

CANADIAN RAILROAD HISTORICAL ASSOCIATION INC.

NOTICE OF MEETING

The February meeting of the Association will be held in room 920, Transportation Building, 159 Craig Street West, at 8:00 PM, Wednesday February 10th, 1954. It is expected that

details of the Annual Banquet will be released at this meeting, by Mr. Monahan. In accordance with proposals made frequently by the membership in the past, the committee is presently exploring the possibility of holding the banquet on board a railway dining car. It is understood from the committee that some progress has been made in this direction.

ASSOCIATION NEWS

As a result of the elections held at the Annual Meeting of the Association, which took place on Wednesday January 13th, the 1953 officers were unanimously re-elected, in the absence of contesting nominations. Some changes in committees were made, resulting from withdrawals from committee posts. At his request, Mr. Lowe was relieved of his post as Chairman of the Programme and Publicity Committee, while the move made by Mr. Forster A. Kemp from Montreal to Chapleau, Ont. in connection with his duties with the Canadian Pacific Railway, forced him to relinquish his post as Superintendent of Rolling Stock.

The officers and committee chairmen of the Association are:

Honorary President,	Dr. Victor Morin, F.R.S.C.
" Vice Presidents,	A. Duperron, Chairman, Montreal Transportation Commission.
	Chas. E. Fisher, President, Railway & Locomotive Historical Society.
	Donald Gordon, President, Can. Nat. Rys.,
	E.G. Hooper, President, National Railway Historical Society.
	W.A. Mather, President, Can. Pac. Ry.
Honorary Legal Counsel,	Leonard A. Seton.
President,	Omer S.A. Lavallee.
Vice President,	Kenneth F. Chivers,
Treasurer,	Anthony Clegg,
Secretary,	Lorne C. Perry, 310 Victoria Ave., St. Lambert.
Advisory Directorate,	Richard M. Binns,
	Robert R. Brown,
	Ernest L. Modler,
	Sanborn S. Worthen.
Chairman, Programme Committee:	Sanborn S. Worthen,
" Membership, "	: Walter F.G. Doran.
" Editorial "	: Omer S.A. Lavallee
Superintendent of Rolling Stock:	Kenneth F. Chivers
Custodian:	Sanborn S. Worthen.

NOTICE: This is the last News Report to be sent to members of associates delinquent in their dues or subscriptions. Subscribers should remit to the Editorial Committee promptly; members should pay their dues to the Treasurer at the February Meeting.

Mr. J. Norman Lowe has requested us to announce that he extends a cordial invitation to the members of the society to be his guest on the evening of Wednesday, March 3rd, 1954 when he will give a programme of moving pictures lasting approximately half an hour, in room 292, Windsor Station. Those desiring to attend are requested to advise Mr. Lowe by telephone at PL.2211, Local 2229.

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CANADIAN LOCOMOTIVE BUILDERS - Part III

Montgomery Iron Works, Halifax, NS
1872 - 73.

by Robert R. Brown

At the south end of Barrington Street, between Inglis Street and the railway tracks, there is a small solidly-built stone building bearing the name of a long-defunct

distillery; it was in this building that William Montgomery operated a small machine shop, around 1870. The Intercolonial Railway was under construction and, although Montgomery knew nothing about building locomotives, he was given a contract to build ten engines like those built by Dubs & Co., of Glasgow.

The plans were drawn and the work supervised by Emil Vossnach, a civil and mechanical engineer from Remscheid, Germany, who had recently come to Halifax. The Montgomery engines were powerful and efficient but they had a number of defects which led to disputes with the railway. The leading trucks had heavy outside frames and in winter time they gathered more than their fair share of snow; the cylinder castings, having been made thicker than usual, projected too much and could not clear the station platforms. Besides this, there was an error of $3/16$ " in the lay-out of the running gear, and when after being in service for a few months, the parts began to wear and loosen a bit, the front cylinder heads were knocked out. They were all of the 4-4-0 type, with 16x22" cylinders and 60" drivers.

The first one, no.56, was completed in September 1872 and its delivery to the railway at Richmond caused quite a commotion. It was put on the track of the street railway, which apparently was broad gauge (5'6") as was the Nova Scotia section of the Intercolonial Railway at that time, and it was hauled by horses or oxen via Pleasant, Morris, Hollis, George, Granville and Water Streets and Campbell Road to the railway terminus at Richmond.

Considerable difficulty must have been experienced in negotiating some of the sharp curves. This movement disrupted the normal heavy traffic on the streets too much and subsequent deliveries were made on temporary short lengths of rails via Pleasant and Morris Streets, Dresden Row, Sackville, Brunswick and North streets and Campbell Road to the railway. No.57 was delivered in February, 1873; no.58 in March and no. 59 in October but by that time the railway was complaining bitterly about the defects in the engines so Montgomery went into liquidation and abandoned the contract. At the time, he had in his shop six more engines, two of them almost finished and the other four in various stages of advancement.

