

ATLANTIC
QUEBEC
AND
WESTERN
RAILWAY.

QUEBEC
ORIENTAL
RAILWAY.

LOCOMOTIVES OF THE:

BAIE DES CHALEURS RAILWAY.

ATLANTIC AND LAKE SUPERIOR RAILWAY.

ATLANTIC QUEBEC AND WESTERN RAILWAY

QUEBEC ORIENTAL RAILWAY.

BAIE DES CHALEURS RAILWAY.

No. 1	4-4-0	Kingston	1888	17 x 24	62"
No. 2	4-4-0	Neilson	1858	16 x 20	60"
No. 3	4-4-0	Dubs & Co.	1872		
No. 4	4-4-0	Birkenhead			
No. 5	4-4-0				
No. 6	4-6-0	CPR	1892	18 x 24	62"
No. 7	4-4-0	Purchased in Chicago. Scrapped 1929.			

QUEBEC ORIENTAL RAILWAY.

No. 7	4-6-0	CPR #1188	1892	18 x 24	62"
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BAIE DES CHALEURS RAILWAY

No. 8	4-4-0	Kingston #241	1883	17 x 24	62"
---	4-4-0	Kingston #243	1883	17 x 24	62"

ATLANTIC AND LAKE SUPERIOR RAILWAY.

No. 1	4-4-0	Portland #290	1873	16x 24	66"
No. 2	4-4-0	Kingston	1878	16 x 24	60"
No. 3	4-4-0	Neilson #145	1868	16 x 26	60"
No. 4	4-4-0	Brooks #272	1876	16 x 24	62"
No. 5	4-4-0	Portland #239	1873	16 x 24	68"

QUEBEC ORIENTAL RAILWAY

No. 14	4-6-0	Montreal #46562	1909	18 x 24	51"
No. 15	4-6-0	Montreal #46563	1909	18 x 24	51"
No. 16	4-6-0	CPR #1188	1892	18 x 24	62"
No. 17	4-6-0	CPR #1182	1892	18 x 24	62"

ATLANTIC QUEBEC AND WESTERN RAILWAY.

----	4-4-0	Manchester #1259	1885	16 x 24	66"
No. 19	4-4-0	Baldwin # 8374	1887	17 x 24	66"

QUEBEC ORIENTAL RAILWAY.

No. 20	2-6-0	Baldwin #12665	1892	19 x 24	57"
No. 21	2-6-0	Baldwin #11725	1892	19 x 24	57"
----	4-4-0	Manchester #1373	1888	17 x 24	69"

ATLANTIC QUEBEC AND WESTERN RAILWAY.

No. 29	4-6-0	Alco. #44395	1907	18 x 26	57"
No. 30	4-6-0	Manchester # 1709	1899	20 x 26	63"
No. 32	2-6-0	Manchester #1717	1899	20 x 26	63"
No. 33	4-6-0	Montreal # 1911	1911	18 x 24	51"
No. 40	2-6-0	Montreal # 48145	1910	18 x24	51"
No. 41	2-8-0	Unknown		19 x 24	51"

NEW CANADIAN COMPANY.

No. 1	0-4-4	Contractors locomotive used in construction.			
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NOTES TO LOCOMOTIVES.

- No. 1 Built new Kingston delivered to Baie des Chaleurs July 4, 1888.
- No. 2 Acquired 1898, ex Intercolonial Railway first No. 10.
- No. 3 First locomotive on the railroad. Acquired 1888, ex Grand Trunk Railway , sold in 1903 to the International of New Brunswick Railway.
- No. 4 Acquired from Intercolonial Railway.
- No. 5
- No. 6 To Quebec Oriental No. 7.
Acquired from the CPR 11-1917, ex CPR 7315, ex CPR 415.
- No. 7 Purchased in Chicago, scrapped 1929.
- No. 7 (2nd) Acquired from CPR 9-1917, ex CPR 7320, ex CPR 420, ex CPR 619.
- No. 8 ex Intercolonial Railway No. 3 (2nd), acquired in 1900.

NOTES TO LOCOMOTIVES.

ATLANTIC AND LAKE SUPERIOR RAILWAY.

