



crha News Report

P.O. BOX 22.

STATION "B"

MONTREAL 2, QUEBEC

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MARCH 1961



Pale-grey, orange-red, medium blue and black are component colours in Canadian National's new visual redesign programme for passenger trains. This scheme was put on public display for the first time when CN assembled a train consisting of diesel A and B units, a baggage car and two coaches and took it on a demonstration run for officials on February 19th, 1961. After this photograph was made near St. Hubert, Que., the equipment was sent out in transcontinental service for visual and physical tests. CN says initial public reaction has been good.

Canadian National Photograph.

Association News

At the February meeting, held in the McConnell Engineering Building, McGill University, Montreal, on February 8th, 1961, the following persons were accepted as Regular Members of the Association:

Dr. E.H. Bensley
 Mr. D. Angelo Gismondi
 Mr. Edward Jordan
 Mr. Conrad F. Harrington
 Dr. James Macfarlane
 Mr. A.H. Modler
 Mr. E.A. McMahon
 Mr. C.W. McNeil
 Mr. Peter Payan
 Mr. David Scott
 Mr. H. Greville Smith
 Mr. Garth Stevenson
 Mr. E.L. Taylor

The following persons were elected to Junior Membership in CRHA:

Mr. Jeffrey Forest
 Mr. Daniel Laurendeau
 Mr. Derek Loder
 Mr. Keith Henderson
 Mr. John D. Taylor

In addition, the following persons were proposed, for the first time for election to membership at a subsequent meeting:

Mr. Elliott Durnford
 Mr. R.F. Legget
 Mr. John Sanders
 Mr. Keith Smith
 Mr. George Tucker

There were no proposals for Junior Membership at the February meeting.

Owing to the inability of the scheduled speaker to appear, the members were very grateful to Mr. Forster A. Kemp for stepping into the breach at the eleventh hour to show moving pic-

tures taken in western Canada.

PUBLICATIONS COMMITTEE

At the Annual Meeting in January, Mr. O.S.A. Lavallee asked to be relieved of the chairmanship of the Editorial Committee. He pointed out that he had held this post since January 1952, and that he was also chairman of the Rolling Stock Committee. Both committees had increased the scope of their activities enormously in the past few years necessitating separate and distinct individuals in charge of each of these important facets of CRAH activities. The President subsequently appointed Mr. David R. Henderson as Chairman of a new Publications Committee, which will look after all printing and publishing by the Association. Mr. Lavallee will continue to be editor of the News Report, while Mr. Anthony Clegg will be editor of bulletins and special publications. His place as editor of the feature "Observations" in the News Report is assumed by Mr. Forster Kemp.

The results of Mr. Henderson's energetic tackling of his new duties are apparent in the new format of the News Report, on which favourable comment has been received.

CRHA MUSEUM FUND

The following donations to the CRHA Museum Fund are gratefully acknowledged:

Mr. Thomas Meinel	\$ 25.00
Mr. L. Lamontagne	10.00
Anonymous	1,000.00
The British American Oil Company Limited	1,000.00
Bank of Montreal	1,000.00
The Royal Bank of Canada	1,000.00
TOTAL	\$4,035.00
Previously acknowledged ..	nil
GRAND TOTAL ...	<u>\$4,035.00</u>

