Canadian Rail

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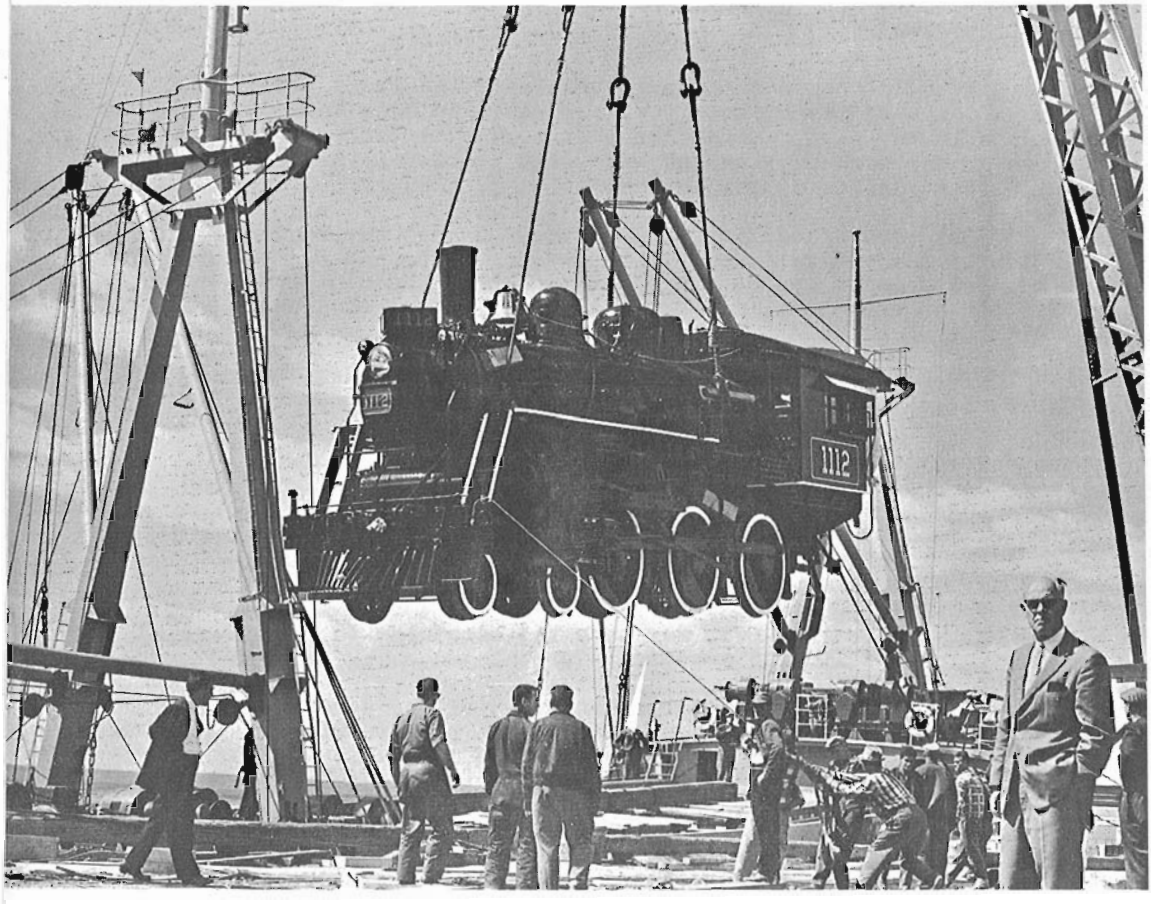
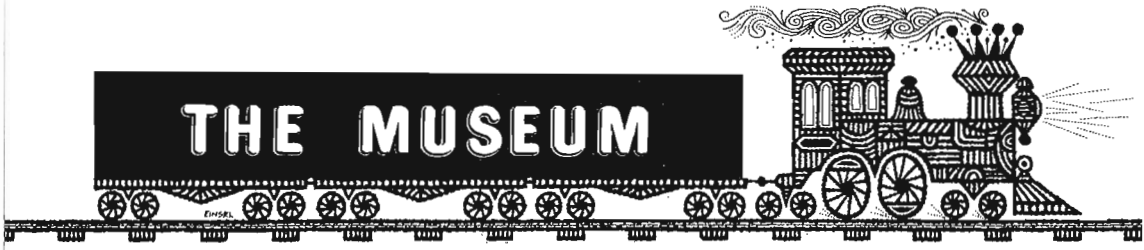
Canadian Railroad Historical Association.

NUMBER 145

JUNE 1963



Motive power and rolling stock reaches the Canadian Rail Transportation Museum in varied ways. QNS&L 1112 arrived by ship and crane late in 1962. The locomotive, which had the subsequent honour of being the first exhibit to enter the newly-completed Museum Building at Delson, is shown being hoisted aboard the ship which transported the engine from Sept Iles to Montreal.



The main theme of this, the one hundred-and-forty-fifth issue of the CRHA's monthly publication, is the Canadian Rail Transportation Museum, now being established at Delson,Que. The dreams of those who originally conceived the Museum are now rapidly being transformed into reality by the hard-working group of members who devote so much of their time and energies to the work at Delson. There are those who give their Saturdays to the laying of ballast, ties and rails; others are chiefly concerned with the acquisition and restoration of the motive power and rolling stock (the preservation and exhibition of which is the prime function of the CRTM); while others have the task of co-ordinating the gifts of money and materials that make the whole project possible.

Every member has his part to play: and it is the object of this issue to pay tribute to those who have done so much to aid the cause in the past, and at the same time to encourage others to join one of the work-parties and enjoy the proud feeling of seeing such tangible results of hard but stimulating labour.

One word of caution. The Museum is not yet ready for inspection by the general public. However, anyone interested in visiting Delson with the object of helping with the construction, renovation of equipment, or the donation of labour should get in touch with Mr. Paul McGee,

Prospective donors of money or materials should contact Dr.R. V.V.Nicholls, 502 Elm Avenue, Westmount.

Our Credits are Slipping:

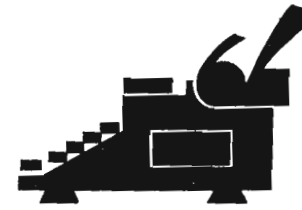
Once again the Editor must apologize to the contributors ---- four times in the last two issues, credits for articles and activities have unfortunately been omitted. Last month's fine account of the Bermuda Railway,a piece of writing that took much research, was prepared by MR. OMER LAVALLEE. The fact that he also assisted by typing the manuscript may have had something to do with the fact that his name did not appear. Our belated thanks to him for this contribution.

The Banquet photograph on Page 103 of the same issue was the work of Photographer PAUL MC.GEE. The picture will go into the Association's records commemorating the memorable evening.

On Pages 73 and 74, of the April issue, "Passenger Trains Bid Farewell to Maniwaki", the name of MR. AL. BARR was inadvertedly omitted. Mr. Barr was associated with Mr.Williams in the operation of this excursion, and the success of the trip may be credited to the efforts of Messrs. Barr and Williams and the cooperation of the C.P.R.

Preparation of material in this issue has been a joint effort by all those on the Publications Committee. Contributions received from Omer S.A.Lavallee, Dr.R.V.Nicholls, Peter Murphy, William Pharoah, Paul McGee, Fred Angus and Stephen Cheasley. Photographs also courtesy Canadian National Rys. and Canadian Pacific Railway.

Notes and News



Mr. Pharoah is away on business this month and his column is being handled by Mr. P. Ganley.

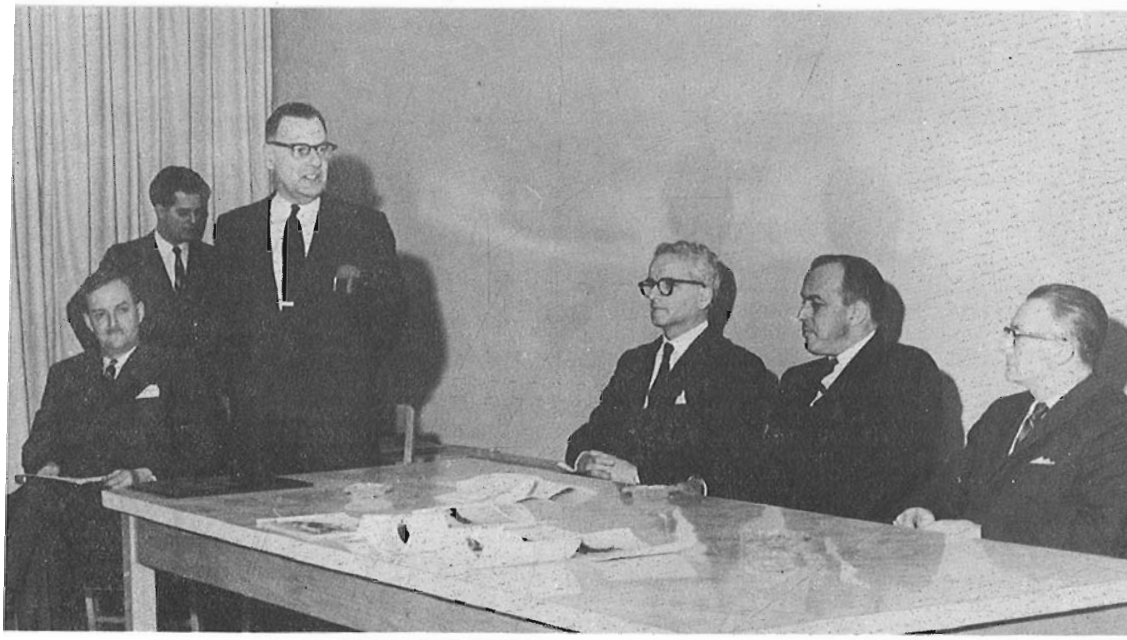
C.N. has been authorized by the Board of Transport Commissioners to discontinue passenger trains 9 and 10 operating between Winnipeg and Saskatoon, via Kamsack, and between Saskatoon and Calgary. Last trip between Winnipeg and Saskatoon is May 17, 1963 and between Saskatoon and Calgary, May 15. Until 1957, nos. 9 and 10 carried a through sleeping and parlor grill car from Winnipeg to Calgary. In that year sleepers were split up at Saskatoon because of longer lay-over of the trains in that city. However, parlor grill service was maintained to Calgary until a modernbuffet-sleeper was put into service between these cities in 1959. In recent years sleeping car service was obtainable only between Winnipeg and Kamsack, Sask. and in 1961 was eliminated altogether. Sleeping car service between Saskatoon and Calgary was available up until a year ago. The railway asked for authority to discontinue the trains on grounds of lack of patronage and large annual operating deficits.

The Board of Transport Commissioners has also granted Canadian National permission to discontinue operating trains 5 and 6 between Winnipeg-Regina, and Regina-Winnipeg. The judgment set July 2 as the earliest date for suspension of the daily, except Sunday service. Trains 5 and 6 operate on an overnight schedule between the two cities, and up until a couple of years ago, carried a modern buffet-sleeper. Until 1957, 5 and 6 operated on an unbroken schedule between Winnipeg, Regina, Saskatoon, and Edmonton (via North Battleford) and carried a through sleeping car between Winnipeg and Edmonton.

