 1876, when the railway was relaid with 56-pound "T" rails throughout. In 1881, it was purchased by the Quebec, Montreal, Ottawa & Occidental Railway which, when completed in 1879, bisected the Industrie Railway about five miles inland from Lanoraie, at a location called Joliette Junction. When the QMO&O acquired the line, that portion of it east of Joliette Junction was abandoned. In 1882, the line passed to the North Shore Railway, and in 1885 to the Canadian Pacific Railway.

Through its acquisition by Canadian Pacific, the Industrie line thus became the oldest section of railway in the system. Present-day trains on the CPR Saint Gabriel Subdivision follow without deviation the line of the StL&VI from Joliette Junction (now known as Lanoraie) to Joliette.

Dating only, in a corporate sense, back to 1881, Canadian Pacific can thus trace its "ancestral tree" back over the span of a century.