- | | |
|-------|---|
| No. 1 | Portland 1873. Acquired from the Intercolonial Railway in 1900. |
| No. 2 | Kingston 1878. Acquired from the Intercolonial Railway 1900. Ex. ICR 103. |
| No. 3 | Neilson 1868. Acquired 1897 from the Grand Trunk Railway. |
| No. 4 | Brooks 1876. Acquired from the Grand Trunk in 1901. |
| No. 5 | Portland 1873. Acquired from the Grand Trunk Railway in 1902. |

NOTES TO LOCOMOTIVES

- No. 14 Montreal 1909, built for the New Canadian Company, to QOR 1916, to CNR 1013, scrapped 6-1931.
- No. 15 Montreal 1909, built for the New Canadian Company, to QOR 1917, assigned CNR No. 1014, scrapped 8-1931.
- No. 16 ex Quebec Oriental No. 7 (2nd). Ex CPR 7320, ex CPR 420, ex CPR 619.
- No. 17 ex. Atlantic Quebec & Western Railway No. 6, assigned CNR No. 1201, scrapped 6-1930.
- No. (18) Manchester, acquired from CPR 5-1906, ex CPR No. 520. Ex New Brunswick Railway No. 46.
- No. 19 Baldwin, 1887. Ex TH&B Ry. No. 19 to AQ&W in 1909.
- No. 20 Baldwin, 1890, ex MKT 23, MKT 191, assigned CNR No. 502. Scrapped 6-1930.
- No. 21 Baldwin, 1890, ex MKT 127, MKT 195, sold to Bourquet Brothers. Perce, Quebec in 1929.
- No. 29 ex TH&B Ry. 92, acquired 10-1925, built for the Santa Fe Raton and Des Moines Ry. To CNR No. 1178, scrapped 5-1937.

NOTES TO LOCOMOTIVES

- No. 30 Manchester # 1709, to QOR 7-1916, ex Bangor and Aroostock Railway No. 30, BAR No. 38 to 1907.
- No. 32 Manchester # 1717, to QOR 7-1916, ex Bangor and Aroostock Railway No. 40, ex BAR No. 38, assigned CNR No. 929, scrapped 11-1930.
- No. 33 Montreal, 1911, to QOR 7-1919 ex NTR 4532 to CNR 1015, scrapped .
- No. 40 Montreal 1910, to QO 1916.
- No. 41 Acquired 12-1916, ex Chicago and Alton Railway; assigned CNR No. 1800.

Donald R. McQueen

CANADIAN NATIONAL STEAM!

Carl Riff
November 2011

A Locomotive History
of The People's Railway

For Dianne (1942-2008)

Front Cover (page i): In 1924, the second CNR large road power order for assignments on former Grand Trunk lines in Central Canada arrived as U-1-b class 4-8-2s 6016 to 6030 from Canadian Locomotive Company. One of these, Mountain Type 6023, shipped from Kingston on June 30th 1924, was a mere nine months away from dismantling when photographed on a June day in 1958 leaving Stratford, Ontario with the daily-except-Sunday Toronto to London train number 29.
[GEORGE SCHALLER PHOTO]

Railfare  DC Books

CNR 1013-1014 (second)

4-6-0 TEN WHEEL TYPE

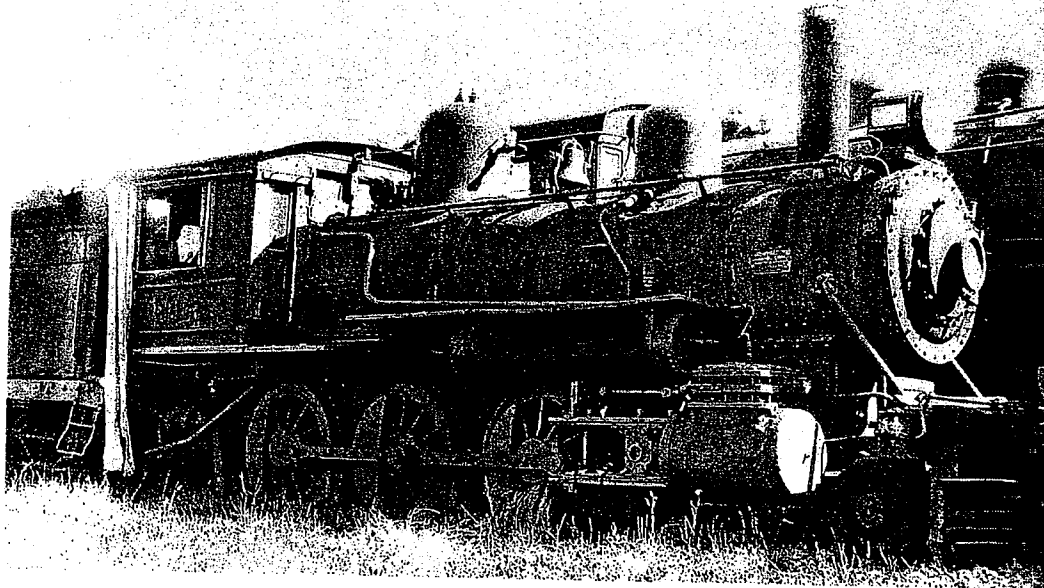
first F-3-a

Specifications						Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
18x24"	S	51"	165#		00	21%	sat		83/111/197500	3500 gals	8 tons	-	[orig. CRMW]

