

BULLETIN
OF THE
CANADIAN RAILROAD HISTORICAL
ASSOCIATION



Number 4

February, 1938

Chateau De Ramezay
Montreal

The BULLETIN of the
CANADIAN RAILROAD HISTORICAL ASSOCIATION

Chateau de Ramezay, Montreal

No. 4, February, 1938.

NOTICES

The Regular Members of the Association are reminded that the Annual Dues for the year, 1938, are now payable. Cheques are to be made payable to The Canadian Railroad Historical Association, and may be sent to the Treasurer, Mrs. M. E. Bevington, Department of Immigration and Colonization, Canadian Pacific Railway, Montreal.

At the Annual Meeting of the Association, held on January 12th, it was decided that in future Out-of-town Members, who desire to receive the Bulletin, must subscribe to it at the rate of Fifty Cents per year. These subscriptions should be sent to the Treasurer at once.

The ANNUAL REPORT of the PRESIDENT

Our Association enters upon the sixth year of its life, and surveying its five years of existence, we are pleased to say that it has fully justified itself as an historical organization designed to specialize in recording and preserving the history and the material relics of the railways of Canada.

The very important matter of our affiliations with other historical societies, the establishment of responsible connections abroad, and the acquirement of a notable public position and respect, automatically developed as we progressed, and we now find our name known and our body referred to by individuals, companies and societies throughout the United States and Canada, and also in the British Isles.

The close relationship of our Association to the Antiquarian Society has, no doubt, been a guiding hand in our work and an influence in our life. We were born in the Chateau de Ramezay, and grew to our present mature state under its sheltering roof. We are bound by foster ties to the Antiquarian Society.

Monthly Meetings. Ten monthly meetings were held in the course of the year 1937. The attendance bespoke the interest of our membership in the work of the Association. The average attendance represented fully 60 p.c. of the regular members; an extraordinarily high average.

Business Meetings. The Association's business was at all times interesting, and devoid of difficulty. It has proved to be of an interesting nature, and quite attractive to anyone of historical bent of mind. Some of us feared at the outset that our discussions and activities would be so confined and unattractive that we would quickly exhaust our fund of interesting topics, which were supposed to be, naturally, limited to subjects devoid of artistic or aesthetic appeal. The contrary is the case. The story of the railroad in its every phase can be told and presented in our forum in a way to hold all intelligent interest, and even our ordinary routine business reflects at times the headlight beams of the locomotives whose names and numbers are alone familiar to our chosen circle.

Membership. The past year has been marked by a substantial increase in our general membership; not extensive, it is true, but valuable. And while a large roll of members would mean increased funds in our Treasury, and be of great material assistance in our pursuits, we are not unmindful of the nature of our Association, and the fact that its aim and purpose appeals to a certain class of individuals who are imbued with an interest in the historical side of the railway, and who are enthusiastic students in their chosen and particular sphere, but not numerous in any locality.

We are perfectly well pleased with the quality of our membership. All of our people are hobbyists, and our field of endeavour and research is one which provides manifold divisions, each one affording a special line of historical pursuit awaiting and inviting select attention.

Lectures and Entertainment. We have been singularly successful over the full course of the past year in the provisions made to fill our platform. Great credit is due to our Secretary, Mr. P. V. V. Nicholls, for his efforts in this department, and the success achieved.

Donations. A steady flow of valuable donations, which have been exhibited at our monthly meetings, has marked our record for 1937. We are pleased to make special mention of a length of track and a set of original car wheels of the Albion Mines Railway of 1838, received from Nova Scotia, and obtained through the enterprise of Mr. Nicholls, and the frontal name-plates of the Dominion Atlantic Railway locomotives, "Nicholson" and "Haliburton", donated by the Canadian Pacific Railway, through the instrumentality of Mr. R. G. Amiot. Among the gifts of our individual members, those of Mr. C. L. Terroux deserve special men-

tion. A full and detailed list of the 1937 donations will be found in the minutes of our regular meetings.

Excursions. Our summer excursions during the past year comprised several visits to railway erecting shops, Point St. Charles, Angus, Kingston and Montreal Locomotive Works; that to Kingston being the most extended and successful yet carried out by our Association. It was also the first held by train.

