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FRONT COVER

AN EARLY C.R.H.A. EXCURSION, on June 5 1938, saw fourteen members and friends visit the Central Vermont terminal at St. Albans where they took a moment to pose in front of locomotive 472. The names of all in the group are known, except for the gentleman on the upper right, and are as follows with their membership number in brackets. Top: Fred Sankoff (81). Centre: John Carr (26), A. Mattingly (76), Charles Viau (69). Bottom: Kamm, R.V.V. Nicholls (17), Carson, L.A. Renaud (12), Anna O'Dowd (18), Mrs. C.L. Terroux (24), Mr. C.L. Terroux (4), T.C.H. Smith (52), P.W. Sessenwein (22).

Photo by W.G. Cole (member No. 40).

OPPOSITE

EIGHTEEN YEARS AFTER IT WAS FOUNDED the C.R.H.A. ran its first chartered train on a main-line railway. This was the excursion to Huberdeau using C.N.K. diesel-electric car 15837 and a wooden coach on October 1 1950.

Toohy Collection.



An account of the first half-century of the Canadian Railroad Historical Association

Robert V.V. Nicholls

On the evening of March 15th, 1932, at the Chateau de Ramezay, Montreal, seventeen members of the Antiquarian and Numismatic Society met at the conclusion of an exhibition of railroadiana, commemorating the 100th anniversary of the granting of a charter to Canada's first public railway, the Champlain and St. Lawrence Rail Road. Victor Morin, president of the Society was in the chair and John Loye outlined the nature of a proposed society of railway historians and enthusiasts. At the conclusion of the gathering fourteen signified their intention to join such a group. The Canadian Railroad Historical Association was established forthwith, and John Loye and Robert R. Brown were chosen to be interim president and secretary, respectively. These men would play outstanding roles in the affairs of the Association for many years. The title, Railroad, rather than Railway, was selected because the Champlain & St. Lawrence had been deemed to be a rail road rather than a rail way. That is, the North American custom was followed when naming the society rather than the British.

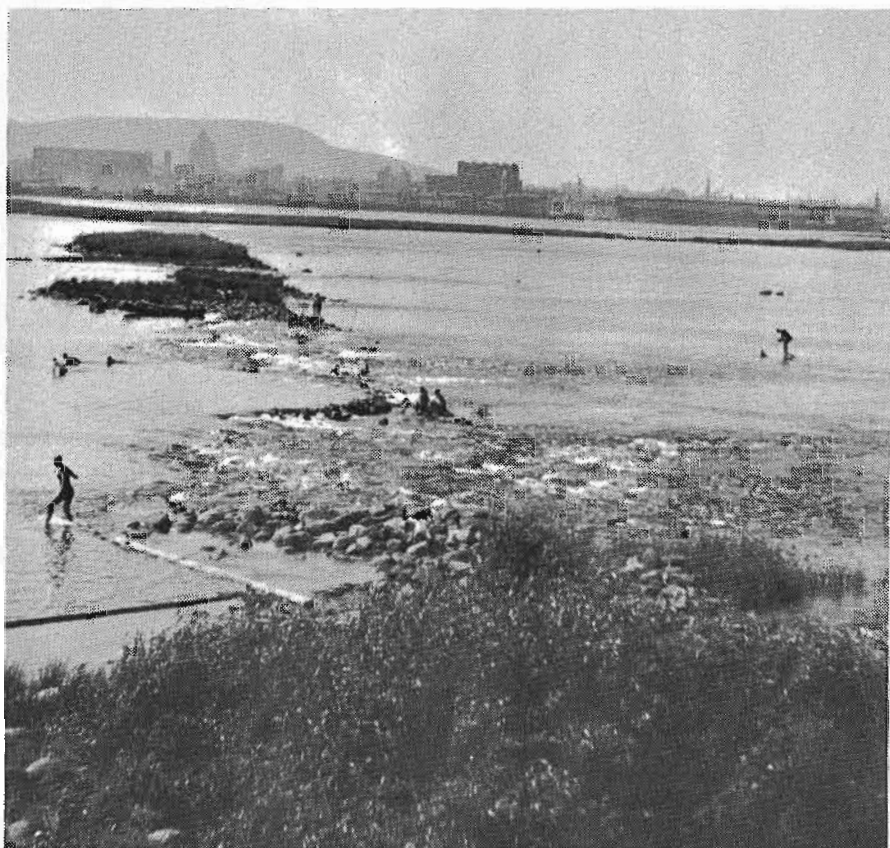
A one-paragraph account of the inauguration of the Association appeared on a back page of "THE GAZETTE", Montreal's morning newspaper. It included an invitation to any one sufficiently interested to attend the next meeting (April 6th) and to enroll. Mrs. Mabel E. Bevington, librarian of the Canadian Pacific Railway, and Robert V.V. Nicholls, an undergraduate student at McGill University, appeared in response to the invitation. At the suggestion of Loye they were enrolled as Founding (Charter) Members too. Fifty years later this gracious act is still green in my memory.

At the same meeting a Board of Directors for 1932 was elected. Loye, William E. Foster, and Brown were to be President, Treasurer and Secretary, respectively. A simple set of by-laws also approved. Very soon the gatherings assumed a pattern which was to be followed for several years: ten monthly meetings in Montreal (usually in the Council Room of the Chateau de Ramezay) from September through June and trips to places nearby of railway-historical interest (usually in July and August).

Almost from the beginning papers were delivered at the meetings. They often incorporated the results of competent research carried out by the authors. Some members opined that the Association was destined to become "a learned society". The first such paper was read by Brown on May 18th. It was entitled: "Montreal and Longueuil Ice Railway". Loye and Brown were enthusiastic historians of Canadian railways and tramways and by their papers and their conversation inspired others -- this author among them -- to follow suit. Other forms of "entertainment" were devised: screening of movies (1932 onward), screening of colorslides (1949 onward), conducting debates (the first on December 8th, 1954, was addressed to the question, "Is It Necessary to Have an Increase of Commuter Fares in



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B



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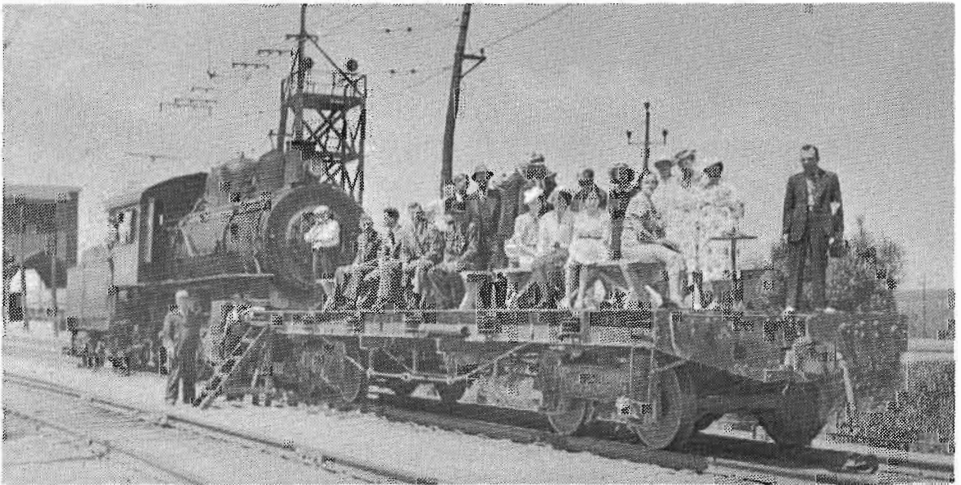
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THE SECOND-EVER C.R.H.A. EXCURSION was held on Sunday, July 17 1932. Eleven members, travelling in three automobiles, visited many points of railway interest on the South shore of the St. Lawrence near Montreal. These four photos show respectively: A. some of the group participating. B. The remains of the Montreal & Champlain Ry. wharf at Moffatt's Island, C. The original Champlain & St. Lawrence R.R. terminus at Laprairie. D. A portion of the original roadbed of the Champlain & St. Lawrence. All four photos by Donald F. Angus.

the Montreal Area?", and of auctions of donated railroadiana (first in 1957). A notable instance of the screening of color-slides took place on November 14th, 1962, when Eric Johnson of Edmonton presented his collection in absentia his commentary having been taped in advance.

In September, 1958, the feeling was expressed that June meetings should be dropped and so they were from the 1959 schedule through 1963. In 1974-75 ten meetings per season were reduced to five. At present the responsibility for organizing meetings in the Montreal area has shifted from the Board of Directors to the St. Lawrence Valley Division executive with consequent improvement in their number and quality.

Up to 1940 (that is, to the first year of World War II) the summertime trips were usually taken in private automobiles, provided by the helpful owners, or rarely on regular trains. It was all very relaxed and picknicky! The first such trip took place as early as June 9th, 1932. The destinations were Lanoraie and Joliette (formerly Industrie) to examine the abandoned readbed of the Lanorie and Industrie Railway (the oldest component of the C.P.R.) and to admire at La Seminaire Joliette the nameplate of the "DORCHESTER", only surviving fragment of Canada's first steam locomotive. (Thanks to the generosity of Le Musée Joliette this priceless relic has been conveyed on permanent loan to the Canadian Railway Museum - Le Musée Ferroviaire Canadien.) Another memorable event was a two-day affair, involving an overnight stay at Blue Lake in the Adironack Mountains of New York State. In all there were some twelve such trips.



