



crha

P.O. BOX 22.



News Report

STATION "B"

MONTREAL 2. QUEBEC

NUMBER 106

DECEMBER 1959



IT'S OURS !! --- One of Canada's most venerable transportation relics, 73-year old Canadian Pacific 4-4-0 No.144, pictured on a C.R.H.A. special train just a few hours after it was presented to the Association in a special ceremony at Windsor Station, Montreal.

--- Photograph by Paul McGee.

Notice of Meeting

The regular monthly meeting of the Canadian Railroad Historical Association will be held in Room 203, Montreal Transportation Commission Building, 159 Craig Street West, Montreal, at 8:15 PM, on Wednesday, December 9th, 1959. At this meeting, an auction of railway pictures will be held, the photographs being contributed by the members. Members are therefore asked to canvass their files for duplicates of acceptable pictures to be used in this sale. As usual, guests will be given a cordial welcome.

THE 144 TRIP WEEKEND was a most profitable one, equipment-wise, for the Association's Railway Division. On this weekend, two significant exhibits were added to our extensive collection, in the form of Canadian Pacific Railway's engine No. 144 and electric locomotive No. 7 of Courtaulds' (Canada) Limited, at Cornwall, Ontario.

On Saturday, November 21st, 1959, in a short ceremony just prior to the departure of the special train sponsored by the CRHA to visit the C.P.R.'s Montreal Terminals, Mr. George H. Baillie, Vice-President, Operations, of the Canadian Pacific Railway, turned over engine 144 to the Association for preservation in its museum project. Accepting the gift on behalf of the Association was the President, Dr. Robert V.V. Nicholls, and other members of the Executive, including Messrs. Leonard A. Seton, Q.C., Legal Counsel, C.W. Kenneth Heard, Secretary, Lorne C. Perry, and Omer S. A. Lavalley, Directors, William McKeown, Chairman, Trip Committee, and a distinguished member, Senator A. K. Hugessen.

Engine No. 144 was making its

last trips after seventy-three years' service. As No. 351, it was built in March, 1886, at the C.P. Shops on DeLorimier Avenue, Montreal, the 30th engine to be outshopped by the Company. In its latter years No. 144 worked on

THE ASSOCIATION ACQUIRES TWO
LOCOMOTIVES IN ONE WEEKEND

the Norton-Chipman section of the Canadian Pacific's Minto Subdivision in New Brunswick, where it was under the sympathetic care of Mr. John W. Myers, a Canadian Pacific engineer who has attained a measure of fame because of his association with North America's last 4-4-0 type engines in regular public service.

Electric locomotive No. 7, which was given to us in a ceremony at the Courtaulds' plant in Cornwall, on Sunday, November 22, by Mr. Drummond Giles, President of the Company, is Canada's oldest existing electric locomotive, and one of the first to be used in the country. It was built in 1899 by the Montreal Street Railway for Shawinigan Falls Terminal Railway. Retired by the S.F.T.R. in 1908, it was sold in 1912 to the Niagara, St. Catharines & Toronto Ry. Cornwall Street Railway bought it in 1932 and later sold it to Courtaulds. No. 7 will be held at Cornwall until next year.

REMEMBER, 1960 SUBSCRIPTIONS OF \$2.00 EACH, ARE NOW PAYABLE !!
Cheques, in Canadian Funds, should be sent to Mr. A.S. Walbridge, Treasurer, C.R.H.A., P.O. Box 22, Station "B", Montreal 2, Canada.

CANADIAN RAILROAD HISTORICAL
ASSOCIATION

December, 1959
News Report No. 106

Editorial Address:
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BILLS AND ACCOUNTS

The Treasurer, Mr. Steve Walbridge, has asked that all members who may have outstanding accounts to present do so before the end of the year, so that the true state of the Association's finances may be determined for the Annual Meeting, which will be held on January 13th. Similarly, members who may possess moneys which they have collected on behalf of the Association should remit to him as quickly as possible.

