

CANADIAN RAILROAD HISTORICAL ASSOCIATION INCORPORATED.

NEWS REPORT NO. 43

MARCH 1954

NOTICE OF MEETING

The March meeting will be held following the Annual Banquet, which will take place in a Canadian National Railways dining car to be stationed in Central Station. Those attending the banquet are asked to be present at the station, at the Green Light, not later than 7 PM on Wednesday, March 10th, 1954. Following the meal, the meeting will be held in one of the new CNR coaches, and Mr. R.R. Brown will relate a few dining car anecdotes.

ONTARIO ELECTRIC RAILWAY HISTORICAL ASSOCIATION

An organization bearing this title has been formed in Toronto for the purpose of owning and operating electric street- and interurban railway rolling stock. While there are several such organizations in the United States, this is the first attempt to be made in Canada to organize such a group. We are informed that the O.E.R.H.A. has obtained a piece of property which includes a half-mile segment of abandoned railway grade, in the Toronto area, and plans to start rehabilitating the roadbed to allow eventual relaying of rails will be implemented in the Spring. Thus far, the society has acquired one unit of rolling stock from the Historical Collection of the Toronto Transportation Commission. This car is No. 1326, a double truck wooden car of the familiar type built by the Toronto Railway. No. 1326 is the sole survivor of a type once common in Toronto, and in several other Canadian cities to which a number of the cars were sold.

The group is in the process of formal organization, and it is the intention of the directorate to seek a Provincial Charter. Inquiries for membership or contributions to help defray initial expenses will be welcome, and persons interested are urged to write to the President, Mr. John Mills, 11 Highgate Road, Toronto 18, Ontario, or the Secretary, Mr. Robert J. Sandusky, R.R. #6, Brampton, Ont. We wish this organization much success in its endeavour.

CANADIAN LOCOMOTIVE BUILDERS

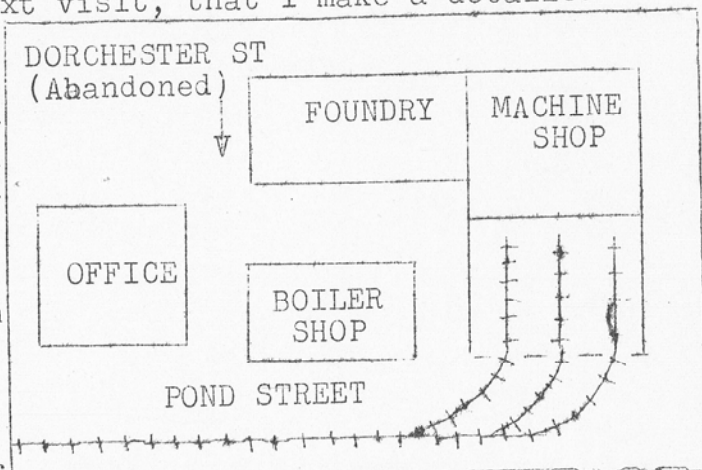
- Robert R. Brown
- IV. - Fleming & Humbert,
Phoenix Foundry, Saint John, NB

Some reference works state that the first locomotive built in Canada was built in 1850 by Fleming & Humbert, but this false claim is based only on a painting of their second locomotive, the "Ossekeag", and the picture bears the date 1850. However, I have seen the original ledger entry showing that the "Ossekeag" was built in 1859.

The Phoenix Foundry and Machine Shop was founded in 1835 by Fleming, Barlow & Stewart; some years later the name was changed to Gleming and Humbertm and still later to Geo. Fleming & Sons. The business still operates on a very reduced scale. In addition to building new locomotives, a great many were repaired and rebuilt for the Intercolonial Railway and other Maritime lines, and this activity continued until 1914.

I visited the office of the foundry in 1929 and met a George Gleming, who then owned the business. He informed me that there had been a book listing all the locomotives and marine engines built by the firm, and showing builder's numbers and all principal dimensions, but that about 1924, one of the Flemings had taken away the book to California and all trace of it had been lost. I was pressed for time that day and merely looked through some of the ledgers and found that they contained so much information that it would be a simple matter to reconstruct the roster from that source. Mr. Fleming suggested that on my next visit, that I make a detailed examination of the ledgers.

