

WRECKS AND
COLLISIONS
ON THE
FORMER NTR
IN THE
PROVINCE OF
QUEBEC.

C. H. RIFF

COLLISIONS AND DERAILMENTS THAT OCCURRED IN THE
PROVINCE OF QUEBEC ALONG THE FORMER NATIONAL
TRANSCONTINENTAL RAILWAY.

July 14, 1910 CNoQ engine 184 Cap Rouge, Quebec

March 1, 1921 Bourg Lois

May 30, 1923 La Tuque, collision

November 30, 1923 Loretteville, derailment

March 8, 1925 Obrien Yard

July 17, 1925 M.P. 89, Manouan, Sub.

April 12, 1926 St Malo Shops.

October 28, 1926 Glendyne Sub.

January 15, 1926 Grand Falls Sub.

August 19, 1927 Malamink, collision

September 3, 1931 St Eleuthere, collision

April 30, 1931 St Jacques

February 7, 1934 Monk

October 9, 1935 Tachereau, collision

February 11, 1937 Manouan Sub.

February 15, 1937 Armagh Sub., derailment

November 8, 1937 Kiskisink

COLLSIONS AND DERAILEMENTS THAT OCCURRED IN THE
PROVINCE OF QUEBEC ALONG THE RAILWAY LINES OF THE
FORMER NATIONAL TRANS CONTINENTAL RAILWAY.

June 25, 1938	Garneau
March 7, 1941	Rosaire, Armagh Sub.
February 12, 1941	Loretteville, Batiscan Sub.
November 4, 1941	Lairt, Batiscan Sub.
February 21, 1946	Armagh Station, rear end collision
May 30, 1947	St Jean Chrystome, Armaugh Sub.
July 9, 1947	Manouan
March 18, 1947	Fitzpatrick
June 9, 1949	Linton

Board of Railway Commissionaires.

C.H. Riff 2016

CNR Steam Locomotives

The mainline steam locomotives used on the National Transcontinental railway lines radiating from Quebec City were the CNR T-1-b, T-1-c, T-4-a and T-4-b class Santa Fe type 2-10-2's. Various CNR 2-8-2 were also assigned to these railway lines. Attached is from Don McQueen's excellent work Canadian National Steam.

Donald R. McQueen

CANADIAN NATIONAL STEAM!

Volume 6: Road Numbers 3000 — 2-8-2 — Class R
3198 to 3805 — 2-8-2 — Class S
4000 to 4732 — 2-10-2 — Class T
5000 to 5304 — 4-6-2 — Class J
5500 to 5634 — 4-6-2 — Class K
5700 to 5704 — 4-6-4 — Class K

For Dianne (1942-2008)

CNR 4000-4732**T CLASS**
2-10-2 SANTA FE TYPE

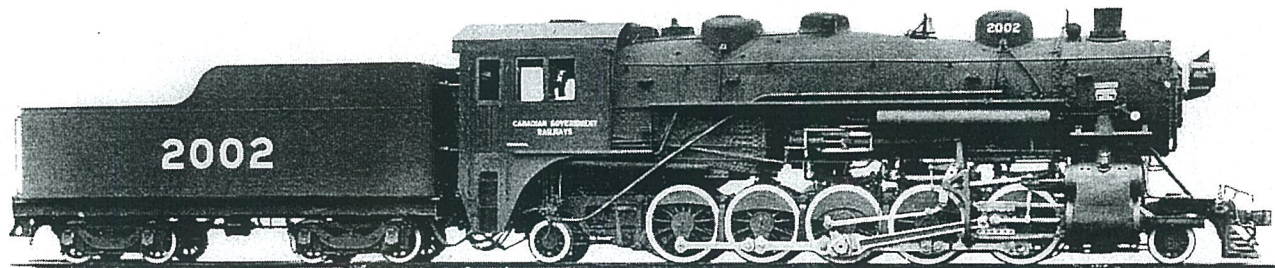
The "T" class was assigned road numbers 4000-4999 for the 2-10-2 Santa Fe Types. The class totalled ninety-three locomotives, twenty of which came from the Canadian Government Railways, and ten from the Boston & Albany Railroad. Canadian National Railways purchased sixty-three new Santa Fe Types between 1920 and 1930. The 1919 road numbers 4000-4019 were assigned to those from the CGR and, in 1928, the B&A 2-10-2s became 4200-4209. New construction for the CNR was assigned numbers 4100-4104 and 4300-4334. All dates are mm-dd-yr.

CNR 4000-4009**2-10-2 SANTA FE TYPE****T-1-a**

Specifications						Appliances		Weights	Fuel Capacity		Length	Notes	
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
26x32"	W	57"	200#	EWT	64500		SCH		256/320/512200	9000 gals	17 tons	81-3'	[orig: 4000-4007]
26x32"	W	57"	200#	EWT	64500		SCH		256/320/512200	9000 gals	17 tons	81-5'	[orig: 4008-4009]
26x32"	W	57"	200#	EWT	64500	65%	SCH	DX	256/320/503200	8300 gals	16 tons	81-3' & 81-5'	[stoker]
26x32"	W	57"	200#	EWT	64500	65%	SCH	DX	256/320/507200	8300 gals	18 tons	81-3' & 81-5'	[by 1928]
26x32"	W	57"	200#	EWT	64516	65%	SCH	DX	256/320/ 000	8300 gals	tons	81-3' & 81-5'	[af. 1950]

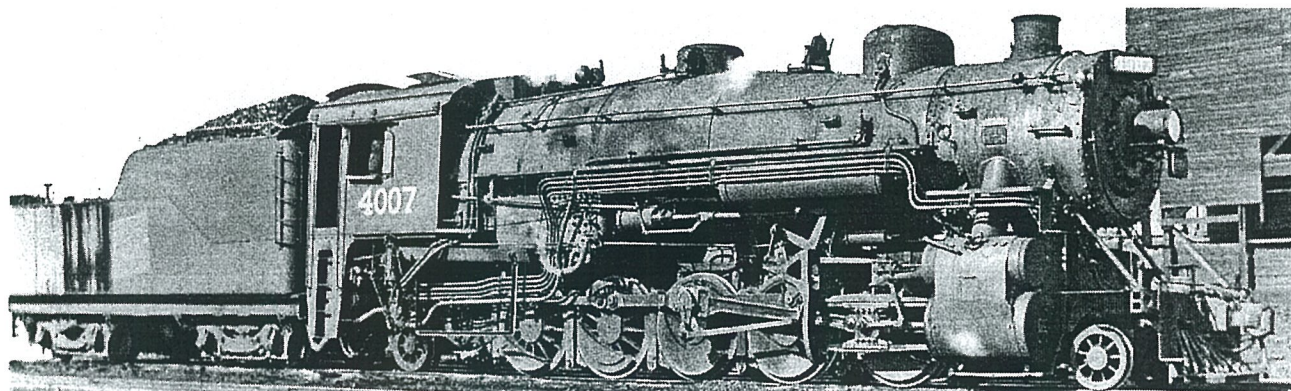
Brooks Locomotive Works - ALCO 1916 (B-1420; with boilers built by MLW) \$36,460 (10) Acquired by CNR 9-01-1919