DUES FOR 1960

With the publication of the December issue of the News Report, dues and subscriptions for 1960 become payable. While regular members resident in the Montreal area will pay their dues direct to the Treasurer at or before the Annual Meeting, our associates who take out subscriptions are reminded that their dues for 1960 are now due, and they are therefore asked to send in the usual \$2.00, Canadian Funds, to the Treasurer, so that they may continue to receive our Reports in the New Year. Those who have taken out subscriptions in September 1959 or after will, as they have already been advised, be carried through to the end of

1960. Those who do have subscriptions to pay up are asked to send them in addressed to Mr. A.S. Walbridge, Treasurer, C.R.H.A., P.O. Box 22, Station "B", Montreal 2, Canada.

LEONARD A. SETON APPOINTED
QUEEN'S COUNSEL

Mr. Leonard A. Seton, Honorary Legal Counsel for the Canadian Railroad Historical Association and a respected member of the Montreal Bar, was recently appointed to the coveted distinction of being "one of Her Majesty's Counsel Learned in the Law" -- Queen's Counsel. Mr. Seton, who carried on his law studies at McGill University in Montreal, was admitted to the Bar in 1942, after having obtained his B.A. and B.C.L.

On behalf of the membership at large, the Editorial Committee extends its sincere congratulations.

RAILWAY LANTERNS GIVEN TO
ASSOCIATION

Recently, an interesting acquisition was made by the Museum Committee, in the form of a collection of approximately 35 railway lamps and lanterns, donated to the Association by the well-known railway supply firm, the Hiram L. Piper Company.

The lamps embrace the use of lighting equipment in the transportation industry for more than half a century. They will, with other similar lamps already owned by the Association, form an interesting sub-exhibit when our Museum Project materializes.

BANQUET PLANNED FOR SPRING

While press of other activities has resulted in a temporary suspension of the former policy of holding an Annual Banquet each year, it is hoped to resume this pleasant event on our calendar in 1960.

THE "144" WEEKEND

While the Trip Committee undertook the operation of a second railway trip weekend this autumn with some misgivings about the number of people who might attend, considering the record - breaking attendance which marked the October excursions, apprehension was soon dispelled when reservations for what will forever be referred to as the "144" weekend started to come in four weeks in advance. This was quite apart from the fact that some determined passengers had bought their tickets on the Fall Foliage weekend when they were first offered for sale.

Our supporters turned out en masse, in spite of the snow and the overcast conditions. Anyone who came to Montreal on November 21st and 22nd, 1959, will not forget the weekend when C.P.R. No.144 became a "member" of the Canadian Railroad Historical Association. Unfortunately, approximately fifteen potential passengers bound for Montreal from Toronto on C.P.R. Train No.22, were tied up for about seven hours near Bowmanville, Ont., when an automobile drove into the side of the train, killing its driver. These people arrived in Montreal too late to participate actively in Saturday's excursion, but at least were able to be with us on the Cornwall trip, on Sunday.

As another account in this issue mentions, things got off to a fine start at 8:30 on Saturday morning, November 21st, when the Vice-President, Operations, of the Canadian Pacific Railway, Mr. George H. Baillie, formally turned over the 73-year old No. 144 to Dr. Robert V. V. Nicholls, President of CRHA. The engine was resplendent after several weeks' grooming at St. Luc roundhouse by a group of dedicated CPR mechanical department old-timers, including Mr. Hector Stanley, uncle by marriage of Dave Henderson of the Editorial Committee. He and

his fellow workers completely painted No.144, did necessary minor repairs, and polished up many brass and copper engine parts which had been concealed under paint. Perhaps the most surprising parts to be polished were the injector pipes extending to the boiler top check. Due to extreme temperature fluctuations caused by operation of the injectors, these pipes are made of copper. They set the rest of the new paint scheme off very distinctively. The paint was complete with white-painted wheel tires, and even the eccentrics were painted red in traditional manner.

