



CNR Rolling Stock Monograms

by Stafford Swain

CNR U-2-a No. 6100, at the Fair of the Iron Horse, Halethorpe, Maryland, in September 1927, illustrates the first application of the "Tilted Wafer" monogram.—Al Paterson Collection; Colour monogram graphics by George Walker

While CNR fans and modelers can be assumed to be fairly familiar with the various monograms that have been applied over the years to the railway's rolling stock, it is time to drill a bit deeper on the topic.

The first question to get out of the way is why do I insist upon calling them "monograms" or "crests", as opposed to "heralds", "symbols", or "logos"? The reason is simple: that is what the CNR consistently called these graphic elements in the specification drawings that we have been able to locate. It is these specification drawings which were a part of the CNR Mechanical Department's H-series (Headquarters) of drawings, which, when available, allow us to determine the introduction dates of a specific monogram, its purpose(s), size, colors, dates of alterations, as well as anything else that seems to be critical to know.

Viewed broadly, there were three distinct groups of monograms: (1) those based in the locomotive wafer monogram of 1932; (2) the various freight service maple leaf crests or monograms from 1943; and (3) the round diesel locomotive

and passenger-service, including passenger service-assigned steam locomotive, monograms from 1949 onwards.

While I will try to mention the existence of any similar/parallel monograms of the U.S. subsidiaries (GTW, CV, GT-NE Lines, and DW&P), a similar chronological review of each of these individual railway's monograms is a discrete topic worthy of true expert authorship for each railway.

All of these various graphics were supplanted by the CN symbol, which was unveiled in the final days of 1960.

This presentation will address each of these three groups in their respective chronological order and close with a few comments on the symbol.

Locomotive Wafer Monogram Group

Tilted (and later Horizontal) Wafer—Locomotive

The first monogram to appear on CNR rolling stock was the tilted rectangular wafer on steam locomotive tenders. It seems to have first appeared in builder photographs of the very first CNR Northern-Type (4-8-4) locomotive, U-2-a subclass No. 6100. This locomotive was turned out by the Canadian Locomotive Company (Kingston) in early June 1927 and was displayed at a convention of the

Mechanical Division of the American Railway Association from June 7–10, 1927, in Montreal.

This initial version of the tilted-wafer monogram seems to have been rendered in a White paint on the Black coal bunker with no outline pinstriping visible in the photos. This version of the monogram apparently was done without the creation of formal drawing by the CNR's Mechanical Department. Of interest, the boiler jackets of these earliest Northern's were painted a dark gray, per a *Railway Mechanical Engineer* article of August 1927 (pp. 536-540).

During the depths of the Depression (May 10, 1932), the CNR issued drawing 3H-17470 for the "Standard Monogram Used on Locomotive Tenders, Electric Locomotives and Oil-Electric Switchers." Drawing 7H-14148 "Lettering & Numbering—Steam Locomotives" of March 27, 1919, (a CNR "Standard") was revised (essentially redrawn and re-issued) on May 13, 1932, to incorporate the placement of the wafer monogram on various tender styles. No. 3H-17470 thus noted that 7H-14148 was to be referred to for placement/location of lettering and numbering.

The monogram was to be placed so that the lower right-hand corner was located 5-1/2 inches higher than the lower left-

hand corner. Measurement (or mathematics) will confirm that this results in a seven-degree tilt as opposed to the erroneously published nine degrees. On November 11,

1954, drawing 7H-14148 (the locomotive stencilling arrangement drawing described earlier) required the wafer monogram to be placed horizontally.



above: Central Vermont 2-8-0 No. 402 is seen switching at Brattleboro, Vt., in August 1949 wearing a standard CV tilted wafer monogram. The red-and-yellow monograms really stood out.—John Wallace photo, courtesy Central Vermont Railway Historical Society (W-15)

right: Transcona shops coach painter Bud Marcus stands next to a passenger car wearing a tilted wafer monogram and imitation gold pinstripes. Bud says "The picture was taken around 1946/47. The car had been repaired in the Coach Repair Shop and was waiting for a car spot in the Coach Paint Shop. The window openings were blocked off with 1/4"-thick pressed board to protect the interior from the weather. We also used the same blocking to protect the interior when spray painting.—George Walker photo



below: CNR coach No. 5284 was delivered in June 1942. This paint scheme was introduced circa December 1937 and discontinued in July 1945.—CC&F photo; Kevin J. Holland Collection