JUST BEFORE THE OUTBREAK OF WORLD WAR II an excursion was made to Asbestos P.Q. by means of the regular C.N.R. train. The object was to visit and ride the Asbestos & Danville Ry. and this was done on a flat car specially fitted up for the occasion. The date was Sunday July 9 1939. Not long after this, such activities came to a halt "for the duration", in fact it would be nine years until regular C.R.H.A. trips would resume.

Both photos by W.G. Cole.

A variant of trips to abandoned railways were visits to railway shops (C.N.R. at Pointe St. Charles, C.P.R. at Maisonneuve, C.L.C. at Kingston (the Association's first trip by train, September 26th, 1937), C.V. at St. Alban's, and Q.C. at Newington (Sherbrooke). The author, then youthful, found these visits particularly fascinating, providing as they did opportunities to enter "the secret world of railways".

Beginning with the June 15th, 1932, meeting memorabilia (pictures, documents, books, three-dimensional objects, etc.) were frequently displayed, and often accepted as donations. As the gifts accumulated they were placed in the care of Miss Anna O'Dowd, Assistant Curator, Chateau de Ramezay, and she was appointed to be C.R.H.A. Custodian. By the summer of 1939 our possessions had become sufficiently numerous to make the preparation of an inventory highly desirable. This task was undertaken by Bevington and Nicholls.

The election of Honorary Members was a feature of the affairs of the Association from the beginning. The appointment of Honorary Officers followed soon after. By 1938 the procedure had settled into an appropriate routine. The incumbent presidents of the Antiquarian and Numismatic Society (Victor Morin to 1958) would be invited to be honorary presidents of the Association. These invitations were extended in recognition of the preeminent role the Society had played at the birth of the Association and of the hospitality extended in providing a long-time place of meeting (1932-39). The incumbent presidents of Canada's two largest railways (C.N.R. and C.P.R.) were invited to be honorary vice-presidents. The first-named feature of the tradition was abandoned when Nicholls was appointed to be honorary president in 1975. The other feature has persisted to this day (and has been enhanced in the interval) and no one doubts that it has rebounded to the great advantage of the C.R.H.A.

Honorary Members (and Honorary Officers) are elected for a one-year term, though a particular individual may be reelected for any number of terms. The first Honorary Life Member was Victor Morin, who was chosen in January, 1958. (The author finds it passing strange that our Founding President, John Loye, was never elected to be an Honorary Life Member, only to be an Honorary Member (in March 1959) a sad oversight.

As the membership grew (slowly) in numerical size and geographical distribution, the Directors thought it desirable to create an additional category. Coincident with the first anniversary of the founding of the Association, Mr. I.E. Barr of Victoria, B.C., was elected to be its first Out-of-town Member. Since in any case Out-of-town Members could not conveniently exercise the privilege of voting, they did not have this right conferred upon them. In compensation they were always to pay lower annual dues than those who came to be called Regular Members. Other "firsts" may be of interest. Samuel Insull, Jr., Geneva, Ill., was the first member who did not reside in Canada (elected February 9th, 1938); Richard Pennoyer, London, England, was the first overseas member (elected September 14th, 1938).

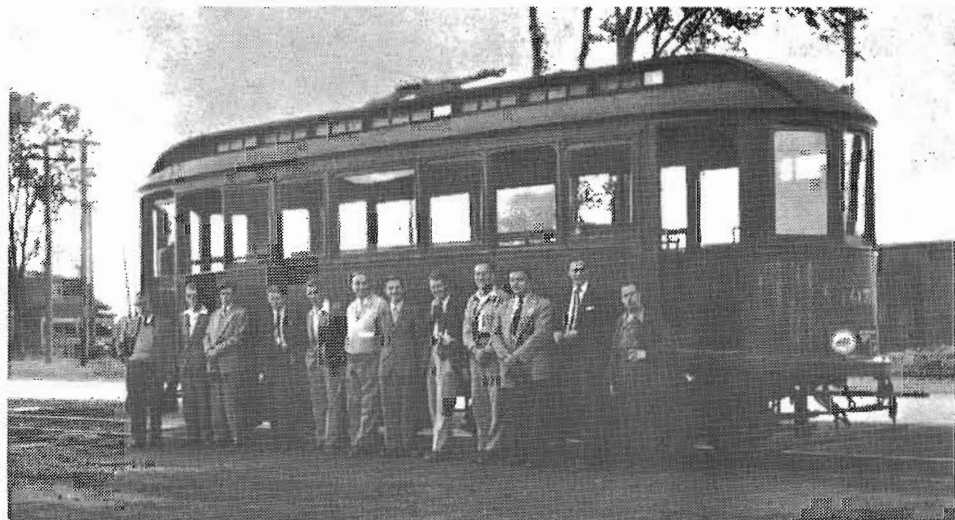
One of the most important, self-imposed responsibilities assumed by the infant Association (it had less than 25 members!) was to assure that the inauguration of the Champlain & St. Lawrence Rail Road (July 21st, 1836) would be duly celebrated in the summer of 1936. On the society's first birthday Loye reported that he

had sent a letter to the C.N.R. Publicity Department (the C. & St. L. R.R. is the oldest constituent of the C.N.R.) urging the Company to organize a centenary celebration. Another year was to pass before an organizing committee was named. It consisted of representatives of the C.N.R., of the C.R.H.A. and of the municipalities of Laprairie, St. John's and St. Lambert. Loye was the chairman and Brown the secretary.

The celebration was highly successful. It extended over two days. Saturday, July 21st, 1936, and Sunday, the 22nd. The "principal attraction" was a special train, hauled by the then-new C.N. steam locomotive, No. 6400, to accommodate the official party. It operated from Montreal (Bonaventure Station) to Laprairie, to St. John's, to St. Lambert. Immediately behind the modern locomotive, on a flatcar, was a replica of the "DORCHESTER", built in the C.N.R. shops. Laprairie and St. Lambert already had memorials to Canada's first railroad, so another was unveiled at St. John's.

Another highlight of the celebration was an exhibition of railroadiana at the Chateau de Ramezay, the "centrepiece" of which was a replica of the "DORCHESTER", which had been built by the staff of the Antiquarian and Numismatic Society, assisted by William G. Cole, a C.R.H.A. member. This replica is now on loan to the Canadian Railway Museum at Delson/St. Constant.

While the euphoria of the centennial was still potent, the Association erected on its own initiative a commemorative plaque at a point where the original roadbed of the C. & St. L. R.R. crossed the King Edward Highway on Laprairie Common. The plaque was cast and erected under the supervision of C.L. Terroux, a C.R.H.A. director



AFTER THE SECOND WORLD WAR the activities of the C.R.H.A. began to resume and slowly regain, and then surpass, their level of the 1930's. The first chartered trip was made by C.R.H.A. members, but not as an official C.R.H.A. trip, on August 7 1948 when Montreal street car 1054 was operated on a trip complete with runpasts and photo stops. This set the stage for many more such trips in the years ahead.

Toohy Collection, C.R.H.A. archives.

(president, 1941-42). Unhappily, within a few years the plaque was stolen and has not been replaced. The erection of plaques seems to have lost its appeal after this unhappy experience!

Back in 1932 between the first and second meetings of the Association Loye composed a set of by-laws, which were uncomplicated befitting an uncomplicated organization. Almost immediately the need arose to amend them, i.e. to provide for Regular and Out-of-town Members. By 1940 the provisions of the document had become so untidy that a committee was set up under the chairmanship of Nicholls to redraft it. The first of many such committees! Its work facilitated the application for a federal charter, which was granted to the Association by the Secretary of State on August 22nd of the following year. Other cycles of tinkering followed by redrafting took place on occasions "too numerous to mention" down through the years. Among the constitution committees, which readily come to mind, are those under the chairmanships of Nicholls, Worthen and Heard. Along the way the several by-laws have been codified under a General By-law No. 3. The present version bears the date 1962 (amended in 1970, 72, 78 etc.) and is overdue for another revision.

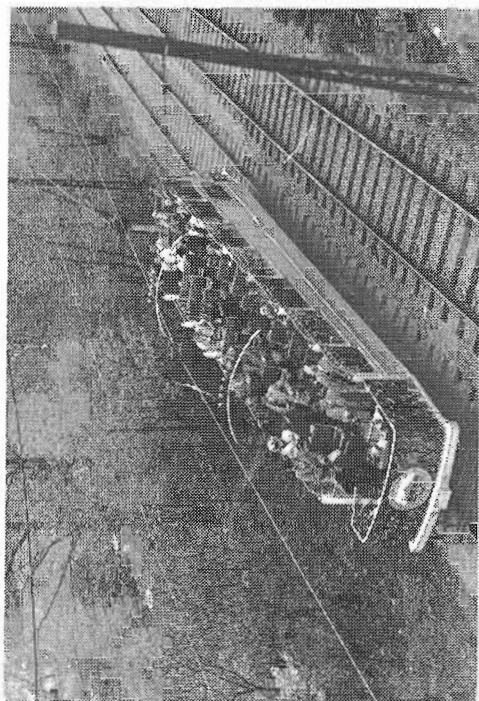
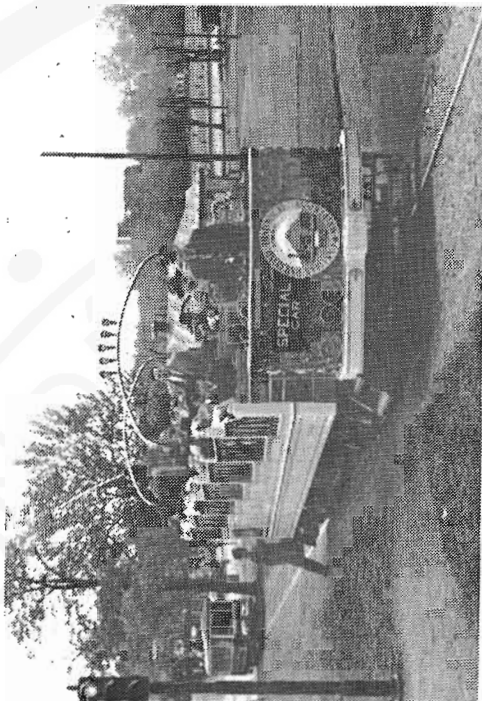
One of the important changes introduced into the 1962 version governed the manner of selection of the Association's officers. At present those voting members in attendance at the Annual Meeting elect twelve directors, from a slate distributed in advance. With a minimum of delay these directors and others that may have been chosen by the Branches (now called Divisions) on a one-for-one basis, meet and elect from among their own number the officers of the Association, i.e. a president, one of more vice-presidents, a treasurer and a secretary. To the totality of directors are assigned "portfolios" or areas of responsibility, such as, archives, membership services, the museum, the periodical, etc., etc.

