

# ATLANTIC QUEBEC AND WESTERN RAILWAY.

SOURCES:

O.P. MAUS, BRANTFORD.

RAYMOND CORLEY, TORONTO.

DONALD McQUEEN, LONDON.

"THE GASPE  
ROAD"

# QUEBEC ORIENTAL RAILWAY CO. OR MAUS ATLANTIC, QUEBEC & WESTERN RAILWAY CO.

ROAD	No.	TYPE	BUILDER	No.	DATE	CYLS.	DR.	B.P.	TE.	WEIGHT	DISPOSITION	REMARKS
	1	0-4-0T	<del>0-4-0T</del>	<del>339</del>	<del>1888</del>	<del>17x24</del>	<del>62</del>	<del>180</del>	<del>19300</del>	<del>135800</del>	<del>Re Q.O. 17</del>	<del>Contractor's engine</del>
BdesC	1	4-4-0	Kingston	339	1888	17x24	62					Used in Canada. BdesC
BdesC	2	4-4-0	Nelson	444	1858	16x21	60					1st New Loco. by Road - 50 from Montreal to St. John's which was noted 1890.
BdesC	3	4-4-0	Dubois		1872							1895 ex 1 C.R. 151 10 Acq. 1888 from Int. Col.
	4		Burkehead									(See Int. R. of New Brunswick 3) 1st Loco. on Road Acq. 1888 from G.T.R. Acq. from Int. Colonial
AGW	6	4-6-0	C.P.R.	1182	1892	18x24	62	180	19300	135800	Re Q.O. 17	Acq. 1917 from C.P.T. 315. 1st 415, ex 613.
BdesC	7	4-4-0									Scrap 1929	Purchased in Chicago.
QO	7	4-6-0	C.P.R.	1188	1892	18x24	62	180	19300	135800	Re #16	Acq. 1917 from C.P.T. 321. 1st 420, ex 619
BdesC	8	4-4-0	Kingston	241	1893	17x24	62					Acq. 1894 from Int. Col. 1st 415, ex 613
				243	1883							1900 ex 1 C.R. 151 10
Ash Sup	3	4-4-0	Nelson	1415	1868	16x26	60					Acq. 12/1897 from G.T.R. 71 11/1901 91
			Brooks	272	1876	16x24	62			75972		11/1902 91
			Portland	239	1873		68			80360		1900 from 1 C.R. 71 11/1903 103
			Kingston	290	1878		60					Built for Montreal Co. #4
Q.O.	14	4-6-0	Montreal	46562	1909	18x24	51	165	21384	83000 108500	C.N.R. 1013 F3a	Built for Montreal Co. #4
	15			46563							1014	#5
	16		C.P.R.	1188	1892		62	180	19300	135800	1200 H12	Ex Q.O. #7
	17			1182	1892		62				1206 H16	AGW #6
AGW		4-4-0	Manchester	1259	1885	16x24	66					5/1906 ex C.P. 520, ex New Brunswick 416
AGW	19	4-4-0	Baldwin	8374	1887	17x24	66	160	14292		Scrap about 1912	Acq. 1909 from T.M. & Chicago B.R. 19 (ex Chicago B.R. 19)
QO	20	2-6-0		(12665)	1892	14x24	57		21040	91750 104850	C.N.R. 502 D10a	Acq. 5/1917 from T.M. & Chicago B.R. 19 (ex Chicago B.R. 19)
	21			(11725)	1892						1929 Sole Bourget Bro. Perce, Belle	Acq. 1916 from B.A.H. 32, ex 40.
		4-4-0	Manchester	1373	1888	17x24	69					Acq. 1916 from B.A.H. 32, ex 40.
AGW	29	4-6-0	Schenck	44395	1907	18x26	57	195	25400	105000 143000	C.N.R. 1178 G21a	Acq. 1925 from T.M. & Chicago B.R. 19 (ex Chicago B.R. 19)
	30	2-6-0	Manchester	1709	1899	20x26	63	165	23150	110000 130000	Scrap 1929 by C.N.R.	Acq. 1916 from B.A.H. 32, ex 40.
AGW	32	2-6-0	Manchester	1717	1899	20x26	63	165	23150	110000 130000	C.N.R. 929 E2a	Acq. 1916 from B.A.H. 32, ex 40.
	33	4-6-0	Montreal	49929	1911	18x24	51		21384	83000 108500	1015 F4a	Acq. 1916 from B.A.H. 32, ex 40.
AGW	40	2-6-0	Montreal	48145	1910	19x26	51	180	28158	112800 129500	C.N.R. 429 C8a	Acq. 1916 from B.A.H. 32, ex 40.
	41	2-8-0				19x24	51	180	25492	115000 150000	C.N.R. 241/800 L1a	Acq. 1916 from B.A.H. 32, ex 40.