This was arranged. Unfortunately, five years passed before I returned to Saint John and by that time, all the Flemings had withdrawn from the business and it was being operated by the former bookkeeper, who proved to be very uncooperative. The following roster, compiled from other sources, may not be complete, but diligent search has failed to unearth any other engines, and it is not likely that there are more than one or two engines missing, if any.



Sketch of shop plan (Not to Scale)

The shops were on Pond Street at the foot of old Dorchester Street (since diverted) and close to the old station of the European & North American Railway. There was a two-storey brick office building; a large wooden boiler and tender shop with drawing office and pattern shop upstairs; a large brick building with a three-stall erecting shop in front and machine shop at the back. A covered passageway led to a courtyard and foundry at the back, and tracks led from the stalls of the erecting shop along Pond Street to the railway.

The early Fleming engines were very well-built machines which gave good service for many years, but by the mid-Eighties, the quality deteriorated; several were rejected by purchasers and finally, the boilers of two comparatively new engines exploded and that put an end to locomotive building in Saint John.

Explanation of initials

E&NA European & North American Ry.
ST.S St. Stephen Branch Ry.
ICR Intercolonial Railway
M&B Moncton & Buctouche Ry.
CRC Cumberland Railway & Coal Co.

CGR Canadian Government Rys.
EB Elgin Branch Ry.
CER Canada Eastern Ry.
JR Joggins Ry. (now Maritime R
NBPEI New Brunswick & Prince
Edward Island Ry.
S&A Salisbury & Albert Ry.

(NOTE: Numbers before each engine are index numbers only and must not be considered as builder's numbers.)

1. Aug. 1858 E&NA #8 - "Loostauk" 4-4-0 14x22" 66"
1872: ICR #31; 1875: standard gauge; 1882 scrapped.
2. June 1859 E&NA #9 - "Ossekeag" 4-4-0 15x22" 66"
1872: ICR #32; 1875: standard gauge and given to Windsor & Annapolis Ry. as #4 - "Blomidon."
1894: Dominion Atlantic Ry. #4.
3. Aug. 1859 E&NA #10 - "Apohaqui" 4-4-0 15x20" 60"
1872: ICR #33; 1875: standard gauge; 1888: scrapped.
4. Feb. 1860 E&NA #12 - "Prince of Wales" 4-4-0 15x22" 66"
1872: ICR #34; 1875: standard gauge; 1887: scrapped.
5. Nov. 1860 E&NA #13 - "Norton" 4-4-0 16x22" 60"
1872: ICR #35; 1875: standard gauge and given to Windsor & Annapolis Ry. as #5, "Grand Pre"; 1894: Dominion Atlantic Ry. #5.
6. July 1861 E&NA #14 - "Prince Alfred" 4-4-0 15x22" 66"
1872: ICR #35; 1875: standard gauge; 1898 scrapped.
7. 1867 ST.S # "St. James" 4-4-0 15x22" 63"
1880: standard gauge. 1890: New Brunswick Ry. #15;
1891: CPR #492; 1895: scrapped.
8. 1868 E&NA #15 "Robert Jardine" 4-4-0 16½x24" 60"
1872: ICR #37; 1875: standard gauge; 1880 scrapped.
9. 1869 E&NA #16 - "Bear" 4-4-0 16½x24" 60"
1872: ICR #38; 1875: standard gauge; 1880 scrapped.
10. 1880 ICR #119 2-6-0 18x24" 54"
re 0-6-0; 1899: scrapped.
11. 1880 ICR #120 2-6-0 18x24" 54"
1912: CGR #1017; re 0-6-0; 1917 scrapped.
12. 1880 ICR #121 2-6-0 18x24" 54"
1887: sold to M&B; 1914: wrecked.
13. 1881 ICR #122 2-6-0 18x24" 54"
re 0-6-0; 1912: CGR #1018; scrapped c.1917.
14. b 1881 ICR #123 2-6-0 18x24" 54"
re 0-6-0; 1912: CGR #1019; scrapped c.1917.
15. 1881 ICR #124 2-6-0 18x24" 54"
1912: CGR #1020; 1917 scrapped.
16. 1881 ICR #125 2-6-0 18x24" 54" Scr.1890.
17. 1881 ICR #126 2-6-0 18x24" 54"
1912: CGR #1022; re 0-6-0; scrapped c.1917.