Montreal Locomotive Works Ltd. - ALCO 1909 (Q-114)										(2) Acquired by CNR 10-01-1929	
Serial	Shipped	New as		-1909		-1916				Disposition	
(1013)/2	46562	9-	-09	NCCo	4	AQ&W	4?	QOR 14		Sc 6-30-31 AK	
(1014)/2	46563	9-	-09	NCCo	5			QOR 15		Sc 8-27-31 AK	

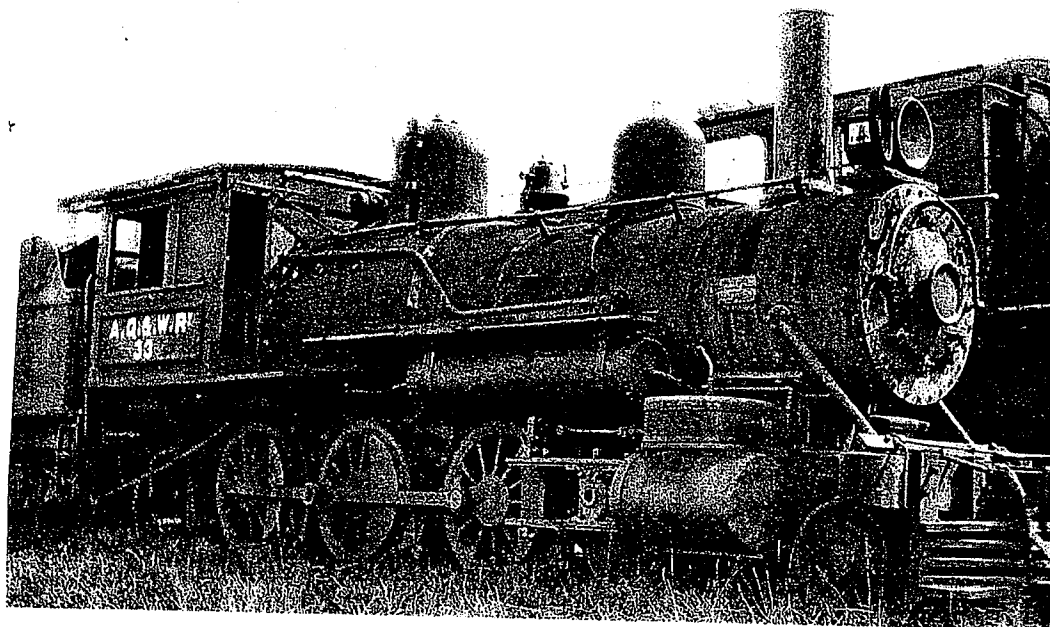
F-3-a

F-4-a



Two examples of MLW-built 4-6-0s from two lines absorbed by CNR in 1929 didn't survive long enough to be relettered, although they had been assigned CNR classes and road numbers. Both QOR 14 (1013) and AQ&W 33 (1015) were photographed in the Moncton scrap line in 1931. Although with slightly different specifications, the pair of saturated Ten Wheelers had retained most of their as-built features, particularly the horizontal slatted pilots, round number plates, location of headlights, and wooden cabs. Only AQ&W 33 appeared to have had its tender modified with steel sides.

[BOTH:
CNR LOCOMOTIVE
DATA CARD]



F-7

CNR 1013-1014 — F CLASS

CNR 1013 and 1014 second, were built for the New Canadian Company and reported by the trade press for

use on the Atlantic Quebec & Western. It was later transferred to the Quebec Oriental Railway.