The presentation ceremonies caused us to leave the station a little later than was anticipated, and, the enginemen being somewhat unfamiliar with the operation of a 4-4-0 (and well they might !), a rather slow start was made. The Trip Committee was headed, as usual by Bill McKeown doing his customary very conscientious job, and the other members of the Committee included Messrs. Steve Walbridge, Lorne Perry, Colin Hatcher, Roger Desautels, Kenneth Heard and Omer Lavallee. Crew pictures were taken by Jack Marjoribanks and Paul McGee. The Canadian Pacific was represented, as usual, by Mr. Jack A. Beatty and operating personnel included Messrs. Adrien Lefrancois, Assistant Superintendent, S.P. Josefchak, Yard Agent, St. Luc, and E.W. Pursell, Road Foreman of Engines.

The train made its way, with passenger stops at Westmount and Montreal West, across the St. Lawrence Bridge to Adirondack Junction. A good view was had of the Association's Ottawa streetcar No.696 in the yard of Canadian Allis-Chalmers Limited, where it is temporarily stored. Arrived at Adirondack Jct., the train was turned on the New York Central wye, and return made to LaSalle. Here, the train turned onto the LaSalle Loop Line, which was once the locale of an intermittent passenger service provided by



PHOTOGRAPH CAPTIONS

1. Canadian Pacific Railway engine 144, one of our most recent acquisitions, provides the backdrop on a snowy Saturday, November 21st, 1959 to a group of Canadian Pacific and Canadian Railroad Historical Association personnel, on the occasion of the official presentation of No. 144 to the Association. Left to right, in the group: C.W. Kenneth Heard, CRHA Secretary, William McKeown, Chairman, CRHA Trip Committee, Dr. Robert V.V. Nicholls, CRHA President, Lorne C. Perry, CRHA Director, Omer S.A. Lavallee, CRHA Director (also a CPR man in his "spare" time), George H. Baillie, Vice-President, Operations, Canadian Pacific Railway, Senator A. Knatchbull Hugessen, CRHA member and Leonard A. Seton, Q.C., CRHA Legal Counsel. Mr. Baillie presented the engine on behalf of his Company, and Dr. Nicholls received it on behalf of CRHA. Photo Can. Pac. Ry.
2. The day following the presentation, No. 144 took a special train to Cornwall on its last trip after seventy-three years' service to Canadian Pacific Railway. The engine is seen here approaching the Raisin River bridge at speed, at Williamstown, Ontario, on a "moving picture run". The wooden passenger cars were also making their last run. Photo O.S.A. Lavallee

COVER PHOTOGRAPH

Engine 144 and train pause for a picture stop on the LaSalle Loop Line of Canadian Pacific's Montreal Terminals, opposite the northern boundary of Angrignon Park, presently being developed as one of North America's finest zoological gardens. This photograph was taken on the Saturday, November 21st, "mystery" tour around Montreal Terminals. Passenger service on the LaSalle Loop line, now non-existent, was once provided by a picturesque Ledoux-Jennings rail bus, C.P.R. No. 43 which operated between LaSalle (then called "Highlands"), Power Junction and Cote St. Paul. Photo Paul McGee

a rail-bus, C.P.R. No.43. Snow had started to fall continually, and a curve near the LaSalle Coke plant gave No. 144 a rather bad time, to the extent that three "runs" had to be made at it until the train could get around. The engine was hauling four wooden passenger cars. While this proved to be rather disturbing at the time, the engineer's operating technique improved as the day wore on, and no more such delays occurred. Nonetheless, to ensure against any difficulty on the Sunday trip to Cornwall, it was decided at that point that only three cars would be taken to Cornwall the next day. While it was anticipated that a diesel switcher would be needed to get back off the LaSalle Loop Line onto the Adirondack Sub-division at LaSalle, No.144 performed unassisted. We wyeed at LaSalle, then went north, through South Junction, North Junction, St.Luc Junction and Hampstead to the Decarie Boulevard underpass where the train tied up for lunch, one half hour late.

