

BULLETIN
OF THE
CANADIAN RAILROAD HISTORICAL
ASSOCIATION



Number 8

February, 1939.

Chateau De Ramezay
Montreal

The Bulletin of the
CANADIAN RAILROAD HISTORICAL ASSOCIATION

Chateau de Ramezay, Montreal

No. 8, February, 1939

NOTICES

The Regular Members of the Association are reminded that the Annual Dues for the year 1939 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, the Editorial Committee was authorized during the coming year to charge both Regular and Out-of-town Members a subscription rate of Fifty Cents for the Bulletin. Such members, who desire to remain on our mailing list, should send their subscriptions to the Treasurer at once. Libraries and other institutions who have been receiving the Bulletin in the past are also invited to subscribe.

The ANNUAL REPORT of the PRESIDENT

Our Association having completed the seventh year of its existence, it is with satisfaction that we again record a successful year marked by noteworthy events and incidents drawing public notice in the course of our pursuits; revealing of facts forgotten or the discovery of hidden data, in the field of both railroad and steamboat history.

The establishment of our Association in February of 1932 on the anniversary of the granting of the charter of the Champlain and St. Lawrence Railroad, the first railway on British North American soil, has been well justified by the quality of the success attending its particular work. The nature of this work calls for a membership of individuals who are mentally disposed to follow lines of study and research. To students of railroad history many and divergent lines attract either their general or especial interest, and we have found that our membership

is fully alive to all that Canadian railroad history presents for study.

It is timely to observe, however, that many of our members have not been at any time connected as employees with any railroad, but this fact only follows in accordance with the rule governing in other departments of history as well. The interest in railroad history usually springs from youthful association with trains, tracks depots and semaphores, and above all, youthful proximity to locomotives. Early impressions on the juvenile mind usually resolve themselves into the predominating memories of later life and so develop into hobbies. Whereas, the individual whose first introduction to the railroad was his engagement in its service may never come to view it in a romantic light. This was clearly shown to us in a recent conversation with a veteran railroader who questioned us as to the nature of our Association. When

told of how we entertained our meetings with lectures, papers and exhibits, he expressed his lack of interest in such matters, saying he preferred euchres, smokers and convivial parties. He saw nothing romantic in railways at all.

For the reason that people whose lives and memories are fraught with the arduous elements of the railroad service are not prone to join with us, it should be apparent that our best policy in seeking new members is to definitely explain to them our aims, purposes and mode of activity, so that they shall not be deceived. It should also be apparent that in an Association like ours the members should all have minds cast in the historical mold, members whose interest lies in the preservation of the relics and the story of our railroads from their first days down through their several periods of development and even to the present time.

The present is a most notable, important and interesting phase of the railroad era. Beseet with competition from the highway and the air, the railroad is making a splendid effort to excel even the high proficiency it had attained before the advent of the automobile or the aeroplane. The locomotives and cars of to-day are well in advance of the past service, and the speed of passenger and freight trains, especially of the latter, has increased extraordinarily.

Governed by such circumstances I feel that our Association should be content to limit its membership to those who are naturally attracted by its work, and not to seek after a larger number whose unemotional minds might not appreciate with interest the work we have in hand.

At the meeting in the Chateau de Ramezay seven years ago, where we were founded, our Honorary President, Mr. Victor Morin, President of the Montreal Antiquarian and Numismatic Society, pointed out to our

founders the difference between a Society and an Association, when we were debating which title of the two we should adopt. As he said at the time, a Society was a grouping together of individuals, while an Association was more of a grouping together of various societies. We adopted the term Association, because we contemplated the eventual establishment of branches throughout Canada. We have not, as yet, tried to expand beyond the immediate confines of Montreal, except for the enrollment of out-of-town members, all of whom are technically members of our parent group.

I propose that we suggest to such members that they form in their own urban centres units of this Association. Such units to be as free and independent of action as our own. There would be no central governing body, as in the case of the Railway and Locomotive Historical Society of Boston. In this way the trouble and expense of general administration would be eliminated, and the units would only need to subscribe to the original aim and objective of our Association.

Indeed, we are not local but fully national in our aspect. We aim to preserve to posterity the relics and the records of our railroads. We cannot reach to the far points of Canada from our local establishment, nor do we covet the material to be found there if kindred spirits can be depended upon to rescue and keep it at that certain place. After all, our work is a national one and we should promote its growth and spread along the broadest national lines, letting each group collect and record its own material, with a mutual exchange of information tending eventually to a systematic documentation and compilation of local railway records under one cover.

Although Railway and Steamboat

lines are subjects essentially different in the realm of history, yet our Association was unavoidably concerned from its beginning with the history of the development of Canada's steamboat lines. Canada's first railway was at first merely an adjunct to the Molson and Lake Champlain steamboats whose respective lines it was built to connect.