QOR 14 & 15

CNR 1200

4-6-0 TEN WHEEL TYPE

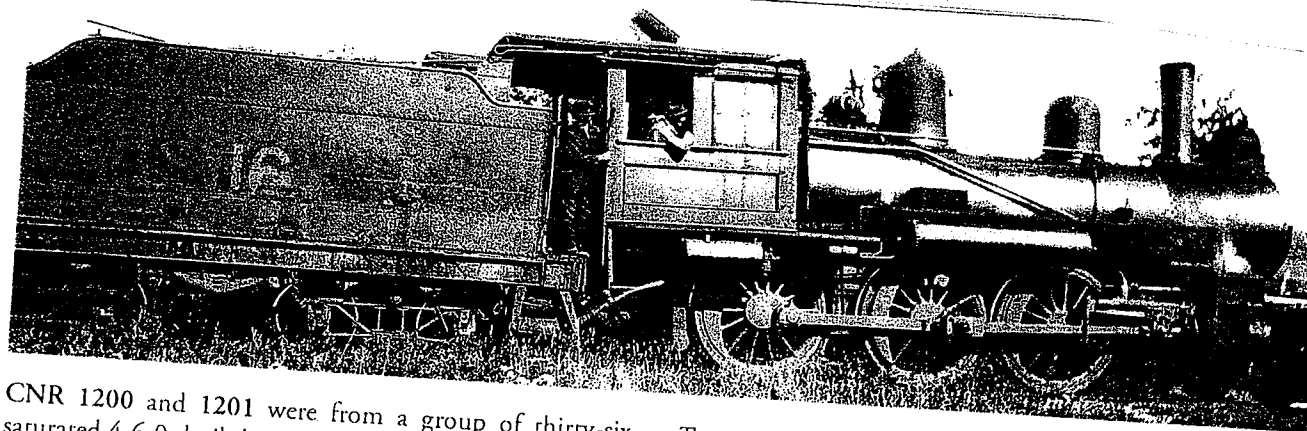
H-1-a

4-6-0 TEN WHEEL TYPE											H-1-a		
Specifications					Appliances		Weights		Fuel Capacity			Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
18x24"	S	62"	165#		00	19%	sat		95/119/154255	3000 gals	10 tons	57-5'	[CPR SR, D38 1907]
18x24"	S	63"	165#		00	17%	sat		/ / 000	gals	tons	-	[CPR D38 1913]

Canadian Pacific Railway - New Shops (DeLorimier Ave.), Montreal 1892

Serial	Shipped	New as	4-1907	3-1913	9-1917	nd	(1) Acquired by CNR 10-01-1929
1200	1188	12- -92	SR	D38	D38	—	Disposition
			CPR 619	CPR 420	CPR 7320	QOR 7	QOR 16
							Sc -29 C

H-2



H-1-a

H-1-b

CNR 1200 and 1201 were from a group of thirty-six saturated 4-6-0s built between 1892 and 1894 by the Canadian Pacific Railway as I:585=630 under boiler numbers #1157=1199. In 1907, the group was renumbered to II:395=433, and again in 1912-13 to III:7295=7329. For specific renumbering see Lavallée: *Canadian Pacific Steam Locomotives*. In 1917, the two were sold by the CPR to the Quebec Oriental Railway. Although QOR 16 was assigned a CNR road number and class, it was not "taken into records".

There were two locomotives from predecessor companies which could have possibly become CNR class H-1-a 1200. In both cases the number and class were never applied. The first was Canadian Northern H-1-A 1200, scrapped just before the creation of the CNR. This number (and eight others in the series) were left open to avoid renumbering the rest of the 1200, 1300 and 1400s from Canadian Northern, the owner of the majority of the H class Ten Wheelers. QOR 16, at an unidentified location sometime in the 1920s, was the second of the two which might have become CNR H-1-a 1200, had it not been sent to scrap unrenumbered and unclassified the same year it was acquired. [JOSEPH E. PLATT PHOTO/AL PATERSON COLLECTION]

QOR
16

CNR 1201

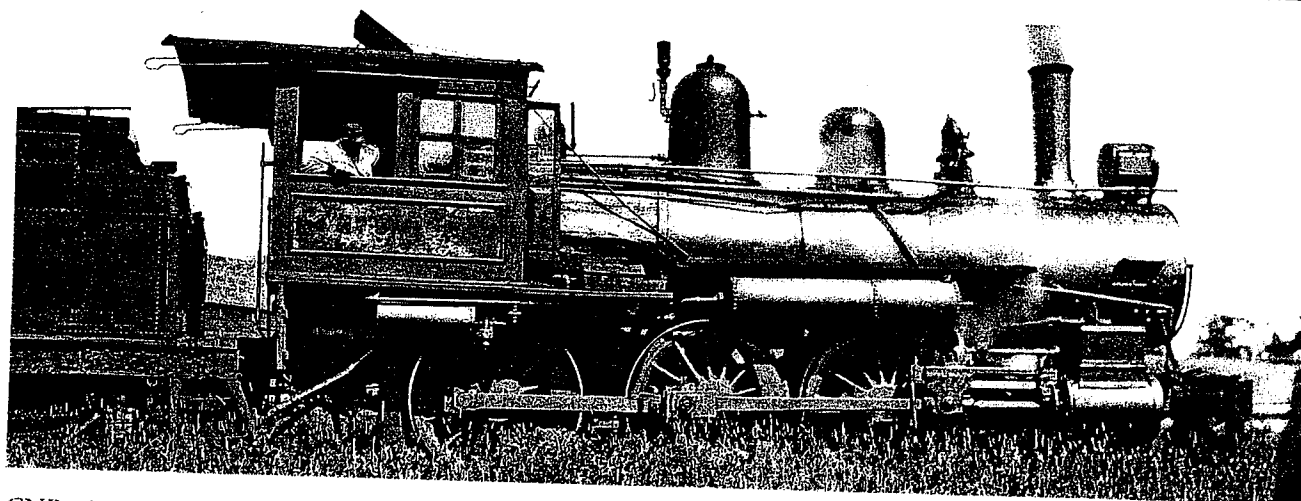
4-6-0 TEN-WHEEL TYPE

H-1-b

Specifications				T.E.	Haulage	Appliances		Weights Drivers/Eng./Total	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure			Steam	Stkr.		Water	Coal		
18x24"	S	62"	165#	00	19%			95/119/154255	3000 gals	10 tons	57-5'	[CPR SR, D3a 1907]
18x24"	S	63"	165#	00	17%	sat	sat	/ / 000	gals	tons	- '	[CPR D3a 1913]