The train resumed its "mystery" tour of the Montreal Terminals at 1:45 PM, and continued on to Hochelaga, where the engine and combination car turned on the wye, which was originally constructed for the never-built Longue Point extension. Coupled up again, the train backed into Place Viger, the first passenger train to use the site since the passenger depot was closed in 1951. Engine and engineer had got to know one another quite well by this time and so it was determined that, in spite of a diesel switcher waiting to haul us up the hill from Hochelaga, an attempt on the 2% grade would be made without assistance. The members shared the passengers' gratification that the CRHA's first passenger locomotive ascended the grade with its 200-ton train without assistance of any kind and without speed falling below twenty miles per hour! The return to Windsor Station was made via a brief detour through St.Luc yard,

where, in the failing light, passengers took pictures of the steam locomotives lined up waiting for the winter rush. Return to Windsor Station was made about 5:05 PM, just five minutes late.

The Sunday excursion to Cornwall featured a picture stop at Montreal West, with No.144 and road switcher 4002 of the Delaware & Hudson standing side by side. The latter unit was on the New York day train which followed us out of Windsor Station. CPR officials on this trip included Mr. A.W. Harris, Superintendent, Smiths Falls Division, and Mr. W.Campbell, Road Foreman of Engines.

A moving picture "run-past" was made at Ile Perrot-Vaudreuil, with the passengers stationing themselves on the highway bridge for excellent moving pictures and action stills. Passengers' attention at Soulanges, where another moving picture run was made, was temporarily diverted by the passing of CPR 4-6-4 No. 2811 on the main line with a freight. It is unfortunate that it is impossible for the Trip Committee to anticipate operation of steam locomotives on other trains in advance. A third moving picture run was made at Williamstown, and the arrival at Cornwall, one minute early, was made with the train being met by a large delegation of citizenry and press.

Through the kindness of our very good friends on the Cornwall Street Railway, Light & Power Company, a tour of the CSR was made after lunch, in two CNR ballast cars pulled by CSR electric locomotive No. 8. A visit was made to the plant of Courtaulds' Limited, where the presentation of electric locomotive No. 7 by Mr. Drummond Giles, President of the firm, was witnessed by one hundred participants in the CSR trip.

Return to Montreal was made on time, at about 6:40 PM.

SOME GRAND TRUNK LOCOMOTIVES

by Lorne C. Perry

AN UNIQUE COLLECTION of one hundred and fifty glass plate negatives of Grand Trunk locomotives has been found by the Association, and from time to time we will be able to run some of them in the News Report. The plates are not

