

QUEBEC ET LAC

JEAN

STEAM

LOCOMOTIVES

C. H. RIFF

7

LOCOMOTIVES OF THE QUEBEC AND GOSFORD RAILWAY

No. 1	4-4-0	"Jacques Cartier"	built Rhode Island 6-1870 43" drivers SN 172 to Q&LSJ No. 1, No. 28
No. 2	4-4-0	"Quebec"	built Rhode Island 8-1871 SN 274
No. 3	4-4-0	"Gosford"	built Rhode Island 8-1871 SN To Q&LSJ "J.B Renaud", To Q&LSJ No. 30 in 1912

LOCOMOTIVES OF THE QUEBEC AND LAKE ST. JOHN RAILWAY.

- NO. 1 4-4-0 "Frank W. Ross"
ex Quebec and Gosford No.1,
Built Rhode Island, 6-1870, to Q&LSJ No.28
(1912), scrapped 4-20-1912
- No. 2 4-4-0 "Col. M. W. Baby"
ex Quebec and Gosford No.2,
Built Rhode Island, 8-1871, to Q&LSJ
No.29(1912), scrapped 4-1912
- No. 3 4-4-0" "J.B. Renaud"
ex Quebec and Gosford No. 3,
Built Rhode Island 8-1871, to Q&LSJ No.
30 (1912), scrapped 4-1912
- No. 4 4-4-0 "Wm. Withall"
Built Baldwin 1890, 17x24, 60'
To Q&LSJ 31 (1912), scrapped 4-1912
- No. 5 4-4-0 "Hon. J.G Ross"
built Rhode Island 12-1884, to Q&LSJ
No.32 (1912), scrapped 4-1912

No. 6	4-4-0	“Hon. P Garneau” Built Rhode Island 4-1885, to Q&LSJ No. 33 (1912), scrapped 4-1912
No. 7	4-4-0	“Sir A.P. Caron” Built CLC 1883, to Q&LSJ No. 34 (1912), scrapped 4-1912
No. 8	4-4-0	“Sir Victor Laugione” Built Rhode Island 4-1885, to Q&LSJ No. 34 (1912), scrapped 6-1916
No.9	2-8-0	“Hon. F. Langelier” Built CLC 11-1886, converted to 2-6-0
No.10	2-8-0	“E. Beaudette” Built CLC 11-1886 converted to 2-6-0
No. 11	4-4-0	Built CLC 1879, to Q&LSJ No. 5, ex QMO&O No. 22, North Shore. No. 10, CPR No. 340, scrapped 4-1912

No. 12	2-6-0	“Frank Ross” Built CLC 7-1889, to Q&LSJ No. 110 (1912), to CNR No. 473
No. 13	2-6-0“	“H.J. Beemer” Built CLC 7-1889. To Q&LSJ No. 111 (1912), sold to Inverness Railway and Coal Co. No. 7 in 1917.
No. 14	4-4-0	Built Rhode Island 1892, to Q&LSJ No. 6 (1912) scrapped 12-1917
No. 15	No Data	
No. 16	ex Chicago and Alton	1895
No. 17	4-6-0	Built Baldwin 1-1901 To Q&LSJ No. 1042(1912),, to CNR No. 1042(1917)
No. 18	4-6-0	Built Baldwin 3-1901 To Q&LSJ No. 1109(1912), to CNR No. 1109(1917)
No. 19	4-4-0	Built Schnectady. 1895

To Q&LSJ No.37 (1912) scrapped
6-1917 Parry Sound

No. 20	0-4-0	Schnectady 1895 To Q&SLJ 250 (1912), scrapped Joliette 8-1917
No. 21	2-6-0	Built Baldwin 3-1902 To Q&LSJ 125 (1912),to Inverness Railway and Coal Co. No. 125, 11-12- 1913
No. 22	2-6-0	built Baldwin 3-1902, to Q&LSJ No. 126 (1912) to CNR 483
No. 23	2-6-0	Montreal Locomotive Works 5-1905 To Q&LSJ 115, to CNR No. 476 scrapped 6-1925
No. 24	4-4-0	Schnectady 1895 To Q&LSJ 38 (1912), scrapped 9-1917

Source Ray Corley

(80) W. S. B., Quebec, writes:

The Quebec & Lake St. John Railway some years ago bought two consolidation engines at Kingston. Two pairs of drivers were under the fire box and gave considerable trouble. Later the M. M. removed the rear driver. A says that the engines lost some of their tractive power, while B says there is no change. Who is right? A.—If in removing the rear drivers the weight was equally transferred from the rear drivers to the remaining drivers, the tractive effort remains the same, and the engine should do better work when once under way, as there is less resistance from friction due to the removal of one pair of rods and wheels. The fewer driving wheels an engine has the better for free working. If there is weight sufficient to keep them from slipping, one pair of drivers is most desirable.

Railway and
Locomotive Engineering
December 1903

LOCOMOTIVES OF THE QUEBEC AND LAKE ST. JOHN RAILWAY.
UNDER THE 1912 CANADIAN NORTHERN RENUMBERING

1912	type	ex. Q&LJ number
5.	4-4-0	11
6.	4-4-0	14
28	4-4-0	1
29	4-4-0	2
30	4-4-0	3
31	4-4-0	4
32	4-4-0	5
33	4-4-0	6
34	4-4-0	7
36	4-4-0	8
37	4-4-0	19
38	4-4-0	24

110	2-6-0	12	
111	2-6-0	13	
115	2-6-0	23	to Anticosti in 1917
122	2-8-0	9	
123	2-8-0	10	
124	2-6-0	16	
125	2-6-0	21	to Inverness Railway and Coal
126	2-6-0	22	to CNR 483 scrapped 7-1925
250	0-4-0	20	
1042	4-6-0	17	to CNR 1042 scrapped 11-1933
1109	4-6-0	18	to CNR 1109 scrapped 5-1933

Source: Ray Corley 1983

Don McQueen 2015

LOCOMOTIVES OF THE GREAT NORTHERN RAILWAY OF CANADA

PRE	1912CNQ	TYPE	BUILDER	Built-Aq.	CNR	Note
40		4-4-0	Brooks	6-1887	7-1906	
43	117	2-6-0	BLW	1873		43
44	118	2-6-0	BLW	1873		44
45	119	2-6-0				
46	120	2-6-0	Brooks	1888		
51	1025	4-4-0	Rhode Is.	6-1891		ex Bas L.
53	130	2-6-0	Neilson			ex GTR
54	131	2-6-0	Manch.			ex GTR
57	1343	4-6-0	Dunkirk			
58	1344	4-6-0	Dunkirk			
59	1345	4-6-0	Dunkirk			
944						
60	1346	4-6-0	Dunkirk			
67	130		CLC			
68		2-6-0	Manch.			
200	1261	4-6-0	Brooks			
201	1262	4-6-0	Brooks			
61	1105	4-6-0	Cooke	4-1901		
62	1106	4-6-0	Cooke	4-1901		
63	1107	4-6-0	Cooke	4-1901		
64	1108	4-6-0	Cooke	4-1901		

LOCOMOTIVES OF LOWER LAURENTIAN-BAS LAURENTIDE

No.1 4-4-0 PBB&J 7-1856 acquired August 1886

Built 1856 as Broad Gauge 2-4-0 converted to standard gauge
4-1874, ex Grand Trunk no. 25.

