



crha News Report

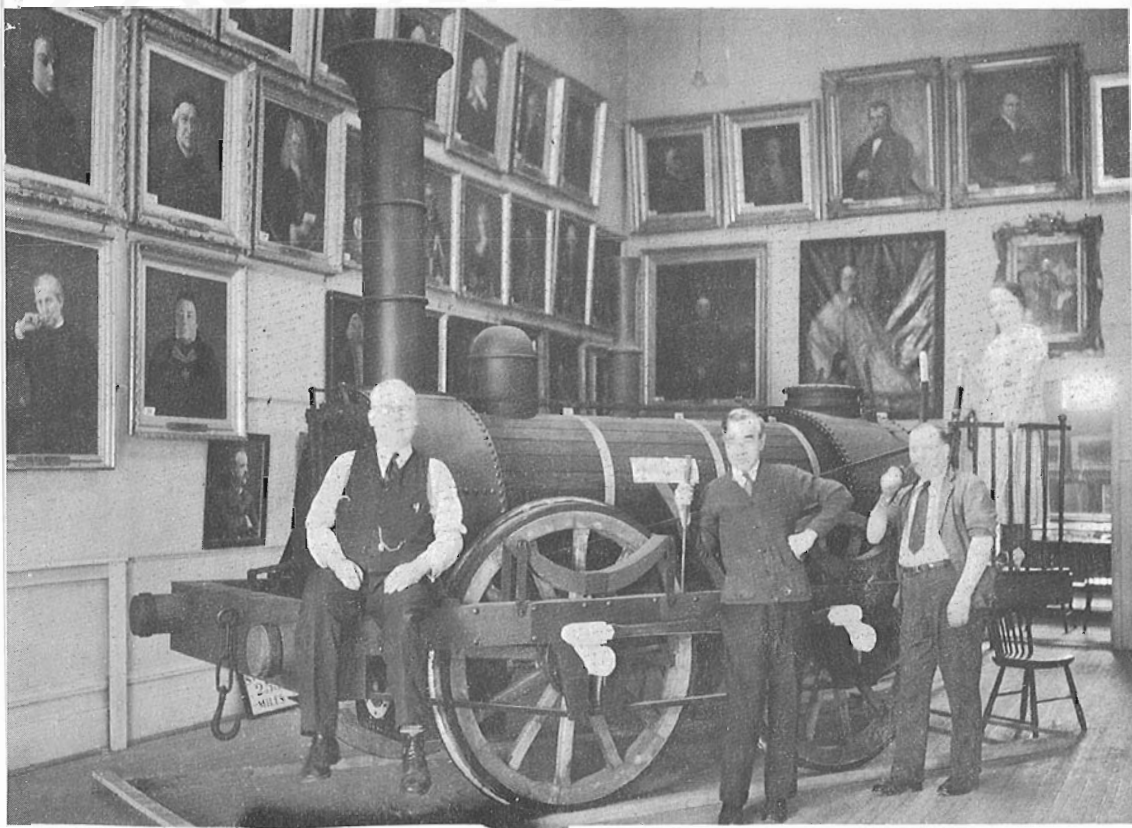
P.O. BOX 22.

STATION "B"

MONTREAL 2, QUEBEC

NUMBER 131

MARCH 1962



A DESIRE to properly observe the Canadian Railway Centenary of 1936 was one of the principal factors behind the organization of the Canadian Railroad Historical Association thirty years ago this month, in March, 1932. The theme-piece of the celebration was this full-scale non-operating replica of "Dorchester", Canada's first steam locomotive, pictured in the Elgin Gallery of the Chateau de Ramezay Museum in Montreal, early in 1936 with its constructors who were, from left to right: Messrs. W.G. Cole, L.A. Renaud, and Thos. O'Dowd, all early members and now deceased. Standing on the footplate is Miss Anna O'Dowd, our first lady member, still a loyal supporter of CRHA.

-- Collection of Ernest Modler.

WILLIAM GRAHAM COLE

With deepest regret, the Association records the passing, on Saturday, February 10th, 1962, of its oldest member, in his 82nd year. Of a genial and kindly disposition, Mr. Cole will be keenly missed by his colleagues in the Association, as well as by the many individuals outside our ranks who were privileged to know him as we did, as a valued friend.

Born in Montreal in September 1880, the son of a conductor on the Quebec, Montreal, Ottawa & Occidental Railway, William Graham Cole was infected with the science of railways from his infancy. When he was very young, the family took up residence at Ormstown, and later at Coteau, and it was at the latter station that Mr. Cole found his first railway job, with the Canada Atlantic Railway, while still in his 'teens. Later promoted to locomotive fireman, his eyesight deteriorated while he was still a young man causing him to relinquish his railway career. He worked as a machinist for railways in the United States as well as in Canada, and even put in some time at the old DeLorimier Shops of the Canadian Pacific Railway. Later, he joined his father in a family machine shop business, which he carried on after his father's death, until he dissolved the business about ten years ago.

Despite his short association with the railway, he was a "Canada Atlantic man" all his life, and was one of the many who, in 1935, formed the Canada Atlantic Railway Old Boys' Association in Ottawa. He was active in this group until it was dissolved in 1960. Mr. Cole was also one of the first members of our Association, joining it shortly after its organization in 1932. He was an inveterate railway photographer long after most men would have sought the solace of retirement.