{Q.O. Ry. 6 Loe AGW Ry. 6 Loe 12/31/1926} {Bailed C. also Rented Loe from International Ry. Co.} {General old Loe. sold to International Ry. Co.}

The Quebec Oriental Ry. Co. Incorp. 4/25/1903 in Canada. 7/1910 purchased the BAIE DES CHALEURS RY. - Construction commenced 1886, Not opened until 20 years later. 1910 name changed to Quebec Oriental Ry. Co. (Bailed to Montreal Ry. Co.)

The Atlantic, Quebec & Western Ry. Co. formed 1901 to take over the Eastern Section of Baie des Chaleurs Ry. work commenced spring of 1905. Pashbeac to Gaspe, contract finished 1911.

1907-1908 authorized to acquire Baie des Chaleurs line of the Atlantic & Quebec Ry. Co. 1911. {BOTH SOLD CAN. NATIONAL RY. CO. 1912}

Pashbeac to Matapedia. 1893

# Atlantic Quebec & Western

- 29 4-6-0 bld also (later) 1907 #41395 - built for SFR #DN 33  
 - sold to QO in Oct/25 - to CN 1178  
 (#7684) (valuation \*2500)
- 30 2-6-0 March 1899 - built for BAR #38, later 30  
 #1709 - scrap by CNR as was  
 - purch by AQW July 1916 - (scrap valuation \*250)  
 later 32
- 32 2-6-0 - bld March 1899 (#1717) - built for BAR #40,  
 sold to QO in July 116 - to CN 929 (scrap valuation \*250)
- 33 4-6-0 bld MLW 1911 - believed to be  
 - sold to QO in July 1919 - to CN 1st 1015  
 (#1000) (valuation \*2500)
- S/N 49920 - sold to EFFauguer 8- to  
 MAY 1911 SMO18 - to CER 4532  
 - to AQW 33
- 40 2-6-0 bld MLW APRIL 1910 S/N 48145 - built for MP Davis #11 -  
 - sold to QO in 1916 - - to CN 1st 429  
 (#9460) (valuation \*2000)
- 41 2-8-0 - bld ? ? - owned by Chicago & Alton Ry.  
 - sold to QO in Dec 1916 - to CN 2nd 1800  
 (scrap valuation \*250)
- 6 4-4-0 ex CPR 7315 (D3b) in 1917 4-4-0

see letter  
 attached.

# Quebec Oriental Rly

- 14 } 4-6-0 MHW 1909 <sup>SEPT</sup> 46562-63 for New Canada Co #4-5  
 15 } - sold to QO in 1916 - to CN 2nd 1013, 1st 1014  
       (5000 each) (Valuation \$1750 each)
- 16 4-6-0 } Reported built by MHW - <sup>CPR</sup> - our owner ? ex CPR 7320, 7315  
 17 " } sold to QO in 1917 - to CN 1st 1200-01  
       9 and 11/17 (Scrap Valuation \$250 each)
- 20 2-6-0 - built BHW 1914 for ← ? ex MKT 191 (comp) later 123  
       sold 1914 to QO to CN 502 - built 1/90, S/N 10560  
       (Scrap Valuation \$250 each)
- 8? 4-4-0 - Manchester, 1888 - ex ICR 200, later  
       #1373 CGR 1103
- 21 2-6-0 - BHW 1912, 5711 - ex MKT in 1914 - sold to  
       A & L S purchased Bourget Bros, 1929  
       Perre, Que.

GTR 71

ICR 71

ICR 103 - ?

4-4-0

4-4-0

Nelson purch Dec  
 #1415 1897  
 < 1868

Portland purch 1900  
 #290  
 1873

CLE purch ?  
 1878

Montreal, September 19, 1929.

Of the eleven locomotives in service on that road there are three of them, Nos. 14, 15 and 33, that are similar to our F-1-a.b. class locomotives, 1000 series, and which will be suitable for branch line service.