Faster runs for both the Ocean Limited and the Scotian from Halifax to Montreal are among the improvements featured in the new C.N. summer timetables. Between June 27-Sept. 3, inclusive, Riviere du Loup, Mont Joli and Campbellton sleepers are handled in advance nos. 1 and 2. Meal service has been improved on The Ocean Limited; in addition to the regular diner between Mont Joli and Halifax, this year the railway is also offering their excellent Dinette service between Montreal and Halifax, replacing their present coffee shop car service. C.N. has also improved schedules on their transcontinental train, "The Super Continental". The journey between Montreal and Vancouver is now made in 68 hours and 40 minutes. Eastward the journey is made in 69 hours and 55 minutes. Because of earlier arrival time in Vancouver, the railway is able to turn around equipment the same day for return to Montreal and Toronto.

The Canadian Pacific is testing faster and more powerful diesel locomotives for hauling freight. The engine rooms have increased air pressure which keeps dust and moisture from the engines, enabling the train to travel farther before needing servicing. Three of these diesels are in operation, and another three with still more power have been ordered. The three in use have 2,250-horsepower engines compared with the old locomotives which had 1,500-horsepower. The three ordered will have 2,400-horsepower engines.

The Delaware and Hudson Railroad has altered the schedules of its overnight trains, nos. 9 and 10, operating between Montreal and New York. No. 10 now leaves Montreal at 9.20 p.m., E.S.T., ex. Saturday, and arrives in New York at 6.30 a.m. On Saturday it leaves Montreal at 9.45 p.m. and arrives in New York at 6.55 a.m. No. 9 leaves New York at 9.15 p.m., E.S.T., arriving in Montreal at 6.50 a.m. Because of earlier arrival in Montreal, dining car service between Whitehall and Montreal has been suspended on both 9 and 10. However, buffet-lounge car service is still available.



The above photograph shows M.- Charles Viau, Executive Vice President of the Association speaking at Delson during the recent presentation of the Federal Government's cheque for $25,000.00. Others at the Head Table include Mr. Leonard Seton and Dr. Robert Nicholls of the CRHA, Transport Minister Leon Balcer who presented the cheque on behalf of Resources Minister, Walter Dinsdale, and Mr. Willie Boardman, Mayor of Delson.

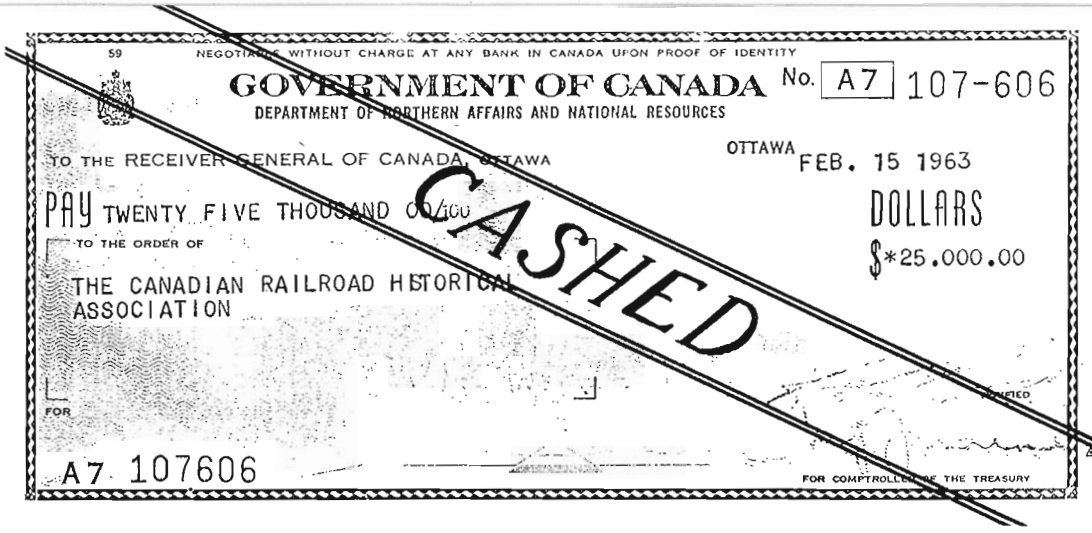
(Photo by Paul McGee)

Notes and News - Continued from Page 119

C.N., after years of watching the automobile syphon off its long-distance passengers, is trying a plan under which a family or a group of travellers can take their car along with them. C.N. spokesmen are quoted as saying the cost will be competitive with travelling by car. The plan, to operate experimentally between Montreal, Toronto, Winnipeg, Edmonton and Vancouver, will be expanded to meet demand if it proves successful. The return fare from Montreal to Edmonton under the new plan, to go into effect June 15, will be $888. for four persons. That includes meals, sleeping accommodation, tips and transporting the car. Normal fare for the same trip for four without a car is $686. Cars will be carried in the railway's fast freight trains. The car will leave about 24 hours before the passengers and arrive about 24 hours later. The railway has made arrangements with Avis, a rent-a-car firm, to drive cars to and from the trains. The cars will be transported in special carriers. C.N. said this program is believed to be the first of its kind in North America.

Canadian Pacific has announced that its coastal steamship services will be upgraded significantly this year. The railway intends to transfer the larger "Princess of Acadia" - formerly the "Princess of Nanaimo" - from the B.C. Coast to the Bay of Fundy service. Substantial modifications are also being made to the "Princess Patricia" to establish her as fit for cruising up the West Coast to Alaska.

Reduced fares and complimentary meals have gone into effect for passengers travelling in sleeping cars on C.N. trains between Winnipeg and Northern Manitoba communities. The new "thrifti-fare" plan for sleeping car passengers, offers savings of up to 40% over former rail fares. A person wishing to go by CN train from Winnipeg to Churchill and return now pays only $88.50, including a lower berth and 10 free meals. This compares with the former round trip fare of $98.60 which did not include the cost of the meals.



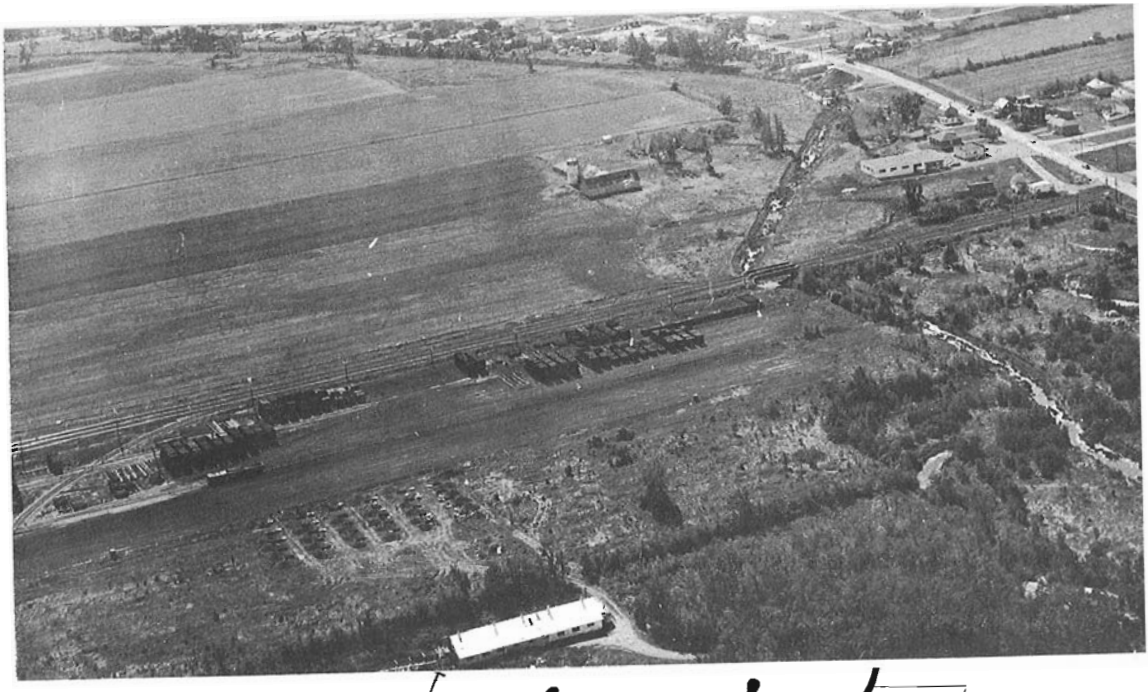
The following donations to the Museum Fund are gratefully acknowledged:

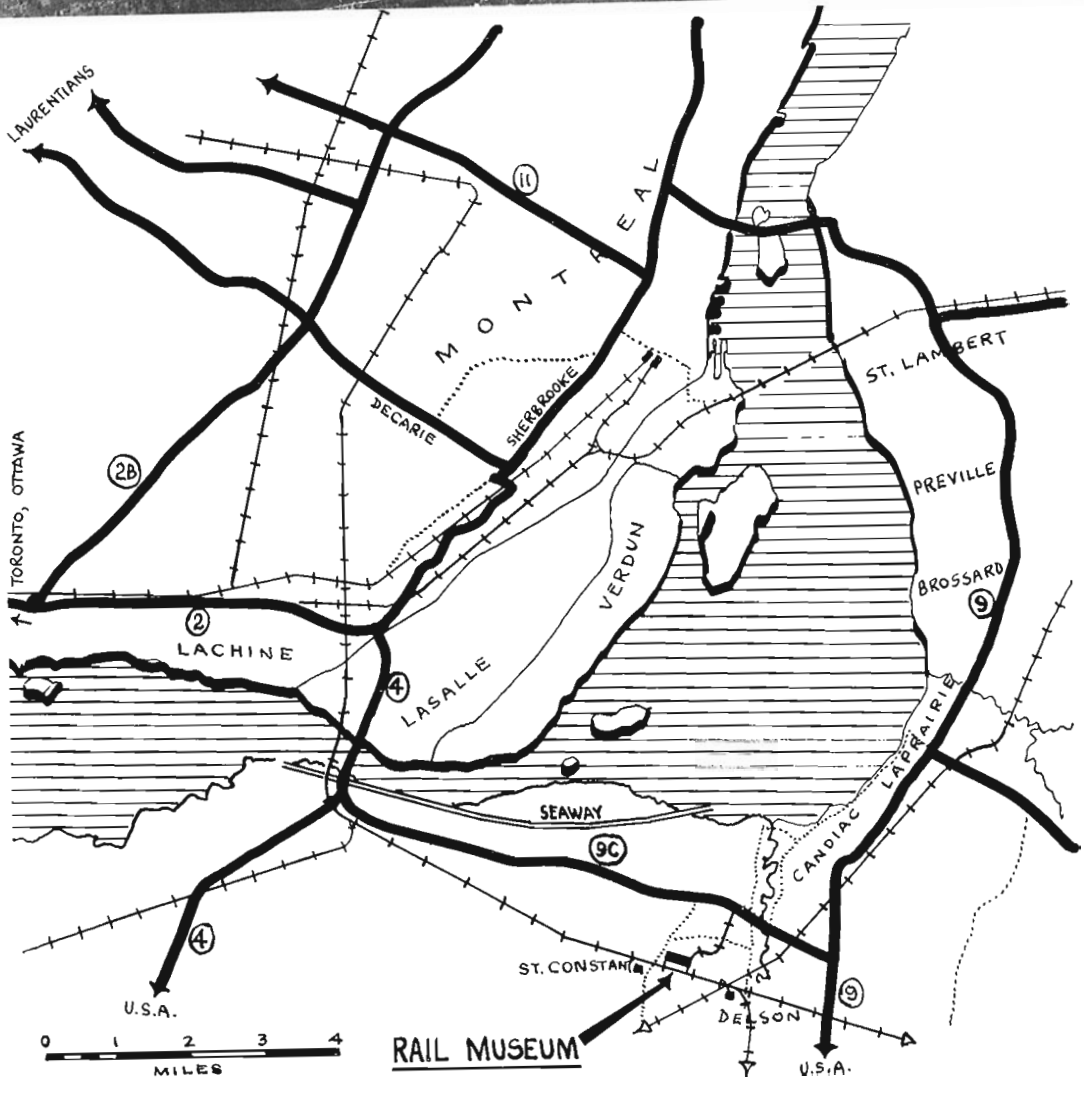
Donald McCartney	$ 40.00
J. Armand Beaulac	5.00
M. C. Fetterley	20.00
Peter Hall	10.00
Glenn Cartwright	5.00
Louis J. G. Buehler	20.00
P. D. Lamont	5.00
Eric D. Edwards	25.00
Mabel G. Adair	50.00
F. W. Chapman	5.00
J. T. Barnes	5.00
Richard M. Binns	10.00
William Williams et al.	32.50
Otto Ungar	5.00
Merle R. Ocoboc	10.00
Canadian Westinghouse Company Limited	100.00
Herbert J. Brooks	5.00
V. M. Hilliard	3.00
H. P. Holt	200.00
H. Brewster Barry	10.00
John C. L. Andreassen	5.00
Frederick A. Degan	5.00
Canadian General Transit Co. Limited	100.00
Anonymous	25.00
F. W. Gallagher	6.00
Benoit Boivin	3.00
C. Moody	2.50
Government of Canada	25,000.00
TOTAL	$25,712.00 @
Previously acknowledged	50,250.72
GRAND TOTAL	$75,962.72 @

