CANADIAN RAILROAD HISTORICAL ASSOCIATION
INCORPORATED.

MONTREAL, CANADA

NEWS REPORT NO. 77

APRIL 1957

Notice of Meeting

The April meeting of the Association will be held in room 2 , Transportation Building, 159 Craig Street West, on Wednesday, April 10th, 1957, at 8:15 PM. No business will be transacted at this meeting, but the programme will be given over to a description of railway museum projects in North America, illustrated by slides taken by several of the members. As usual, guests will be welcome.

Association News

The Twenty Fifth Anniversary Banquet of the Association, which coincided with the March meeting, was held in the Rendezvous Room of Childs Restaurant, Peel Street, Montreal, on Wednesday, March 13th. Nearly fifty members and guests participated in this important observance, which was given good press coverage thanks to the efforts of Mr. Lorne Perry, our Public Relations Officer.

The Banquet Committee Chairman, Mr. Douglas Brown, acted as Master of Ceremonies; other guests at the head table included the President, Mr. Anthony Clegg; Mr. John Loye, founder and first President of the Association; Mr. Arthur Duperron, Honourary Vice President; and Messrs. S.S. Worthen and Omer S.A. Lavallee, Directors, who spoke on "The Last Twenty Five Years" and "The Next Twenty Five Years" respectively. Mr. William G. Cole entertained the gathering with more of his inimitable recollections of his railway experiences on the Canada Atlantic Railway, more than fifty five years ago. The blessing was invoked by the Recording Secretary, Mr. William Pharoah, and the speakers were thanked by Mr. Lorne Perry. In addition to the regular members, many old friends of the Association were noted including Miss Anna O'Dowd, Assistant Curator of the Chateau de Ramezay, Dr. R.V.V. Nicholls, and Dr. and Mrs. Leo Mason. The toast to the Queen was proposed by Mr. Brown, while Dr. Nicholls proposed a toast to the Association.

A number of items were on exhibition following the banquet. They included a collection of the early Bulletins of the Association and photographs of activities in the 1930's, brought by Dr.Nicholls. Two model $\frac{1}{4}$" scale models of early Montreal street railway equipment, built by Mr. Clegg. An operating $\frac{3}{4}$" scale model Canadian National Railways 4-8-4 type locomotive and van, built by Mr. John Saunders. Mr. Binns brought a large-scale (1" to the foot) model of MTC car 1800, while Mr. Jack Hewitson, who was unable to be present, exhibited his $\frac{3}{4}$" scale model live-steamer locomotive No.285 of the Canadian Pacific Railway, the first engine to be built by that Company in 1883. These items were the subject of very favourable comment from those attending the Banquet.

It is regretted that many members were unable to be present to join in the observance, which convened shortly before 7:00 PM and adjourned at 11 o'clock. That the occasion was a successful one is due in large measure to Mr. Douglas Brown, who made the arrangements.

CANADIAN LOCOMOTIVES .... by Robert R. Brown

Champlain & Saint Lawrence Railroad
" JASON C. PIERCE " -- 1837

IN ITS ORIGINAL FORM, Canada's first locomotive, the DORCHESTER was not too satisfactory mainly because its 0-4-0 wheel arrangement made it very unsteady when running at speed on the rough strap iron rails. As a result, the directors decided to buy another engine of a type which would be more successful under such adverse conditions.

In July 1836, the locomotive GEORGE WASHINGTON, of the Philadelphia & Columbia Railroad, built by William Norris of Philadelphia, made a great name for itself and for its builder by performing the noteworthy feat of hauling a train, weighing 19,200 pounds, up an inclined plane 28,000 feet long and having a gradient of 1 in 14, which is 7.1%. The directors of the Champlain & Saint Lawrence RR decided that this was the kind of a locomotive they needed and the order was placed in the autumn of 1836.

On March 27th, 1837, William D. Lindsay, the commissioner (or general manager) of the company wrote to Philo Doolittle, clerk of the Champlain Transportation Company, which operated the steamboats on Lake Champlain, as follows:

> " We are about making arrangements to engage a boat at Whitehall or Troy to proceed there to Philadelphia for the purpose of bringing in a locomotive engine built for this company by Mr. Norris of that place and which is to be ready for shipment about the 5th of April. I learn from Mr. Pierce that your company are about to send to the same place for the boilers for their new boats. Now would it not be of mutual advantage for us to send a boat as will accomplish the wishes of both parties. We will either bring in your boilers charging one-half the freight to Burlington or we will allow you the one-half of the whole freight for bringing in our engine, the total weight of which is about fifteen tons at the most.
>
> Mr. Norris is to send on an engineer in charge who will of course look after it during the passage. I fancy the boat had better be engaged at Troy as the navigation will be open and a boat can proceed from there some time before the canals from Whitehall will be navigable. "

The locomotive arrived at St. Johns about the 1st of May and it was given the name of Jason C. Pierce, one of the directors of the company -- a man who did more than any other to organize the company and get it started.

The locomotive "JASON C. PIERCE " was a great success and it had a long and busy life of about sixty years.

It was a Norris class "C" engine with the following leading particulars:

Cylinders	9x18"	Number of tubes	58
Driving Wheels	48"	Diameter of tubes	2"
Truck Wheels	30"	Heating surface	9.7 sq.feet
Wheel Arrangement ...	4-2-0	Weight in running order	15,705 lbs.
Length of Boiler	12'0"		
Length of tubes	7'0"	Weight on drivers	8,022 "

The characteristic features of the Norris locomotives were: rather light bar frames, slightly inclined outside cylinders, boilers of small diameter with 2" copper flues and semi-circular (D-shaped) fireboxes also of copper. The firebox was surmounted by a hemispherical dome of haystack pattern which, in turn, was crowned by a much smaller one, also hemispherical and made of polished brass or copper, which carried the safety valve on its top.