WELSHPOOL AND LLANFAIR LIGHT RAILWAY
PRESERVATION COMPANY LIMITED

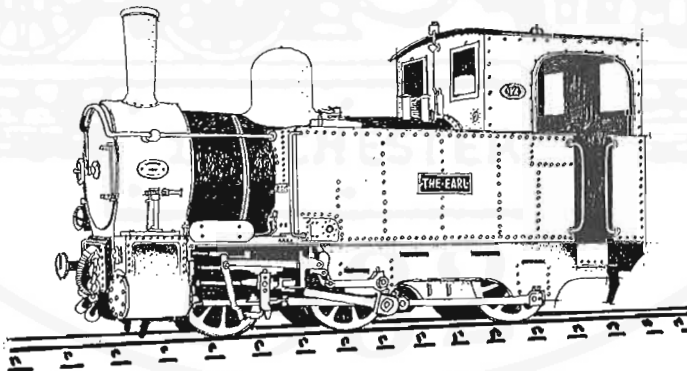
A Company having the above name and limited by guarantee, was formed in January 1960 by the Welshpool and Llanfair Light Railway Preservation Society, bringing to three, the number of groups engaged in the preservation of narrow-gauge railways in Wales, the others being those of the Festiniog Railway and Talyllyn Railway. The Welshpool & Llanfair Light Railway group are engaged in work to revive operation on this narrow-gauge railway, which extends from Welshpool to Llanfair Caereinion in the mountains of Wales. Goods traffic was begun in March, 1903, with passenger service following less than a month later. The passenger service was discontinued in 1931, but the railway continued to function, as an adjunct of the Great Western Railway and later British Railways, to carry freight until November 5, 1956, when it was closed.

The Railway possesses two 0-6-OT locomotives, "The Earl" and "Countess", British Railways Nos. 822 and 823, which were built by Beyer-Peacock in 1903.

We are officially advised by Mr. Colin T. Duckitt, Publicity and Public Relations Officer, Welshpool & Llanfair Light Railway, that it is intended to open the line in five separate sections, thus:

- Stage 1. Llanfair to Heniarth
- Stage 2. Heniarth to Cyfronydd.
- Stage 3. Cyfronydd to Castle Caereinion.
- Stage 4. Castle Caereinion to Golfa.
- Stage 5. Golfa to Raven Square, Welshpool.

The Railway solicits annual membership, which can be had for the modest sum of £1/1/-. Those under 18 years of age can have associate membership at 10/6d. Cheques and money orders should be made payable to the Company, and forwarded to Mr. A. Barnes, Membership Secretary, 69 Woodvale, London, S.E.23, England.



"The Earl", Beyer-Peacock & Co., Manchester, 1903.

New CN Colours in Use

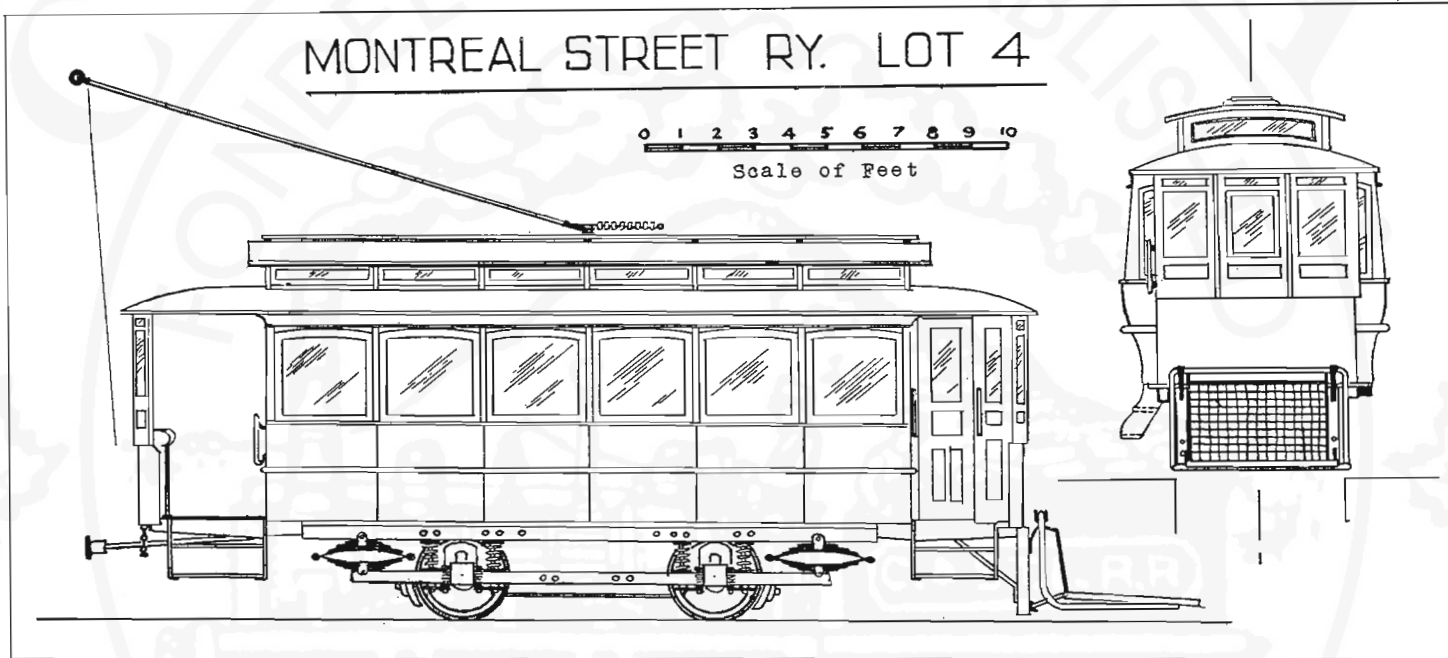
CANADIAN NATIONAL's long-awaited new paint scheme for locomotives and passenger train equipment has finally had a public showing. Our cover this month shows how an experimental train, consisting of diesel-electric "A" unit 6536, "B" unit 6636, express car 9059, and coaches 5515 and 5345 looked on a test run in the vicinity of Montreal on February 10th. At the same time, a road switcher was painted with a complementary paint scheme; this engine No. 4566 went into service February 16th.