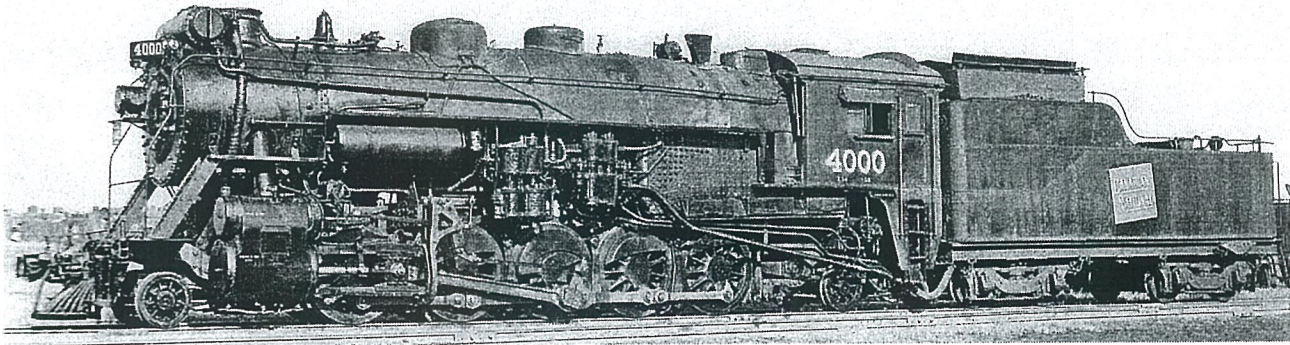
Serial	Shipped	New as	boiler	Stokers	E-fwh	Steel	Mods	Disposition	To
		F1-1 325%	exch 3-43			hopper			
4000	56581	12- -16	CGR 2000	(56584)	DX 11-25 AK	11-37 AK	4-51	A fm	Sc 2-14-60 PU
4001	56582	12- -16	CGR 2001		DX 8-24 AK	1-35 AK	4-51	A m	Sc 5-21-54 PU
4002	56583	12- -16	CGR 2002*		DX 5-23 AK	6-35 AK		A m	Sc 3-07-55 LM
4003	56584	12- -16	CGR 2003	(56581)	DX 12-24 AK; HT 11-43 HQ	2-33 AK		A mz	Sc 10-31-55 LM
4004	56585	12- -16	CGR 2004		DX 10-25 AK	11-35 AK		A m	Sc 11-14-55 LM
4005	56586	12- -16	CGR 2005		DX 3-23 AK	12-36 AK	-nd	A fmz	Sc 10-14-59 PU
4006	56587	12- -16	CGR 2006		DX 1-25 AK	5-38 AK		A? mz	Sc 3-14-60 PU
4007	56588	12- -16	CGR 2007		DX 10-24 AK	3-43 HQ		A m	Sc 2-05-60 LM
4008	56589	12- -16	CGR 2008		DX 3-25 AK	6-27 PU	7-30	A mz	Dn10-21-59 W
4009	56590	12- -16	CGR 2009		DX 11-25 AK	7-36 AK		m	Sc 1-23-57 LM



A number of changes occurred during the three decades separating the builder's photo of CGR 2002 (4002), at Dunkirk, New York in November 1916, [BROOKS WORKS PHOTO B-1420/GEORGE CARPENTER COLLECTION] and of 4007, before 1943. [JOHN MITCHELL PHOTO/AL PATERSON COLLECTION] Upgrades included the headlight, boiler tube pilot, narrower cab skirts, an improved Franklin power reverse gear, and the spaghetti-like

addition of train, brake and air lines. The extended piston rods and the spoked tender wheels were replaced, while the Woodward external throttle linkage, visible on the steam dome, originally had its arm pass through the rear sand dome rather than through the backhead. By the time the 4007 was photographed, the turbo-generator had been relocated to where the second sand dome had been. Another modification to 4007 included a U-shaped piece of angle iron fastened to the skirt of the ash pan to provide a step for inspection and cleaning.





CNR 4000-4009 were built for the Canadian Government Railways for service on the Intercolonial Division, and may have been identified at this time by crews as "Dreadnought" Types. Because of wartime restrictions on steel and parts (described as "owing to the exigencies of the occasion" in the trade press), ALCO had the locomotives assembled at the Brooks plant in Dunkirk, New York. Parts were made at the Rogers plant in Paterson, New Jersey, and the boilers were fabricated by the Montreal Locomotive Works using MLW serial numbers. They, along with the T-1-b class and CVR 420-425, were the only CNR steamers to have a Woodard outside throttle mounted on the right side of the steam dome. Some noticeable alterations were made during their careers. Replacement of the as-built piston rod extensions and the wooden doors of the vestibule cabs with ones of steel were undertaken in the late 1920s. Beginning in 1924, a program was begun to remove the rear sand dome and utilize the acquired space for the turbo-generator, which had initially been located behind the stack. Then between 1950 and 1954, the location of the forward sand dome and bell were exchanged on 4000, 4006 and 4008. AAR front-end arrangements were

The October 10th 1957 photograph of 4000 at Transcona showed significant alterations to the as-built steamer. These changes included the application of the feedwater heater bundle and pump, an extended coal bunker, and the relocation of the bell and remaining sand dome. The latter alterations took place when the location of the boiler feed check valve move moved to the top of the boiler from its as-built location along the side. [AL PATERSON COLLECTION]

installed in most between 1938 and 1943. Appendix BJ gives the dates of installation. Steel hopper extensions to the coal bunker were added to most of the class assigned to the Western Region.

CNR 4003, double-headed with 4204, was involved in a head-on collision with 2-8-2 3267 and 3483 at MP 13 on the Montauban subdivision on November 9th 1942. For details see Don Robertson: "Unscheduled Meet!" in *Canadian Rail* Issue #502 (9/10-2004). During the subsequent repairs in March 1943, the boilers of 4003 and 4000 were exchanged. CNR 4008 was donated to the Rainy River and District Chamber of Commerce and was put on display in the town of Rainy River, Ontario.

CNR 4010-4019**2-10-2 SANTA FE TYPE****T-1-b**

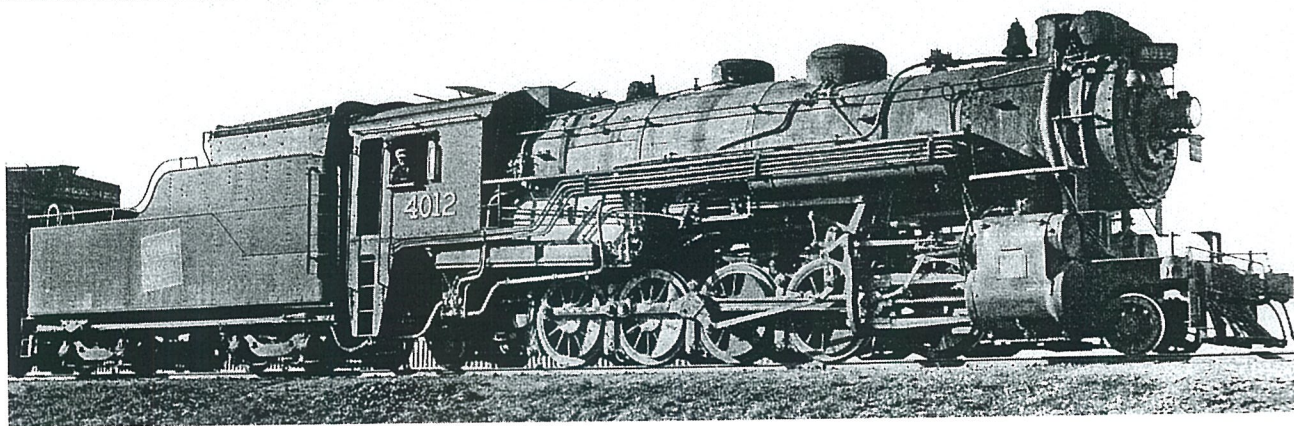
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total		Water	Coal		
26x32"	W	57"	200#	EWT	64500	65%	SCH		256/320/512200		9000 gals	17 tons	81-3'	[orig: 4010-4017]
26x32"	W	57"	200#	EWT	64500	65%	SCH		256/320/512200		9000 gals	17 tons	81-5'	[orig: 4018-4019]
26x32"	W	57"	200#	EWT	64500	65%	SCH	DX	256/320/503200		8300 gals	16 tons	81-3' & 81-5'	[stoker]
26x32"	W	57"	200#	EWT	64500	65%	SCH	DX	256/320/507200		8300 gals	18 tons	81-3' & 81-5'	[by 1928]
26x32"	W	57"	200#	EWT	64516	65%	SCH	DX	256/320/ 000		8300 gals	tons	81-3' & 81-5'	[af. 1950]

Montreal Locomotive Works — ALCO 1918 (Q-247) \$56,000

(10) Acquired by CNR 9-01-1919

Serial	Shipped	New as	Stokers	E-fwh	New boiler	Steel	Mods	Tender	Disposition
		F1-1 ^A 325%			HQ #1645	hopper		to	
4010	58337	2- -18	CGR 2010	DX 7-23 AK; HT 5-52 PU	4-29 PU	2-29	A m		Sc 12-31-58 PU
4011	58338	2- -18	CGR 2011	DX 1-25 AK	11-30 PU	10-30	A mz		Sc 9-07-61 PU
4012	58339	2- -18	CGR 2012	DX 9-24 AK	2-29 PU	2-29	A mz		Sc 12-31-58 PU
4013	58340	2- -18	CGR 2013	DX 3-26 AK	1-38 AK		m		Sc 10-31-55 LM
4014	58341	2- -18	CGR 2014	DX 4-26 AK	11-33 AK		A m		Sc 12-31-52 JD
4015	58342	2- -18	CGR 2015	DX 2-25 EH	7-33 HQ	7-33 HQ	A fm	OCS	Sc 6-02-54 LM
4016	58343	2- -18	CGR 2016	DX 12-25 AK	12-37 AK		A mz		Sc 9-07-61 PU
4017	58344	2- -18	CGR 2017	DX 3-23 AK	7-29 PU	6-29	A m		Sc 5-02-58 LM
4018	58345	2- -18	CGR 2018*	DX 3-25 AK	6-30 PU	3-30	A m		Sc 10-31-57 PU
4019	58346	2- -18	CGR 2019	DX 5-23 AK	11-34 AK		A mz		Sc 2-14-60 PU

