

BULLETIN
OF THE
CANADIAN RAILROAD HISTORICAL
ASSOCIATION



Number 10

August, 1939.

Chateau De Ramezay
Montreal

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EARLY LOCOMOTIVES ON VANCOUVER ISLAND

by

I. E. Barr

Mr. Barr, who has been an Out-of-town Member of this Association for some six years, was a dispatcher on the Esquimalt and Nanaimo Railway for many years. Research into railway history is his hobby and he has established a reputation for himself as an authority on the railways of British Columbia. He is now resident in Victoria, B.C.

Due to fortunate preservation and a certain amount of publicity, the locomotive "Countess of Dufferin", now on exhibition in a small park in front of the Canadian Pacific station in Winnipeg, has become widely known as the first locomotive in western Canada and similarly the "Curly", now preserved in Hastings Park in Vancouver, bears a plate stating that it was the first in British Columbia. Actually, however, there were several earlier locomotives on Vancouver Island and one of them, the "Pioneer", was at work nearly 15 years before the "Countess of Dufferin" arrived at St. Boniface on the deck of a scow.

The Vancouver Coal Company commenced mining operations in the vicinity of Nanaimo in the early sixties and in 1863 they imported from England the small standard gauge locomotive "Pioneer". It was built at Staleybridge, near Manchester, and the manufacturers sent out Harry Cooper and Thomas E. Peck with the engine to set it up and they became the first engineer and fireman west of Ontario. The "Pioneer" was a saddle tank engine, outside connected, cylinders 8x10, 36" drivers; the throt-

tle was a slide valve, the safety valve was spring loaded and the pressure carried was 115 pounds. The pump was operated by an eccentric on the main axle. The weight in running order was about 10 tons. In 1903 it was re-conditioned by the late William H. Hall, Master Mechanic of the New Vancouver Coal Company, and sold to a contractor for construction work near New Westminster.

The second to arrive was the "Euclataw" and it was landed in 1866. It also was built at Staleybridge and was similar to the "Pioneer" but somewhat smaller. At its arrival a number of Indians gathered around, saying that ten of them could hold it from moving, so the Euclataw tribe, being the smallest on the island, felt proud of the locomotive being named after them. It was a saddle tank engine, inside connected, cylinders 6x8, drivers 30" and the water feed pump was operated from the wrist pin. The "Euclataw" was used principally to take ballast from the ships. It was sold in 1903 to the Joseph Dobeson Foundry at Nanaimo and broken up several years later.

The next to appear was the "Nanaimo" in 1874. It was built by Boil-

ing and Low of Leeds and was generally similar to the "Pioneer" and "Euclataw". It was a 0-4-0 saddle tank engine with cylinders 8x10, 36" drivers and weighed about 10 tons. After many years service it was sold to the Dobeson Foundry, rebuilt and then sold to John W. Coburn who used it in his lumbering operations near South Wellington. Later it was sold to the Pacific Great Eastern Railway for laying track during construction and finally it was scrapped about 1908.

The "London", built by Manning and Wardle of Leeds, came out in 1884. It was a 0-6-0 side tank locomotive, inside connected, with 10x12 cylinders, 54" drivers and it weighed about 20 tons. In 1918 it was sold to a junk dealer in Vancouver and scrapped.

In 1891 the Vancouver Coal Co. purchased its first modern locomotive from the Baldwin Locomotive Works; it was called the "San Francisco", later No.5; it was 0-6-0 type with 15x22 cylinders, 48" drivers and it weighed about 35 tons. It gave good service and another, No.6, was bought in 1896 and still later Nos.7 and 8. With the old locomotives it was hard to ship 2000 tons of coal in 12 hours but shortly after No.6 was put to work 5800 tons were put aboard the S.S. Titania in 10-1/2 hours which at that time was a world record.

The Vancouver Coal Company became the New Vancouver Coal Co., then the Western Fuel Company and is now the Canadian Collieries (Dunsmuir) Ltd., and controls most of the large mines on Vancouver Island.

When Robert Dunsmuir opened the Wellington Colliery he built a 5 mile line from Wellington to Departure Bay, using fir rails, 4" x4", topped with strap iron. The gauge originally was 2 ft.6 inches but later was widened to 3 feet. It was a gravity-operated cable railway and the loaded cars in

descending pulled the empties back. In 1874 Mr. Diggle, one of the partners, bought two traction engines from the Admiralty in London which, on arrival, were changed to locomotives by the application of flanged wheels. They each had one cylinder mounted on the top of the boiler, a fly wheel six feet in diameter and a chain gear to the drivers. One of these engines was used for shunting at the mine and the other at the Departure Bay wharf, each one replacing six horses.