Canadian Pacific Railway - New Shops (DeLorimier Ave.), Montreal 1892

Serial	Shipped	New as	4-1907	12-1912	11-1917	nd	(1) Acquired by CNR 10-01-1929
		SR		D	D3a		Disposition
1201	1182	10- -92	CPR 613	CPR 415	CPR 7315	QOR 6	QOR 17
							Sc 6-30-30 AK



CNR 1201: see note under CNR 1200 (above).

QOR 17, assigned but never renumbered or classed to CNR H-1-b 1201, was also at an unidentified location sometime in the 1920s. Its CPR lineage, as found with QOR 16 (above), was most noticeable in the style of wooden cab, and by the shape of steam and sand domes. Slight physical differences likely accounted for the CNR Mechanical Department assigning the two 4-6-0s to separate sub-classes, despite both QOR 16 and 17 being built in the same builder's lot. Type of headlight casings, dome, bell, check valve, tool box placement, (QOR 16's bell was immediately in front of the cab) and smokebox steps were some of the more subtle differences.
[JOSEPH E. PLATT PHOTO/AL PATERSON COLLECTION]

QOR 17

CNR 502										2-6-0 MOGUL TYPE				D-10-a	
Specifications						Appliances		Weights	Fuel Capacity		Length	Notes			
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal				
19x24"	S	57"	165#	ST	21000		sat		/104/ 000	gals	tons	- '			

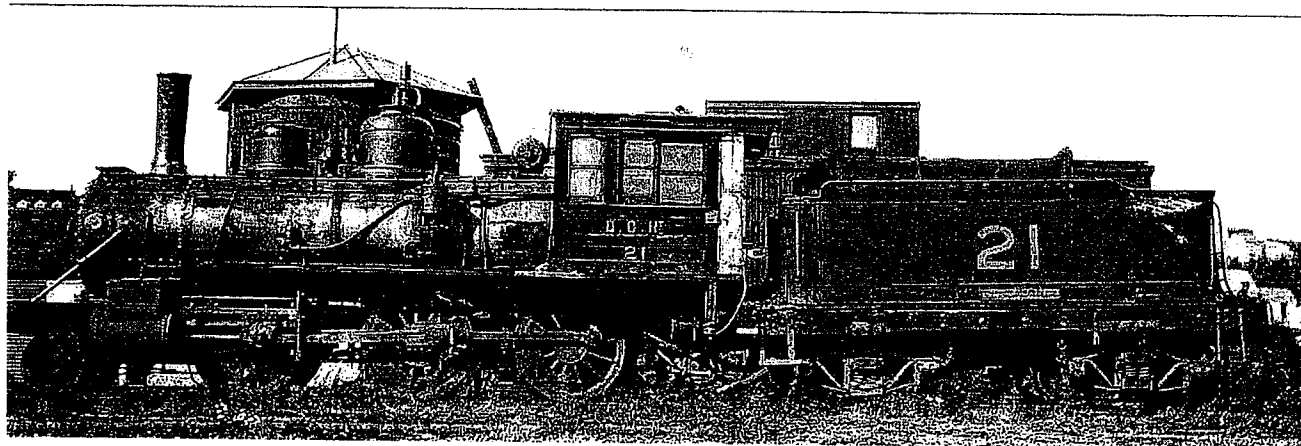
Baldwin Locomotive Works – Burnham, Parry, Williams & Company										1890		(1) Acquired by CNR 10-01-1929	
Serial		Shipped		New as		c9-1912		11-1914		Disposition			
				—		—		—					
(502)	10560	1-	-90	MKT 123	MKT 191	(JTG) QOR 20							
—	10564	1-	-90	MKT 127	MKT 195	(JTG) QOR 21							
										Sc 6-30-30 AK			
										Sc by -29			

CNR 502 was one of ten built for the Missouri-Kansas-Texas Railroad as 117-126. Two were sold to the Quebec Oriental Railway as 20-21 through the dealer James

T. Gardiner of Chicago Illinois, but only QOR 20 was taken into CNR stock.

D-13

CNR 502 — D CLASS



QOR 21, likely photographed at Carlisle, Quebec in the late 1920s, offered proof as to why the career of its mate was nonexistent with the CNR. The almost-forty-year-old Mogul from the MKT had run its course in operational and technological viability. Very few postwar improvements appeared to have been made, except perhaps

for the addition of the turbo-generator to provide electricity. The nineteenth century cab would not enhance the working environment for CNR crews, particularly during Gaspé winters. Although the tender tank may well have been the original, the elongated frame was a replacement. [AL PATERSON COLLECTION]

