



crha

P.O. BOX 22.



News

STATION "B"

Report

MONTREAL 2, QUEBEC

NUMBER 111

MAY 1960



APRIL SAW THE END OF STEAM, for operating purposes, on Canadian National Railways, and the withdrawal of all engines except three which will be used on special excursions this summer. Gone for good, then, are scenes such as this dramatic photograph, by Jim Brown of Toronto, showing CNR 4-8-2 No. 6014 and its passenger train crossing the Grand River near Paris, Ont., in August 1958.

Notice of Meeting

The regular monthly meeting of the Canadian Railroad Historical Association, will be held on Wednesday, May 11, 1960 at 8:15 PM, in Room 203, Montreal Transportation Commission Building, 159 Craig Street West, Montreal. This is a business meeting, with reports of officers and committees but a short entertainment programme will be offered if time permits.

MEMBERSHIP

At the April 13th meeting, the following persons were proposed for the first time, for regular membership in the Association:

Mr. Jacques DAIGLE
Mr. Gordon BROWNRIGG
Mr. Claude RAYMOND

At the same meeting, the following persons were accepted for regular membership in the Association:

Mr. John HUTTON
Mr. Arthur MARTIN

The following person was accepted for junior membership in CRHA:

Mr. Andrew G. MARTIN

EXCURSIONS ON EASTER WEEKEND

Approximately one hundred and forty persons supported the Association's two Easter weekend trips. They were composed of many familiar faces, people who support regularly this important facet of our association's activities.

The Saturday trip, to Mount Orford, Que., and return, using the Canadian Pacific's last company-built steam locomotive, G-5-a No. 1201, went off very well, the weather being perfect. Many still and action pictures were obtained in the interesting Eastern Townships scenery, and as usual, the cooperation from the Canadian Pacific's Farnham Division officers, represented on the train by the Division Master Mechanic, Mr. A.S. Lavalliere, and the Assistant Superintendent, Mr.

C.W. Routledge, was excellent in every way. At Farnham, D-10 class 4-6-0 No. 1072, which ordinarily works the wayfreight between Sherbrooke and Farnham, was placed outside clear of obstructions for picture-taking purposes.

A delegation from CBC-Radio came along and interviewed several members and passengers including our popular President, Dr. Nicholls, also ye Editor. Among the out-of-town visitors interviewed was one of our regular passengers Mr. Rogers E.M. Whitaker of New York. The sound enthusiasts, with their tapes and microphones, held forth at the forward end of the baggage car, headed by Mr. Houston Morgan of Stow, Ohio, who regularly pilgrimages to Montreal for our trips. A newcomer in the "sound" car, notable for the distance he travelled, (we signed him up as a subscriber); was Mr. Sam Evans of Berkeley, Cal.

The Sunday excursion to Smiths Falls was headed by engine 2811, of class H-1-b, a non-streamlined 4-6-4 type, famous, according to divisional CPR officers, for its speed. No. 2811 proved this on the return trip by nudging the speed limit of 90 miles perhour! Just to keep the record straight, that return trip from Smiths Falls to Windsor Station, Montreal, 128.7 miles, was made in 130 minutes, including four stops and a serious speed check at Chesterville !

Representing CPR on the Sunday was Mr. A.W. Harris, Superintendent and Mr. W. Campbell, Road Foreman of Engines. Mr. Harris' car "Ontario", gave our train the necessary

"distinguished air" with the CRHA coat-of-arms decorating the railing. While Sunday dawned cloudy, the rain held off, and we even enjoyed sun for most of the action pictures on the line. At Smiths Falls, three engines had been moved outside for picture purposes. We are very much indebted to Mr. Harris and his staff for their kindly interest. As usual Mr. Jack Beatty accompanied both trips as CPR Passenger Representative.

PUBLICATIONS

Attached to this issue is a circular giving details of the two new publications, the CRHA 1960-61 calendar, containing twelve pictures of Canadian railway and trolley subjects, starting in June 1960, and ending in May, 1961. The other publication is a construction record of locomotives built by the Canadian Pacific Railway, between 1883 and 1944, illustrated with 33 official outline diagrams and twenty photographs, entitled "Delorimier and Angus", after the two shops which produced these engines.