(2ND) No. 2 4-4-0 Rhode Island 6-1891 CN 2547 to CNQ No. 51.

(1912) No. 1025

NOTES

No. 43 2-6-0 built by Baldwin 5-1873 , SN 3230
for Hamilton and Lake Erie "John Scott"

To Grand Trunk Railway No.890

To Monfort and Gatineau No.3,

scrapped Trenton June 14, 1917.

No. 44 2-6-0 built Baldwin 5-1873, SN 3229
for Hamilton and Lake Erie "Refluent Wave"

To Grand Trunk Railway No. 891

To Mortfort and Gatineau No. 4,

to Canadian National Railways No. 478

No. 247 4-4-0 built Neilson 7-1868 CN 1400 acquired 11-900
Ex. Grand Trunk Railway 256, 56, 65

No. 249 4-4-0 built Neilson 9-1868 CN1411 acquired 11-1900
Ex. Grand Trunk Railway 267, 67, 249

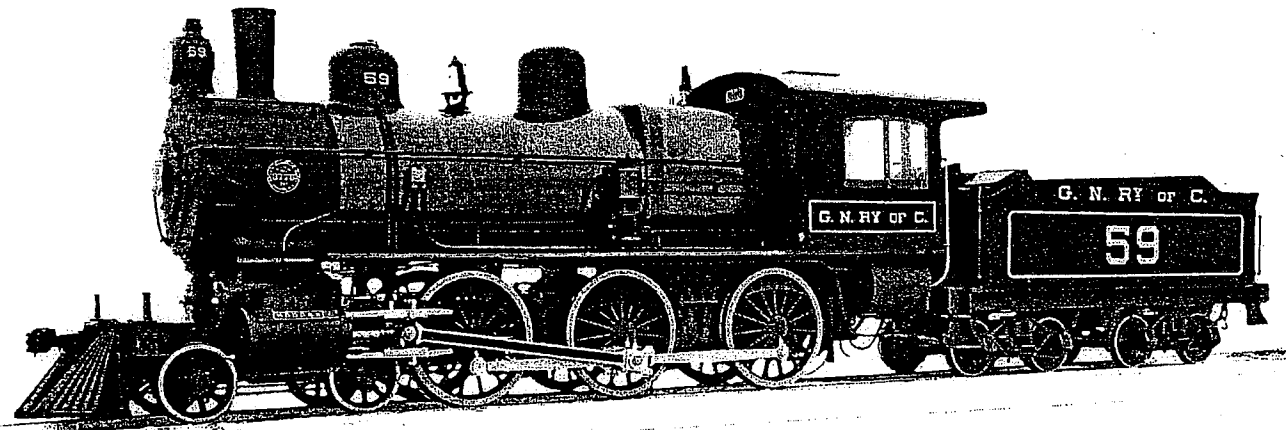
SOURCE

Corley, Raymond F., Locomotives of the Grand Trunk, Railroad
History, Autumn 1882

McQueen, Donald, Canadian National Steam, Railfare, 2013

Cooper, Charles. Hamilton's Other Railway, Bytown, 2001

Brooks Locomotive Works 1901 (B-786) \$15,000							(4) Acquired by CNR 9-01-1919	
Serial	Shipped	New as	7-1906	1-1912	Superheated	20x26"	Tenders from	Disposition
				H-6-E				
1343	3773	2- -01	GNRC 57 (CaNoR) CNQ 57	CaNoR 1343	2-18 PK	9-27		Sc 11-05-35 PU
1344	3774	2- -01	GNRC 58 (CaNoR) CNQ 58	CaNoR 1344	12-17 PK	8-28		Sc 5-31-36 PU
1345	3775	2- -01	GNRC 59* (CaNoR) CNQ 59	CaNoR 1345	3-18 PK	10-26	H-6-c	Sc 9-09-44 PU
1346	3776	2- -01	GNRC 60 (CaNoR) CNQ 60	CaNoR 1346	10-18 PK	10-25		Sc 6-17-41 PU



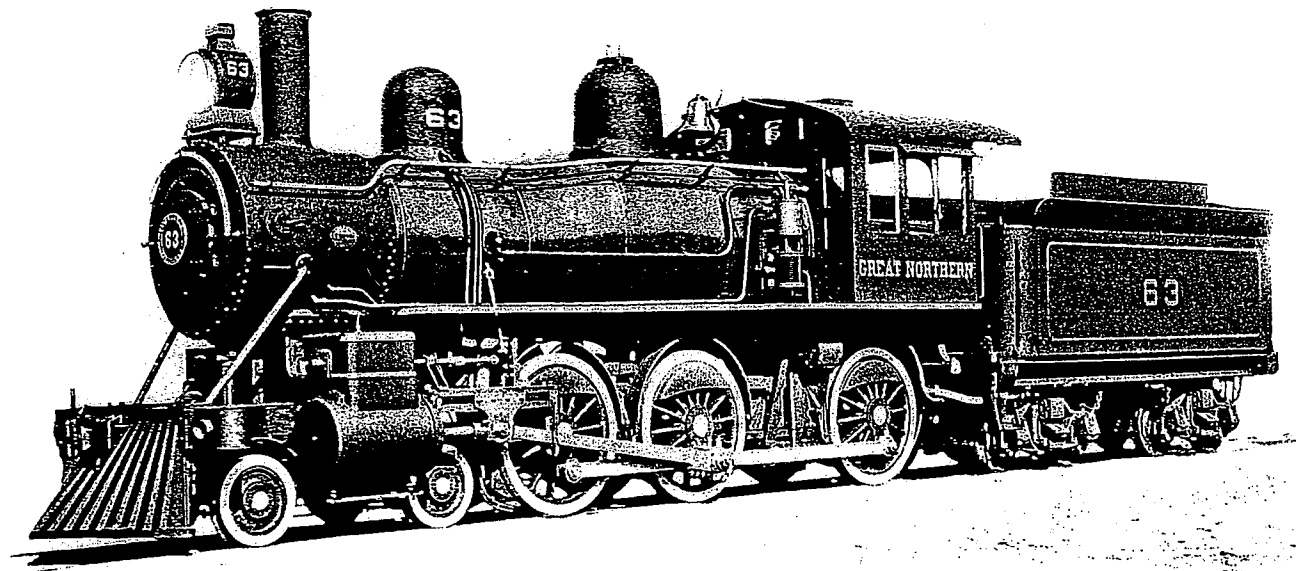
Almost four decades separate the two photographs of 1345 (see next page). As GNRC 59 (1345), at Dunkirk, New York in February 1901, the Belpaire firebox and inside steam ports

of the inclined cylinder casting were to remain relatively unaltered during a myriad of other alterations.
[BROOKS WORKS PHOTO B-287/ALCO HISTORIC PHOTOS]