Later on, probably about 1848, the JASON C. PIERCE was rebuilt as a 4-4-0 type, with an entirely new set of dimensions, as shown in the Keefer Reports of 1859-60:

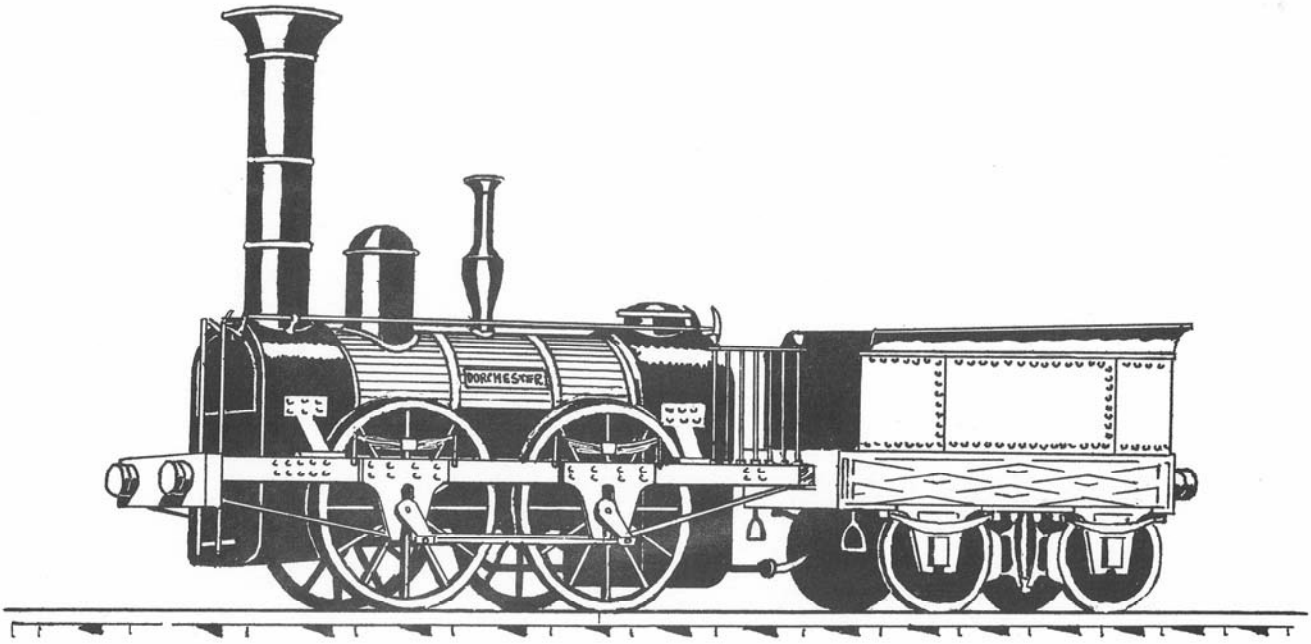
Cylinders	10¾x20"	Diameter of tubes	1½"
Driving Wheels	46½"	Weight of engine	12 tons
" ,number	4	" of tender	3 "
Length of tubes	7'6"	Water capacity of tender	500 gals.
Number of tubes	94		

Between 1847 and 1849, the railroad received some new and larger locomotives and finally, the JASON C. PIERCE was laid aside for sale, going to the St. Lawrence & Industrie Village Railway in 1850, for service on that road between Lanoraie and Joliette, and, when required, on the Industrie Village and Rawdon Railway. It kept its original nameplate but, on the Joliette line, it was better known by its nickname PACAUD -- the name of a prominent journalist and politician.

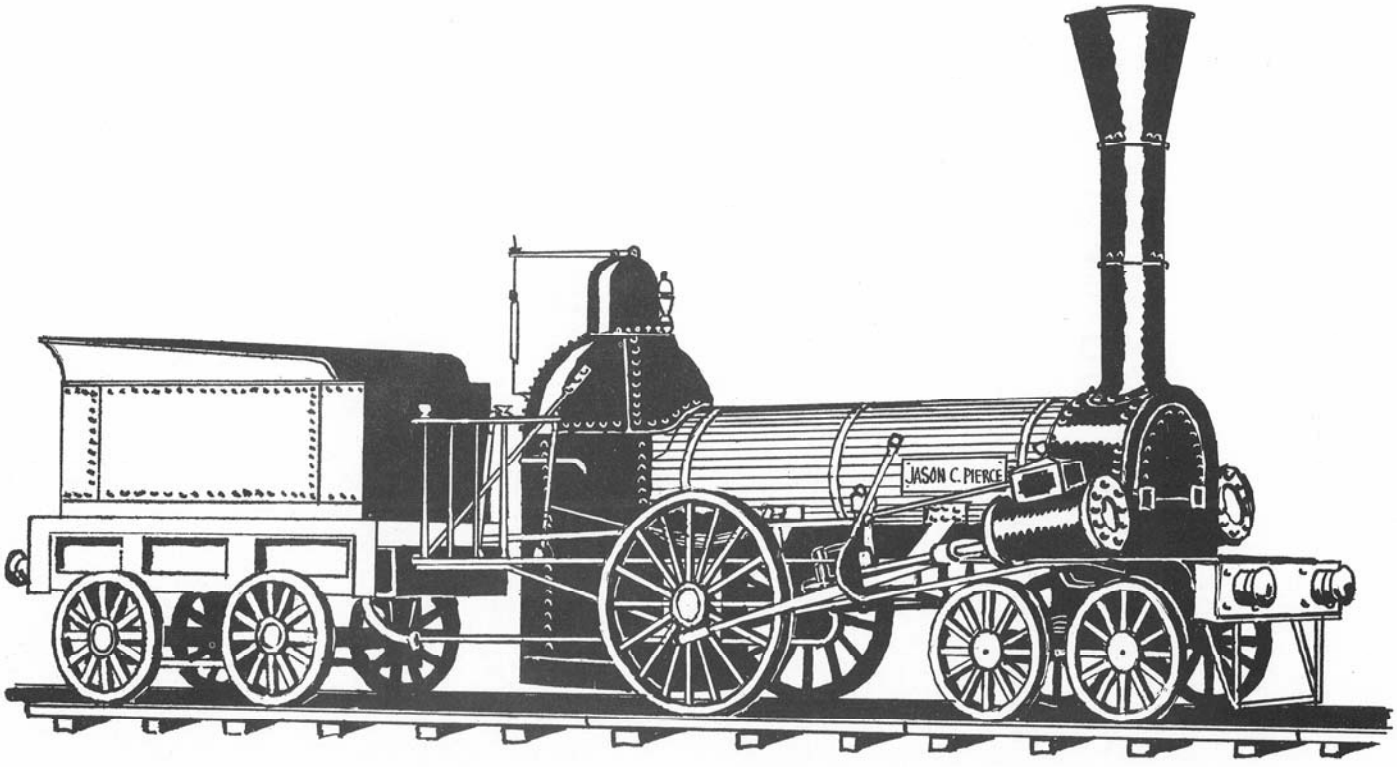
Authorities differ as to whether the JASON C. PIERCE had a cab in its later days. The late Dr. Ferland, of Lanoraie, described a cab with one gothic-shaped window on each side but it seems more likely that it was the locomotive MONTREAL (probably renamed LAPRAIRIE) which had a cab. The late Jos. Rivest, who travelled over the line many times, insisted that the PACAUD did not have a cab - "L'ingenieur était exposé à l'air et dans l'hiver il portait un capuchon".* Also, my father remembered seeing it doing light shunting in the Hochelaga yard, about 1888-89, and he was particularly amused by the ludicrous sight of a tall stout engineer perched on the railing where the cab should have been.