The calendar sells for \$1.75 and "Delorimier and Angus" for \$2.00, but both may be ordered together for \$3.50. These prices are in effect for a limited time only, and it is suggested that you order your copies without delay. If the sale of these two publications is sufficiently encouraging, other long-delayed books will be issued, such as the history of the Montreal & Southern Counties Railway, and a much-sought-after item, an all-time roster of steam locomotives of Canadian National Railways, from 1918 to date.

Remember, further publications depend upon the support given those now offered. Order your copies now.

OF INTEREST TO TICKET COLLECTORS

An "International Society of Transport Ticket Collectors" is being formed in England, by Mr. G. H.I. Fairchild, of 32, Stanstead Crescent, Woodingdean, Brighton 7, England. Mr. Fairchild invites correspondence from persons interested in this facet of the railway hobby. He advises that he is presently preparing an article on the study of tickets which is to appear shortly in the staff magazine of Rhodesia Railways.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

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U.C.R.S. PUBLICATION

The Upper Canada Railway Society recently issued a very interesting bulletin on CP-CN Pool Train services between Montreal and Toronto and Ottawa and Toronto. It may be obtained from the Society for 25¢ per copy, at Box 122, Terminal "A", Toronto, Ontario.

THE FAIRLIE LOCOMOTIVE IN CANADA

Some notes assembled by
C.W.Kenneth Heard, B.A.

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SINCE THE RECENT REVIVAL of the Festiniog Railway, its locomotives have evinced more than the usual amount of interest in railway circles around the world. This is hardly surprising, since the Festiniog Railway is the proud owner of the world's only known survivors of a very interesting locomotive type. I refer, of course, to the Fairlie type, which was patented in both England and France, by Robert Francis Fairlie, (1831-1885).

Essentially, Robt. Fairlie's locomotive embodied a double-boiler, articulated design. The boilers were each mounted on a bogie, placed back-to-back, with a central firebox, (or fireboxes) and two smokeboxes at the outer ends of the boilers. The patent of 1864 also provided for a second set of tubes in each boiler, placed above the first set, which conducted the gases from the firebox to the smokebox in the usual way, to lead the gases back to a smoke chamber over the firebox and then out into the atmosphere by a single chimney in the centre of the locomotive. In this case, the blast, instead of being conducted to the outer smokeboxes, was carried to the central smokebox. No locomotive incorporating this feature was ever built. The double-boiler feature, however, was not essential to the design, and Robert Fairlie built several single-boiler tank locomotives with one power bogie and a normal trailing bogie.

The Fairlie type never achieved large scale acceptance -- only seventeen operated in the British Isles on eight railways, all of a minor character -- for it was plagued with several disadvantages. Firstly, it was more limited than a conventional tank locomotive as to the amount of fuel and water which it could carry. In the second place, the type lacked stability at high speeds, and this factor precluded its use on any service other than low-speed passenger or freight service. Its relatively high tractive power, however, made it useful in mountainous areas where high speeds were not the rule in operation.

A final disadvantage was the higher repair costs of a double-boiler locomotive. This difficulty was partially offset, however, by the fact that the tube heating surface of these two boilers was more efficient than that of an ordinary boiler having the equivalent heating surface. For example, two sets of tubes, each eight feet, six inches long, are more efficient than one set seventeen feet long having the same area.¹

It is less known, however, that there have existed in Canada, five, and possibly six double-boiler Fairlie locomotives, and perhaps four single-boiler Fairlie locomotives. Mr. R.A.S. Abbott in an article in The Engineer entitled "The Fairlie Locomotive - Its Use Throughout the World" gives considerable detail about the Canadian Fairlie locomotives, which I here quote:

"The Avonside Engine Company took up the manufacture of the Fairlie locomotives in 1871, and between that year and 1881, produced more of this type than any other British builder It should be noted that it was the custom to allocate two works numbers to each double-boiler locomotive, although this was not always adhered to in practice.

"The 3 ft. 6 in. gauge Toronto, Grey and Bruce Railway in Canada ordered one 0-6-6-0 in 1871, and this locomotive, the "Caledon" is illustrated here in Fig. 7³. The cylinders were 11½ in. in diameter by 18 in. stroke; wheels 3 ft. 3 in. diameter; bogie wheelbase 7 ft. 6 in.; total wheelbase 26 ft. 3 in. The boiler barrels had a length of 10 feet, and were 3 ft. 0-3/8 in. in diameter, the tube heating surface being 858 square feet. The heating surface of the two fireboxes was 103 square feet, and the grate area amounted to 20 square feet. The water tanks held 1,400 gallons, and 200 cubic feet of wood could be carried. This locomotive was scrapped in 1881 when the T.G. & B. Railway was made a standard-gauge line under Canadian Pacific control. An identical locomotive was also supplied in 1871 to the Toronto and Nipissing Railway, another 3 ft. 6 in. gauge line."⁴

With regard to the latter locomotive, this was the "Shedden" named after John Shedden, president of the Toronto & Nipissing Railway, who was killed by a train of his own railway at Cannington, Ontario, on May 16th, 1873. The locomotive may not have been named until after John Shedden's death.