Among other provisions which have been revised from time to time are those of Categories of Members, such as provision for Junior Members (1939), non-voting Associates (1964), and Sustaining Members (1974). All of these categories are now in limbo.

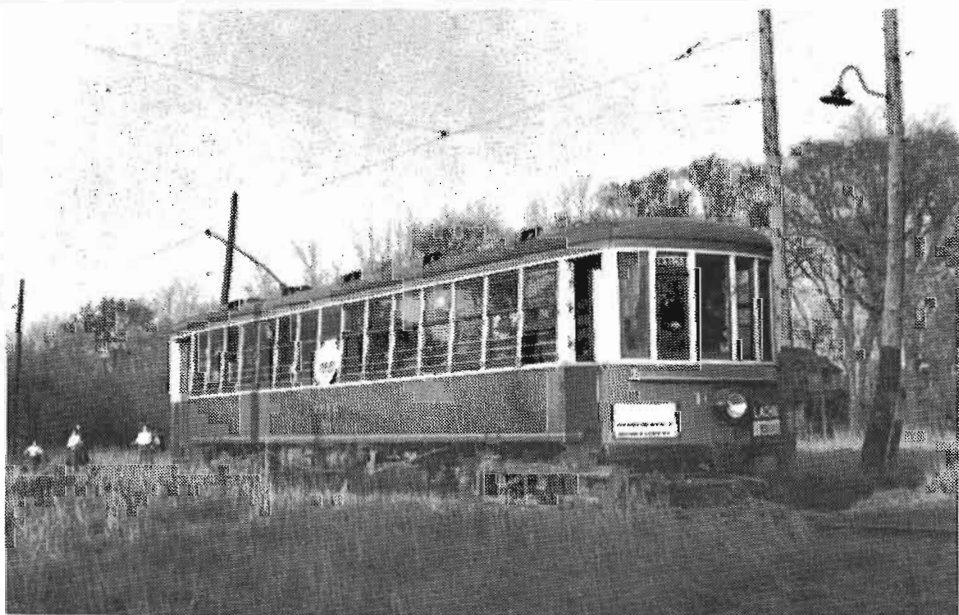
Another matter, apparently readily settled, which has caused a great deal of concern is that of a French-language title for the Association. Initially, the one, which received general (and official) approval was L'Association historique canadienne du chemin de fer. However, during the past year or two it has given rise to criticism. As a result it has been set aside and replaced by L'Association canadienne d'histoire ferroviaire. One fervently hopes that further changes will not be found to be necessary.

Branches (Divisions) also require constitutions and by-laws. Responsibility for the drafting of these documents, for submission to the national board of directors, rests with the regional executives. In some instances this "chore" proved to be very burdensome and time-consuming. However, in the end all was well. John (Jack) A. Beatty, at that time (1967) Director of Membership Services, was helpful in providing guidance by drawing up a "model" constitution and by-laws.

John Loye, the Association's founding president (1932-41, 1942-45, 1946-47), was by profession a designing draughtsman. He was skillful and imaginative. Both of these talents had been put to full use in designing in the early days stationery for the Association and for the Centenary Celebration Committee. The minutes of the March



THE FIRST OFFICIAL C.R.H.A. CHARTERED TRIP was with Montreal observation car 3 on May 14 1949. A trip was taken including the mountain line as well as a visit to Mount Royal car barn to see street car 350, "The Rocket".
Toohey Collection, C.R.H.A. archives.



FORMER MONTREAL PARK & ISLAND STREET CAR 1042 on a C.R.H.A. trip to Lachine on October 30 1949.
Toohey Collection, C.R.H.A. archives.

9th, 1938, meeting record an important decision in the following words: "After a lively discussion the design of Mr Loye (for a seal), which followed as closely as possible the design of that of the Champlain & St. Lawrence Rail Road was approved." Though a seal, in the limited sense of a device to emboss documents and sealing wax, was not forthcoming until much later (1960), the approved design of a seal became the symbol of the Association forthwith. It has been much admired. It has been incorporated in the printing of countless letterheads, envelopes flyers periodicals, etc., to this day. A spectacular version of it, produced in "living colour", was carried as a drumhead insignia on the gate of the rear car of countless C.R.H.A. excursion trains. It is now preserved in honorable retirement at The Museum.

In recent months it has been found desirable to authorize a revised version of the insignia, i.e. one in which the French-language name of the Association is incorporated. To the best of my knowledge it was first used in the tastefully designed stationery of the St. Lawrence Valley Division.

It is generally agreed that the Museum of the Association was "born" in 1961 -- after a lengthy "gestation". However, three more years were to pass before it was provided with an insignia or Logo. The design was that of David R. Henderson, a director, and consisted of a stylized silhouette of a 2-2-2 locomotive engine. Oddly enough the concept seemed to arouse strong emotions among some members. The present insignia, the silhouette of a steam-hauled train, was proposed by Stephen Walbridge in 1978. Like that of the seal its design has been registered against misuse.

Inevitably the existence of a seal led to the proposal (October, 1938) that lapel badges be made available. They were not ordered until some time later.

The minutes of the fiftieth meeting (February 10th, 1937) record that Nicholls "introduced for discussion the question of the publication of a bulletin". As so often happens in such circumstances the initiator soon found himself appointed chairman of an editorial committee and editor of "The Bulletin". The first issue was tabled at the April meeting. It was a modest quarterly, consisting of a few mimeographed pages, the typewritten text being illustrated occasionally by line drawings. The editor was given a budget of \$5.00 to print the first four issues. In fact they cost \$15.90, an early example of over-spending! Fifteen issues appeared. Publication ceased at the end of 1940, when the editor became much involved in wartime responsibilities.

After this hiatus the periodical was revived in 1949 as a monthly and with a new name, "C.R.H.A. New Report". Allan Toohey was the first editor and the first issue consisted of four pages. The "News Report" retained its original, 8½ x 11 format and its mimeograph mode of printing for twelve years, though it soon improved markedly in size, content and appearance. In January, 1961 (Issue No. 118) the format was changed from letter size to booklet (6 x 9) and the mode of production from multigraph to lithograph. The number of pages also grew (to 28 or more) and halftone illustrations were commonplace. By the summer of 1961 it was decided that the "new" periodical deserved a "new" name. An excellent choice was made, "CANADIAN RAIL". By this time (Issue No. 135) the Editorial Committee, as always a dedicated group of amateurs, were editing, "stuffing", addressing and mailing each month upwards of 1,000 copies

of a "professional" magazine. Possibly the 200th issue was the finest yet published. It was certainly the most colorful, with its cover bearing a reproduction of A. J. Kelly's well-known painting, depicting the first run on the Champlain and St. Lawrence.

The Association's periodical has always been blessed by its talented and devoted editors. In this connection the unselfish efforts of Allan Toohey, Omer Lavallée, Anthony Clegg, Sanborn Worthen, Peter Murphy and Fred Angus spring to mind. (Worthen was named Editor Emeritus on his retirement in 1966.) The current issue bears the No. 370.

Though a monthly magazine of good quality is a costly periodical to produce and distribute, few persons will challenge the claim that it is essential for a society such as ours, since for the majority of members (now about 1,600) it is the sole substantial link binging them together. "CANADIAN RAIL" has been highly praised by librarians and other discriminating critics. We may be very proud of it.

Naturally, several of the Branches (Divisions) followed in the path of the national board and publish periodicals. To the best of my knowledge the first to appear (1966) was the "Branch Line" of the Ottawa Branch (Bytown Railway Society). Then followed (in alphabetical order): "The Marker" of the Alberta Pioneer Railway Association (in collaboration with our Rocky Mountain Branch), the "Sandhouse" of the Pacific Coast Branch, "The Semaphore" of the Windsor-Essex Branch and "The Turnout" of the Toronto & York Branch. We all share in their pride of achievement.



A GIANT STEP FORWARD FOR THE ASSOCIATION occurred in 1951 when the Montreal Tramways Company presented salt car 274, a former passenger car built in 1892, to the C.R.H.A. Restoration of this car occupied much time during the next five years, and here we see a group of members posing in front of the car at St. Denis barns on May 3 1952. This car was the first full-sized piece of railway equipment saved by the Association, and was the start of the museum collection which now numbers more than 150 items.

Photo by Fred Angus.