It would appear that this monogram was intended to be a consistent rendering, rather than one which was permitted to be interpreted by sign painters. That is, it was specified to be a printed "Decalcomania" which was to be available in two sizes. The shop forces would apply this transfer much like a modeler applies a wet decal transfer. Canadian Decalcomania Company Transfer No. 58 was the larger 39-inch high by 45-inch wide "Monogram I" which was intended for the majority of applications. Transfer No. 62 was the smaller 34-inch high by 45-inch wide "Monogram II" that was intended for smaller tenders.

The as-issued version of this drawing (i.e. 3H-17470-A) describes the monogram's colors as "Gold" for the letters and border, "Vermilion" for the background, and "Black" for the (out)lining. I believe we can be reasonably confident that these colors were (right from the 1932 outset) what the color study in *CN LINES* Vol. 6 No. 1 describes as "Imitation Gold" or "Yellow No. 11" and "Signal Red" or "Red No. 10."

This specification drawing (and the two Decalcomanias) remained unaltered for many years until it was revised on October 2, 1951 (hence it was now 3H-17470-B) to remove Oil-Electric Switchers (see section on Tilted Wafer—Passenger Cars, on the next page).

The title of drawing 7H-14148 was revised on May 17, 1955, to "Lettering & Numbering—Steam Locos Freight & Switchers" to accommodate the implementation of the 36-inch diameter passenger steam locomotive round maple leaf monogram the following day (drawing 4H-28834-D covered the creation of the 36-inch diameter monogram, and 7H-29819 of May 18, 1955, covered stencilling of passenger-service steam locos).

Each of the U.S.-based subsidiaries had locomotive wafer monograms of similar design, color, size, and placement.

Tilted Wafer—Passenger Cars and Diesel Switchers

The next monogram to appear was essentially a half-size variant (24 inches wide and 20 inches tall) of the tilted locomotive wafer. This monogram was initially used for passenger service equipment. The CNR issued drawing 3H-20126 as the “Standard Monogram—Passenger Cars” on December 10, 1937. Again system-wide consistency of artwork and color was required. This drawing therefore called for the use of Canadian Decalcomania Company Transfer No. 125 with the notation that this transfer was “to be applied at an angle of seven degrees.” Unlike the steam locomotive tender monogram drawing, this drawing did not bother to specify any colors. Nonetheless, the colors used were entirely consistent with the locomotive wafer monogram.

On July 6, 1945, revision “B” (i.e. 3H-20126-B) limited the CNR monogram’s use to wood-sheathed passenger cars, eliminating its use on steel sheathed cars.

Revision “C” of September 26, 1951, added diesel switcher locomotives (and revised the drawing’s title block to “Standard Monogram—Passenger Cars & Diesel Switcher Locomotives”). This effectively eliminated the use of the horizontal wafer on as-delivered postwar NW2 orders (as described below).

The GTW and CV certainly had fairly similar passenger-service wafers. On June 13, 1938, the Central Vermont Railway Co.’s Mechanical Department drafting office in St. Albans issued drawing “4-C-5363” to address that subsidiary’s passenger-service monogram requirements. This drawing describes the 21-inch square monogram’s colors as “Red” for the background, “Gold Paint” for the letters and the border, and “Black” for the outlining. I would surmise these colors respectively were CNR “Red No. 10” and “Yellow No. 11.”

This CVR drawing also stated that work equipment bearing this monogram would have White letters and stripes on the underlying body color. This monogram was also applied to smoke deflectors on steam locomotives in Green until May 12, 1943, and then in Red. It was also applied in Red to the cab sides of diesels and gas-electrics.



