

BULLETIN  
OF THE  
CANADIAN RAILROAD HISTORICAL  
ASSOCIATION



Number 2

August, 1937

Chateau De Ramezay  
Montreal

The BULLETIN of the  
CANADIAN RAILROAD HISTORICAL ASSOCIATION

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No. 2. August, 1937.

THE BULLETIN

The first number of the Bulletin of the Association appeared in April, 1937. It was frankly experimental in nature. The fact that it was favourably received and that it appears to be firmly seated among the activities of the Association would seem to make it desirable for the Chairman of the Editorial Committee to offer to the members a statement of its policy.

Since the birth of the Association in the Spring of 1932, the desirability, even necessity, of issuing a bulletin has been apparent to all. It was rightly expected that it would serve to preserve lectures, articles, and reports of the society's activities, and to contact members unable from distance, or other reasons, to attend the regular meetings. The Railway and Locomotive Historical Society, after which our Association is patterned, has published a bulletin since 1921, one year after its founding. However, it was not until this year that we have been able to follow suit. In February, the Secretary reported that a mimeograph was available, and in March he was authorised to prepare the first issue, which would form a basis for discussion. Bulletin No. 1 appeared a month later. It was found acceptable and at the May meeting he was chosen to head a three-man Editorial Committee. The Committee was voted funds for the first year.

It is planned that the Bulletin will appear four times a year, probably in February, June, September, and December. For the present its size will be confined to six or eight pages, and the circulation to about seventy-five.

As has already been remarked the Bulletin will publish articles submitted by invitation, the more important lectures delivered at the meetings of the Association, resumés of the minutes, reports of excursions, general news items, locomotive lists, and so forth. For the present it will be mailed to all classes of members without charge. With the coming year, however, it would appear to be necessary to revise this method of distribution, and Out-of-town Members may be charged a nominal sum. Copies will be sent to the Archives of the Canadian National and Canadian Pacific Railways, to the more important libraries, to associated societies, and to contemporary journals for review.

Members outside the Montreal Postal District are earnestly requested to inform the Editorial Committee on receipt of this Number whether they desire further issues to be sent to them. The budget is so confining that it is necessary to reduce the issue to a size as small as is consistent with full coverage, and also it is desirable to revise our mailing lists.

Comments, criticisms, and suggestions regarding the Bulletin will be received with interest.

R.V.V.N.

# THE BROADGAUGE AND THE GREAT WESTERN RAILWAY

by

W. M. Spriggs

Note: This article is condensed from a lecture of the same title, delivered by Mr. Spriggs before the Association, on November 18th, 1936.

To begin with it may not be amiss to refer to the possible reasons why the G.W.R. together with other leading railways of Canada used the rail gauge of five feet six inches.

Some sources state that the use of the 5ft.6in. gauge was caused by an attempt on the part of the legislatures of Upper and Lower Canada to render more difficult an invasion of Canada by the United States, but on the other hand it is stated that when the two railways namely the Canadian St. Lawrence & Atlantic and the American section of the Atlantic & St. Lawrence to Portland, Maine, were being promoted, the Portland supporters of the scheme were so anxious that their city should have a monopoly of transportation between Montreal and the Atlantic, that they urged the 5ft.6in. gauge to prevent Boston from sharing in the business. (Boston, I believe, at the time was already served by some local lines of the 4ft.8-1/2 in. gauge.)

Personally I agree with the opinion expressed by Mr. Loye in his interesting articles on the Grand Trunk Railway in Bulletins Nos. 18 and 25 of the Railroad and Locomotive Historical Society, in which he intimates that from particulars on record the views of the British military element carried considerable weight with the Government, and their idea evidently was that a break of gauge would materially hinder any attempt at invasion of Canada by the United States. He says, "The British Authorities adopted the 5ft 6in. as the Canadian gauge, because it was a well defined medium between the prevailing gauges in the United States at the time of the issuance

of the Charter of the St. Lawrence & Atlantic Railway, 1845. The American gauges were the 4ft.8-1/2 in. touching Eastern Canada's frontier, and also coming into Detroit, and the 6 ft. of the Erie coming into Buffalo." This idea of invasion which to us seems so unfounded was not so at that time, as the international feeling was none too good. The fact that the United States portion of the line was laid by the Americans also to the 5ft. 6in. gauge did away entirely with the protective possibilities of the 5ft.6in. gauge to Canada.

It seems probable that this question of a new gauge being brought into prominent notice, may have been the cause of the appointment of the Committee in 1845 by a Royal Commission to enquire into what would be the most suitable gauge for Canadian railways.

It may be noted that this year 1845 was the same year in which the Charter was granted to the St. Lawrence & Atlantic Ry., the inauguration of the line was in 1846 and although the junction with the American section the Atlantic & St. Lawrence Ry. at Island Pond did not take place until 18 June, 1853, I believe I am correct in stating that the two railways were in working order for some distance inland from their terminal points about 1848, in which year the important bridge over the Richelieu River at Beloeil was completed and a number of locomotives were delivered to both railways.

Apparently it took this Committee six years from 1845 to 1851 to do anything and in that year a large number of professional men Engineers and others, were called up before the Committee to state their views

and opinions.

Tackabury in his "Atlas of the Dominion of Canada" 1877, quoting from the "Railways of Canada" by J.M. and E.Trout, in referring to the Committee appointed by the Royal Commission of 1845, to report on the most suitable gauge for the railways of Canada, says:- "Many of the persons examined before the assembly Committee in 1851 were not in a position to form the best opinion as to the relative values of different gauges. Mr. Harris, President of the Great Western Railway must be presumed to have given the question some consideration and he gave his opinion in favour of the narrow gauge, which the Great Western Ry. had then adopted. He said that all their calculations, plans and specifications were then based on a four feet eight and a half inch track, and he gave the following as his reasons for its adoption. First: Its established character. Second: The saving of money in the superstructure, ties and rails requiring extra strength for the broader gauge. Third: saving of expense in running machinery for all time to come. Fourth: To form an easy and economical junction with the railroads of Michigan and New York from which the Company expects to receive very large additions to the traffic on their road, a considerable portion of which is expected to follow a Grand Trunk Line through the Province to Montreal. He added,- "I consider the adoption of a broader gauge than 4ft.8-1/2in. would prove injurious to the interests of the Great Western Ry.Co., as well as to the Main Trunk Line as far as Montreal because I feel that every inducement possible will require to be made to secure the principal part of the travel from Chicago, etc., through Canada, in preference to the various channels now being opened on the South side of Lake Erie; and I feel convinced that any gauge that will not admit of the baggage cars of the roads joining the Great Western Ry., on

either side being carried across it, will deprive Canada of the greater part of said travel."

