

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.Notice of Meeting:

The December monthly meeting of the Association will be held in the Transportation Building, 159 Craig Street West, on Wednesday, December 9th, 1953 at 8:00 PM. Regular business will be transacted, and the Nominating Committee, appointed at the October meeting will receive nominations from the floor, and announce a slate of candidates to be voted upon at the Annual meeting in January. Entertainment of the evening will consist of a showing of Kodachrome slides by the President, Mr. Lavallee, covering a trip made recently to western Canada.

Association News

Our member Allan Toohy has returned from his six months' sojourn in England and on the Continent and it is reported that Allan has brought back a very liberal supply of slides. Accordingly, the Programme Committee has suggested that one or two "Toohy" nights will be held, on separate evenings from the regular meetings, when the material has been prepared for showing. This will probably occur in January. More details will be given at the meeting.

Some of the members and associates will, perhaps, have noticed a review in Railroad Magazine of a motion picture produced by the J. Arthur Rank Organisation, called "The Titfield Thunderbolt". This motion picture, in colour, has already been released in the Toronto area, and in the opinion of some of the members who have had a chance to see it, is a first-rate railway picture, done in the typically thorough and proper British manner. The readers are urged to see this picture when the opportunity presents itself, as it stars an original 115-year old steam locomotive operating under its own power. This engine is the "Lion", built in 1838 for the Liverpool & Manchester Railway, of the 0-4-2 type, with tender. There are, as well, several other, more modern engines and rolling stock, and the many panoramas of the trains running along through the English countryside leave little to be desired in the photographic sense. The Secretary of the Association has been advised by the Montreal office of the producers that the picture will be shown at the Avenue Theatre, probably during January or February. Further details will be given when they become available.

TRAIN STRIKES HOUSE (!)

Yes, this actually happened on November 7th, when Canadian Pacific Train No.13, the "Soo-Dominion" (St. Paul-Moose Jaw) struck an empty building which was being moved on a trailer across the Company's main Moose Jaw-North Portal line near Ibsen, Sask., 7 miles northwest of Yellow Grass; the movers had failed to seek the railway company's permission to make this move, and the collision occurred when one of the trailer wheels slid off the crossing planks. No one was injured but the train, pulled by engine 2444, was delayed one hour.

SPECIAL NOTICE FOR ASSOCIATE-SUBSCRIBERS: Subscriptions cease with this issue of the News Report. Those desiring to renew their subscriptions for 1954 are requested to mail \$1.50 to the Editorial Office, 6959 De l'Epee Avenue, Montreal 15, before December 31st, 1953.

MONTREAL TRANSPORTATION COMMISSION NOTES

Montreal experienced its fifth strike of transportation employees in ten years, when the employees, members of the Canadian Brotherhood of Railway Employees, walked off the job to attend a "continuous meeting" on Saturday, November 21st. The stoppage was in effect on Saturday only. Some of the operators returned to work on Sunday morning and by Monday morning, the 23rd, service had been restored to normal. Other strikes occurred in 1943 and 1944, and in 1950.

On November 8th, rail service on the St. Denis routes was replaced by seventy five new autobusses. The portion of the former rail line north of Cremazie Boulevard continues in use by streetcars, designated route 24 "MILLEN".

As a result of the replacement, a number of cars have been retired from service for eventual scrapping. In addition to those listed in the November News Report, cars 1231, 1306, 1377, 1388 and 1473 have been retired. As a result of the acquisition of additional units of the 2700 autobus series, cars in the 2850 series were ordered to be renumbered immediately to 1850 series. Just prior to the strike on November 21st, all 2850's at St. Denis Division were renumbered while cars stationed at St. Henri Division will be renumbered by the end of the month. It is expected that new bus acquisitions will shortly require the undernoted renumberings to be made:

2600 - 2605	to be renumbered	2005 - 2010
2650 - 2674	"	2250-2274
3500 - 3517	"	1700 - 1717

CANADIAN PACIFIC RAILWAY LOCOMOTIVES SCRAPPED

Engines scrapped during 1953 up to the end of October are as follows:

418, 440, 443, 459, 463, 469, 536, 564, 569, 748, 801,
877, 895, 2640, 3432, 6210, 6212, 6220, 6234, 6237, 6243, 6250,
6253, 6257, 6274, 6282, 6289, 6926.

It is reported that engine 3011, last 2-6-0 type on the system has been moved from Smiths Falls to Angus Shops for storage. It has not been in use at Smiths Falls for a number of months and it is presumed that it will eventually be scrapped. It was built by the C.P.R. in 1888, classified J3a.

OTTAWA, Ont.

October 18th (Sunday) was the last day of street car service on that portion of the Ottawa Transportation Commission's "R" route between Sussex & John Loop and the Loop in Rockcliffe Park. This line, one of the most scenic on the Ottawa system, was replaced by an autobus service operating in rush hours only. However, it is understood that this line will now be withdrawn due to lack of patronage. Removal of tracks east of the Sussex & John Loop was started immediately after the cessation of service. Counteracting this news to some degree is the fact that the new loop on George and Cumberland streets has been completed.