QOR 20, 21

CNR 1178**4-6-0 TEN WHEEL TYPE****G-21-a**

Specifications				T.E.	Haulage	Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure			Steam	Stkr.	Drivers/Eng./Total		Water	Coal		
18x26"	S	60"	195#		25000	sat		/ / 000		gals	tons	-'	[orig TH&B]
18x26"	S	57"	195#		24000	sat		/ / 000		gals	tons	-'	[AQ&W]

Schenectady Locomotive Works - ALCO 1907 (S-515)

(1) Acquired by CNR 10-01-1929

Serial	Shipped	New as	11-1907	10-1925	Disposition
1178	44395	11-15-07	SFRDM 103	TH&B 29/2 AQ&W 29	Sc 5-07-37 AK

CNR 1178, ordered originally by the Santa Fe, Raton & Des Moines Railroad, was refused and subsequently shipped to the Toronto Hamilton & Buffalo Railway. Apparently the TH&B altered the driving wheel diameter from 60 to 57 inches, as later records list them as 57

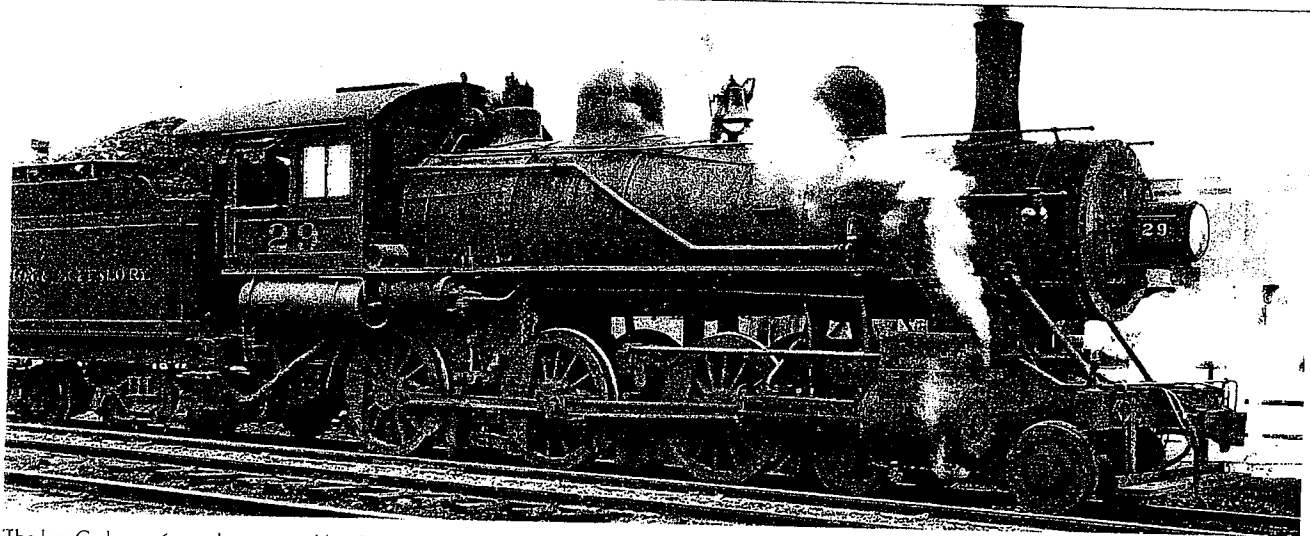
inches. In 1925, it was sold to the Atlantic Quebec & Western Railway. CNR assigned it to trains running between South Devon (Fredericton), McGivney and Newcastle, New Brunswick.