The paint scheme on the diesel passenger units starts off with a bright red-orange nose, on which the new trademark symbol, described in last month's News Report, is painted in light grey. The sides of the unit are painted in alternate diagonal stripes of black and light-grey. The underbody and roof are black. Near the rear end of the unit, on the black, the "CN" symbol appears again in orange.

The "B" unit is painted in similar manner to the "A" unit, with diagonal black and light-grey stripes. The ends are black, and the numbering light-grey. In the picture, the stripes on "A" and "B" units both slope in the same direction, however, the design is also intended to be used with the stripes sloping in opposite directions, which is, of course, inevitable. The intake grills are to be painted black, though in our photograph they are polished stainless steel.

The passenger equipment paint design is intended to harmonize with, though not correspond to, the locomotive. The cars are painted light-grey, with a uniform medium-blue stripe encompassing the belt rails, rivet lines and high windows of the older cars. The stripe is therefore somewhat wider than the windows on the streamlined cars, but, as the positioning will be measured from rail level, it will be uniform on all cars, (cont'd on page 40)





MONTREAL STREET RAILWAY No. 274

The diagram shown this month represents Montreal Street Railway No. 274, a single-truck closed electric car which was built by the Newburyport (Mass.) Car Manufacturing Company in 1892. No.274 was the first piece of equipment ever to be preserved by CRHA, having been donated to the Association early in 1951 by the late Montreal Tramways Company.

The car was one of a series of ten built by the New England firm, numbered 274 to 292, even numbers only. Nos.276 and 286 were destroyed in the disastrous Hoch-

elaga carbarn fire of 1898; between 1909 and 1915, nos. 278, 280 and 286 were converted to work cars, and later scrapped. Nos. 282, 288, 290 and 292 were scrapped as passenger cars between 1913 and 1916. No.274 remained as a passenger car until 1912 when it was rebuilt into a salt car. It was retired from service in 1950, when it was donated to the Association. Restoration back into a passenger car followed subsequently, with replacement of seats and varnished interior being completed in 1956. While the car had open platforms originally, these were later enclosed because of the severity of the winters.

EARLY LOCOMOTIVES ON VANCOUVER ISLAND

by I. E. Barr.

This interesting paper, prepared by Mr. Barr and published in the CRHA "Bulletin" more than twenty years ago, remains the definitive work in its field. The author, a retired Esquimalt & Nanaimo Railway dispatcher, now lives in White Rock, B.C.