Locomotive No. 40 is similar to our C-7 class, 400 series, Mogul type, and should be suitable for branch line service.

Locomotive No. 29, while an odd locomotive is fairly modern, having been built by the American Locomotive Company in 1907 and could possibly be made use of on these lines.

Locomotive No. 41 is a small Consolidation type locomotive, also being an odd engine. It could be used until ready for general repair, when it could be decided definitely as to its disposal.

Locomotives Nos. 16, 17, 20, 30 and 32 are all of an age that would justify their disposal by scrapping as rapidly as relief can be supplied, and the estimated scrap value of these five engines is \$250.00 each, this figure representing the net value of the scrap after considering the cost of labor and material in demolition.

Referring again to locomotives Nos. 14 and 15; these were built by the Montreal Locomotive Works in 1909 and are twenty years old, having been purchased second-hand by the Quebec Oriental in 1916 at a cost of \$5,000.00 each. If we were to allow depreciation of 5% on the locomotives since their date of purchase it makes their present value \$1,750.00 each.

Locomotive No. 33 was built by the Montreal Locomotive Works in 1911, and purchased second-hand by the Quebec Oriental in July 1919 at a price of \$11,000.00. As it is only a small engine and eighteen years old we would estimate its present value at \$2,500.00.

Locomotive No. 40 was built by the Montreal Locomotive Works in 1910 and purchased by the Quebec Oriental Railway in 1916 at a price of \$9,460.00. As it is considered this locomotive can be used to advantage on these Railways we would estimate its present value at \$3,000.00.

Locomotive No. 29 was built by the American Locomotive Company in 1907 is 22 years old and was purchased by the Quebec Oriental second-hand in October 1923 at a price of \$7,684.00. The value of this locomotive is estimated at \$2,500.00.

Locomotive No. 41 is a small Consolidation engine and there is no record of the date it was built. It was purchased from the Chicago and Alton Railway in December 1916 at a price of \$8,479.00. While it seems to be in fairly good condition at the present time, owing to the fact that we do not know its age it would be difficult to place a value on it, as it is possible when the boiler is opened up boiler barrel may be found defective, although there is no evidence of this at present time. Therefore the estimated scrap value is placed at \$250.00.

# NEW CLASSIFICATIONS AND NUMBERS, ETC. FOR LOCOMOTIVES AND MOTOR COACHES

## ACQUIRED FROM:-

- (1) QUEBEC, MONTREAL AND SOUTHERN RAILWAY.
- (2) ATLANTIC, QUEBEC AND WESTERN RAILWAY.
- (3) QUEBEC ORIENTAL RAILWAY.

New Loco. Class	NEW			OLD			Haul- age rating in %	Dimensions	WEIGHTS IN WORKING ORDER	
	Head Numbers	Init- ials	Head Numbers	Init- ials	On Drivers	Total Engine				
MOGULE -- TYPE 2-6-0										
-8-a	429	ON	40	AQ&W	28	19x26x51x180		112800		129500
-10-a	502	"	20	QO	21	19x24x57x165		91400		104200
-11-a	503	"	79	Q&S	17	18x24x57x150		92600		104300
-11-b	504	"	93	"	17	18x24x57x150		92300		105800
-12-a	829	"	32	AQ&W	21	19x26x63x165		110000		130000
10 WHEELERS -- TYPE 4-6-0										
	2ND 1013 - 1014	"	14 - 15	QO	21	18x24x51x165		83000		108500
-4-a	1015	"	33	AQ&W	21	18x24x51x165		83000		108500
-21-a	1178	"	29	"	24	18x26x57x195		105000		143000
-1-a	1200	"	16	QO	17	18x24x63x165		96000		120000
-1-b	1201	"	17	QO	17	18x24x63x165		96000		120000
-2-a	1202	"	200	Q&S	31	21x26x63x200		143000		189000
"	2ND 1203	"	203	"	34	22x26x63x200		143000		189000
"	2ND 2ND 1204 - 1205	"	204 - 205	"	31	21x26x63x200		143000		189000
-11-a	1453 - 1454	"	300 - 301	"	21	19x24x63x180		97000		132000
CONSOLIDATION -- TYPE 2-8-0										
-4-a	2ND 1800	"	41	AQ&W	26	19x24x51x180		109100		124500
-9-a	1985	"	150	Q&S	26	20x26x57x170		132000		152100

## GASOLINE MOTOR COACHES.

15704	"	50	Q&S
15705	"	51	"
15706	"	52	"

751 Main Street, Ap't. 95  
South Portland, ME.-04106  
August 16, 1979

Mr. Ray F. Corley  
41 Lynndale Road  
Scarborough, Ontario  
MIN 189

Dear Ray:

When composing the engine roster of the Bangor & Aroostook RR. Co. recently found that in 1916 two of their units were sold to the Atlantic, Quebec & Western Raily.