Tackabury continues, - "There is something prophetic in some of these reasons. The Great Western Ry. which was practically compelled by the Legislature to adopt a 5ft. 6in. gauge was obliged to reduce it by means of a third rail to enable American cars to pass over their line. The section of the Main Trunk Line east of Montreal had been commenced with a broad gauge and that circumstance may have had some influence in determining the decision of the Committee.

And so with all the evidence before them and all the circumstances to be considered the Railway Committee on the 31st July 1851 decided in favour of the five and a half feet gauge."

Of course a great deal more evidence both for and against the 5ft. 6in. gauge was brought before the Committee, than what I have quoted, but it seems to me that the balance of opinion was in favour of the 4ft. 8-1/2in. gauge.

In spite of the fact that two railways between Canada and the United States, the 5ft.6in. gauge line between Montreal and Portland and the 4ft.8-1/2 in. line Montreal to New York were in full operation and that either of these routes on which there was no break of gauge would have been available for invasion purposes, I still believe that the fear of invasion loomed large to the military authorities and this together with the fact as mentioned above that not only on the railway to Portland but on the Main Trunk Line east of Montreal the 5ft.6in. gauge was already established, led the Committee to decide in favour of the 5 ft.6in. gauge, even in the face of the obvious drawbacks of change of gauge during transportation.

Whether the foregoing opinion is correct or not may be open to question, but the Government made its decision in 1851 that the National railway gauge of Canada should be

5ft.6in., much to the annoyance of the Directors of the Great Western Ry., who had evidently made all their plans for a railway of the 4ft.8-1/2 in. gauge.

Although this law did not affect some of the earliest railways in Canada, such as the Champlain & St. Lawrence, the Montreal & Lachine, the Lanoraie and the coal railways of Nova Scotia, which were 4ft. 8-1/2 in. gauge it may be noted that after the law was passed a great many lines were laid to the 5ft.6in. gauge in Nova Scotia, New Brunswick, Quebec and Ontario and some of the smaller ones had to be subsequently assisted financially by the Dominion Government when the Dominion Government repealed the 1851 law, which it did in 1870.

The Great Western Railway owing to its geographical position was from the first very dependent on through traffic from and to different points in the United States, in fact the railway practically formed a link in the East and West traffic of that country. Now, none of the United States railways directly connected with the G.W.R. were of the 5ft.6in. gauge, most of them being of the 4ft.8-1/2 in. gauge, which was already at that time rapidly becoming the standard. An exception however was the Erie Ry. which was directly concerned with the G.W.R. at Niagara Bridge, but as this line and its connections was laid to a gauge of six feet the break of gauge difficulty was equally bad if not worse.

As can be imagined the transfer of all goods from the American gauge trains to the 5 ft.6in. G.W.R. trains at Niagara Bridge, and the retransfer from G.W.R. to American trains again at Windsor or Detroit was an endless source of confusion, breakage, delay and dissatisfaction to everyone concerned, and the United States lines at last took up the question of an alternative route through United States territory on the 4ft.8-1/2in. gauge to avoid this trouble.

The fear of losing this valuable

American business drove the Directors of the G.W.R. to petition the Canadian Government for permission to change the gauge, and in the meantime they gradually mixed the gauge or in other words laid down on most of their track a third rail to accommodate the 4ft.8-1/2 in. cars of the United States railways, so that they could pass from one point to another of the United States over the G.W.R. without change.

It is interesting to note the gradual way in which this change of gauge took place on the Great Western Railway, and it was rather unique in this respect compared with the numerous changes of gauge which have taken place in various parts of the world. In most instances, once the work of change was put in hand, it was carried through as quickly as possible, the operation after considerable time spent in preparation was only a matter of a few days, sometimes only hours, whereas on the G.W.R. it was a matter of years. The Great Western Railway of England had a somewhat similar experience with regard to mixing the gauge on a large part of their road but when the change of gauge came they had to close a large part of their main line, which the G.W.R. of Canada did not have to do, the only part of the line actually closed was the branch line between Hamilton and Toronto which was closed for eight hours, as shall be mentioned later on.

The following are notes extracted from the half-yearly reports of the Great Western Railway.

The Great Western Railway of Canada was opened on 18 Nov. 1853 with a rail gauge of 5ft.6in. in accordance with the law passed by the Canadian parliament in 1851 to that effect.

Nearly eleven years later at a meeting of the Company held on 24 Feb. 1864, the President, Mr. Thomas Dakin, in referring to the delay and loss incurred owing to the break of gauge between the American railroads and the G.W.R., recommended

that the G.W.R. should at once lay an intermediate, or third rail of 4ft. 8-1/2in. gauge to accommodate American cars, which would then run over the G.W.R. without change. Cost estimated to be \$700,000. A year and a half later on 26 March 1866, The President refers to the narrow gauge track about to be laid down on the main line and in August of that year, Mr. G.L. Reid, the Company's engineer, reports that 50 miles of N.G. rails are laid.

The President on 28 March 1867 says that the N.G. track is completed between Suspension Bridge and Windsor, that it came into operation on January 1st last, and that the new car ferry boat, which will take 14 or 16 cars, also ran on that date. Further mixed gauge sidings were badly wanted.

Mr. Robinson, the Company's mechanical superintendent, reports at the same time that 198 N.G. cars of all kinds are now in use out of a total of 1511, and that 2 of the new Palace Sleeping Cars, built by the Pullman Company, are at work and others are in hand.