The first postwar excursion organized by the C.R.H.A. (Trip Committee) took place on May 14th, 1949. It was the first to use chartered equipment (M.T.C. Observation Car No. 3) and involved a trip around Mount Royal. Though I know of no complete inventory of Association-sponsored excursions, which have taken place since their revival, the total number must be almost 150, of which about 90 were by railway, 45 by tramway, 10 over interurban lines, and the remainder by road. Of course, one can only mention a few of the more notable in this Outline. October 1st, 1950: first C.R.H.A. chartered excursion over a railway (to Huberdeau over C.N.R.) and first to be named (Fall Foliage Trip). October 5th, 1952: first steam-hauled excursion (behind C.N. 5292). June 23rd, 1957: one of several Route Farewell Trips over M.T.C. tracks, made notable by the fact that the C.R.H.A.'s own tramcar (No. 274) was used. December 14th, 1957: first trolley trip operated outside Montreal (in Ottawa). October 4th/5th, 1958: first attempt to run a pair of excursions on successive days, to Garneau behind C.N. 5702 and to St. Gabriel behind C.P. 2633. October 15th, 1960: First excursion to use a diesel-hauled conventional train (to Huberdeau behind C.N. 1914). November 6th, 1960: Excursion to St. Lin. Last steam-hauled passenger train to operate over a C.P. line. October 27th, 1963: first of several excursions over C.N. lines using "Big Power", i.e. steam locomotives 6153, 6167 and 6218. September 11th/12th, 1965: first overnight trip (to Portland, Me.). May 31st, 1969: record-breaking excursion (to Grande Mere) with more than 800 passengers. June 20th, 1970: last steam-hauled excursion organized by the C.R.H.A. (behind 6218 to Coteau, Valleyfield, Cantic, and St. John's.

The lack of a C.R.H.A. medium for the publication of lengthy works of original scholarship was the principal reason why Robert R. Brown was forced to publish (in 1936) his definitive history of the Champlain and St. Lawrence in the "Bulletin of the Railway and Locomotive Historical Society" (headquarters in Boston). All were pleased then, when after the War the Association found the means to produce separate monographs (at first they were called "Bulletin"). For a period of some twenty years a stream of publications appeared as a result of the researches of Brown, Lavallée, Clegg and others. They are still sought after and quoted by serious students. Regrettably, in the last decade the number of new works has diminished, in part due to the appearance of a non-C.R.H.A., publishing venture, the "Trains and Trolleys Book Club". However, the gap has been filled to some extent by the revision and reprinting of older works.

The decade of the 1960's was a particularly active one for the production of those publications, which by their very nature had a limited objective and a limited life. Among these may be mentioned: (1) leaflets and flyers to promote membership in the Association, (2) flyers to advertise excursions, (3) leaflets and flyers to advertise The Museum, (4) booklet to promote donations to The Museum, (5) guidebooks for The Museum, (6) calendars, and (7) Christmas cards. The last three were printed to be sold. Remarkable were the 1963 Christmas cards of which 900 dozen were printed -- and sold!

I have always presumed that the inclusion of "Canadian" in the Association's name was designed to indicate that the "founding fathers" in Montreal intended from the beginning that it would become nationwide in due course. Therefore, early in 1940 I was pleased but not surprised to be given a mandate by the directors to negotiate with a group of interested persons in Toronto (John Griffin, William Olver and others) the formation of a C.R.H.A. branch in that city. The negotiations were successful and a committee was created under my chairmanship to revise the by-laws to provide for branches.

Its recommendations were approved (by one vote, I admit). Reconsideration was demanded -- the revision was not approved -- the branch was not formed. A traumatic experience for our friends in Toronto -- and for me!

As might have been anticipated the "vacuum" thus left was filled by the establishment of independent societies in Toronto and elsewhere. The realization of the dream of having the Association truly national was made just that much more difficult of realization. A new start was made in the 1960's. See the June, 1960, issue of the "News Report". The Edmonton (later to be renamed Rocky Mountain) Branch (Division) was formed in February 1962. The Ottawa Branch (Division) followed in 1965, Pacific Coast in 1970, Toronto and York in 1972, Calgary and South-Western in 1973, Windsor-Essex in 1975, St. Lawrence Valley in 1978, Niagara in 1978, Crow's Nest and Kettle Valley in 1979, and New Brunswick in 1981. At this juncture one recalls with regret the abortive attempt to form a Winnipeg (Manitoba) branch.

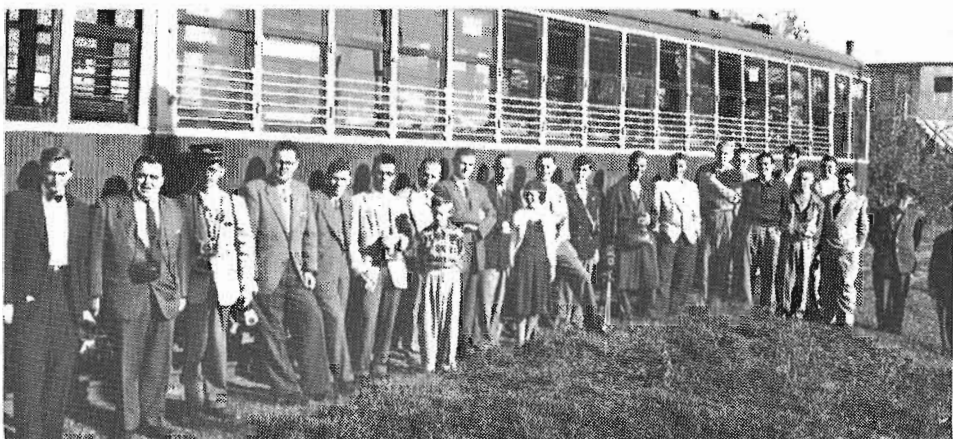
Lack of space and the author's lamentable ignorance preclude an adequate exposé of the accomplishments of the Association's Divisions (this title was approved in November, 1978). It must suffice to write that all are viable, though some are in better health than others. All have a high degree of autonomy and arrange their affairs in response to local conditions. Some publish periodicals and/or monographs; some operate museums (constituent parts of the Canadian Railway Museum - Musée Ferroviaire Canadien). Some operate excursions, and so forth.

By the mid-1970's so numerous and important had the Branches become that the national directors felt it desirable to establish a Branch Liaison portfolio with the Board. Among those who have discharged this responsibility with distinction are Sanborn Worthen, Jack Beatty and Walter Bedbrook.

During the 1960's too there had been appointed a number of Regional Representatives. The first was Peter Cox of Vancouver. They were well suited to the needs of the Association at that stage of its development, functioning as "lines of communication" between the Board of Directors and the Editor of "CANADIAN RAIL" on the one hand and the rail enthusiasts in their areas on the other.

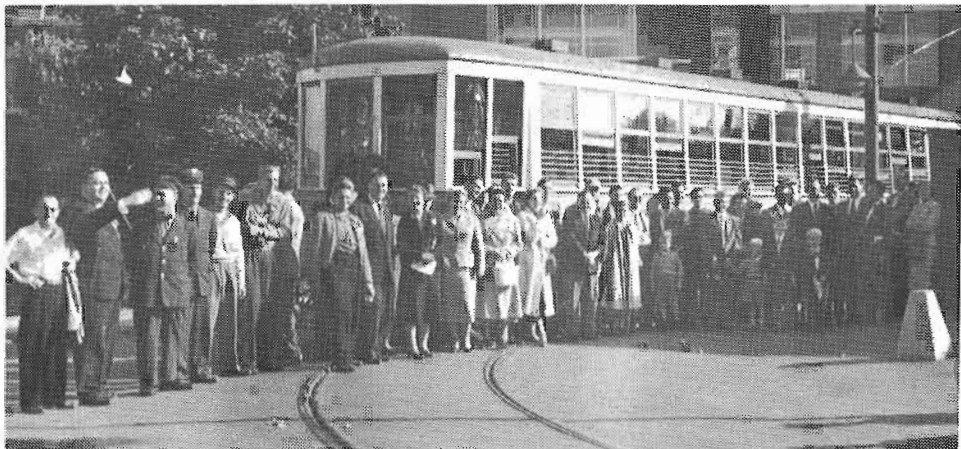
As has already been noted the Association from its infancy began to collect Canadian railroiana. At first these relics were pictures, books, documents and small three-dimensional objects. They were stored at the Chateau de Ramezay, courtesy of the Antiquarian and Numismatic Society. However, during the first decade our possessions increased in number and in size. For example, we acquired a signal pole from an Eastern Townships railway and a pair of wheels-and-axles from a coal mine in Nova Scotia. Adding to the directors' concern was a growing feeling that the C.R.H.A. had overstayed its welcome at the Chateau. Alternative space was sought -- and usually found in the basements, attics, yards and gardens of members. News that such a member had sold his house or was moving away would precipitate a crisis, an oftentimes frantic search for alternative storage space. Inevitably some "treasures" were "mis-laid" when transfers from one house to another had to be made in a hurry.

During this period, and from time to time, a director would say, "Some day we must have a museum", and the like. Such remarks were made jokingly; they were received with chuckles. Then in



A FEATURE OF THE SMALLER TRIPS IN THE '50's was the "group picture" taken at one of the stops en route. Perhaps some of the members can pick out their "younger selves" from these nostalgic photos. The trips depicted are all on the Montreal street car lines and are: A. Two-car train 1555 and 1664 to Montreal North on October 30 1954, B. Car 1046 to Montreal North on October 1 1955. C. Car 997 to Notre Dame and George V on June 3 1956. D. Car 1046 to Lachine on September 29 1956.