Marking Historic Sites. It has been the aim of this Association since it was founded, to have durable marking signs placed at the sites of historical interest to our railways in Montreal proper, and elsewhere.

Thanks to the persistent efforts of Mr. C. L. Terroux, a cast metal plaque on a rail standard has been erected during 1937 on the King Edward highway to mark the crossing point of the Champlain & St. Lawrence Railroad.

Our Meeting Place and Headquarters.

We continue to enjoy the privilege of meeting and storing our treasures in the Chateau de Ramezay, free of cost. We appreciate the value of this favour, especially in view of our limited funds.

Finances. Our financial position has maintained on a sound basis, and we begin the year of 1938 free of incumbrances and with a surplus. This healthy condition is due to two circumstances; firstly, the generous attitude of the Antiquarian Society, and secondly, the individual generosity of the members.

Public Recognition. Our reputation continues to be enhanced and position to be improved as the years go on. An example of the respect we command was recently shown in a practical fashion by the Canadian National Railways. Such aid is bound to inspire us with a true sense of the work we have set our hand to, and the fact that we have so obtained the serious consideration of both the C.N.R. and the C.P.R., and the prestige coming of their recognition is encouraging in the highest degree.

Prospectus. The future of our Association must ever be our serious problem to consider. So far, our progress has been steadily forward, and manifest signs indicate a continuance of this progress.

The mysterious contents of the future can only call for sober speculation and a reasonable anticipation of what may lie in store. It is to be hoped that we may come into possession of a museum where we can effectively

display our material for the public interest. At the same time we must not build castles in the air. It should be remembered that unless we secure a fire-proof sanctuary for our collection, we should leave it in the hands of members here and there. To place it in an inflammable building in its entirety, would be courting the destruction of the whole. Let us persevere in our work. Another year may bring us into bigger and brighter fields.

John Loye, President.

The ANNUAL REPORT of the SECRETARY

As Secretary of the Canadian Railroad Historical Association, I beg to submit my report for the year 1937. For convenience it is arranged in tabular form.

1. Number of members:			
Regular members, active	.....	29	
	non-active*	9	total 38
Out-of-town, active	.....	13	
	non-active...	4	total 17
Honourary	.....	9	9
			<u>64</u>

* "Non-active" means: did not attend one meeting during the year.

2. Number of regular meetings				10	
3. Average attendance:						
Members	.....	14+			
Guests	.....	3-	total	17	
4. Number of lectures:						
by members	.....	3			
by guests	.....	2	total	5	

The following lectures were delivered before the Association:
 April 14th Mr. W.E. Foster "Sidelights on the Diesel."
 May 12th Mr. Murray Gibbon "Writing Railway History."
 October 13th Mr. T.C.H. Smith "Montreal & Southern Counties Ry."
 November 10th Mr. Victor Morin "Carillon and Grenville Ry."
 December 15th Mr. H. C. Rochester "The International Limited."

5. Number of new members:			
Regular	.....	6	
Out-of-town, Canadian	.....	3	
	American	1	total 10
6. Number of excursions:			
City	.....	3	
by Motorcar	.....	1	
by Train	.....	1	total 5

The following excursions were organized by the Association:
 July 28th To Sorel, Drummondville, etc.
 August 8th To the C N R. Point St. Charles Shops.
 August 29th To the C.P.R. Angus Shops.
 September 26th To the Canadian Locomotive Company, Kingston
 October 24th To the Montreal Locomotive Works.

7. Average attendance: - -
 Members 8+
 Guests 9- total 17
8. Number of donations 21
9. Number of donors of gifts: - - - - -
 Members 8
 Non-members 7 total 15

Respectfully submitted,
 R. V. V. Nicholls
 Secretary.

The TREASURER'S FINANCIAL STATEMENT

Receipts:

On deposit Bank of Montreal, January 1937	\$ 50.07
29 memberships at \$2.00	58.00
Bank Interest .....	.23
	88.30

Expenditures:

Membership Antiquarian Society	5:00
Mr C. L. Terroux - tablet	10.00
Therrien Freres - stationery	10.14
	25.14
Balance	63.16
<u>On deposit, Bank of Montreal, December 31, 1937</u>	<u>\$ 63.16</u>

The REPORT of the EDITORIAL COMMITTEE of the BULLETIN

Mr. President:

The Editorial Committee of the Bulletin begs to submit its report for the year 1937. It is arranged in two parts, Part I sets forth the Committee's financial report, Part II contains the Committee's recommendations for the coming year.