From now on the work of converting the cars from broad to narrow gauge went steadily, though the locomotives did not seem to be taken in hand until the Spring of 1870. The President on 28 Sept. 1870 says that the traffic has been handled by broad gauge locomotives, but the system of working on a mixed gauge has been found to be unsatisfactory and expensive. Preparations are now, therefore, being made to take up the outside rail - Parliament having sanctioned the change of gauge - and it is proposed to purchase some narrow gauge locomotives. It is also proposed to retain the broad gauge only so long as it is necessary to obtain sufficient N.G. locomotives.

The Pacific Railroad in the United States is spoken of on 13 Oct 1869 as an important source of through traffic for the G.W.R. now that the narrow gauge is available, but more mixed sidings are wanted, and the use of Bessemer steel rails

was just commencing in November.

Mr. Robinson says on 23 Aug. 1870 that the first two narrow gauge freight engines are already at work and that more are in hand. Some B.G. engines are being sold, some broken up and one small one converted into a N.G. shunting tank engine. Mr. Reid reports on 28 Feb. 1871 that the third rail had now been removed from 100 miles of the main line and from station sidings between Windsor and Komoka, and also that in December last the track of the Toronto branch, 38 miles, was successfully changed from broad to standard gauge by an organized force of trackmen under Mr. Weatherston with an interruption to traffic of only eight hours.

On the same date the Locomotive Superintendent explains that the alteration of the gauge being put in hand more rapidly than anticipated has left him with a shortage of N.G. engines. The Company is buying a large number of these locomotives, both freight and passenger, from the Rhode Island Locomotive Works and he is converting G.W.R. B.G. engines to narrow gauge at the Company's works as rapidly as the facilities will allow. But this conversion of the locomotives was attended with difficulties for Mr. Robinson remarks, "Many of the engines which were considered worth reconstruction with new boilers on their present gauge are found unsuitable to convert to N.G., while others, notably the Norris class, originally considered not worth reconstruction, are the most practical to convert to N.G." For these reasons it is now intended to reconstruct the six Norris engines, numbered 17 to 22 inclusive, with new boilers and cylinders, make them N.G., and select good tenders for them from other engines, which on account of age and difficulty of conversion will be broken up. Five Slaughter engines, Nos. 65, 66, 68, 69, and 72, and the Fairbairn engine, No. 32, all being too old and worn out to be worth conversion to N.G. are being broken up.

Note by W M S.: According to the 1862 list the six Norris engines were, No.17, "Venus," No.18, "Minerva," No.20, "Jupiter," No.21, "Mercury," No.22, "Mars," and the five Slaughter engines were No.65, "Python," No.66, "Lion," No.68, "Tiger," No.69, "Tigres," and No.72, "Vulcan," The Fairbairn engine was No.32, "Spitfire."

The Report continues - "The engine stock has been increased by five new N.G freight engines built in the Company's shops. The remaining portion of the engine stock has been somewhat altered during the half year both in point of numbers and gauge. In addition to the two shunting engines (Nos. 91 and 93) as sold and one shunting engine, No.92, as having been converted to N.G. in last half year's report the following alterations and temporary additions have been made - One freight engine, No.54 ("Titan" from Birkenhead) and one passenger engine, No.5 ("Windsor" from Schenectady) have been sold. Four shunting engines, No.86, "Ontario," No.88, "Superior," No.89, "Michigan," No.90, "St. Lawrence," from the Globe Works, Boston, have been converted to N.G. One shunting engine, No.87, "Erie," is in hand being converted. Thirteen new N G Passenger engines and nineteen freight engines have been purchased from the Rhode Island Locomotive Works and also one shunting engine from Baldwins." The stock of engines at present is as follows - 77 B.G., 43 N.G., 13 being converted, total 133.

In consequence of this temporary shortage of locomotives, the Directors were obliged to change their plans somewhat and to retain the mixed gauge between Hamilton and London so that narrow gauge trains could be operated by broad gauge locomotives. The Directors

report in April 1872 that by 31 January the whole of the Company's car stock had been converted to the standard gauge, but that the broad gauge is still kept between London and Hamilton on which to run the remaining broad gauge locomotives. Mr. Robinson on 28 Feb. 1873 reports that only 24 B.G. engines now remain out of a total of 177. The Report of 26 March shows that the supply of locomotives is still insufficient and that the outer rail between Hamilton and London must be continued for the present. The new steel rails are giving great satisfaction both in use and in decreased track expenditure. The Directors in their report of 16 October announce that at last this outer rail has been removed at the end of June, that the system is now entirely of standard gauge, and that at the close of the previous year only 30 miles of iron rails remained on the main line. It is mentioned in the same report that freight trains of 27 cars are now run on the main line whereas 24 cars were formerly the maximum and then extra engine help was often required. By 1874 the Westinghouse Atmospheric Brake was beginning to be installed.

To conclude I may again refer to the process through which the Great Western Railway went during the period of the change of gauge - First, the laying down of the narrow gauge rail primarily to accommodate the American cars, at that time there being no narrow gauge stock on the G.W.R. N.G. rail Niagara to Windsor, in operation, 1 January, 1867. Second, the gradual conversion of the G.W.R. cars both passenger and freight. First N.G cars running Spring, 1867. Third, the conversion of the locomotives. First N.G. engine, a shunter, was not running until the Spring of 1870.