CNR NW2 No. 7959 at EMD in 1947. The CANADIAN NATIONAL RAILWAYS square wafer monograms on the cab sides and Morency Orange hood “flames” accented the black carbody.—EMD photo; Kevin J. Holland Collection

Horizontal Wafer—As-Delivered Postwar NW2 Diesel Switcher Orders

The CNR took two additional deliveries of EMD NW2s in 1946 (7936 to 7945) and 1947 (7956 to 7965), which featured large Morency Orange “flames” on the sides of the long hood. These two deliveries also featured what was clearly a graphical variant of the tilted wafer locomotive and passenger wafer monograms. This wafer variant was located on the cab sides of these two switcher orders, and added a third text line for the word “Railways.” It was thus close to being a true square in shape. For once in this era, this wafer was *not* tilted when applied.

No CNR drawing exists for this wafer so the author’s measurements from the published color CNR photo of 7944 result in a width of 32 inches and a height of 30 inches. Curiously, the 1947 order of Alco S-2s numbered in the space between the two NW2 orders (i.e. 7946 to 7955) did not receive this monogram. This leads me to think that this monogram variant was primarily an EMD idea.

Freight-Service Maple Leaf Monogram Group

Tilted Maple Leaf—Freight All-White (or All-Red)

The CNR’s distinctive tilted maple leaf monogram is a tougher puzzle to crack than the other monograms as the official drawings are no longer extant. Thus, there is no concrete information as to when changes were made both as to graphics and application. So, in chronological order, here are the “facts” as I know them.

The All-White version of the tilted maple leaf monogram or “crest” was introduced in early 1943, in the depths of the Second World War. This initial application was to steel boxcar No. 480715, which was built in February 1943. This is known because of a May 1943 *Canadian Transportation* article which stated that the accompanying illustration of No. 480715 was the first car delivered of a 1,100-car order from Canadian Car & Foundry (CC&F) that had been assigned the 480715-481814 number series. (perhaps due to wartime scarcities, only 1,050 cars of this order were actually built leaving 481765-481814 vacant). When No. 480715 was delivered in February 1943 it was inspected by a number of CNR officers at Montreal’s Bonaventure station.

The article went on to state the “slogan” . . . “will be placed on approximately 100 cars, and that very probably, similar slogans will be used on other cars.” Presumably the “slogan” reference was to the “Serves All Canada” phrase within the tilted wafer as as opposed to the application of the entire monogram as the “Canada’s Largest Railway” variant of late 1944 was similarly described to be a “slogan” per National Steel Car (NSC) drawing 31-486 of November 17, 1944).

Notwithstanding the apparent intention to change slogans, photographs indicate that the 1943- and 1944-built steel boxcars (some 7,000 cars in all) were delivered with the tilted All-White maple leaf monogram with the “Serves All Canada” slogan.

Another interesting “fact” in the May 1943 *Canadian Transportation* article is the statement that “the red in which the car body is finished has been extended to the

trucks, wheels and all underslung equipment, previously painted in Black.” This ties in nicely with the observation that open-top cars such as gondolas, flat cars, etc., began to be painted in “Mineral Brown” instead of Black at about this time.

While I lack the actual drawings, the CNR’s Headquarters drawings list does reflect the issue of two versions on this new freight monogram. Drawing 2H-22861 of May 26, 1943, was described as “Maple Leaf Crest—Overhead Ice Bunker

Reefers” and drawing 2H-22874 of June 11, 1943, was described as “Maple Leaf Crest—Steel-Sheathed Box Cars”. An educated guess is that the distinguishing feature between these two drawings was the use of CNR Red No. 10 for the steel-sheathed refrigerator cars, which by then were being painted in CNR Grey No. 11 with Red No. 10 lettering.

The All-Red monogram is shown in August 1943 builder’s photo of CNR steel refrigerator car No. 209729 from Series 3 (209700-209799) built at Transcona Shops from August through October 1943. Its use persisted at least until June 1945 when it was applied to the then-rebuilt No. 209598.

Based on the 1954 revised freight-service monogram drawing (4H-29129 and numerous photos of the earlier freight-service monogram variations, it can be assumed the large “C N R” lettering was consistently a 12-inch size. Thus, it is quite feasible to reverse-engineer artwork for these earlier monograms.