T-1-b

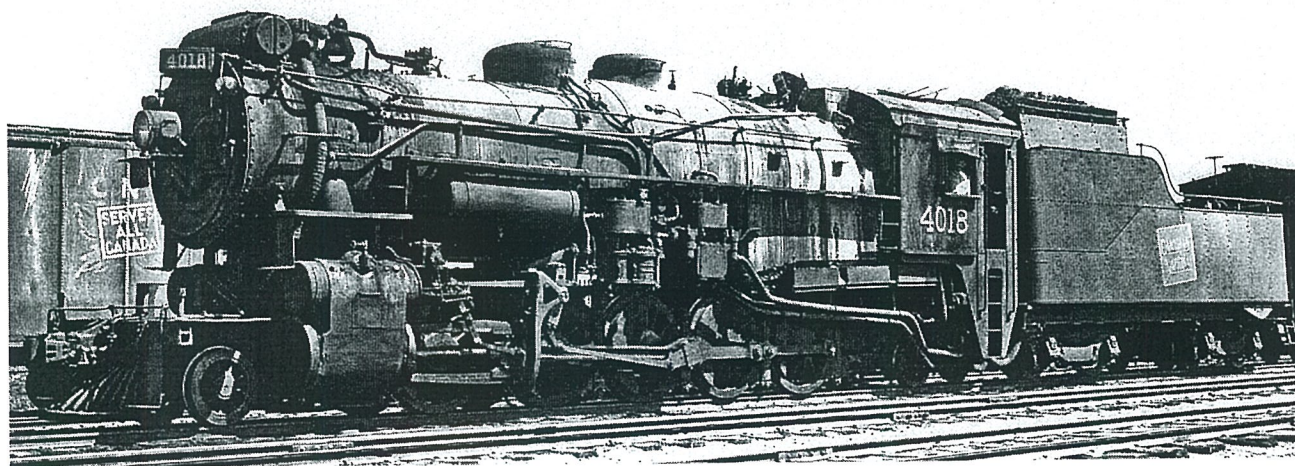


CNR 4010-4019 were built for the **Canadian Government Railways** and were probably identified by railway personnel as "Dreadnought" Types at the time. Beginning in 1925, the wooden doors of the vestibule cabs were replaced by ones of steel. In 1924, the rear sand dome was removed, and the turbo-generator, which had been located behind the stack when built, was relocated to where the dome had been. Then, between 1946 and 1953, the locations of the forward sand dome and bell were exchanged on 4010, 4012, 4016 and 4018. The bell was placed behind the stack, ahead of the check valve. Steel hopper extensions to the coal bunker were added to most of the class assigned to the Western Region. AAR front ends (A) were installed in most between 1940 and 1944. Appendix BJ has the individual dates of installation. CNR 4015 was rebuilt in 1933 with a new boiler manufactured at Pointe St. Charles shops. Its tender was listed on December 31st 1955 as one being held for possible conversion to an

Although built in Montreal the T-1-b 2-10-2s were virtual duplicates of the initial class, including a Woodard steam dome throttle. Images taken in Brandon, Manitoba of 4012 on May 12th 1955, a quarter century after the installation of the feedwater heater system, and 4018 on April 30th 1955, show similar alterations to those seen in the T-1-a class above. [JOHN A. REHOR PHOTO]

Some variations occurred however; notably the running board treatment at both the cab face and pilot, the lack of a wide cab skirt, and the placement of the classification lights. Unlike the T-1-a sub-class (see 4000 on page T-3), few in the second lot had their hanging steps replaced with ladders. [BOTH: GEORGE CARPENTER COLLECTION]

OCS assignment, but no other conversions were subsequently recorded in other documents. After retirement, both 4010 and 4012 were held pending a sale to International Nickel Co. as probable stationary boilers, but the transfer never materialized.



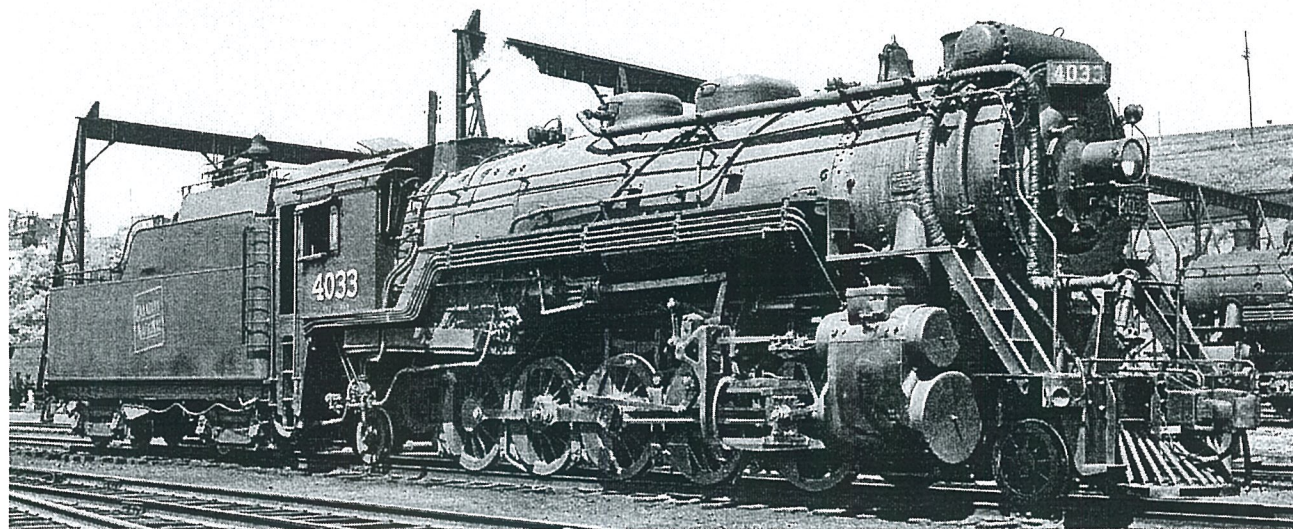
CNR 4020-4044**2-10-2 SANTA FE TYPE****T-1-c**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total		Water	Coal		
26x32"	W	57"	200#	EWT	64500	65%	SCH		257/319/517700		9000 gals	17 tons	82-1'	[orig]
26x32"	W	57"	200#	EWT	64500	65%	SCH	DX	257/319/518100		8300 gals	16 tons	82-1'	[stoker]
26x32"	W	57"	200#	EWT	64500	65%	SCH	DX	256/320/522100		8300 gals	18 tons	82-1'	[hopper]
26x32"	W	57"	200#	EWT	64516	65%	SCH	DX	256/320/ 000		8300 gals	tons	81-3' & 81-5'	[af. 1950]