57-6

H-25

Cooke Locomotive & Machine Company 1901 \$15,500						(4) Acquired by CNR 9-01-1919
Serial		Shipped	New as	7-1906	1-1912	Disposition
					G-13-A	
1105	2272	4- -01	GNRC 61	CNQ 61	CaNoR 1105	Sc 7-08-25 EH
1106	2273	4- -01	GNRC 62	CNQ 62	CaNoR 1106	Sc 3-31-25 MV
1107	2276	5- -01	GNRC 63*	CNQ 63	CaNoR 1107	Sc 8- -25 EH
1108	2277	5- -01	GNRC 64	CNQ 64	CaNoR 1108	Sc 8- -25 EH



CNR 1105-1108 were built for the Great Northern Railway of Canada. In July 1906, control and operation of the Mackenzie, Mann & Company Limited road passed to the Canadian Northern Quebec Railway. Renumbered into

GNRC 63 (1107), at Paterson, New Jersey in May 1901, was in a second order for new power for the Quebec road. Unlike the lettering style in the February order from Brooks (see CNR 1343-1346 on page H-25), the road's name was partially written in full in favour of initials on the side of the cab and tender letterboard. There was little

61-64

LOCOMOTIVES OF LOWER LAURENTIAN-BAS LAURENTIDE

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4-1874, ex Grand Trunk no. 25.

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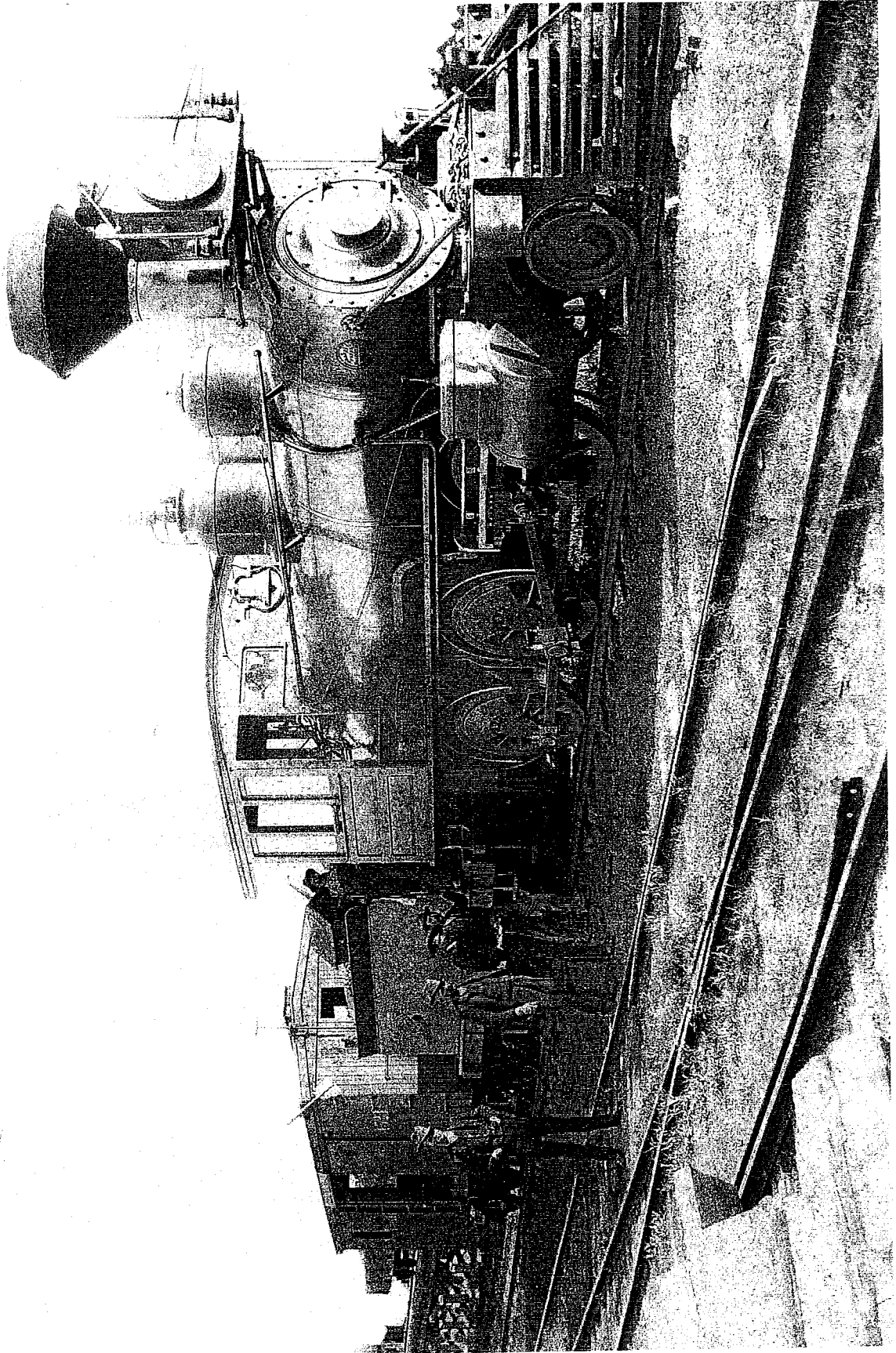
No. 249 4-4-0 built Neilson 9-1868 CN1411 acquired 11-1900
Ex. Grand Trunk Railway 267, 67, 249

SOURCE

Corley, Raymond F., Locomotives of the Grand Trunk, Railroad
History, Autumn 1882