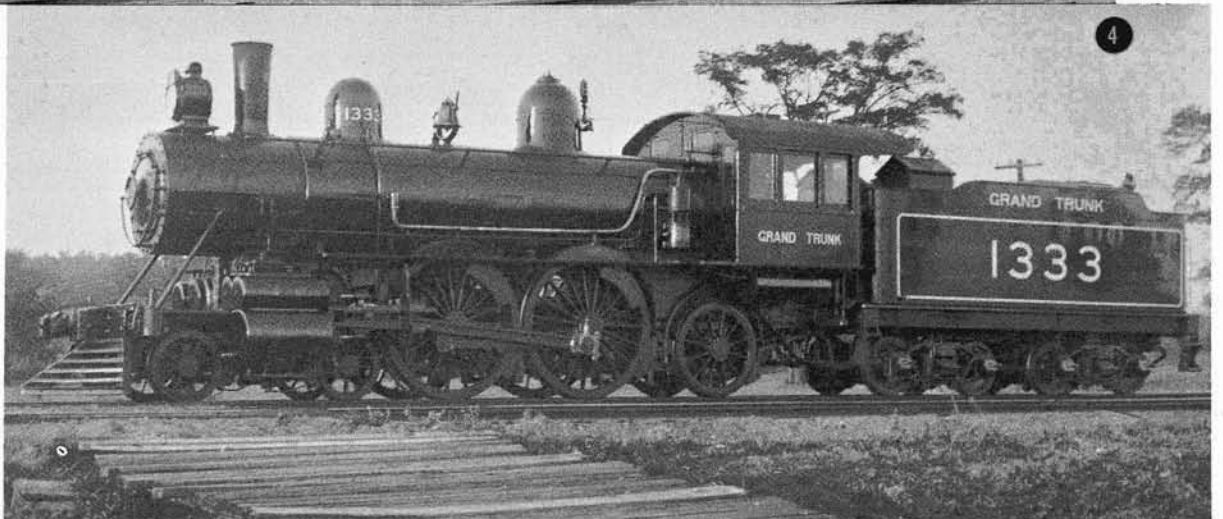
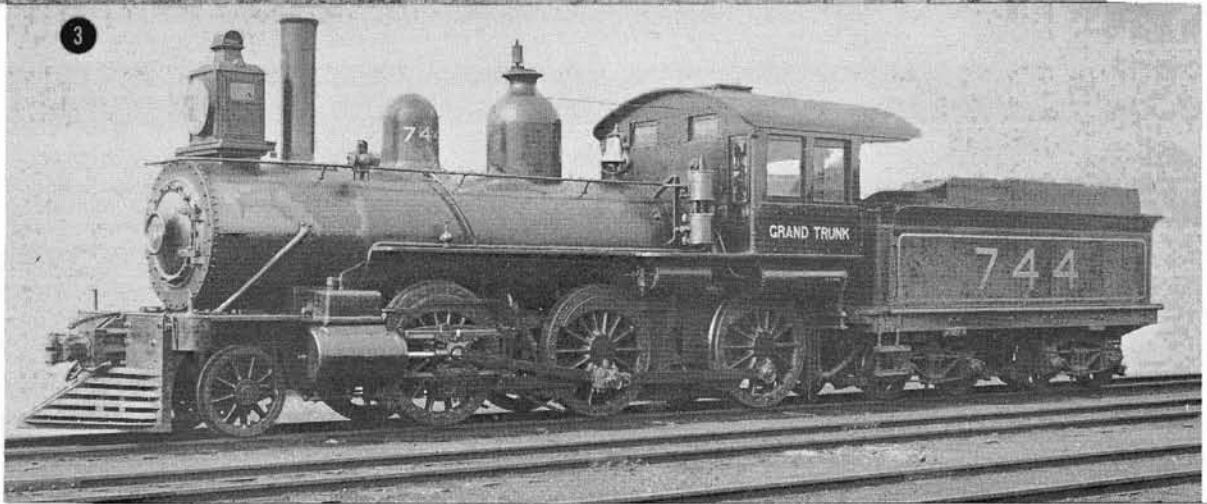
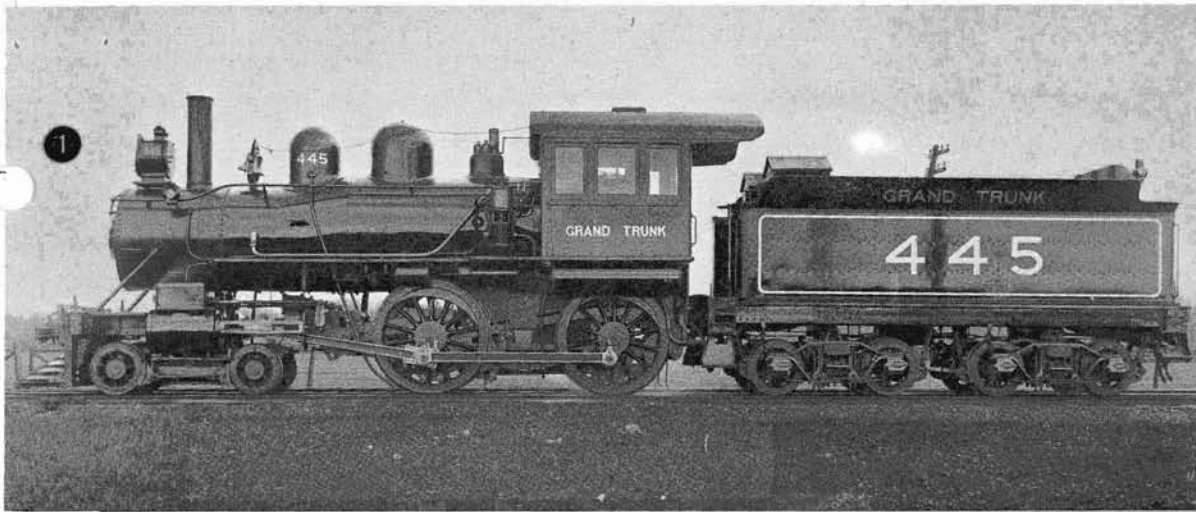
in the possession of the Association, however, and we cannot provide prints of them, unfortunately.

