

**BULLETIN**  
**OF THE**  
**CANADIAN RAILROAD HISTORICAL**  
**ASSOCIATION**



**Chateau De Ramezay**  
**Montreal**

The BULLETIN of the  
CANADIAN RAILROAD HISTORICAL ASSOCIATION

Number 1

April, 1937.

Chateau de Ramezay

Montreal

The BULLETIN of the

CANADIAN RAILROAD HISTORICAL ASSOCIATION

Chateau de Ramezay, Montreal.

No. 1. April, 1937.

FOREWORD.

In presenting this, the first number of its official journal, the Canadian Railroad Historical Association realizes in a modest way the ambition of its members since its foundation.

The ultimate purpose of this publication is to accumulate gradually in one compendium the records of Canadian railway development. We propose that in future it will be a source of reference for those who, like ourselves, will be interested to know the circumstances attending this most important national institution from its inception to its culmination in the achievements of the present day.

We aim to distribute the work of gathering information among many, by giving to each a particular field in which to prosecute research. Herein lies a hidden advantage which our members are asked to discern. It is a certainty that in pursuing the study of their chosen subject they will discover material not in their department, but of interest to a fellow worker. In all such cases the endeavor should be to transmit such information to its proper department, and by following such a system of reciprocal exchange of historical material between members, we shall soon possess records covering every phase of Canadian railway history.

During the five years of our Association's existence, we have not confined ourselves strictly to railway history. It is only natural that in the minds which form our circle, there should be a deep and engaging interest in all that appertains to the development of steam, internal-combustion, and electrical transportation, whether on land or water, and as consequence, we have adopted the study and record of steamship, steamboat, and street-car history, and we propose to embrace the evolution of aerial transport as well.

Our ambition is as great as the field before us, but our enthusiasm is proof against discouragement. The Association is one for recreative study, where we may pursue at leisure our selected theme with assurance of success. For, no matter how small may be our contribution, the little we will contribute will be a coin in the collection that is surely destined to be a treasure of record in the days to come.

The President.

ANNUAL REPORT OF THE PRESIDENT, 1936,

submitted by John Loyo on January 14th, 1937.

The year of 1936 was the most eventful in our five years of existence. It marked the 100th anniversary of the opening of the first railway in Canada, that of the Champlain & St. Lawrence, an event which was duly observed on Saturday and Sunday, July 13th and 14th in St. Johns and Lapraire, respectively, and there were other public marks of observance on Tuesday, July 21st, which was the day of anniversary proper.

Our Association initiated proceedings in preparation for the celebration, and in creating the Canadian Railway Centenary Committee, which organized and conducted it. Although this Association did not appear as the body directing the celebration, nevertheless, it did receive credit for all that was done from those comprising the Centenary Committee...

The Centenary came at an inopportune time, a time when debts were easily contracted. The period of hard times which, at the time of our foundation in 1932, we had hoped would have passed when the year of celebration arrived, was still prevailing in 1936. Consequently, the financing of the celebration was a continuously difficult one, because none of the participants could spend enough money to carry out what they designed at first; every feature of the event had to be curtailed, and as a result, it did not attain to the elaborate character we proposed for it...

This Association was called upon in an emergency to produce in a hurry the full size plans and details of a locomotive of the type of the "Dorchester," together with a tender. We adopted the same design as that approved by our members at an earlier date...

This locomotive and tender were required by the Canadian National Railways as a feature display in their Centenary train, and the call came from President Hungerford. The plan of the Centenary train was submitted by your President, the engagement being given that if the C.N.R. furnish the 6400 streamliner to haul the train, your President would guarantee the loan of Mr. Brown's model of the "Dorchester" as the contrast feature on the flat car drawn behind.

The inability of the Antiquarian Society to lend Mr. Brown's model compelled the C.N.R. to produce an improvised one within a limited time or abandon the feature altogether. The model produced was adjudged to be satisfactory, and our Association was duly credited for assisted, as we did, in the work by the officials of the C.N.R. and C.P.R., and we were assured of the support of both Companies in the future...

The Royal Bank Calendar.

