

newsletter

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Upper Canada Railway Society



newsletter

Number 263

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All other Society business, including membership inquiries, should be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

The Cover

The eerie whine of dynamic brakes and the thunder of rolling wheels signals the passing of Canadian Pacific tonnage as it slips down the Big Hill into Field, B.C., under the watchful gaze of Mount Stephen. SD-40's hold forth now in the land where once massive 2-10-4's tackled the Hill in twos and threes.

/CPR Photo

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Regular meetings of the Society are held on the third Friday of each month (except July and August) at 589 Mt. Pleasant Road, Toronto, Ontario. 8.00 p.m.

Jan 19th; (Fri) The UCRS Annual Meeting: Reports of the officers for 1967 and election of directors for 1968.

Jan 26th; (Fri) UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.

Jan 28th; (Sun) The winter STEAM excursion, this time a circle tour from Toronto to Washago, going via Beaverton and returning via Barrie, featuring CN 4-8-4 No. 6218. Trip leaves Toronto at 8.00 a.m. EST, returning about 6.50 p.m. No suburban stops. Fares: Adult \$9.50; Child (5-12); \$5.00; Infant \$1.00. For further information and tickets, write UCRS Trip Committee, Box 122, Terminal A, Toronto.



Hold on, now! Crossing protection is fine, but this is going too far! Tom Henry spotted this ultra-efficient crossing flasher on temporary track at a Brampton grade separation project.

RAILWAY *News and Comment*

LAST CPR LAKE STEAMER RETIRED

After 60 years of operation in the Georgian Bay-Lakehead service, Canadian Pacific's last Great Lakes steamer, 'Assiniboia', made her final trip from Fort William to Port McNicoll late in November. However, no passengers witnessed the event for, since 1965 when her sister ship 'Keewatin' was retired, 'Assiniboia' has been confined to cargo service.

Her ultimate fate is yet to be announced by Canadian Pacific. The 'Keewatin', meanwhile, survives as a historical preservation in the Kalamazoo River in Michigan.

DON STATION CLOSES -- AND THAT'S NOT ALL

Canadian Pacific's 68-year-old Don Station closed its doors for the last time on December 5th. Ironically, much of its reason for existence during recent years came from CN, which issued train orders for its Bala Sub. trains there. Now however, CTC has reduced the volume of orders, and those remaining can be delivered elsewhere. In its earlier years, Don saw a respectable passenger trade; however, with declining passenger patronage and the swing to suburbia, rail patrons grad-

ually deserted the little station, perched on the bank of the Don River at Queen Street. Yet CP's current passenger schedules still list regular and flag stops at Don for several of the Toronto-Peterboro Dayliners.

The feasibility of saving Don station as a historic building is presently being studied by the Toronto property commissioner. Not so fortunate, however, was Canadian National's Sunnyside station, which missed out becoming a rail museum -- as was suggested by a Toronto columnist -- and was demolished in December.

Another CP station on Queen Street was closed in December: For some time, Parkdale station had been without train service, and the order board was removed years ago.

The advent of CTC on CP's Toronto area track-age greatly reduced the duties of operators at such stations as Leaside and Agincourt, particularly during the afternoon and midnight shifts. And thus this fall the afternoon and night operators were removed from these stations, and the buildings are now open for business during normal business hours only.

LOWER LEFT: Familiar to many Torontonians was CP's Don station, with its unique tower at the north end. Now closed, fate of the old building hangs in the balance.

/J.A. Brown

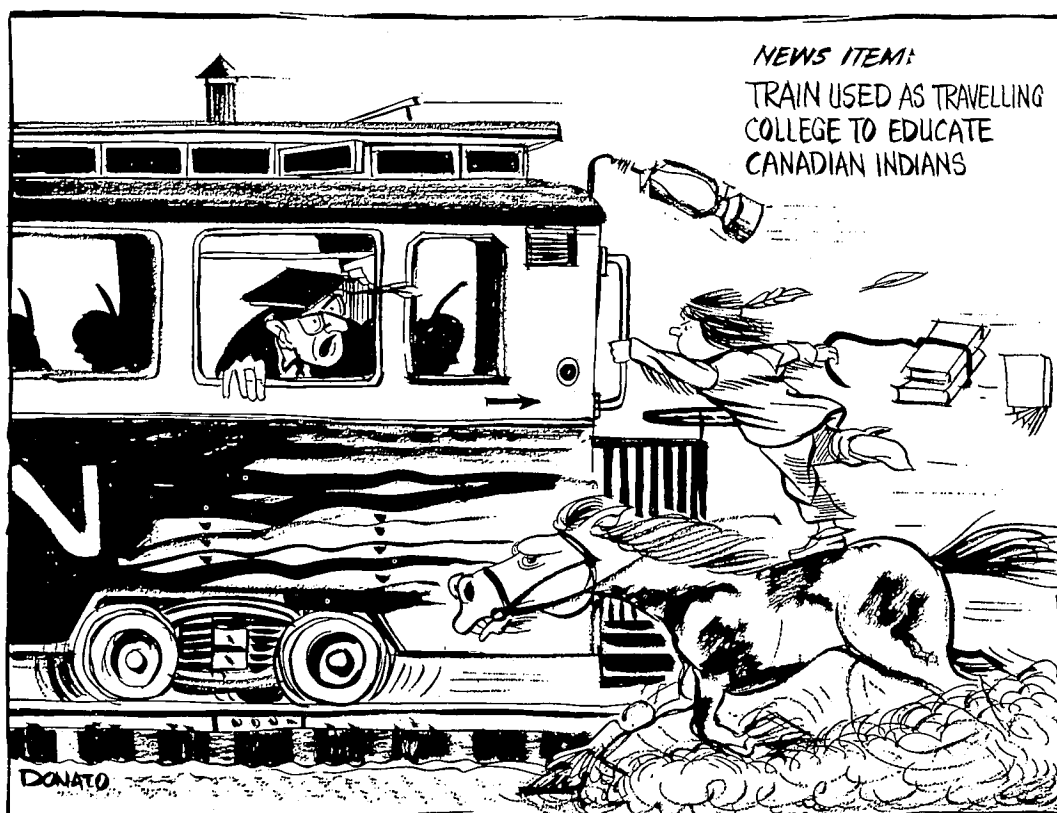
LOWER RIGHT: With the tools of his trade surrounding him, Don operator John Mellow reflects on the passing of his station and the era that is disappearing with it.