McQueen, Donald, Canadian National Steam, Railfare, 2013

Cooper, Charles. Hamilton's Other Railway, Bytown, 2001



ex 11926

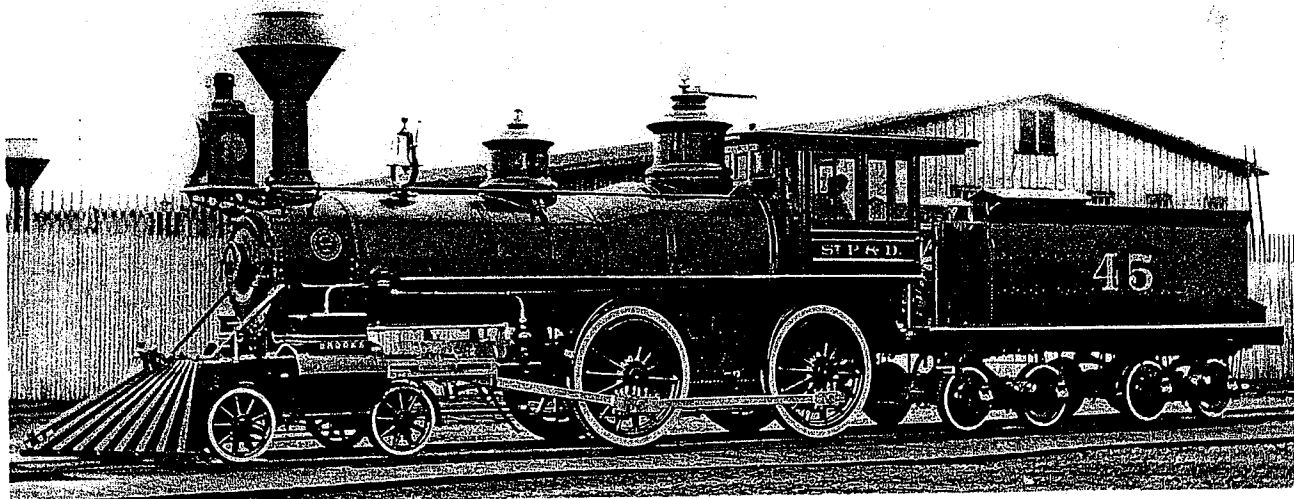
43-45

CANADIAN
NATIONAL
STEAM.

DONALD
R.McQUEEN

CNR 119						4-4-0 EIGHT-WHEEL TYPE						first A-9-a	
Specifications						Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
17x24"	S	61"	140#	WT	14000	14%	sat		54/ 93/168000	3000 gals	tons	- '	[CaNoR 1913]
16x24"	S	59"	140#	WT	11760	13%	sat		57/ 86/153000	3000 gals	8 tons	52-4'	[CNR]

Brooks Locomotive Company 1887 (253)										(1) Acquired by CNR 9-01-1919		
Serial	Shipped	New as	1900	7-1906	8-1906	1-1912	Disposition	To	1923			
		—	C-22	—	—	A-9-A 13%			V			
(119)	1199	5- -87	SP&D 49	NP 1118	CaNoR 40	CNQ 40	CaNoR 27	So	-22 AK	D&V 27;	QRL&P 11	



CNR 119 was one of fourteen built for the St. Paul & Duluth Railroad as 40-53 (#1194-1203), a forerunner of the Northern Pacific Railway. After a month in Canadian Northern Railway service, it was relettered for the Canadian Northern Quebec Railway. It was reported sold as CaNoR 27 to Disentis & Villeneuve (CNR spelling) for either resale to, or directly to the Quebec Railway Light & Power in 1923. It was retired for scrap by the QRL&P in October 1927.

St. Paul & Duluth Railroad 45 was the one chosen in the order of fourteen for the builder's portrait at Dunkirk in May 1887. By the time SP&D 49 became Quebec Railway Light & Power's number 11 thirty-six years later, its appearance would have been significantly altered. The diamond stack would have been replaced when fuel was changed from wood to coal. The kerosene-fuelled headlight casing would have been reduced in size, especially if conversion to electricity had taken place. Another victim of change was the wood stove pilot. It would have been rebuilt with footboards or boiler tubes. The changes in the specification record imply the cylinders and drivers were also replaced. [BROOKS WORKS PHOTO B-19/ALCO HISTORIC PHOTOS]

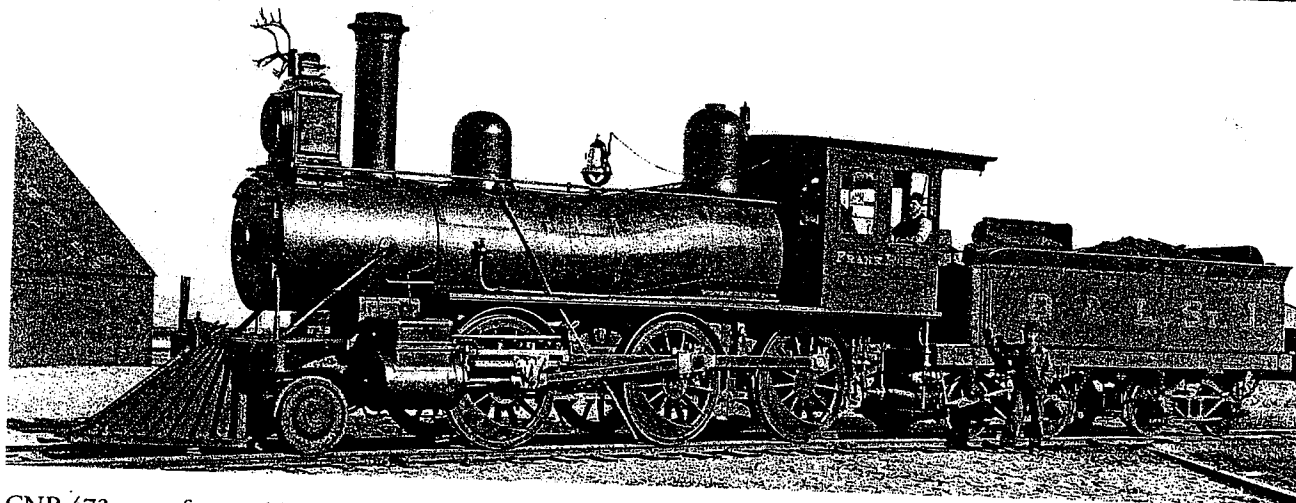
CNR 473 — D CLASS

CNR 473**2-6-0 MOGUL TYPE****D-1-b**

Specifications										Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal						
18x24"	S	57"	150#	EWT	17390	18%	sat		86/107/191000	2500 gals	tons	-	-	[CaNoR]			

Canadian Locomotive & Engine Company (Dübs) 1889

Serial	Shipped	New as		(1) Acquired by CNR 9-01-1919	
				Disposition	To
473	366	7-05-89	Q&LSJ 12 FRANK ROSS	(CaNoR)-Q&LSJ 110	
	367	7-04-89	Q&LSJ 13 H.J. BEEMER (?)	(CaNoR)-Q&LSJ 111	
				(CaNoR)-IR&C 111	
				Sc 10-29-20 MV	
				Sc c-23	



CNR 473, one of two sold to the Quebec & Lake St. John Railway (see general note under CNR 470-473 on page D-2), was named for the line's 1889 president, Frank Ross. The Q&LSJ contractor's name, H.J. Beemer, may have been used for the second Mogul, although records are not in agreement as to whether this was actually the case. Both were taken into the Canadian Northern Railway roster. CaNoR 111 was sold to the Inverness Railway & Coal Company but was never relettered or renumbered, although some records show it as IR&C number 7, a number used by the IR&C for a short lease in 1917 of CGR 4-4-0 1032. This was a 4-4-0 built by CL&ECo (#340) in June 1888 as IRC 3rd 34, and scrapped by CGR in 1918.