The new Canadian National Rwy's. belt line and yard at Walkley Road, in southern Ottawa, was inaugurated on November 18th, when a group, including CNR officials and members of the Federal District Commission

inspected the new facilities. It is expected that the yard will be in full operation next year, and will replace the present Bank street yard, in the centre of the city.

MISCELLANEOUS ITEMS

Effective with the timetable change on the 27th of September last, Canadian National Railways transferred 306 miles of C.N.R. territory from the Eastern Time zone to the Atlantic time zone. The change affects those sections of the Atlantic Region between Riviere du Loup, Que. and Campvelltton, N.B., and between Matapedia, Que. and Gaspe, Que. Change of railway time policy will affect the towns and villages along these lines, who are expected to follow suit. Coincidentally, this change came about in the 70th year following the establishment of Standard Time in Canada in 1883, by Sir Sanford Fleming.

Through sleeping car service between Montreal and Boston via the Central Vermont Railway was discontinued effective September 27th.

Former Canadian National (West Indies) Steamships vessels "LADY NELSON" and "LADY RODNEY" have been sold to the Khedivial Mail Line of Egypt. The "LADY NELSON" has been renamed "GUMHURYAT MISR", while the "LADY RODNEY" has been rechristened "MECCA".

The Ferrocarriles Nacionales de Mexico placed a new train in service on August 27th between Mexico City and Nuevo Laredo. Called the "Aztec Eagle", the train uses new light weight Swiss-built cars.

Meanwhile, international service between Canada and the United States has been cut drastically by elimination of six Canadian National and Central Vermont trains. Trains 43, 44, 143 and 144 between Montreal and St. Albans, Vt. were discontinued October 1st, while trains 79 and 80 formerly operating between Montreal and Fort Covington, N.Y., now operate between Montreal and Huntington, Que. only. The cancellation of nos. 43, 44, 143 and 144 means the completed discontinuance of passenger service on the St. Armand Subdivision between St. Johns, Que. and Swanton, Vt. The line, served until recently by diesel-electric railcar C.V.148, was at one time the route of the Washingtonian, the Montrealer and the Ambassador.

Canadian National Railways has applied to the Board of Transport Commissioners for permission to abandon 5.24 miles of track between Trenton, Nova Scotia and Pictou Landing, due to lack of traffic.

It is said that new stations are being planned in Calgary by both of the major railways. CPR is considering construction of a new station in the vicinity of Fifth Street West, closing the old station so that an addition can be built to the Company's Palliser Hotel. CNR has also considered extending its terminal line to a new station which would be built on the southeast corner of 17th Avenue and 1st St. West.

The President of the White Pass & Yukon Railway has announced that the possibility of standard-gauging and extending the line beyond White Horse, Y.T. is being studied.

Canadian National Railways has offered to purchase the London & Port Stanley Railway if the city-owned system can get rid of its passenger business. Issue is to be decided by a ratepayers' vote on December 7th, after which business could go to Eastern Canadian Greyhound Lines.

CANADIAN LOCOMOTIVE BUILDERS

1- Kinmond Brothers, Montreal
1853 - 56.

by R.R. Brown

When James G. Ferrier was contemplating the construction of the Montreal and Lachine Railroad in the spring of 1846, it was only natural that he turned to his native Scotland for rails

and for some of the required rolling stock. He was an importer and distributor of hardware and machinery and one of his principal suppliers was the Dundee firm of Kinmond, Hutton and Steele.

As a result of this, three locomotives were built in Dundee -- two for the Lachine road and one for the Champlain & St. Lawrence Rail Road. When they were delivered in the spring of 1848, they were accompanied by W. L. Kinmond, a nephew of the chief partner of the Dundee firm, and by Sandy Millar, formerly with the Dundee and Arbroath Railway, who remained in Canada and became master mechanic of the Lachine line. In addition to being an expert engineer and machinist, Kinmond appears to have been a competent salesman and businessman and, during his brief stay in Canada, he was instrumental in procuring two serviceable second hand locomotives from the Arbroath and Forfar Railway for use on the Saint Lawrence and Atlantic Rail Road. He seems to have been impressed with the future prospects of Canada, and, several years later when the Grand Trunk, the Great Western and other railway projects were just beginning to get under way, he came back to Montreal in the early spring of 1853, bringing with him from Dundee, the tools, machinery and the skilled workmen needed for the establishment of a locomotive building and engineering works.

The exact location of his factory is not known but it was somewhere in the immediate vicinity of the station of the Montreal and Lachine Railroad, which was later known as Bonaventure station. He had a contract to build eight locomotives for the Grand Trunk Railway and, because of the early start, it is probable that the contract was negotiated before he left Scotland.