/Jack Dyer



WORTH NOTING . . .

- * Jean H. Richer, vice president of passenger sales for Canadian National for the past two years, has been named vice president of CN's St. Lawrence Region, succeeding J.A. McDonald who moves up to the post of vice president, production.
- * United Aircraft's TurboTrain, slated for New Haven's New York-Boston run in 1968, reached a record 170.8 m.p.h. during trials on the PRR at Princeton Jct., N.J., on December 20th. The three-car set is similar to CN's TurboTrains, although the CN version will be limited to 120 m.p.h. for the present.
- * Still in the speed department, the experimental French 'Aerotrain' reached a peak of 210 m.p.h. sustained for four minutes in tests on December 4th. The novel 'train' is powered by a jet engine and two booster rockets, and runs on an air cushion along a concrete track.
- * Canadian Pacific will close its Royal Alexandra Hotel in Winnipeg on December 31st. The building has been offered for sale, and CP is reportedly looking at a Portage and Main site for a new hotel.
- * CN's Toronto-Montreal Turbo service is now expected to begin in March or April, 1968.
- * A college-on-wheels for Canada's Indians is proposed for eastern and central Canada. To be housed in railway cars, the North American Indian Travelling College will be managed by Indian groups and spend two to three weeks at each Indian reserve.
- * GO Transit's self-propelled cars entered regular service on November 27th. The first train, operating in the evening rush only, included cars D-705/00/01/02/04. One of the temporary ONR trainsets continues to operate.
- * A CN group is looking into the coordinated use of containers on a multi-media globe-circling basis. Prominent in the study is the role CN would play in a 'land bridge' service for containers moving between the far East and Europe.
- * Ontario Northland has opened its newly renovated rail and bus terminal at Swastika, Ont.
- * Canadian Pacific's 1966 Annual Report was judged one of the three best in the Public Utilities section of the Financial Post awards for company reports.



/Donato, The Brampton GUARDIAN

...BEING CONSTANTLY LATE IS ONE THING, YOUNG MAN, BUT THIS IS GOING TOO FAR!

CPR RELOCATES DIVISION OFFICES

Full integration of the Quebec Central Railway with parent Canadian Pacific moved a step closer recently with the move of CP's Farnham Division headquarters and dispatching office to Sherbrooke, Quebec, integrating with QCR at that point. Although QCR maintains its own name in operating timetables, it now shares dispatching staffs and certain operating officials with the Farnham Division.

The Farnham Division, formerly quartered at Farnham, Quebec, includes Canadian Pacific's main lines from Adirondack Junction (near Montreal) east to Megantic and south to Wells River, Vt., together with numerous branches in the Eastern Townships.

(A capsule history of the Quebec Central may be found in the May NEWSLETTER, page 65.)

DAYLINER STOWAWAY SURVIVES 20-MILE RIDE

An 11-year-old deaf mute lad took an unauthorized trip on December 15th -- clinging to the grabirons of a CPR RDC. Curious about the duties of the train crew, the boy clambered aboard the RDC as train 307 pulled out of West Toronto for Streetsville and Owen Sound. A younger brother gave the alarm, and police

retrieved the lad at Streetsville. At no time during his 20-mile jaunt -- in freezing temperatures at speeds up to 70 m.p.h. -- had he been seen by passengers or crew of the train.

TAMPERING SUSPECTED IN CN TUNNEL COLLISION

Canadian National investigators are convinced that someone deliberately set in motion two idling diesel units which subsequently collided with an eastbound freight train west of Boston Bar, B.C., December 15th.

The unmanned units, 9062 and 9041, had been idling on the Boston Bar shop track for some time prior to their unscheduled journey. They encountered the eastbound extra, powered by units 9122-4219-4814, in a 470-foot tunnel 8.5 miles west of the Fraser Canyon division point. The energy of the collision was completely absorbed by the two leading A-units, confined by the tunnel walls; had the impact occurred outside the tunnel, the units would probably have been precipitated into the Fraser below.

The fireman of the extra was instantly killed, while the engineer and trainman suffered serious injuries; they were trapped in the wreckage for some six hours. Although all five diesel units were derailed, only Nos. 9062 and 9122 sustained heavy damage.

EQUIPMENT *Notes*

CANADIAN NATIONAL MOTIVE POWER NOTES

* Six SD-40's, class GR-30d, were outshopped in December by GMDL, as follows;

5018 - Dec 2nd	5021 - Dec 22nd
5019 - Dec 2nd	5024 - Dec 22nd
5020 - Dec 22nd	5025 - Dec 22nd

Although these units were delivered from GMDL on the dates shown, CN stored them at Stratford, London and Toronto for entry into service on January 1st, 1968. Units 5022 and 5023 apparently remained at the General Motors plant.

* Montreal Locomotive Works has delivered the first two Century 630 units of class MR-30b:

2002 - Dec 13th	2003 - Dec 16th
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Like the SD-40's now being delivered, these units do not have dynamic brake equipment. (November NL, page 165)

* In a major power reassignment, the entire complement of Stratford-based MR-10 class road-switchers (1700-series with unmodified six-wheel trucks) was transferred to Moncton on December 10th. The units involved are:

1700/01/02/03/04/05/14/15/22.

A NEW HOME FOR PCT 4076?

* Pacific Coast Terminals 0-6-0 No. 4076, until recently privately preserved on Vancouver Island (November NL, page 171), was moved east by Canadian Pacific in mid-December. Its rumoured destination: Calgary's Heritage Park.

'NEW' ALCOS FOR D & H PASSENGER TRAINS

* The Delaware & Hudson, which recently upgraded the passenger equipment on its Montreal-New York trains (October NL, page 147), has acquired four second-hand diesel locomotives for the service.