18.	1881	ICR #127	2-6-0	18x24"	54"	1912: CGR #1022. Scr.c.1917
19.	"	" 128	4-4-0	17x24"	69"	1897 rebuilt. Scr. c.1910.
20.	"	" 129	"	"	"	1894 rebuilt. 1912: CGR #1112. Scr. c.1917
21.	"	" 130	"	"	"	1895 rebuilt. 1912: CGR #1113. Scr. c.1917
22.	"	" 131	"	"	"	1895 rebuilt. Scr. c.1912
23.	"	" 132	"	"	"	1895 rebuilt. 1912: CGR #1114. Scr. c.1917
24.	1883	" 133	"	"	60"	1885: destroyed in wreck.
25.	"	" 134	"	"	69"	1894 rebuilt. 1912: CGR #1115. Scr. 1917.
26.	"	" 135	"	"	60"	1897 rebuilt. 1912: CGR #1072. Scr. c.1917
27.	"	" 136	"	"	"	1901 rebuilt. 1912: CGR #1073. 1920: CNR #118.
28.	"	" 137	"	"	"	1895 rebuilt. 1912: CGR #1074. Scr. 1917
29.	"	" 142	"	"	"	scrapped c.1910
30.	"	" 143	"	"	"	1896 rebuilt. Scr. c.1910.
31.	"	" 144	"	"	"	scrapped c.1910.
32.	"	" 145	"	"	"	" "
33.	"	CRC #3 re#6	2-6-0	18x24"	54"	1909 sold to McManus, contractor on National Transcontinental Ry. 1914 to M&B as 2/#1. Scrapped 1918.
34.	1884	S&A #2	4-4-0	17x24"	60"	
35.	"	" 3	"	"	"	
36.	1885	ICR #30	"	"	"	1912: CGR #1071. Scr. c.1917
37.	"	EB #2	"	"	"	1903: scrapped.
38.	"	ICR --	"	"	"	Refused by ICR. 1895 sold CER as #17; 1904: ICR #330. 1912: CGR #1121. Scr. c.1917.
39.	1886	" #170	2-6-0	18x24"	54"	1887: Boiler exploded.
40.	"	" 171	"	"	"	1892: scrapped.
41.	"	" 172	"	"	"	1899: Sold NSSCo. #5.
42.	"	" 173	"	"	"	1892: Boiler exploded.
43.	1887	JR #1	4-4-0	17x24"	60"	Scrapped c.1922.

44. 1887 CRC #7 2-6-0 18x24" 54" 1913 scrapped.
 45. 1888 M&B #2 4-4-0 17x24" 60" 1918 scrapped.
 46. " NBPEI #3 4-4-0 17x24" 60" 1914: CGR #1176; 1917 scrapped.
 47. " CRC #8 2-6-0 18x24" 60" 1918 scrapped.

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MISCELLANEOUS ITEMS

Several issues back, we carried a note to the effect that CPR engine #3011, last 2-6-0 on the system had been removed to Angus Shops, for eventual scrapping, after having been out of service at Smiths Falls for some time. One of our readers informed us that this engine, contrary to our report, was in regular service until early in November.

Canadian Pacific Railway has ordered an additional Budd RDC car, of the RDC-1 all-passenger type. It is to be designated #9053, and will be added to the two similar units presently in the Toronto-Detroit service.

When completed, the new Canadian National hotel in Montreal will steal from Canadian Pacific's (Toronto) Royal York Hotel, the title of the "largest hotel in the British Empire." Name of the hotel has not as yet been released. (Ed. note: How about HOTEL BONAVENTURE ?)

Canadian National Railways has taken a one-year option to purchase the former British Columbia Electric Ry. Burnaby Lake line, for industrial development purposes. Rail passenger service on this line was discontinued by BCER in 1953.

In connection with orders for new diesel-electric locomotives, Canadian Pacific is renumbering GMD 1500-h.p. "A" units 4099-4103 to 1400-1404 and re-gearing them to 89 m.p.h. instead of present 76 m.p.h. Presumably, they will eventually be placed in passenger service, probably in the transcontinental route.