In 1881, the St.Lawrence & Industrie Village Railway became part of the provincial government-owned Quebec, Montreal, Ottawa & Occidental Railway and the Jason C. Pierce was numbered 33. in 1882, the Eastern Division of the QMO&O became the North Shore Railway (controlled by the Grand Trunk Railway) with the engine listed as 1.

*- "The engineer was exposed to the air, and in winter he wore a hooded jacket."



The DORCHESTER, Canada's first steam railway locomotive, built by Robert Stephenson & Co., Newcastle-upon-Tyne, England, in 1836 for the Champlain & Saint Lawrence R.R.



The JASON C. PIERCE, Canada's second railway locomotive, built by William Norris, Philadelphia, Pennsylvania, U.S.A. for the Champlain & Saint Lawrence R.R., in 1837.

Then, in 1885, the road became part of the Canadian Pacific Railway and the JASON C. PIERCE became No. 197. The C.P.R. had little use for such a small engine so, in 1889, it was sold to the L'Assomption Railway, which ran from the village of that name to a connection with the Canadian Pacific at L'Epiphanie. Several years later, the exact date is not known, the station, engine house and rolling stock of the L'Assomption Railway were destroyed by fire.

Jason C. Pierce, the man whose name the engine bore, was born on September 9th, 1778 in Sandersfield, a little village in the south-west corner of Massachusetts, and in 1810, he moved to Franklin County, Vermont. He served as a volunteer in the Vermont State militia during the War of 1812 and, during the Battle of Plattsburgh, he was captured by the British and taken to Montreal. After being released, he continued in active business around the lake until 1817 when he moved to Canada, first in Montreal but after 1825 in St.Johns where he commenced business as a general merchant, as an importer and exporter and as agent there for the Champlain Transportation Company. His house, which is still standing on the north-east corner of Champlain and Frontenac Streets alongside the track of the railway, was the first brick building in the town, and was built about 1830 with bricks imported from Burlington, Vermont. He became a British subject and he and his son, Charles S. Pierce, were the most prominent and wealthy men in the district; both served as directors of the Champlain & Saint Lawrence Railroad.

Jason was very depressed when the railway was extended to Rouses Point in 1851 when he realized that his prosperous business would be ruined. His connection with the Champlain Transportation Company was especially valuable and on September 9th, 1851, his seventy-third birthday, as the last steamboat pulled away from the St. Johns wharf, Jason C. Pierce died.

Jason's grandson, Charles S. Pierce Jr., went over to England and, while serving as an officer in a swanky guards regiment, quickly dissipated the family fortune. He then returned to St. Johns where he and his two unmarried sisters lived for many years in a state of genteel poverty. The two sisters were still living in 1936 at the time of the Railway Centenary, though they resided in one room in a mean rooming house, in a state of destitution.

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SEE THE SEAWAY CONSTRUCTION ! SPRING TRIP

On Saturday, April 13th, 1957, the Association is sponsoring a railway trip from Montreal to Cornwall, followed by an autobus tour of the Seaway workings from that point. Participants will travel to Cornwall by Canadian Pacific Railway, in a chartered "Dayliner" RDC car. Route will be from Montreal to DeBeaujeu, then via the freight-only Cornwall branch to Cornwall.

Trip leaves Montreal, Windsor Station ....10:45 AM
" returns to " " .... 6:05 PM
ALL INCLUSIVE RAIL AND BUS FARE, per person..$4.50

RESERVATIONS OBTAINABLE FROM: Trip Committee, Box 22, Station B, Montreal.
CAPACITY LIMITED TO 70 PEOPLE. ORDER NOW!

Forster Kemp reports on.....

FOUR YEARS OF RDC'S IN CANADA

Are they meeting the challenge ?

MORE THAN FOUR YEARS AGO, in February 1953, the Budd Ear (RDC) first appeared in revenue passenger service on a Canadian railway. Budd demonstrator car No.2960 spent three weeks in revenue service on the Canadian Pacific Railway, operating between Montreal and Mont Laurier, and won enthusiastic acceptance by the people of the Laurentian area, as it represented a great departure from the normal equipment of wooden, gas-lighted coaches.

Since that time, more than 50 such cars have appeared on Canadian railways -- on the Canadian Pacific, the Canadian National and the Pacific Great Eastern. They have been used to replace conventional trains on main lines, secondary lines and on branch lines, in both local and express services, and in a few cases, they have inaugurated new train services. On some routes, their rapid acceleration and lower centres of gravity have cut running times to a greater extent than would ever have been possible with ordinary equipment. Their ease of operation enables trains to operates with a crew of two or three men, instead of the five or six required on regular trains. Also, they consume less fuel than the usual diesel-electric or steam locomotive, so that passenger train costs may be cut in several ways.

However, some railway officials see them as a "cure-all" for the ills of railway passenger service, and that is the outlook with which we must disagree. The RDC has many advantages, but it also has disadvantages, which mainly accrue to the passengers who use these cars, when compared with modern, locomotive-hauled cars.

One of the chief definiencies is that, the Pacific Great Eastern excepted, no provision is made for meal service. RDC cars are now used on several runs where the time consumed exceeds four hours, and where the schedule covers normal meal periods. In many cases, the trains which were supplanted by RDC services had buffet-coach, buffet-parlour or cafe-parlour service. For example, the example the "Dayliner" service between Yarmouth and Halifax NS on the Dominion Atlantic Railway requires 6 hours and 10 minutes eastbound, 6 hours and 15 minutes westbound. At Digby, it connects with the SS PRINCESS HELENE which carries passengers from Saint John, with Montreal and Boston connections. If these passengers' appetites are disturbed by the sea voyage, they will probably not have any opportunity to eat between the morning leaving time of the steamer from Saint John, and the arrival of the "Dayliner" in Halifax at 6:35 PM.

Another disadvantage of the RDC units generally used is that they are not equipped with reclining seats. Most of the day coaches built in recent years have been so equipped and many trains replaced by RDC services had reclining seat coaches. Thus we have, in effect, a downgrading of service to the passengers. RDC units are not permitted to haul other cars as trailers, and this limits the reserve capacity. Passenger traffic on many Canadian railways varies greatly from day to day, usually rising to peak load level on weekends. Also, special groups move from time to time by trains, such as school classes,

clubs, teams, tours, etc. With an ordinary train, extra equipment can usually be added to take care of these requirements. With a limited number of RDCs assigned to a terminal, passenger capacity is strictly limited. In addition, no special services, such as lounge, parlour, buffet or sleeping facilities, can be provided for special parties as on an ordinary train. Therefore, as RDCs become more common, train travel will become less popular with these groups.