@ This sum does not include $860.00, donated to date to the "WADDON Restoration Fund".

FURTHER CONTRIBUTIONS ARE URGENTLY NEEDED.

DON'T FORGET -- THIS MUSEUM IS YOUR MUSEUM!!




LAURENTIANS
11
MONTREAL
DECARIE
SHERBROOKE
ST. LAMBERT
PREVILLE
BROSSARD
9
TORONTO, OTTAWA
2B
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LACHINE
4
LASALLE
VERDUN
SEAWAY
9C
CANDIAC
LAPRAIRIE
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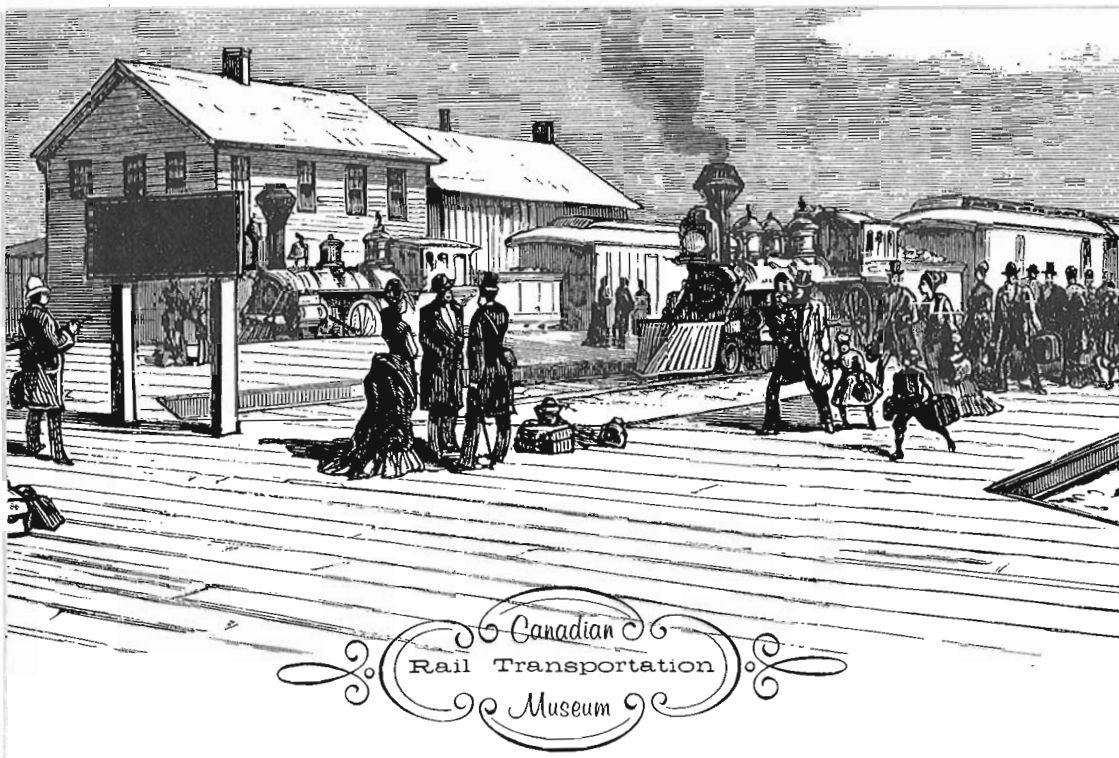
RAIL MUSEUM



One hundred years ago, in 1863, Timothy Hackworth's steam locomotive "Sans Pareil", built for the Rainhill Trials of 1829, was restored and placed in the Science Museum, London, England. Now, a century later, members of the Canadian Railroad Historical Association are busy rehabilitating Canadian rolling stock for preservation in Canada's rail transport museum at Delson, Que. For the past few years, observant passengers approaching Montreal on the CPR's Montreal-St. John line have been surprised to see the grounds and first building taking shape; now they are being intrigued by the variety of rolling stock which is finding its final home at the Association's Canadian Rail Transportation Museum.

The museum, dedicated as its name implies, to the preservation of items concerned with the history of Canadian railway transportation, is being constructed in the Town of Delson, County of Laprairie, near Montreal. The site is appropriate. Not only is it located within the greater metropolitan area of Canada's largest city, but it is also only four miles from the western terminus of Canada's first public railway, the Champlain and Saint Lawrence Rail Road, opened in 1836. The site is adjacent to the main line (Adirondack Subdivision) of the Canadian Pacific Railway, within a mile of the Canadian National Railways and the Delaware & Hudson Railroad interchange, and close to one of the main highway routes into Montreal from the south and east. Few more favourable sites for such a museum, bearing in mind its ideals and requirements, could be found in all of Canada, and the Museum and its parent body, the Canadian Railroad Historical Association, are indebted to the Canada Creosoting Division of Domtar Chemicals Limited for providing the initial ten-acre site in 1961.

The Canadian Rail Transportation Museum is a project of the Canadian Railroad Historical Association. It is administered by a Committee of the Historical Association, appointed by the Directors. Currently, the President of the Association is also Chairman of the Museum Committee.


NOTRE DAME
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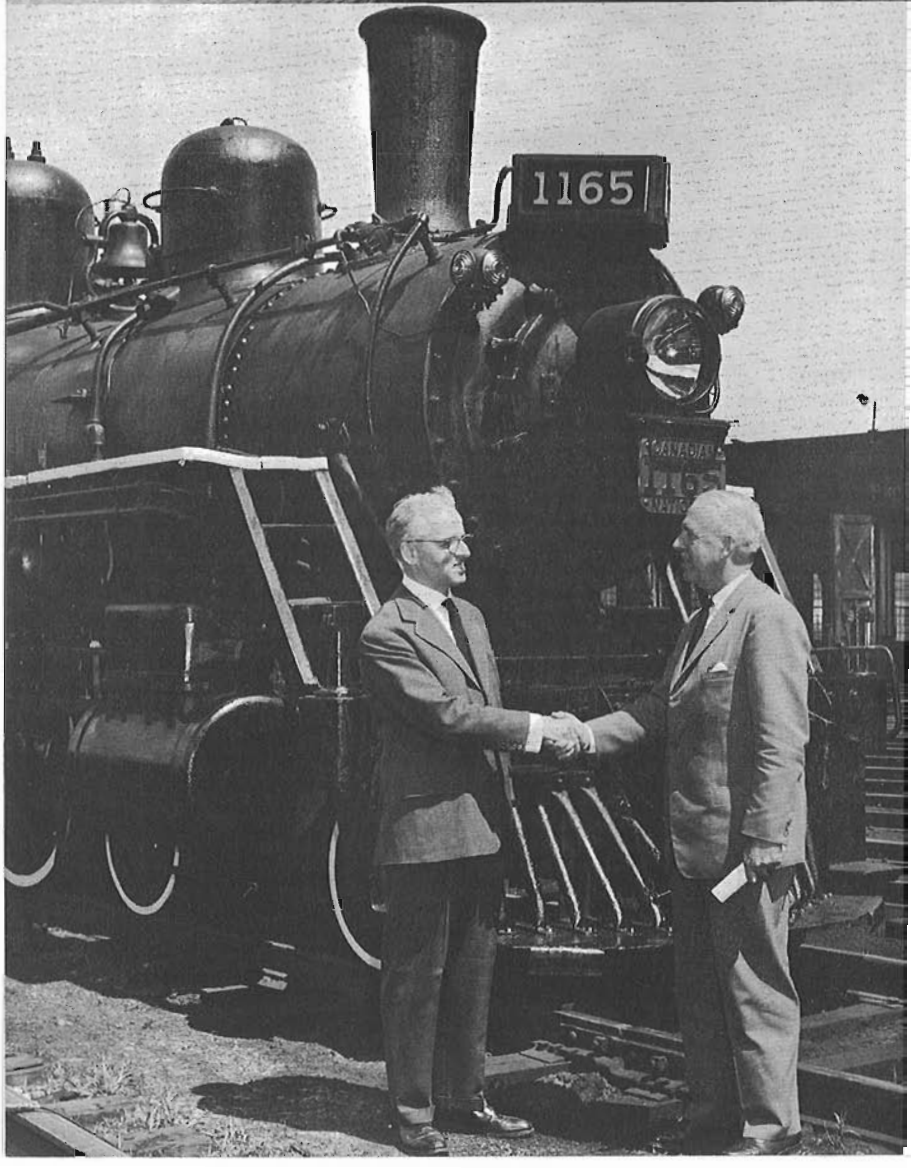
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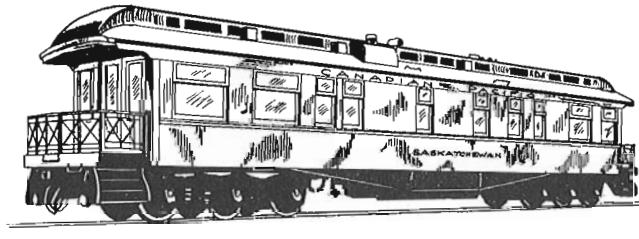
The Canadian Railroad Historical Association

The Canadian Railroad Historical Association was founded in March 1932, as a society dedicated to historical research into the railways of Canada. It was chartered in August 1941, as a non-profit corporation. At the beginning, much of its membership was derived from the Antiquarian & Numismatic Society of Montreal, and meetings were held in the famed Chateau de Ramezay. One of the principal projects of the CRHA in its earliest years was the organizing of observances to mark the centenary of Canadian Railways in 1936. It is noteworthy that the Association itself was founded exactly one-hundred years after the granting of the charter for Canada's first public railway.