All four photos by Fred Angus.



A SAD BUT NECESSARY PART OF C.R.H.A. ACTIVITIES has been the observance of the last runs of railway and street car lines as abandonments take place. In one view we see seven members (Messrs. Pharaoh, Stannard, Chivers, Brown, St. Pierre, Kemp, Lavallée) in front of M. & S.C. car 107 just before car 326 made the final run of the M. & S.C. across Victoria Bridge early in the morning of June 18 1955. The other photo was taken on the last run of the Cartierville run early on June 28 1959.

Both photos by Fred Angus.

September, 1950, the Montreal Tramways Company offered to the society an early electric streetcar, No. 274, "for restoration and preservation". This offer was "engineered" by Richard Binns. It was a challenge. Where to put the car? Happily, the donors themselves solved the problem. They offered to store the car for a while and grant access to a working party. "A while" was to extend for thirteen years! No further gifts of rolling stock were promoted for six years. Then an approach was made to the Canadian National Railways for a M. & S. C. Ry. interurban car. The company promised a gift of not one but two cars. Again storage presented no immediate problem. The cars would be in service for some time. The same year a small steam locomotive was donated by the Eddy Paper Company. Obviously, something had to be done, and soon to acquire a museum site, to lay track on it, and to erect a building -- for the decision had already been taken (it would never be compromised) that all locomotives and cars must be placed under cover. At last after the inspection of many possible sites in and near Montreal, Nicholls, then chairman of the recently established Museum Committee, was able to announce in 1960 that the Canada Creosoting Company, a subsidiary of DOMTAR, had agreed to lease for an extended period and at a nominal rental charge, a 10-acre site at Delson-St. Constant, fifteen miles from downtown Montreal. Endorsation of the Canadian Rail Transportation Museum and a promise of tangible cooperation were sought and received from the presidents of the Canadian National and Canadian Pacific Railways. Both the Federal and the Quebec Governments granted to the Association the status of a charity. Donations to its Museum (whether of money, construction materials, or exhibits) would be deductible from taxable income. A campaign to raise \$210,000 for a building, a yard, a fence and other essentials was launched. So 1960 drew to a close.

The campaign was sufficiently successful so that by April, 1961, the Directors could authorize the expenditure of up to \$10,000 for the construction of the Museum's first building, a modest affair, 80 x 165 ft., from wood poles and aluminum sheathing. This structure was not in fact built, because gifts of structural materials made possible the use of concrete footings and steel girders. Solemnly, the first sod was turned on July 15th, 1961. This is reckoned to be the birthday of our museum. And just in time too for the Association had committed itself to the preservation of 35 locomotives and cars, including 10 steam locomotives and 5 passenger cars from the Canadian Pacific Railway and the Museum Train of the Canadian National Railways. (In fact the Museum Train went to the Museum of Science and Technology at Ottawa, with the exception of an unique ex-I.C.R. baggage car which went to the Scotian Railway Society in Halifax.)

Government aid was forthcoming for the first time in 1962, \$25,000 from the Province of Quebec and \$50,000 from the Dominion of Canada. Since at that time there was no legislation in place authorizing Federal Government support for a museum of technology, a clever subterfuge was used. The grant was given for the preservation of three "historic sites", that is, C.N. steam locomotive No. 4100, C.P. steam locomotive No. 5935, and C.P. business car, "Saskatchewan". At intervals further grants were received, in 1965 \$13,000 from Quebec and in 1968 \$25,000 from Ottawa.

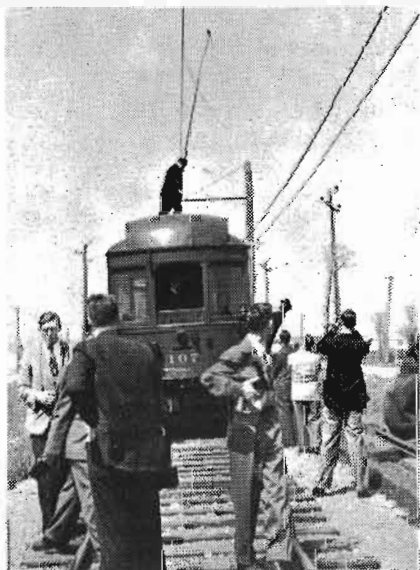
The year 1962, was memorable in other ways too. During that year hundreds of feet of track were laid in the Museum yard and in the Museum building (now grown to 90 x 330 ft.) by volunteers (with the exception of 500 ft. transfer track laid by a C.P.R. gang. The work by members, carried out on innumerable weekends, was very heavy

but, oh, so satisfying! The result of all this activity was that the first locomotive (Quebec, North Shore & Labrador No. 1112) was pushed in Building 1 on November 26th. This was the year when the Directors signed an agreement with the C.N.R. for the indefinite loan of 9 steam locomotives, carefully selected to represent the latter's principal constituents and "to fill out" the Museum's examples of principal wheel-arrangements. Finally, this was the year too when the Directors decided to receive into the collection a limited number of locomotives from countries other than Canada (eventually from the United Kingdom, France and the United States).

The following year was marked by a breath-taking increase in our collection of electric streetcars. The Montreal Transportation Commission sold to the Association for the proverbial \$ 1 its collection of 25 tramcars -- unique on this continent -- spanning 60 years of street-railway evolution. This "gift" was a marvelous endorsement of our efforts. Between June 11th and 17th the fabulous array was moved on low-loaders from Montreal to Delson/St. Constant.

By this time it had become evident that the administration of the multifaceted Museum left much to be desired. Accordingly the three operating committees were amalgamated into the museum Committee early in 1965 under the chairmanship of Worthen. Later it was reorganized as the Museum Commission, which still did not prove entirely satisfactory. At present the Museum is administered by a Board of Directors (with David Johnson as chairman), some of whom are also directors of the parent Association and some are elected by the volunteers--members who work at Delson/St. Constant. The Managing Director is a member of the Board ex officio.

During the 1960's the fund-raising campaign on behalf of the Museum was continued as vigorously as possible, bearing in mind that the soliciting (especially of support from industry) was carried on by Directors, that is, by amateurs serving part-time, and not by a professional agency. It was quite successful. Sufficiently successful so that the Museum was able to construct (1) a second display building, equal in size to the first (that is, to a football



AN UNSCHEDULED STOP on an excursion with Montreal & Southern Counties Ry. car 107 on May 1 1955. The trolley derailed at speed and the retriever rope has actually wound around the catenary!

Photo by Fred Angus.

field!), (2) an archives-library-small exhibits (Hays) building, (3) a thousand feet of tramway line, (4) an AC-DC converter, housed in a separate building, (5) a heavy-duty bridge spanning the St. Pierre Brook. By way of saying, Thank You, 150 benefactors of the Association were transported to the Museum in a C.P.R. Dayliner on October, 1965. They expressed themselves as much impressed and well pleased.

The 10th anniversary of the inauguration of the Canadian Railway Museum - Musée Ferroviaire Canadien was celebrated at a special Members' Day at Delson/St. Constant on August 14th, 1971. Gordon Small, who had prepared the drawings from which the working replica of the "JOHN MOLSON" was built, flew from his home in Alloa, Scotland, and delighted those in attendance by "driving his locomotive". Senator Hartland Molson, representing The Molson Foundation, donors of the locomotive, was also present.

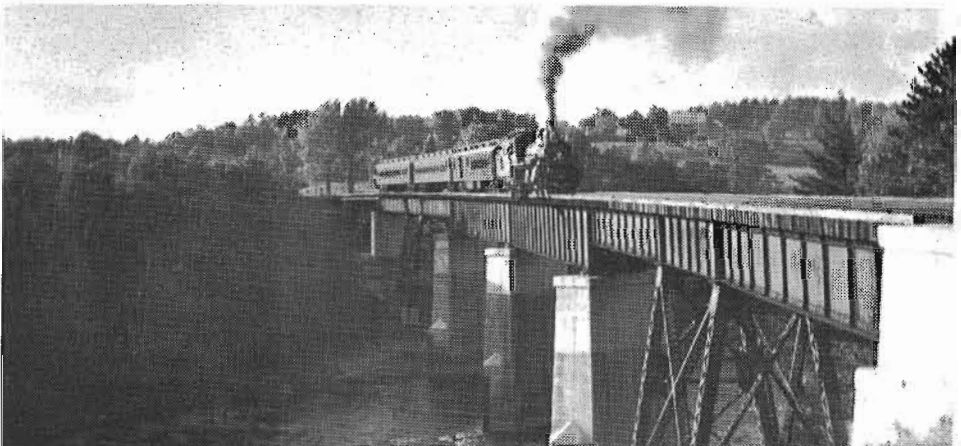
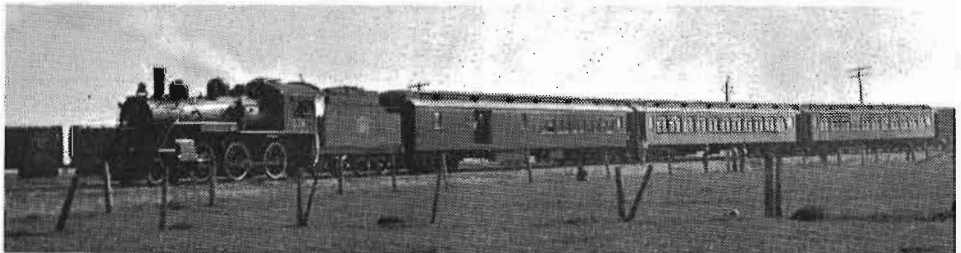
Riding on a wave of self-satisfaction (measured in terms of exhibits our Museum was already one of the most comprehensive in the world), the Directors of the Association in December of that year prepared an inventory of essential capital requirements. The dollar value of these requirements amounted to \$370,000. So they boldly applied to the Federal Government for this sum. Not unexpectedly an immediate, favorable response was not received. However, in concert with other museums of technology pressure was applied to the government in the following years whenever it appeared likely to be effective. This strategy was devised by Stephen Cheasley, who had succeeded Nicholls (1959-71) as President. The Directors were to be greatly encouraged when, in the spring of 1977, a grant was received to employ David H. Scott Consultants Ltd. to identify the needs of the Museum. Their report appeared in April under the title, "Guidelines for Planning". About the same time Tom Parkinson on behalf of the Consultative Committee on National Museums Policy visited our museum and presented "a very positive evaluation". Soon after Barry Lord in his "Specialized Museums in Canada: A report to the Museums Assitance Programmes of National Museums of Canada" recommended that the C.R.H.A. receive first consideration when grants were being awarded. On May 8th, 1978, the Secretary of State announced the inauguration of the Assisted Museums Programme and that the Canadian Railway Museum would be one of two to receive aid in the initial phase. This announcement meant that the Federal Government acknowledged that our collection was de facto The National Railway Collection. It did not mean that the Association had surrendered title to a collection which now numbered in excess of 120 locomotives and cars.