From the same lot of Moguls as 470 to 472, an even earlier image of one has survived. Q&LSJ *FRANK ROSS* (473) was recorded at an unidentified location quite possibly soon after delivery in 1889, judging from its pristine and uncluttered appearance. The road number appeared to have been painted on the circular number plate on the smokebox front. The antlers tied to the kerosene headlight gave the Mogul a touch of distinction. This could very well be the earliest known photograph of what was to become one of the Kingston builder's most recognizable trademarks — the diamond-shaped plate on the smokebox. [PAC C25588A/DON McQUEEN COLLECTION]

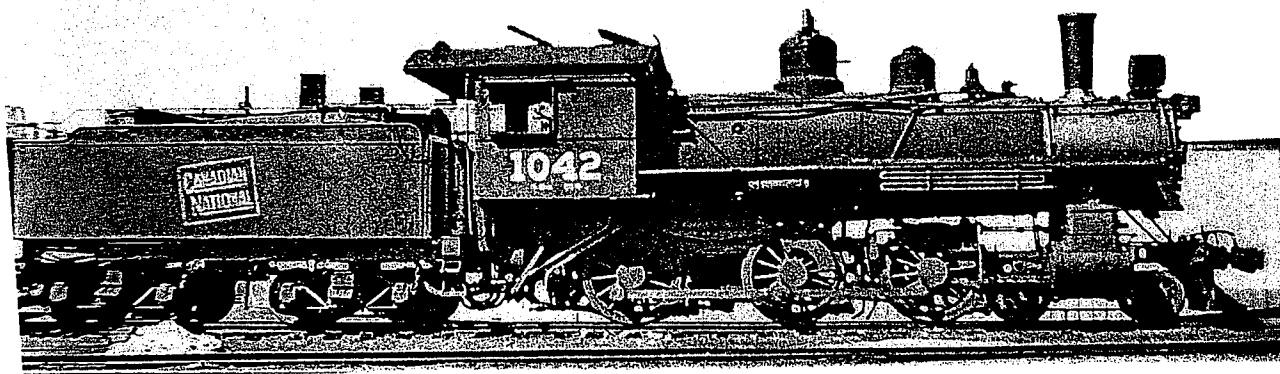
CNR 1042**4-6-0 TEN WHEEL TYPE****G-8-a**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total		Water	Coal		
20x26"	S	56"	200#	WT	31600	32%	sat		113/140/220000		4000 gals	8 tons	59-3'	[CaNoR 1913]
19x26"	S	57"	180#	WT	25193	26%	H-C		113/140/220000		4000 gals	10 tons	59-3'	[CNR 1924]

Baldwin Locomotive Works - Burnham, Williams & Company 1901

(1) Acquired by CNR 9-01-1919

Serial	Shipped	New as	11-1906	1-1912	Superheated	Disposition
				G-8-A	EsC	
1042	18541	1- -01	QLSJ 17	MM&Co (CaNoR)-QLSJ 17	CaNoR 1042	8-18 PK
						Sc 11-08-33 LM



VR 1042 was built for the Quebec & Lake St. John railway, before being acquired with the purchase of the SJ by Mackenzie, Mann & Company Limited, renumbered into the Canadian Northern Railway system in 1912 and, in July 1914, transferred to CaNoR ownership. VR 1042 was equipped with Economy (Universal) steam chests (EsC) when it was superheated.

CNR 1042, likely at London in 1933 on its way to the scrap yard, was built for the Q&LSJ at least thirty years before. Although delivered with the narrow firebox and unevenly-spaced drivers in vogue at the turn of the century, one of the elements contributing to its longevity was it had been superheated. It and G-14-a 1109 were the oldest CaNoR 4-6-0s to be superheated, albeit with Economy steam chests.

[LAWRENCE A. STUCKEY/WES DENGATE COLLECTION]

CNR 1109												4-6-0 TEN WHEEL TYPE				G-14-a	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes			
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal						
14 1/2 x 24 x 26"	S	56"	#		00		sat		/ / 000		gals	tons	-'	[4-6-0C]			
19 x 26"	S	56"	200#	WT	28500	29%	sat		124/151/251000	4000 gals	10 tons	59-7'		[4-6-0]			
19 x 26"	S	57"	200#	WT	27993	28%	H-C		124/151/251000	5000 gals	10 tons	59-7'		[af. 1924]			

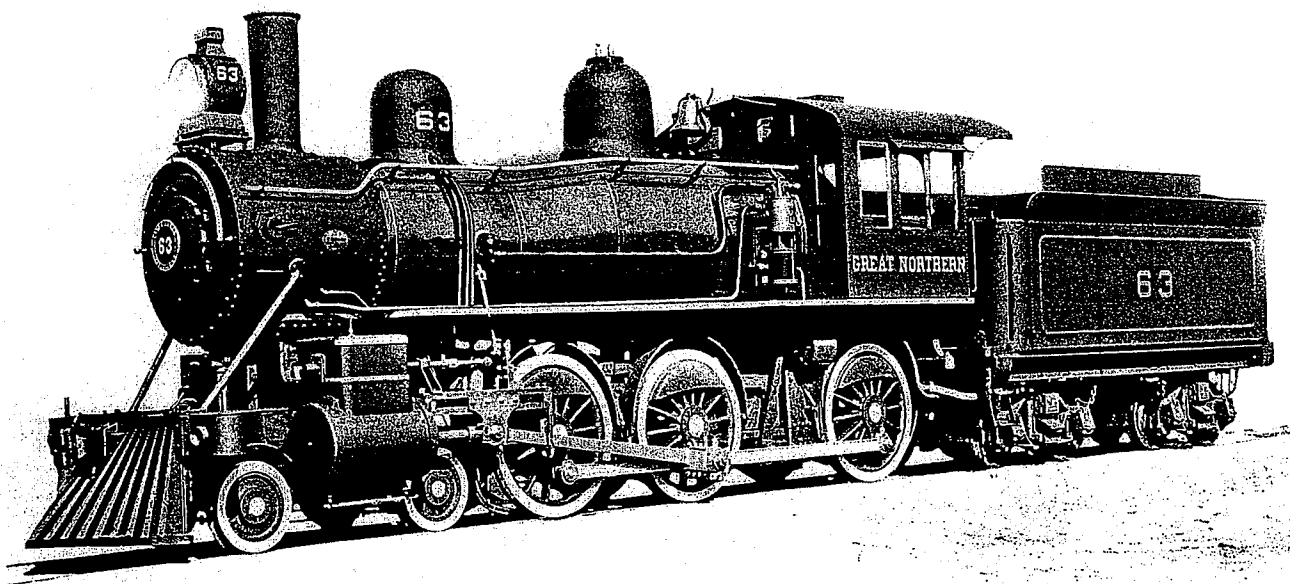
Baldwin Locomotive Works — Burnham, Williams & Company										1901	\$15,500	(1) Acquired by CNR 9-01-1919
Serial	Shipped	New as	4-6-0	11-1906	1-1912	Superheated	Disposition					
1109	18714	3-	-01	QLSJ 18	nd	MM&Co (CaNoR)—QLSJ 18	CaNoR 1109	7-17 PK	Sc 5-13-33 JD			

CNR 1109, built for the Quebec & Lake St. John Railway, was acquired with the purchase of the QLSJ by Mackenzie, Mann & Company Limited. It was renumbered into the Canadian Northern Railway system in 1912 and, in

July 1914, transferred to CaNoR ownership. The date of its conversion from a Vaclain compound to simple with inside steam pipes was apparently not recorded.