These six partly-built engines were taken by the railway to its own shops at Richmond where they were completed in 1875 as standard gauge engines.

The locomotive records of the Intercolonial Railway were destroyed by fire about 1876 but the roster of Montgomery engines can be reconstructed with a reasonable degree of accuracy:

ICR Nos.	Disposal	Notes
No. 56 reno. 75	Sold 1880 to Toronto Grey & Bruce Ry.	#29 1
" 57 " 76	" 1880 " "	" 30 1
" 58 " 77	" 1880 to P. Mitchell	2
" 59 " 78	" 1880 " "	2
79	" 1881 to St. Martins Railway	3
80	" 1884 to New Brunswick & Prince Edward Island Railway	4
81	" 1888 to J.H. Beatty	5
82	" 1888 " "	5
83	" 1888 " "	5
84	" 1881 to P. Mitchell	2 and 6

Notes:

1. Nos. 75 and 76 which went to the TG&B as nos. 29 and 30 became in 1884, Canadian Pacific Ry. nos. 157 and 158 and were scrapped, respectively, in 1895 and 1890.
2. P. Mitchell was Hon. Peter Mitchell, former Postmaster General, who was interested in railways. Nos. 77 and 78 were sold by him in 1880 to the Canada Central Ry. as nos. 22 and 23. In 1881, they became Canadian Pacific Ry. nos. 222 and 223. Both scrapped in 1895.
3. No. 79 became St. Martins Ry. No. 1. Scrapped in 1910.
4. No. 80 became No. 1 of the N.B. & P.E.I. Ry. (Sackville to Cape Tormentine). Scrapped in 1914.
5. J.H. Beatty was a hardware merchant in Moncton and was one of the owners of the Record Foundry. Presumably nos. 81, 82 and 83 were bought for scrap.
6. Hon. P. Mitchell was one of the promoters of the Albert Railway (Salisbury to Albert, NB) and No. 84 is believed to have been No. 1 on that road. Scrapped in 1890.

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CHRISTMAS HOLIDAY PERIOD MARRED
BY FOUR BAD TRAIN WRECKS

It is estimated that 362 persons lost their lives in four bad train wrecks which occurred in widely separated parts of the world. Two of the disasters,

in New Zealand and Czechoslovakia, were among the worst in history. Ten train crew members were killed in freight train accidents in Peru and in Pakistan. Fragmentary reports slipping through the Iron Curtain from Czechoslovakia indicated that 186 persons were killed when an express train, running from Bratislava to Prague collided with another passenger train near Sakvice.

The other major disaster was in New Zealand where an estimated 166 persons died when a train plunged into the flooded Wangehru River, whose waters, originated by a volcanic disturbance, weakened a railway bridge. Having tried without success to stop the speeding train, two motorists watched helplessly as the train hurtled into the river.

ENGINE GOES
FOR A SWIM

On Sunday, December 13th, 1953, CNR engine #8416, an O-8-0 switcher was out on Pier 34 at the Halifax Ocean Terminal when the engine crew discovered that the pier was beginning to settle under the weight of the engine. They jumped, and none too soon; seconds later, No. 8416 plunged into the waters of the harbour, which has a depth of about 30 feet at that point. The engine crew escaped sudden and icy death by jumping, only one of the men being injured slightly. The engine went into the harbour at about 3:30 PM on the

13th. The tender was recovered on the 17th, and the locomotive was lifted out by 6:30 PM on the 18th, with the aid of a harbour crane, and CNR auxiliary crane #50013, a 200-ton capacity hock, from Moncton.

It is believed that considerable damage has been done to the boiler due to the sudden temperature change when the locomotive was immersed, and also to the action of the salt water over the five-day period that it remained in the water before being recovered. It is probable that the engine will be scrapped.
-G.W.Parks

MISCELLANEOUS ITEMS

On January 20th, Canadian National Railways introduced its first Budd-built RDC car to service on the 100-mile run between Fredericton and Newcastle, N.B. The car is numbered D-100, and the sides and roof are finished in stainless steel. Car ends are green, with a yellow "V" shaped stripe. In the "V" is the CNR's new monogram, of a black rectangle bearing the yellow letters "Canadian National", superimposed on a red maple leaf. The whole is enclosed in a yellow circle with black field. The words "Canadian National" on the side of D-100, which is a Budd model RDC-3, are in black. At the present time, the car makes one round trip a day.

It is reported that the New York Central's Windsor-Detroit Tunnel under the St. Clair River was totally dieselized as of 8:00 AM, December 29th, 1953.

A new CNR bridge over the Grand River at Caledonia, Ont., on the Hamilton-Port Rowan line, was opened on December 5th, when CNR engine 85, a 2-6-0 pulled the first mixed train across the bridge. Costing \$400,000, the ten-span structure was built to permit the use of modern heavy diesel locomotives on this line.

In November, CNR completed a new $4\frac{1}{2}$ mile switching line from the Camrose subdivision to South Edmonton.