During the war, Association activities were understandably curtailed, but following the conclusion of hostilities in 1945, former activities were resumed and expanded. Prior to 1941, the Association had published a quarterly Bulletin for the information of members. Publication on a monthly basis was resumed in October 1949, and the periodical, now developed into "Canadian Rail", is approaching its one hundred and fiftieth issue.

A first step was taken towards the then-distant goal of a railway museum in 1950, when the Association, after much deliberation, accepted a historic electric street-railway car from the Montreal Tramways Company for preservation and restoration to its original condition of the eighteen-nineties. This car, No. 274, remained for several years a symbolic exhibit. The passage of time and the initiation of great technological changes by the railways and transit systems during the late 1950's, however, propelled the Association into the preservation of representative rolling stock on a larger scale. Two more electric cars were added to the collection in 1956, and the following year the first steam locomotive was acquired. By the end of 1962, the collection had expanded to include more than fifty pieces of motive power and rolling stock, either in the possession of the Association or firmly promised. Another twenty pieces were "in view" at that time. Of the owned equipment, no less than thirty units are steam locomotives, a type of motive power whose complete demise on the railways of Canada has been witnessed in the last decade.

To supplement these large exhibits, the Association possesses innumerable articles linking it to the early years of railways in British America. Oldest items are two pairs of wheels from a colliery chaldron dating back to the opening of the Albion Colliery railway at New Glasgow, Nova Scotia, in the 1830's. From a later period, the museum will exhibit signals, lanterns, locomotive builders' and number plates, bells, whistles, rail sections and other "portable" items. This section of the museum will be supplemented by collections of photographs, manuscripts and other printed material. The library collection has benefitted particularly through the recent acquisition of tracings and photographs from two of Canada's largest railway-equipment builders.



The Canadian Rail Transportation Museum

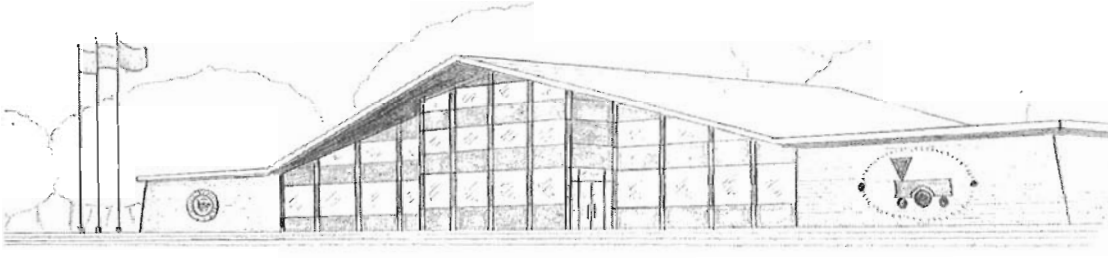
The Museum itself was officially founded in 1958. Three years later, after considering a number of sites in the greater Montreal locality, the Canadian Railroad Historical Association accepted a generous offer of land made by the Canada Creosoting Company, Limited. The documents transferring the property, on long-term lease, to the Association were formally signed on July 21, 1961, the exact one-hundred-and-twenty-fifth anniversary of the opening of our first public railway.

Construction work got underway in the autumn of 1961, with the erection of the steel frame for an 80 by 165 foot building. The property was also completely enclosed by a seven-foot-high chain link industrial fence. During the 1962 season, the building was sheathed in aluminum and a decision made to double it in size to a finished exhibits building, 330 feet long and four railway-track bays wide. This trainshed, now rapidly nearing completion, will afford one-quarter-mile of railway track under cover on which the various exhibits will be displayed. The construction of two more similar buildings is envisioned within the next few years.

A most important step was taken in July 1962, when a railway spur was constructed linking the museum with the Adirondack Subdivision of the Canadian Pacific Railway. The proximity of the museum to the railway tracks of the CPR, and, by interchange, to the Canadian National Railways and the Delaware and Hudson Railroad, will insure unimpeded access to and from the museum for rail equipment. Thus, in the future, the museum will be able to loan locomotives and/or cars to other localities from time to time for specific historical or technical exhibitions or observances. Eventually, it is also hoped to provide full scale railway operation on a private railway track in the general area of the museum. For the time being, however, (and relying on the experience of other such projects elsewhere), the museum's policy is committed initially to the

provision of covered space in buildings for its equipment before consideration can be given to large-scale train operation. Canada's winters are too severe and uncompromising to permit prolonged exposure of engines and cars to the elements, hence the desire to house everything in buildings during the cold winter months.

Another important stage in the development of the CRTM was reached on November 24th, 1962, when, after several months of ground preparation and track-laying by Museum Committee workers, steam locomotive No. 1112, formerly of the Quebec, North Shore and Labrador Railway, became the first item of the collection to be moved into the new building.



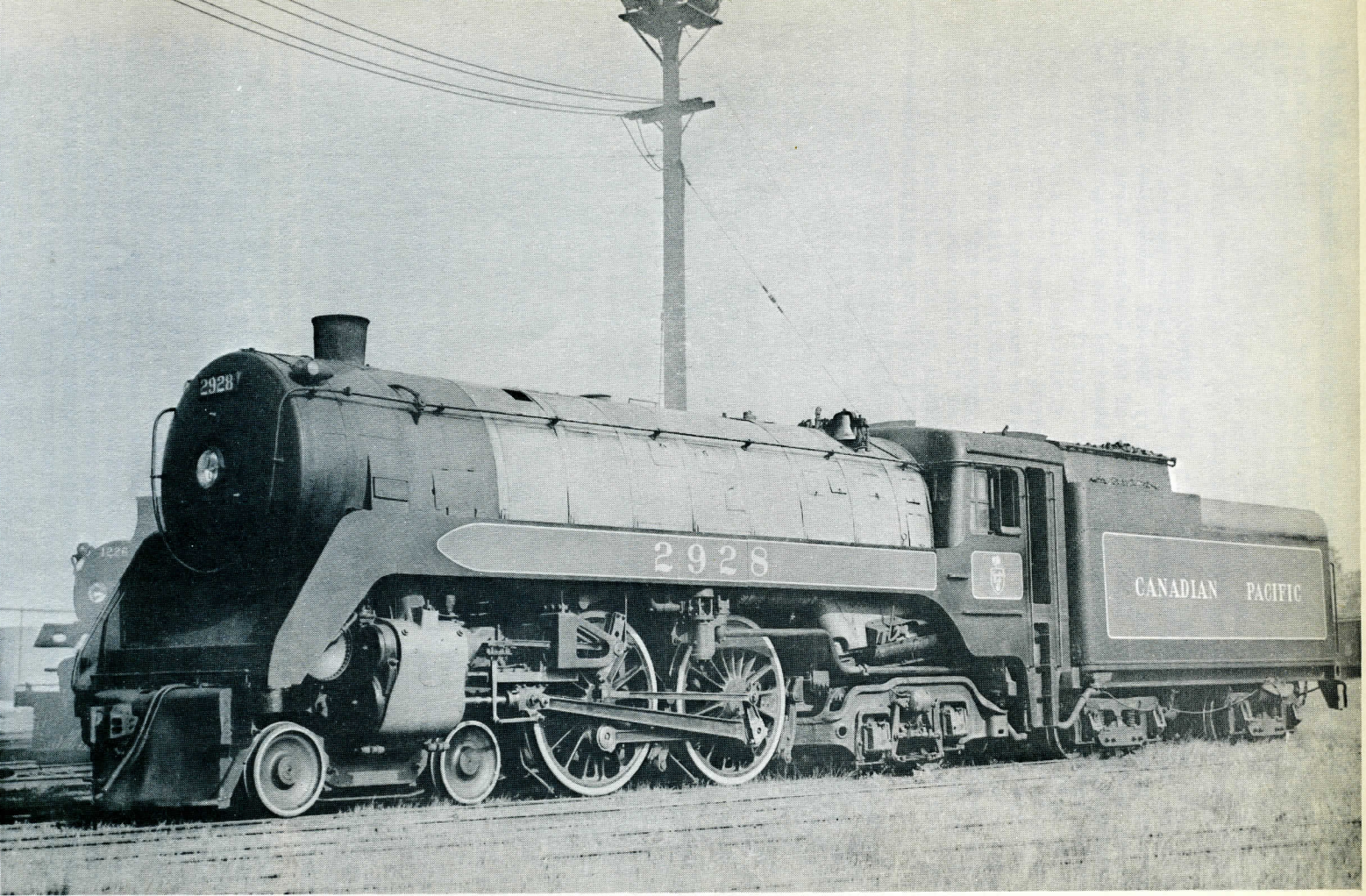
A modern Headquarters and Administration building, which will house the Association and Museum offices, meeting rooms, library and archives, is part of the long range plan.

The Rolling Stock Collection

Considering that the preservation of historic locomotives and cars had been under way in Canada only in the most casual way prior to the mid-1950's, the Canadian Rail Transport Museum has been most fortunate in securing a well-rounded and representative collection of items ranging back, in the case of locomotives, to 1886, and in the case of railway cars, to 1869. The extreme rarity of equipment prior to 1870 is a result of the government policy of encouraging railways to be built to the broad gauge of 5'6" prior to that time. This resulted in the premature disappearance of such equipment when standardization took place in the decade between 1870 and 1880. As a long-range project, however, the Association envisions the construction of full-scale replicas of pre-1870 locomotives and cars, after the present pressing needs have been completely satisfied.

The thirty steam locomotives presently possessed by the museum are a fine and representative collection. The "dean" of the Canadian steam locomotives is Canadian Pacific's 4-4-0 locomotive No. 144, which was built in Montreal in 1886. There is one older locomotive, an 0-6-0 tank from the former London, Brighton and South Coast Railway, which was built in 1875, and is a gift of British Railways. Its place in our collection will be to demonstrate the technical differences between North American and British engines of the classical period, of which it is an outstanding example. The British locomotive forms the nucleus of a small separate international collection of railway equipment from outside Canada, to show parallel developments in other parts of the world.