We express our most profound sympathy to his two daughters who survive him, and to the members of their families.

R. I. P.

MUSEUM NEWS - While deep snow covers the property at Delson, the winter of 1961-62 has seen some significant work performed which will have an important bearing on activities when the warmer weather comes around. A recent visit to the property revealed that Quebec Hydro crews had installed a 500-foot power line, carrying 12,000 volts, as well as the 220 volt household current. This power line has the effect of bringing in sufficient power to operate a proposed rotary converter power station which will provide current for the electric cars without going through the burdensome stage, common to most museums operating street railway equipment, of taking power from a diesel generator.

Museum News (cont'd)

As recorded previously, enough rail and hardware has now been received to lay close to a mile of very good quality track -- more than enough for pressing immediate needs. Arrangements are currently being made with the Royal Canadian Engineers of the Canadian Army, to erect a fifty-foot Bailey bridge as an army exercise, bridging the St. Pierre Brook. The bridge material is a gift of the Province of Quebec, and will afford direct access for members and visitors from the St. Constant Road. The proposed bridge will take a safe load of eighteen tons -- more if reinforced and mounted on concrete abutments, and it is proposed that the streetcar line from the parking lot at the St. Constant Road to the museum property, will be laid across the bridge. Of course weight restriction would limit this "shuttle" operation to single-truck cars only, but we have a sufficient number of such vehicles in our hands, or in sight, to be able to perform this service with a considerable variety of rolling stock.

L&PS No. 14 arrives..... On February 28th, 1962, our London & Port Stanley Railway interurban car, No. 14, which had been stored for more than a year by the Dominion Rubber Company at Kitchener, Ont., was delivered by the Grand River Railway to the Canadian Pacific Railway at Galt, Ont. At this point the car sustained a broken drawbar, and it was apparently chained up and hauled on the train to West Toronto, where it spent the weekend of March 3/4. On March 5th, it was ready to be sent on to Montreal, and it left Toronto about midnight on the 5th -- but not alone. "Passengers" in the car included Messrs. Bill McKeown and Bill Watson, two of our Toronto members, and they accompanied it as far as Peterborough. (Such devotion! -Ed.) The car arrived at Montreal's St. Luc Yard on Wednesday, March 7th, and on March 8th was moved in a transfer to Delsion, where it was delivered to our very good friends at Canada Creosoting, there to join QRL&P 401, QRL&P 105, Maritime Ry. 5, to make a rather unusual collection of railway equipment! No. 14 is physically in good condition, and requires only an exterior paint job to make it completely presentable. The car is also in operating condition, drawing 1500 volt DC current through pantagraph collectors. No. 14 is said to be one of the largest interurban cars ever to be built for a Canadian system. It is 72' 6" long over striking faces, and is all steel construction, having been built by the Niles Car Company, of Niles, Ohio, USA, in 1914.

THE IDENTIFICATION OF MARITIME RAILWAY No. 5

Following the photograph and notes which we carried in the December issue of NR, dealing with the acquisition of 4-6-0 type steam locomotive No. 5 of the Maritime Coal, Railway & Power Company, we received quite a number of letters from our readers, all attempting to help us precisely identify this locomotive, which our information gave as having been built by the Pittsburgh in February 1898. The engine was also said to have come from the P&LE railway.

From the information our informants sent us, it is now apparent that the engine was probably built in 1895 or 1896, and we have apparently narrowed it down to P&LE series 9150-58 inclusive, built in 1895 (construction numbers 1547-49) or 1896 (construction numbers 1592-97). After we get the engine under cover, we will have a close look for any identifying numbers; some builders stamped the serial number on the dome proper. In the meantime, we would like to thank all those who took the trouble to write, and, if we may, solicit any builder's photographs of the Pittsburgh-built engines of the construction numbers listed.

O.S.A.L.

Our **FIRST** Thirty Years

In spite of the great activity which has marked the Association's recent progress, the members took time out on Wednesday, March 14th, 1962, to mark the thirtieth anniversary of CRHA, in the form of an excellent banquet at the Alouette Room in Montreal's Windsor Station. Our President, Dr. Nicholls, was master of ceremonies, and the guest speaker was Mr. A.J.B. Milborne of Knowlton, Que., whose topic, "The Bidders," was an account of George Parker Bidder, Samuel Parker Bidder, and the son of the former, George Parker Bidder. All were railway engineers of the Nineteenth Century, Samuel P. Bidder serving for a number of years in the 1850s as General Manager of the Grand Trunk Railway of Canada.

The guests were welcomed by the President, who also proposed the Toast to Her Majesty the Queen and to the Guests. The Toast to the Association was proposed by Mr. Steve Walbridge, who briefly recalled the achievements of the Association and referred to some of the most active members of the past who had since passed away, including Mr. Robert R. Brown, Mr. W.G. Cole Mr. W.M. Spriggs and Mr. C.L. Terroux.

To mark the thirtieth year observances, Mr. Sandy Worthen is presently at work on his "magnum opus" -- a detailed and comprehensive history of the Association between 1932 and 1962, which it is hoped to publish during the summer. At this time, therefore, we

BELOW: Four of the Association's "originals" of 1932 exchange reminiscences: (l. to r.) Dr. Robert V.V. Nicholls, President; Miss Anna O'Dowd, first lady member; Mr. Donald F. Angus, Honorary President, and Mr. John Loye, founder and first President.



will content ourselves with a brief resume of the high points in the annals of our first thirty years.