The "Shedden" herself, like the gentleman whose name she carried, also met a sad end in the form of a boiler explosion near Coboconk, Ont., which killed its crew. The date of this catastrophe has unfortunately been extremely elusive; but since the Toronto & Nipissing was standardized about the summer of 1882 -- soon after its amalgamation with the Midland Railway of Canada in November of 1881, and since the one photograph of the "Shedden" extant purports to have been taken at Scarborough Junction in June, 1879, I would assume that the "Shedden" met its end sometime between those two dates. It still remains doubtful, then, whether the "Shedden" outlasted the "Caledon" to become Canada's last Fairlie locomotive on the 3 ft. 6 in. gauge.

" Another Canadian line to use the Fairlie type was the Glasgow and Cape Breton Railway, a 3 ft. gauge line in Nova Scotia. Three of the 0-4-4-0 type were sent out in 1871 (works nos. 907-912) and these locomotives (Figure 8)³ had cylinders 11 in. diameter by 19 in. stroke; wheels 3 ft. 3 in. diameter; bogie wheelbase 15 ft. 6 in.; total wheelbase 21 ft. 4 in.; length of boiler barrels 9 ft. 6 in.; diameter 3 ft. 0½ in. Total heating surface 922 square feet. Grate area 13.25 square feet. Capacity of water tanks 1000 gallons. The coal bunkers held 1 ton, 3 cwt."⁴

The locomotives referred to above were No. 2 (works no. 907-908), No. 3 (works no. 909-910) and No. 4 (works no. 911-912) of the Glasgow & Cape Breton Railway. During this railway's entire independent existence, these locomotives formed three quarters of the railway's current locomotive stock. Their other locomotive was No. 1, which number was borne by two locomotives at different times in the railway's career. In 1894, the railway was taken over and closed by the Dominion Coal Company, who favoured putting all their railway eggs in the Sydney & Louisburg basket. Because of the non-standard features of the railway and of its Fairlie locomotives, the latter were presumably scrapped in 1894. It is interesting to note, however, that Glasgow & Cape Breton Railway second No. 1, a 2-6-0 built in 1890 by Kingston, (works no. 391), was converted to standard gauge and survived to become No. 155 of

Dominion Iron & Steel Company, and was scrapped in 1928.⁵

This is the extent of the information which has so far come to light concerning the five Canadian Fairlie locomotives which are known to have existed. As for photographs, one of the "Shedden" exists, which is reproduced herewith, and there is one of the "Caledon" and also one of a Glasgow & Cape Breton Fairlie pulling a train in a general scene taken at Sydney back in the Seventies or Eighties.

Mr. Abbott then goes on to dwell on a subject of considerable interest to us, viz:

" It will be convenient at this point to consider a number of Fairlie locomotives whose makers and actual dates of construction are not known, although it is probable that most, if not all, of them came from the works of the Avonside Engine Company, but as already mentioned, the existing records of that firm are very incomplete and much valuable information regarding their early engines has been destroyed.

" The Credit Valley Railway in Canada is said, by Robert Fairlie, in his article published in 1876,⁶ to have had double-boiler locomotives in use at that date, while there is a reference in Engineering, for August 21, 1874, to the effect that due to the fine performance of the Fairlie engines on the Toronto, Grey & Bruce Railway, the president of the Credit Valley Railway had decided to use the type for the heavy traffic of this line. "

Consideration of the foregoing conclusion leads us to conclude, firstly, that the Fairlie locomotive on the Toronto, Grey & Bruce must have been fairly (!) successful. Secondly, in regard to the Credit Valley Railway's ever having a Fairlie locomotive, we are led to two possibilities, both of which depend upon the fact that no Canadian record of a Credit Valley Fairlie has to date been unearthed. Either the Credit Valley liked the performance of the T.G. & B. engine to the extent that they ordered one on the standard-gauge for themselves, but never for some reason took delivery of it; or they did take delivery of it but ran it for only a short time. We feel that it would be worthwhile to examine contemporary sources and records to attempt to shed more light on this mystery. We would assume that a locomotive as unusual as this one would be, would attract attention in the local press.