An extremely dramatic exhibit will feature Canadian National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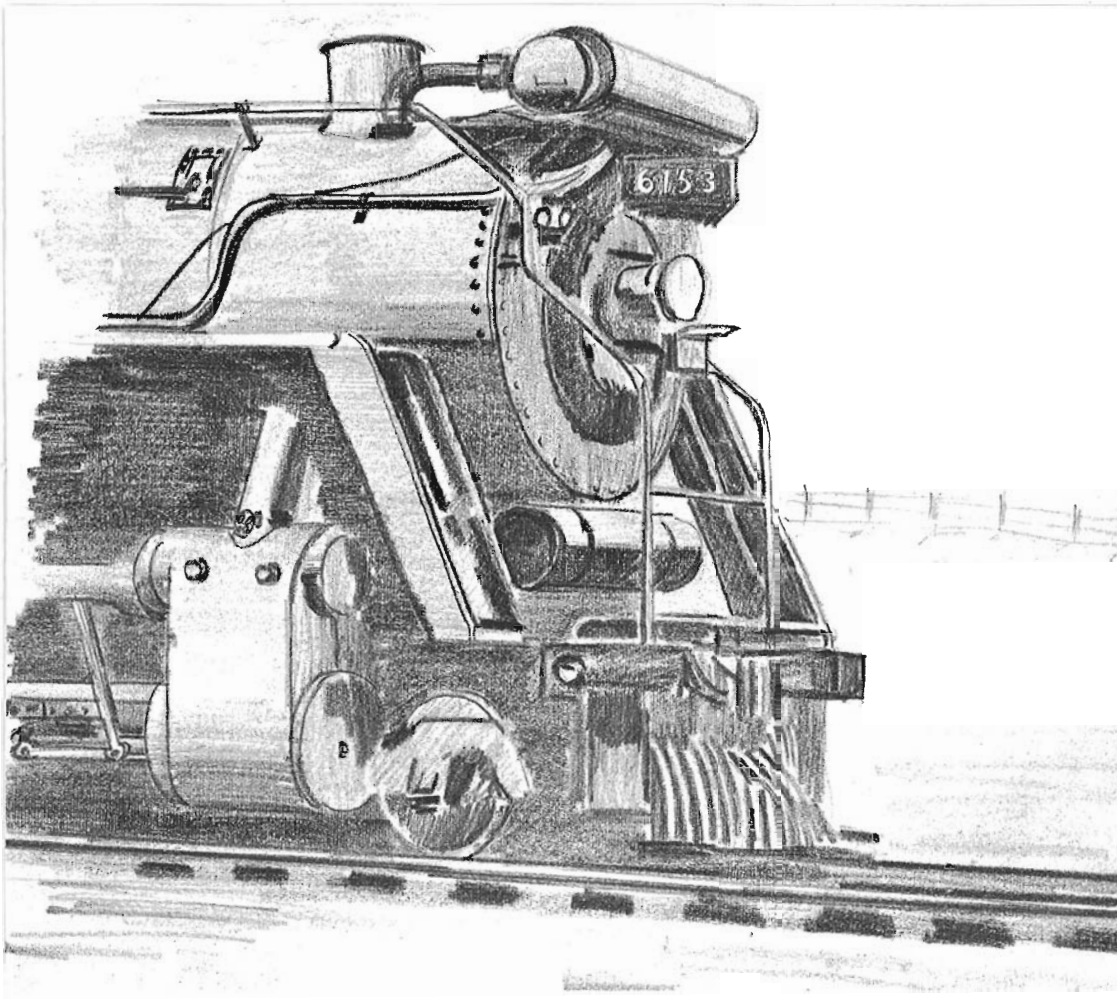
CANADIAN PACIFIC



An extremely dramatic exhibit will feature Canadian National Railways 2-10-2, engine 4100, and Canadian Pacific Railway 2-10-4 engine 5935, respectively the most powerful and the largest-and-heaviest steam locomotives in the Commonwealth. These and other large steam engines such as CPR's 2850 and CN's 6153, will contrast interestingly with the smaller and older exhibits, whose service, though admittedly less ostentatious, was just as essential to the fabric of Canada's rail network.

Turning to the collection of electric and street-railway equipment, we must note that once again the Museum was most fortunate, and just in the nick of time. The transit items in the Association's possession span the entire street railway era in Canada's largest city, from Montreal Street Railway's first electric car, the "Rocket", to the last word in Canada's trams, the P.C.C. car. The priceless collection preserved by the Montreal Transportation Commission during the last eight or ten years of electric car operation forms the nucleus around which the transit exhibits have been assembled, but a wide geographical representation is assured by the acquisition of typical exhibits from Saint John, N.B., Quebec City, Toronto, and Southwestern Ontario. The various types of equipment operated over the years have also been well represented, from a lightweight single-truck open-bench tram to a pair of all-steel pantagraph-equipped electric train units from the London and Port Stanley interurban line.

ELECTRIC RAILWAY EQUIPMENT

No.	Company Represented	Year Built	Builder	Description	Year Acquired
1	M.T.C.	1905	Montreal St. R'y.	SE DT Observation Car	1963
3	"	1924	Montreal Tramways	" " " "	"
6	O.T.C.	c1895	Ottawa Car Mfg.Co.	DE ST Closed Psgr. Car	1961
7	Courtaulds'	1900	Montreal St. R'y	DT DE Locomotive	1959
8	Interprov'l	1895	Patterson & Corbin	DE ST Open Psgr. Car	1957
10	L&PS R'y	1914	Jewett Car Co.	DE DT Interurban Car	1962
14	"	1917	" " "	" " " "	1960
51	M.T.C.	1928	Ottawa Car Mfg.	DE ST Sweeper	1963
82	NB Power Co	1906	" " "	DE ST Closed Psgr. Car	1958
104	M&SC R'y	1912	" " "	DE DT Suburban Psgr. Car	1956
200	M.T.C.	1919	J.G.Brill Co.	DE ST Birney Safety Car	1963
274	M.S.R'y	1892	Newburyport	SE ST Closed Psgr. Car	1950
350	"	1892	Brownell	SE ST Closed Psgr. Car	1963
401	QRL&PCo.	1901	Ottawa Car Mfg.	SE DT Interurban Car	1960
423	O.T.C.	1906	" " "	SE ST Royal Mail Car	1961
611	M&SC R'y	1917	" " "	SE DT Interurban Car	1956
696	O.T.C.	"	" " "	SE DT Closed Psgr. Car	1958
859	"	1928	" " "	" " " " "	1959
859	M.T.C.	1907	J.G.Brill Co.	" " " " "	1963
997	"	1910	Ottawa Car Mfg.	" " " " "	"
1046	"	1924	Montreal Tramways	SE DT Suburban Psgr. Car	"
1317	"	1913	Ottawa Car Mfg.	SE DT Closed Psgr. Car	"
1339	"	"	" " "	" " " " "	"
1801	"	1924	Can.Car & Fdy.	" " " " "	"
1959	"	1929	" " "	" " " " "	"
2222	"	1929	" " "	" " " " "	"
2300	T.T.C.	1921	" " "	" " " " "	1962
3015	M.T.C.	1907	Montreal St. R'y	Flat Car Trailer	1963
3151	"	1925	Can.Car & Fdy.	SE DT Motor Flat Car	"
3200	"	1928	Montreal Tramways	SE DT Tool Car	"
3517	"	1944	St.Louis-CC&F	SE DT PCC Psgr. Car	"
5001	"	1917	Montreal Tramways	DT DE Locomotive	"
W-2	"	1923	" "	SE DT Crane	"
W-63	"	1945	" "	SE ST Grinder	"

NON-RAIL TRANSIT EQUIPMENT

7	M.C.P.R.	c1875	N.& A.C.Lariviere	Horse-drawn Omnibus	1963
20	"	c1875	" "	Horse-drawn Sleigh	1963

NOTES FOR EQUIPMENT LISTED ON OPPOSITE PAGE MARKED WITH ASTERISK:

No.2 to be named "W.G. Cole"; No.9 to be named "Sans Pareil"; No. 38 to be named "Saskatchewan"; No.54 is named "Waddon"; No. 1165 to be renumbered 1009; No. 1520 to be renumbered 1223; No. 4190 to be renumbered 4100.

RAILWAY EQUIPMENT

Road No.	Company Represented	Year Built	Builder	Description	Year Acquired
1	Can.Pac.Ry.	c1869	--	B-B Official Car	1960
2*	E.B. Eddy Co.	1925	Montreal Loco. Wks.	0-4-0T Steam Loco.	1957
3	St.Anne Paper	1915	"	0-4-0T Steam Loco.	1963
4	Syd. & L'bg.Ry.	--	Rhodes, Curry.	B-B Comb.Car	1961
4	Nat.Hbrs.Board	1914	Montreal Loco. Wks.	0-6-0 Steam Loco.	1962
5	Maritime Ry.	1895	Pittsburgh Loco.Co.	4-6-0 "	1961
9*	Interprov'l	1928	H.K.Porter Co.	B_o Gas-Electric Loco.	1963
25	OSC (Dosco)	1900	Baldwin Loco. Wks.	2-4-0 Steam Loco.	1961
29	Can.Pac.Ry.	1887	CPR Delorimier Mtl.	4-4-0 "	1960
30	Abitibi Ry.& N.	1922	Montreal Loco. Wks.	2-6-0 "	1962
38*	Can.Pac.Ry.	1883	Barney & Smith	C-C Official Car	1958
49	Can.Nat.Rys.	1914	Montreal Loco. Wks.	4-6-4F Steam Loco.	1960
54*	L.B.S.C.Ry.	1875	LBCSRy. Brighton	0-6-0T "	1961
56	Can.Pac.Ry.	1893	CPR Hochelaga Mtl.	C-C Parlour Obs. Car	1960
70	Abitibi Paper	1926	Lima Loco. Wks.	3-truck Shay SteamLoco	1962
105	QRL&PCo.	1889	Jackson & Sharp	B-B Comb. Car	1960
144	Can.Pac.Ry.	1886	CPR Delorimier Mtl.	4-4-0 Steam Loco.	1959
492	"	1915	CPR Angus Mtl.	4-6-0 "	1960
999	"	1912	Montreal Loco. Wks.	" "	1960
1112	QNS&LRy.	1913	"	" "	1961
1165*	Can.Nat.Rys.	1912	"	" "	1960
1520*	"	1906	Canadian Loco. Co.	" "	1960
1554	Can.Pac.Ry.	1908	CPR Angus Mtl.	C-C Passenger Coach	1960
2231	"	1914	CPR Angus Mtl.	4-6-2 Steam Loco.	1960
2341	"	1926	Montreal Loco.Wks.	" "	1960
2601	Can.Nat.Rys.	1907	"	2-8-0 "	1960
2850	Can.Pac.Ry.	1938	"	4-6-4 "	1960
2928	"	1938	"	4-4-4 "	1960
3239	Can.Nat.Rys.	1916	Canadian Loco. Co.	2-8-2 "	1960
3388	Can.Pac.Ry.	1902	Schenectady Loco.Co.	2-8-0 "	1960
3987	"	1910	Can.Pac.Angus Mtl.	B-B Baggage Car	1960
4190*	Can.Nat.Rys.	1924	Canadian Loco. Co.	2-10-2 Steam Loco.	1960
5468	Can.Pac.Ry.	1948	Montreal Loco Wks.	2-8-2 "	1960
5550	Can.Nat.Rys.	1913	"	4-6-2 "	1960
5702	"	1930	"	4-6-4 "	1960
5935	Can.Pac.Ry.	1949	"	2-10-4 "	1960
6015	Can.Nat.Rys.	1924	"	4-8-2 "	1960
6153	"	1929	"	4-8-4 "	1960
6271	Can.Pac.Ry.	1913	CPR Angus Mtl.	0-6-0 "	1960
11204	UTLX	1916	CC&Fdy. Montreal	B-B Tank Car	1962
M-235	Can.Pac.Ry.	1940	Buick	$A-A_o$ Track Inspec.Car	1963
1893	Gd.Trunk Ry.	1912	Buda	Gasolene Velocipede	1961
S-1	L&PSRy.	c1915	Kalamazoo	" Gang Car	1962

A B B R E V I A T I O N S

Courtaulds'-	Courtaulds' (Canada) Limited.
Interprov'l-	Interprovincial Railway of Canada (museum).
LBSCRy. -	London, Brighton & South Coast Railway.
L&PSRy. -	London & Port Stanley Railway.
M.T.C. -	Montreal Transportation Commission.
M&SC Ry. -	Montreal & Southern Counties Railway.
N.B.Power Co. -	New Brunswick Power Company.
OSC (Dosco) -	Old Sydney Collieries (Dom. Steel & Coal Co.)
O.T.C. -	Ottawa Transportation Commission.
QNS&L Ry. -	Quebec, North Shore & Labrador Railway.
QRL&P Co. -	Quebec Railway, Light & Power Company.
Syd. & L'Bg. Ry. -	Sydney & Louisbourg Railway.
T.T.C. -	Toronto Transit Commission.
U.T.L.X. -	Union Tank Line Company (Procor Limited).