The RDC tends to reduce all train travel to a "common denominator". Parlour cars are mainly operated for those who wish to have a quiet journey separated from rowdy individuals and noisy children who, unfortunately, often travel in coaches. They are willing to pay extra for increased comfort, in this sense. However, there are as yet no "parlour" RDCs and passengers must travel "coach class".

Although the RDC is a smooth-riding car, the noise and vibration of the under-floor engines, particularly when accelerating, reduces the comfort level to considerably less than that of an ordinary passenger car. This becomes tiring, expecially on a long journey, and makes rail travel little better than riding in an automobile or motor bus. The baggage service is one of the chief advantages that railway travel has over other forms of passenger transport. Passengers can have trunks, bicycles, skis, dogs and even canoes forwarded with them on a train. However, some RDC services have only a small baggage space, and some, particularly on the Canadian Pacific subsidiaries, the Dominion Atlantic, Quebec Central and Esquimalt & Nanaimo railways, have no baggage service whatsoever.

With all of these disadvantages, where should RDCs be used ? There are quite a number of lines where sizable towns receive only mediocire passenger service, with outdated equipment and slow schedules. Examples of such lines are Canadian National's Halifax-Yarmouth, Moncton-Saint John (equipment good, but schedules slow), Montreal-Granby- Waterloo, Hamilton-Simcoe-Tillsonburg-St.Thomas, Longlac-Fort William, London-Palmerston-Kincardine-Southampton, and Canadian Pacific's Trois Rivieres-Shawinigan Falls-Grand'Mere, Montreal-Joliette-St.Gabriel, Ottawa-Prescott, Kingston-Renfrew, Orangeville-Teeswater, Woodstock-St.Thomas and Woodstock-Tillsonburg routes. On both systems there are a large number of lines in western Canada where passenger service was greatly reduced, but could be revitalized by an infusion of RDCs. Many of these lines have only a slow mixed train service which carries passengers who only ride as a last resort. Can we blame them ? Introduction of modern RDC service would have to be accompanied by an agressive publicity campaign, with paid advertising in weekly newspapers, the editors of which are influential among the people of smaller communities.

Another point is that where running time is reduced by the use of RDC equipment, schedules of connecting lines should be altered to make convenient connections. Connections are often the answer to continued good patronage. This was most obvious with the discontinuance of trains 17 and 18 by the C.P.R. between Montreal and Sudbury, which formerly offered close connections with the "Dayliner" between Mattawa and Angliers. This is now a five-hour connection, with No.9 and a 4 hour, 27 minute connection with No.8 at Mattawa. Patronage has suffered to the extent that it would not be surprising if the service reverts to mixed trains, one of these days.

Similarly, local services on main lines lend themselves well to use of RDC equipment, but schedules should be arranged to make convenient connections with through trains and trains of other routes. The so-called "Dayliner" (maybe it should be the "Nightliner" -Ed.) between Sudbury and Fort William on a C.P.R. is a particular offender on this score, since passengers on through trains must wait all day at either terminal before proceeding to their destination on this service.

RDC equipment can and should be used to improve frequency of service between cities which are a medium distance apart. This has been done in the Calgary-Edmonton, Toronto-Peterboro and Toronto-London-Detroit services, but what about Saint John-Moncton, Regina-Saskatoon and other similar applications ?

To sum up, the best use of RDC equipment is to provide faster and more comfortable service to patrons of branch lines and local services. If used in main line express services, they should be equipped with reclining seats and provide buffet service, but even with these amenities, they are not as comfortable as a modern, locomotive-hauled train. They should be used to divorce passenger from freight service on branches serving larger towns. The mixed train is an anachronism, beloved by railway enthusiasts, but having little attraction for other passengers, and should be eliminated, not by discontinuing passenger service, but by agressive promotion of the modern, low-cost service which the RDC can provide.

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PACIFIC GREAT EASTERN OFFERS NEW SERVICES

The Pacific Great Eastern Railway in British Columbia now offers two tri-weekly schedules between North Vancouver and Prince George, B.C. Trains 7-1 and 2-8 are the new "Cariboo Dayliners" with complimentary meal service and reserved seats at additional charge. Trains 3 and 4 are conventional trains with 12-section, 1 drawing-room sleeping cars. The schedules are as follows:

No.5 Daily	No.3 MWF	No.7-1 £	Stations	No.2-8 £	No.4 WFS	No.6 Daily
6:10P	9:30A	7:45A	Lv.North Vancouver Ar.	11:45P	7:10P	12:23P
6:38P	10:02A	8:13A	Horseshoe Bay Lv.	11:16P	6:38P	11:55A
7:02P	10:27A	8:35A	Brunswick	10:53P	6:10P	11:16A
7:25P	10:50A	8:45A	Porteau	10:33P	5:50P	10:[illegible]A
7:41P	11:05A	9:09A	Britannia	10:18P	5:35P	10:31A
8:02P	11:30A	9:30A	Ar.Squamish Lv.	9:58P	5:10P	10:08A
	11:50A	9:35A	Lv.Squamish Ar.	9:50P	4:15P	
	6:10P	2:00P	Lillooet Lv.	5:10P	10:30A	
	2:05A	7:25P	Williams Lake	11:50A	2:30A	
	6:00A	10:07P	Quesnel	9:28A	11:10P	
	9:09A	12:30A	Ar.Prince George Lv.	7:00A	7:40P	
	TTS	£		£	TTS	

£- No 1 leaves Squamish TTS, arr. Prince George WFS. No.2, leaves Prince George WFS, arrives Squamish WFS. Nos.7 and 8, North Vancouver to Squamish, run daily. TTS-Tuesday,Thursday,Saturday.
MWF- Monday,Wednesday, Friday. WFS-Wednesday,Friday,Sunday.

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Notes and News
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by Forster Kemp

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* Clearing of the route for Canadian National Railways' Heath Steele branch has continued during the winter and the line is expected to be ready for operation next autumn. The 23-mile branch line will connect the lead, zinc and copper mines of the Heath Steele Company with the main line of the Bathurst Subdivision at Bartibog, N.B. A large amount of work m must be done in grading the line, which crosses many ravines and will pass through rock-cuts up to 40 feet deep. Some 22 million cubic feet of rock and soil will be moved in cutting and filling operations. The first station on the line has been officially named "Heath Steele" after the mining company. The mine is expected to produce 120,000 tons of ore annually.