This calendar bore a reproduction in colour of an historical subject picture by Sheriff Scott. It depicts the opening of the Champlain & St. Lawrence Railroad, July 21st, 1836. The picture is quite elaborate in its ensemble and is a very attractive one. The calendar also bears a complete history of the event illustrated. The train shown on this calendar is not correct in detail. The locomotive, while true to type, is too small in comparison with the man stooping beside it. The two cars shown are of the triple compartment type painted in light yellow colour. It is not to be presumed that the Champlain & St. Lawrence would have the Governor General and his suite ride in its second-class cars, when it is known to have had at the time

two double compartment first-class cars, elaborately decorated. For this reason we regret that we cannot approve of this picture as a true representation of its subject.

#### History of the Champlain & St. Lawrence Railroad.

For the first time the complete story of our first railway has appeared, issued as a special number of the Bulletin of the Railway & Locomotive Historical Society of Boston. All the known facts were assembled and presented in order under one cover, making a valuable work of reference and filling a want in our general store of railway datum. The author is our fellow member, Robert R. Brown.

#### Replica of the "Dorchester"

The Antiquarian Society of Montreal undertook to prepare a full-size model of the "Dorchester" after the plans supplied by Mr. Robert Brown, who took for his pattern the four-coupled Planet-type locomotive shown in "A Century of Locomotive Building," compiled and edited by the late J. G. E. Warren, formerly Mechanical Superintendent of the Stephenson Works, under date of 1923. This illustration was reproduced from "Grier's Mechanics' Pocket Dictionary," published by Blackie & Sons, Glasgow, 1838, and was adopted by Mr. Brown on the advice of Mr. C. H. Dendy Marshall, the eminent railway historian of Great Britain.

This model was built by Mr. R. L. Renaud, our fellow member and curator of the Chateau de Ramezay, with the assistance of others, Messrs. Cole, O'Dowd, and Terroux. This model is a remarkably fine piece of work, and has movable gearing which acts when the model is in motion. It is intended to remain as a permanent exhibit in the Chateau Museum...

#### The Railway Exhibition.

The Antiquarian Society signalled the Canadian Railway Cent-

enary with a summer-long public exhibition of railway relics and general material, on display in the Elgin Gallery of the Chateau de Ramezay. It was under the direction of Mr. Renaud, assisted by Miss Anna and Mr. Thomas O'Dowd. A considerable part of our own Association's material was included in the display. The exhibition opened with an At Home, held on the evening of Monday, July 20th, whereat Mr. Hungerford opened the function by mounting the platform of the "Dorchester" replica and riding to and fro. He was introduced by Mr. Victor Morin, President of the Antiquarian Society.

#### Monument at St. Johns.

The local committee of St. Johns subscribed to the reaction of a granite monument in that City. Our Association was asked to furnish the text of the inscription and the sketch of the first locomotive in Canada, which appear upon the panels of this monument. It is an attractive object and one of the few, if there are any, of its kind in Canada. Mr. Regnier and his committee deserve the highest praise and commendation.

#### Monument at Lapraire.

The local committee likewise caused to be erected near the site of the first railway terminal a concrete monument bearing the metal tablets of a former memorial plaque. This monument is now a striking feature of the riverside park, and Mayor Longtin and his confreres deserve to be congratulated.

#### Tablet at St. Lambert.

We are pleased to record the placing of a standard Provincial memorial tablet on the wall of the City Hall in St. Lambert, in which we recognize the enterprising hand of our Councilor, Mr. C. L. Terroux.

We were duly consulted in the matter, and were pleased indeed to see the unveiling of this worthy memorial made a conspicuous part of the general Centenary Celebration.

The tablet commemorates the location of the Champlain & St. Lawrence R.R. terminals at that point from 1852 to 1863. Our fullest praise goes to Mayor Ancrum and his committee.

In passing, we are reminded of the persevering endeavors of Mr. Terroux in his efforts to have a marker placed at the site of the former crossing of the C. & St. L. at the King Edward Highway. Such laudable endeavors are worthy of our encouragement and material assistance, which same we hope to be able to advance in 1937...

At the request of your President, the railway companies, the Canada Steamship Lines, and Harbour executive agreed to sound whistles at 11 a.m., Tuesday, July 21st, the approximate hour of the departure of the first train from Lapraire in 1836. Owing, however, to a confusion of standard and advanced times, the whistles did not sound in unison...

Our members had the pleasure of meeting the grandson of Canada's first locomotive driver in the person of Mr. E. J. W. Pangborn of Colton, California, who came to Montreal to participate in the Centennial ceremonies.

The Centenary Committee had several disappointments. The Federal Government refused to issue a commemorative postage stamp, which it was expected to do, in view of the fact that one was issued in 1933 to mark the centenary of the steamship "Royal William."