Part I.

Bulletin	Copies printed	Pages*	Stencils required	Paper required	Paper cost	Typing cost	Wrappers	Postage
I	65	7	6	500	\$1.18	-	60 at 72¢	80¢
II	80*	10	9	1000	2:30	\$1.75	50 " 60	60
III	80	7	5	1000	2.30	1.50	50 " 60	76

* includes covers
 * distributed approximately as follows: All local members, 35; all non-local members, 15; libraries, institutions, etc. 15.

Total costs:	Stencils	\$4.08
	Paper	5.78
	Typing	3.25
	Wrappers	1.92
	Postage	2.15
		<u>\$17.18</u>

Materials on hand:	Paper valued at	.60
	Stencils valued at	.68
		<u>1.28</u>

Nett Cost: \$15.90

Vouchers accompany this report covering all expenditures, except for postage and wrappers.

Part II

Administration: It seems apparent that it is in the best interest to have one member of the Editorial Committee, preferably the Chairman, delegated to the task of collecting, organizing, and editing the material to be published, and one member delegated to the task of composing and printing the Bulletin.

Consist of the Bulletin: It is felt that a satisfactory Bulletin should contain as a minimum in each issue the following material:

1. Formal reports of the officers, and committees of the association
2. Original articles, either contributed, or revised from lectures.
3. News items of two kinds:
 - a. News items of the Association, i.e. resumes of the minutes,
 - b. News items of historical value, from newspapers and journals.
4. Locomotive lists.
5. Photograph exchange.

Further, the value of the Bulletin would be increased unquestionably if some means can be found to publish illustrations, and might be increased by the incorporation of a Why and Wherefor Section.

Cover: The question of the provision of a satisfactory cover for the Bulletin still requires an answer.

Finance: Basing an estimate upon 1. a Bulletin which is issued four times per year, and each issue of which contains, on the average ten pages, and 2. economies which it seems possible to effect in the cost of paper, the Bulletin for 1938 should not cost more than \$25.

The Committee suggests that the Bulletin be posted free to 1. Regular members in good standing, 2. Honourary members, and 3. certain institutions, libraries, etc.; that at a subscription rate of fifty cents per year the Bulletin be sent to Out-of-town members

The estimated revenue from this new arrangement is Six Dollars, leaving some Nineteen Dollars to be met out of the general funds of the Association

Respectfully submitted,
 R.V.V. Nicholls, Chairman
 John Loye,
 Robert R. Brown.

Locomotive List, II

Locomotives of the Dominion Atlantic Railway
Compiled by Robert R. Brown

Windsor and Annapolis Railway (B.G.)
1869-1873

Blt.	Acc.	No.	Name	Type	Cyl.	Driv	Builder	Dia.	Remarks
1855	1869		Sir Gaspard	4-2-0	12x18	60	Neilson		Ex N.S.R. No.2
1855	1869		Jos. Howe	"	"	"	"		" No.3
1851	1869		St. Lawrence	4-4-0	15x20	66	Portland		Ex G.T.R. No.4
1869	1869	1	Evangeline	"	16x22	61	Fox. Walker		
"	"	2	Gabriel	"	"	"	"		
"	"	3	Hiawatha	"	"	"	"		
"	"	4	Blomidon	"	"	"	"		
"	"	5	Grand Pre	"	"	"	"		
"	"	6	Gaspereaux	"	"	"	"		
1853	1872		Lightning	"	15x24	65	Schenectady		Ex.G.W.R. No.2
"	"		St. Croix	"	"	60	Portland		Second Hand