Establishment in 1932

The Canadian Railroad Historical Association was founded on March 15th, 1932, at the Chateau de Ramezay Museum in Montreal. The desire to form such a group (the first in Canada, and second on the continent) arose as the aftermath of an exhibition at the Chateau de Ramezay which marked the centenary of the granting of the first railway charter in Canada. The exhibitors thus brought together had a common interest in railways as a hobby, and in railway history in particular, and it was resolved, through the personal efforts of Mr. John Loye, to coordinate the talent which had been brought together at the exhibition, into a permanent group. Thus was our Association born.

Initially, it concerned itself with preparations to observe the Canadian railway centenary which came about in July, 1936, but in the first years, many group activities were undertaken, not the least of which were the outings to visit railway facilities or places of historic interest.

The centenary observances of 1936 were marked by a special train, hauled by CNR 6400, then new, which included a flat car on which rested a replica of Canada's first locomotive, "Dorchester". The train operated from Montreal to St. Johns, and the following day made a repeat run, from Montreal to Laprairie, thus visiting the two termini of the original railway.

In 1938, the Association went into print for the first time, with the publication of the "Bulletin", which was edited by Dr. Nicholls, then Secretary, and appeared four times yearly. Publication of this worthy effort ceased in 1941 due to the diminution of members and resources

consequent upon the declaration of war in September 1939.

Incorporation and Expansion

In August 1941, the Association obtained a charter through Letters Patent under the Dominion Companies Act. In spite of this step membership diminished until the termination of the war in 1945. The first post-war activity was participation in the Montreal & Lachine Rail-Road Centenary in 1947; then began what we like to term the "renaissance" of the Association. By this time, it had become clear to the members that in order to ensure the continuity and growth of our aims and interests, the Association would have to expand its membership and its activities; and at this time began that remarkable growth which was to lead, a scant ten years later to the official formation of a museum committee, something which in 1947 did not yet appear on CRHA's horizon.

In August 1948, some of the members privately chartered a streetcar, Instruction Car No.1054 of the Montreal Tramways Company, and took it on a tour from the St. Denis carhouse to the Noorduyn Loop in Cartierville. This is believed to have been the first railway enthusiasts' chartered excursion of any kind in Canada. It was soon followed by many other MTC trips and, in October 1950, by our first railway charter, CN unit car 15837 and a coach, from Montreal to Huberdeau, Que., and return. This trip officially commemorated the twenty-fifth anniversary of the run of No. 15820 from Montreal to Vancouver in 1925.

In the interim, publication of a news bulletin had been resumed when, in October 1949, the first issue of the "News Report" appeared, edited by the late Allan Toohey and published by Bob Joedicke. The "News Report" has gone through one hundred and thirty issues since that time.

• BANQUET •



ABOVE: The head table at the Thirtieth Anniversary Banquet of the Association, which was held in the Alouette Room, Windsor Station, Montreal, on Wednesday, March 14th. The guest speaker, Mr. A.J.B. Milborne is standing at the lectern, just to the right of the speaker is our President, Dr. Nicholls, followed from left to right, by His Worship Mayor Boardman of Delson; Mr. Donald Angus, Honorary President of CRHA; Mrs. Nicholls; and Mr. John Loye, the founder and first President of CRHA, now an Honorary Life Member. Other head table guests included Mrs. Angus; Mme. Boardman; Mr. Ross of the Canada Creosoting Company; Mr. Charles Viau, director of CRHA; and Mr. Steve Walbridge, Treasurer of the Association.

Trips and Rolling Stock

A notable occurrence, in July 1950, was the presentation of street car No. 274 to the Association as a relic, by the Montreal Tramways Company. This marked the beginning of what was at first intended to be a "token" preservation, but which later expanded into the comprehensive collection of forty-eight locomotives and cars owned today. No. 274 is still very much with us, and is thus entitled to a special "niche" in the museum as No. 1 on the rolling stock seniority list. At first, the preservation of this car was looked upon as the special responsibility of Messrs. R.M. Binns, Anthony Clegg and Omer Lavallee; in time, however, the Association recognized that its "manifest destiny" lay in what has since developed into Canada's only comprehensive historical railway rolling stock collection. No. 274 remained the only piece of rolling stock until 1956 when 2 more cars were acquired. The number of vehicles acquired each year, is as follows:

| <u>Year</u> | <u>Number Acquired</u> | <u>Total</u> |
|-----------------|------------------------|--------------|
| 1950 | 1 | 1 |
| 1956 | 2 | 3 |
| 1957 | 2 | 5 |
| 1958 | 3 | 8 |
| 1959 | 4 | 12 |
| 1960 | 28 | 40 |
| 1961 | 7 | 47 |
| 1962 (to March) | 1 | 48 |

Returning to the field of trips, the 1950s were marked by many and varied railway excursions. Starting with the autumn excursion of 1952, when a CNR 4-6-2, No. 5292, was used on our first steam excursion, many such trips were undertaken, becoming regular spring and fall excursions each year. The Association had the distinction of operating the last steam-powered passenger train on the Canadian Pacific Railway when, in November 1960, No. 19 pulled a commemorative 75th anniversary

train to a reenactment of the driving of the last spike completing the CPR in 1885. The original ceremony had taken place in Eagle Pass, British Columbia, but as this was a considerable distance from Montreal, it was decided to hold the reenactment north of St. Lin Junction, Que.