Purchased from AT&SF and refurbished by ALCO at its Schenectady, N.Y. plant, the four units are 2,000 h.p. PA-1's, built by Alco in 1948. With existing PA fleets in the United States in imminent danger of extinction, the D&H's move is a welcome one indeed for the railway amateur.

The big PA's -- distinguished by a long nose and 15½-foot-wheelbase trucks -- were Alco's answer to EMD's E-series passenger locomotives. They are powered by a single 16-cylinder Alco model 244 engine. The PA never gained a foothold in Canada, while EMD was only slightly more successful through its sale of three E-8 units (Nos. 1800-02) to Canadian Pacific.

D&H hopes to have at least some of the PA's running into Montreal by year's end, newly-painted in blue and gray. (The January NL will carry a photograph of one of these units)

Last Gasp For The Newfie Bullet?

PHOTOSTORY BY TOM HENRY AND JIM BROWN

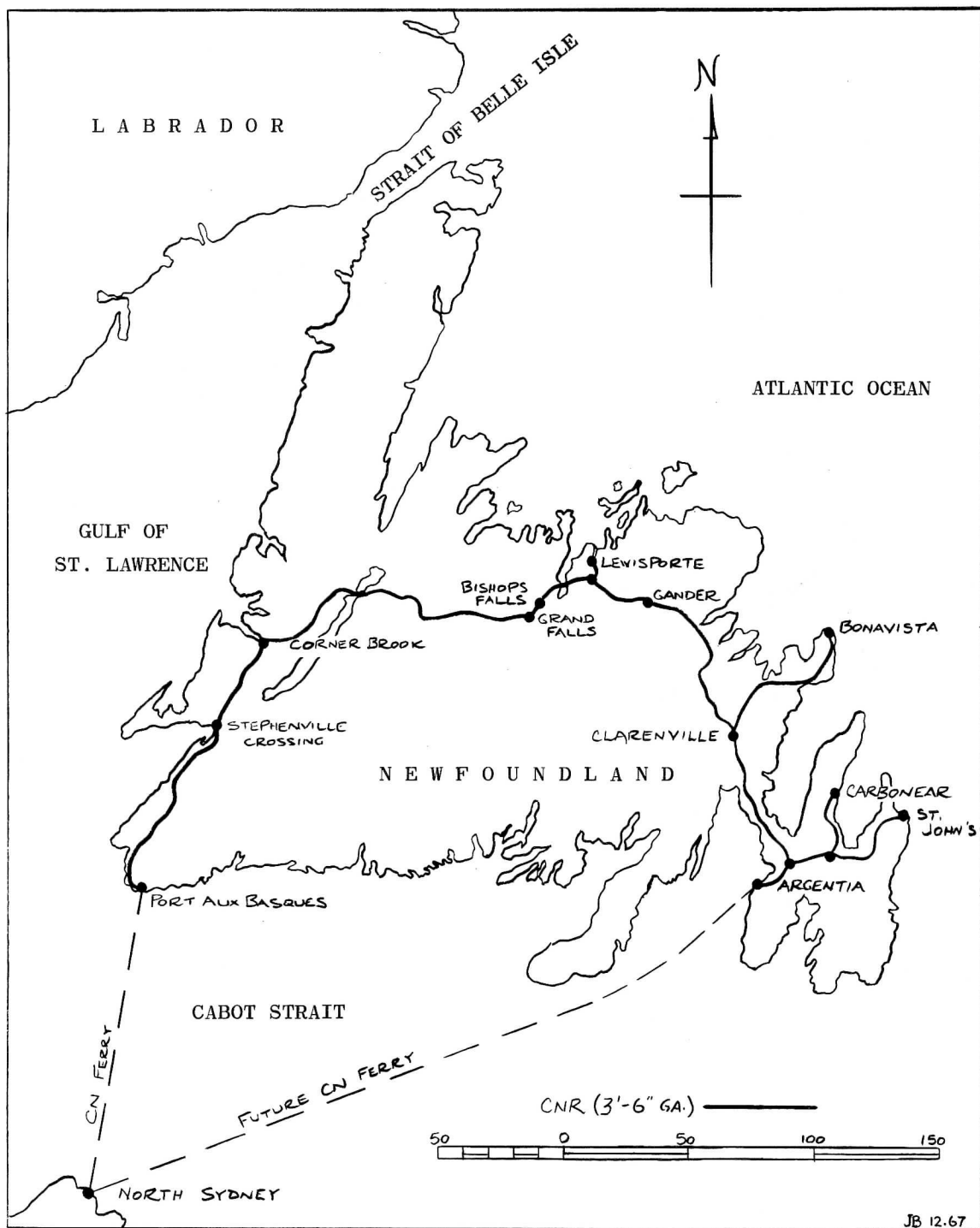
Much has been written in recent months about Canadian National's proposal to replace its Newfoundland passenger trains with a bus service.