Montreal Locomotive Works — ALCO 1920 (Q-285) \$73,950

(25) Acquired new by CNR 1920

Serial	Shipped	New	Stokers	Steel	E-fw	Mods	Tender	Disposition	To
				hopper			to		
4020	61880	8-18-20	CNR	DX 3-23 AK		3-36 AK	A m	OCS	Sc 12-07-54 LM
4021	61881	8-18-20	CNR	DX 3-23 AK; BK 10-49 HQ		8-34 AK	A m	OCS	Sc 12-07-54 LM
4022	61882	8-21-20	CNR	DX 3-24 EH		12-34 HQ	A m		Sc 8-16-57 LM
4023	61883	8-21-20	CNR	DX 9-23 AK	8-29	8-29 PU	A mz		Sc 4-07-60 PU
4024	61884	8-24-20	CNR	DX 1-24 AK		1-41 AK	A m		Sc 4-13-55 LM
4025	61885	8-24-20	CNR	DX 10-22 AK	7-32	9-32 PU	A mz		Sc 3-31-60 PU
4026	61886	8-22-20	CNR*	DX 8-22 AK	8-31	8-26 PU	A mz		Sc 9-07-61 PU
4027	61887	8-22-20	CNR	DX 9-22 AK	7-29	7-29 PU	A mz		Ss 4-07-60 W WI&M
4028	61888	8-31-20	CNR	DX 5-24 EH	12-29	12-27 PU	A mz		Sc 4-21-60 PU
4029	61889	8-31-20	CNR	DX 8-22 AK	12-31	4-27 PU	A mz		Sc 11-30-59 PU
4030	61890	8-31-20	CNR	DX 6-24 EH	1-30	1-28 PU	A fm		Sc 10-31-59 PU
4031	61891	8-31-20	CNR	DX 8-22 AK	12-30	3-28 PU	A m		Sc 9-17-57 LM
4032	61892	9-03-20	CNR	DX 9-22 AK	6-30	7-30 PU	A smz		Sc 8-31-59 PU
4033	61893	10-16-20	CNR	DX 10-22 AK	11-29	8-26 PU	A m		Sc 10-31-55 LM
4034	61894	10-16-20	CNR	DX 9-22 AK	3-30	7-28 PU	A m		Sc 11-28-52 PK
4035	61895	10-23-20	CNR	DX 8-23 AK	6-29	9-27 PU	A fm		Sc 7-30-57 PU
4036	61896	10-23-20	CNR	DX 10-22 AK; HT 11-52 PU	2-29	10-26 PU	A mz		Sc 10-31-57 PU
4037	61897	10-26-20	CNR	DX 10-23 AK	1-31	10-26 PU	A mz		Sc 4-30-58 PU
4038	61898	10-26-20	CNR	DX 2-24 EH	3-30	2-28 PU	A mz		Sc 9-07-61 PU
4039	61899	10-28-20	CNR	DX 12-23 AK; HT 7-50 HQ	4-29	9-26 PU	A mz		Sc 3-14-60 PU
4040	61900	10-28-20	CNR	DX 10-22 AK	12-29	8-26 PU	A m		Sc 2-11-55 PU
4041	61901	10-30-20	CNR	DX 4-23 AK	11-29	3-28 PU	A mz		Sc 9-20-57 LM
4042	61902	10-30-20	CNR	DX 3-24 EH	2-29	3-29 PU	A fm		Sc 7-20-56 LM
4043	61903	11-02-20	CNR	DX 9-23 AK	10-31	12-28 PU	A mz		Sc 9-07-61 PU
4044	61904	11-02-20	CNR	DX 8-23 AK	7-29	12-26 PU	A mz		Sc 4-30-58 PU

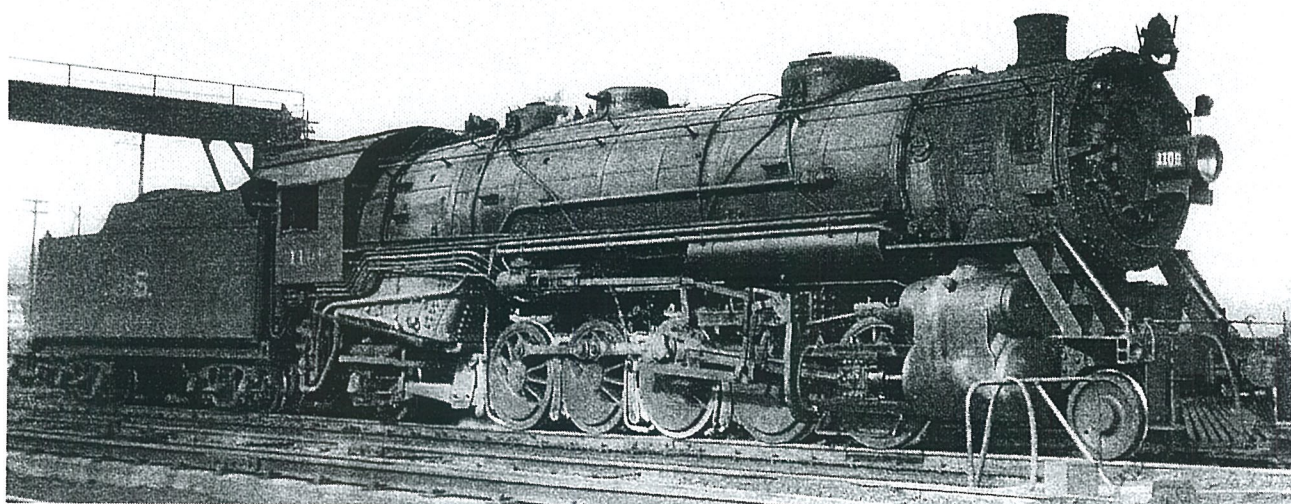


CNR 4020-4044 were ordered in January 1920 by the Canadian National Railways. The first stokers to be installed in Santa Fe Types were in ten of this class in late 1922. The first run of a stoker-fired 2-10-2 was made by 4029 on August 11th 1922, between Moncton and Halifax. Although initially assigned runs between Halifax and Truro, their size proved better suited for more westerly assignments, and by the end of the 1920s, they had been replaced by 2-8-2s in the Atlantic Region. The as-delivered piston rod

(text continues on next page)

As with the previous T-1 classes, the last group to be built were subsequently equipped with stokers and feedwater heater systems, running boards step treatment and coal hopper extensions. CNR 4033, at Montreal's Turcot yard on June 15th 1952, was one of the group equipped with snow melting piping to help operate OCS equipment removing the accumulation of snow in Montreal's yards and terminals. [H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

Many of the T-1 class assigned the Western Region retained the hanging running board step, whereas those assigned the Central Region, particularly after the late 1930s, had them replaced by ladders.



T-3-a

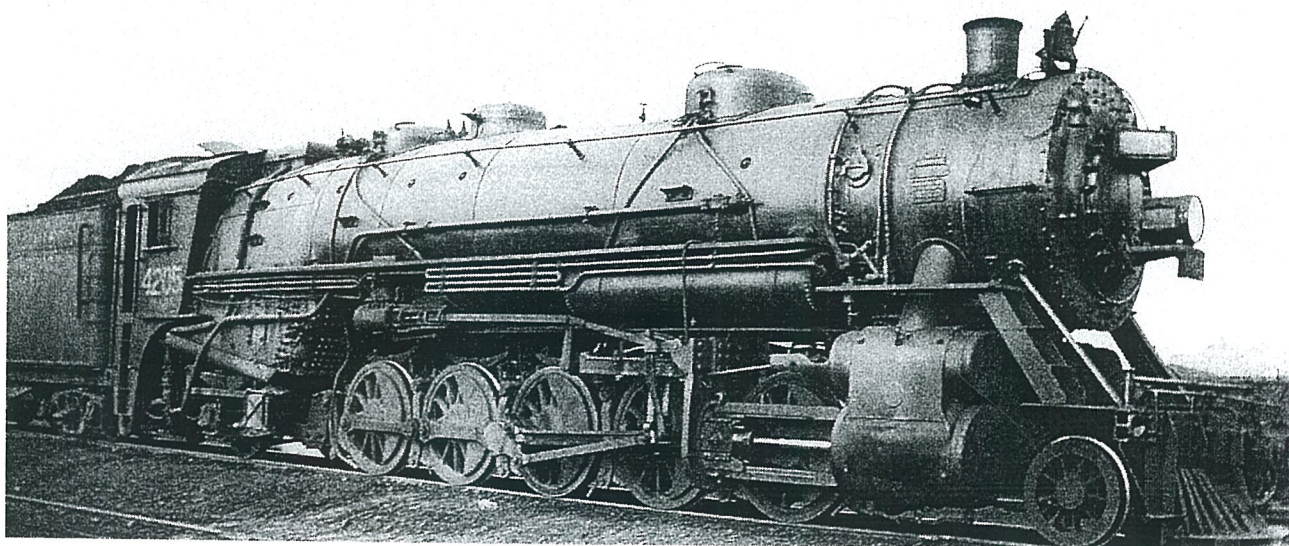
CNR 4200-4209, when delivered, were lettered for the United States Railroad Administration and assigned to the Boston & Albany Railroad for service across the Berkshire mountains. These USRA Light Santa Fe Types were the only 2-10-2 types built for the New York Central system. Beginning in 1926, they were replaced by new Lima-built 2-8-4 Berkshire Types which had the ability to double the 25 MPH travelling speeds of the 2-10-2s. The 2-10-2s were then sold to the Cleveland, Cincinnati, Chicago & St. Louis Railroad (Big Four). The following year they were transferred to the New York Central Lines proper before being sold to the Canadian National Railways. After \$43,900 worth of repairs made by the GTW at Battle Creek, they were transferred to Canada. CNR assigned them to the Saguenay Division in the Quebec District, to move tonnage on the area's heavy grades. This would release a smaller number of lighter locomotives for transfer to the Western Region to aid in hauling seasonal grain trains.