Meanwhile, the Association had begun that series of commemorative banquets which have provided enjoyable social gatherings at significant points in our history. Notable was the twentieth anniversary dinner of 1952; the twenty-fifth anniversary was duly observed in 1957, while the most ostentatious occasion of all in our social history occurred on November 7th, 1960 (the day after the St. Lin excursion) when we were addressed by Mr. N.R. Crump on the precise seventy-fifth anniversary of the CPR last spike ceremony.

Expansion in the Sixties

Tied chronologically as CRHA is to the history of the Champlain & St. Lawrence Rail Road, the Association deemed it appropriate that the lease which was signed with Canada Creosoting Co., conveying a ten-acre section of land at Delson, Que., to us for establishment of the Canadian Rail Transportation Museum, should commence on July 21st, 1961, exactly a century and a quarter to the day since the running of the first public railway train in British America.

While the Association's interests have always been national rather than insular, as exemplified by its preoccupation and interest in doings from end to end of Canada, its activity in a national sense was lent true breadth with the establishment, on February 1st, of the Edmonton Branch of the Canadian Railroad Historical Association, by virtue of recent amendments to its constitution enabling CRHA to establish branches away from its headquarters at Montreal and its museum at Delson. Inquiries

have been received from bodies of members in other parts of Canada, relating to the creation of other such branches, and there is little doubt that the influence of our Association will be vastly broadened and the work of preserving relics, documents and artifacts of Canada's railway past immeasurably expanded in this way.

Finally, in closing this brief look at thirty years of CRHA, it is but fitting to pay tribute to those, too many to

mention individually, whose time and effort have gone to make our society the respected group which it is today. We, who are active in CRHA affairs in the 1960s, feel that our present President, through his singular devotion to the cause of our museum, has already established adequate candidacy to be ranked with the list of the Association's immortals, and indeed history may yet show that his name, like that of Abou ben Adhem, leads all the rest.

LIST OF OFFICERS OF THE CANADIAN RAILROAD HISTORICAL
ASSOCIATION, BETWEEN 1932 AND 1962.

| <u>YEAR</u> | <u>PRESIDENT</u> | <u>VICE-PRESIDENT</u> | <u>TREASURER</u> | <u>SECRETARY</u> |
|-------------|------------------|-----------------------|------------------|------------------|
| 1932 | John Loye | Victor Morin | W.E. Foster | R.R. Brown |
| 1933 | " | W.M. Spriggs | # M.E. Bevington | " |
| 1934 | " | " | " | " |
| 1935 | " | " | " | R.V.V. Nicholls |
| 1936 | " | " | " | " |
| 1937 | " | " | " | " |
| 1938 | " | " | " | " |
| 1939 | " | C.L. Terroux | " | T.C.H. Smith |
| 1940 | " | " | " | " |
| 1941 | C.L. Terroux | W.G. Cole | " | W.E. Foster |
| 1942 | John Loye | C.L. Terroux | " | R.V.V. Nicholls |
| 1943 | " | " | " | R.G. Harries |
| 1944 | " | " | " | Chas. Viau |
| 1945 | " | " | A.O.R. Huddell | " |
| 1946 | R.G. Harries | " | " | " |
| 1947 | John Loye | " | " | S.S. Worthen |
| 1948 | C.L. Terroux | D.F. Angus | " | " |
| 1949 | S.S. Worthen | W.E. Foster | R.G. Harries | O.S.A. Lavallee |
| 1950 | " | R.G. Harries | G.N. Thomson | " |
| 1951 | " | " | " | " |
| 1952 | " | O.S.A. Lavallee | M.B. Monahan | # Dorothy Lowe |
| 1953 | O.S.A. Lavallee | K.F. Chivers | A. Clegg | L.C. Perry |
| 1954 | " | " | " | J.W. Saunders |
| 1955 | S.S. Worthen | O.S.A. Lavallee | " | " |
| 1956 | " | " | " | " |
| 1957 | A. Clegg | K.F. Chivers | J.W. Saunders | W.L. Pharoah |
| 1958 | K.F. Chivers | R.M. Binns | " | F.A. Kemp |
| 1959 | R.V.V. Nicholls | S.S. Worthen | A.S. Walbridge | C.W.K. Heard |
| 1960 | " | " | " | " |
| 1961 | " | O.S.A. Lavallee | " | W.L. Pharoah |
| 1962 | " | " | " | (Paul McGee)* |

* Appointed; not a member of the Board of Directors. # - Mrs.

OFFICERS FOR 1962

In accordance with the provisions of the amended Constitution and By-Laws adopted by the Association in December, and ratified by the Department of the Secretary of State at Ottawa early in 1962, members present at the annual general meeting on January 24th, voted for twelve Directors instead of eight, as heretofore. The successful candidates were Messrs. Binns, Cheasley, Clegg, Henderson, Lavallee, Lewin, Nicholls, Pharoah, Saunders, Seton, Viau and Walbridge. Also in compliance with the new By-Laws, the executive met on January 29th and elected, from

among their own number, a President, (Dr. R.V.V. Nicholls), a Vice-President (Mr. O.S.A. Lavallee) and a Treasurer, (Mr. A.S. Walbridge). In accordance with a new optional provision of the By-Laws, the Secretary (Mr. Paul McGee) was appointed from among the Regular Members at large, and while he attends executive meetings, he is not a Director and may not vote. The Treasurer may also be appointed in the same way, but this provision was not invoked for 1962 and the incumbent, Mr. A.S. Walbridge, is an elected Board member.