Cabooses were the other major car group that began to have the All-White maple leaf freight monogram applied around this time. The earliest known caboose application of the All-White monogram was that to newly converted cabooses 78565 and 78566 which were outshopped at Point St. Charles on December 9, 1943 in the then-new Morency Orange color scheme. While the All-White maple leaf monogram essentially ceased to be used on revenue service freight cars within two years of its

February 1943 introduction, it continued to be applied to cabooses until the 1954 change to the non-tilted (or horizontal) maple leaf monogram.

Tilted Maple Leaf—Freight Green Leaf

Less than two years after the introduction of the All-White freight-service maple leaf-monogram, it was modified so that the maple leaf graphic was rendered in a light Green (roughly described as a somewhat grayed-out lime green) with the wafer outline and lettering continuing to be painted in White. The Green chosen was the locomotive interior cab color which later became described as Green No. 12. The introduction of Green required some minor tinkering to the maple leaf’s graphics so that the large “N” was no longer the underlying car body color (i.e. in “reverse”) but separately rendered in White.

The earliest record I know of respecting this Green leaf variant is found on NSC stencil arrangement drawing No. 31-486 dated November 17, 1944. This drawing actually called for two different wafer “slogans.” This drawing featured a rendering of “Style No. 2” of the leaf monogram which featured an alternate wafer slogan “Canada’s Largest Railway” as opposed the Style No. 1 “Serves All Canada” featured on the majority of maple leaf freight monograms. The drawing stated that 500 cars within the 1,500-car 520000-521499 series were to receive Style No. 2. Photos indicate that this occurred with the last 500 cars, Nos. 521000-521499 (including



The All-White tilted-wafer freight monogram was introduced in early 1943.

CNR caboose No. 76421, at Vancouver on May 29, 1946, had been recently repainted with the white tilted “Serves All Canada” maple leaf monogram.—W. C. Whittaker photo; Dave Shaw (Railway Memories) Collection





the three experimental aluminum boxcars, Nos. 521497 to 521499).

It is also known that the Style No. 2 “Canada’s Largest Railway” slogan was applied to two Eastern Car Company (ECC)-built series. These were the 521500-521999 series (built from October 1945 through January 1946) and the 522000-522499 series (built from January through March 1946).

The experimenting apparently extended to the paint applied to the three aluminum boxcars (521497 to 521499) with one side of the car having Red No. 10 lettering (including the monogram’s wafer and lettering) and the other side’s lettering in Black.

A Green leaf with Red No. 10 lettering and wafer outline version of this revised tilted wafer freight-service monogram also became the standard for steel-sheathed reefers. The earliest application date known with certainty are the respective builder’s photos of Nos. 210030 and 210067. Both of these cars were outshopped with a Green No. 12 version of the maple leaf with Red lettering and leaf veins (still Red No. 10) by CNR’s Transcona Shops during March 1947 as part of Series 5 (210000 to 210299). All of this series (which was delivered from November 1946 to August 1947) likely received this version of the maple leaf monogram. Photos indicate this version of the monogram was also utilized for the next four orders (Series 6 to 9).

While Green No. 12 was that standard for most freight car maple leaf monograms, in-service color photographs confirm that a considerably darker, somewhat bluish green was applied by NSC to some but not all of the Series 8 (1952-built 210900-211399) and Series 9 (1953-built

above: Series 5 refrigerator No. 210036 was outshopped by CNR’s Transcona Shops during March 1947 with a Green No. 12 version of the maple leaf with Red lettering and leaf veins (still Red No. 10). Photographed at Prince George, B.C., in July 1954.

—W.C. Whittaker photo; Dave Shaw (Railway Memories) Collection

below: At San Jose, California, in December 1953, nearly new CNR boxcar No. 535784 wears the green tilted-wafer version of the maple leaf monogram that was applied for almost a decade to freight cars.—W.C. Whittaker photo; Dave Shaw (Railway Memories) Collection



211400-211599) steel reefers (the builder’s photographs for these two series show Green No. 12 monograms). Available CN color specification chips indicate this darker color was Green No. 10, which was the standard color for baggage wagons. As well, NSC may also have applied this darker color to some of the Series 12, 13, and 14 cars although no photos have surfaced.

The Green leaf tilted wafer freight-service monogram (White lettering and wafer outline) was also applied to CNR’s steel-frame wood-sheathed refrigerator cars commencing in October 1948. This revised system standard started with the repainting of CN 209344, an event which was noted by an official photo.