* Another Canadian National Railways line is even nearer to completion. It is the relocation of the Cornwall Subdivision between Cornwall and Cardinal, Ontario, which is expected to be open to freight traffic in May. About 15 miles of ballasting in the vicinity of Long Sault and Ingleside have yet to be completed, and the tracks must be lifted, levelled and trimmed. Five new stations are under construction at Cornwall, Long Sault, Ingleside, Iroquois and Morrisburg. Work on the Cornwall station is expected to be completed in June. The Cornwall building is of ultra-modern design, with brick walls and aluminum trim. It measures 168' by 38'. It is about one mile north of the present station, as the relocated line begins east of the Cornwall city limits. The present station is the original Grand Trunk Railway stone building, to which two additions, each as long as the original building, have been made.

* A new type of railway meal service was recently inaugurated on the Canadian National Railways' trains 3 and 4, the "Maritime Express", between Montreal and Mont Joli, Quebec. This service is provided by Cafeteria Cars 498 and 499, which have been converted from another type of dining service, probably Cafe-Parlour. They have a six-table dining area, seating 22 persons. There is a cafeteria display counter with a refrigerated section for cold meats, salads and deserts and a steam table for hot dishes. Passengers obtain a tray and select their food while passing along the counter, as in a land-based cafeteria. Prices are comparable to those of the dinette and coffee-shop cars in use on other CNR trains. Regular dining car service is operated between Mont Joli and Halifax. There are now eight types of meal service cars on various C.N.R. trains. These include dining cars, cafe cars (passengers sit with backs to windows), dinette cars (have long counter with 26 revolving seats), cafe-parlours (have six tables, smaller kitchen than dining car, but give regular dining car service), buffet-parlours (have

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small, square kitchen, two-man crew, meals are served in separate section of three or four tables or on tables set up in parlour car), buffet-sleeper (meals are served on tables set up in sections or in lounge, some types are used as club cars, serving snacks and beverages), coffee shop (a buffet-sleeper with separate meal section, operated in tourist service and serving low-price meals) and the cafeteria cars. There are also commissary cars, used on military and immigrant trains, and lunch counter cars used on pilgrimage and other special trains.

* Up to the time of writing, Canadian Pacific Railway has received eleven "Dayliners" from the Budd Company. The RDC-1 units are numbered 9061 to 9068 and the RDC-2's 9112 to 9114. Nos.9061 and 9062 were placed in service on the Quebec Central Railway between Quebec and Sherbrooke on February 17th, running as trains 1,2,3 and 4. A mixed train, Nos.27 and 28, was placed in service between Vallee Jonction and Levis at the same time. The remaining "Dayliners" were placed in service on trains 39 and 40 and 204, Montreal-Megantic, 202, 203 and 215 Montreal-Sherbrooke, 469 and 470, Montreal-Ste.Therese, 601 and 602 Toronto-Havelock and various other Laurentian Division week end trains. At the change of time on April 28th, there will be many changes made in these and in other services. It is expected that passenger service between Woodstock and St.Marys, Ont., and between South Devon and Chipman N.B. will be discontinued. It is also expected that gas-electric cars will be placed in service between Ottawa and Maniwaki, Que. The RDCs now used on the Ste.Therese run will enter service on trains 421, 422, 423 and 424 between Montreal and Ottawa via Montebello, with a reduction in running time.

* The Canadian Pacific Railway has scrapped two units of its 4-4-4 type steam locomotives. Engine 3001 was scrapped at Ogden Shops on March 8th and engine 2913 was scrapped at Weston Shops on March 11th. They were the first units of their classes (F2a and F1a respectively) to be scrapped.

* Passenger train service between Winnipeg and Churchill, Man., has been increased to tri-weekly instead of twice weekly as heretofore. Churchill passengers may leave Winnipeg on Monday, Wednesday and Friday on train 63 and arrive Churchill Wednesday, Friday and Sunday on train 123. Returning, train 124 leaves Churchill Sunday, Tuesday and Thursday connecting with train 64 which arrives Winnipeg on Tuesday, Thursday and Saturday.

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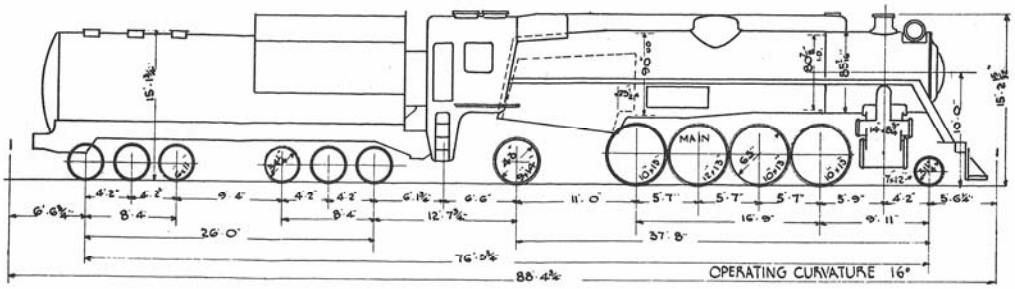
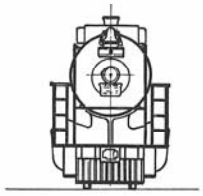
ANOTHER DONATION FOR OUR ROLLING STOCK COLLECTION

During the month of March, the General Superintendent of the Railway Division, Mr. O.S.A. Lavallee, was advised by Mr. G. Brodie Gillies, of Gillies Brothers & Company Limited, lumber dealers at Braeside, Ontario, that that firm had decided to dispose of a single-truck, ten-bench former electric car, to our Association for the nominal sum of $1.00. The car had been used for about thirty years to handle employees in the mill yard at Braeside. Built by Patterson & Corbin at St.Catharines, Ont. in the late Nineties, considerable repairs will be necessary before it can again be placed in operating condition.

Locomotive Information and Data Sheet

This Mikado type locomotive (Class S-4 — Road Numbers 3800-3805) was built for Canadian National Railways by the CNR and the Canadian Locomotive Company in 1930 and 1936.





Extreme Width
10′ 9 5/8″

TECHNICAL DATA

CYLINDERS		DRIVING WHEELS		FIRE BOX		TENDER CAPACITY		HAULAGE
Dia.	Stroke	O.S. Dia.	Dia. Ctr.	Length	Width	Water	Oil	RATING
24″	30″	63″	56″	120 1/8″	84 1/4″	11,600 gls.	4,000 gls.	60%

* Without hopper 16 tons
With hopper 18 tons

LOCOMOTIVE COLORS

Exterior, black.

Cab sash, red.

Interior of cab, green.

Lettering, gold.