We would recommend that a separate department be formed within our Association to handle the tabulation and compiling of all records of Canadian steamboat lines, and possibly to be under a Sub-Chairman.

Our most prominent activity of 1938 was in connection with a steamboat. The publicity given to our quest after the hidden remains of the steamboat "Vermont", exceeded by far all given to our work in connection with our railroads. The Steamboat is gradually passing into history; the side-wheeler is all but past and gone. This is a most interesting and important subject and we have comprised it in our work.

The detailed listing of our activities and expenses we have left to

our Secretary to be given under a separate report. We are conscious of our failure to fulfil the duties of our office owing to distressful domestic conditions. We feel it to be our duty, under our present circumstances, to advise the membership to elect a presiding officer who can accompany them on their excursions, and more fully represent them at other functions. The delinquency of the President in such matters always detracts from the character of the body he represents, no matter how blameless he may really be. Hence, I believe a new President is now in order.

We owe our sincere thanks and congratulations to our fellow officers and members for their continued interest and support in the work of our Association, whose name is now firmly established on a dignified basis, with a reputation both locally and far afield, of which every member may well be proud and which every member should seek to foster and maintain.

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 1938. As in the past, for convenience it is arranged in tabular form.

1. Number of members:	
Regular members, active	25
non-active*	7
total	32
Out-of-town members	18
Honourary members	9
	Total.. 59

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

2. Number of regular meetings	10
3. Average attendance at regular meetings,	
Members	14+
Guests	2-
	Total.. 16

4. Number of lectures,	
by members	5
by guests	3
other entertainment	1

Total.. 9

5. The following lectures were delivered before the Association:

- February 9th Prof. Wood "Railway Engineering Problems",
- March 9th Mrs. Bevington "Across Canada, June 23th, 1886",
- April 13th Mr. Loomis "Rambling Recollections of Steamboat Days on
Lakes Champlain and George",
- May 18th Mr. Macnab "The Railways of Ireland",
- June 8th Mr. Nicholls "Railways of the Londonderry Iron Co.",
- September 14th Moving Pictures from the C.N. and C.P. Railways,
- October 12th Mr. Kidd "Some Facts about Railway Signalling",
- November 9th Mr. Loye "The S.S. Vermont", and
- December 14th Mr. Nicholls "Railways in Canada in the 1820's".

6. Number of excursions,	
City	2
by Motorcar	2
by Train	1

Total.. 5

7 Average attendance at excursions	
Members	11
Guests	5-

Total..16-

8. The following excursions were organized by the Association:
- January 15th To the Van Horne Residence, Montreal,
 - June 5th To Farnham, Frelighsburg, St. Albans, etc.,
 - July 3rd To Cantic, Que.,
 - September 11th To Sherbrooke, Que. and
 - October 15th To the Glen Yard Signal Tower, Montreal.

9. Number of new members,	
Regular	0
Out-of-town, Canadian	2
British	1
American	2

Total.. 5

10. Number of donations 25

11. Number of donors of gifts, Members	16
non-members	6

Total..22

I offer without comment the following comparisons with last year's report:

Number of members, 1938	59
1937	64
Attendance at meetings, 1938 ...	16
1937 ...	17
Attendance at excursions, 1938 ..	16-
1937 ..	17
New members, 1938	5
1937	10
Donations, 1938	25
1937	21

All of which is respectfully submitted,

R V. V. Nicholls

Secretary.

The REPORT of the TREASURER

Receipts:

On Deposit, Bank of Montreal, Jan.1, 1938 ..	\$63.16
Membership fees, 17 at \$2	34.00
Initiation fees, 5 at \$2	10.00
Bulletin subscriptions for 1938	4.00
for 1939	1.50
Bank interest29

Total ..112.95

Expenditures:

To R V V Nicholls, 1937 grant to Bulletin..	16.00
Antiquarian Society, membership	5.00
Therrien Freres, stationery	18.12
R V V. Nicholls, postage	1.40
R.V.V. Nicholls, 1938 grant to Bulletin	20.00

Total .. 60.52

Balance:

Bank of Montreal, January 11th, 1939	52.43
--	-------

M. E. Bevington,

Treasurer.

REPORT of the EDITORIAL COMMITTEE of the BULLETIN

The Editorial Committee of the Bulletin beg to submit its report for the year 1938. As was the custom last year it is arranged in two parts; Part I is a statistical report of the Committee's administration during the past year, Part II contains further comments on that administration and recommendations for the coming year.