CNR 1105-1108													4-6-0 TEN WHEEL TYPE		G-13-a	
Specifications							Appliances		Weights	Fuel Capacity		Length	Notes			
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal					
20x26"	S	57"	160#	WT	24800	25%	sat		108/143/253000	4500 gals	tons	- '		[CaNoR 1913]		
19x26"	S	57"	160#	WT	22400	22%	sat		108/145/258000	5000 gals	10 tons	56-2'		[CNR]		

Cooke Locomotive & Machine Company										1901	\$15,500	(4) Acquired by CNR 9-01-1919
Serial	Shipped	New as	7-1906	1-1912	Disposition							
				G-13-A								
1105	2272	4-	-01	GNRC 61	CNQ 61	CaNoR 1105	Sc 7-08-25 EH					
1106	2273	4-	-01	GNRC 62	CNQ 62	CaNoR 1106	Sc 3-31-25 MV					
1107	2276	5-	-01	GNRC 63*	CNQ 63	CaNoR 1107	Sc 8- -25 EH					
1108	2277	5-	-01	GNRC 64	CNQ 64	CaNoR 1108	Sc 8- -25 EH					



CNR 1105-1108 were built for the Great Northern Railway of Canada. In July 1906, control and operation of the Mackenzie, Mann & Company Limited road passed to the Canadian Northern Quebec Railway. Renumbered into the Canadian Northern Railway system in 1912, they were transferred to CaNoR ownership in July 1914.

GNRC 63 (1107), at Paterson, New Jersey in May 1901, was in a second order for new power for the Quebec road. Unlike the lettering style in the February order from Brooks (see CNR 1343-1346 on page H-25), the road's name was partially written in full in favour of initials on the side of the cab and tender letterboard. There was little danger of confusion with James J. Hill's larger counterpart in the USA, as the two roads were approximately 1260 railway miles apart. [COOKE WORKS PHOTO C-196/ALCO HISTORIC PHOTOS]

G CLASS — CNR 1109

4-6-0 TEN WHEEL TYPE														G-14-a
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
14&24x26"	S	56"	#		00		sat		/ / 000	gals	tons	-'		[4-6-0C]
19x26"	S	56"	200#	WT	28500	29%	sat		124/151/251000	4000 gals	10 tons	59-7'		[4-6-0]
19x26"	S	57"	200#	WT	27993	28%	H-C		124/151/251000	5000 gals	10 tons	59-7'		[af. 1924]

Baldwin Locomotive Works – Burnham, Williams & Company										1901	\$15,500	(1) Acquired by CNR 9-01-1919			
Serial		Shipped		New as		4-6-0		11-1906		1-1912		Superheated		Disposition	
1109		18714		3- -01		QLSJ 18		-nd		MM&Co (CaNoR)–QLSJ 18		CaNoR 1109		7-17 PK	
														Sc 5-13-33 JD	

CaNoR ownership. The date of

CNR 1109, built for the Quebec & Lake St. John Railway, was acquired with the purchase of the QLSJ by Mackenzie, Mann & Company Limited. It was renumbered into the Canadian Northern Railway system in 1912 and, in

July 1914, transferred to CaNoR ownership. The date of its conversion from a Vaucrain compound to simple with inside steam pipes was apparently not recorded.

CNR 1231-1245							4-6-0 TEN WHEEL TYPE					H-4-b		
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
18x24"	S	63"	200#	WT	20983		sat pv		107/135/257000	5000 gals	tons	-	[CaNoR 1913]	
18x24"	S	63"	200#	WT	20980	21%	H-C		109/137/252820	5000 gals	10 tons	50-9'		
19x24"	S	63"	200#	WT	23793	23>21%	H-C		109/137/252820	5000 gals	10 tons	50-9'		

Canadian Locomotive Company 1907 \$17,380						(15) Acquired by CNR 9-01-1919							
Serial		Shipped	New as		1-1912		Superheated	19x24*	Stl cab	Disposition			
			— — —		H-4-B								
1231	751	4-26-07	CNO 171		CaNoR	1231	12-16 PK				Sc	4-25-30 PU	
1232	752	5-01-07	CNO 172		CaNoR	1232	1-17 PK				Sc	12-23-35 LM	
1233	753	5-08-07	CNO 173		CaNoR	1233	5-17 PK	5-17 PK			Sc	5-25-37 PU	
1234	754	5-14-07	CNO 174		CaNoR	1234	2-17 PK	2-17 PK			Sc	5-25-37 PU	
1235	755	5-18-07	CNO 175		CaNoR	1235	8-19 PK				Sc	2-28-36 LM	
1236	756	5-23-07	CNO 176		CaNoR	1236	5-21 MV		5-40 MP		Sc	3-01-54 LM	
1237	757	5-29-07	CNO 177		CaNoR	1237	10-17 PK	10-17 PK			Sc	10-07-35 PU	
1238	758	6-04-07	CNO 178		CaNoR	1238	2-17 GV		6-36 MP		Sc	4-28-54 LM	
1239	759	6-09-07	CNO 179		CaNoR	1239	8-19 PK				Sc	11-22-35 PU	
1240	760	6-13-07	CNO 180		CaNoR	1240	10-18 PK	10-18 PK			Sc	6-30-36 PU	
1241	761	6-20-07		HSW 181	(CaNoR) HSW	1241	11-21 AK				Sc	12-31-41 AK	
1242	762	6-25-07		HSW 182	(CaNoR) HSW	1242	6-23 AK				Sc	8-31-39 AK	
1243	763	6-29-07			CNQ 183	CaNoR	1243	5-17 PK			Sc	5-25-37 PU	
1244	764	7-08-07			CNQ 184	CaNoR	1244	9-17 PK	9-17 PK	1-34 MP	Sc	11-28-51 LM	
1245	765	7-13-07	CNO 185		CaNoR	1245	1-17 PK				Sc	6-30-36 PU	

CNR 1231-1245 were ordered on June 29th 1906 by parent Canadian Northern Railway for three of its subsidiary lines. Canadian Northern Ontario Railway were assigned eleven, the Halifax & South Western Railway two, and two went to the Canadian Northern Quebec Railway. The change in cylinder bore took place when the engines were superheated. After 1930, those with a 23% haulage rating were changed to 21% to make them uniform with the rest of the H-4 class.