11	0-6-OF	16x24"	60"	Slaughter	1855-6
62 (66)	Lion, 63 (67)	Lioness, 64 (68)	Tiger, 65 (69)	Tigress,	
66 (70)	Leopard, 67 (71)	Panther, 68 (72)	Vulcan, 69 (73)	Etna,	
70 (74)	Stromboli, 71 (75)	Styx, 72 (76)	Castor, 73 (77)	Pollux.	
9	2-4-OPorF	16x24"		Birkenhead	1856
74 (29)	Mazeppa, 75 (30)	Medusa, 76 (31)	Medea,		
6	2-4-OP	16x24"	72"	Fairbairn	1856-7
77 (38)	Gem, 78 (39)	Ruby, 79 (40)	Emerald, 80 (41)	Sapphire,	
81 (42)	Diadem, 82 (43)	Diamond.			
8	2-4-OP	16x24"	72"	Stephenson	1856
83 (50)	Ariel, 84 (51)	Oberon, 85 (52)	Prospero.		
12	F				1856
86 (78)	Erebus, 87 (79)	Cyclops, 88 (80)	Ixion.		
10	0-6-OF	16x22" ?	60"	Gunn	1857
89 (56)	Achilles, 90 (57)	Bacchus			
13	0-6-OF	16x24	60"	G.W.R.	1860-2
67 (81)	George Stephenson <sup>10</sup> ,	90 (82)	Scotia, 91 (83)	Erin,	
92 (84)	Sarnia, 93 (85)	Saxon.			
None	4-4-OF	17x24"	60"	Kingston	1868
(95,217) <sup>11</sup>	unnamed, (96,218)	Unnamed, (97,219)	Unnamed, (98,220)		
	Unnamed, (99,221)	Unnamed.			

Notes:

1. This classification appears in the Official List of 1869.
2. P - Passenger, F - Freight, S - Shunting.
3. Locomotives "Niagara", "London", and "Samson" replaced in 1862.
4. Original number.
5. Number as it appears on Official Lists of 1862 and/or 1869.
6. Rebuilt by G.W.R. during the period, 1861-6.
7. Removed from service in 1867. "Hercules" became locomotive fire engine.
8. Removed from service in 1869.
9. "Oxford" was involved in the Desjardins Canal Accident, March 12, 1857. It was probably scrapped.
10. What locomotive, first of the coalburners, this replaced in 1860 is uncertain. It may have been No.67, "Panther," but this appears in the 1862 List.
11. These locomotives were renumbered soon after purchase.

Memoranda:

Special Supplement: Through the courtesy of Mr. Freeman H. Hubbard, Editor of "Railroad Magazine", we are able to mail to the members with Bulletin No.2 a reprint of "The Railroad Fan Movement", an article which appeared in the July issue of "Railroad Stories."

# The Railroad Fan Movement

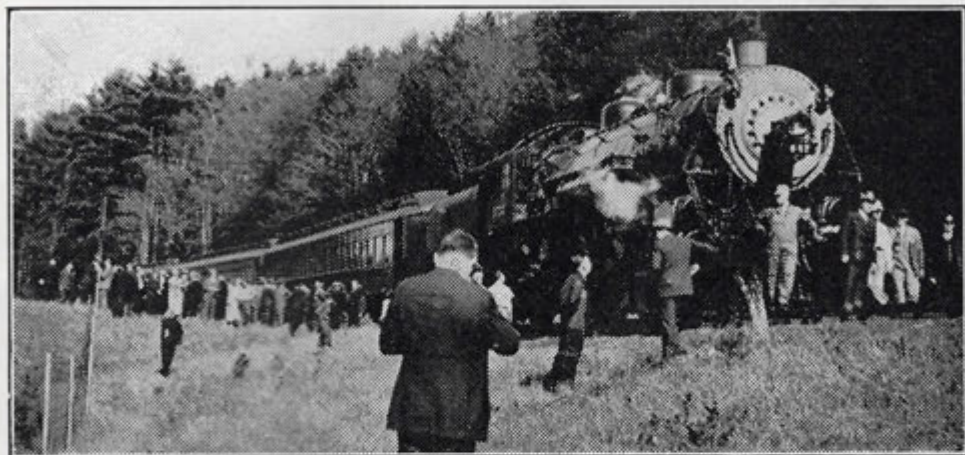


Photo by Dana D. Goodwin, 356 Main St., Fitchburg, Mass.

Typical of the Many Fan Excursions of Recent Years Was This One Sponsored by The Railroad Enthusiasts, Inc.—the Last Trip over the Athol Branch of the Boston & Albany



**I**N 1820 the first steam railroad in North America was built and operated by Col. John Stevens on his estate at Hoboken, N. J., where the Stevens Institute of Technology stands today. It was a privately-owned narrow-gage line which ran around an oval shape, but it had passenger cars drawn by a real steam locomotive, so it definitely marked the birth of steam transportation in this country.

You might think that the "railroad fan" movement began about the same time—but it didn't. That did not come until exactly a hundred years later. At least, no serious effort was made to organize a group of railroad hobbyists until the fall of 1920, although the photographing of locomotives and trains for the purpose of making and exhibiting picture collections dates back for at least fifty years, and in New England there was quite a group that held one or more meetings to display their "treasures" and exchange reminiscences.

The old RAILROAD MAN'S MAGAZINE,

established in October, 1906, served as a mouthpiece for the hobbyists as well as the railroad men themselves until January, 1919, when it suspended publication. This left a wide gap which only a railroad journal could fill. Moreover, while Charles E. Fisher, a railroad-minded Bostonian, was writing his *History of the Old Colony Railroad*, he became painfully aware of the need of some kind of organization to preserve the documentary records of railroad history. So he got together with two friends, Arthur Curran and Warren Jacobs, in the fall of 1920, and they discussed the possibilities of such a society.