Part I

Bulletin No.	Copies printed	Pages [*]	Stencils required	Paper required	Paper cost	Typing cost	Postage	Extra loco. sheets printed
4	80	10	8	870		\$2.00	1.25	60
5	80	10	8	870		2.00	1.32	60
6	70	10	9 ^{**}	725		2.50	1.15	
7	80	7	5	600		1.50	1.25	90

Totals 30 3065^{***} \$4.20

^{*} includes covers

^{**} includes one special photographic cover

^{***} does not include 325 covers on hand and reserved for 1939.

Total costs:	Stencils, 48	\$8.50
	Special stencil	4.08
	Typing	8.00
	Postage	4.97
	Paper, 3000 sheets	4.20

Total 29.75

Total income:	Subscriptions	4.00
	Materials on hand,	
	Stencils, 22	3.90
	Grant	20.00
	Gift	1.85

Total 29.75

The vouchers which accompany this report cover all expenditures, except for postage.

Part II

The members are reminded of the system under which the Bulletin is distributed. About 35 copies are mailed out free to Regular Members, another 8 go to Honourary Members, and a further 15 to libraries, archives, etc. Last year 8 Out-of-town Members subscribed to the Bulletin. There can be no doubt that the Bulletin is taking an increasingly important place in the opinion of the public. This has been made obvious in several ways, by the growing number of requests from libraries and archives to be put on the mailing list, by the reprinting in its entirety of a Bulletin article in the "Eastern Chronicle", New Glasgow newspaper, and so forth.

Beginning with the August issue the Bulletin appeared within a new cover. The Committee feel that thereby its appearance has been much improved. In the August issue also another experiment was tried, the printing of a simple illustration, a hand-drawn map of the Mining Railways of Pictou County.

Last year the estimated revenue of Six Dollars from the subscriptions of Out-of-town Members was not forthcoming; a total revenue of Four Dollars was obtained from this source. It is possible that it may be increased in 1939. However, there is an expectation of greatly increased

expenses in the coming year. The Editorial Committee have been told that now for the first time a payment has to be made for the use of the mimeograph; this will probably amount to about Ten Dollars. Accordingly in order that the Bulletin may be more nearly self-supporting, the Committee recommends that for the coming year both Regular and Out-of-town Members be required to subscribe at the rate of Fifty Cents per Year, that libraries and archives be invited to do so, but that the Bulletin be sent to Honorary Members free as before. However, it is further recommended that the February bulletin, containing the reports of the Association's officers and committees, be sent to all members and interested institutions free.

Respectfully submitted,

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

LIST OF MEMBERS

Honourary Members

Sir Edward Beatty	Montreal	S. J. Hungerford	Montreal
G. W. Bishop	Kenilworth, Eng.	R. H. Johnston	Washington
W. F. Connal	Montreal	D. A. Loomis	Burlington
N. M. Cuthbert	Montreal	E.J.W. Pangborn	Colton, Calif.
C. E. Fisher	Boston		

Charter Members

Mrs. M. E. Bevington	Montreal	Miss Anna O'Dowd	Montreal
R. R. Brown	Montreal	Tom O'Dowd	Montreal
W. E. Foster	Montreal	L. A. Renaud	Montreal
John Loye	Montreal	W. M. Spriggs	Ste. Anne
Victor Morin	Montreal		de Bellevue
R. V. V. Nicholls	Montreal	C. L. Terroux	St. Lambert

Regular Members

R. G. Amiot	Montreal	R. W. Shepherd	Montreal
Auguste Angers	St. Lambert	Rudolphe Smith	Montreal
D. F. Angus	Montreal	T. C. H. Smith	St. Lambert
John Carr	Montreal	S. W. Tench	Montreal
Leonard Claridge	Montreal	Mrs. C. L. Terroux	St. Lambert
W. G. Cole	Montreal	Guy Tombs	Montreal
A. Gagne	Montreal	O. A. Trudeau	Montreal
L. D. Macbean	Montreal	Charles Viau	Montreal
F. J. McClure	Montreal	S. Whelehan	Grenville, Que.
L. A. Seton	Montreal		

Out-of-town Members

I. E. Barr	Victoria, B.C.	Reginald Mooney	Lindsay, Ont.
A. de Champlain	Ottawa, Ont.	R. E. Pennoyer	London, Eng.
J. W. Coburn	Vancouver, B.C.	C. D. Powell	Cadomin, Alta.
E. A. Grubb	Vancouver, B.C.	Keith Pratt	Bloomfield, P.E.I.
George Harris	Norway House, Man.	E. J. Pruner	Smiths Falls, Ont.
F. D. Hoffman	St. Albans, Vt.	R. J. Ryland	San Jose, Calif.
Samuel Insull, Jr.	Geneva, Ill.	Bruce Scott	New Glasgow, N.S.
H. A. Jenkins	Windsor, N.S.	J. O. Spreen	St. Louis, Mo.
O. P. Maus	Brantford, Ont.	B. Thomas	Nashua, N.H.