Types: For steam locomotives, the wheel arrangement is expressed in the Whyte classification system. For cars, trucks are expressed in the letter arrangement, as: A- two wheels; B- four-wheel truck; C- six-wheel truck; etc. B-B: car with two four-wheel trucks; C-C: car with two six-wheel trucks, etc. The symbol "$_o$" following a letter indicates that the truck is electrically powered, as: B_o: car with single-truck, powered.

Electric cars are shown as SE: Controls at one end only, or DE: Controls at both ends. ST: Carried on single four-wheel truck, or DT: Carried on two four-wheel trucks.

Year Acquired: is the year in which the unit was delivered or firmly promised to the Association's museum. This date may not necessarily agree with company records. Three units were still in use by donors at 1/6/63: Locomotives 30 and 70, and car 4. Other equipment has been promised, but since acquisition terms have not been clarified, it is not included in this list.

Track Gauge: All equipment is 4'8½" (1.435 m.) gauge.

Electric Cars: All electric cars utilize 550 v. DC, with overhead collection by trolley pole, except Nos. 10 and 14 which operate on 1500 v. DC with overhead collection by pantagraph.

Brakes: All equipment is equipped with Westinghouse air brakes; No. 54 also has vacuum automatic air brakes. Exceptions with hand brakes only are electric railway cars 6, 8, 82, 274, 350, 423 and 3015.

The accompanying photographs, however, can describe the variety of the preserved railway and tramway equipment more eloquently than many more paragraphs of text. But, one word of caution --- not all this rolling stock is in first-class shape, and some units must be "shopped" and rehabilitated before they can be put on display. In some cases, the donors of the equipment have presented the Museum with a well-preserved or handsomely refurbished exhibit, but in other cases, only the foresight of interested individuals has enabled the unit to be saved at all. On these exhibits, restoration work must be performed.

Summary and Finance.

The foregoing has described, in brief, the Canadian Rail Transportation Museum: its history, progress to date, and some of the equipment which will be displayed. What it does not cover is the tremendous amount of volunteer work that has gone into the establishment of a project of this magnitude.

Other articles in this issue of Canadian Rail, written by those who have performed the work itself, describe in more detail the operation of laying track and rehabilitating locomotives. There is no section devoted solely to the acquisition of the wherewithall essential for a museum of this type --- but this, the important financial factor, and those who have performed such tasks must not be overlooked. The painstaking work of compiling lists of potential donors and the writing of letters, brochures and briefs requesting aid, has been carried out by a very small group. The materials donated and the sums of money raised are testimony to their industry.

Following is a list of some of the larger financial donations:

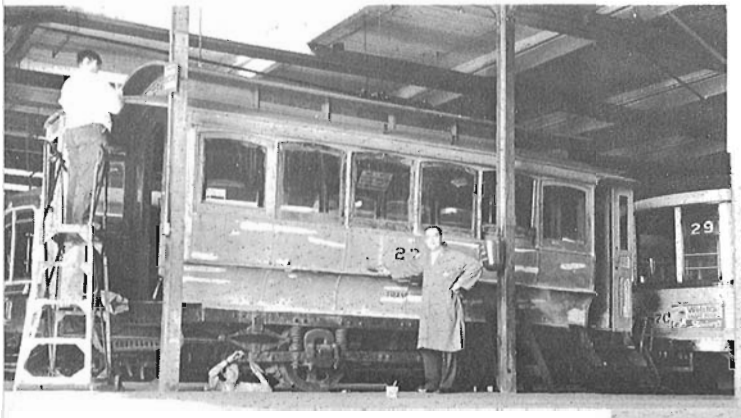
Province of Quebec	$25000	Canadian Industries Ltd.	$500
Government of Canada	25000	Imperial Tobacco Canada	500
Molson's Brewery Ltd.	5000	Texaco (Canada) Limited	500
British-American Oil Co.	1000	Northern Electric Co. Ltd.	500
Bank of Montreal	1000	Dominion Foundries&Steel	400
Royal Bank of Canada	1000	Canadian Salt Co. Ltd.	250
Mr. Donald F. Angus	1000	International Harvester	250
Mr. Charles Viau	1000	Royal Trust Company	200
Anonymous	1000	Canadian Bronze Company	200
Dow Brewery Limited	500	Vapor Car Heating (Canada)	200
Toronto-Dominion Bank	5000	Dow Chemical Co.of Canada	200
Banque Canadienne Nationale	500	Mr. H. P. Holt	200
Pirelli Cables Ltd.	500	Mrs. Mary Angus	182

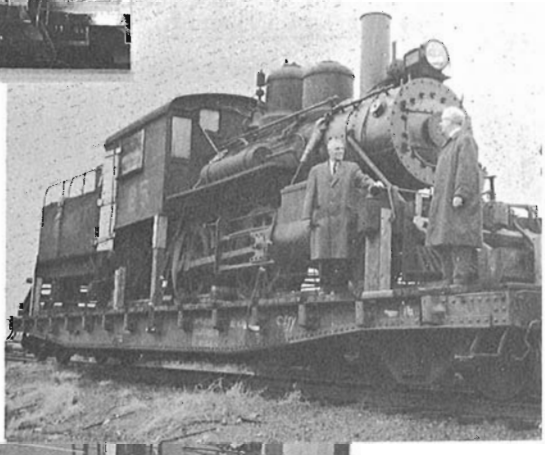
While the foregoing lists some of the larger financial donations made to the Canadian Rail Transportation Museum, its accurracy and completeness is not guaranteed, nor does it repeat all the acknowlegements published in previous issues of Canadian Rail. These are greatly appreciated by the Association, and once more are acknowledged "en bloc".

The future:

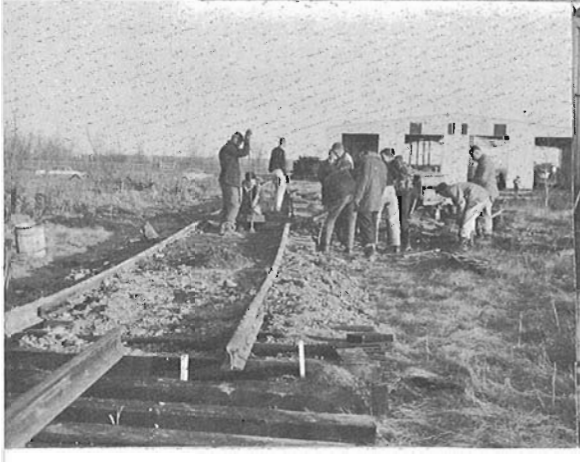
More remains to be done in all spheres of Museum operations. The Chairman of the Committee has provided the following partial list of items that the General Manager would like to see completed before the end of 1963:

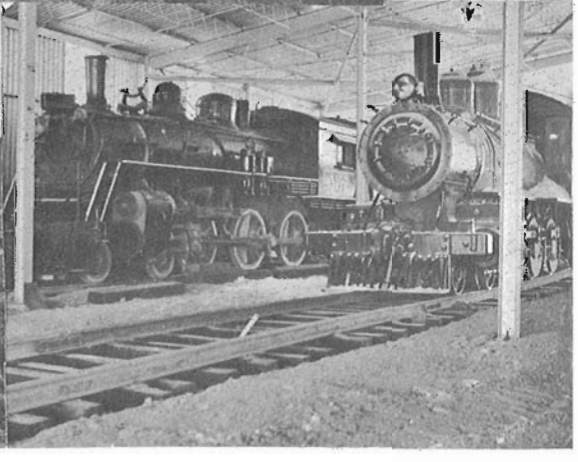
The construction of another exhibits-building -- more money will be needed.....





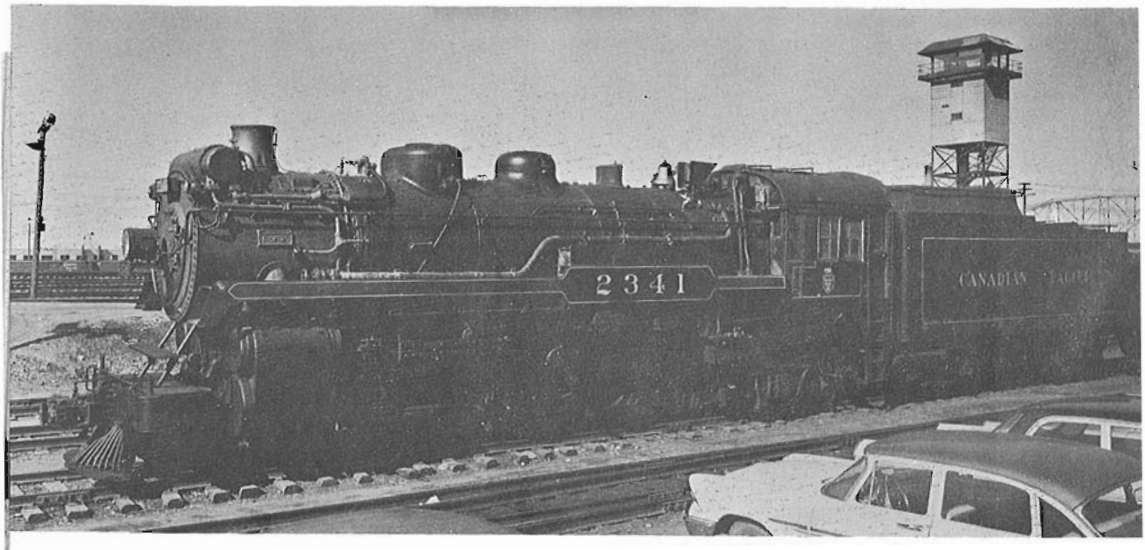

QUEBEC NORTH SHORE AND LABRADOR
1112





Additional track -- more workers needed .....
Access road and parking lot -- this will require fill and grading..
Provision of electric power -- we'll have to pay for this too..
Repainting and restoration of exhibits -- when workers & supplies are available.