The final car type to receive the Green

leaf tilted wafer freight-service monogram were steel-sheathed “automobile” cars which cars were basically distinguishable from steel-sheathed boxcars by their double side doors. The fourth series ordered of this car type (589500-590499) was delivered by NSC from March through May of 1949 with the maple leaf monogram in place of the word AUTOMOBILE in 9-inch lettering which had adorned the 1948 CC&F built order of the 589000-589499 (third) series.

This Green tilted wafer version of the maple leaf monogram ultimately was applied for almost a decade to freight cars (November 1944 through May 1954). Heavily weathered examples could still be found in service in the late 1980s.

During the 1943 to 1954 period of the CNR tilted maple leaf freight monogram, the U.S. subsidiary roads often used variations of their passenger-service tilted wafer monograms on freight cars and cabooses. These appear to have been stencilled on car sides rather than using decalcomanias.

Transitional Maple Leaf Freight—Green Leaf

During the 1954 transition period to the “non-tilted” or “horizontal” wafer maple leaf (described below), one complete car builder’s order (CC&F-built Series 39, 537560-538759, built from May though July of 1954) received a transitional version of the original maple leaf monogram’s graphics which had the stencil altered so that the wafer was “non-tilted” or horizontal but which otherwise preserved the original maple leaf monogram’s features/artwork.

Based on the photo of steel boxcar No. 470004 on page 12 of John Riddell’s *Canadian National Guide to Freight and Passenger Equipment—Volume 2* (Morning Sun Books) it is also surmised that this hybrid transition leaf monogram was applied in repaints at company shops for a limited period of time. No. 470004 seemingly had been repainted at the Central Vermont’s St. Albans shops in April 1955.

Horizontal Maple Leaf—All-White (Caboose) and Green Leaf (Freight)

Unlike the 1943-to-1954-era tilted wafer maple leaf monogram, the survival of the primary stencil cutting drawing (4H-29129 “Revised Maple Leaf Monogram C.N.R. Freight Equipment” dated May 18, 1954) provides a solid reference as to its history, graphics, and four significant revisions.

It should be noted that this monogram was to be painted on the car side. This required a stencil to be cut at each CNR shop where it was to be applied. To facilitate this work, the drawing was issued with a grid overlay, designed to be drawn at two-inch squares to achieve the correct size of monogram. The curves of the maple leaf, wafer borders, and letters were then to be plotted by hand as called for in the grid drawing, resulting in a consistent graphic rendering across the Canadian National system.

Graphically, some of the visual elements of the recent issue (December 21, 1953)

20-inch round passenger maple leaf monogram seem to have been adopted. This resulted in a maple leaf which is actually quite different than the original maple leaf freight crest from 1943 (even the stem of the leaf bends in the opposite direction from the original crest).

On June 23, 1954, (five weeks after issue) the first (“B”) revision added both a color scheme for the overhead iced freight refrigerator cars and CNR color standards references. These were White for lettering and wafer border (or Red No. 10 for the steel reefers), and Green No. 11 for the maple leaf. The astute reader will recognize this latter color was actually the passenger car olive. However, this reference seems to have been in error as by September 15, 1954, it was corrected back to Green No. 12 by the third (“D”) revision. As well, I have never seen Green No. 11 used as the leaf color.

July 19, 1954, saw the addition in the second (“C”) revision of color scheme information for wood-sheathed reefers and cabooses. The maple leaf color for the cabooses was to be White, resulting in an All-White graphic on the specified Morency Orange. November 14, 1955, saw (in the fourth “E” revision to the drawing) the maple leaf monogram for cabooses revised from White to Green No. 12.

This monogram persisted in use until the “CN” symbol began to be applied to freight equipment in 1961. Perhaps as a precursor to this change, many photos indicate that cabooses repainted around 1960 emerged *without* the Green maple leaf but *with* the White horizontal “Serves All Canada” wafer and the 12-inch “C N R” letters of the basic monogram.

The GTW version of this monogram was issued on May 19, 1954, as drawing 4H-29139. The CV issued its caboose version on December 13, 1954, (CV drawing 4-C-7120). I have not found a record of the issuance a drawing for the GT-NE Lines version of this monogram.

