

CANADIAN  
NATIONAL

# 4100-4104

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NATIONAL

T-2-a

80%-B



**A**mong the many new locomotives acquired by the Canadian National Railways in their first years of existence to replace some of the miscellaneous and obsolete types inherited from predecessor companies were five large 2-10-2 or "Santa Fe" type engines designated Class T-2-a, and numbered 4100 to 4104.

Built by the Canadian Locomotive Company, in Kingston, Ontario, in 1924, these are among the largest and most powerful steam locomotives ever operated in Canada. With their huge fat boilers and capacious twelve-wheel Vanderbilt tenders, they present an imposing sight. They are said to have been built especially for use in heavy transfer service between Danforth and Mimico Yards, located respectively on the eastern and western edges of Toronto. At that time main line freight trains did not operate through Toronto, those to and from the east terminating at Danforth Yard, while Mimico dealt with those to and from the west. Cars destined through Toronto were handled from one yard to the other in transfer trains, which had to climb the long grade from the Don River to Danforth in the eastbound direction. Thus will be seen the need for a powerful slow-speed transfer engine, and to fill this need the 4100s were built.

With the coming of depression times in the Thirties, economy measures had to be undertaken by the railways, and one of these was the closing of Danforth Yard, and the transferring of all train-marshalling activity to Mimico. Thus the transfer service between yards was no longer needed. However, trains for the east made up in Mimico Yard had to climb the grade to Danforth, together with the equally steep one thence to Scarborough. It was found expedient to provide assistance on this climb, and the 4100s were transferred to this service. For over twenty years they have been the regular engines in this Mimico-Scarboro helper pool, assisted at various times by other classes of 2-10-2s, Mikados, etc.

One engine of the class was also used for some time in helper service on the short, but very steep, grade from Merritton up to a point south of Thorold on the freight-only line to Welland, Port Colborne, and Fort Erie.

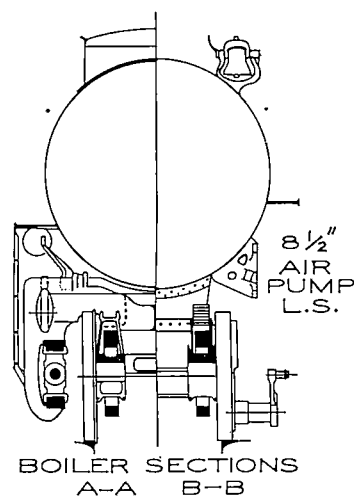
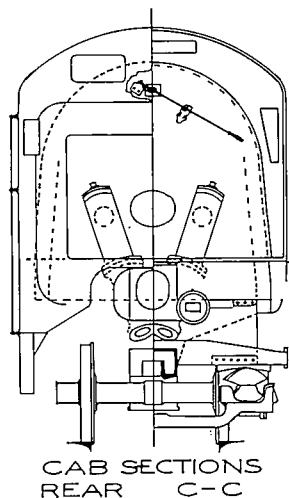
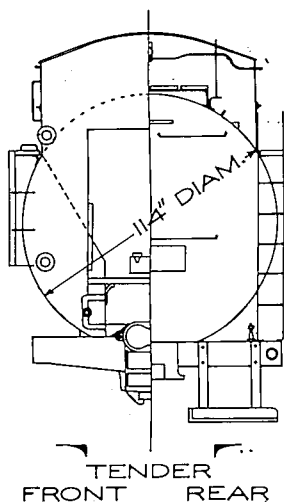
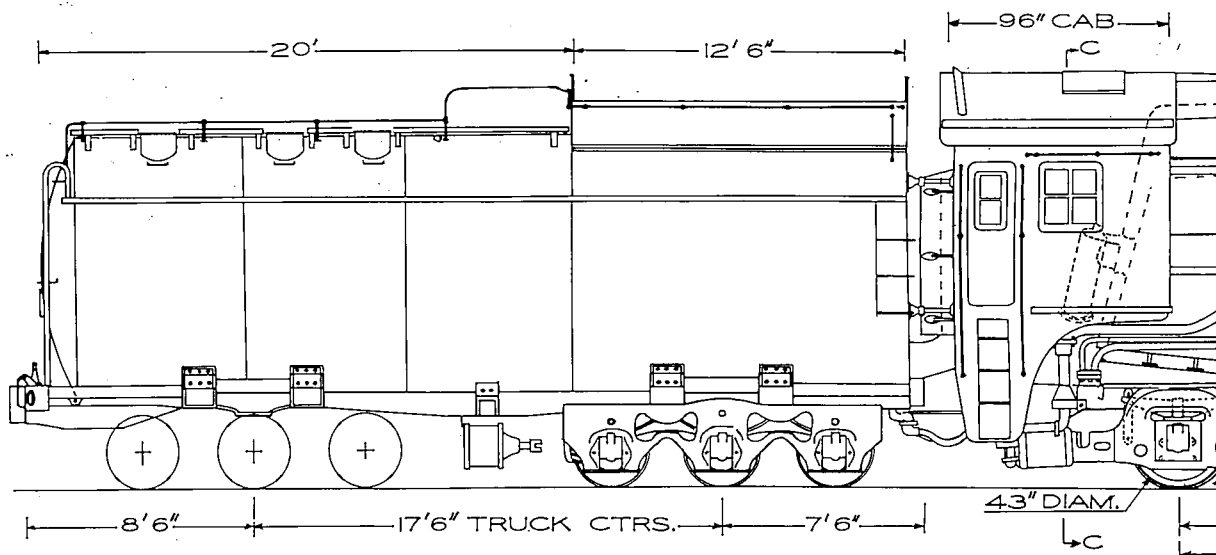
While the 4100s have spent most of their lives in the