May this account of the progress to date and the illustrations of what has already been accomplished encourage more of our readers to take an active part in bringing the Canadian Rail Transportation Museum to fruition. The Museum is NOT YET OPEN to the general public as an exhibition, but it is open to members and friends with a WILL TO WORK --- to those who want to take part in one of the most rewarding and tangible activities of the Canadian Railroad Historical Association.



Canadian Pacific Railway Class G-3 4-6-2 No. 2341, shown here on display at Winnipeg before leaving for Montreal and the Canadian Rail Transportation Museum at Delson, Que., on May 28th. No. 2341 was accompanied on its eastward trip by H-1 Class 4-6-4 No. 2850, the original "Royal Hudson" type C.P.R. locomotive.

Photo Canadian Pacific Railway

Opposite: The Story in Brief.

It started with 274 and its overhaul at the M.T.C.shops.
Then locomotives arrived at Delson - at least one by "piggyback".
Ties are moved by jeep and manpower.
Rails are laid and spiked in place.
A Delson home for some equipment.


2850
2850
NADIAN PACIFIC


5702
5702

Restoration of Maritime Railway No.5

One year ago, in the spring of 1962, there rested in the yard of the Canada Creosoting Company at Delson, Que., our only steam locomotive then at the museum site. This engine, No. 5, a 4-6-0 purchased from the Maritime Coal, Railway & Power Company in the fall of 1961, had quite evidently come from a small railway. It possessed no classification lamps, was of a design long obsolete on larger roads, and showed distinct signs of having been in storage for quite a long period of time. Mechanically, No. 5 was in fair condition, but we are principally concerned here with restoration for exhibit purposes rather than for operation.

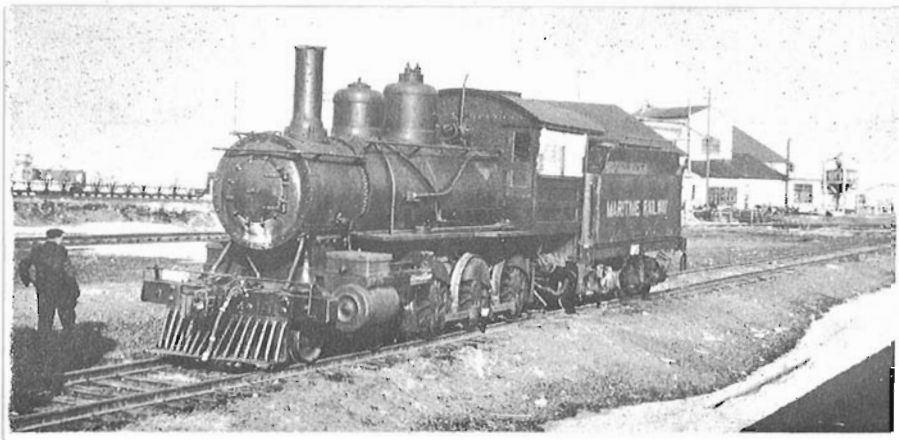
Today, No. 5 is one of the exhibits in the museum building at Delson and, contrasted with its appearance last spring, it is in much improved condition, the result of some 1,120 man-hours of work on the engine during the summer of 1962.

Our first task was to choose a suitable paint scheme for this engine, reflecting the fact that it had undergone little physical change since it was built by Pittsburgh about 1895. We finally settled on having a grey boiler, black smoke box, cab, tender, frames, wheels and motion, relieved by gold lettering and a limited amount of gold striping. The cab interior was to be in the traditional green and the doors and window frames, medium brown. It is possible that the doors and frames will be restored to varnished natural finish at a later date, but the existing paint did not permit us to perform this work, due to a shortage of time.

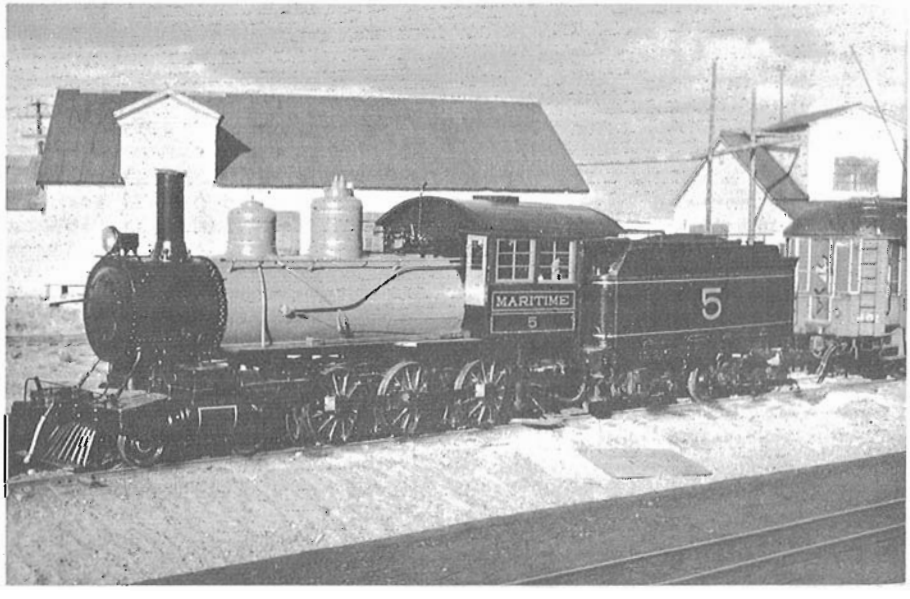
The first phase of the programme was the most difficult and prolonged part of the project; it consisted of scraping loose paint from the locomotive. Paint on the tender sides was in such poor condition that in this case we had to remove it down to the bare metal; furthermore, we were not allowed to use a blowtorch for this job because of the fire hazard in the creosoting plant yard. After three weeks and four scrapers, the tender was ready for its first coat of lead primer. We left the tender in this condition until we had the locomotive proper sufficiently clean, so as to permit painting both units at once. It is of interest to note that, while scraping the tender, we learned that this was not the original tender for this locomotive. After removing the upper of many coats of paint, the remains of the words "Canadian National", in block letters, were plainly visible in silver paint.

Next came the locomotive itself. Logically, we started from the top and worked down. We scraped and primed for all of a month until it was evident that some minor sheathing replacements were necessary. As a result, the right side cylinder lagging, and the Westinghouse air pump jacket, were both replaced with sheets of heavy gauge galvanized iron. Inside the cab, everything was dismantled and cleaned with gasoline or paint remover. Then each part was primed and brush painted and replaced in its proper position. The wood interior was washed and painted and visibly became "two shades brighter" -- as the detergent commercials have it.

The exterior of the locomotive was brush painted one coat of black, and the boiler was brush painted two coats of grey. The black portions were then sprayed one coat. Treatment of the tender


MARITIME RAILWAY


401


MARITIME
5
5

was similar, with the tender sides being spray painted and the rest brush painted, two coats in each case.

The gold lettering was then applied. In accordance with the general practice of the period, the inscriptions "MARITIME" and "5" were applied to the cab sides and framed in gold striping. A small gold stripe was applied to each spoke and also to the cylinder lagging. Gold stripes were applied to the tender sides and a larger "5" applied in the centre of the side. Due to the small size of the driving wheels (they are only 48" in diameter), the application of white to the tyres was not made, this ornamentation being appropriate only on locomotives with large driving wheels.

By this time, No. 5 was beginning to look quite prim but the restoration project was not quite complete. All the old wiring was removed and provision made for either 110V or 32V operation of the lights. This added a bit of flavour that only needed live steam to make quite authentic. (No, we are not adding chemical steam or "choo-choo" sound effects !) Actually, the restoration is not yet complete. A typical oil headlight of the period is now in the making, and driving wheel splashers are also in the plans. Ultimately perhaps No. 5 will sport a long wooden pilot, and then she'll be ready for a Royal Train. Even as it is now, however, the locomotive lends a distinguished air to the museum. The locomotive bell, number-plate, gauges and other bright metal parts have been given special attention, and will be replaced when the engine is on display.

I would like to mention the fact that the restoration would not have been possible without the help of many other people, and especially the staff at the creosoting plant, for their tolerance, help and understanding.

By the way, we need volunteers to paint our other thirty or so locomotives.

...Peter Murphy, Locomotive Foreman, Delson.

← Photographs on the opposite page, by Fred Angus and Peter Murphy, show Maritime Railway No.5 before restoration work started, during the painting of the tender, and as the locomotive now appears in its grey and black livery.

Gifts-in-kind to the Canadian Rail Transportation Museum

Algoma Steel Corporation.
Aluminum Company of Canada Limited
Beaver Construction Company
Bedard & Girard Ltée.
Brocklesby Transport Ltd.
Canada Wire & Cable Company Ltd.
Canadian Ingersoll-Rand Company Ltd.
Canadian Porcelain Company
Canadian Steel Foundries
Dominion Steel & Coal Corporation
Dominion Tar & Chemical Company
Drummond McCall & Company Limited
General Railway Signal Company
McGraw-Edison (Canada) Limited
Robert Mitchell Company Limited
Rosco Metal Products Limited
Royal Canadian Engineers
Shawinigan Chemicals Limited
Steel Company of Canada

NEW MUSEUM ACQUISITIONS ARE GASOLENE-PROPELLED

CANADIAN PACIFIC RAILWAY COMPANY

CLEARANCE

STATION Seaway DATE May 11th 19 63

TRAIN Extra M 235 South.

ORDERS FOR YOUR TRAIN ARE Nil

THE NEXT TRAIN AHEAD FROM THIS STATION LEFT AT 7.39 am

OK AT 802 Am. BWB. DISPATCHER R Richard OPERATOR

M - 235

The clearance reproduced above, addressed to "Extra M235 South" at Seaway tower on the Canadian Pacific's Adirondack Subdivision, marked the transfer of yet another item of Canadian railroadiana to the Association's museum at Delson, Que. A rail motor inspection car converted from a 1938 Buick seven-passenger limousine automobile, M-235 was on its way to Delson under its own power, for preservation, having been donated to the Association by Canadian Pacific just a week previously. Later the same day, it was placed inside our trainshed, joining a growing collection of railway vehicles on museum property.

M-235 has an interesting story. It was originally the property of Dr. H.A. Beatty, Canadian Pacific's Chief Medical Officer about thirty years ago, who lived at 52 Howland Avenue in Toronto. Dr. Beatty was the brother of Sir Edward Wentworth Beatty, Chairman and President of the Canadian Pacific Railway Company. Later, Dr. Beatty presented the automobile to the Railway, who converted it into a rail inspection car by replacing the original frame with a specially-made steel one equipped with four flanged steel wheels, 30" in diameter at the front of the car, and 31" at the rear. The original coil springs and suspension were replaced by elliptical springs, and the car was equipped with airbrakes and compressor. The air also actuates horns and a bell. M-235 also carries its own turntable, so that the car's direction can be reversed or it can be run off on rails at right angles to the track. As a result of these modifications, the unit now weighs 8,400 pounds.