Due to fortunate preservation and a certain amount of publicity, the locomotive "Countess of Dufferin" now on exhibition in front of the Canadian Pacific station in Winnipeg, has become widely known as the first locomotive in western Canada; similarly, the "Curly", now preserved in Vancouver, bears a plaque 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 fifteen 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", and driving wheels of 36"; the throttle 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 reconditioned 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 Boiling & Low of Leeds, and was generally similar to the "Pioneer" and "Euclataw". It was an 0-4-0 saddle-tank engine with cylinders 8 x 10", 36" drivers, and weighed about ten 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-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 twenty tons. In 1918, it was

sold to a junk dealer in Vancouver and scrapped.

In 1891, the Vancouver Coal Company 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 15 x 22" cylinders, 48" drivers and it weighed about 35 tons. It gave good service and another, No.6, was bought in 1896; still later, Nos.7 and 8 were purchased. With the old locomotives, it was hard to ship 2,000 tons of coal in 12 hours, but shortly after No.6 was put to work, 5,800 tons were put aboard the S.S. "Titania" in 10½ hours which at that time was a world's record.

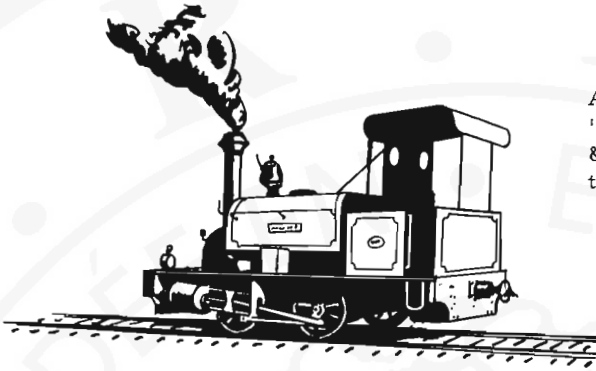
The Vancouver Coal Company became the New Vancouver Coal Company, then the Western Fuel Company, still later Canadian Collieries (Dunsmuir) Limited, controlling most of the large mines on Vancouver Island.

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

cars in descending pulled the empties back. In 1874, one of the partners, Mr. Diggle, 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 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" driving wheels and originally were 2'6" gauge but later were altered to three-foot gauge. The "Duke" worked around the mines until 1909 when it was scrapped, but the "Duchess" had a more interesting career. At the time of the Yukon gold rush, Captain John Irving, Manager of





Artist's conception of the "NANAIMO", built by Boiling & Low of Leeds, in 1874, for the Vancouver Coal Company.

* * * *

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 & 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 forty feet higher than Taku Arm and the distance across was $2\frac{1}{2}$ 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, the passenger being \$2.00 one way. At first, it was operated by horsepower but in 1899, the "Duchess" was bought and sent north on the SS "Danube". At Wellington, it had been a coal burner, but when it went to the Yukon, it was converted into a wood burner; sometime later, it was changed once again, this time to burn oil. The "Duchess" is now preserved and on exhibition beside the White Pass railway station at Carcross, where it is very familiar to tourists.

Following the "Duke" and "Duchess", Mr. Dunsmuir purchas-

ed 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.

A few years previously, 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 1878, and the "East Wellington" and "San Francisco" both built in 1883; the first one was second-hand, as they all arrived in 1883. They were 0-6-0 saddle tank engines with 10x20" cylinders and 30" driving wheels. 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 & Nanaimo Railway for switching purposes and was finally scrapped in 1912.