In 1878 these rebuilt traction engines were replaced by two small 0-6-0 saddle tank engines, the "Duke" and "Duchess", products of the Baldwin Locomotive Works. The "Duke" was built in 1876 and was exhibited at the American Centennial Exhibition, where Mr. Dunsmuir saw it and liked it so well that he bought it and ordered another just like it; they arrived at Nanaimo in 1878. These locomotives had 10x12 cylinders, 42" drivers and originally were 2 feet 6 inch gauge but later were altered to 3 feet gauge. The "Duke" worked around the mines until 1909 when it was scrapped but the "Duchess" had a much more interesting career. At the time of the Yukon Gold Rush, Captain John Irving, manager of the Canadian Pacific Navigation Company, went north to build steamboats on the northern lakes. The route from Skagway to Atlin City was by the White Pass and Yukon Railway to Bennett Lake, by boat across to Taku Arm, then across a portage to Scotia Bay on Atlin Lake and then by boat to Atlin City. Atlin Lake was 40 feet higher than Taku Arm and the distance across was 2-1/2 miles, so the Atlin Southern Railway was built across the portage. This little "gold rush" railway was one of the smallest and most expensive in the world and the passenger fare was Two Dollars for the two and a half miles. At first it was operated by horse power but in

1899 the "Duchess" was bought and sent north on the S.S. Danube. At Wellington it had been a coal-burner but when it went north it was converted into a wood-burner and somewhat later into an oil-burner. The cars were flat cars with seats along the sides facing inwards; freight and baggage were loaded between the seats and in many cases the passengers had to get out and walk and push to help the "Duchess" over the grade. The Atlin Southern became part of the White Pass and Yukon and a few years ago the "Duchess" was spurred off at Taku City and a more modern locomotive assigned to this run. It is still there.

Following the "Duke" and "Duchess", Mr. Dunsmuir purchased three more Baldwin engines which were of the same type but a little larger. They were the "Robert Dunsmuir" in 1883, the "Departure Bay"

in 1887 and the "Victoria" in 1889. They were later rebuilt to standard gauge and worked around the mines for many years.

Going back a few years, a Mr. Chandler, from San Francisco, opened a mine at East Wellington and he brought in three Baldwin locomotives which were the same as the later Dunsmuir engines. They were the "Premier" built in 1873 and the "East Wellington" and "San Francisco" both built in 1883; the "Premier" was second hand as they all arrived in 1883. They were 0-6-0 saddle tank engines with 10x20 cylinders and 30" drivers. A short time later the mine was closed because of a threatened strike and the locomotives were then purchased by Mr. Dunsmuir and eventually were altered to standard gauge. In 1905 the "Premier" was transferred to the Esquimalt and Nanaimo Railway for switching purposes and finally scrapped in 1912.

CANADIAN NATIONAL RAILWAYS

NUMBERS OF LOCOMOTIVES SCRAPPED DURING 1938

324	646	875	1616	2073
351	685	884	1805	2080
355	686	887	1806	2083
360	708	1545	1807	7042
361	712	1585	1809	7048
364	719	1592	1894	7052
617	730	1602	1925	7068
624	778	1606	1959	7080
643	870	1607	1971	7187
644	873	1612	1973	8011

NUMBERS OF LOCOMOTIVES WITHDRAWN FROM SERVICE DURING 1938

1001	1871
1011	1874
1077	1879
1176	1890
1216	5512
1220	5520
1242	5527
1812	5539
1841	7309

PRINCIPAL CHANGES OF MILEAGE
STEAM RAILWAYS OF CANADA
1938

Canadian National

Dombourg to St. Marc, Que. 22.25 m. Abandoned B.T.C. Order No. 55671
Senneterre to Noranda, Que. 63.11 m. Opened B.T.C. Order No. 55738
Twin City to Mackies, Ont. 33.55 m. Abandoned B.T.C. Order No. 56466

NEWS OF THE ASSOCIATION

Meeting of May 10th: Held at the Chateau de Ramezay. There was exhibited Robert Dorman's recent and valuable book, "Statutory History of the Steam and Electric Railways of Canada, 1836-1937", published by the Department of Transport. A letter was sent to the Mayor of Atlin, B.C. urging him to preserve the locomotive "Duchess" built in 1877 and now at Taku City. Mr. F. A. Pouliot, M.L.A. and C.P. dispatcher, delivered the lecture of the evening on "Train Dispatching".