Yarmouth and Annapolis Ry. (Western Counties Ry.)
1874-1894

1874		1	Pioneer	4-4-0	14x22	54	Portland	No.208	Re D.A.R. No.2
1876		2	Geo.B.Doane	"	15x22	60	"	340	7
1889		3	Western	"	17x24	62	"	602	10
1892		4	Annapolis	"	"	"	"	623	15
1894		5	Yarmouth	"	14&18x24	66	Baldwin		17
1894		6	Digby	"	"	"	"		18
1879		7	W H. Moody)	"	16x24	60	Portland	355	Sold to W&A 19
			.Re Cerese)						
1879		8	Weymouth	"	"	"	"	354	Re D.A.R. No.8

Windsor Branch Ry. (Western Counties)
1877-1879

1877			Frank Killam	4-4-0	15x22	60	Portland	341	Sold 1879 to N.B.&C.	6
"			Halifax	"	"	"	"	342	" " "	7
"			Windsor	"	16x24	"	"	348	" " "	5
"			Yarmouth	"	"	"	"	344	" " "	4

Cornwallis Valley Ry.
1889-1892

1871	1890	1	Queen Mab	4-4-0	12x24	56	Rogers		Ex N.B.R. No.30
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Windsor and Annapolis Ry. (S G.)
1875-1894

1866	1875	1	Evangeline	4-4-0			Kingston	55	Ex I-C-R. no.21	1866
			Rebuilt				Portland		D.A.R. No.14	
1866	1875	2	Gabriel	4-4-0			Kingston	63	Ex I-C-R. No.22	1866
			Rebuilt				Portland		D.A.R. No.13	
1866	1875	3	Hiawatha	4-4-0			Kingston	64	Ex I-C-R. No.23	1866
			Rebuilt				Portland		D.A.R. No. 3	

1859	1875	4	Blomidon	4-4-0	16x24	60	Fleming	Ex	E. & N.A.*
1875			Rebuilt				"		D.A.R. No. 4
1859	1875	5	Grand Pre	4-4-0	16x24	60	"	Ex	E. & N.A.*
1875			Rebuilt				"		D.A.R. No. 5
	1875	6	Gaspereaux	4-4-0	16x24	62	Portland	Ex	I.C.R.
1875			Rebuilt				"		D.A.R. No. 6
1875	1875	7	Basil	4-4-0	16x24	60	"		333
"	"	8	Benedict	"	"	"	"		334
"	"	9	Minne Ha Ha	"	"	"	"		335
1891	1891	10	Kentville	"	17x24	66	Baldwin		D.A.R. No. 9
1889	1889	11	St Eulalie	"	18x24	62	Portland		D.A.R. No.12
1890	1890	12	Acadia	"	"	"	"		599
?	1892	13	Queen Mab	"	12x24	56	Rogers	{ Ex N.B.R. 20? }	603
1892	1892	14	Atalanta	"	17x24	66	Baldwin	{ Ex N.B.R. 20? }	D.A.R. No.11
1893	1893	15	Oberon	"	18x24		"		D.A.R. No.16
1893	1893	16	Titania	"	"		"		D.A.R. No.19
			Re Vallieres						D.A R. No.20
1894	1894	17	Fortuna	4-4-0	18x24		Baldwin		D.A.R. No.21
1896	1896	18	Regina	"	"		"		D.A R. No.23
1879	1894	19	H. Moody	"	16x24	60	Portland	355	Ex Y & A No. 7
			Re Cerese						D.A.R. No.22

Midland Ry. of Nova Scotia

1874	1901	1	Truro	4-4-0	17x24	66	Rhode Is.	Ex	GTR No.421	DAR	31
1883	1902	2	Windsor	"	17x24	62	G.T.R.	Ex	GTR No.261	DAR	30
1874	1902	3	Brooklyn	"	17x24	66	Rhode Is.	Ex	GTR No.420	DAR	29
1875	1902	4	Pioneer	2-6-0	16x24	55	Portland	332		DAR	28