Using a portion of the federal grant the Association employed Urban Design Associates to assist in drawing up a master plan of capital expenditures. The Working Party's term of reference was to plan the perfect museum -- bearing in mind, of course, inevitable and unchangeable constraints. Not surprisingly "the price tag" was much greater than any anticipated government aid. Nevertheless the exercise was valuable. Among the important decisions, which followed from the extended deliberations, the following should be mentioned. The first was to give top priority to the acquisition of the land, which would be needed for expansion adjacent to the present site, and of the Candiatic industrial spur, so that trains could be operated. The second was to make a fresh approach to individuals, corporations and foundations for support. The acquisitions have been completed and the Association now owns 80 acres of prime land and 2 miles of railway line, sufficient for any conceivable need.

A representative of the Quebec Ministry of Cultural Affairs attended most of the Working Party's sessions. Stemming in part from the favorable impression thus conveyed, in August, 1979, the Quebec Government announced the award of an operating grant of \$42,000. Increased grants were forthcoming in subsequent years. As a result the Association has been able for the first time to employ professionals on its Museum staff at Delson/St. Constant, a managing director (Giles Ayott), an animateur (David Monaghan) and a secretary (Mme Francine Dupont).

Though the Museum's holding of historic locomotives and cars are probably unsurpassed, there are understandably a number of gaps that cannot now be filled, the desired originals having been destroyed or passed beyond retrieval. A second-best alternative, which has been followed, is to acquire replicas (such as those of the "DORCHESTER" and of the "JOHN MOLSON") and models.

I have confined my remarks about the Canadian Railway Museum - Musée Ferroviaire Canadien almost exclusively to its Delson/St. Constant manifestation. I would be derelict in my duty as recorder, if I did not at least mention that it is a decentralized activity, that is, smaller but very important sub-collections exist at Saint John, Ottawa, St. Catharines, Windsor, Edmonton and Cranbrook. All items are considered to be "in a pool" and are available for exhibition at centres across Canada. But the cost moving large exhibits, e.g. locomotives and cars, can be horrendous and so the implementation of this policy cannot help but be somewhat constrained.



THE FIRST STEAM EXCURSION organized by the C.R.H.A. was the trip to Rawdon on October 2 1955. Motive power was C.N.R. 674, a former Grand Trunk mogul built in 1899, and the train was made up of early-20th century wooden cars. About 120 persons participated which set a record up to that time.

Both photos by Fred Angus.

At the present time (1982) the value of the Association's tangible assets is in excess of \$1,500,000. (placing no value on its irreplaceable holdings of railroadians) and its annual operating expenditures are in excess of \$1,200,000. It has no debts. This impressive result of its endeavors during fifty years has been the consequence of careful planning, hard work, generous friends, and meticulous husbanding of financial resources. In the last named sphere the Association is much indebted to the devoted efforts of its treasurer, Stephen Walbridge, who has worked tirelessly in that office since 1959, that is, for 23 years. He is irreplaceable.

Reference has already been made how during the 1930's and 40's the growing number, size and variety of the Association's possessions rendered increasingly acute the problem of finding suitable space for their storage. The larger three-dimensional objects presented a particular challenge, which was not resolved until the 1960's and the inauguration of the Museum. Meanwhile in February, 1953, the Directors had considered it expedient to surrender many items to the Canadian National Railways on permanent loan for display in its Museum Train. Smaller ones were retained in the homes of members (Terroux, Lavallée, Worthen, Saunders, Parker, Nicholls, etc.) This unsatisfactory arrangement was not terminated until the four daughters of the late Charles Melville Hays, former president of the Grand Trunk Railway, donated the financial means for the construction of an Archives-Library Building in his memory. The Hays Building was completed in 1970. It is located at the Museum.

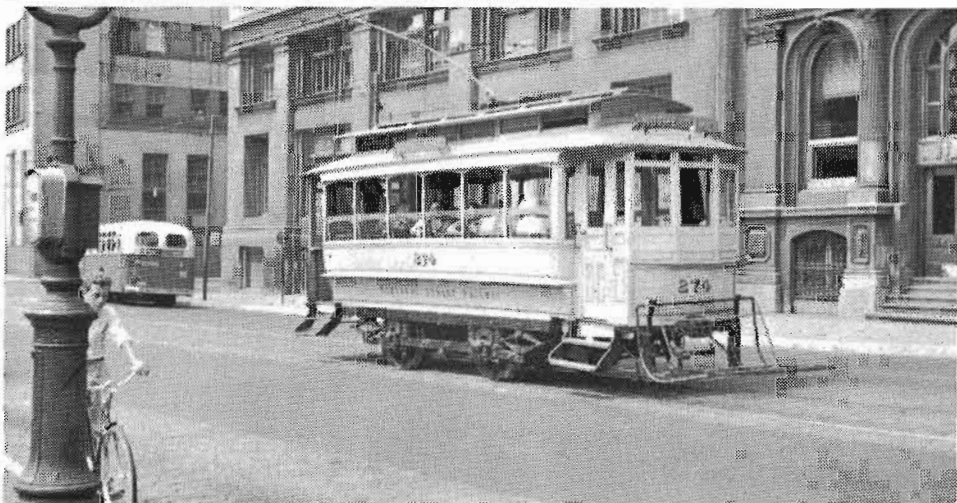
Though limited financial resources have required the Association to depend largely upon gifts, the availability of adequate space of good quality for storage and consultation at one location has had a reassuring and stimulating effect on prospective donors. As a consequence of this and other factors the Archives/Library has evolved into one of the finest repositories of historical material in Canada, probably only surpassed by the Public Archives and the National Library in Ottawa. The heavy task of making an inventory of our possessions, now totaling hundreds of thousands of items -- an inventory to be coordinated with the National Inventory -- has been greatly assisted by university students, working during their summer holidays, from 1971 onward under Federal "Opportunities for Youth" and other programmes.

From the account already written the reader may have gained the impression that in the C.R.H.A. "all is work and no play". Such is far from the truth. The members have participated in many happy occasions of a social nature. Among these may be mentioned the annual dinners, which in early times (from 1940 onward) took place almost annually. If some special event was to be celebrated such as the 20th, 25th, 30th, 35th, 40th and 50th anniversaries of the Association's founding, the "dinners" became "banquets" and the organizing committees would take special care to arrange gala programmes. A banquet, which the writer remembers with particular satisfaction, took place on November 7th, 1960, in the Alouette Room, Windsor Station. Those, who attended, celebrated the 75th anniversary of the completion of the C.P.R.'s transcontinental line. Mr. Norris Crump, President of the Railway, was guest-of-honour and principal speaker.

By 1942, when the C.R.H.A. was ten years old its members numbered about 100. By 1957, when it was twenty-five they had increased to perhaps 250. I recall at that time, when I was your president and attempting to raise funds for the infant museum, how terrified

I was that I might be asked by a prospective donor how many members we had. I never was! Then Cheasley became Director of Membership, followed by Beatty. Admission to membership was stream-lined. A campaign to enroll new members was mounted. Seemingly in no time the number reached 1,000 and eventually surpassed 1,800. To be sure it now stands at somewhat less. However, great credit is due to Cheasley and Beatty for their incredible effort.