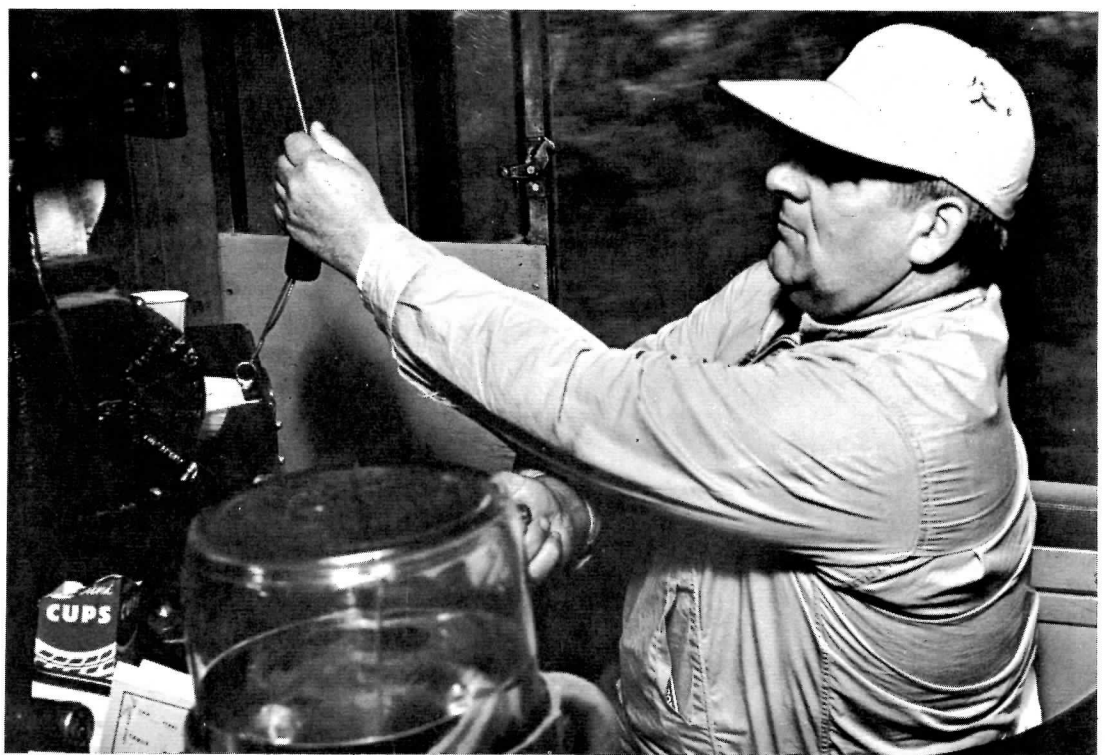
CN claims the narrow gauge trains have lost almost a million dollars annually in recent years, and maintains that a modern bus service would eliminate the loss while at the same time provide a more comfortable and efficient service for the public. About 150 employees would be affected by the change; however all but about 25 would be required to operate the buses or could be absorbed in other railway operations.

As might be expected, the proposal ran into stiff opposition from the provincial government, on-line communities and labour groups, who cited their concern for welfare of the employees and concluded that "second class service" and a perambulating right of way were the real causes of declining patronage. They expressed doubt that the buses would survive Newfoundland winters (although CN agreed that several coaches would be retained for emergencies). They even suggested that a duplicate bus/train service be operated until 1970, "for comparison".

On the face of it, CN's proposal seems reasonable enough. After all, even during the summer when the Caribou -- or 'Newfie Bullet', if you like -- regularly carries 13 cars, the