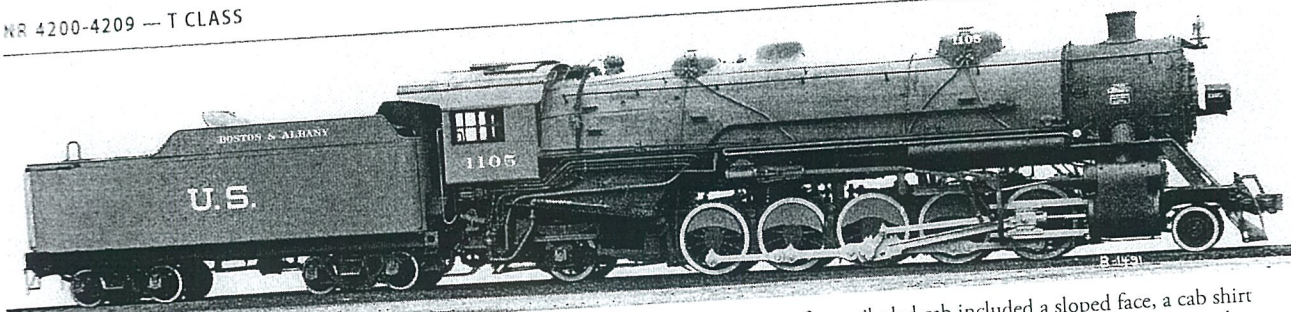
B&A 1100-1109 were built with open steel cabs, but they were converted by CNR between 1929 and 1931 to

A grimy USRA 1109 (4209), at Boston's Beacon Park engine terminal about 1919, was assigned to the B&A when delivered. Changes which took place after their sale were evident in the in service photo of 4205 at Quebec City in 1935. Besides the addition of a vestibule cab, a fireman's access ladder on the right-hand side of the tender, spoked pilot wheels and altered pilot, other adjustments included the location of the bell and new placements of the connecting pipe for the Westinghouse air brake reservoirs. The as-built road number glasses on the sides of the headlight had been painted out in favour of the triangular road number lamp.

[BOTH: AL PATERSON COLLECTION]

the vestibule style, including extensive alterations to the tender. They again were modified between 1934 and 1936, with the addition of Elesco feedwater heater systems. AAR front ends were installed between 1941 and 1945. Appendix BJ has the details. Despite these major modifications, the 2-10-2s retained their as-built stokers and flangeless main drivers. In 1949, a Barber Greene snow loader and melter(s) was applied to both 4200 (March) and 4207 (April) for service in the Montreal terminals. CNR 4200 was sold for scrap to Loudec Steel Company in St. Henri, Montreal.

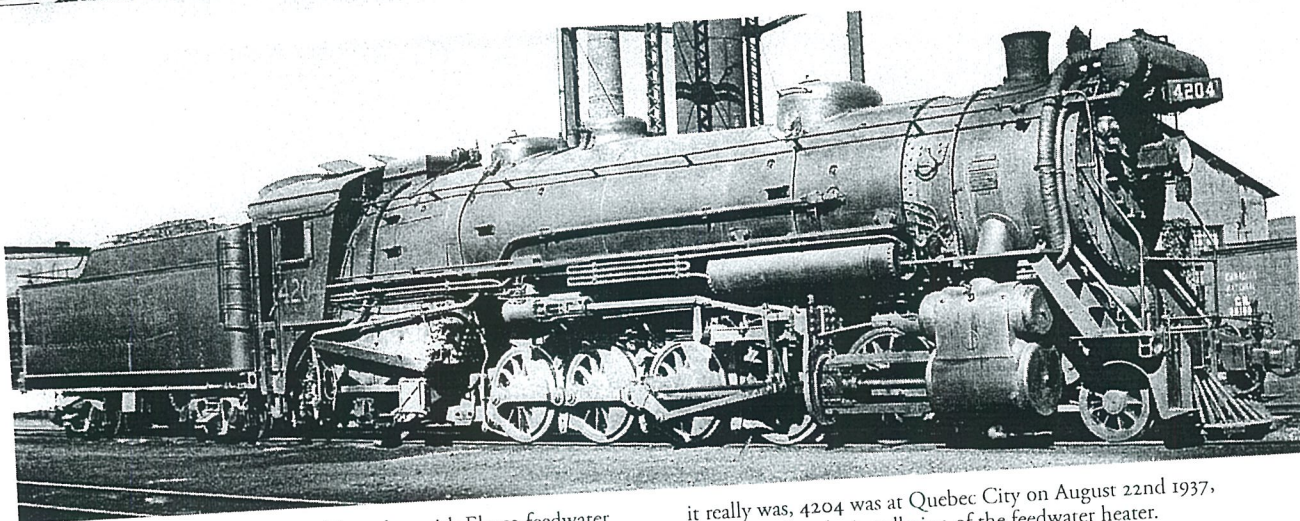
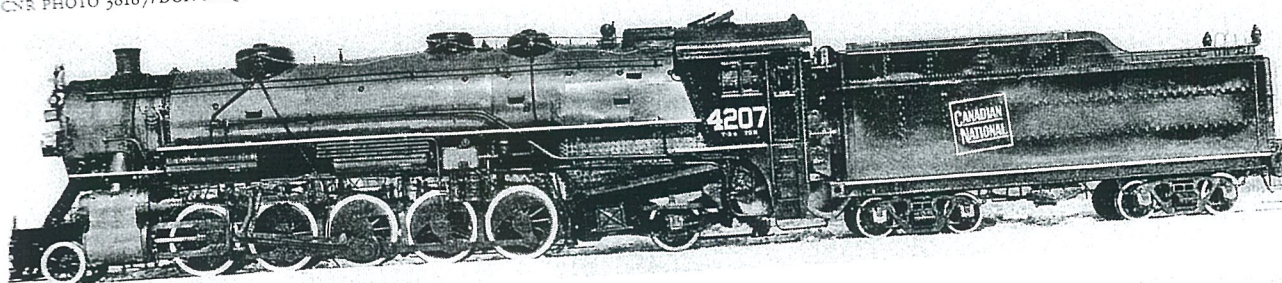




Two "builder's" poses, one of the as-built USRA-B&A 1105 at Dunkirk in 1919...

[BROOKS WORKS PHOTO B-1431/ALCO HISTORIC PHOTOS] and of 4207, the first of the ten to be rebuilt, at St. Malo shops in March 1930, again illustrate the differences a vestibuled cab can make. [CNR PHOTO 38187/DON MCQUEEN COLLECTION]

The addition of a vestibuled cab included a sloped face, a cab shirt and kick-plated access ladder steps. The addition of this new cab necessitated major alterations to the tender face to accommodate the cab diaphragm. In addition to these changes, the tenders themselves were upgraded with cast steel tank wells and water columns.

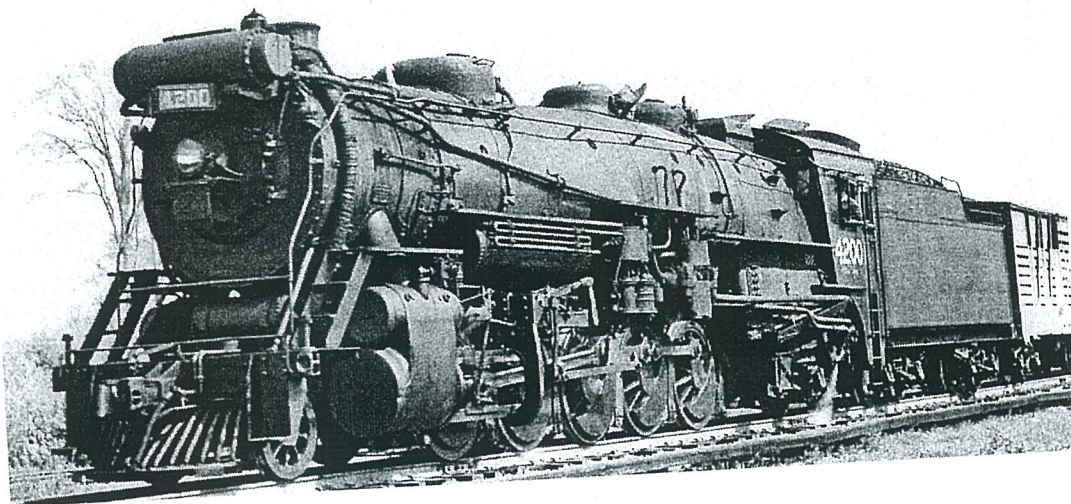


Once St. Malo shops had fitted the T-3-a class with Elesco feedwater heater systems, the Santa Fe types took on a much more traditional "CNR" appearance. Looking more like the heavy freight locomotive

it really was, 4204 was at Quebec City on August 22nd 1937, two years after the installation of the feedwater heater. [PATERSON-GEORGE/GEORGE CARPENTER COLLECTION]

The only apparent changes to 4200 on a transfer run approaching Ballantyne Jct. in Montreal on May 17th 1952 included a standard headlight, raised cab numerals and a red backgrounded tender herald. Subsequent to their 1928 shopping both the illustrated 2-10-2s had acquired a small pilot-mounted reservoir under the smokebox.