As a conclusion to Part I of these notes, the author would like to make some acknowledgments. It is fitting, perhaps, to mention first Mr. Omer S.A. Lavallee, sine qua non; and to Mr. Douglas Brown, I am indebted for permission to use his father's notes on the Glasgow & Cape Breton Railway. Above all, however, I would like to thank Mr. Frank Binns of Sackville, N.B., who drew our attention to Mr. Abbot's articles in the first place. Part II of these notes, dealing with single-boiler Fairlie types in Canada, will appear at some future date.

NOTES

- 1- Information on the Fairlie Patent and its defects from:
Abbott, R.A.S. (Member, Newcomen Society); "Fairlie Locomotive in Great Britain and Ireland", in The Engineer, 206, 878, (Dec. 5, 1958).

- 2- Abbott, R.A.S. (Member, Newcomen Society); "The Fairlie Locomotive, Its Use Throughout the World", in The Engineer, 209, 351, (Feb. 26, 1960); 209, 384 (March 4, 1960); and 209, 421 (March 11, 1960).
 - 3- The illustration referred to is a small line drawing, not a photograph.
 - 4- Abbott, R.A.S. loc. cit., The Engineer, 209, 354 (February 26, 1960)
 - 5- Notes on the Glasgow & Cape Breton Railway and its locomotives are from the files of the late R.R. Brown, communicated to the author by his son, R.D. Brown.
 - 6- An article by Robert Fairlie with the title of "Die Alpenlokomotive der Zukunft" was published in Technische Mitteilungen at Zurich during 1876. -- The Engineer, 209, 353 (February 26, 1960).
 - 7- Abbott, R.A.S. loc.cit., The Engineer, 209, 384-5 (March 4, 1960)
- + + + + +
- "Taking Effect at 12:01 AM on Sunday, April 24th, 1960"

OPERATING TIMETABLES with the above subtitle (24:01K in place of 12:01AM on lines west of Fort William and Armstrong, Ont.) appeared a few days before the date stated, and, as has become customary, they contained fewer passenger schedules than their predecessors. Although this will be mainly a chronicle of gloom for the train-riding enthusiast, there is one bright spot which might well be heralded:

CANADIAN NATIONAL EXTENDS PASSENGER TRAIN SERVICE !!

The trains concerned are Numbers 75 and 76 (Winnipeg-The Pas, Man., via Swan River) which have now been extended to Thompson, Man., (at the end of a 30.7-mile branch from Sipiwek on the Hudson Bay Railway) and have been provided with through sleeping and dining cars, as well as coaches. Thompson is also served by turnaround trips of Winnipeg-Churchill trains 63 and 64, so that service is provided six days each week, although over different routes (63 and 64 run via Kamsack and Canora). The only other additional service is a Sunday roundtrip of the Railiner between Ottawa and Barrys Bay, Ont., This is an encouragement to week-end passengers which might well have been made on other lines which now have no passengers at all !

Passenger Service Removals - Canadian National Railways

Passenger services provided by mixed trains were discontinued on the following routes of Canadian National Railways (frequency of service stated in brackets):

Dartmouth-Upper Musquodoboit, NS (weekly)

Lunenburg-Mahone Bay, NS (weekly)

Edmundston, NB- Riviere-du-Loup, Que. (weekly - the former Temiscouata
Sorel-St.Hyacinthe, Que. (weekly) Railway)

Glen Robertson-Hawkesbury, Ont., (daily ex. Sunday)

Anson-Bancroft, Ont., (tri-weekly, train ran from Belleville)

Fort Erie-Brantford and Brantford-Stratford, Ont., (weekly)

St. Thomas-Jarvis, Ont., (weekly)

Beaconia-Pine Falls, Man., (daily ex. Sunday, train ran from Winnipeg)

Maryfield-Estevan, Sask., (tri-weekly)

North Battleford-Turtleford-St. Walburg-Spruce Lake Jct.,-

Frenchman Butte, Sask., (tri-weekly)

Tichfield Jct.,-Eston, Sask., (twice wekkly, train ran from Saskatoon)

Hanna-Alix, Alta., (twice weekly, train ran to Mirror, Alta.)