Round Diesel Locomotive and Passenger-Service Monogram Group

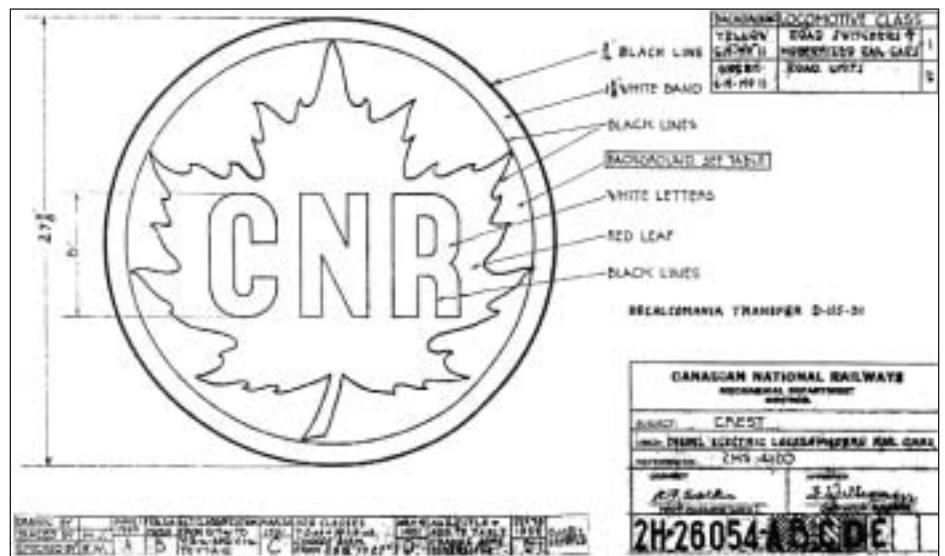
Round Maple Leaf Crest 27-inch Diameter—Diesel

Drawing 2H-26054, issued June 1, 1949, covered the diesel locomotive nose monogram applied to cab units and the earlier road switchers. As originally configured for the F3A order of 1948 from EMD, this monogram started out with a 28-1/2-inch outer diameter. On March



above: This round “CNR” monogram was introduced on the 1948 F3A order.

below: CNR 27-inch round diesel locomotive monogram drawing 2H-26054, Revision “E.”—Stafford Swain Collection



20, 1951, the diameter of the monogram was reduced slightly to a nominal 27-inch diameter (actually 27-3/8 inches to accommodate the 3/16-inch Black outline).

For ease of application, this monogram was produced as decalcomania transfer No. D-115-31. The colors specified included White for the 8-inch "C N R" letters and the 1-3/8-inch outer band, Red (seemingly Red No. 10) for the leaf, and Black for the outlines. The background colors varied with Yellow No. 11 specified for "road switchers" and "modernized rail cars" and Green No. 11 for "road units." While there were four revisions to the drawing, most were related to the constant additions of newer diesel sub-classes.

Round Maple Leaf Monogram 20-inch Diameter— Diesel and Passenger

December 21, 1953, brought the major change and expanded use of a round maple leaf monogram with the issue of 4H-28834 for the "Maple Leaf Monogram" which was to be used for the "New Color Scheme." Over time, there were seven revisions to this drawing, bringing the final drawing number to 4H-28834-H. Most of these revisions were minor. Again a decalcomania transfer was created for this monogram (Transfer No. 214-54). The color specifications called for Black for the 10-3/8-inch square and the background, Red No. 10 for the maple

leaf, and Yellow No. 11 for the lettering and the outer circle.

The outer diameter of the Yellow circle was 20 inches, with a 3/16-inch Black outline which resulted in an overall 20-3/8-inch-diameter monogram. It would seem some of the decalcomania transfers lacked the Black outline as there is a note to the effect that "it will be necessary to paint one when monogram is applied to a Yellow or Green background."

The drawing also included some passenger service placement guidelines quoted as follows.