As a result of serious service interruptions arising from breakdowns, CNR Vice President S.F. Dingle announced on February 17th, during worst snowstorm of winter in Montreal area, that CNR multiple-unit electric cars M-1 to M-8, and T-1 to T-18 would be withdrawn from service until "the company is assured that reliable operation can be maintained". They have been replaced by regular passenger cars, hauled by electric locomotives. Failure has been attributed to deficiency in the electric drive of the cars, emerging under snowy winter conditions.

On January 26th, the Senate gave second reading - approval in principle - to a bill authorizing the Canadian Pacific Railway to construct a 15-mile branch line from Nephton to Havelock. It is designed to improve transportation facilities for the American Nepheline Company, which mines nepheline syenite (used in production of glass and pottery) at Nephton.

Toronto Transportation Commission's rapid transit line is scheduled to be opened at 2:00 PM on Tuesday, March 30th. Project was completed in four years at a cost of \$58,500,000.

Recently, a scheme was outlined in Vancouver for a monorail system to link Vancouver Island with certain of the Gulf Islands at a cost

of approximately \$15,000,000. One route would extend from Nanaimo across Dodd's Narrows to Gabriola Island, and then in succession to Valdez, Galiano, Mayne, Samuel and Saturna islands. A branch would extend from Mayne Island to North and South Pender islands. There would be another line extending from Duncan, BC to Salt Spring island crossing Sansum Narrows by means of a stiff rail suspension span equipped with double track. It is claimed that these two systems would bring the various islands within 15 to 20 minutes commuting distance of the respective terminals and would double the population in five years to at least 30,000 people. A company has been formed to procure necessary funds for a preliminary survey, known as the Gulf Islands Development Company, Limited. The biggest span involved in the undertaking would be across Navy Channel from Mayne Island to North Pender.

In the same vein, it is reported that the British Columbia Electric is having a survey conducted by General Monorail Corporation, for a monorail line from Vancouver to Chilliwack.

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TRAVELLING BECOMES
"TRAVEL LIVING"
ON THE CANADIAN NATIONAL

by Lorne C. Perry

The Canadian National has embarked on a major improvement program for all of its passenger trains. This program has really been under way to some extent, ever since the war, but last year received added impetus through the ordering of 359 new pass-

enger carrying cars. These cars embrace all of the conventional types: including coaches, parlour cars, dining cars and various types of sleeping cars, but some new types are included in this largest of all Canadian passenger car orders. The Dinette car will soon be appearing for the first time on crack CNR passenger trains, and the all-new 4-8-4 type cars (four sections, eight duplex roomettes, four double bedrooms) are already being placed in service.

In placing these huge orders, Canadian National officials decided on a plan to modernize all passenger services to a certain extent, rather than bring selected runs up-to-date at the expense of others. When deliveries are completed later on this year, 16% of all coaches and 24% of all other types of passenger cars will be brand new. Taking into consideration the number of existing cars which can still be considered modern, Canadian National will really be able to provide "travel living" on a grand scale.

Heretofore, CN's regular passenger trains on main line runs have been up to the mark in comfort and modernity, but when peak loads required extra sections or specials, the bottom of the passenger car barrel had to be scraped. Sometimes the dregs were none too good. Ancient colonist cars were often pressed into coach service during peak periods on the assumption that passengers would rather sit down, no matter how hard the seat, than remain standing for their trip. But with the new era, all this will be past history. The proverbial bottom of the proverbial barrel will always yield something fairly modern to satisfy the demands of rush periods.

Canadian National awarded contracts for these cars to two builders. The 218 coaches are being built in Canada by the Canadian Car & Foundry Company at Montreal. Deliveries have started and will be continued at the rate of two cars per working day. Pullman-Standard in Chicago

is building the remaining 141 cars at the rate of one per working day.

To properly usher in this new era of "travel living" the CNR has decided upon a new exterior colour scheme of black, gold and green. This modern dress is a far cry from the bright canary yellow coaches of the last century which prevailed upon nearly all of the first railway lines in Canada and many in the United States. The prevalence of yellow was due to the fact that yellow pigment was the cheapest going.