Junior Members

LOCOMOTIVE NOTES

Locomotives Built in 1938

	<u>C.N.R.</u>		<u>C.P.R.</u>		<u>C.N.R.</u>
Type	4-8-4	4-6-2	4-6-4	2-10-4	Diesel Switcher
Road Nos.	6405-10	2351-65	2850-59	5920-29	7800-1
Class	U4b	G3e	H1d	T1b	Q4a
Cylinders	24 x 30	22 x 30	22 x 30	25 x 32	8 8x10
Heating surface	5378	4970	5333	7086	
Grate area	73.6	65	80.8	93.5	
Pressure	275	275	275	285	
Driving wheels	77	75	75	63	8 of 40"
Weight on drivers	237,900	198,000	186,700	310,000	
Weight of engine	382,700	321,000	364,000	447,000	
Weight, total	661,200	543,000	657,500	731,000	198,000
Tender capacity					
coal	20	18	21		H.P.600
oil					R.P.M.750
water	14,330US	10,0000I	12,000	4100 I	
Tractive Effort	52,457	45,250	57,250	76,900+12,000	50-60,000
Builder	Lima	Can.Loco.	Mont.Loco.	Mont.Loco.	Electro-
Dates		Sept.-Nov.	August	Nov.-Dec.	motive

CORRECTIONS

Bulletin No. 3, page 1

"News Item, 'Quebec Chronicle', July 13th, 1836" should read "News Item, 'Quebec Gazette', July 13th, 1836".

Bulletin No. 6, page 7

Announcement in the "Novascotian", re opening of the Sydney Mines Railway, should be dated September 17th, 1835.

The following is offered as a tentative list of Canada's Earliest railways:

Date	Railway	Motive Power
1823 ?	Quebec Inclined Plane	Stationary steam engine
1826 ?	George's Experimental Railway (Kingsey Co., Que.)	?
1829	Albion Mines Tramway	Horses
1829	Bridgport Tramway	Horses
Sept.17,1835	Sydney Mines Railway	Horses
July 21,1836	Champlain & St.Lawrence Railroad	Steam Locomotive
Sept.19,1839	South Pictou Railroad	Steam Locomotive

We hope to offer an article describing these railways in an early issue of the Bulletin.

NEWS of the ASSOCIATION

Resume of the Minutes

N B.: Unless otherwise stated, it is to be understood that the meetings were held in the Chateau de Ramezay with the President acting as chairman.

Meeting of December 14th:

Among the donations and exhibits were included copies of the New Glasgow, N.S., "Eastern Chronicle" containing a reprint of R.R. Brown's "Railroads of the General Mining Association", and the number-plate of Q.C. locomotive No. 26. Mr. Reginald Mooney of Lindsay, Ont., was elected an out-of-town member. The Secretary delivered an informal lecture, entitled "Railways in Canada in the 1820's".

Meeting of January 11th, Annual Meeting:

The reports of the President, the

Secretary, the Treasurer, and of the Bulletin Committee were read and approved. The Bulletin Committee was granted Twenty Dollars for the coming year and given permission to require that regular members subscribe. Several donations were received. The following officers were elected: President, John Loye; Vice-president, C. L. Terroux; Secretary, T. C. H. Smith; Treasurer, Mrs. M. E. Bevington; Directors, Messrs. Angus, McClure and Viau; and Archivist, Miss Anna O'Dowd. The Bulletin Committee was re-elected. Mr. R. W. Shepherd was elected to a newly created office, that of chairman of the Marine Committee. The Constitution was amended to create a new class of Junior Members. Thanks were given to the officers of the past year and to the Antiquarian and Numismatic Society.

A NEW ACQUISITION

Through the generosity of Mr. Gustav Lanctôt, Dominion Archivist, the Association has just come into the possession of a photostatic copy of what surely must be one of the earliest railway maps of Canada, a map and section of the Champlain and St. Lawrence Railroad, dated November 20th, 1834. The original measures some 15 by 52 inches and is signed by William R. Casey, Civil Engineer, and Hiram Corey, Land Surveyor. The scale of the map is 10 arpents to 1 inch and of the section, 50 chains to 1 inch.

An examination of this map reveals some interesting further information about one of Canada's early railroads. It seems that the original terminus at Laprairie was intended to be at the eastern end of the village (at the ferry wharf?) but was later changed to the western side where the Company built a private wharf. As a result the line was now dead straight except for an S-curve at the point where the present C.N.R. line joins the original roadbed. It appears that the reason for this curve was the presence of a ravine which crossed the line at a 45-degree angle. This ravine was obliterated by the building of the more modern C.N.R. St. Lambert-St. Johns road.