Mr. Fisher had railroading in his blood for three generations. His grandfather had helped to finance the old Boston & Providence and his father had worked for thirty years with William Mason, the locomotive builder of Taunton, Mass. Charles Fisher, carrying on the family tradition, began his rail experience at an early age, working at the local freight station in Taunton during summer vacations. After graduating from university he worked for the Pennsy, then at a steel plant and in the U. S. Bureau

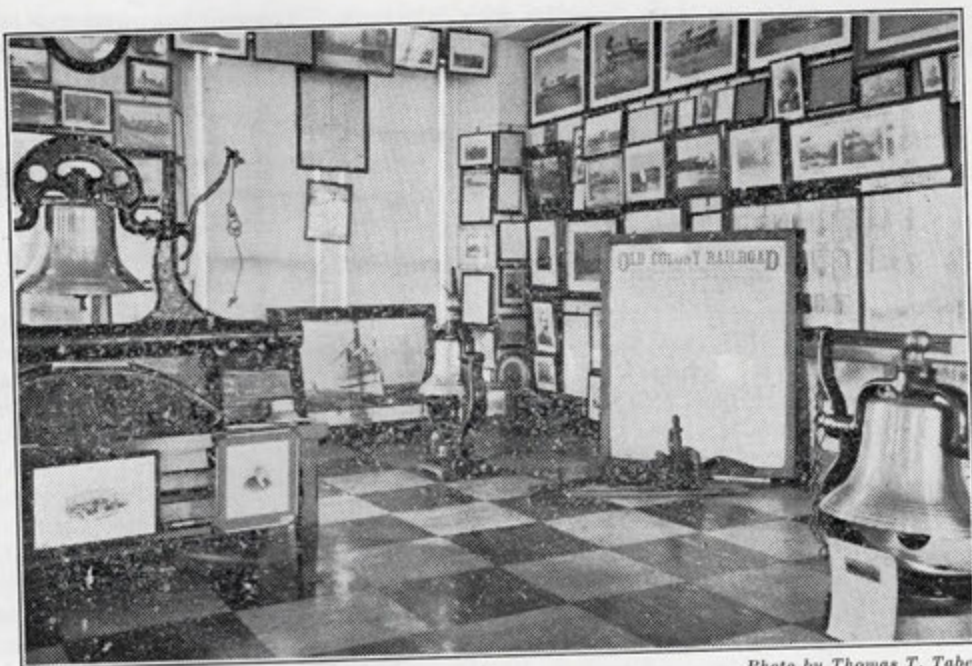


Photo by Thomas T. Taber

A Corner Devoted Largely to the Old Colony Railroad in the Permanent Exhibit of the Railway & Locomotive Historical Society, Inc., in the Baker Library of Harvard University

of Aircraft Production; and at the close of the World War he was connected with the department of tests of the N.Y.N.H. &H., eventually going into the railway supply game.

Arthur Curran became connected with the Rogers Locomotive Works after graduating from university. Like a great many small boys, he was always interested in locomotives and trains; and his home above the Grand Central Station gave him an opportunity to watch the trains which ran in and out of that terminal. At the same time he was developing a talent for writing; he has since written dozens of articles for the old RAILROAD MAN'S MAGAZINE and its successor, RAILROAD STORIES.

The third of the trio who formed the first railroad fan organization, Warren Jacobs, began his rail career on the old Fitchburg Railroad and at one time was yardmaster at Waltham, Mass. Later he went over to the Old Colony Railroad, and

is now connected with the Boston Terminal Co., owners of the South Station.

Fisher, Curran, and Jacobs started the ball rolling in 1920. A meeting was held at Mr. Curran's home in Newton Centre, Mass., at which this small group organized the Railway & Locomotive Historical Society and decided to issue some sort of magazine.

At the outset each candidate for membership was required to submit an article dealing with some phase of railroad history, and the first *Bulletin* was published March 15th, 1921. Within a short time, however, that requirement was dropped; but the *Bulletin*, which is still being issued, is and always has been written entirely by members.

Mr. Fisher is the editor of this *Bulletin* as well as the president of the Society. He lives at 51 Newbury Street, Newton Centre, Mass. Mr. Jacobs is secretary. Other officers are Sidney Withington, vice president; John W. Merrill, curator; Harold S.

Walker, assistant secretary; and George P. Becker, treasurer.

In 1922 the Society appointed a representative to look after its interests in England, and as time went on additional representatives were appointed, so that there are now seven scattered throughout the United States, Canada and Europe.

In 1923 the R.&L.H.S. was incorporated under the laws of Massachusetts. Four

years later a newspaper article describing Mr. Jacobs' photo collection was brought to the attention of the late Charles O. Eaton, librarian of the Baker Library of the Harvard University Business School, then in course of construction, with the result that two rooms in the Baker Library were turned over to the Society on November 6th, 1927, for its use in maintaining a collection of railroad historical material such as books, pamphlets, documents, photos, old prints, technical journals, and relics of various kinds. The facilities of this library and museum are open not only to members of the R.&L.H.S. but also to any other responsible rail-minded persons.

Then, in December, 1929, the old RAILROAD MAN'S MAGAZINE was revived, much to the delight of both rails and fans. The next step in the fan movement was the International Engine Picture Club. This was launched in January, 1931, through an article in RAILROAD MAN'S entitled "Collecting Engine Pictures," by Freeman H. Hubbard, the present editor of RAILROAD STORIES.

The I.E.P.C. now numbers about 10,000 members, scattered all over the world but mostly in the United States and Canada. It has done perhaps more than any other single agency to arouse popular interest in the hobbies of making modern railroad shots of various kinds, collecting and ex-

changing such pictures, and preserving photos of railroading of bygone days. It has given a powerful impetus to fan movements and stimulated the formation of other organizations and enrollment in them. In recent years the I.E.P.C. has been sponsoring fan excursions in cooperation with the R.&L.H.S. and kindred organizations.

Meanwhile, the R.&L.H.S. has continued to grow, establishing chapters in New York City and Chicago. Founding of the New York City chapter, now four years old, was due in large measure to the efforts of T. T. Taber, a citizen of Madison, N. J., whose activities already have been written up in this magazine. The first chairman of the chapter, Mr. Taber was succeeded by W. J. Coughtry, who is the historian of the Delaware & Hudson. The chapter's official address is Box 434, Grand Central Annex, New York City. The Chicago group, organized a couple years ago, already boasts a good-sized membership list, and is actively sponsoring excursions to points of interest in the vicinity. D. W. Yungmeyer, 5116 Dorchester Rr., Chicago, is secretary. The total membership of the R.&L.H.S. is around 500.

"The interests of our members vary," says Mr. Fisher, "but they are all brought to a focus in this society."