Upon arrival at the switch linking the C.P.R. with the museum trackage, M-235 was taken over by yet another Beatty -- our own Superintendent, Jack Beatty (no relation of the original owner) -- and driven over our interchange track and into the trainshed. M-235 is in excellent mechanical condition, and is said to be capable of 72 miles per hour, but is restricted to 45 miles per hour when in operation, both for safety reasons and to ensure electrical contact for operation of block signals. This unit will be retained in operating condition for "state" occasions.

.....Omer Lavallée

NO. 9 - "SANS PAREIL"

Inevitably, as the collection of locomotives and cars at the museum grows larger and larger, the need would be felt for a more efficient means of moving these ponderous objects about, from track to track. Hitherto, such movement has been accomplished by means of human force, and/or the winch on Donald Angus' never-failing "Jeep", both of which have stood us in good stead since the first locomotive arrived last August. Accordingly, on the recommendation of the Railway Committee, the Association purchased a used gas-electric locomotive from Andrew Merrilees Limited in April, and this unit has already been put to work as the Delson "yard engine".

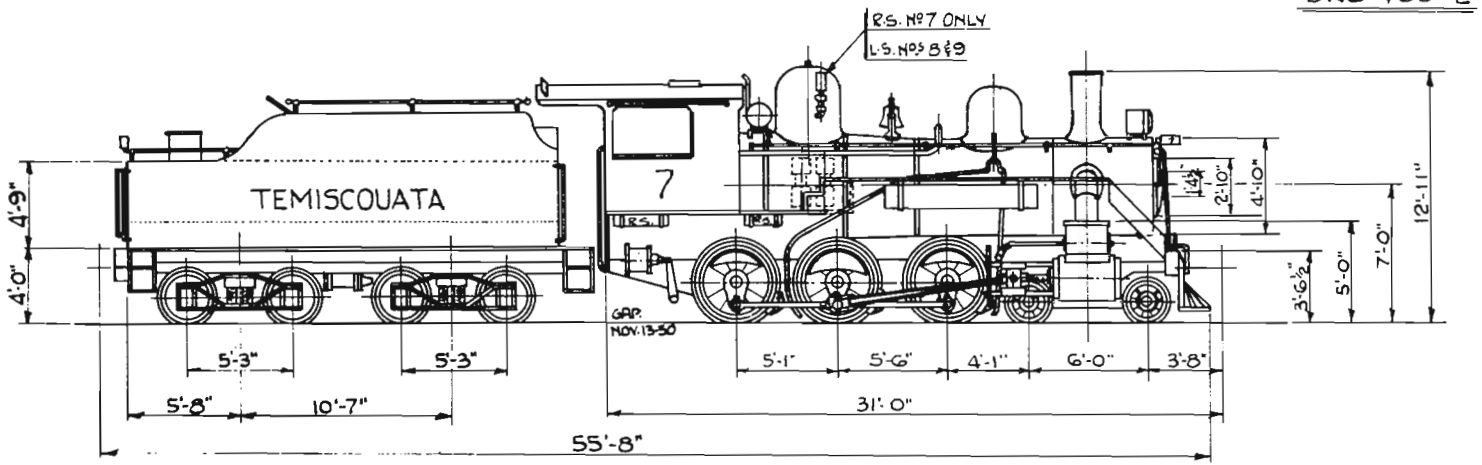
The locomotive is a twelve-ton gas-electric unit built by H.K. Porter in 1928, serial number 7120. It is reputed to be the smallest internal-combustion locomotive with electric drive ever built by this or any other builder. Constructed originally for the Lake St. Joseph Transportation Company, a subsidiary of Central Patricia Gold Mines Limited at Savant Lake, Ont., it was used on a portage railway between two lakes on a water transportation system into Central Patricia from the Canadian National transcontinental line. The railway ceased operation some years ago when a road was built in to the mine, and the locomotive was purchased by Merrilees in 1958, and has since been out on rental on several occasions.

This engine was shipped from Toronto by flatcar and arrived at Delson on Friday, April 26th. It was unloaded and operated for the first time under our jurisdiction in the creosoting yard, by Bill McKeown and Fred Angus, on Monday, April 29th.

The locomotive had no road number on arrival at Delson, and as a consequence, it has been given the number "9", this being the lowest vacant number in our roster. While the locomotive is in good general condition, it is in need of a general overhaul of auxiliaries and consequently needs to be "coaxed" into operation at the present time, but once running is able to handle, unaided, equipment up to and including QNS&L locomotive 1112. The larger equipment will have to be moved using block-and-tackle with No. 9, until we can utilize one of the smaller steam locomotives, such as No. 25, when large moving is to be done. These little idiosyncracies on the gas-electric seemed to call for a name for this engine, and on the suggestion of Michel Belhumeur, it was decided to call it "Sans Pareil" after Timothy Hackworth's steam locomotive which was built for the Rainhill Trials of 1829, but which lost out to the more superior "Rocket" of George and Robert Stephenson. The name "Sans Pareil" (French for "None Such") is also a small contribution to Canadian biculturism.

Only after selecting this name was it discovered that, quite by coincidence, 1963 is the hundredth anniversary of the preservation of the original "Sans Pareil" which up to that time was serving as a stationary winding engine at Coppull Colliery, near Chorley, England. It was rescued, restored as a locomotive in 1863, and presented to the Science Museum in London by John Hick, Esq., and it is still to be seen there.

DWG. 460-2



TEMISCOUATA - 4-6-0 Nos 7-8-9

BOILER PRESSURE -

CYLINDERS -

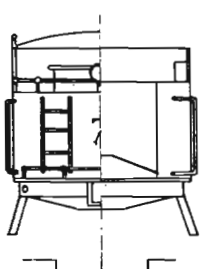
LEADING WHEELS - 24" DIA.

DRIVING WHEELS - 51" DIA.

TENDER WHEELS - 33" DIA.

BUILT BY MONTREAL LOCOMOTIVE WKS.

Nº7-SER.49908-'11 Nº8-SER.46205-'09 Nº9-SER.46206-'09



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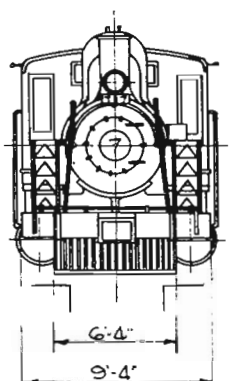


CANADIAN NATIONAL Class F-1c

7 - 1015 : 8 - 1016 : 9 - 1017

DIAGRAM

Another contribution to Canadian Rail from Mr. G. A. Parker shows the details of Temiscouata Ry. steam locomotives Nos. 7, 8 and 9. All three locomotives were built by the Montreal Locomotive Works between 1909 and 1911 and eventually became Nos. 1015, 1016, 1017 of the National System.

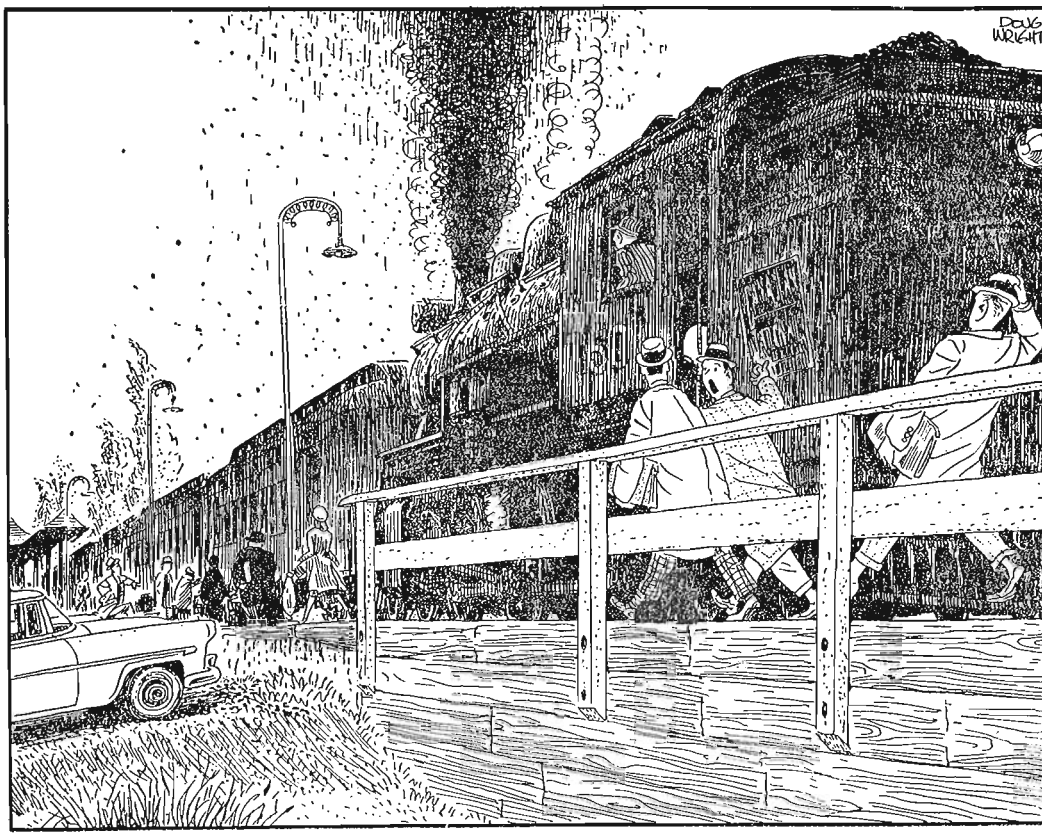
The Central Vermont trainshed at St.Albans, Vt., will be dismantled later this summer as a safety and economy measure. The structure, 88 feet wide and 351 feet long, is open at the north and south ends with no columns on the inside. Its wooden trusses were designed by one of the most celebrated contractors of a century ago -- William Howe of Spencer, Mass. The trusses, built on the ground in St.Albans, were raised by gin poles, block and tackle, mule and manpower. The brick walls have buttresses on the outside to support the load, while iron tie rods run horizontally from one end of each truss to the other. It is believed that the ninety-seven year old structure is the last remaining trainshed of its type in the United States.

The three-storey office building adjoining the trainshed will not be affected by demolition of the quaint old building.

Not every retired item of rolling stock that escapes the scrapyard and the torch finds its way to Delson, as this photo by Peter Cox proves. CPR first class coach number 728, built at Angus Shops in November 1912, was sold in August 1956 to Interior Contracting Co. Ltd. of Penticton, BC, and now sits a few hundred yards east of the CP station in that municipality. The 65-foot coach is painted green and yellow, with black roof and lettering.

Written Off

- Doug Wright, Montreal Star



"That engine came out of Montreal Locomotive Works in 1914 — to lose money on it now must take sheer financial genius!"

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Established 1932 • Box 22 · Station B · Montreal 2 · Quebec • Incorporated 1941

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