This month, we have selected four photographs made in the period 1905 - 1908, illustrating three distinctive Grand Trunk designs, and one inherited locomotive.

The oldest of the group is number 744, one of the Grand Trunk's most common types, the Mogul. In 1915, there were still roughly 160 locomotives on the roster with approximately the same dimensions and appearance as 744, of which one hundred and twenty-five came into the Canadian National Railways when that organization took over the Grand Trunk in 1923. Number 744 began its 36-year career in 1891 at Kingston, Ontario, and immediately went into heavy freight service on GTR main lines. It was one of the last of this type of Mogul to be built, because in 1898, Grand Trunk obtained a big, high-boilered 2-6-0 from Schenectady, the first of a long line of Moguls much heavier than 744. As built in 1891, No. 744 had 18 by 26-inch cylinders, 63-inch driving wheels, 160 pounds per square inch boiler pressure and a tractive effort of 18,185 pounds. The accompanying Photograph shows it around 1905 after its wooden cab had been extensively altered and steel sheathed. Its first cab was similar in design to that on the Belt Line 4-4-2T engines when they were built, a plan of which was published in our October issue. I think that the new cab was probably the reason why this photograph was taken. No. 744 was quite likely the first 2-6-0 of its class to be fitted with a steel-sheathed cab, perhaps because the original was damaged in an accident.

Grand Trunk went through locomotive renumberings in 1905 and 1912 and, of course, Canadian National assigned new numbers in 1923. No. 744 became No. 566 in 1905 and No. 2521 in 1912, but remained in the E-3 class. CNR changed class and number to E-6-a, No. 655. After years of way-freight service, it was scrapped in August, 1927. I found another photograph of it, taken at that time, glued to the back of CNR's motive power record card and it revealed an unusual alteration. Sometime in the seventeen years between photographs, No. 744 lost its arch-roofed cab and had the old-style flat roof substituted. Perhaps some shop foreman with an eye to esthetics in locomotive design couldn't abide such a modern cab on such a classic locomotive. The tragedy about these early Moguls is that none was saved from scrapping. In 1927, we could have bought number 744 for just \$800.00.

The photograph of NUMBER 445 was taken in 1906, just after shopping. It was built at Pointe St. Charles Shops seven years earlier, and was placed in the Grand Trunk's H-1 class. It had 18 by 24-inch cylinders, 69-inch driving wheels, 200 pounds boiler pressure, and a tractive effort of 19,158 pounds. No. 445 was in the Grand Trunk's newest series of 4-4-0s, and several of them came into the Canadian National roster in 1923 in the B-26-a class. No. 445 became CNR No. 316 and was not scrapped until October, 1927, at London, Ontario.



In between the time it was built and the time it became number 316, it underwent renumbering in 1911, still in the H-1 class. Probably this picture was taken to illustrate a steel-sheathed cab also. In a later shopping, its arch-bar tender trucks were replaced with more modern passenger locomotive tender trucks.

PHOTOGRAPHS ON PREVIOUS PAGE

1. No.445, 4-4-0, built at Montreal by the GTR in 1899.
2. No.986, 4-6-0, built at Montreal by the GTR in 1908.
3. No.744, 2-6-0, built by the Canadian Locomotive Company, Kingston, in 1891.
4. No.1333, 4-4-2, built by Baldwin in 1899 for the Canada Atlantic Railway.