[AL PATERSON COLLECTION]



4210-4299

Numbers not used

CNR 4300-4314

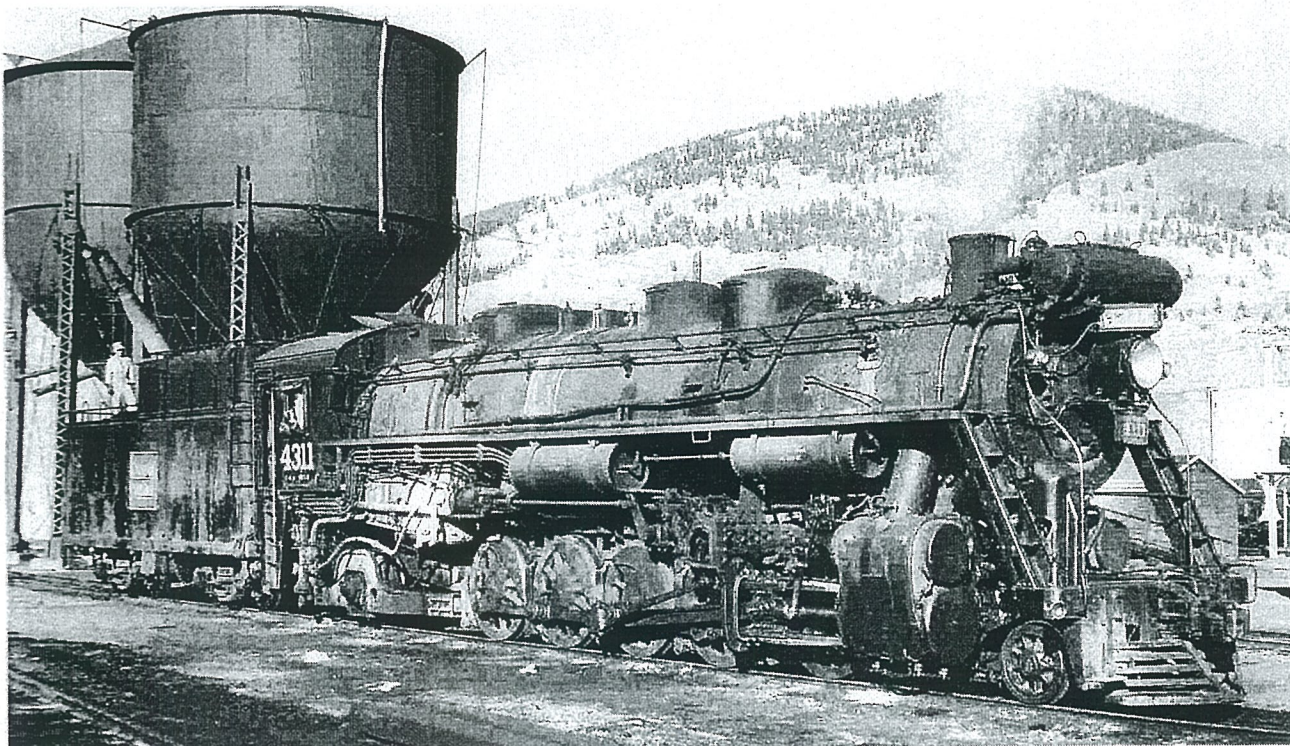
2-10-2 SANTA FE TYPE

T-4-a

Specifications							Appliances			Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam		Stkr.	Drivers/Eng./Total		Water	Coal		
24x28"	B	57"	250#	CON	60100	60%B	SCH	E-fwh	BK	255/348/558700		9500 gals	15 tons	84-3'	[orig]
24x28"	B	57"	250#	CON	60125	60%B	SCH	E-fwh		255/348/558700		9500 gals	4000 gals	84-3'	[oil]

Canadian Locomotive Company Limited			1929	(C-571)	\$89,323						(15) Acquired new by CNR 1929	
Serial	Shipped	New	E-fwh removed	To oil	Booster out	Mods	Renumbered		Mods	Disposition	To Sb	
4300	1838	4-25-29	CNR*	1-45 PU	12-49 PU	AD wmz	T-3-a		d	Sc 12-26-58 PU		
4301	1839	5-09-29	CNR		3-50 PU	12-56	AD wmz		d	Sc 12-26-58 PU		
4302	1840	5-09-29	CNR		3-50 PU	10-56	AD wmz	4702 3-23-59	wdmz	Sb 10-20-59 PU	5037	
4303	1841	5-16-29	CNR		9-49 PU	12-56	AD mz	4703 3-26-59	dmz	Sb 10-05-60 PU	5045	
4304	1842	5-23-29	CNR		6-51 PU	8-56	AD m	4704 3-26-59	m	Sc 8-31-61 PU		
4305	1843	5-28-29	CNR		6-49 PU #	5-57	AD wmz		d	Sc 6-18-58 PU	52146	
4306	1844	6-08-29	CNR*		10-49 PU #		AD wm		d	Sc 6-18-58 PU		
4307	1845	6-08-29	CNR		5-52 PU	12-56	A wmz			Sc 10-18-57 PU		
4308	1846	6-15-29	CNR		10-49 PU	8-56	AD wmz	4708 3-15-59	wdmz	Sb 9-23-60 PU	5046	
4309	1847	6-22-29	CNR		9-49 PU		AD wm		d	Sc 8-31-57 PU		
4310	1848	6-22-29	CNR		12-49 PU		A wm			Sc 10-31-57 PU		
4311	1849	7-03-29	CNR		11-50 PU		A wmz	4711 3-16-59	wdmz	Sb 10-31-59 PU	5038	
4312	1850	7-03-29	CNR		9-49 PU	8-56	KAD wmz	4712 3-23-59	wdmz	Sc 2-14-60 PU		
4313	1851	7-13-29	CNR		9-49 PU		AD m		d	Sc 6-18-58 W		
4314	1852	7-13-29	CNR		12-49 PU		A wm			Sc 10-31-57 W		

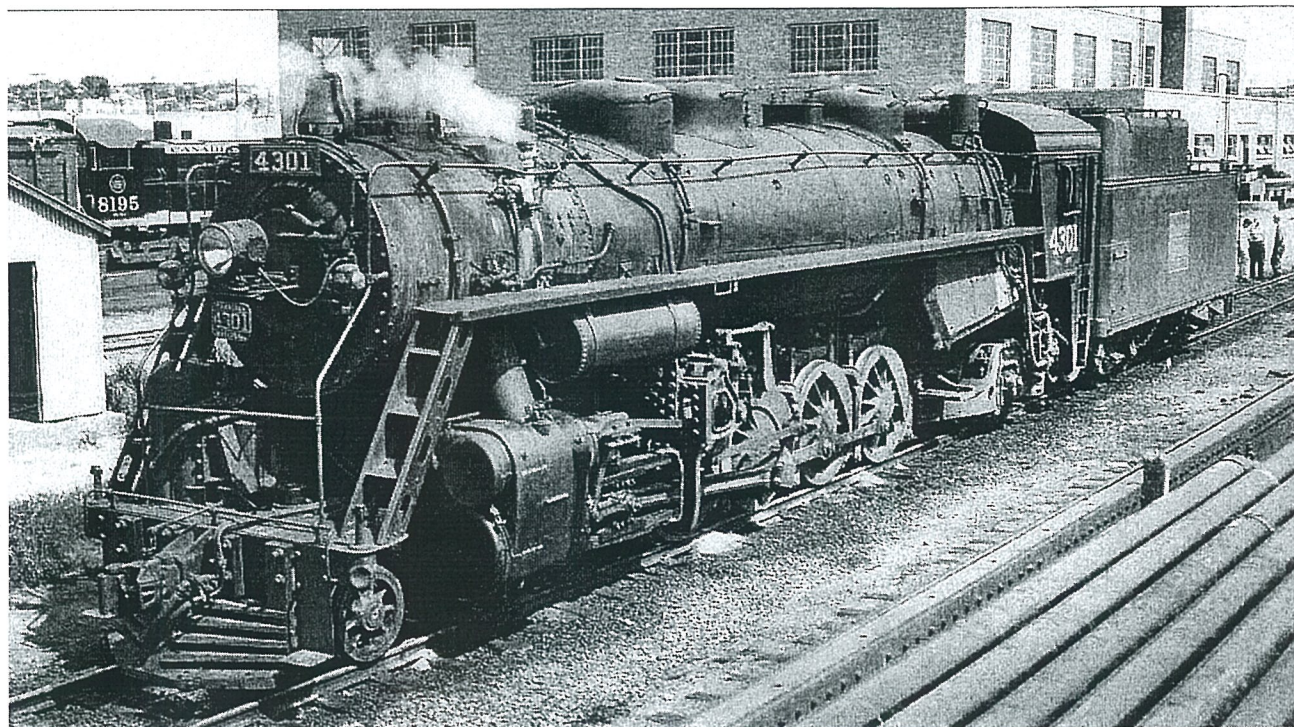
#: Tender of 4305 to 6022 8-58 MP; 4306 to 6017 7-58 MP