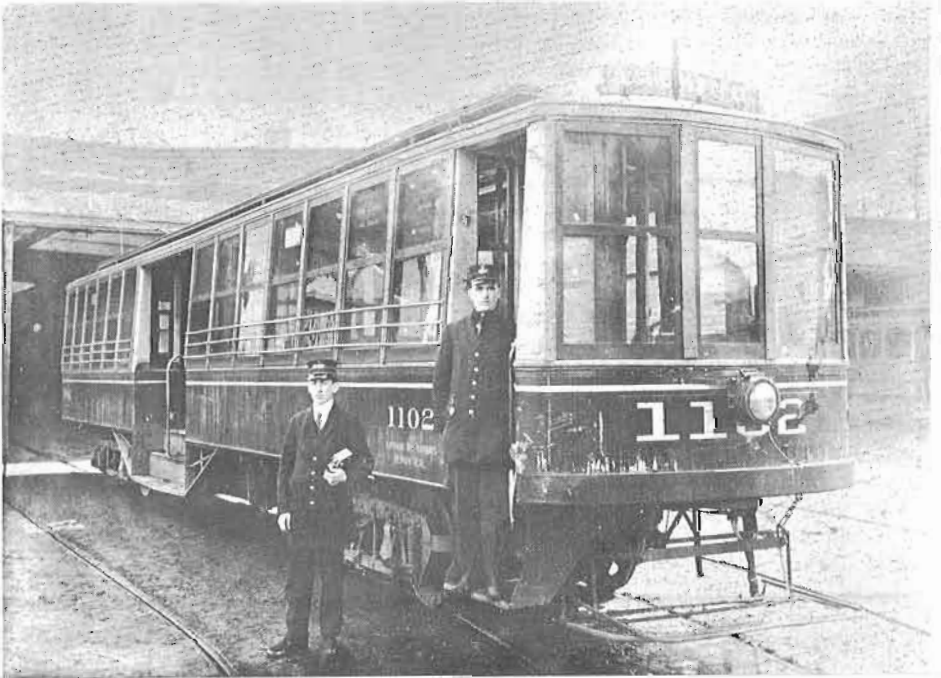
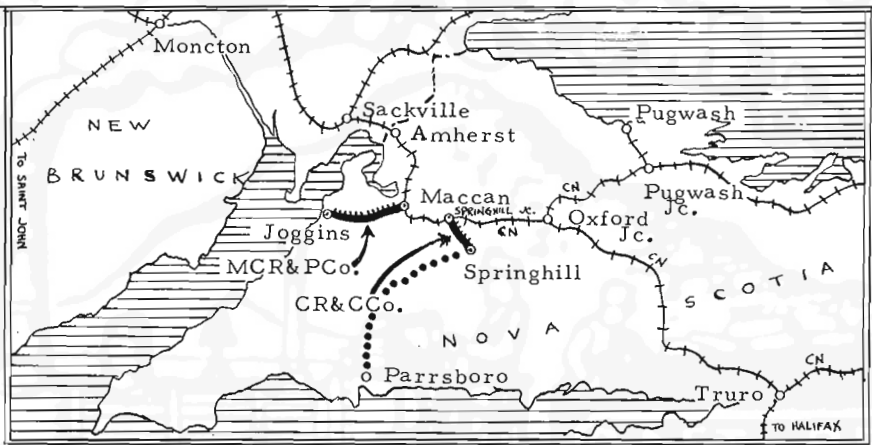
PHOTOGRAPH AT RIGHT:

Montreal Tramways Company #1102 was a big, centre entrance suburban car built by the Ottawa Car Mfg. Company for use on MTC suburban lines. Cars of this class were used generally on the Lachine route, which is the sign carried in this picture taken at St. Henri car-house in Montreal in 1914.

TWO NOVA SCOTIA COLLIERY LINES TO CLOSE.

The Board of Transport Commissioners for Canada has authorized the Cumberland Railway & Coal Company to abandon its railway extending from Springhill Junction to Springhill, N.S. The railway, four miles long, is a subsidiary of Dominion Steel & Coal Co. Limited, and carried coal to a connection with Canadian National Railways at Springhill Junction until the mines were closed following an explosion several years ago.

The neighbouring Maritime Coal, Railway & Power Company has also reportedly indicated that it would cease all service some time during April; this independent railway extends twelve miles from a C.N.R. connection at Maccan, N.S., to Joggins, on Chignecto Bay. Both railways have been provided exclusively with steam power, the Cumberland Railway possessing 0-8-0, 2-8-2, 2-8-0 and 0-6-0T types, while the Maritime Railway has two 2-6-0s, and a 4-6-0.