"Vestibule end—center line of monogram to be located 22 inches from end post"

"Blind end—center line of monogram to be located same relation to center line of truck as on vestibule end"

"Monogram to be located equidistant between the two lower horizontal Imitation Gold lines"

"On Dinette cars in Series 425-435 center-line of monogram to be located 4'-6" from end of car (both ends)"

Revision D of February 7, 1955, to the drawing (thus 4H-28834-D) added five lines to describe the use of this 20-inch monogram and a sixth line to deal with the addition of a 36-inch version for steam locomotives (see below).

1. Passenger equipment, all steel and steel-plated, all RDC cars
2. Road passenger diesels
3. Road freight diesels
4. Road switcher diesels
5. Standard switcher diesels
6. (see below)

The U. S. subsidiary railways' needs for a parallel monogram were addressed by the following drawings:

4H-28836: December 23, 1953, GTW

4H-29624: January 24, 1955, CVR (this drawing had been issued on January 5, 1955, as CVR St. Albans drawing No. 4-C-7126)

4H-30530: June 7, 1956, DW&P (likely created for its RDC unit but apparently never used).

Round Maple Leaf Monogram 36-inch Diameter—Passenger- Service Steam Locomotive

On February 7, 1955, revision "D" to the above 20-inch monogram drawing (then 4H-28834-D) also added a "Line 6" (see above) to specify a 36-inch diameter version of this monogram style for "Road passenger steam locos." A separate 36-inch



above: The round "CNR" monogram was applied to the noses of F-units and both ends of road switchers as per drawing 2H-26054. CNR F7A No. 9042 and a B-unit were at Turcot West in September 1952. No. 9042 was delivered from GMD in 1951 and was rebuilt as F7Au No. 9169 in October 1973. The unit is currently being restored by the Central B.C. Railway and Forest Museum in Prince George, B.C.—Al Paterson Collection

below: Wearing the 20-inch-diameter round monogram that was introduced in December 1953 and subsequently employed on switchers, road switchers, cab units, and passenger cars, CNR S-3 No. 8474 works the waterfront at Windsor, Ont., on March 17, 1962.

—Kevin J. Holland Collection





above: CNR coach No. 5228 models the 20-inch round monogram at Dearborn Station, Chicago, on May 31, 1965.—Owen Leander photo; Kevin J. Holland Collection

left: The round monogram used on diesel locomotives, passenger cars, and passenger-service steam locomotives after Jan. 1954.

below: Allan Fleming's CN symbol—visible in this 1971 gathering at Toronto—has endured for almost 45 years. Its development will be the subject of a future *CN LINES* article.—G. H. Landau photo; Kevin J. Holland Collection

diameter decalcomania transfer was created for this monogram (Transfer No. 217-55 suggesting that the “-55” subscript referred to 1955).

Drawing 7H-29819, “Lettering & Numbering Steam Locomotives in Passenger Service,” issued May 18, 1955, specified the use and placement of this monogram on passenger-service steam locomotive tenders.

CN Symbol—End of 1960

On December 14, 1960, Toronto-based Allan Fleming's brilliant “symbol” was introduced to the world. One of the key features of the CN symbol was its scalability.—it could be applied on the head of a cuff link or a writ large on a freight car side and maintain its legibility.

While the symbol had its detractors early on, it has certainly endured. In fact, if you do the mathematics, more time has passed since its 1960 introduction than was experienced from the date Canadian National name was approved by parliament (December 20, 1918) to the symbol's introduction nearly 42 years later.

During 1961, CNR drawing of the symbol (4H-33972) shows up in many cross-references as the drawing, which superseded the variety of rolling monograms used in the steam era.

The larger story of the symbol is a worthy topic unto itself, and is planned for a future issue of *CN LINES*.

Concluding Comments

The key to preparing this information has been my good fortune to have accumulated both copies of the drawings described here and the Headquarters numerical listing of drawings which



allowed gaps to be filled in. These items came into my hands piece-meal over many years through numerous pals. To avoid forgetting to give credit to anyone, I'll just say thanks to each of you!

Another by-product of this process is that the CN Lines SIG (through the

efforts of Allen Ferguson and other artists) has nearly completed the process of creating scalable digital artwork, which is owned by the CN Lines SIG, for these monograms. Thus, we can assist commercial users by letting them use these digital files at a nominal fee. ●