The City of Montreal gave no material aid to the celebration. The Dominion Government did not participate directly, but did so indirectly through the C.N.R.

The Quebec Provincial Government made a grant of Three Thousand Dollars to the municipalities of St. Johns and Lapraire, to be shared equally between them. This grant was later withdrawn, and we

are not aware if the Province ever advanced any money as at first promised

The President of your Association received a special invitation to attend the golden jubilee ceremonies in the Windsor Station, marking fifty years since the departure from Montreal on June 28th, 1886, of the first through passenger train to Vancouver. This event took place on Sunday evening, June 28th, 1936.

The Canadian Railway Centenary Committee terminated its existence on December 31st, 1936...

All told the Centenary was a success. Considering the unsettled conditions prevailing in the C.N.R. at the time, the inability of the Company to spend any money on the celebration, and the actual opposition encountered in some official quarters, the event proved to be a memorable one, due in a large measure to the determined efforts of the local committees of St. Lambert, Laprairie, and St. Johns, and to the conspicuous efforts of Messrs. A. A. Gardiner and O. A. Trudeau of the C.N.R. We are proud to record that the Canadian Railroad Historical Association shared largely in achieving the general success, and we are pleased to acknowledge the contribution of the Antiquarian and Numismatic Society to the local observance of the event in their three month historical exposition.

The most important relic of the Champlain & St. Lawrence Railroad heretofore produced was the nameplate of the locomotive "Dorchester." During the past year the official seal of the Railroad came to light, donated by Col. Gear of Montreal to the Antiquarian Society. Impressions of this priceless relic were distributed to our members with the consent of that Society, and to our archives of Ottawa, Quebec, the C.P.R., the C.N.R., St. Johns, St. Lambert, Lapraire and the Railway & Locomotive Historical Society.

Mr. D. A. Loomis, General Manager of the Champlain Transportation Company, discovered in his Company's records, correspondence which dealt with the delivery to the C. & St. L. R.R. of a Norris locomotive in May, 1837. We consider this record as a most valuable addition to the history of our first railway, establishing as it does the identity of the second locomotive to appear in British North America.

Another addition to our store of documentary data concerning the Champlain & St. Lawrence was Mr. R. W. Shepherd's discovery of an old family journal disclosing a descriptive record of a visit to Laprairie in June of 1836 where the writer saw Canada's first locomotive under cover of a shed on the railroad company's premises. The same writer also gave an account of a trip over the line from Laprairie to St. Johns and return in August of the same year. In this an interesting account is given of the passenger cars and their decoration. We consider this information in the writing of a traveler of 1836 as among the most valuable so far discovered. It is to be regretted, however, that he did not give any intimate details of the locomotive, although his testimony as to its presence there in June, 1836, is a record of the first order...

John Loye  
President.

Editor's Note: Due to restrictions of space, the President has graciously permitted me to make certain deletions in his Annual Report at my discretion. These are indicated by three dots, thus, ...

The Secretary will be pleased to receive any comments and suggestions relative to this Bulletin.

## News Items.

On February 24th last, it was announced that the Champlain Transportation Company, oldest steamboat company in continuous operation in the world, had been sold by the Delaware & Hudson Railroad to Horace W. Corbin of Grand Isle, Vt. The new owner will use the 111-year-old name to designate the merger of his five ferryboat companies.

Mr. Loomis, who last June celebrated fifty years of continuous service with the Company, thirty-three of which were as its general manager, will remain in the employ of the Delaware & Hudson as general manager of the Lake George Steamboat Company.

In the near future, "Railroad Stories," under the editorship of Mr. Freeman H. Hubbard, is to publish an illustrated article on the railroad "fan" organizations of United States and Canada. The Railway & Locomotive Historical Society of Boston and your Association among others will be mentioned.

During the week of April 2nd to 9th at the Capitol Theatre in Montreal, there was shown the English moving picture, "Silent Barriers." This picture, originally called "The Great Barrier," was "shot" in the vicinity of Revelstoke, B.C., during the summer of 1936 and is a dramatised version of Allan Sullivan's story, "Track of Destiny," which appeared some two years ago in Maclean's Magazine.

Though it was by no means an "educational picture" yet there were certain isolated scenes of interest to historians, such as those in which Locomotives 374 and 522 "starred", the driving of the last spike, and the discussions carried out in the Board Room at Montreal.