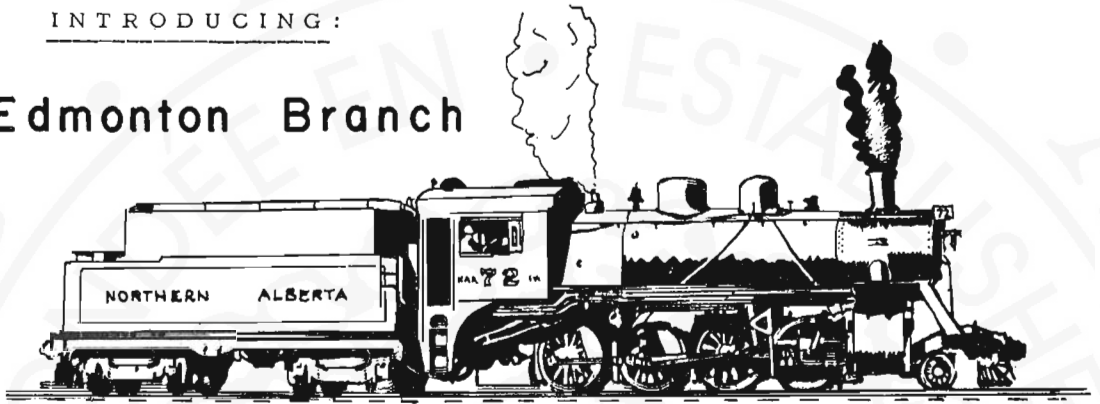
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| <u>YEAR</u> | <u>DIRECTOR</u> | <u>DIRECTOR</u> | <u>DIRECTOR</u> | <u>DIRECTOR</u> |
|-------------|--------------------|-----------------|--|-----------------|
| 1932 | H.D. Guillet | L.A. Renaud | C.L. Terroux | |
| 1933 | " | " | " | |
| 1934 | D.F. Angus | C.L. Terroux | | |
| 1935 | " | " | | |
| 1936 | " | " | | |
| 1937 | " | " | L.A. Renaud | |
| 1938 | " | " | " | |
| 1939 | " | F.J. McClure | Chas. Viau | |
| 1940 | " | " | " | |
| 1941 | " | " | " | John Loye |
| 1942 | " | " | " | W.G. Cole |
| 1943 | " | J.L. Harries | " | A.O.R.Huddell |
| 1944 | " | " | F.J. McClure | " |
| 1945 | " | " | " | R.G. Harries |
| 1946 | " | " | L.A. Seton | John Loye |
| 1947 | " | R.G. Harries | Chas. Viau | A. Clegg |
| 1948 | W.G. Cole | " | " | R.V.V.Nicholls |
| 1949 | " | D.F. Angus | " | A. Clegg |
| 1950 | " | " | " | " |
| 1951 | R.R. Brown | " | " | " |
| 1952 | " | W.G. Cole | " | S.G. Bethune |
| 1953 | " | R.M. Binns | E.L. Modler | S.S. Worthen |
| 1954 | " | " | " | " |
| 1955 | W.F.G. Doran | " | R.D. Brown | K.F. Chivers |
| 1956 | R.R. Brown | " | " | " |
| 1957 | S.S. Worthen | " | " | O.S.A.Lavallee |
| 1958 | W.L. Pharoah | A. Clegg | " | " |
| 1959 | " | R.G. Harries | L.C. Perry | " |
| 1960 | J.Marjoribanks,Jr. | " | " | " |
| 1961 | A. Clegg | " | S.S. Worthen | D.R.Henderson |
| 1962 | (") | J.W. Saunders | Leonard A. Seton William L. Pharoah Charles Viau | " |
| | (R.M. Binns) | F.S. Lewin | | C.S. Cheasley |

.....something new has been added !!

INTRODUCING :

Edmonton Branch



It is with great pleasure that the Association announces the formation of the Edmonton Branch of the Canadian Railroad Historical Association, taking effect February 1st, 1962. Under the provisions of some recent major amendments to our Letters Patent, issued originally in August, 1941, the Association was provided with the corporate machinery to enable Branches to be established away from the headquarters at Montreal and the museum at Delson. The distinction of being the first group to avail itself of this provision and help us to advance the cause of preserving railway history and establishing friendly liaison for amateurs with local railway authorities, goes to ten intrepid individuals in Edmonton, who forwarded a formal petition to our President in January.

Following acceptance of the petition, the group met on February 20th and elected the following officers: President, Mr. William T. Sharp; Vice-President, Mr. Eric Johnson; Secretary-Treasurer, Mr. Robert W. King.

In selecting Mr. Sharp as its President, the group has made a wise decision, drawing as it does on a person who is at once respected and dedicated, who has been a long-term member and supporter of CRHA, and as well, in its formative years, Secretary of the Upper Canada Railway Society. May we offer our congratulations to him and to his fellow officers, Messrs. Johnson and King, coupled with our best wishes for the success of the Branch.