Quebec & Lake St. John Railway.

GENERAL OFFICERS.

GASPARD LEMOINE, Pres... Quebec, Que. S. S. OLIVER, Auditor..... Quebec, Que.
J.G. Scott, Sec. & Gen. Man. J. BAIN, Superintendent...
ALEX. HARDY, Gen. Frt & Pass. Agt. " J. CLARK, Master Mech..... "

GENERAL OFFICES, QUEBEC, QUE.

Miles of road operated, 241. Gauge, 4 ft. 8½ in. Locomotives, 22. Canadian Express Co. operates over this line. Q. & L. St. J. sleeping cars operate over this line.

FREIGHT EQUIPMENT.

The freight cars of this Company are numbered and classified as follows:

KIND OF CARS.	NUMBERS.	INSIDE DIMENSIONS.			CAPACITY.	No.
		Length	Width	Height		
Flat.....	301 to 481	.....	.....	.....	A	183
".....	501 to 550	.....	.....	.....	70000	50
Coal.....	601 to 669	.....	.....	.....	B	69
Stock.....	701 to 722	.....	.....	.....	40,550,000	22
Box.....	801 to 843	C	8 2	7	50,550,000	43
".....	844 to 893	D	.....	.....	40000	55
".....	1101 to 1103	34	7 10	6 2	50000	23
".....	1201 to 1350	33	8 3	7 6	70000	150
Total.....						665

A—30x0. 4,000 and 60000 pounds capacity. B—30000, 40000, 50000 and 60000 pounds capacity. C—Nos. 801 to 843, 34 ft. in length 50000 pounds capacity. Nos. 824 to 843, 35 ft. in length, 60000 pounds capacity. D—33 and 34 ft. in length.

Report movements and mileage or per diem to J. Bain, Supt., Quebec, Que.

For balances remit to or draw on S. S. Oliver, Auditor, Quebec, Que.

For balances remit to or draw on S. S. Oliver, Auditor, Quebec, Que.

(183 to 190)?

1878;1879;1880

8 American Standard Type 4-4-0

17x24	69"	---#	--000	---000	--000	-	Passenger	[28-30]
16x24	62"	---#	--000	---000	--000	-	Freight	[22;25-27;32]
16x24	69"	---#	--000	---000	--000	-		[CPR 342]
17x24	57"	180#	106850	---000	--000	-		[CaNoR]

The history of the predecessors and successors of the **Quebec, Montreal, Ottawa & Occidental Railway** and the **North Shore Railway Co** (iii) [NoSR] is as complicated as are their early locomotive records. Originally an order for 20 QMO&O 4-4-0s was announced by both the Kingston *British Whig* and the Montreal *Gazette* in September 1876. The QMO&O roster supports the possibility that there were three separate orders for the eight QMO&O locomotives that actually were built in Kingston. QMO&O may have allotted road number 22 for a single CL&ECo 4-4-0 order, and the next two numbers (23-24) to a Portland order. The Portlands arrived in 1878, ahead of the Kingston order. The next five (25-29) were then set aside for the second order with CL&ECo. The third order in 1880, to follow an 1879 Baldwin order (for 31), was for another single CL&ECo 4-4-0 (32).

Because the QMO&O locomotives are not listed in the existing CLC record, the entries here are based upon driver diameters and the CPR renumbering of 1885. This CPR data, combined with media reports seem to indicate that CL&ECo built the three passenger locomotives (ie.QMO&O 28-30)

have been built under serials #(187-188). The other passenger locomotive, **QMO&O 30**, perhaps built under serial number #(189), may have been delivered in April 1879. It became **NoSR (iii) 18** in 1882 and **CPR I:1st 339** in 1885. CPR scrapped 339 in 1897. The freight locomotives, **QMO&O 22** and **25-27** might have been built using serial numbers #(183-186). CPR records have an 1879 build-date for QMO&O 22 and 25-27. Possible references to the delivery of this group are made in newspaper items during April, May and July, 1879. (See the chart below). On June 14, 1879, *Le Journal de Quebec* reported two engines arriving at Quebec City with the names **HON.H.G.JOLY** and **L'ASSOMPTION**, and although no road numbers have been recorded using these names, QMO&O 25-26 might have been assigned those names. **QMO&O 32** might have been built using serial number #(190). CPR records show it constructed in 1880. All eight Kingston-built QMO&O locomotives became **North Shore Railway (iii) 10=21** in 1882 and **CPR I:1st 337=344** in 1885. CPR 342, rebuilt with 69" drivers in 1889, became **I:2nd 507** in 1900. CPR sold 340 as the **Quebec & Lake St.John Railway (2nd?) 11** in 1899. A Q&LSJ 11 became **Q&LSJ no.5, class A-1-B** in the Canadian Northern Railway system by January 1912, but was retired for scrap three months later.

Constructed
at
Kingston
McQueen & Thompson.

318

1887

1 American Standard Type 4-4-0

(?)

--X-- --" ---# ---000 ---000 --00 -

Quebec & Lake St. John Railway. 1st(?) 11, named L. LE DROYT, was reported to have left the plant June 9, 1887. The locomotive could have been built under this serial. <CLC is blank>. Thirteen days later a press item stated that two locomotives for the Q&LSJ were ready; quite likely Q&LSJ 10 [see serials #319-320] and 11. There may have been a delay in delivery, perhaps connected with the known work stoppages at CL&ECo between June 14 and July 29, 1887. This Q&LSJ 11 may have been an older locomotive reconditioned by the CL&ECo - the Kingston *Daily British Whig* reports the 'handsome and well-finished locomotive' as leaving the plant - not specifically describing it as new. Or this might have been Q&LSJ's 1st 11; another Q&LSJ 11 was purchased from the CPR in 1899 (see serials #212-223 above). CaNoR records show Q&LSJ 11 as built by CL&MCo in 1887; CPR records show the locomotive sold in 1899 as Q&LSJ 11 as built by CL&ECo in 1879.

319 to 320

1886, 1887?