As an addition to our note about rail accidents in the Christmas season, it is reported that 60 persons were killed and 50 injured in a train wreck between a passenger train and an oil train about 70 miles from Karachi, Pakistan, on January 21st.

The Ottawa Journal reported that the organization of a terminal company is under consideration to operate all CPR and CNR lines in the Federal District, as part of the capital's improvement plan.

It is expected that the Canso Causeway, being built to link Cape Breton with mainland Nova Scotia will be completed by August, well ahead of schedule.

THE ALONZO DIXON MONUMENT

by Omer S.A. Lavallee

In Montreal's Mount Royal Cemetery can be found an interesting relic of the days when the railways were young. Choosing a rail career, the young man of ninety years ago auto-

matically selected for himself one of the most dangerous occupations in an otherwise quiet and easygoing age. Teaching safety to employees was a technique still largely for the future generations to develop, and there are many instances involving loss of life in a violent manner, which punctuate the history of the railway in Canada. Some of them, such as the Beloeil Bridge disaster, the Desjardins Canal incident and others are tales which have been told and retold; others are more obscure.

Alonzo Dixon, a 29-year old engineman in the service of the Grand Trunk Railway of Canada, who met an untimely death when his engine overturned at Windsor Mills, near Richmond, Que. in 1866, can be classified among the latter. The incident itself might have been lost among the more gory narratives of the railways' carnivorous years, but for the monument, surmounted by a locomotive in bas-relief which was bought by the contributions of his fellow GTR employees, and erected to his memory.

About twenty years ago, one of the Association's charter members was walking in the cemetery, looking for early tombstones, an occupation at which the uninitiated might look askance, but a nonetheless fascinating one, as followers of the pastime will testify. His progress was temporarily arrested when he fell, tripped by one of the old stones which had been allowed to fall to the ground. Curious to examine the nature of the impediment, he pushed the grass aside with his foot, and as he afterwards described it, thought that his rail historical researches were getting the better of him, to the extent that he was having hallucinations. There, on the face of the stone, revealed by the removal of the grass, was a Birkenhead locomotive in bas-relief! Recovering his composure and realizing that the engine, not a figment of imagination, was all too real, the rest of the monument was uncovered to show the inscription which we reprint below.

In Memory of
A L O N Z O D I X O N
WHO WAS KILLED ON THE G.T.R.R.
AT WINDSOR STATION, P.Q.
WHILE IN THE DISCHARGE OF HIS DUTY
AS LOCOMOTIVE ENGINEMAN
ON THE 21ST OCTOBER, 1866
AGED 29 YEARS 10 MO'S

My engine now is cold and still,
No water does my boiler fill;
My wood affords its flame no more,
My days of usefulness are o'er.
My wheels deny their noted speed,
No more my guiding hand they need.
My whistle too, has lost its tone,
Its shrill and thrilling sounds are gone.
My valves are now thrown open wide;
My flanges all refuse to guide.

My clacks, also, though once so strong,
 Refuse to aid the busy throng.
 No more I feel each urging breath,
 My steam is now condensed in death.
 Life's railway's o'er, each station's past,
 In death I'm stopped, and rest at last.
Farewell dear friends, and cease to weep;
In Christ I'm safe, in Him I sleep.

ERECTED AS A TRIBUTE OF ESTEEM AND RESPECT
 BY HIS FELLOW WORKMEN.

This epitaph is not an original, having been used on the grave of Thomas Scaife, a British railway engineer, who was killed in an explosion at Bromsgrove, England, on November 10th, 1840. There are two alterations from the original; the word "wood" in the third line was originally "coke", while the word "noted" in the fifth line was originally "wonted".

The Dixon monument is a relic of the days when every engineman was a potential Casey Jones, and railroading, albeit simpler, was much more exciting.

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BACK COPIES AVAILABLE

From time to time, we publish a list of back copies of the News Report and Bulletins available, in response to requests from our readers, to complete their files.

The following issues are in stock, though those noted with asterisk (*) are in short supply and will probably be exhausted shortly:

Bulletins: No.3, *No.4, *No.8, *No.9, No.13, No.15 - 20¢ per copy.
 No.16 - 35¢ per copy.

News Reports: Dec.49,
 1950: Jan., June, Sept., November, December.
 1951: Jan., June-July, August.
 1952: Apl., May, June, July-Aug., Sept.-Oct., Nov., Dec.
 1953: Jan., Feb., Mar., Apl., May, June, Sept.,
 Oct., Dec.

News Reports per copy: Dec.49 - June-July 1951: 10¢ per copy.
 Aug. 1951-Dec.1953: 15¢ per copy.

All prices include postage.

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Mr. W. Amarasinghe, of No.89, Rajamalwatta Road, Mutwal, Colombo, Ceylon, 31 years of age, a guard on the Ceylon Government Railways is interested in railway operation in Canada, and would like to correspond with a Canadian having similar interests.

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