ST. JOHN'S — PORT-AUX-BASQUES — NORTH SYDNEY										
M203		CARIBOU @101	1		2		3		CARIBOU @102	M204
Sat.	Mon, Wed, Fri.	Mon, Wed, Fri.	Lun, Mer, Ven.	Miles	Newfoundland	STANDARD Time	Terre-Neuve	Mon, Thu, Sat.	Lun, Jeu, Sam.	Wed, Mer.
20 15	21 01	23 30	0.0	0.0	(Hôtel Newfoundland)	08 00	09 30	08 00	09 30	
21 01	21 46	00 14	0.0	0.0	St. John's, Nfld. (69)	07 06	07 33	07 06	07 33	
21 46	22 30	00 40	0.0	0.0	Kellyville	06 39	07 06	06 39	07 06	
22 30	23 15	01 08	0.0	0.0	Avondale	06 22	06 49	06 22	06 49	
23 15	23 58	01 33	0.0	0.0	Brigus Jct. (57, 69)	06 11	06 38	06 11	06 38	
23 58	24 42	02 00	0.0	0.0	Whitehouse	05 54	06 21	05 54	06 21	
24 42	25 26	02 28	0.0	0.0	Placentia Jct. (69)	05 43	06 10	05 43	06 10	
25 26	26 10	03 00	0.0	0.0	Long Harbour	05 32	06 00	05 32	06 00	
26 10	26 54	03 35	0.0	0.0	Tickle Harbour	05 23	05 51	05 23	05 51	
26 54	27 38	04 10	0.0	0.0	Ranney	05 10	05 38	05 10	05 38	
27 38	28 22	04 45	0.0	0.0	Arnold's Cove	05 00	05 28	05 00	05 28	
28 22	29 06	05 20	0.0	0.0	Come-By-Chance	04 41	05 09	04 41	05 09	
29 06	29 50	05 55	0.0	0.0	Gables	04 26	04 54	04 26	04 54	
29 50	30 34	06 30	0.0	0.0	Clareville (70)	04 10	04 38	04 10	04 38	
30 34	31 18	07 05	0.0	0.0	Port Blandford	04 00	04 28	04 00	04 28	
31 18	32 02	07 40	0.0	0.0	Terra Nova	03 50	04 18	03 50	04 18	
32 02	32 46	08 15	0.0	0.0	Alexander Bay	03 35	04 03	03 35	04 03	
32 46	33 30	08 50	0.0	0.0	Garnsey	03 20	03 48	03 20	03 48	
33 30	34 14	09 25	0.0	0.0	Benton	03 05	03 33	03 05	03 33	
34 14	34 58	10 00	0.0	0.0	Gander	02 50	03 18	02 50	03 18	
34 58	35 42	10 35	0.0	0.0	Glenwood	02 40	03 08	02 40	03 08	
35 42	36 26	11 10	0.0	0.0	Notre Dame Jct.	02 30	02 58	02 30	02 58	
36 26	37 10	11 45	0.0	0.0	Norris Arm	02 20	02 48	02 20	02 48	
37 10	37 54	12 20	0.0	0.0	Grand Falls	02 10	02 38	02 10	02 38	
37 54	38 38	13 00	0.0	0.0	Baden	02 00	02 28	02 00	02 28	
38 38	39 22	13 40	0.0	0.0	Millerstown Jct.	01 50	02 18	01 50	02 18	
39 22	40 06	14 20	0.0	0.0	Gaff Brook	01 40	02 08	01 40	02 08	
40 06	40 50	15 00	0.0	0.0	Kelly's Brook	01 30	01 58	01 30	01 58	
40 50	41 34	15 40	0.0	0.0	Howley	01 20	01 48	01 20	01 48	
41 34	42 18	16 20	0.0	0.0	Dear Lake	01 10	01 38	01 10	01 38	
42 18	43 02	17 00	0.0	0.0	Passaden	01 00	01 28	01 00	01 28	
43 02	43 46	17 40	0.0	0.0	South Brook	00 50	01 18	00 50	01 18	
43 46	44 30	18 20	0.0	0.0	Steady Brook	00 40	01 08	00 40	01 08	
44 30	45 14	19 00	0.0	0.0	Corner Brook	00 30	00 58	00 30	00 58	
45 14	45 58	19 40	0.0	0.0	Curling	00 20	00 48	00 20	00 48	
45 58	46 42	20 20	0.0	0.0	Tower Line	00 10	00 38	00 10	00 38	
46 42	47 26	21 00	0.0	0.0	Source Brook	00 00	00 28	00 00	00 28	
47 26	48 10	21 40	0.0	0.0	Gallant	23 50	00 18	23 50	00 18	
48 10	48 54	22 20	0.0	0.0	Harry's Brook	23 40	00 08	23 40	00 08	
48 54	49 38	23 00	0.0	0.0	Black Duck	23 30	00 00	23 30	00 00	
49 38	50 22	23 40	0.0	0.0	Stephenville Crossing	23 20	23 48	23 20	23 48	
50 22	51 06	24 20	0.0	0.0	Western	23 10	23 38	23 10	23 38	
51 06	51 50	25 00	0.0	0.0	St. George's	23 00	23 28	23 00	23 28	
51 50	52 34	25 40	0.0	0.0	Flat Bay	22 50	23 18	22 50	23 18	
52 34	53 18	26 20	0.0	0.0	St. Teresa	22 40	23 08	22 40	23 08	
53 18	54 02	27 00	0.0	0.0	Flaxton	22 30	22 58	22 30	22 58	
54 02	54 46	27 40	0.0	0.0	Hardington	22 20	22 48	22 20	22 48	
54 46	55 30	28 20	0.0	0.0	Carbinston	22 10	22 38	22 10	22 38	
55 30	56 14	29 00	0.0	0.0	Carbinston	22 00	22 28	22 00	22 28	
56 14	56 58	29 40	0.0	0.0	Jeffrey	21 50	22 18	21 50	22 18	
56 58	57 42	30 20	0.0	0.0	St. Finian's	21 40	22 08	21 40	22 08	
57 42	58 26	31 00	0.0	0.0	Codroy Pond	21 30	21 58	21 30	21 58	
58 26	59 10	31 40	0.0	0.0	South Branch	21 20	21 48	21 20	21 48	
59 10	59 54	32 20	0.0	0.0	Douglas	21 10	21 38	21 10	21 38	
59 54	60 38	33 00	0.0	0.0	Tomlin's	21 00	21 28	21 00	21 28	
60 38	61 22	33 40	0.0	0.0	St. Andrew's	20 50	21 18	20 50	21 18	
61 22	62 06	34 20	0.0	0.0	Red Rocks	20 40	21 08	20 40	21 08	
62 06	62 50	35 00	0.0	0.0	Cape Ray	20 30	20 58	20 30	20 58	
62 50	63 34	35 40	0.0	0.0	Port-aux-Basques	20 20	20 48	20 20	20 48	
63 34	64 18	36 20	0.0	0.0	Dim, Mer	20 10	20 38	20 10	20 38	
64 18	65 02	37 00	0.0	0.0	Mon.	20 00	20 28	20 00	20 28	



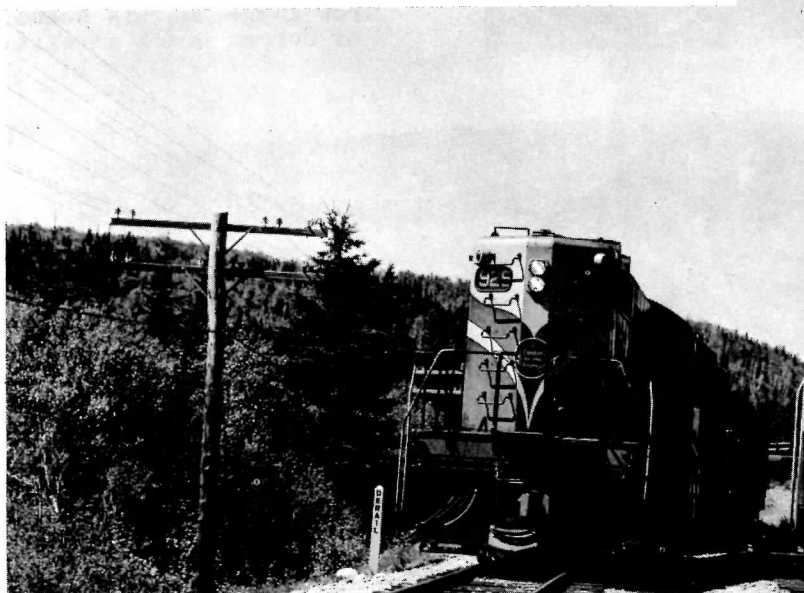
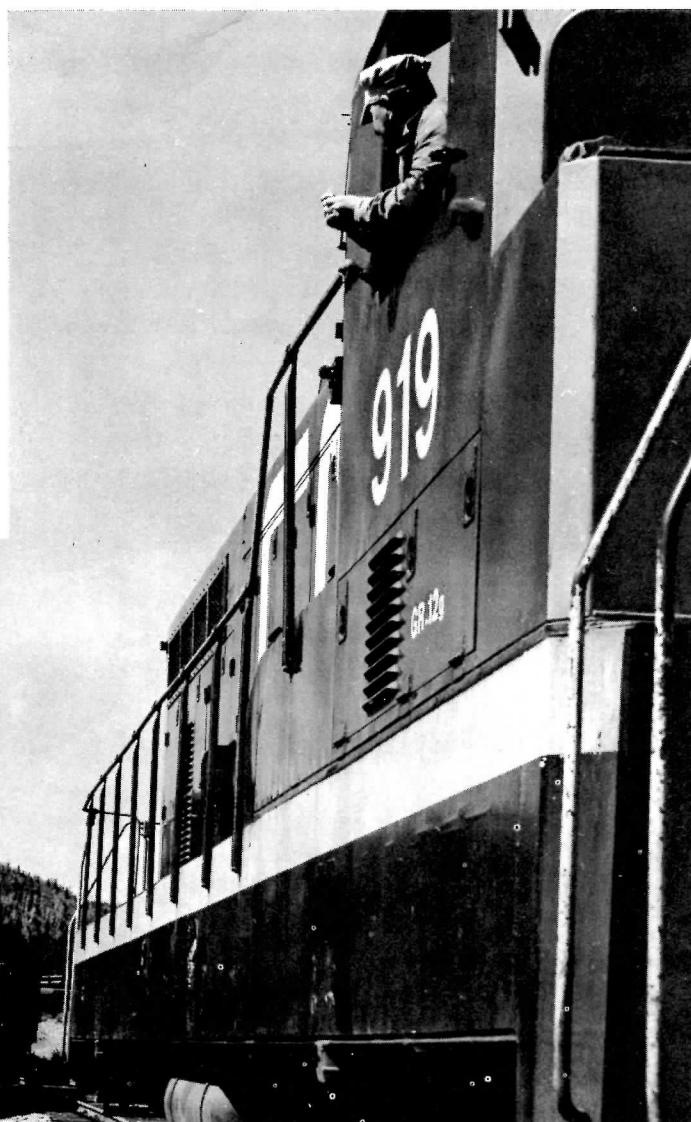