Dominion Atlantic Ry.
1894-

										Prev.No.	
	1892	1	Queen Mab	4-4-0	12x24	56	Rogers				C.V. 1
											W.A. 13
1874	1894	2	Pioneer	"	14x22	54	Portland	208			Y.A. 1
1866	1875	3	Hiawatha)	"			Kingston	64			I.C. 23
1875			Rebuilt)				Portland	Sold	N.B.R. 10		W.A. 3
	1875	4	Blomidon)	"	16x24	60	Fleming				ENA
1875			Rebuilt)				Fleming				W.A. 4
	1875	5	Grand Pre)	"	16x24	60	Fleming				ENA
1875			Rebuilt)				Fleming				W.A. 5
	1875	6	Gaspereaux)	"	16x24	62	Portland				I.C.
1875			Rebuilt)				Portland				W.A. 6
1876	1894	7	Geo. B Doane	"	15x22	60	Portland	100			Y.A. 2
1879	"	8	Weymouth	"	16x24	60	Portland	334			Y.A. 8
1875	1875	9	Minnehaha	"	16x24	60	Portland	335			W.A. 9
1879	1894	10	Western	"	15x24	62	Portland	602			Y.A. 3
1875	1890	11	Acadia	"	18x24	62	Portland	603			W.A. 12
1891	1891	12	Kentville	"	17x24	66	Baldwin				W.A. 10
1866	1875	13	Gabriel)	"			Kingston	60			I.C. 22
			Rebuilt)				Portland	Sold	N.B.R.		W.A. 2
1866	1875	14	Evangeline)	4-4-0			Kingston	Sold	N.B.R.		I.C. 21
1875			Rebuilt)								W.A. 1
1892	1894	15	Annapolis	4-4-0	17x24	62	Portland	602			Y.A. 4
1892	1892	16	Atalanta	4-4-0	17x24	66	Baldwin				W.A. 14

(To be continued)

NEWS OF THE ASSOCIATION
Resumes of the Minutes

The Annual Meeting of the Association was held on the evening of Wednesday, January 12th, in the Chateau de Ramezay, Montreal. The President was in the chair.

The following reports were read and approved: 1. the Treasurer's, 2 the Secretary's 3. the President's, and 4 the Editorial Committee's of the Bulletin. The sum of Fifteen Dollars and Ninety Cents was paid to the Chairman of that Committee nett cost of publishing the Bulletin for the year, 1937.

The executive officers of the Association were re-elected for the year, 1938, as follows: President, Mr John Loye; Vice-President, Mr W M Spriggs; Secretary, Mr. R V V Nicholls; Treasurer, Mrs. M E Bevington; and Directors, Messrs D F Angus, L A Renaud, and C L Terroux.

The Editorial Committee of the Bulletin was re-elected as follows: Mr R. V. V. Nicholls, Chairman, Mr. John Loye, and Mr. Robert R. Brown. A special fund of Twenty Dollars was set up to finance the Bulletin for the year 1938. The Editorial Committee was authorized to charge Out-of-town Members an annual subscription of Fifty Cents.

The President read a Memorial, re the painting of Canadian locomotives in colours, for presentation to the C N R and C.P.R. Formal approval was reserved to allow time for further discussion

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Excursions

On the afternoon of Saturday, January 15th, some twenty members and friends of the Association called at the home of Miss Adaline Van Horne, Sherbrooke Street, Montreal and viewed the art collection of her late father, Sir William Van Horne. Though Miss

Van Horne was indisposed and unable to welcome personally the party, ample opportunity was given to study the famous paintings by Rembrandt, Hals, El Greco, Montecelli, Romney, Constable, and others. Particularly fascinating was Sir William's incompleated illustrated catalogue of his art collections.

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ANNOUNCEMENTS

Though the Secretary's suggestion of last November, that the Canadian railroads sponsor fan excursions, was not received by them with enthusiasm, it is yet hoped to organize such excursions on the Associations own responsibility this summer. But for this it is essential that your executive accurately gauges how many persons are interested in such trips.

The "Railroad Enthusiasts" of Boston and New York are organizing a trip to the Old Colonie Shops of the D. & H. at Albany and the Mechanicville Yards of the B. & M in May. This cent-a-mile excursion would become an international event if fans went from Montreal. Write at once and tell us if you, and how many of your friends, are interested in this trip.

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Members interested in the history of the Dominion Atlantic Railway may wish to obtain copies of W. W. Clarke's "History of the Earliest Railways in Nova Scotia", which is now out-of-print. Copies of this book, in new condition, can be purchased from the Old Authors Shop, 1915 St. Catherine St. W., Montreal for Fifty Cents, Postpaid.