Locomotive NUMBER 986 was brand new when its photograph was taken in 1908. It was the first of six A-class Ten Wheelers constructed by Pointe St. Charles Shops in that year. They were based on the design of eight engines built in the previous year, four by Baldwin and four by Schenectady.

At the time its photograph was taken, No. 986 had 20 by 26-inch cylinders, 73-inch driving wheels, 200 pounds per square inch of boiler pressure and a tractive effort of 24,219 pounds.

Thirty-two more locomotives were built over the next five years by Pointe St. Charles, Schenectady and the Montreal Locomotive Works, and most of them came into the CNR roster in 1923, in the I-6 and I-7 classifications. No.986 became No. 308 in the 1912 renumbering and was renumbered 1544 by the Canadian National. The Grand Trunk rebuilt No.986 just ten years after it was built. Its 73-inch driving wheels were replaced with 69-inch, cylinders' diameter was increased from 20 to 22 inches and boiler pressure was dropped from 200 to 180 pounds. The construction of 111 Pacific (4-6-2) type speedsters in the period from 1910 to 1915 was probably responsible for the early relegation of No.986 to duties where smaller driving wheels would be more useful and appropriate.

These high-wheeled Ten Wheelers didn't have a very long life because of their driving-wheel diameter rendering their use in wayfreight service impractical. No.986 was scrapped in May 1932, at Montreal.

NUMBER 1333 came into the Grand Trunk when it took over the Canada Atlantic Railway in 1905. Built by Baldwin of Philadelphia in 1899, this engine and one identical sister were placed in the Montreal-Ottawa service, where their prime object in life was to "beat the CPR" who also had three of their own 4-4-2 types built in 1899. The CAR engines had the driving wheels to do it --- 78 inches.

They were Baldwin Vauclain compounds with cylinders of 13 inches diameter for high pressure, exhausting into low-pressure 22-inch cylinders. The stroke in both cases was 26 inches. With a boiler pressure of 200 pounds, they produced a starting tractive effort of 15,575 pounds. A third Atlantic followed these two in 1901, with even larger drivers, in fact the largest ever to roll in Canada -- 84½ inches. Evidently the Grand Trunk had no great liking for such high-wheelers because they were little used after the Ottawa trains got too heavy, and were scrapped in 1919 at the early age of 20. In the 1912 renumbering, No. 1333 became No. 1501 in the B-1 class.

NOTES & NEWS

- * On October 9th, 1959, Canadian National Railways 0-6-0 steam switcher No. 7312 was sold to the Strasburg Railroad, in Pennsylvania, U.S.A., a railway which is owned and operated by the Lancaster Chapter of the National Railway Historical Society of the U.S.A.
- * In August, Canadian National Railways E-10-a class 2-6-0 No. 92 was sold to a private collector in Wilmington, Del., U.S.A.
- * The Cartier-Manicouagan Railway Company, which is presently being constructed northwest from Shelter Bay, Quebec, on the north shore of the Gulf of Saint Lawrence, by the Quebec Cartier Mining Company, has ordered nine diesel-electric road switchers from General Motors Diesel Limited, London, Ontario, also eight similar road switchers from Montreal Locomotive Works. The Company has also started to take delivery of ore cars from Canadian Car Company, Montreal. These cars, similar to those already in use on the Quebec, North Shore & Labrador Railway, are presently being stored in Canadian Pacific's Outremont Yard, at Montreal. They carry the designating letters "QCM" for the mining company.
- * Cornwall Street Railway, Light & Power Company's electric locomotive No. 7, a small Baldwin-Westinghouse engine, is presently on lease to Courtaulds' (Canada) Limited in Cornwall, Ontario, for plant switching connecting with the CSRL & P Co. This engine was purchased a few years ago from the Springfield Terminal Railway in Vermont. No. 7 replaces old Courtaulds' No. 7, an engine built in 1900, which has just been donated to this Association. Courtaulds' also possess another interesting piece of electric railway equipment, a box-cab sweeper, No. 26 of early vintage.
- * Montreal Transportation Commission passenger cars No. 2056 and 2005, also Crane W-1, have been sold to the Connecticut Valley Electric Railway Association of Warehouse Point, near Hartford, Conn., The cars were shipped to Connecticut via Canadian Pacific Railway through White River Junction, Vermont, in the week preceding the November 21/22 excursion weekend.
- * Now that the trolley car, as an operating entity, has disappeared from the streets of Montreal, interest in the long-dormant subway proposal has awakened. With an early winter dogging Montrealers, more public support seems to be in the offing, generated as well by Toronto's imminent start on its second tube line. Activities in the current phase were initiated by a personal call by the members of the Montreal Transportation Commissioners at City Hall, urging the municipal government to give immediate consideration and decision to the Commission's comprehensive and expensive subway report which has lain ignored by the City of Montreal since preparation by the MTC in 1953. This request of the Commissioners was closely followed by an offer by a private syndicate to construct the same subway plan's initial stage, equipping it with rubber-wheeled cars such as those presently in use on one line of the P.A.T.P. -- Paris' Metro. In the last week of November, a third source was heard from -- another private engineering syndicate who feel that a nine-mile expressway with four lanes of traffic in each direction and a double-track conventional rapid transit railway in the centre mall would cost more than the conventional subway proposed by the Commission in 1953 but would benefit vehicular traffic as well. However, at the very least, it would appear that enabling legislation to build some form of rapid transit and amending the charter of the City of Montreal, will be introduced in provincial legislature.