The R.&L.H.S. has an exchange department, corresponding to the I. E. P. C., and has a large and growing collection of negatives, prints from which are furnished at reasonable price. Through these services and through its *Bulletin*, which is now kept on file in fifty of the largest libraries in the United States, the Society has more than lived up to its original purpose of preserving historical railroad material and making it available to persons who are in-



John Loye, President of the Canadian Railroad Historical Association

terested. Dues are \$3 a year, or \$50 for life, in addition to nominal dues for junior or senior chapter membership.

**J**UST as the R.&L.H.S. was inaugurated exactly a hundred years after the birth of America's first steam railroad, so was the Canadian Railroad Historical Association founded a century after the birth of Canada's first steam road, the Champlain & St. Lawrence, chartered February 25th, 1832.

Marking the centenary of the C.& St.L., a public exhibition was held of railway material, documents, and photos in the Chateau de Ramezay museum in Montreal, one of the oldest buildings in Canada, dating back almost to 1700. This brought together an enthusiastic group of Canadians, most of whom were already members of the Antiquarian & Numismatic Society. At the close of the exhibition, March 15th, 1932, the C.R.H.A. was formed, with John Loye as president and Robert R. Brown secretary.

Victor Morin, president of the Antiquarian Society, was chairman at the

C.R.H.A. organization meeting and, indeed, the two organizations have been closely affiliated ever since. Monthly meetings of the Railroad Association from September to June are held in the A.&N.S. headquarters, the Chateau de Ramezay, where a room is reserved for railroad exhibits, while President Morin of the Antiquarians is also honorary president of the Railroad Association.

Mr. Loye is an artist by profession. He was born in Montreal at 712 St. Felix Street, on September 5th, 1881, in a house which stands in sight of the Mountain Street level crossing of the Grand Trunk Railway, and still lives there. Although he has never worked for a railway, a brother of his has served the Canadian Pacific for thirty-five years, while other close relatives have served on the Grand Trunk.

In 1904 Mr. Loye published in the *Montreal Herald* his first historical treatise, a story of Canada's first railway, illustrated with a drawing he made of the *Dorchester*, Canada's first locomotive. This drawing, he now says, was based on the confused recollections of veterans and was quite



Photo by R. V. V. Nicholls

The Chateau de Ramezay in Montreal, Former Residence of the French Governors of Canada, is Now Used as a Museum. Among Its Exhibits Are Those Dealing with the History of Transportation in Canada



*Photo from R. V. V. Nicholls*

Replica of the "Dorchester," First Steam Locomotive to Run in Canada, in the Elgin Gallery of the Chateau de Ramezay.

inaccurate, although there was no better picture of that engine available at the time.

As a result of his interest in the subject, the Canadian National asked him to design a half-size model of the *Dorchester* to be used in the Diamond Jubilee Pageant of the Canadian Federation in 1927. This model also was in error, but it brought Mr. Loye into contact with Robert R. Brown, the now well-known Canadian railway historian. Their association resulted in the C.&St.L. charter anniversary exhibition and the founding of the Canadian Railroad

Historical Association, of which Mr. Loye is now president.

The vice president is W. M. Spriggs, Post Office Box 111., Ste. Anne de Bellevue, Province of Quebec. Other officers are: Secretary R. V. V. Nicholls, 2174 Sherbrooke Street, West, Montreal; treasurer, Mrs. M. E. Bevington, of the Canadian Pacific's department of immigration and colonization, Montreal; additional directors, D. F. Angus, L. A. Renaud, C. L. Terroux; and Miss Anna O'Dowd, custodian.

Leonard A. Seton, of 115 Brock Avenue



South, Montreal West, is chairman of the photograph exchange committee, which keeps on file a fairly complete list of photographs available for sale or exchange in Canada. Inquiries should be addressed to the secretary of the Association.

For the first four years of its existence the organization members were primarily concerned with preparations for the centenary of the opening of the Champlain & St. Lawrence Railroad, which was celebrated in July, 1936. It has since broadened its scope and plans to run occasional fan excursions out of Montreal.

For the centenary, Robert R. Brown and L. A. Renaud, of the Antiquarian & Numismatic Society, built a scale replica of the *Dorchester*. This was exhibited in the summer of 1936 at the Chateau, together with other historical material. On July 18th and 19th, special trains from Montreal went to St. Johns and to Laprairie, respectively, termini of the old C.&St.L.; included in these trains was another replica of the *Dorchester*, built to the Association's plans in the Canadian National shops.

The Association's purpose, according to its prospectus, is "the collection, the preservation, the exhibition, and the distribution of information, relics, documents, photographs, etc., relative to railway, locomotive, and other transportation history in

Canada." Special attention is given to steamboat navigation, as you will notice from the Association's insignie.

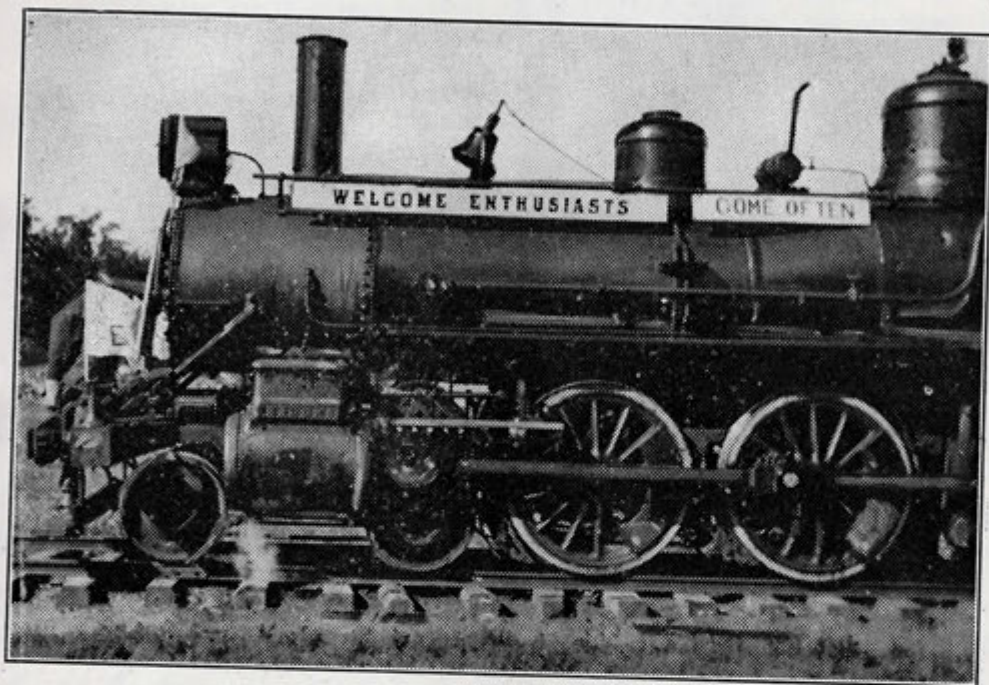
Just this year the C.R.H.A. has taken two new steps toward attainment of its aims; it has adopted cooperative measures to get greater efficiency in collecting and arranging information, and, like the R.L.H.S., is now issuing a *Bulletin*, in order to give the Association a more national appeal. It hopes to raise the enrollment of fifty to a much larger number.