TENDER COLORS

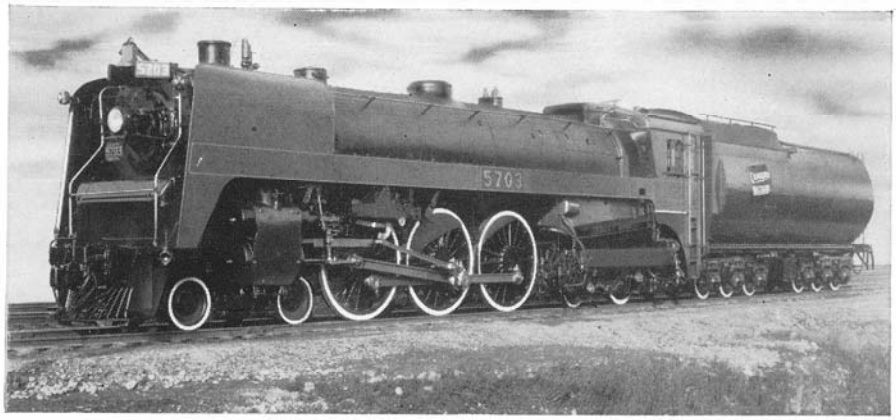
Exterior, black.

Lettering, gold and monogram gold on red background outlined with black.

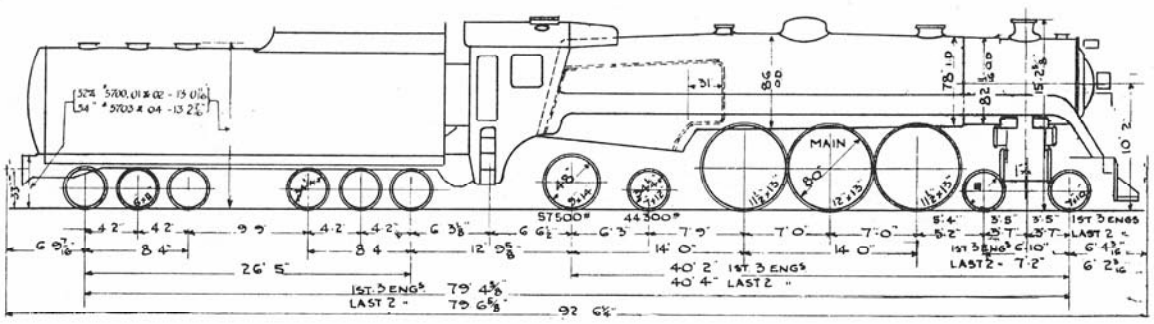
PUBLIC RELATIONS DEPARTMENT
360 McGill Street
Montreal, Que. Canada

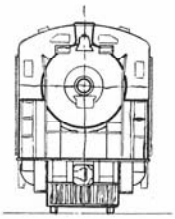
PRINTED IN CANADA

Locomotive Information and Data Sheet



This Hudson type locomotive (Class K-5 — Road Numbers 5700 to 5704) was built for Canadian National Railways by the Montreal Locomotive Works in 1930.





Extreme Width
10′ 11 5/8″

TECHNICAL DATA

CYLINDERS		DRIVING WHEELS		FIRE BOX		TENDER CAPACITY		HAULAGE
Dia.	Stroke	O.S. Dia.	Dia. Ctr.	Length	Width	Water	Coal	RATING
23″	28″	80″	73″	126 1/8″	84 3/16″	14,000 gls.	18 tons	53% B

LOCOMOTIVE COLORS

Jacket, planished or black.

Cab, wind deflectors, running board, skirts streamlining, green.

Underframe, etc., black.

Interior of cab, green.

Boiler back head, black.

Lettering and striping, gold.

Cast brass numbers on running board skirt.

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TENDER COLORS

Sides and end, green.

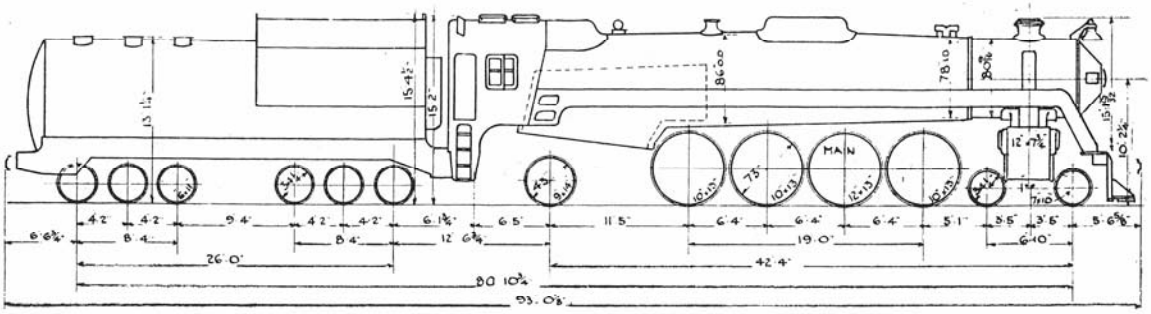
Underframe and trucks, black.

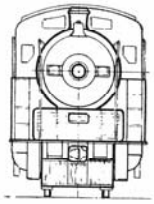
Lettering, gold.

Monogram, gold letters on red background with black outline.

Locomotive Information and Data Sheet

This Mountain type locomotive (Class U-1 — Road Numbers 6060 to 6079) was built for Canadian National Railways by the Montreal Locomotive Works in 1944.





Extreme Width
10′ 9″

TECHNICAL DATA

CYLINDERS		DRIVING WHEELS		FIRE BOX		TENDER CAPACITY		HAULAGE
Dia.	Stroke	O.S. Dia.	Dia. Ctr.	Length	Width	Water	Coal	RATING
24″	30″	73″	66″	120 1/8″	84 1/4″	11,700 gls.	18 tons	52%

LOCOMOTIVE COLORS

Jacket, planished or black.

Cab, running board, skirts streamlining, green.

Underframe, etc., black.

Interior of cab, green.

Boiler back head, black.

Lettering and striping, gold.

Cast brass numbers on running board skirt.