THE INTERPROVINCIAL RAILWAY OF CANADA

The chances are that our readers have never heard of the Interprovincial Railway of Canada, and they cannot be blamed if this is the case. But they are destined to hear quite a little bit about it in future, as that is the name that the Executive of the Association adopted for its railway operations, at a meeting held on December 1st. Our confreres elsewhere who have museum operations use railway names to designate equipment of a utilitarian rather than an exhibit nature around the museum property; the Ontario Electric Railway Historical Association uses "Halton County Radial Railway"; the New England Electric Railway Historical Association uses "Seashore Electric Railway", and many other trolley and steam operating museums likewise have railway names to use on equipment, passes, brochures, circulars, etc. The selection of a name has been imperative since acquisition of our open summer electric car, No.8, which was built in 1895, but whose original owning company is unknown at the present time. As a result No.8 has been a nameless orphan, if a company name can be considered as a "family" name.

The reasons for the selection of the name, which, incidentally, was the name submitted by Association Secretary C.W.Kenneth Heard, are that it was the only name proposed which complied with all conditions, which are:

- (a) Any name must be distinctively Canadian.
- (b) Any name must be Canadian without being distinctly regional, such as "Laurentian", "Saint Lawrence Valley" &c.,
- (c) The name selected must preferably be a single word, and
- (d) The name must be one which means the same, without translation, in the French language.

In adopting the name, your Executive felt that it would readily associate the mind of the historian with one of Canada's famous railways, the Intercolonial Railway of Canada, and to avoid confusion with the IRC, or ICR, as it was variously known, the Association will use the initial designation IPRC on equipment. The name will be registered with the Government of Canada, for copyright purposes.

The administration of what is presently the Railway Division will be taken over by the new committee, as that is what it is, in effect, and all acquisitions will be under its care, as well as repair and restoration work and, when our museum project comes to fruition, all operation of motive power and rolling stock.

The IPRC will come into effect at 24:01K (12:01 AM to laymen) on January 1st, 1960. Those of our readers who may be celebrating the incoming New Year at that time, are cordially invited to quaff an extra glass of wassail (we can't, you know, --- Rule G) to the future success of the Interprovincial Railway of Canada.

MISCELLANY.....

Mr. R.Geoffrey Harries would like to hear from members residing in the Montreal area, who might be interested in reviving the activities of our former Marine Committee, to take up past research into inland Canadian steam navigation, with which the history of our railways is inextricably associated. Contact Mr.Harries at the December meeting. Also..... The Trip Committee would be interested in having, for CRHA files, any extra prints the members might care to donate, which were taken on either the October or November trips. Please write your name on the back.