Dues for regular members are \$2 per year. Out-of-town members who live too far from Montreal to attend the regular meeting pay only an initiation fee of \$2.

MEANWHILE, in 1933, another important hobbyist group came into being. Horace W. Pontin, a railroad man and locomotive photographer of Allston, Mass., conceived the idea of forming a club for men and boys interested in railroading. The first meeting was held, thanks to the courtesy of H. M. Gilmore, in the Chesapeake & Ohio office in Boston, Mass. Thirty persons attended. Mr. Pontin was chosen president, Mr. Gilmore vice president, and William Monypeny secretary-treasurer. There was much enthusiasm for making it a national organization. Dues were set at \$2 a year; any person over sixteen is eligible for membership.

The body of fans grew, and soon they incorporated as The Railroad Enthusiasts. A larger meeting place was needed, so the Boston & Maine donated the use of a room in North Station, Boston; and when still larger quarters became necessary the N.Y.N.H.&H. supplied a hall in Back Bay Station, Boston. Today the membership is more than 300.

Like the other hobbyist organizations, this group publishes a magazine, *The Enthusiast*, especially for the benefit of members in other sections of the country who are unable to visit headquarters or attend the excursions. However, like the R.&L.H.S., the Enthusiasts are organizing divisions in other large cities, wherever sufficient interest is shown.



*Photo by Dana D. Goodwin*

The Old Gal Which Hauled an Excursion of The Railroad Enthusiasts over the Hoosac Tunnel & Wilmington in 1935. On the Pilot Were Flags Initialed "R.E."

The first of the Enthusiasts' excursions was over the Hoosac Tunnel & Wilmington Railroad on August 26th, 1934.

"It was a great success," says John W. Merrill, of 40 Broad Street, Boston, vice president of The Enthusiasts. "The people of Readsboro and Wilmington both gave us the keys to the town, and we had such a good time that we voted to go there again every year. This we have done. The first year, in fact, we made two trips over the H.T.&W."

Telling about one of the excursions over that scenic route, Mr. Merrill says:

"Everything had gone well, and after a fine dinner at Child's Tavern in Wilmington, Vermont, we started for home. Leaving Mountain Mills, about three miles off, we had to climb a steep grade, two hundred feet to the mile. Our train was composed of an old Lake Shore & Michigan Southern ten-wheeler, Number Twenty-one, a freight buggy, a B.&M. wooden coach, and two flat cars fitted with chairs

so we could view the wonderful valleys and mountains. One of our members fired the Twenty-one on that trip.

"My wife and Mrs. Curran (wife of one of the founders of the R.&L.H.S.) were in the engine cab with us. As we were climbing the steep grade on a sharp curve we noticed that the engineer was looking back all the time. Suddenly on went the brakes and we stopped. The two trucks of the engine tender were off the track, the buggy was on the ground, and the forward truck of the B.&M. coach also was derailed.

"It was getting very chilly and growing dark. The section crew started back for Wilmington to notify the B.&M. to hold train Number Sixty-two for us so we could get back to Boston that night. Those men must have had a cold ride, but they arranged to have the Troy train held at Hoosac Tunnel. They had a long wait, for we were hours behind schedule.

"The coach had no lights, so we hung up three lanterns in the car. We would have



had more but the wrecking crew were using them. Finally, it became so cold that we built a fire in the Baker heater. But there were no complaints; we all had a good time."

The present big chief of this outfit is Dana D. Goodwin, who first learned of The Enthusiasts through an article printed in RAILROAD STORIES about four years ago. There are three vice presidents. One is Mr. Merrill. Another is Franklin Snow, 10 Park Avenue, New York City, chairman of the New York Division. The third, Bruce D. Fales, of Silver Springs, Md., is associate editor of *The Enthusiast*. The secretary is A. Emerson Harris, 1232 Main Street, Leominster, Mass. William Monypeny is treasurer and Louis Judkins assistant treasurer.

The editor of *The Enthusiast* is E. L. Thompson, 1434 H Street, N. W., Washington, D. C. He is also chairman of the Washington Division. A. O. Wilkins, 131 Essex Street, Saugus, Mass., is at the throttle of the New England Division. A division was organized recently in Philadelphia under the chairmanship of T. H. Bateman, 813 Commercial Trust Bldg.

**A**LTHOUGH the Electric Railroaders' Association is only three years old, its membership, about 500, already equals that of the Railway & Locomotive Historical Society. The E.R.A. was established in August, 1934, by a small group of juice fans, some of them rails, some ex-rails, and all of them would-like-to-be rails. The president, William S. Cooke, Jr., is a traveling passenger agent for the Reading Railroad. The secretary, E. Jay Quinby, is an electrical engineer who started his career as a motorman on the North Jersey Rapid Transit Railroad and now works for a company that manufactures train dis-



Western Electric Photo

E. Jay Quinby, National Secretary of Electric Railroaders' Association. Among the U.S. Patents Issued to Him is One Covering an Automatic Electric Block Signal Which Employs No Moving Parts

patching equipment, etc. Many of the E.R.A. members collect photos and other historic records of electric railways. The Association itself organizes fan excursions or field trips over various electric railways, sometimes hiring special trains.