Among the forerunners of the Canadian National which used yellow paint at one time were the Grand Trunk Railway, until about 1880 when it changed to a brick red, and the Intercolonial Railway in the Maritimes, in the early days of its operation. About 1900, these companies changed to green. The Canadian Northern had already adopted green as its standard colour and it was continued by the Canadian National after the amalgamation of the lines. An unusual exterior colour idea was formulated by the Canada Atlantic Railway about 1890. It merely stained the natural wood and covered it with clear varnish. Today's new design consists of a black roof, a green upper sidewall with a separating gold band between it and the roof and a black lower sidewall from the base of the windows down, also separated by a two-inch band of gold paint. A third strip of gold acts as the hem line at the base of the sidewall; at each end of the car, set against the black, is the bright red maple leaf CNR monogram.

The new passenger equipment is being delivered with this colour scheme already applied, and the older cars will be repainted to conform as they go in for shopping. Following are descriptions of the different types of car orders, and lists of names applied to first class equipment.

218 NEW CNR COACHES Canadian National's new coaches, numbered 5437 to 5654 are the latest thing on rails. Tastefully appointed in a variety of bright colours, the interiors present a particularly pleasing appearance. The walls and ceiling are finished in mellowtone plastic, and no paint is used at all inside.

For riding comfort, they are hard to beat. Trucks are of the four-wheel type, the first such built for the Canadian National. They are equipped with bolster anchors to control longitudinal movement. Outside hangers and coil spring suspension reduce car body roll and assure a smooth ride at all speeds.

Automatic and thermostatically controlled heating and electro-mechanical air conditioning appear for the first time on CNR coaches. The electric cooling system for drinking water means that the ice man has one less chore.

Eighty people will be able to find seats on entering one of these cars, twenty eight of them in the smoking section. The seats are of the Heywood-Wakefield "Sleepy Hollow" variety. They rotate easily, and the backs are adjustable.

Passengers will welcome the electro-pneumatically operated doors. A slight push on the handle and the door swings wide. These new all-steel cars weight approximately 130,000 pounds and are 84 feet, 10½ inches long.

52 NEW CNR 4-8-4 TYPE SLEEPING CARS

For the first time, CNR has sleepers with four sections, eight duplex roomettes and four double bedrooms. These cars, numbered 1110-1161, were designed for runs handling only one or two sleeping cars, so that a variety of space could be offered. The first two have gone into service on the Montreal-Chicoutimi run, where formerly a twenty-four roomette car was used.

Foam rubber mattresses, individually operated air-conditioning, fold-away upper berth ladders and directional reading lights are features of the section accommodation. Bedrooms feature convertible wash basin-dressing table, water temperature pre-selector control, wardrobes, ample luggage space and personal control of heat, light and air-conditioning. Bedrooms are arranged in pairs, so that to have a double bedroom the dividing wall is just folded out of sight. The Duplex Roomette features economical privacy. Any time, day or night the bed easily slides into position for a nap or sleep.

Drinking water in these cars is electrically cooled; picture windows are kept free of mist or frost by an ingenious defrosting system not unlike that in an auto. For any person unfortunate enough to have to travel in a stretcher, Canadian National provides a new convenience. One window in each car can be opened on hinges to permit easy admission of a stretcher.

These 85-foot cars are named after Canadian cities and towns, all beginning with the letter "E" and are listed below in the order in which they are being built:

Eastport	Elgin	Endeavour	Essex
Eastview	Elizabeth	Enfield	Estcourt
Edenwold	Ellerslie	Englee	Ethelbert
Edgeley	Elliston	Ennishore	Euclid
Edmonton	Elmira	Enterprise	Eureka
Edmundston	Elmsdale	Entrance	Evandale
Edson	Elnora	Entwhistle	Evangeline
Edwardsville	Elroase	Equity	Evanston
Egerton	Emerald	Erickson	Evelyn
Ekhart	Emerson	Erinview	Everett
Elcott	Emperor	Ernestown	Excelsior
Elderbanks	Endako	Erwood	Exeter
Eldorado	Endcliffe	Escuminac	Extew

(Note: Mr. Perry's story of the new Canadian National passenger equipment, will be continued in the May News Report.)

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NEXT MONTH: Bulletin 17, the story of the electric lines in Halifax.