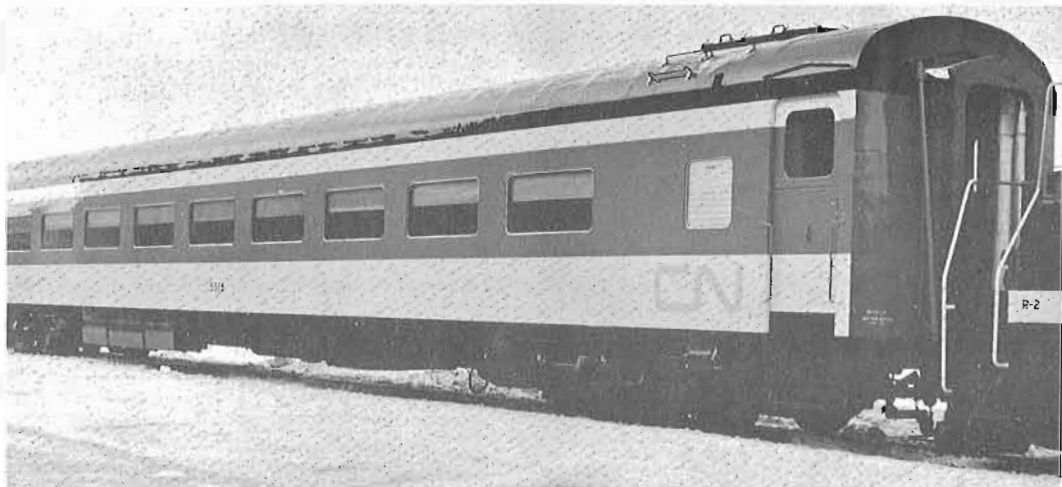
Observations

.....a department of news and comment,
by Forster A. Kemp

- * A break with the past will be made when Canadian National administrative offices begin moving from buildings in the vicinity of McGill and St. Paul Streets, in Montreal, to the new 17.5-million dollar office building, behind Central Station on DeLagauchetiere Street. This move will begin during April, and will probably be completed by June 1st. The Government of the Province of Quebec has purchased the ten-storey building at 355 McGill Street and the five-storey building at 360 McGill Street (originally the head office of the Grand Trunk Railway of Canada -- still bears the legend "Grand Trunk" cut into the stone) for one million dollars, and will consolidate its Montreal offices, which are now scattered in various buildings. CN leased space in other buildings in the McGill Street area is to be sub-leased as it becomes vacant.
- * Work is continuing through the winter on the Place-Ville-Marie project above Montreal's Central Station. A three-storey structure was recently erected between Cathcart Street and Dorchester viaduct near the site of the former north approach ramp. The temporary roadway to the lower entrance of the Queen Elizabeth Hotel has been diverted through this building, and excavation has begun along Mansfield Street. It is reported that one million dollars will have to be spent on a ventilation system for the track area, due to the use of diesel locomotives for train service and switching in the station and through the adjacent Mount Royal Tunnel.
- * Another "city-centre" development is to be undertaken on a five-block area of CN land in Moncton -- the present location of the station, express and divisional office buildings, Atlantic Region general office building and CTC building, several officials' residences and extensive lawns and gardens. Most of the buildings were erected by the Intercolonial Railway prior to 1912. The CNR has entered into an agreement with Mr. Arthur Rudnikoff, a prominent Montreal builder, representing the Terminal Center Corporation and Camp Investments, Limited, for a multi-level complex of buildings on this site, close to the downtown business district of Moncton, to become "a multi-million-dollar centre of transportation, business, commerce and entertainment".
- * Fredericton, N.B., became the second Provincial capital to be deleted from CN timetables on January 10th, when RDC trains 627 and 628 made their last runs between Newcastle and Fredericton. (Victoria, BC, lost its CN passenger train and steamship services before World War II). Hearings were also heard recently by the Board of Transport Commissioners on CN applications to discontinue passenger services between Montreal, Granby and Waterloo, Que., and between Ottawa and Barrys Bay, Ont.
- * U.S. railways continued to cut passenger services also, and the action of the Lehigh Valley Railroad resulted in the discontinuance of through CN-LV and Reading passenger service between Toronto, New York and Philadelphia on the "Maple Leaf", one of two CN passenger services to bear this name. This was the last through passenger train between Toronto and Philadelphia and the last Pullman sleeping car service operated by the Reading Company. The CN trains, nos. 89-90 and 93-94 (numbers change at Hamilton) will

continue to operate between Toronto and Niagara Falls, Ont. The other "Maple Leaf" train, No.20 from Chicago to Toronto, is a remnant of the time when through service was offered between New York and Chicago via Hamilton over the Lehigh Valley-Grand Trunk (later CN) route. The last Lehigh Valley passenger trains ran on February 3rd.