E.R.A. headquarters at 210 East 58th Street, New York City, is supplemented by division managers located at Atlanta, Chicago, St. Louis, and San Francisco. Dues are kept low, one dollar a year, with a dollar initiation fee for new applicants. Members wear bronze E.R.A. buttons, carry identification cards, and are issued membership certificates for framing. In addition, they receive the periodical *E.R.A.*

*Bulletin*, containing reports on the Association's activities and electric railway news.



**M**EANWHILE, on January 18th, 1934 the Lancaster Railway & Locomotive Historical Society had been organized; and on October 14th, 1935, a group of forty fans—members of several railroad clubs, including the Lancaster Society and the Interstate Trolley Club—founded the National Railway Historical Society at a meeting in the home of Charles A. Pittman, Jr., at Mt. Airy, Pa.

The original founders were Mr. Pittman; Leon R. Franks, an accountant of Lancaster, Pa.; William P. Hamilton, III., a law student of Brooklyn, N. Y.; James Shuman, of Lancaster; and Charles ("Machine-Gun") Johnson, of Trenton, N. J. Avowed aims of the N.R.H.S. are: (1) To collect data and material covering the history of steam and electric railways, and transportation in general, (2) to encourage model engineering, and (3) to boost rail transportation.



Banquet of the N.R.H.S., Held March 4, 1937, in a Pennsy Dining Car at Broad Street Station, Philadelphia. National Chairman Leon R. Franks is Standing in Front at the Extreme Left, While President Charles A. Pittman, Jr., May Be Seen in the Geographical Center of the Photo. Third from the Front

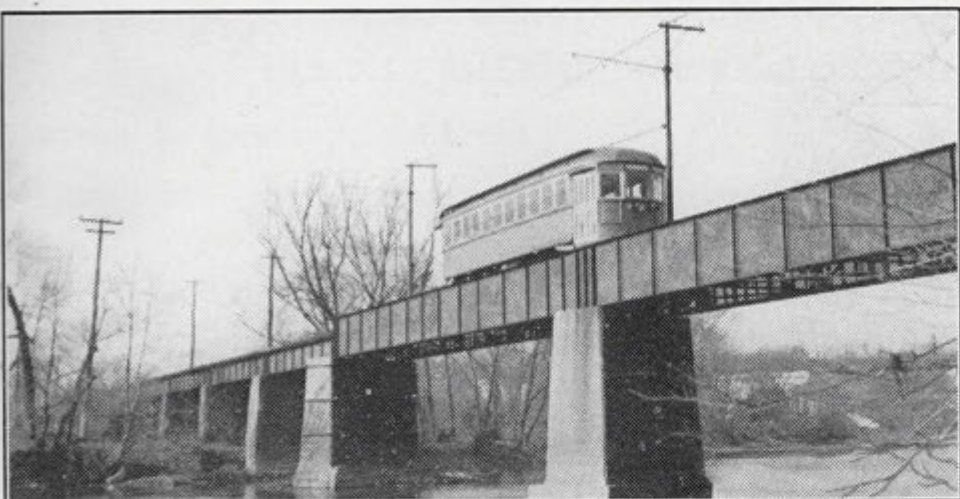


Photo by W. P. Hamilton, 377 Clinton Ave., Brooklyn, N. Y.

Car No. 70 on the Hummelstown Line of the Harrisburg Railways, Chartered by the N.R.H.S. for a Fan Trip over the Harrisburg Railways and the Hershey Transit Lines. Gage, 5 feet 2½ inches

Like the other fan organizations, the N.R.H.S. is incorporated, has a central information bureau and a trading bureau to facilitate the exchange of photos, etc., among members, and issues membership cards and a monthly *Bulletin*, and sponsors trips. Annual dues, \$1.25, plus nominal chapter dues.

Chapters have been established in New York City, Trenton, Lancaster, Philadelphia, Baltimore, Norfolk, Va., Pittsburgh, Pa., and Rochester, N. Y. The membership today is about 200. Anyone who is sixteen or over is eligible.

The chairman of the N.R.H.S. is Leon R. Franks, 238 East Orange Street, Lancaster, Pa. The president is Charles A. Pittman, Jr., 127 Nippon Street, Mt. Airy, Philadelphia. J. H. Lewis, E. G. Hooper, and R. G. Lewis are vice presidents. Samuel P. Worthington of Lansdale, Pa., is secretary and in charge of the bureau for the exchange or sale of negatives and prints. C. Edwin Lewis, Jr., is treasurer. R. H. Steinmetz and William M. Modinger, Jr., constitute the editorial staff.

**T**HE newest arrival in the rail fan group is the Railroad Boosters, organized on the West Coast in March, 1936,

with aims similar to those of The Enthusiasts and the N.R.H.S. Although the membership to date numbers only twenty-five, the group is active and enthusiastic and has already held a number of fan excursions and inspection trips. No regular dues are charged, all expenses being met by assessments when necessary. So far the Boosters has been largely a local organization; just how far it will spread is for the future to determine.

A. Wayne Melching, a shipping clerk of 1448 South Dunsmuir, Los Angeles, is president of the Railroad Boosters; his brother Ralph is secretary; Allan Youell is vice president, and Jay Blair is treasurer.

This list of railroad fan organizations could be continued indefinitely if it were to include all the local groups and the seventy-odd model railroad clubs scattered over the United States and Canada. Whether or not all of these societies, or most of them, will eventually be merged together into one large organization is anybody's guess. Present indications are that they will not.

Regardless of that, any hobbyist who is not already connected with any of these groups is invited to join the one that appeals most to his individual taste.