B&A #30, Manchester, C/N 1709, built 8/1899, 20x26, 62" drivers, type 2-6-0 165 pounds steam, renumbered from #38 in 1907.

B&A #32, Manchester, C/N 1717, built 10/1899, 20x26, 62" drivers, type 2-6-0, 165 pounds steam, renumbered from #40 in 1907.

This has been the hottest summer in several years in this neck of the woods but in the last few days has been more comfortable. Hope all is well with you.

Sincerely,

*Rich Dole*

Richard F. Dole.

J. D. McARTHUR & COMPANY LTD. (Winnipeg, Man.) (Railroad Contractor)  
 { HUDSON BAY CONSTRUCTION CO. }

1	4-4-0	Robt Hicks Loco.	1907				Account from Hicks Loco. (Chicago)
2	4-6-0	✓	/				Tfr ED & BC Ry 1
3	0-6-0	Can Fdy Co. 725	6/1908	19x26 50 180 287-21	130 000	✓ ✓	2
4	2-6-0	✓ 930	-	/ / / /	117000 135000	✓	3
5	✓	-	-	-	-	-	1908 Ex (Hicks)?
6-7	✓	Can Fdy 931-932	6/1908	19x26 50 180 287-21	114000 135000	✓	Tfr Can. Con. Ry. 5
8-9	✓	Montreal 45887-88	3/1909	/ / / /	112000 130030	✓	ED & BC Ry. 6-7
10	✓	-	-	-	-	-	9/1919 See C. Nat. Ry. 409-410
11-12	✓	Med. 45889-90	3/1909	19x26 50 180 287-21	112000 130030	✓	1908 Ex (Hicks)?
14-15	✓	45891-92	/	/ / / /	✓	✓	Tfr Can. Con. Ry. 10
16-17	✓	46108-09	6/1909	/ / / /	✓	✓	#11 Tfr ED & BC Ry. 11
18-19	✓	53746-47	1914	/ / / /	✓	✓	#12 See 9/1919 CN Ry. 411
20-25	✓	Canadian 1233-38	/	/ / / /	✓	✓	#14 Tfr ED & BC Ry. 14
							#15 See 9/1919 CN Ry. 412
							Tfr ED & BC Ry. 16-17
							See 9/1919 CN Ry. 413-414
							✓ / / 715-420 *

{ James Duncan McArthur }

1907 building part National Transcontinental Ry. - (Winnipeg, Man. - Superior Jct. Ont.) open 6/1915  
 1907-1909 building Hudson Bay Ry. (Hudson Bay Jct. Ont. - The Pas, Man.) for Canadian Northern Ry.  
 1911-1918 building H.B. Ry. including Grt. Tr. Pac. - Little Rapids  
 1912 acquired control - building and operating  
 Edmonton, Winnipeg & British Columbia Ry. Co. - part open 1915  
 Central Canada Ry. Co. - constr. 1914 - part open 1915  
 Alberta & Great Waterways Ry. Co. - constr. 1913 - part open 1916  
 7/1/1920 ED & BC Ry. and C.C. Ry. leased by Province of Alberta  
 7/2/1920 Canadian Pacific Ry. Co. to manage and operate  
 1921 A.G.W. Ry. stock control and operation to Province of Alberta.  
 9/1/1919 Equipment and operation H.B. Ry. to Canadian National Railways  
 7/1/1920 Alberta Railway operations to Province of Alberta.

\* NOTE - { CN Ry. Records state CN 417 Retired 10/1920 - lost in Armstrong Lake, Man. }  
 ACTUAL McARTHUR 22 lost 5/25/1915 in Lake.



Mr. T.H. Cooper

- 3 -

Montreal, September 19, 1929.