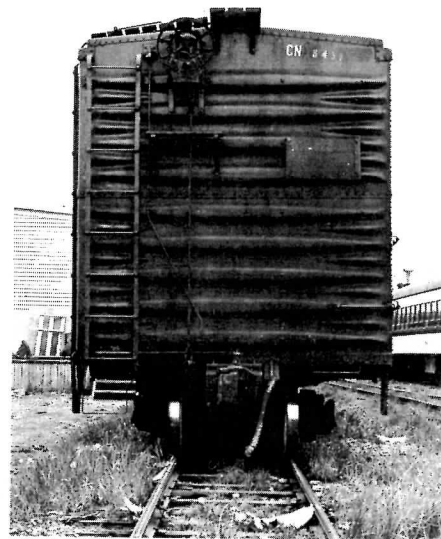
During the course of his 22-hour journey across Newfoundland, the traveller cannot avoid being impressed by the continually changing terrain through which he is passing.

From rocky sea coast -- where gales occasionally lift trains from the rails -- to wooded rocky wilderness reminiscent of Ontario's Muskoka (UPPER LEFT; west of Corner Brook), from barren treeless desolation (UPPER RIGHT; near Gaff Topsail) to sleepy fishing villages, the panorama unfolds.

En route, the daily summer Caribou encounters its opposite counterpart twice (LOWER RIGHT; meet at Cooke, near Corner Brook). Throughout the trip, the train is in the capable hands of engineers who -- like Kevin Byrne (LOWER LEFT) -- began their careers on the little Mikados and 4-6-2's of the Newfoundland Railway.



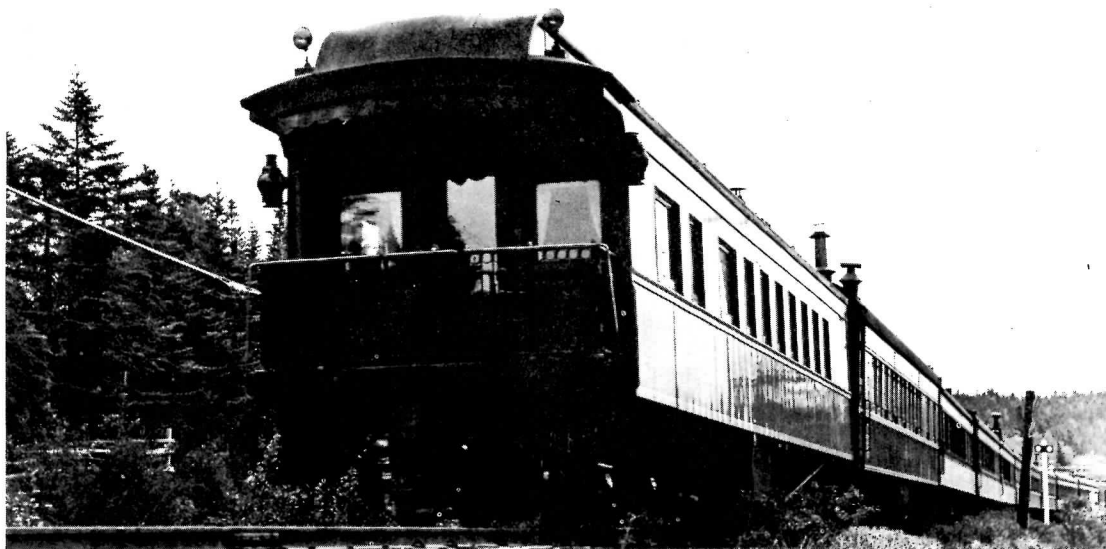
Standard steel boxcars on narrow gauge trucks are a shot in the arm for the little line. At 3712 cubic feet capacity, the 'mainland' cars have almost 70 per cent more room inside than do Newfoundland's own steel-frame cars.



The time-honoured ritual of journal oiling at division points has all but disappeared on CN's passenger trains. Yet the practice is very much alive on the narrow gauge, as this scene at Corner Brook attests.

Newfoundland's mixed trains do a commendable freight business but only rarely see a revenue passenger. Here, a trio of GMD G-8's switches at Carbonear, after arriving with a mixed train from Brigus Junction. A young admirer looks on.





Three fine little business cars grace CN's narrow gauge roster. Here is 'Avalon' bringing up the rear of the eastbound Caribou near Topsail Pond.