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TENDER COLORS

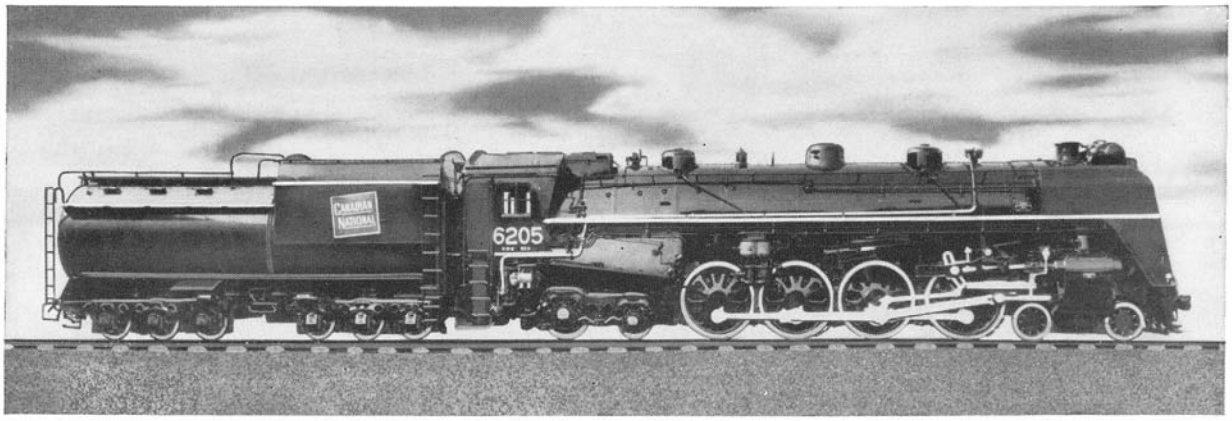
Sides and end, green.

Underframe and trucks, black.

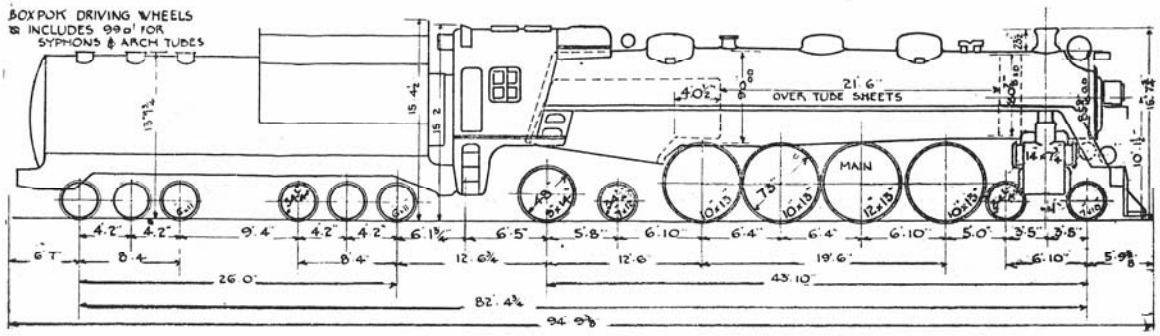
Lettering, gold.

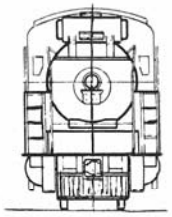
Monogram, gold letters on red background with black outline.

Locomotive Information and Data Sheet



This Northern type locomotive (Class U-2 — Road Numbers 6200 to 6234) was built for Canadian National Railways by the Montreal Locomotive Works in 1942 and 1943.





Extreme Width
10′ 10″

TECHNICAL DATA

CYLINDERS		DRIVING WHEELS		FIRE BOX		TENDER CAPACITY		HAULAGE
Dia.	Stroke	O.S. Dia.	Dia. Ctr.	Length	Width	Water	Coal	RATING
25 1/2″	30″	73″	66″	126 1/2″	96 1/4″	11,600 gls.	18 tons	57%

LOCOMOTIVE COLORS

Exterior, black.

Cab sash, red.

Interior of cab, green.

Lettering, gold.

Trim, white.

TENDER COLORS

Exterior black.

Lettering, gold and monogram gold on red background outlined with black.

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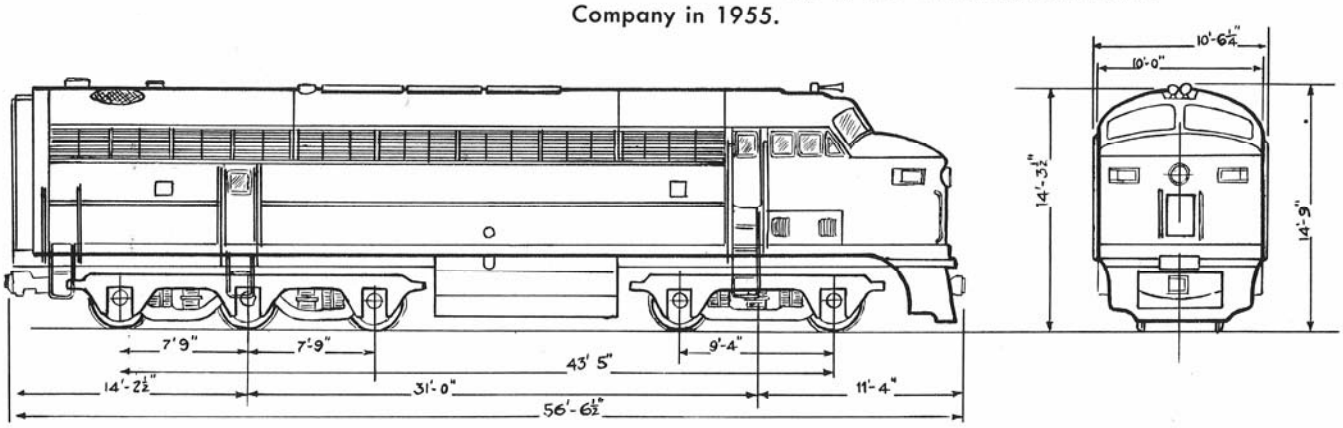
Locomotive Information and Data Sheet

This Diesel-Electric Passenger locomotive (A unit) (Class CPA-16 — Road Numbers 6700-6705) was built for Canadian National Railways by the Canadian Locomotive Company in 1955.



TECHNICAL DATA

Sand Storage	Boiler Water	Cooling Water	Lubricating Oil	Fuel Oil	Wheels	Journals	Maximum Speed	Haulage Rating,
28 cu. ft.	2020 imp. gls.	250 imp. gls.	262 imp. gls.	1000 imp. gls.	40" dia.	$6^1/_2$" x 12"	90 mph	38%

LOCOMOTIVE COLORS

Sides, sash, doors, green.

Vestibules and steps, black.

Trim, yellow.

Outside of back end door, green.

Roof, trucks, underframe and band along side, black.

Lettering, gold with black outline and monogram.

Numbering, gold.

Lettering on trucks and underframe, white.