- * A few years ago, passenger services were undergoing considerable speedup in schedules and now freight trains on the Toronto-Vancouver runs of both Canadian railways have had similar treatment. On January 23rd, Canadian Pacific inaugurated train #901, providing fourth-morning arrival in Vancouver. On February 2nd, train #949 was placed in service from Montreal to Winnipeg on a 41-hour, 50-minute schedule, connecting at Winnipeg with trains to Saskatoon and Edmonton and to Regina, Calgary and Vancouver, where freight will arrive on the fifth morning. Canadian National also made a reduction in time of its Toronto-Vancouver freight service of 24 hours after its line west of Kamloops was restored to service following devastating floods and slides.
- * While the main line CN connection to Vancouver was severed, considerable Canadian National freight was moved via Prince George and the Pacific Great Eastern Railway to Vancouver. This recalled to older BC residents that the original owners of the PGE, Foley, Welch and Stewart, had contracted with a CN predecessor, the Grand Trunk Pacific Railway, that GTP freight for Vancouver would be routed via the PGE. The PGE, however, did not reach Prince George until 1952 and the CN, successors to the GTP, considered that the agreement no longer applied, especially since their own line was more direct. This was the first time that any large amount of CN traffic had moved over the PGE to Vancouver.
- * Next move for the Pacific Great Eastern Railway is under consideration by the British Columbia Government -- an extension to the Beaton River area, about fifty miles northwest of the present terminal at Fort St. John. The area is rich in oil and other minerals.
- * Canadian Pacific Railway has applied to the Board of Transport Commissioners to abandon the 49.6-mile Coquihalla Subdivision of the Kettle Valley Division, which extends from Hope to Brodie, B.C. Heavy slides occurring in November 1959 closed the line and it has not been in use since that time, all Kettle Valley trains being rerouted through Merritt and Spence's Bridge. The application is being opposed by Penticton, B.C., since the Subdivision, one of the most spectacular sections of the Canadian Pacific Railway from an engineering point of view, has served in the past as an alternate link between the east and Vancouver when Fraser Canyon lines were washed out. The Coquihalla line was built nearly fifty years ago by the noted engineer, Andrew McCulloch; its locale is completely devoid of settlements.
- * Royal Assent has been given to the construction of an 8½ mile branch in Alberta by the Canadian Pacific Railway Company. It is being built to tap a British American Oil Company gas and sulphur extraction plant near Rimbey, Alta. The plant is expected to produce 82 carloads a day. Parliament has also approved the construction, by Canadian National Railways, of a 60-mile branch between the Chibougamau line and Mattagami Lake in northwestern Quebec. The \$8,400,000 line will transport base metal ores.



CN's NEW PAINT SCHEME (cont'd)
old or new. Roofs and lettering on passenger cars utilize black paint while the "CN" trademark design is in orange at each end of the car sides.

The colour design adopted for the road-switcher is black, with red-orange ends and trademark design on the longer housing. There is a light-grey stripe along the running-board and the same colour is used for the locomotive number. It is expected that this colour design will be extended to yard engines, and the "A" and "B" unit design to freight diesel units.

The passenger units and the three

passenger cars left Montreal on train No.1, "Super Continental", on Sunday, February 12th, and made a transcontinental return trip to Vancouver and back. The road switcher was placed in service the following week. These experimental pieces of equipment are in service to gather comment and to see how the schemes stand up to normal wear and tear and dirt conditions. The decision about extending these schemes to all equipment will not be taken for a few weeks; however, it seems likely that they will be adopted, without serious modification. CN says that the new schemes are simpler to apply than the old ones and hence produce desirable savings.

Canadian Railroad Historical Association

NEWS REPORT No.120

MARCH 1961

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