Steam and steel: the fireman on 4100 scoops up orders at Danforth, on the way up the hill.



It takes a big tender to feed a big engine, and the 4100's can take sixteen tons of coal and eleven thousand gallons.



comparatively monotonous routine of helper service, colourful jobs have not entirely passed them by. The story is told that when the old Union Station in Toronto was being demolished, the venerable building's tower was brought down by the simple expedient of wrapping a chain around its base, and attaching a 4100 to the other end.

Then again, in the days of hot competition between the C.N.R. and C.P.R. for the Toronto-Montreal passenger business it was considered desirable for some reason to sprinkle the track between Toronto and Scarboro immediately before the passage of the fast passenger trains, and this became a daily task of the 4100s, with sprinklers attached to their tenders. This picturesque custom was soon brought to an end after the pooling of passenger service in 1933.

During the motive power shortage of the World War II period, some of the 4100s were used in road freight service between Toronto and Belleville. They were able to haul prodigious trains, but their use in this service was discontinued when the motive power situation improved, as they slowed the pace of traffic on a line on which other through freight trains were hauled by more fleet-footed 4-8-4 Northern types.

Since that time, the 4100s have continued in the Mimico-Scarboro helper service, which type of work seems to suit their capabilities very well.

The story of the 4100s and their long connection with the Scarboro grade has now been finished, however. With the rapid advance of diesellization, it has been found more efficient to use this form of power in helper service. As this is written, the Mimico-Scarboro helper service has been almost completely taken over by new diesel road-switchers, which are also used in other service as required, none now being specifically assigned to helper service only. One 2-10-2 steamer of another class, number 4019, is used occasionally on the grade when a diesel is not available.