In addition to organizational details and elections, the Branch enjoyed a full programme of entertainment at its meeting on February 20th, consisting of a most interesting talk by Mr. W.J. Donlevy, Chief Dispatcher, Northern Alberta Railways, plus three films -- two of them from Britain, dealing respectively with British Railways and London Transport -- and a third one accompanied by a tape dealing with the highly-successful steam trip made during the autumn with CNR engine 5114, sponsored by Northern Alberta Model Railroaders.

The official address of the Edmonton Branch of the Canadian Railroad Historical Association is Apartment 11, 11544 St. Albert Trail, Edmonton, Alta. This address is the residence of Mr. William Sharp, who like the Emperor of Austria who was also King of Hungary, is both Branch President and our Rocky Mountain Representative as well.

--O.S.A.L.

T. V. Show to Star The Saskatchewan

Many of our readers may have heard the CBC radio presentation of the biography of Sir William Van Horne, written by Tommy Tweed and entitled "The Brass Pounder from Illinois"; it was produced for radio in 1960 and a repeat presentation was made in the autumn of last year. The radio presentation met with justifiably wide acclaim, with the result that Mr. Tweed has now rewritten it as a television programme, to be presented in the "Festival" series on the CBC on Monday, May 7th. The executive production is by Robert Allen, while the producer is George McCowan.

Those who have heard the radio presentation will recall that an appreciable part of the story setting takes place on board Sir William's official car "Saskatchewan"; while it was not possible to use the car, (which is now a part of our museum collection) for the actual television filming due to restricted space for camera angles, inaccessibility, etc., the Association has been cooperating with the CBC in a technical way. A two-

man design team came to Montreal from Toronto in mid-March to visit the "Saskatchewan" at its temporary home in the plant yard of the Dominion Bridge Company at Lachine, and they returned to Toronto armed with photographs and sketches of the interior of the lounge and of the dining room.

Many notable events took place on board the "Saskatchewan" in the Canadian Pacific Railway's formative years, one of the most notable to be portrayed in the television production being the occasion, in August 1883, when the noted missionary, Father Albert Lacombe, was made president of the Canadian Pacific Railway for the space of one hour. This event took place in the dining room of the "Saskatchewan". Two years later, the "Saskatchewan" formed the principal unit of the four-car train which was present at the driving of the last spike, in Eagle Pass, on November 7th, 1885. This event will also be portrayed in the television production.

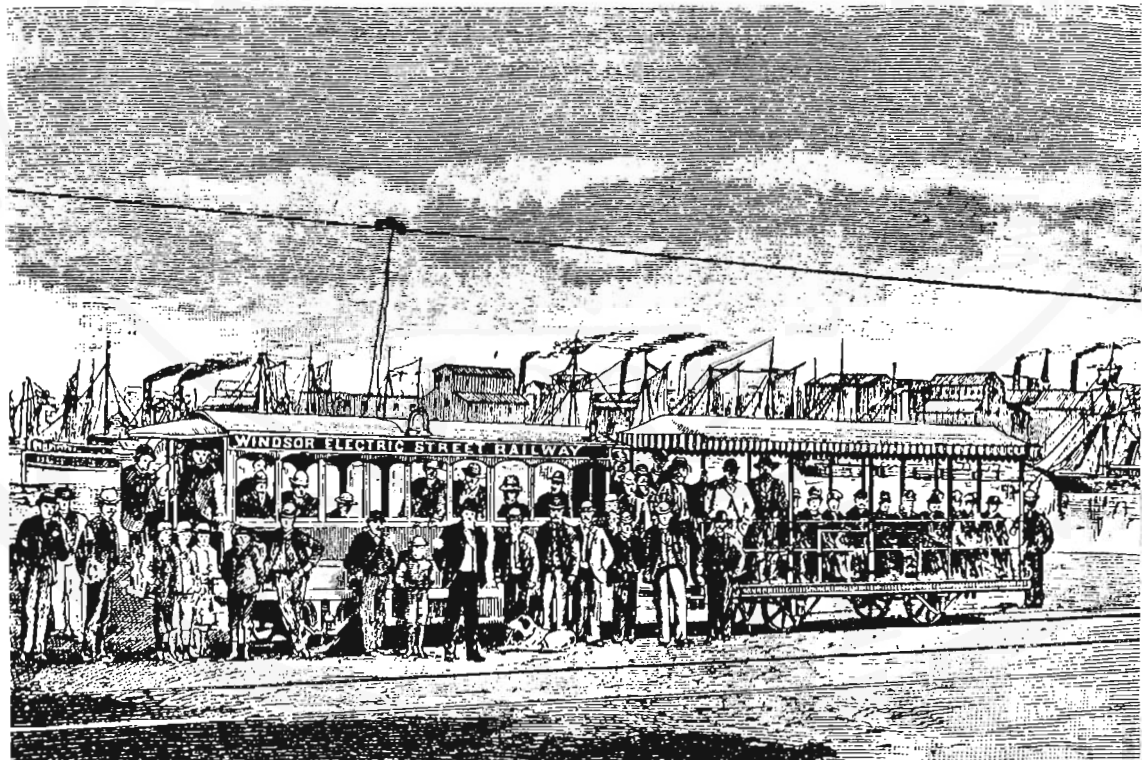


RAILWAY PRESERVATION in NOVA SCOTIA.

Recently, the Association was advised unofficially that a number of individuals, who are ardent railway amateurs, residing in the vicinity of New Glasgow, Nova Scotia, will shortly undertake a railway preservation and steam locomotive operating project involving some disused lines of the former Albion Colliery Railway in and around New Glasgow and Stellarton.