G-25

AQ&W 29

AQ&W 29

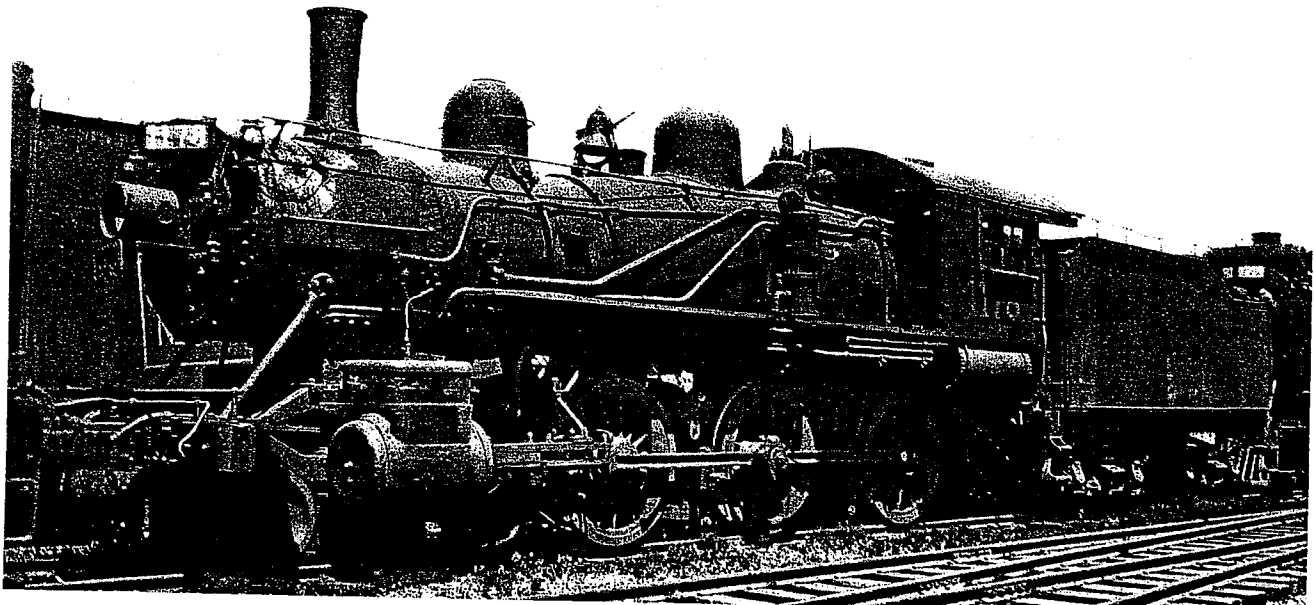
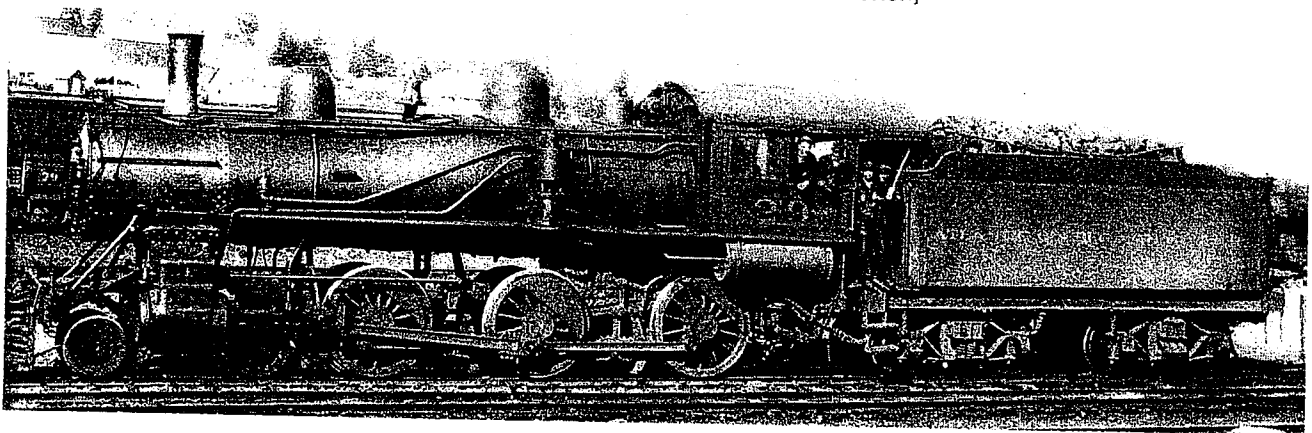
CNR 1178 — G CLASS



The last G class 4-6-0 to be acquired by CNR had a much travelled career. Shown here at Brantford about 1920 as TH&B 29, it remained in Ontario until 1925. It then migrated east, where it was in service for another four years