CNR 4300-4314 were ordered in September 1928 by Canadian National Railways. Despite the July shipping date found in CLC records, CNR records show an acceptance date of June 29th 1929 for both 4311 and 4312. All were delivered with a CLC-built single-piece Commonwealth cast engine and tender frame and a 10,400 pound Franklin booster engine mounted on the trailing truck. In 1933, all

(text continues on next page)

Near the end of its service life, although before renumbering to 4711, oil-burning 4311, at Kamloops Jct. on September 15th 1957, still had its steerable headlight, but carried the horizontal tender wafer from its latest shopping at Transcona.
[JIM HOPE PHOTO/ROBERT A. McLARTY COLLECTION]



T-4-a

were fitted with an air pump and protective shield mounted on the right-hand side of the front pilot deck. A Kiesel front-end nozzle (K) was installed in 4312 in October 1935, but was removed when the AAR front-end arrangement was fitted in February 1941. AAR front ends were installed in all fifteen between 1939 and 1944, as shown in Appendix BJ. The Elesco feedwater heater unit removed from 4301 was replaced by a Hancock non-lifting inspirator system. Most of those assigned to the BC Region were retrofitted with slatted pilots (w) and dirigible headlights (d) at the time they were converted to oil. Appendix CF has the dates of headlight installation.

When 4305 and 4306 were retired for scrap in late 1958, their tenders were used in the conversion to oil for Mountain Types 6022 and 6017. In 1959, six of the class were renumbered by having their "3" changed to a "7", to clear the 4300-series for new GR-17u GP9 diesel road switchers. After being removed from service, four were used as portable stationary boilers (Sb) and assigned identification numbers. Whether or not these PSB "road numbers" listed in the roster above were ever applied to the

The only member of the class to lose its as-built feedwater heater was 4301, ready for another assignment at Port Mann in March 1957, seven years after its conversion to oil.

[SIRMAN COLLECTION]

Although rarely used on CNR steamers, the T-4 classes carried an air compressor mounted on the right-hand side of the pilot — although without it, or its feedwater heater bundle, the 4301 had a very bare front end.

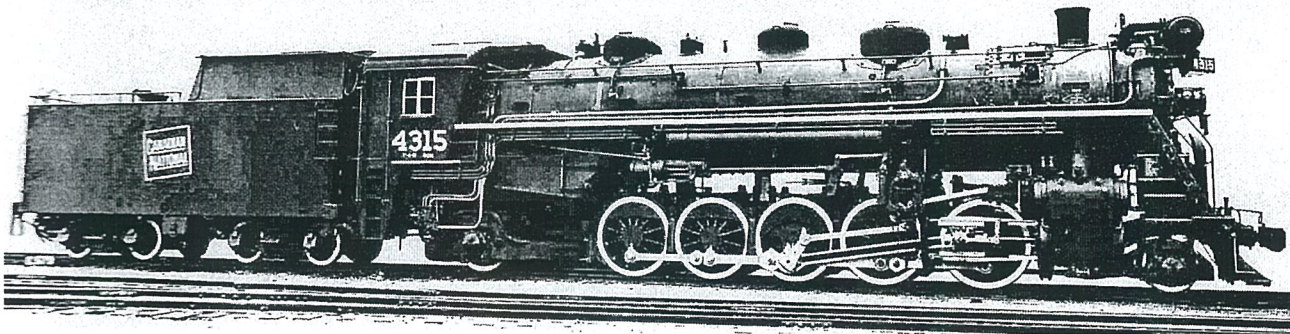
steamers is uncertain. CNR 4702 was used at the Vancouver Union Station between July 19th and 22nd 1959, and then was sighted in Calder yard, Edmonton, on August 23rd 1959. It had been assigned, in late 1958, to similar service in Vancouver as 4302. CNR 4703 spent its last months in Vancouver before being scrapped at Transcona in the fall of 1962. CNR 4708, in the same service, was also scrapped at Transcona in the fall of 1962. CNR 4711, the fourth in the group, assigned to Jasper as a stationary boiler, was sold for scrap in 1962. The tender from 4-8-2 U-1-b 6022 from 4305 was converted at Edmonton in June 1960 to fire-fighting water car 52146.

CNR 4315-4332**2-10-2 SANTA FE TYPE****T-4-b**

Specifications							Appliances			Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	E-fwh	Stkr.	Drivers/Eng./Total	Water	Coal		
24x28"	B	57"	275#	CON	61600	62%	SCH	E-fwh	BK	261/344/558750	9500 gals	15 tons	84-6'	[coal]
24x28"	B	57"	275#	CON	61600	62%	SCH	E-fwh		261/344/568170	9500 gals	4037 gals	84-6'	[oil]
24x28"	B	57"	260#	CON	62500	62%	SCH	E-fwh		261/344/ 000	9500 gals	t/g	84-6'	[af. 1942] ■
24x28"	B	57"	260#	CON	61600	62%	SCH	E-fwh		261/344/ 000	9500 gals	t/g	84-6'	[af. 1942] □
24x28"	B	57"	260#	CON	66400	66%	SCH	E-fwh		261/344/ 000	9500 gals	t/g	84-6'	[af. 1942] ■
24x28"	B	57"	275#	CON	61600	62%	SCH	E-fwh		261/344/568170	9500 gals	4000 gals	84-6'	[af. 1949]

Canadian Locomotive Company Limited 1930 (C-579) \$79,947 (oil); \$82,433 (coal)										(18) Acquired new by CNR 1930			
Serial	Shipped	New	To oil	Mods	Tender to	Renumbered	Mods	Disposition	To Sb				
4315	1875	5-31-30	CNR* #	■ 10-49 PU	A w mz	4715	2-28-59	w mz	Sb 10-27-60 PU	5047			
4316	1876	6-07-30	CNR	10-49 PU	A wdm	6050	5-58 PU		Sc 11-01-58 PW				
4317	1877	6-18-30	CNR*	11-49 PU	KA w m				Sc 12-14-57 PU				
4318	1878	6-18-30	CNR	□ 8-49 PU	A wdmz	6047	6-58 PU		Sc 7-14-58 PU				
4319	1879	7-03-30	CNR	■ 6-30 CLC	wdmz				Sc 11-28-58 PU				
4320	1880	7-03-30	CNR	6-30 CLC	wdmz	4720	3-05-59	wdmz	Sc 8-31-61 PU				
4321	1881	7-12-30	CNR	7-30 CLC	wdmz	4721	3-07-59	wdmz	Sc 2-14-60 PU				
4322	1882	7-12-30	CNR	7-30 CLC	wdmz				Sc 8-31-59 PU				
4323	1883	7-19-30	CNR	7-30 CLC	wdmz	6052	5-58 PU		Sb 5-21-58 PU				
4324	1884	7-19-30	CNR	7-30 CLC	wdmz	6048	5-58 PU		Sc 6-18-58 PU				
4325	1885	7-31-30	CNR	7-30 CLC	wdmz	6057	5-58 PU		Sc 11-14-58 PU				
4326	1886	7-31-30	CNR	7-30 CLC	wdmz	6058	9-58 PU		Sc 12-21-58 PU				
4327	1887	8-27-30	CNR	8-30 CLC	wdmz	6064	6-58 PU		Sc 5-21-58 PU				
4328	1888	8-27-30	CNR	8-30 CLC	wdmz	6077	9-58 PU		Sc 6-18-58 PU				
4329	1889	9-06-30	CNR	7-49 PU	A wdmz	4729	3-04-59	wdmz	Sc 10-31-61 PU				
4330	1890	9-06-30	CNR	□ 8-49 PU	A wdm				Sc 7-30-57 PU				
4331	1891	9-13-30	CNR	10-49 PU	A dm	6079	10-58 PU		Sc 6-07-58 PU				
4332	1892	9-16-30	CNR	8-49 PU	A dmz	4732	3-16-59	dmz	Sb 10-29-59 PU	5039			

#: Only the Elesco heater components from 6053 installed in 10-1934.