As our readers are well aware, five steam locomotives are still available for use in this area, three of them at the Acadia Colliery at Stellarton, and the other two at the Drummond Colliery at Westville. In addition, two preserved locomotives of considerable historical interest are also presumably available to be added to the exhibit, these being the Hackworth 0-6-0 locomotive "Samson" built at New Shildon, Durham, in 1838, and the 0-6-0 "Albion" bearing the builder's plate of Rayne & Burn, Newcastle, but almost certainly not built by that firm, which specialized in mining machinery, and is not known to have constructed locomotives. "Samson" is Canada's oldest existing steam locomotive, and is preserved at the CNR station in New Glasgow; "Albion" is in the Stellarton mining museum. The five other locomotives include two 0-6-0s, one 2-6-2, a 2-6-0 and a 2-4-0, the latter being Acadia No.25 which has been promised to our Association for the museum when it is released later in the year.

The region around New Glasgow and Stellarton is certainly an interesting one from the railway historical point of view, and we wish the project well. When further details are made available to the Association, they will be passed along to our readers.



1886:

Canada's First Electric Railway.

1961 was indeed a year of anniversaries, for, in addition to the several major observances which we have marked in the pages of the News Report, another remains to be recorded; in no way inferior to the events which we have already commemorated, it is the seventy-fifth anniversary of the opening of Canada's first commercial electric railway at WINDSOR, Ontario, which took place in June, 1886.

The electric railway in Windsor, according to local sources, was the brainchild of Richard Bangham, one of the town's councillors, who is said to have received his inspiration from the operation of the electric railway at the Toronto Exhibition in 1885, and also from a visit to Volk's Electric Railway at Brighton, England, in the same year. Mr. Bangham had gone on a visit to his birthplace at the British seaside resort, and his return to Canada was marked by a strong determination to build a similar system in Canada. He showed photographs and plans of the Brighton system to J.W. Tringham, also of Windsor, who was an amateur electrician. Tringham agreed to look after the technical aspect of the adventure, if Bangham could secure a franchise for the railway. Accordingly, early in 1886, the Windsor Electric Street Railway Company was organized, and in June of that year, operation was started between Windsor and Walkerville, Ont. The rolling stock consisted of a single-truck closed motor car, and a single-truck open trailer, having two longitudinal benches placed back-to-back, with the passengers facing outwards. The line was 3' 6" gauge, and electrification was on the Van Depoele system, with two overhead wires on which a little four-wheeled "troller" ran, connected with two flexible cables to the motor car.

An enthusiastic editorial appeared in the Windsor "Record" which accurately portrayed pride at an accomplishment which was not only a "first" in Canada, but what was perhaps of more immediate importance to the people of

Windsor, that they had done it before the much larger American city of Detroit, just across the river.

"Windsor deserves to be proud. Its citizens have a manifest right to tilt their heads at several degrees further back and to swell out their chests several inches forward. We have an electric street railway. No other place in Canada has such a road. Detroit has been dreaming about such an enterprise for some time, but the slow people of that place hadn't the nerve to tackle such a novel enterprise until they had seen how Windsor got along with it. The problem has been solved. The railway is a reality, as we can now scoot up to Walkerville on a streak of lightning, and we'll soon have the same motive power for our trip to Sandwich and beyond. Bully for Windsor! Hurrah for Tringham!"

This first Canadian electric street railway functioned for the rest of 1886, during the warm months of 1887, and possibly into the spring of 1888. Snow was a deterrent, however, and in the first winter, three passenger sleighs were purchased to carry on the service. The death of the versatile Tringham occurred before the summer of 1886 was out, and the expense consequent upon this comparatively novel means of propulsion forced the railway to turn to horsecars in 1888. Later, electric streetcars were restored to Windsor by a separate company, the Sandwich, Windsor & Amherstburg Street Railway Company.

OUR STROUDLEY "TERRIER" IS SELECTED

Just a year ago, when the British Transport Commission advised the Association that it was prepared to donate one of the famous Stroudley 0-6-0T "Terrier" locomotives of the former London, Brighton & South Coast Railway, to our Association for the museum project, the individual engine was not at that time identified, the selection being allowed to stand over until a later date.

Our President has now been informed that the engine selected, to be made available to us in the fall of this year, is presently assigned to the Pullman Car Works at Preston Park, Brighton, and is a shop locomotive. The reason for the selection of this locomotive, the Association was advised, was that it had experienced somewhat less alteration from its original appearance, than the other remaining engines in regular service of this series, which are designated Southern Railway class Alx.

The engine selected currently bears the number DS.680; it was built at Brighton by the LB&SC Railway in December, 1875, then carrying the road number 54 and the name "Waddon". Later renumbered 654, it was sold, in 1904, to the South Eastern & Chatham Railway, becoming SECR No. 751. At the grouping of 1923, the erstwhile "Waddon" became Southern Railway works locomotive 680s, and in 1948, when the SR became the Southern Region of British Railways, our locomotive was numbered DS.680, assigned to Lancing Works.

The British Transport Commission are arranging an official presentation of "Waddon" to the Association, to take place at Brighton in June, during our transatlantic group visit; Dr. Nicholls will represent the Association. The engine will be turned over to us and shipped to Canada late this year. Its function at our admittedly Canadian museum, will be to demonstrate the wide divergence in design and technique between British and North American locomotive practice as well as to represent, as a famous British locomotive design, the land where the steam locomotive was born, one hundred and fifty-eight years ago.