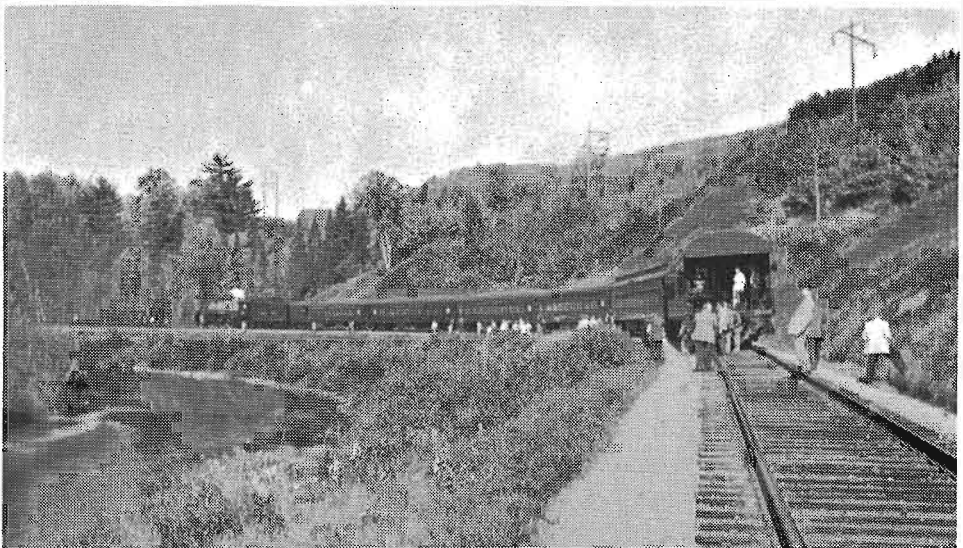
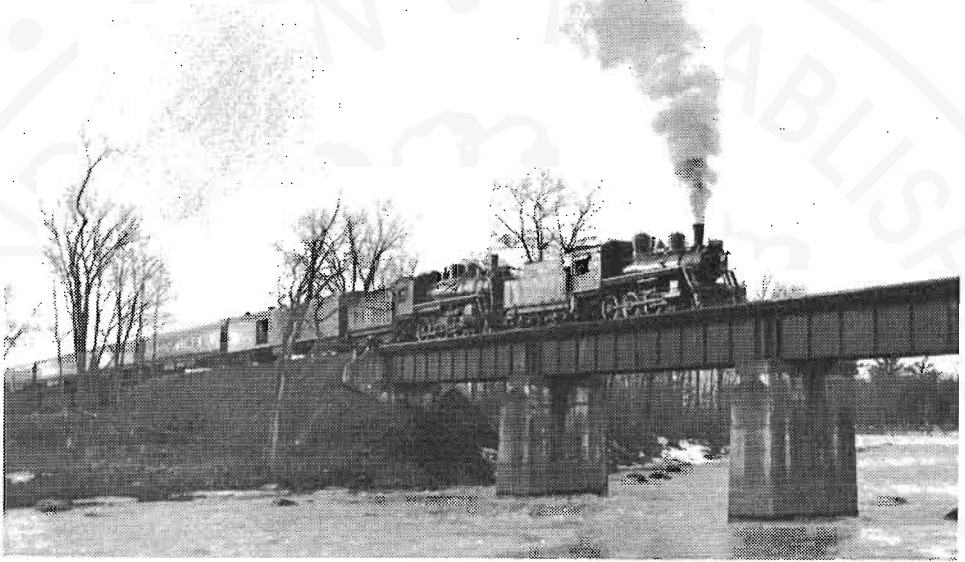
The Railroad Historical Association would not be "Canadian" if it did not suffer from the obstacles placed by geography upon ease of communication between its many parts. With a view to surmounting these obstacles a convention of members was held at Delson/St. Constant (Montreal) in the late summer of 1973 and another at Harbourfront (Toronto) the following year. They were pleasant affairs but did not prove viable on an annual basis. In 1978 a three-day national conference of a different type was held in Montreal. The agenda focussed



THE ONLY EXCURSION RUN WITH THE ASSOCIATION'S STREET CAR 274 was made on June 23 1957, the day after the abandonment of the Notre Dame line. These photos were made that day, and one of them is the usual group photo. As a point of interest the "new" 2300-class bus in the background has long since been scrapped while 274 is now a healthy nonagenarian at the Museum.

Both photos by Fred Angus.

upon the museum activities of the Association; each Division sent two delegates; the National Museums Corporation was represented; the travel expenses of those chosen to attend were paid by a federal grant. Fruitful sharing of experiences was effectively accomplished. The following year another conference was held. This time invitations to send representatives were extended also to all non-C.R.H.A. railway museums and museum railways. Almost all accepted. The meeting terminated with a resolution to meet again in 1980 and, if possible, to form a continuing body. This aim was achieved with the creation



TWO OF THE BETTER-REMEMBERED STEAM EXCURSIONS of the later 1950's are depicted here. The C.P.R. trip to Labelle on October 6 1957 even had a parlour car, while the C.N.R. double-header circle tour to Cantic and Grenville on March 30 1958 featured engines 1165 and 1391. Number 1165 (now 1009) is now at the Canadian Railway Museum.

Both photos by Fred Angus.

of the Canadian Council on Railway Heritage with Nicholls, Honorary President of the Association, being elected first President of the Council.

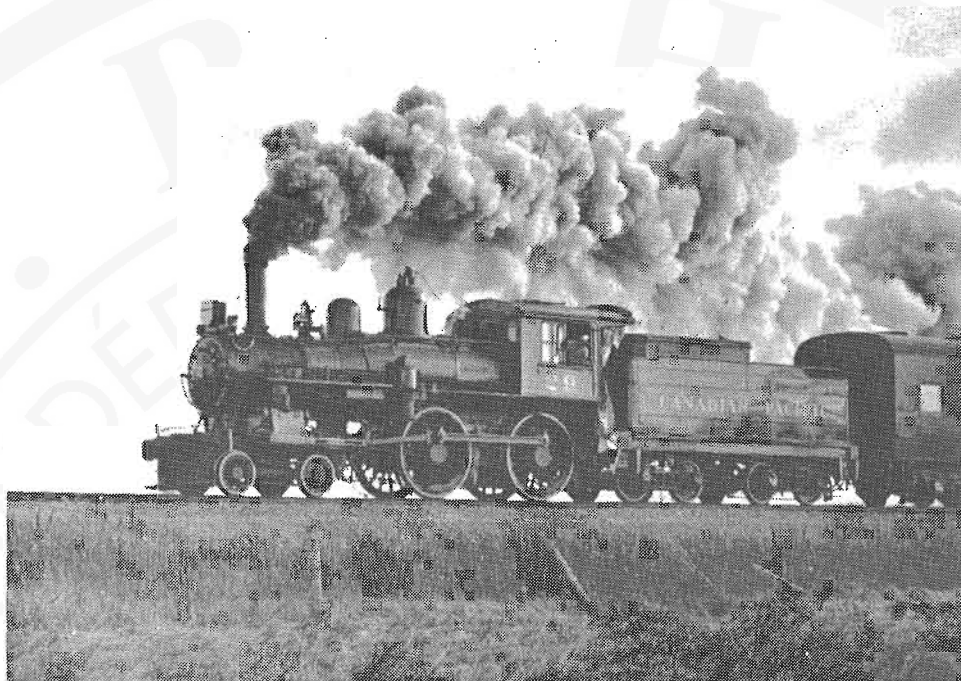
The Association has received various sorts of recognition, both national and international, of the excellence of its accomplishments. Already mentioned is the de facto status of The National Railway Collection accorded to its Museum. In 1967 Robert Nicholls and Wyatt Webb received Confederation Medals in recognition of the society's efforts in preserving, restoring and displaying railroadiana. Ten years later some of us received the Jubilee Medal also. In August, 1976, the International Association of Transport Museums, of which the Canadian Railway Museum is a member accepted our invitation to hold its annual meeting in Canada (at Montreal, Toronto and Ottawa). The I.A.T.M. had never met outside Europe. Your Association played host and raised sufficient money locally so that the delegates from overseas were freed of all travelling expenses when in Canada.

The C.R.H.A. has surely accomplished herculean feats, bearing in mind the small fraction of its members which is "active". In the opinion of this commentator there is one area in which its efforts leave much to be desired, that is, Publicity/ Public Relations (an outstanding example being Lorne Perry in the late 1950's) and though in recent years much money has been spent to secure professional help, far too few Canadians know of its existence and of its most dramatic manifestation, the Canadian Railway Museum.



IN NOVEMBER 1959 CANADIAN PACIFIC PRESENTED LOCOMOTIVE 144, the oldest Canadian locomotive in existence, to the C.R.H.A. This was the first main-line steam engine owned by the Association. To commemorate this event two trips were run with this 1886 veteran. A group of C.R.H.A. officials pose in front of 144 at Cornwall Ontario on November 22 1959.

Photo by Fred Angus.



ONE OF THE FINEST ACTION PHOTOS taken on a C.R.H.A. steam trip is this one of C.P.R. 29 en route to St. Lin on the trip of November 6 1960.

Photo by Robert Halfyard.



NOVEMBER 6 1960 was an historic day in the C.R.H.A.'s history. On that day a steam trip was run to commemorate the 75th anniversary of the driving of the Last Spike on the C.P.R. on November 7 1885. The occasion was more historic since the trip, using 1887 locomotive No. 29, was the last steam trip run on Canadian Pacific lines until relatively recent times. The spike-driving was re-enacted near St. Lin P.Q. when Donald Angus (representing Donald Smith) drove a commemorative spike. In this photo, Omer Lavallée, representing William Van Horne holds an original Van Horne watch, while Dr. Nicholls, representing Sandford Fleming, looks on.

Photo by Fred Angus.