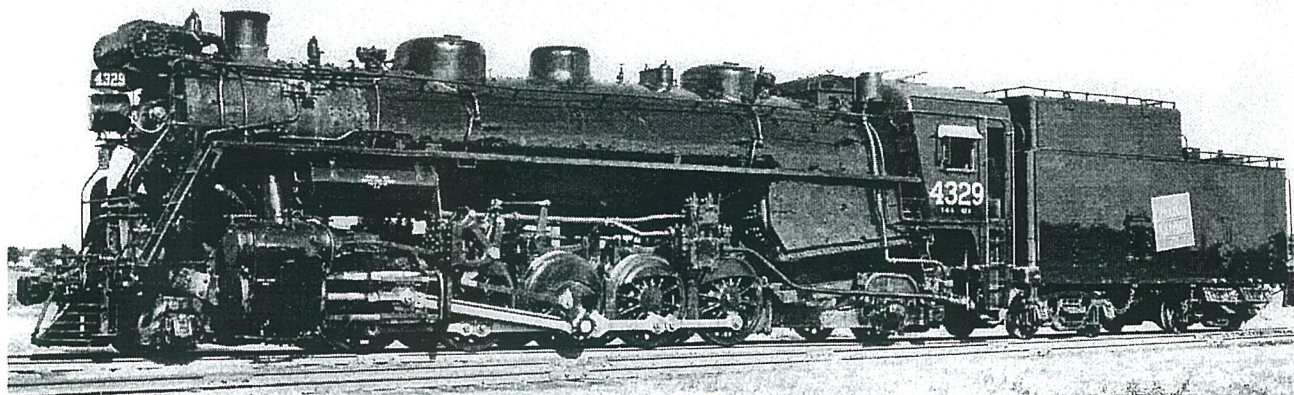
CNR 4315-4332 were ordered in December 1929 by Canadian National Railways. Despite the September shipping date found in CLC records, the railway acceptance date for 4329 is August 1930. Ten of the order left CLC as oil burners and the remaining eight were converted by Transcona in 1949. The Kiesel front-end nozzle (K) installed in 4317 in April 1935, was removed when the AAR front-end arrangement was fitted in November 1940. Between 1940 and 1945, AAR front ends were installed in all of the coal burners except for 4332. Appendix BJ has the individual dates of installation. For the period between 1942 and 1953, all haulage ratings were increased to 66%, (66,400 te) and then re-rated to 62% (61,600 te with a limited 70% cut-off). In the same time period (1942-1949), 4315 and 4319 were listed with a 260 psi boiler pressure and a tractive effort of 62,500 pounds, rated at 62%, whereas 4318 and 4330 were listed with 275 psi boiler pressure and a tractive effort of 61,600 pounds,

As-built 4315 at Kingston, on or about May 31st 1930, was one of the eight delivered as coal burners, all of which were to remain as such until 1949. [CLC PHOTO C-579/DON McQUEEN COLLECTION]

rated at 62%. Those assigned to the BC Region were retrofitted with slatted pilots (w), and dirigible headlights (d) were installed in two phases. The earliest oil burners were outfitted during 1935, whereas most of those converted to oil in 1949 were fitted at that time. Appendix CF has the installation details. After being kept in steam as protection for train numbers 2 and 4 for about six weeks prior to the arrival of new steam generator cars, 4320 was the last steamer to leave Vancouver under its own power, in February 1958 with 59 empty grain cars.

When retired for scrap, the tenders of six were transferred to oil-burning U-1-e class 4-8-2s. Painted olive

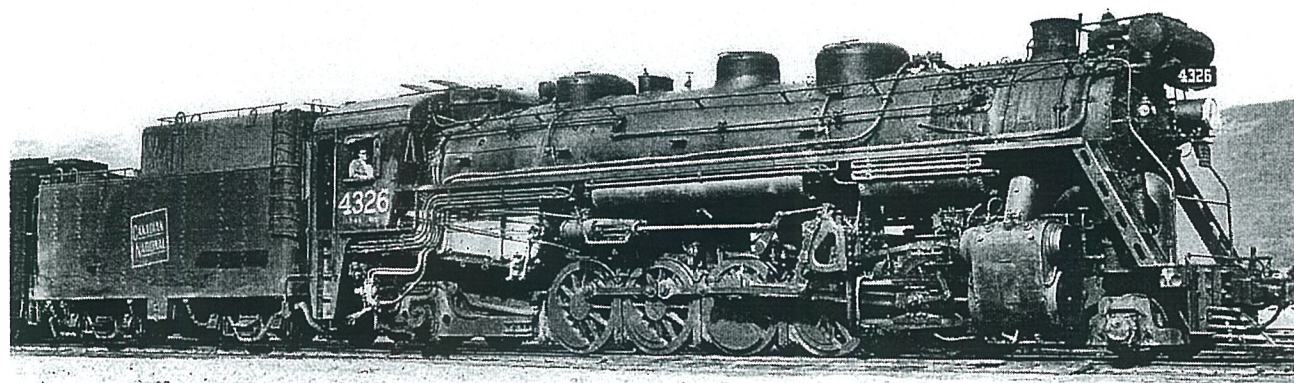
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green, those of 4327, 4328 and 4331 were transferred to the oil-burning U-1-f Mountains 6064, 6077 and 6079 which had been assigned to the Western Region in 1958. Five were renumbered in 1959 by having their "3" changed to a "7", to clear the 4300-series for new GR-17u GP9 diesel road switchers. CNR 4715 and 4732 were assigned to portable stationary boiler (Sb) status in Jasper and Vancouver before 4715 was scrapped at Transcona in the fall of 1962 and 4732 being sold for scrap in 1962. Although issued identification numbers, it remains uncertain whether any of these PSB "road numbers" listed in the roster above were ever applied.

Converted to oil, 4329 was fresh from the shops at Transcona in September 1954, complete with a steerable headlight, raised cab numbers and tilted red and gold tender wafer. [RAILWAY MEMORIES COLLECTION]

Always an oil burner, 4326, at Jasper in June 1949, was to donate its tender to 4-8-2 6058 after its retirement in 1958. Common to all the members of the T-4-b class, 4326 was built with outside mounted journals – a convenient spotting feature distinguishing the T-4-b from the T-4-a class. [STAN F. STYLES PHOTO/WES DENGATE COLLECTION] Unique among the CNR Santa Fe Types was the use of a front-end throttle, as exhibited by both 4315 and 4326. The compensating link, arm and access hatch to the throttle were located behind the stack on the right-hand side of the smokebox.



4333-4699
Numbers not used

CNR 4700=4714

 (6) See CNR **4300-4314** T-4-a class

CNR 4715=4732

 (5) See CNR **4315-4332** T-4-b class

4733-4999
Numbers not used

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Le trachel de Cap-Rouge en 1916



Le trachel de Cap-Rouge en 1916

Wm. Notman & Son, Le viaduc du Transcontinental à Cap-Rouge, 1916, View-6050 ©Musée McCord



Valérie Gaudreau

Le Soleil

(Québec) Le photographe du Soleil Patrice Laroche propose aux lecteurs un retour dans le passé en images grâce à un exercice avant-après, un moyen de documenter les nombreux changements survenus aux quatre coins de la ville à travers le temps. Aujourd'hui: le trachel de Cap-Rouge.

Le fameux trachel de Cap-Rouge! Le viaduc ferroviaire est indissociable du visage de Cap-Rouge depuis 102 ans. On voit ici la structure centenaire en 1916. Le mastodonte, dont la construction avait commencé 10 ans plus tôt, a bien peu changé avec ses 30 tours d'acier supportant la voie métallique de 4000 tonnes.

L'évolution du paysage, on l'observe surtout sur cette photo de 2015 par Patrice Laroche dans l'aménagement de la rue Saint-Félix et du Parc nautique de Cap-Rouge dans ce secteur qui était autrefois un site de transbordement de bois vers l'Angleterre.

(Cliquez sur avant, après, ou encore actionnez la petite poignée qui permet de défiler les deux versions de l'image, parfaitement ajustées.)