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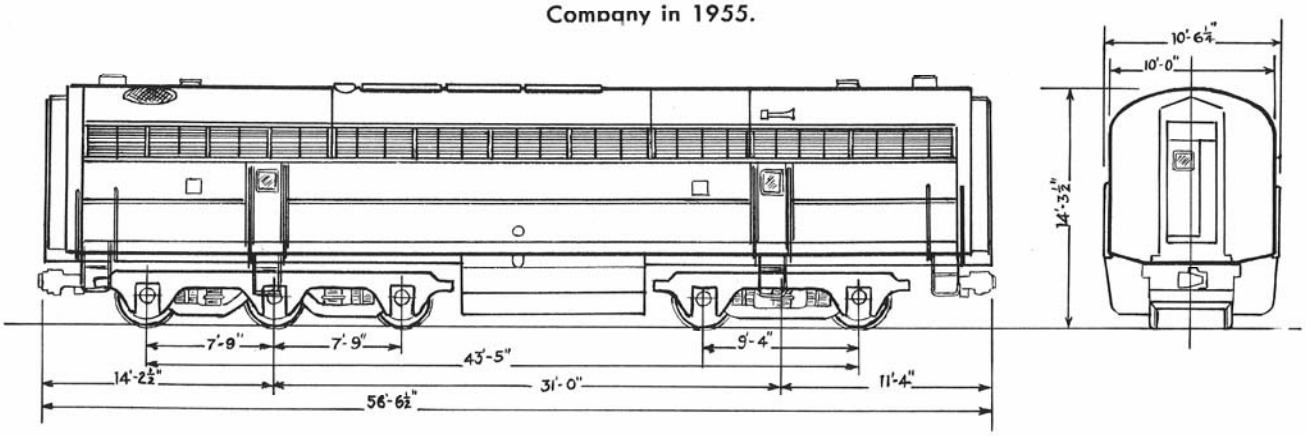
Locomotive Information and Data Sheet

This Diesel-Electric Passenger locomotive (B unit) (Class CPB-16 — Road Numbers 6800-6805) was built for Canadian National Railways by the Canadian Locomotive Company in 1955.



TECHNICAL DATA

Sand Storage	Boiler Water	Cooling Water	Lubricating Oil	Fuel Oil	Wheels	Journals	Maximum Speed	Haulage Rating
28 cu. ft.	2020 imp. gls.	250 imp. gls.	262 imp. gls.	1000 imp. gls.	40" dia.	6½" x 12"	90 mph	38%

LOCOMOTIVE COLORS

Sides, sash, doors, green.

Vestibules and steps, black.

Trim, yellow.

Outside of back end door, green.

Roof, trucks, underframe and band along side, black.

Lettering, gold with black outline.

Numbering, gold.

Lettering on trucks and underframe, white.

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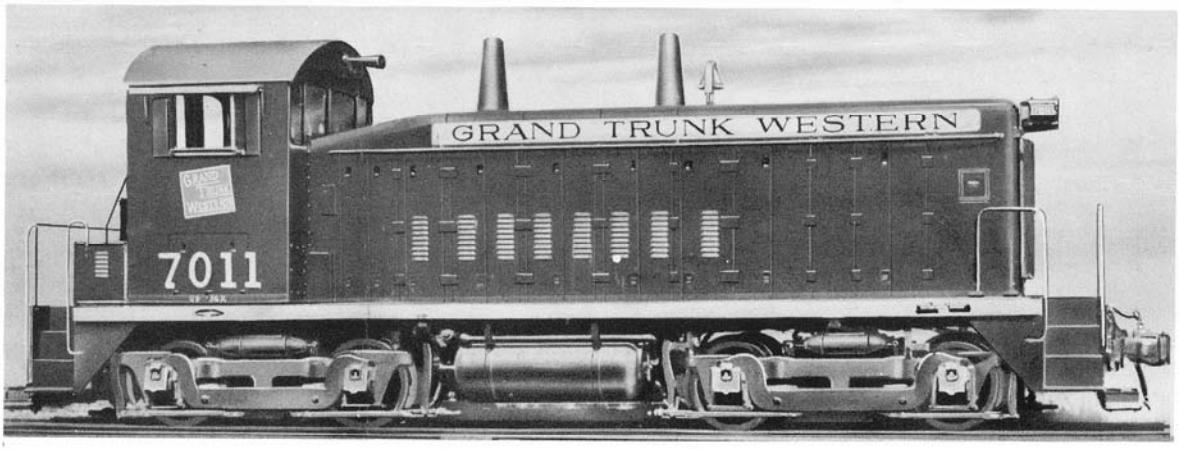
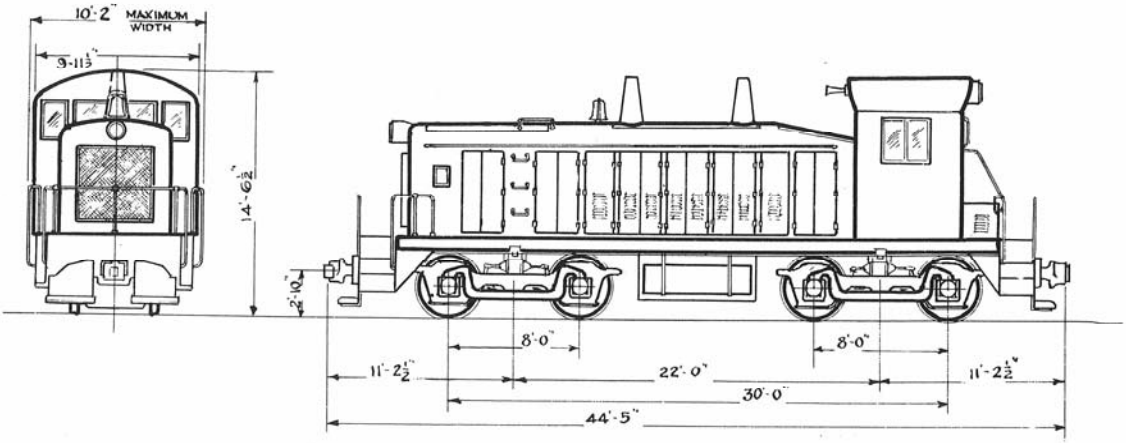
Locomotive Information and Data Sheet



This Diesel-Switcher (Class GS-12 — Road Numbers 7000-7016) was built for the Canadian National Railways by General Motors Diesel Ltd. in 1952-53



TECHNICAL DATA

Sand Storage	Cooling Water	Lubricating Oil	Fuel Oil	Wheels	Journals	Maximum Speed	Haulage Rating
28 cu. ft.	185 imp. gls.	138 imp. gls.	500 imp. gls.	40" dia.	6½" x 12"	65 mph	36%

LOCOMOTIVE COLORS

Body, roof, underframe and trucks, black.

Lettering and stripes, black on gold.

Numbering, gold.

Monograms, gold color letters on red background with black outline.

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