The eight locomotives are as follows:

Works No. 1	G.T.R. No.17	4-4-0	16x24"	66"	26 tons	Sept. 1853
" 2	" 20	"	15x24	60		Nov. "
" 3	" 31	"	16x24	"		Feb. 1854
" 4	" 29	"	"	"		June "
" 5	" 30	"	"	66		" "
" 6	" 10	"	14x21	60	22 tons	July "
" 7	" 25	"	15x21	66	28 tons	Aug. "
" 8	" 14	"				

Works numbers are hypothetical from 1 to 8. Details concerning no. 8 are not known because, while it was quite new, it ran off the track and was lost in the swamp approximately where the present Turcotte (C.N.R.) roundhouse is situated. The others ran until the gauge was changed from 5'6" to 4'8½" in 1874.

The next engine, named the OTTAWA, was built for the Montreal and Bytown Railway, better known as the Carillon & Grenville Railway.

and it ran in regular service until about 1896 when it was badly damaged in the destruction of the Carillon enginehouse by fire. The dismantled frame and boiler lay on the adjacent wharf for many years. This engine was

Works No.9 M.& B. No.2 "Ottawa" 4-4-0 16x24" 66" 26 tons
Sept. 1854

Its completion was noted in the Montreal "Gazette" of September 2nd, 1854:

KINMONDS' LOCOMOTIVE FACTORY

There is now completed and standing outside on the rails near the factory, close by the Lachine Railroad station, a superb locomotive engine and tender intended to be sent up immediately to Carillon to run between that place and Grenville over that section of the Montreal & Bytown Railroad. This is the ninth engine made by Messrs. Kinmond during the last twelve months besides other descriptions of engines and other work; the other eight having been purchased by the Grand Trunk. The present one is a beautiful specimen of that wonderful iron horse and is well worthy of the notice and the admiration of the public. This factory employs 170 or 180 persons -- is the only locomotive factory in Lower Canada and well deserves public encouragement.

Public encouragement was not forthcoming, however, and 1855 was a dull year. The money markets of the world were dislocated by the Crimean War and the Canadian railways found it very difficult to raise the money needed for construction. Not a single engine was built in Montreal in that year and, in an effort to get some orders, an advertisement appeared in the "Gazette" at intervals:

LOCOMOTIVE ENGINE WORKS - MONTREAL -

The Subscribers, in addition to the manufacture of Locomotive Engines, are prepared to furnish
STEAM ENGINES, BOILERS, etc.,
of the most efficient and approved character for
SAW AND CRIST MILLS
as well as every description of Mill
Wright work.

Kinmond Brothers,
Engineers.

About the end of the year, the Grand Trunk Railway ordered three more locomotives, which ran, like their predecessor Kinmond-built engines, until the change of gauge in 1874.

These engines were:

Works No. 10	G.T.R. No. 71	4-4-0	15x21"	66"	28 tons	May 1856
" 11	" 86	"	"	"	"	Oct. "
" 12	" 87	"	"	"	"	Nov. "

Apparently Kinmond foresaw the disastrous commercial depression of 1857 and, having no more orders on hand, he sold his business, plant and good will to Dan. C. Gunn of Hamilton, Canada West. The exact date of the transaction is not known but is presumed to have been late in the fall of 1856. Kinmond went along as superintendent of the Gunn works and most of his workmen went, too.

(The next article in Mr. Brown's new series will concern the engines built by Dan. C. Gunn, Kinmond's successor. Other locomotive building companies will be covered at a later date. Where space permits, the articles will include lists of the engines built by the various builders.)

RDC CAR FOR CANADIAN NATIONAL RAILWAYS

While the report carried in the November Report about the purchase of an RDC (Budd) car by Canadian National Railways remains unconfirmed officially, it is now understood that the car was actually ordered early in November and that delivery is expected early in December. The car is to be placed in operation between Fredericton, N.B. and Newcastle. At press time, we were unable to learn details of the colour scheme or the number assigned to the new unit, but these details will be given when they become available.

EDITORIAL COMMENT

Well, its subscription- and membership-renewing time again ! This is the time of year when the only happy individual in the Association is the Treasurer. Regular members of the Association are reminded, early, that the Treasurer will be ready to receive their \$3.00 remittances at the Annual meeting in January, while the associates who subscribe to the News Report are cordially invited to renew their subscriptions by sending cheque, money order or postal note to the Editor before the end of 1953, for the regular subscription fee, \$1.50. Cheques should be payable to the Association.

We hope the readers have found the content of the 1953 publications of interest. An attempt has been made to vary the news and features among the several interests represented by the Association's members and associates. Stories or features are invited from any source, and while the non-profit nature of our Association makes it impossible to pay for material, proper credit will be given for items accepted for publication.

Starting with the January issue, the News Reports will bear numbers, the series commencing with the first issue of the News Report in 1949. Details will be given in the January issue.

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Omer S.A. Lavallee,
Editor.