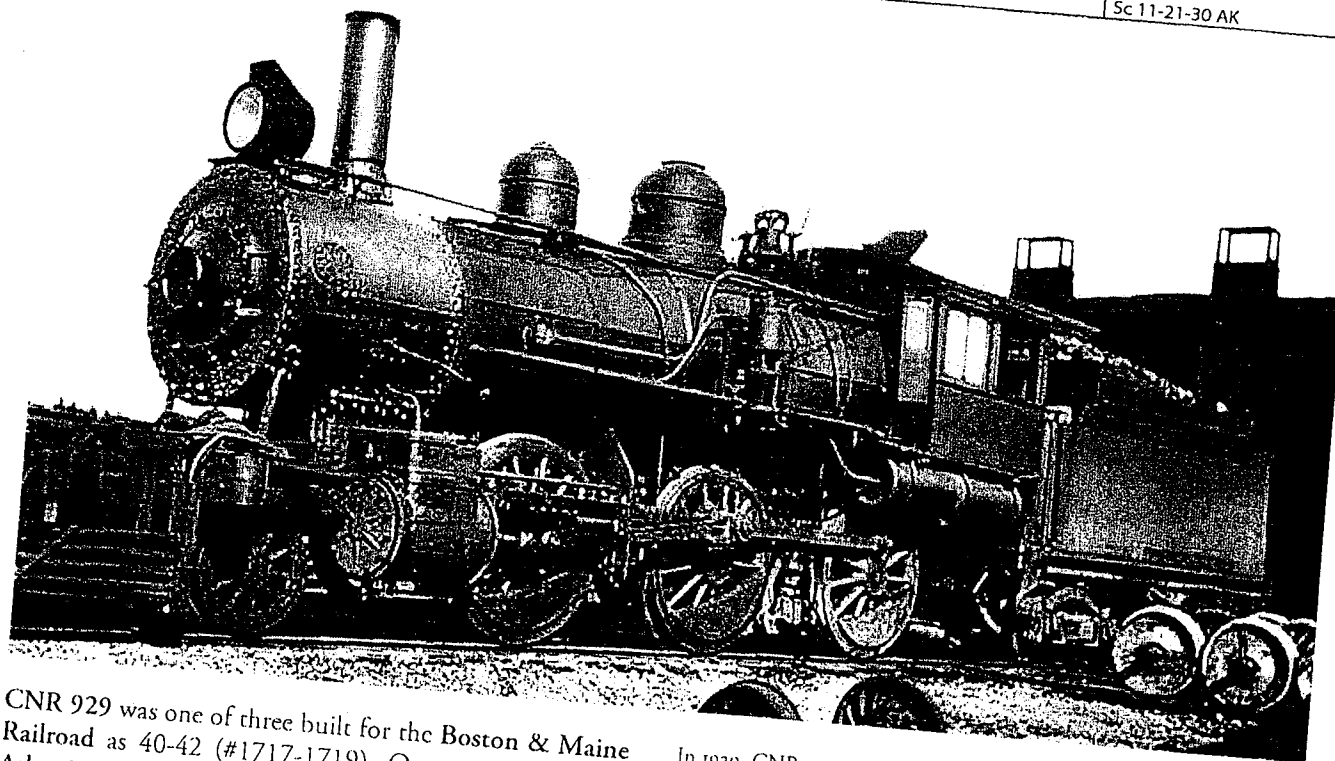
as AQ&W 29 as seen, likely at New Carlisle, Quebec, about 1926. Seven years later it finished its career as 1178, and by May 1936, was in the Moncton scrap line.
[ALL: SIRMAN COLLECTION]

G-21-a



CNR 929**2-6-0 MOGUL TYPE****first E-12-a**

2-6-0 MOGUL TYPE													first E-12-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	62"	#		00				/ / 000				
19x26"	S	63"	165#	ST?	21000		sat		110/130/ 000	gals	tons	- ' [orig]	
										gals	tons	- ' [CNR]	
Manchester Locomotive Company						1899	\$3621						
Serial	Shipped	New as		1907		7-1916							
929	1717	10-	-99	B&M 40		B&M 32		AQ&W 32					(1) Acquired by CNR 10-01-1929
												Disposition	
												Sc 11-21-30 AK	



CNR 929 was one of three built for the Boston & Maine Railroad as 40-42 (#1717-1719). One was sold to the Atlantic Quebec & Western Railway in 1916.

In 1929, CNR acquired two Moguls from the AQ&W (see 429 on page C-14), of which AQ&W 32 (929), possibly at Gaspé about 1929, was the largest. Being of US origin, the 2-6-0 would have had several major alterations made to its appearance if shopped by CNR after it was added to the roster. The stove pilot would have been replaced by one of boiler tubes, with the electric headlight housing changed and moved to the centre of the smokebox. Another likely candidate for replacement would have been the ornate bell cradle. The cab's forward side windows would eventually be blanked and a two-piece stack would have replaced the stovepipe chimney. The graphited smokebox and round number plate would also have been casualties of change, but all this was not to be, for the 2-6-0 was scrapped within a year of its acquisition.

[AL PATERSON COLLECTION]

AQ&W 32

CNR 429 (second)

2-6-0 MOGUL TYPE

C-8-a

Montreal Locomotive Works - ALCO 1910 (Q-131) \$4730									
Serial	Shipped	New as	1912?	1912?	CS Pilot	Steel Cab	(1) Acquired by CNR 10-01-1929		
							Disposition		
—	48144	4- -10	M&JD 10	C-7-a					
429/2	48145	4- -10	M&JD 11	Price 2					
					11-30 AK?	11-32 AV	Sc	-??	
							Sc	11-30-35 AK	

The complete history for order Q-131 can be found under CNR 402 (page C-4).

AQW 40