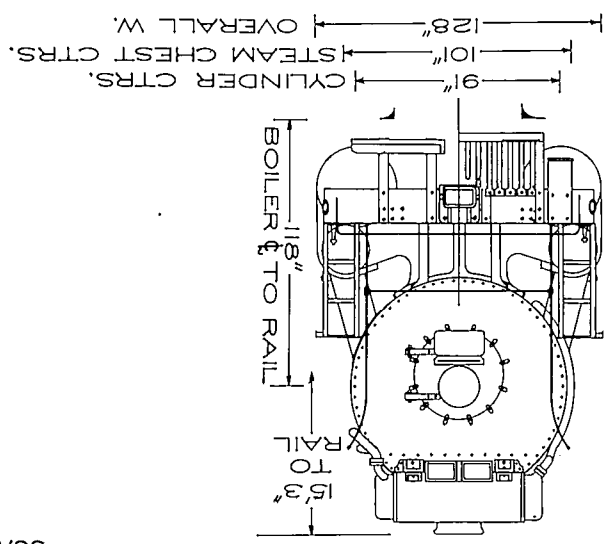
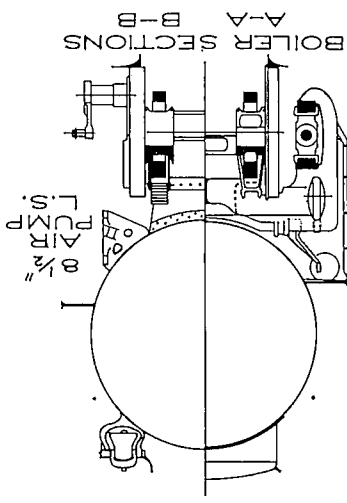
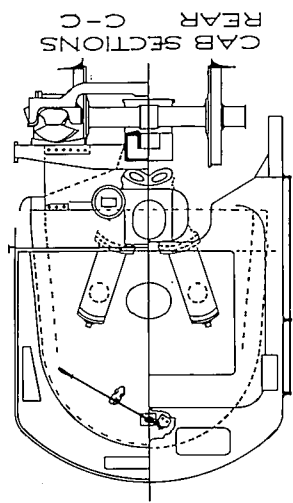
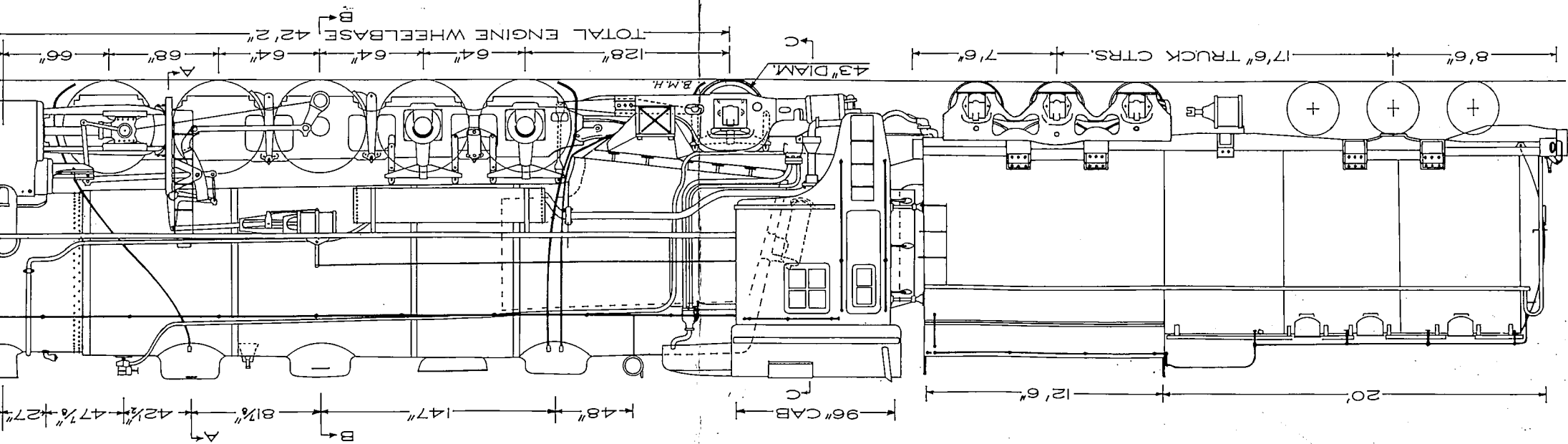
There is now not a single T-2-a 2-10-2 active in the Toronto area. Three are in dead storage, number 4101 at Toronto and 4103 and 4104 at Stratford. As they all require major repairs, it is unlikely they will ever run again, the present policy being to scrap steam power whenever the time for overhaul or heavy repairs is reached. The other two engines of the class have been transferred to Montreal to finish out the last few months of their active life.

# SPECIFICATIONS

CLASS

CANADA

SCALE 0 5



Since that time, the 4100s have continued in the Mimico-Scar-  
boro helper service, which type of work seems to suit their  
capabilities very well.

The story of the 4100s and their long connection with the  
Union Station in Toronto was brought down by the  
passing of the 4100s. The story is told  
in a routine of helper service, colourful  
and





For many years the 4100s have been a familiar sight blasting up the long grade from the Don River to Scarboro, assisting other power with the hauling of fifty- to sixty-car through freight trains. Here we see the 4101 at the same spot near Woodbine Avenue on two different occasions.

Above, by Fred Sankoff, heading two diesel units, an increasingly common sight in recent years.

At right, teamed up with Northern number 6307, in more traditional action lensed by James Beveridge.



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