2 Consolidation Type 2-8-0

C-18

20x24 50" ---# 106000 ---000 --00 - <CLC 2-8-0>
19x24 57" 145# 103350 ---000 --00 - [CaNoR 2-6-0]

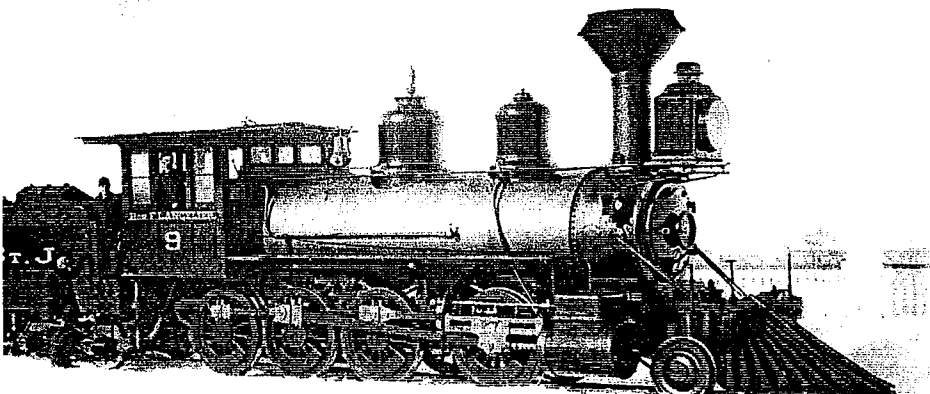
Quebec & Lake St. John Railway 9-10, named HON. FLANGELIER and E. BEAUDETTE respectively, were delivered in November 1886 and possibly in June 1887. <CLC has complete data except for a shipping date. An additional note says *see spec design for wheel base*>. The order for the Consolidations was placed in March 1886. Sometime between 1887 and 1912 both were rebuilt as 2-6-0s. In January 1912 the pair were classed and renumbered into the Canadian Northern Railway system as 2-6-0 Q&LSJ D-9-A 122-123, and were retired for scrap on April 20, 1912.

319 to 320

1886, 1887?

2 Consolidation Type 2-8-0 C-18
 20x24 50" ---# 106000 ---000 --00 - <CLC 2-8-0>
 19x24 57" 145# 103350 ---000 --00 - [CaNoR 2-6-0]

Quebec & Lake St. John Railway 9-10, named HON. F. LANGELIER and E. BEAUDETTE respectively, were delivered in November 1886 and possibly in June 1887. <CLC has complete data except for a shipping date. An additional note says *see spec design for wheel base*>. The order for the Consolidations was placed in March 1886. Sometime between 1887 and 1912 both were rebuilt as 2-6-0s. In January 1912 the pair were classed and renumbered into the Canadian Northern Railway system as 2-6-0 Q&LSJ D-9-A 122-123, and were retired for scrap on April 20, 1912.



Not only is this an excellent photo of Canada's first Consolidation Type, its wintry setting lends strength to the possibility that the 2-8-0 was delivered during November 1886 rather than in June 1887. The location was not recorded, although the presence of the train crew suggests it was photographed soon after its delivery to the Q&LSJ. The flangeless second and third driving wheels, necessitated by the Consolidation's long wheel base, aided the locomotive to negotiate sharp curves. It too, like N&NW 87 above, had an oval builders plate attached to the smokebox. Photographer unknown, National

Quebec & Lake St. John Railway Company.

Originally incorporated as the Quebec & Gosford Railway Company in 1869 to build north of Quebec City, the name was changed in 1870 to Q&LSJ when its charter extended its rights to build to Roberval in the Lake St. John district. **H.J. Beemer** built the line between 1884 and 1888. In 1906 Mackenzie, Mann & Company purchased the railway. In 1912 it had become the property of the CaNoR, and was operated as part of the CNQ. It became part of the CNR family in 1919.

Q&LSJ	7	4-4-0?	?n	?1883-1912	264
Q&LSJ	9-10	2-8-0 >2-6-0	n	1886-1912	319-320
Q&LSJ	11 :1st named	4-4-0 ?	n?	1887-1899?	(318)
Q&LSJ	11 :2nd named	4-4-0		1899-1912	(183-190)
Q&LSJ	12-13 named	2-6-0	n	1889-1912	366-367

264

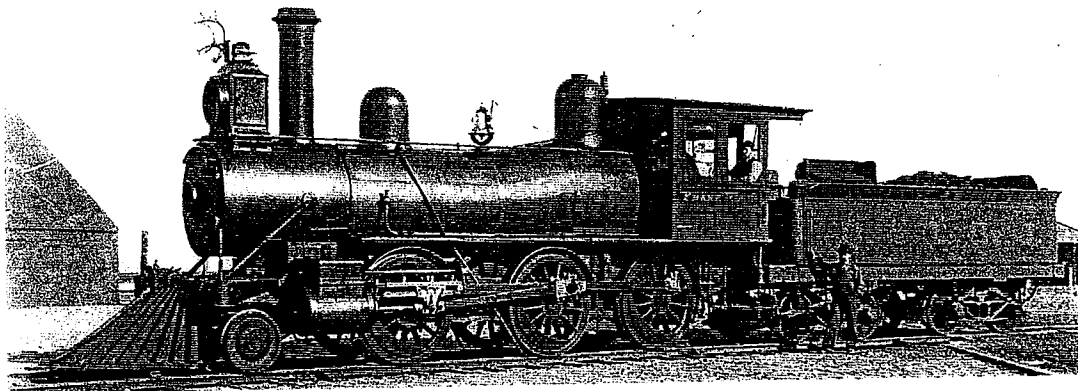
1 American Standard Type 4-4-0 1883
 --X-- --" ---# ---000 ---000 ---000 C-12?

Quebec & Lake St. John Railway no. 7, named SIR A.P. CARON, was reported delivered sometime during 1883. <CLC has no build-date, wheel arrangement or technical data. C-12 is typed for #262, and a ditto mark in black ink entered later for #264>. **H.J. Beemer**, the contractor for the Q&LSJ, began construction of the line in August 1883, and this locomotive might have been one he used to build the railway. Q&LSJ road numbers 5-9 were acquired out of numerical sequence, between 1883 and 1886 from both the CL&ECo and Rhode Island Locomotive Works. Q&LSJ 7 was renumbered to **Q&LSJ 34** and assigned **Canadian Northern Railway class A-13-A** in January 1912, but was retired for scrap on April 20, 1912.

366 to 367

2 Mogul Type 2-6-0 (stock) 1889
 18x24 57" 150# 106850 ---000 20870 21% >17%

Quebec & Lake St. John Railway 12-13, named H.J. BEEMER(?) and FRANK ROSS, were delivered July 5 and 4, 1889. In 1912 they renumbered **Q&LSJ 110-111** within the CaNoR system; 110 becoming **CNR D-1-b 473** in 1919 before being retired in October 29, 1920. In 1917, CaNoR sold **Q&LSJ 111** to the **Inverness Railway & Coal Company**, but it was never relettered or renumbered. It was removed from service by 1923.



In the low light of what could be autumn or spring, a pristine Quebec & Lake St. John Railway 13 FRANK ROSS was accompanied by its crew in this undated photograph at an unknown location along the Q&LSJ. Although appearing similar to R&P's 10 W.C. CALDWELL of 1887 [see #327 above] it differed in the size of steam chest, length of boiler, design of steam and sand domes, and height of smoke stack. The antlers tied to the headlight gave the Mogul a touch of distinction. This could be the earliest known photograph to show what was to become the Canadian Locomotive companies most recognizable trademarks - the diamond-shaped builders plate on the smokebox. Photographer unknown, National Archives Of Canada: PA-25588.