NEWS ITEM: NEWFOUNDLANDERS OPPOSE CNR MOVE TO REPLACE TRAIN BY BUSES. THE BUSES DON'T HAVE BARS.

/Macpherson, Toronto STAR

"STAND BY TO POUR A BROADSIDE!"

CN/B&M/MeC Trip

THE SIGHT of a long passenger train is becoming increasingly rare in northern New England and, as a result, the annual outing of the 470 Railroad Club of Portland, Maine, was well attended; both by passengers as well as bystanders.

A well filled, twelve-car train, comprised of Canadian National rolling stock headed by two Maine Central road switchers, made a tour of the scenic lines of the White Mountains area on Sunday, October 1st. Leaving Portland in the morning on the Grand Trunk, the special proceeded by way of South Paris and Berlin to Groveton, N.H., where it took to the rails of the Boston & Maine. The B&M was followed to Lancaster, where the train gained Maine Central trackage for the return trip to Portland.

The journey was one of contrasts, pitting a particularly good show of autumn colour on the outward trip against the rugged grandeur of Crawford Notch on the return. Dozens of motorists crowded the scenic vantage points on the Crawford Notch highway to watch the unusual sight of a passenger train -- and a "Canadian National" one at that -- make its way along the rocky ledges, over the trestles at Willey Brook and Frankenstein Cliff.

The route embraced covered some of the oldest main lines of the area. The GTR route from Portland to Canada was opened in 1853, while the Maine Central line, then known as the Portland & Ogdensburgh, was opened through Crawford Notch in 1875. The GTR still sees once-a-week passenger service in midsummer; the last passenger train on the Maine Central between St. Johnsbury and Portland was discontinued in the winter of 1957-58.

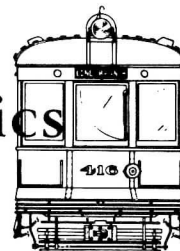
-- Omer Lavallée



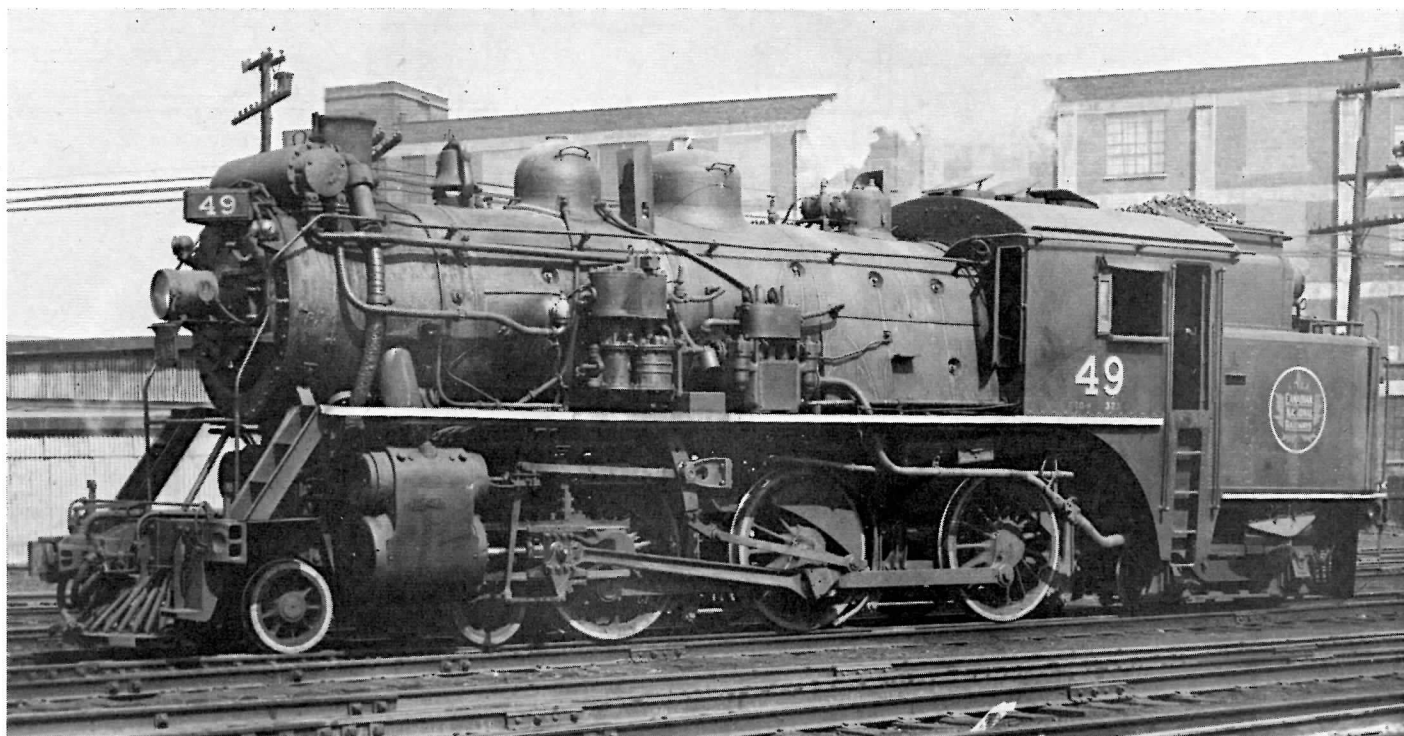
Photos by Jim Sandilands



Traction Topics



...WILL RETURN NEXT MONTH!



ABOVE: No. 49 at Turcot, near the end of its career.

/John Freyseng Collection

For many years, Canadian National Railways and its predecessor Grand Trunk operated a suburban service for residents of the 'Lakeshore' communities toward the west end of Montreal Island. The original service extended to Vaudreuil, some 26 miles; however, in latter years declining patronage (some of which, no doubt, was lost to the adjacent commuter operations of Canadian Pacific) forced its cutback to Dorval, and in their last years the CN trains served that community and such intermediate stations as Lachine, Convent and Dominion on their way to Central Station.