Montreal-Des Ormeaux-Victoriaville passenger service ended Feb.27th.

Howland-York River, Ont., (line abandoned on March 31st, 1960)

Other CNR passenger service changes removed mixed trains 17 and 18 between

Notre Dame Jct., and Lewisporte, Nfld., motor trains 386 and 387 between Halifax and Elmdale, NS -- the Atlantic Provinces' last suburban service; overnight local trains 163-164 Riviere-a-Pierre - Chicoutimi (they are now combined with 211 and 212); 91 (Mon. Wed.) 99 (Sat.) 92 (Tue. Thu.) 104 (Sat.) -- all between Montreal and Lac Remi, Que., leaving a weekends-only service similar to that on the Rawdon line before its demise in 1956. Montreal-Dorval suburban trains 225 to 234 inclusive, after June 30th; mixed trains 391-392 Jasper, Alta.,-Blue River, BC; 395-396 Kamloops Jct.,-Boston Bar, BC; 397-398 Boston Bar-Port Mann, BC; Railiners 648-649 The Pas - Flin Flon, Man.; 31-32 Hudson Bay, Sask., - The Pas, Man.; in addition, trains 59-60 Truro-Montreal, 43-44 Moncton-Saint John, NB; 11-12 Winnipeg-Saskatoon, were reduced from daily to six-days-a-week service, mixed trains 209-210 Port Arthur-Sioux Lookout, Ont., went to twice-weekly from tri-weekly service and 205-206 Atikokan-Rainy River, Ont., now operate weekly instead of twice a week.

Canadian Pacific Changes.

The Canadian Pacific's new timetable reveals even more clearly that Company's desire to vacate the passenger field wherever possible. Passenger service was withdrawn immediately between Winnipeg - Great Falls, Man.; Winnipeg - Riverton (except during July and August); Neudorf-Bulyea; Regina-Valeport-Lanigan; Wilkie-Lloydminster (last three in Saskatchewan), and Brodie-Odlum, BC. The last-mentioned is the famous Coquihalla Pass line, a difficult one to operate, and which may be abandoned. Trains 45 and 46 now operate via Merritt to and from Spence's Bridge, where they connect with trains 7 and 8 for Vancouver. It is understood that permission has also been given to abandon passenger service between Trois Rivières and Grand'Mere, Que., but that this will not take place until statutory notice is given to the public, despite the elimination of this timetable from the CPR public folder. Several local passenger services have also been or will be removed. These include trains 150-151 Montreal-Quebec (will still operate one day a week), 35-36 Montreal-Toronto via Peterboro, Ont., 160-161 Montreal-St. Agathe; 41-42 Winnipeg-Edmonton (after May 31st); 43-44 Winnipeg-Moose Jaw (after June 30th); 307-308 Calgary-Edmonton. The discontinuance of Nos. 41 and 42 "The Great West Express" will leave approximately 750 miles of line between Portage-la-Prairie, Man., and Wetaskiwin, Alta., with no passenger service except a Wednesday-only mixed train between Saskatoon and Asquith (it goes to Baljennie on a branch line); this is probably the largest passenger-service cut yet made in Canada. More intensive use is being made of "Dayliners"; they have been introduced on trains 37-38 between Toronto and Detroit, trains 385-382 Toronto-Peterboro (replacing trains 35 and 36) and trains 301-302 "Eskimo" and "Stampeder" between Calgary and Edmonton.

Quebec Central Railway

Trains 2 and 3 have been reduced from except-Sunday operation to two days a week. Trains 1 and 4 continue to run daily between Quebec and Sherbrooke.

Northern Alberta Railways

This jointly-operated carrier is engaging in some CPR-style "retrenchments". Edmonton-Dawson Creek, BC passenger trains 1 and 2 will commence tri-weekly service on May 17th. Running times will be cut by 2 hours and 50 minutes in each direction over the old six-days-a-week schedule. The McLennan-Hines Creek branch is to be served by a tri-weekly mixed train, which will not connect on the return trip. There will be no through service between Hines Creek and Edmonton.

-- Forster A. Kemp.

B.C.E.R. CAR FUND -- Contributions are still invited toward the Fund to repay the purchase price, and undertake the movement of British Columbia Electric Ry. #1311 from Squamish, BC to Montreal. Send to BCER Car Fund, Box 22, Station B, Montreal.