

THE BEAUTIFUL JOSEPHINE

John Loye

This famous locomotive with the intriguing name must ever live in the railroad traditions of Toronto. As among living beings, so also among locomotives have been found those which attain to fame and renown above the ordinary plane of their fellows.

When we speak of the Josephine it brings to our minds the envisioned scenes of Toronto of another and picturesque day. We can dwell with others in the atmosphere of the 'fifties again, when the busy new railway station at the foot of Bay Street resounded with the traffic of the trains, the clangour of the engine bells, and breathed the wafted odour of burning tamarac blowing from proud and prominent balloon-stacks. When the buff and brown façade of the Rossin House (now the Prince George Hotel) rose rich and new at King and York Streets, and, an aspect of new-found glory opened to the Queen City of the west.

The Josephine in every way deserved her fame. She was the highest expression of locomotive design at the time of her production, 1853. We have often wondered how it came that this particular engine was so superb and superior. Was it that special specifications governed her design and dimensions? It was this super-excellence in size and construction; and beauty and symmetry of proportions, that marked the Josephine as an engine the like of her kind.

The Josephine was a big engine for her time, and as big as they came up until the 'seventies. She was as smart in performance as in appearance, and, in truth, was far too good for the rails she had to run on. No one ever knew how fast this engine could go. They could never let her out to the limit of her speed on the tracks of the Ontario, Simcoe and Huron, or the Northern of a later day.

This big and beautiful narrow-back, with her tilted cylinders and six foot wheels, was built by John Brandt of Paterson, New Jersey. Why the designer and builder of such a magnificent engine should fail to make good in the field of his profession excites wonderment. Was it that he was ahead of the times?

There were several locomotive works flourishing in Paterson at that time and competition was keen. It has been said that Brandt put everything he had into the Josephine in order to win additional orders. Maybe so, for he did get subsequent orders from the O.S.&H.; but whether or not, he did himself proud when he produced the beautiful Josephine.

The engine was remarkable always because of the ornamental cab it bore, with three gothic windows on each side, the only example of its kind to be seen around Toronto. It has been said that it was made entirely of mahogany. Of this we are uncertain, but it was elaborately moulded and mitred, and in true architectural design.

When first delivered to the O.S.&H. in 1853, the engine must have been grand in appearance. The boiler lagging was of a silvery hue, and the two steam-domes were like burnished gold. There was a plenitude of bright silver and brass trimmings. These gave a glittering appearance in the sunshine. Even up to the day the Josephine was broken up, about 1880, it retained that air of superb distinction that made it an object to admire and forever remember—the beautiful Josephine.

(Mr. John Loye is the Secretary of the Canadian Railroad Historical Association and was for eight years President. He, one of Canada's leading figures in the field of railway history, wrote this comment on request in, order that our members might know more of the engine that is incorporated into the design of our insignia.)

LOCOMOTIVES BUILT IN TORONTO

A. Andrew Merrilees

Of an estimated 6,400 locomotives built in Canada since the inception of steam railways in this country, only 209 have been built in Toronto. Nevertheless these 209 present an interesting study. The locomotives built in Toronto may be classified into three widely divergent groups: (1) Those built by James Good between 1853-1859. (2) Those built in the Northern Railway shops, 1875-84. (3) Those built by the Canada Foundry Company, later Canadian Allis-Chalmers Limited, from 1904-18.

I

James Good had a primitive foundry on Sherbourne St. near Front St. in the era of original railway development in Upper Canada. Little is known of the man himself but thanks to the exhaustive researches of railroad historical organizations in the past ten years, we have a complete and accurate record of his products. It is believed that James Good had been in business some years previously as a manufacturer of steam stationary boilers, threshing machines and roadmaking machinery, and when the first railway was projected from Toronto to Aurora he seemed the most logical man to make the pioneer locomotive.

His first creation, the Toronto, number 2 of the Ontario, Simcoe & Huron Union Railway*Railroad*, was the first locomotive built in Canada, and was completed in May, 1853. It was an outside connected, inclined cylindered 4-4-0 type, with 16x22" cylinders, 54" drivers, and weighing in working order 59,500 lbs. The design, admittedly rather crude and unbeautiful, was probably borrowed from other locomotive builders in the United states, and the best possible imitation made. At any rate, Good was a good boilermaker and a good mechanic even if not a good artist, as reports show that the Toronto gave good service and rendered a good account of herself mechanically.

Good's second and third creations were also for the O.S.&H.U. and left his shop in September, 1853 and March, 1854 respectively. They were numbers 6 and 9 and were named the Simcoe and the Hercules. The first was almost identical with the Toronto except that it weighed 64,500 lbs, to the other engine's 59,500. The latter, as maybe judged by its name, was an inside connected 0-6-0 freight engine with 18x20" cylinders 54" drivers and a weight of 66,500 lbs.

The Cobourg and Peterborough Railway received Good's fourth product, an inside connected 4-4-0 weighing only 36,000 lbs, named the Cobourg.

An identical mate to the Hercules was the Samson, Good's fifth engine which was completed in June, 1854. His sixth and seventh were 4-4-0's for the Grand Trunk and numbered 34 and 138. His eighth and ninth were again for the Cobourg and Peterborough, light 4-4-0's named the Peterborough and the Alma; the first was inside connected, the second outside.

In the year 1855 Good built five engines (probably his total annual capacity), all for the Ontario, Simcoe and Huron Union. Three of those were 4-4-0 type and the remaining two 0-6-0 type. They were numbers 11, 12, 13, 16 and 17 and 13, 16 and 17 were named Geo. Beatty, J.C. Morrison and Cumberland.

Good's fifteenth and sixteenth engines were for the Grand Trunk. Both 4-4-0's with outside cylinders, the first was completed in January of 1856 and the second in January, 1857. They were numbers 141 and 143, respectively, of the G.T.R.

The Welland of the Buffalo & Lake Huron Railway was Good's seventeenth. It was a 4-4-0 of 46,000 lbs. and ran over the present C.N.R. line between Fort Erie and Goderich, via Brantford and Stratford. Its boiler in latter years operated the grain elevator at Port Colborne.

Good's final locomotives were built for the Grand Trunk. The first was inside connected, and was completed in March, 1858 as G.T.R. 142; the second was outside connected and completed in November, 1859 as G.T.R. 186.

II

Toronto's second builder of locomotives were the shops of the Northern Railway of Canada, successor to the Ontario, Simcoe and Huron Union ~~Railway~~*Railroad*. These shops, situated on the lake front, built four 4-4-0 types between 1875 and 1884. Each probably took a year or more to build, and parts for construction were undoubtedly shipped in by American locomotive builders, and assembled in Toronto in the spare time of the men who left the slowly constructing engines to look after more urgent repairs of the serviceable power when required.

(The third part of this article will appear in any early issue of the bulletin.)