SOME SPECIFICATIONS OF THE LBSCR "TERRIERS":

| | | |
|--------------------------------|-----------------------------|-------------------|
| Total Length (over buffers): | 26' 0 $\frac{1}{4}$ " | Type: 0-6-0T |
| Height (rail to top of stack): | 11' 0-3/16" | Inside cylinders. |
| Extreme Width: | 8' 3" | Plate frames. |
| Driving Wheel Base: | 12' 0" | Cylinders: 12x20" |
| Driving Wheel Diameter: | 48 inches. | |
| Working boiler pressure: | 150 pounds per square inch. | |
| Total weight: | 27 tons. | |
| Tractive effort: | 7,650,000 pounds. | |

CNR STEAM EXCURSION OUT OF MONTREAL, JUNE 24TH

Quite a number of inquiries have been received from our readers living outside the Montreal area concerning this excursion, its schedule, fares and other details. Inasmuch as this excursion is being sponsored completely by the CNR, rather than by CRHA, such inquiries should properly be addressed to the Railways, either at local CNR offices in Canada and the United States (where we understand that tickets may be purchased) or here in Montreal. We regret that we are unable to furnish any particulars other than those which the CNR have made public in their circulars or otherwise. *****

Notes & News

- o Possibly the only steam locomotive ever to be repaired in the modern diesel locomotive shop, Canadian National Railways 4-6-2 No. 5107 is currently at the new CN diesel shop at the Montreal Yard, undergoing minor repairs preparatory to being used on excursions out of Montreal this summer. The engine was "discovered" at Cochrane by St. Lawrence Region officials, and brought to Montreal; it will be retired in October.
- o Though Canadian Pacific Railway has been authorized to abandon passenger service between Fredericton and Fredericton Junction, NB, effective March 15th, the service has been continued and will evidently be operated until the change of time weekend at the end of April. Service is presently operated by what we believe are Canada's last gas-electric unit cars, CPR 9003 and 9005, one unit being in use with the other as a standby.
- o Canadian National Railways has now finalized plans for its excursion using double-headed locomotives on Sunday, June 24th. The trip will be operated between Montreal and Garneau, Que., and the locomotives will be 4-6-2 No. 5107 and 4-8-4 No. 6153, the latter from our museum collection. While the Association is cooperating with CNR in the operation of the train, the trip is being completely sponsored and expenses underwritten by the railway, who have embarked on an extensive publicity campaign for the occasion. Included in the ticket price of \$8. is a visit to the Montreal Yard on Saturday, June 23rd, and visitors will also be afforded an opportunity to see a few representative CN steam locomotives which our Association will preserve at its museum. We understand that a considerable amount of interest has been shown, and CN are prepared to handle at least 1,000 people. Tickets may be purchased and details obtained from any CNR ticket office in Canada or the United States.
- o According to our Pacific Coast Representative, Mr. Peter Cox, one of the Shay-g geared locomotives formerly belonging to Canadian Forest Products Limited at Englewood, V.I., has been sold to a wharf company in North Vancouver, B.C., where it is presently working regularly. The Shay has replaced two British-built 0-6-0 diesel-mechanical switchers in this service.
- o Though there was considerable publicity given in the autumn, the long-discussed subway rapid transit for Montreal is not much nearer to fruition, in spite of the promise of the Montreal city administration that it would be started this year. Chief difficulty resolves itself around a dispute between the City of Montreal, and neighbouring cities of Westmount, Mount Royal and St. Laurent, who are involved in the initial plan, but who have not been included in the planning. The matter was recently discussed before the Private Bills Committee of the Quebec Legislature, and apparently a "modus vivendi" has been reached, with Montreal making some concessions. Hitherto, the City of Montreal has been handling subway planning completely, even to the exclusion of the Montreal Transportation Commission, which is the public body charged with mass transportation matters in greater Montreal. Chief issue still apparently unresolved is that of the City's desire to use Paris Metro-style rubber-tired rolling stock on part of the initial system; this choice has been widely oppos-

BROCKVILLE TUNNEL MEMORIAL.....

A memorial plaque is to be erected by the Archaeological and Historic Sites Board of the Province of Ontario, to mark the location of Canada's first railway tunnel, which was opened under the town of Brockville on December 31st, 1860, by the Brockville & Ottawa Railway Company.

The tunnel was the subject of an article which appeared in the News Report some time ago. It is some 1,730 feet in length, and was designed to afford railway access from the original Grand Trunk Railway line, on the inland side of the old town, to the riverfront on the Saint Lawrence River.

The plaque and its inscription have been designed under the supervision of the Department of Travel and Publicity of the Province of Ontario, with the assistance of CRHA. The date of the official unveiling has not yet been announced.

NOTES AND NEWS (continued):

ed on technical and economic grounds by manufacturers' groups, private citizens and the MTC itself.

- o Canadian Pacific has now removed from service a small number of steam locomotives hitherto held stored serviceable on standby at St. Luc Yard in Montreal. Presumably this officially marks the completion of dieselization of motive power on the CPR.

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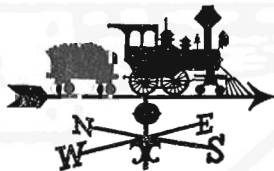
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