Meeting of June 14th: Held at the home of Mr. and Mrs. Terroux, St. Lambert. Staff instructions and timetables of the Royal Tour and photographs of the Trains were donated. The question of suitably commemorating one hundred years of steam locomotion on the South Pictou Railroad of Nova Scotia was reopened. Mr. J. Alex. Edmison, Alderman of Montreal, informally discussed topics contained in his collection of early Montreal newspapers.

Executive Meetings: Two executive meetings were called, one on June 29th the other on July 19th, to discuss the removal of the Association's collections from the Chateau de Ramezay to a temporary repository in St. Lambert.

Asbestos-Danville Excursion of

July 9th: Some fifteen members of last week of August.

the Association took part in an inspection trip to the mine and private railway of the Johns-Manville Company at Asbestos, Que. on Sunday, July 9th. Travelling via C.N.R. to Richmond and via chartered bus to the mine the party had luncheon at the staff house. Here they were joined by an equal number of company officials and their wives and boarding an observation train the party spiralled down into the open-mine pit. Then there followed a trip on the private railway to Danville (C.N.R. junction) and back, an inspection of the engine-house and rolling stock, and of the mill. After having dinner at Richmond the members returned to Montreal loaded down with asbestos ore, tired but happy!

One Hundredth Anniversary, South Pictou Railroad: This autumn it is hoped that the One Hundredth Anniversary of the First Steam Railway in the Maritimes which falls on September 19th may be suitably marked by a celebration in New Glasgow, Nova Scotia, under the auspices of the local municipal authorities, by the decoration of the locomotive "Samson" now in the Union Station, Halifax, and by a display of photographs and documents at the Nova Scotia Provincial Exhibition during the

Locomotive List, V
Locomotives of the Asbestos and Danville Railway
of the Canadian Johns-Manville Co., Limited

Compiled by L. H. Gale
 Railway Superintendent

<u>Road Number</u>	<u>Builder's Number</u>	<u>Type</u>	<u>Cylinders</u>	<u>Drivers</u>	<u>Built</u>	<u>Builder</u>	<u>Remarks</u>
			<u>Narrow Gauge</u>				
1		0-4-0	10 x 14	24	1895+		
2		0-4-0	10 x 14	24	- -		Scrapped
3		0-4-0	10 x 14	24	- -		or sold
4		0-4-0	10 x 14	24	- -		
5		0-4-0	10 x 14	24	- -		
6		0-4-0	10 x 14	24	- -		
			<u>Standard Gauge</u>				
		0-4-0	16 x 26	60	1868	Neilson	From G.T.R.
7	1239	0-6-0	13 x 16	28	1914	Can.Loco.	in 1897. Scrapped.
8	1319	0-6-0	13 x 16	28	1916	Can.Loco.	Sold
9	4977	0-4-0	16 x 22	38		Porter	Sold
							Bought 1917;
10	4982	0-4-0	16 x 22	38		Porter	sold
11	45583	0-4-OT	17 x 24	44	1908	Montreal	ditto
							Bought
12		0-4-0	Diesel	36	1937	Manville	1917; scrapped
13	1248	0-4-OT	15 x 22	42	1914	Can.Loco.	In service
							From Baldy
							in 1920;
14	1249	0-4-OT	15 x 22	42	1914	Can.Loco.	in service
15	54481	0-6-0	17 x 24	40	1913	Montreal	ditto
							From Well-
16	54482	0-6-0	17 x 24	40	1913	Montreal	and; in service
17	1443	0-4-OT	15 x 22	42	1917	Can.Loco.	ditto
18	1444	0-4-OT	15 x 22	42	1917	Can.Loco.	In service
20	27148	0-6-0	19 x 26	44	1900	American	In service
							From N.Y.C.
							in 1923;
21	5519	0-6-0	19 x 26	44	1900	American	in service
							From N.Y.C.
							in 1926;
22	26008	0-6-0	19 x 26	44	1900	American	in service
23	5525	0-6-0	19 x 26	44	1900	American	ditto
							From N.Y.C.
							in 1923;
24	5588	0-6-0	19 x 26	44	1900	American	in service
25	5521	0-6-0	19 x 26	44	1900	American	ditto
26	6754	0-6-0	21 x 28	50	1908	American	ditto
							From N.Y.C.
							in 1937;
27	6757	0-6-0	21 x 28	50	1908	American	in service
							ditto
			<u>Electrics</u>				
31	727	Gas	4 motors	Trucks	1929	Differential	In service
41	11060	Electric	4 motors	Trucks	1929	Can.Gen.El.	In service
42	11061	Electric	4 motors	Trucks	1929	Can.Gen.El.	In service