Since there were no turning facilities for locomotives at either Dorval or Vaudreuil, the suburban service required locomotives which were capable of operation in either direction equally well. This requirement was admirably fulfilled by the Forney-type locomotive, which carried its fuel and water supply in a small bunker mounted on a fixed extension of the locomotive frame. For bi-directional operation, it was sufficient merely to provide a reversible seat for the engineer, and a pilot and headlight on the rear end. (It should be noted that while a 'tank' locomotive -- which carries its water supply in tanks alongside or over the boiler and its fuel supply in a rear-of-cab bunker -- may be properly classified as a Forney, the term Forney, as in the case of the GTR/CNR engines, does not necessarily imply a 'tank' locomotive.)

The early 1900's saw the Montreal suburban runs being handled by 4-4-2-type Forneys, augmented as required by conventional 2-6-0's and 4-6-0's. However, by 1914 increased traffic and the introduction of heavier steel suburban cars all but overwhelmed the little 4-4-2's, and a larger and more powerful locomotive was introduced.

Grand Trunk Nos. 1540 to 1545, 4-6-4-type Forneys, were outshopped by Montreal Locomotive Works in September, 1914 and immediately placed in the Montreal-Vaudreuil suburban service for which they had been designed. One was assigned for a short time to Montreal-St. Hyacinthe trains but was shortly withdrawn in favour of heavier power. The 1540's performed well with their seven-car consists, demonstrating the rapid acceleration characteristics so desirable in a stop-and-go commuter operation.

In their design, particular attention was paid to the design of the firebox and brick arch, to ensure the maximum possible combustion efficiency with an attendant reduction in smoke, so important in urban areas. Since it was not desired to have more than two systems of equalization, the front truck was equalized with the driving wheels.

When they were absorbed into the Canadian National Railways roster in 1923, the GTR 1540's became CNR Nos. 45-50, class X-10-a. Under CN ownership, they remained in Montreal local service until the mid-1950's. In 1955, engine 48 was briefly assigned to Allandale, Ont., then to London, where it handled the local London-Sarnia service for over a year.

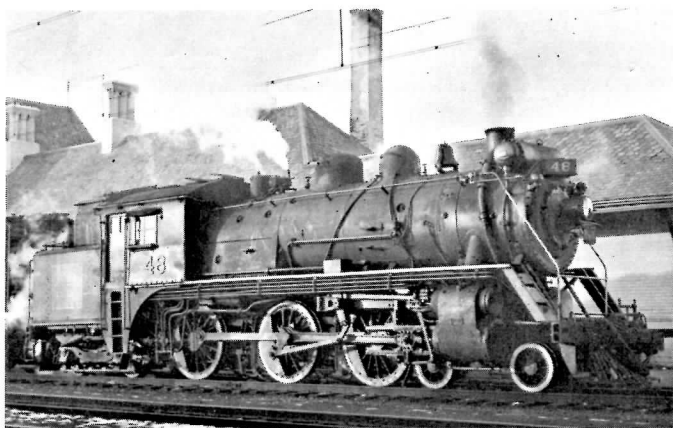
The diesel made its first inroads on the Forneys' empire in August, 1957 and by April, 1959 CN's Lakeshore commuter trains were fully dieselized; the trains themselves disappeared on June 30th of the following year.

Fifty per cent of the X-10-a class is preserved in museum projects: No. 46 by the Vaudreuil-Soulanges Historical Society of Dorion, Quebec; No. 47 by the Steamtown Museum of Bellows Falls, Vt.; and No. 49 by the Canadian Railway Museum at Delson, Quebec. Nos. 45, 48, and 50 were scrapped in August, 1956, January, 1959 and April, 1960 respectively.

SUB CLASS	DATE BUILT	BUILDER	BUILDERS ORDER NO.	BUILDERS BOILER NOS.	PREVIOUS ROAD NOS AND INITIALS	PRESENT ROAD NOS	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL TYPE SUBURBAN CLASS X.10									
X.10 a	1914	M. L. W.	Q.241	54894 to 54899	1540 to 1545 G.T.R.	45 to 50										

Operating curvature 16°

SUB-CLASS	CYLINDERS		DRIVING WHEELS		FIRE BOX		GRATE AREA SQ. FT.	T U B E S					TENDER CAPACITY		SUPERHEATER	HAULAGE RATING	
	DIA.	STROKE	OS. DIA.	DIA. CTG	LENGTH	WIDTH		LARGE	DIA	SMALL	DIA	LENGTH	WATER	COAL			
X.10 a	21"	26"	63"	56"	129 1/2"	75 1/2"	47	26	5 3/8"	191	2"	11'-10"	2900 GAL	5 TONS.	SCHMIDT	32%	
SUB-CLASS	HEATING SURFACE				WEIGHTS IN WORKING ORDER								LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS
	TUBES	FIRE BOX	TOTAL	SUPER HEATER	ENGINE TRUCK	DRIVING	TRAILING	TOTAL ENGINE	TENDER	ENGINE & TENDER	DRIVERS	TOTAL ENGINE					
X.10 a	1628	160	1788	342	49,000	146,000	80,000	275,000	-	-	131,400	222,800	4.49	52,487	210# sq"		
SUB-CLASS					TYPE OF VALVE GEAR				FEED WATER HEATERS				STEAM HEAT	Nº & SIZE OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH	
					VALSCHAERT				SEE SPEC LIST				YES	1.8" cc	YES	10'-1"	



ABOVE: Far from its normal haunts, X-10 No. 48 smokes up the catenary at Sarnia, Ontario in December 1956, as it awaits the departure of train 620 for London.

/R.J. Sandusky



ABOVE: In traditional action, No. 49 eases away from CN's old Dorval station with an inbound local.

/R.J. Sandusky

BELOW: Despite the addition of feedwater heaters and two-stage air compressors by CN, the X-10's changed little over the years.

/MLW



Upper Canada Railway Society
BOX 122 TERMINAL "A" TORONTO
LOCOMOTIVE DATA SHEET

No.
6712

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