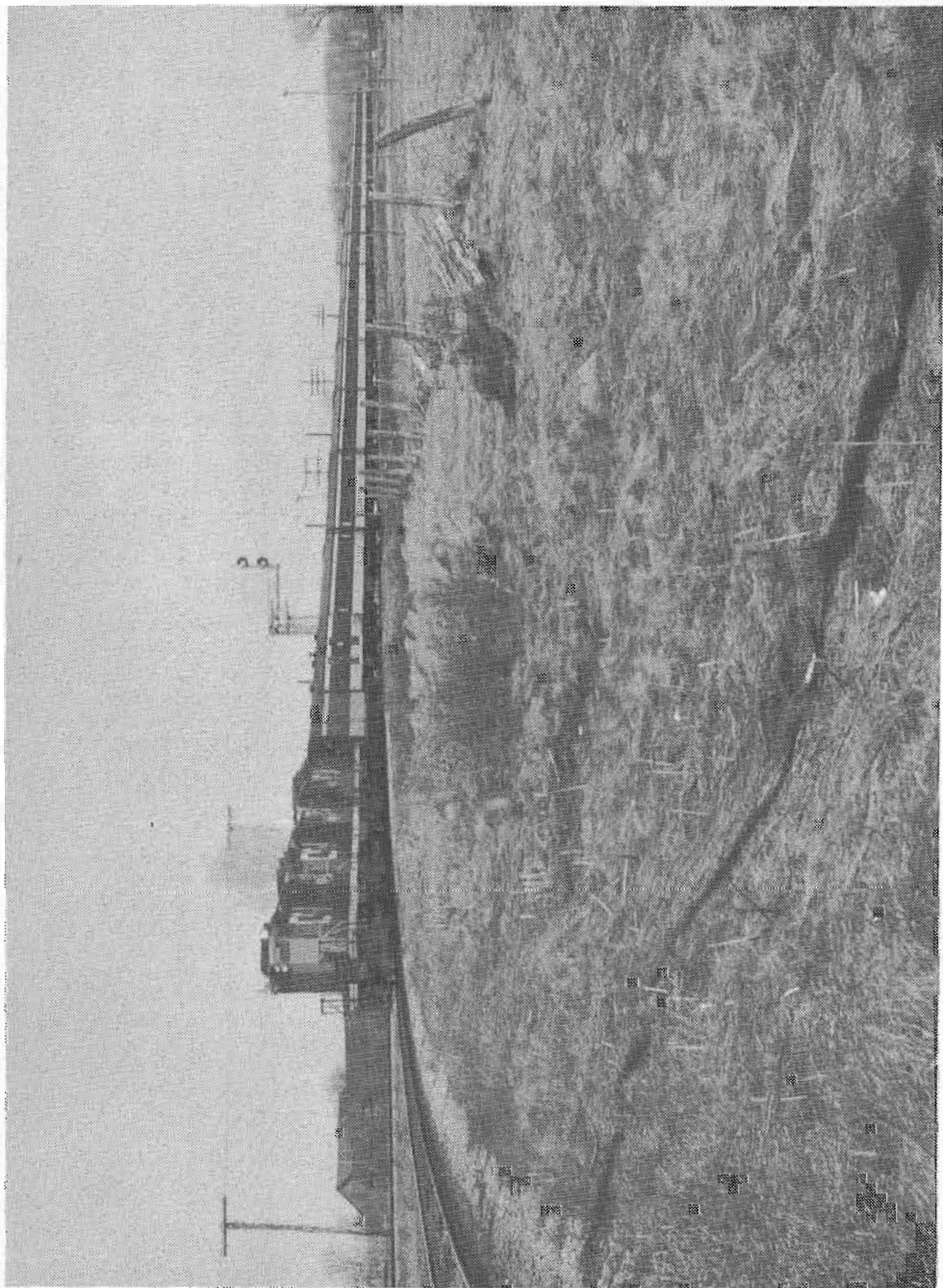


THE C.R.H.A. HAS HAD A PUBLICATION for most of its half-century existence. The first series of Bulletins began in 1936 and continued until wartime conditions compelled their discontinuance in 1940. The news report began in 1949 and, renamed Canadian Rail in 1962, has continued until the present. In the early 1960's the printed sheets were collated and stapled by the volunteers before being stuffed into envelopes and mailed. All this was done in one evening; 1000 magazines to be made up and stuffed. These two views were taken at John Saunders' house in St Lambert in 1961. In one view, Peter Murphy and Tony Clegg staple a magazine while Paul McGee prepares to stuff the finished product into an envelope. In the other view, a brief break in the action shows the participants seated around the table.

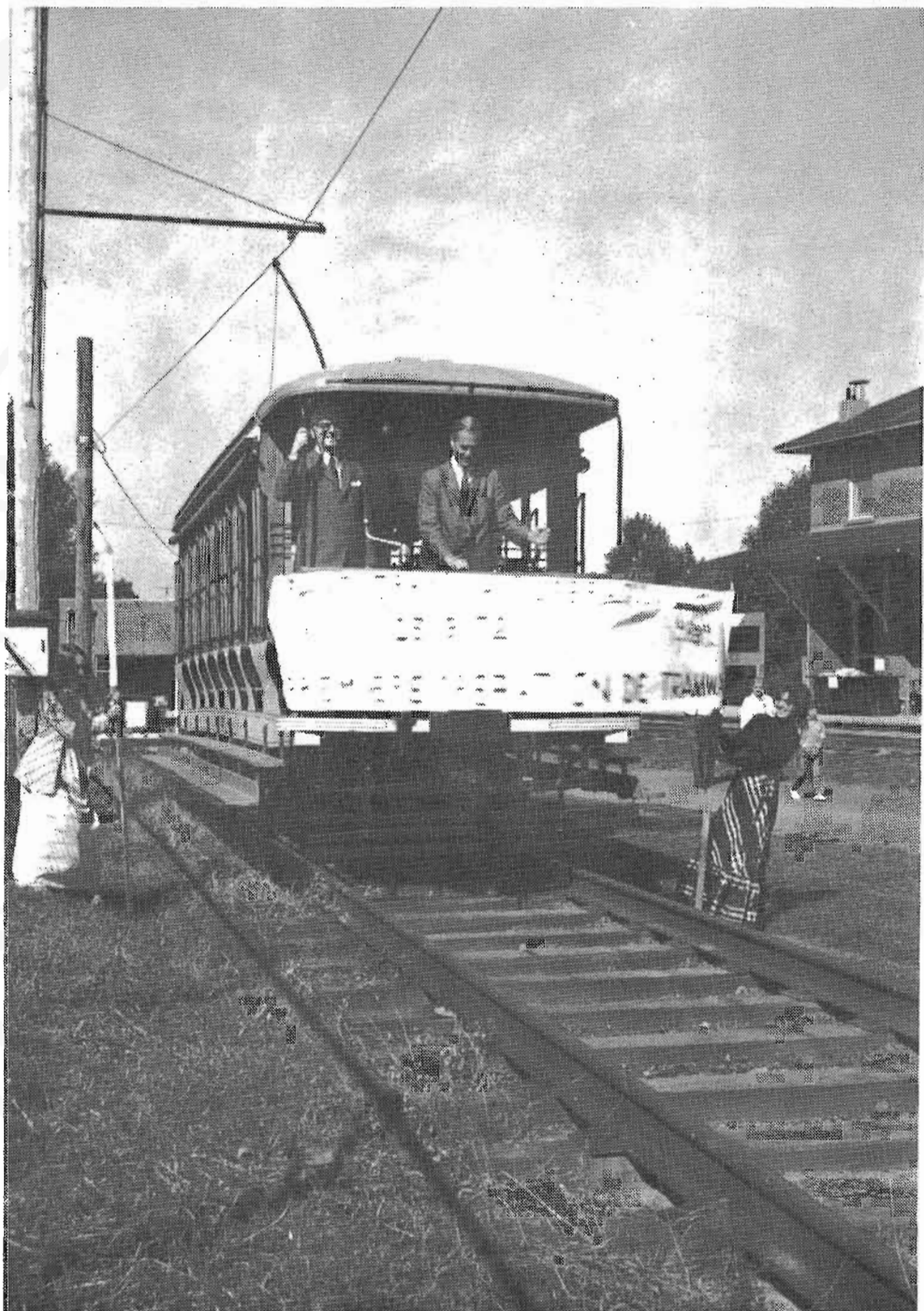
Both photos by Fred Angus.



IN THE 1960's trips began to be taken farther afield. One of the more enjoyable was the one on the Canada & Gulf Terminal Ry. on March 14 1964. The train consisted of diesel-electric car 405, and in this spectacular photo we see it demolishing an intentionally-made snowdrift on the line.
Photo by Peter Murphy.



THE LARGEST TRIP EVER RUN BY THE C.R.H.A. was the second Maple Sugar excursion to St. Albans Vermont on April 7 1973. About 1100 passengers crowded into all available space in 15 coaches for the day's outing. These cars, together with a baggage car and steam-generator car, were hauled by three locomotives, the only triple-header ever run by the C.R.H.A. Such mammoth excursions are no longer economically feasible.
Photo by Peter Murphy.



ANOTHER MILESTONE IN THE ASSOCIATION'S HISTORY was the opening of the operating tramway line at the Canadian Railway Museum on September 23 1972. Here Dr. Nicholls stands beside Donald Angus as the latter drives open car No. 8 through the ceremonial banner.

Photo by Peter Murphy.



NOT ALL C.R.H.A. TRIPS ARE ON THE SURFACE! On October 10 1973 a trip was held on the Montreal Metro, including a tour of that system's new Youville Shops. In this photo, Peter Murphy has just presented a 1932 street car photo to the representative of the Transit Commission, while other members and participants look on.

Photo courtesy M.U.C.T.C.

DORCHESTER

1932

BACK COVER:

A TWO-CAR TRAIN of C.P. Rail R.D.C.'s rounds a curve past a group of C.R.H.A. photographers on the winter excursion to Labelle on March 2 1969.

Photo by Peter Murphy.