Summarizing the values of these locomotives it represents the following-

CN	Locomotive No.			
1015	14	QO	-	\$ 1,750.00
1019	15	"	-	1,750.00
1015	33	AQ#W	-	2,500.00
429	40	"	-	3,000.00
1178	29	"	-	2,500.00
1800	41	"	-	250.00
1200	16	QO	-	250.00
1201	17	"	-	250.00
502	20	"	-	250.00
<del>0</del>	30	AQ#W	-	250.00
929	32	"	-	<u>250.00</u>

Making a total estimated value of the eleven locomotives of - \$13,000.00.

Yours truly,

P

Chief of Motive Power

P.S. In connection with locomotives on the Atlantic, Quebec & Western, and Quebec Oriental Railways, the Vice-President has authorized General Manager W. U. Appleton to scrap such of these locomotives as will not be required for further service, the work of dismantling to be done as early as possible.

C.E.B.

*NOT IN BUSINESS*  
*MANCHESTER*  
A.Q. & W. 32 - Mont. Loco. Co. - 1899  
Q.O. 20 - Baldwin 1914

# CANADIAN NATIONAL RAILWAY.

MATERIALS DEPARTMENT.

## Statement showing units located on various Roads recently acquired by the Canadian National Railway

CN	ORIG Locating Nos.	Road	Appraised Value.	Scrap Value.
—	1	Inverness Railway		\$ 250.00
—	2	"		250.00
—	3	"		250.00
—	4	"		250.00
—	5	"		250.00
—	6	"		250.00
—	8	"		250.00
In addition to the above, there are five (5) tenders valued at - " 100.00 each, all of which can be repaired and put into service.				
—	5	Mont Northern Ry.		100.00
—	10	"		100.00
—	11	"		100.00
ND 1013	14-	Quebec Oriental Ry.	\$ 1750.00	
1014	15-	"	1750.00,	250.00
1200	16-	"		250.00
1201	17-	"		250.00
502	20-	"		
1178	29	Atlantic, Quebec & Western Ry.	2500.00	250.00
—	30	"		250.00
929	32-	"		
1015	33-	"	2500.00	
429	40-	"	3000.00	250.00
ND 1800	41-	"		
—	64	Quebec, Montreal & Southern Ry.		900.00
—	75	"		900.00
503	79-	"		900.00
—	91	"		900.00
504	93-	"		1000.00

Montreal, September 19th, 1929

1823-1

Mr. T.H. Cooper,  
General Auditor,  
Montreal, Que.

Dear Sir:

With further reference to the statement which was handed to your Mr. A.B. Hopper on September 14th, showing the units belonging to the various railways which have been acquired recently by the Canadian National Railways, giving their present day value where locomotives are to be retained in service and estimated scrap value in the case of those units which are unfit for further service and are to be scrapped due to obsolescence or general poor condition.

I now wish to submit the following information concerning the locomotives taken over with the Quebec Oriental, Atlantic, Quebec & Western, and Quebec, Montreal and Southern Railways.

The Quebec, Montreal and Southern Division - there are fourteen locomotives as undernoted, and I have shown the estimated scrap value of these engines which we will retire as unfit for further service:

64	-	\$900.00	109	-	\$1,000.00
75	-	900.00	150	-	1,200.00
79	-	900.00	300	-	1,100.00
91	-	900.00	301	-	1,100.00
93	-	900.00	375	-	1,000.00

I have discussed this matter with the Vice-President, Mr. S.J. Hungerford, and he has agreed to the scrapping of all of the locomotives mentioned above but we will set aside engines 200, 204 and 205 for the present, with the understanding that no expenditure will be made on these engines. I have not, however, the appraised value of these three locomotives but the estimated scrap value, should we ultimately decide to retire same, is \$1,500.00 each. Engine 203 is a superheated locomotive and will be continued in service and the appraised present day value of this locomotive is considered \$25,000.00.

With reference to the locomotives on the Atlantic, Quebec and Eastern, and Quebec Oriental Railways, would advise as follows concerning result of recent inspection which has been made of this power and is the recommendation of General Manager W.U. Appleton, of Moncton.

QOR

Wrecks and  
Collisions

March 7 1914 Matapedia Warrens Crossw

Jan 22 1920 Nouvelle

AQW

March 5 1916 (1915) Le Bredleys Garro

ALS

Dec 15 1907 Black Cape.  
1906

AQW 1906 p 513. roster

Railway Age 3-20 '1908  
p 429 Budget

ALS 12-15-1907

Barre des Chaleux

Vol 27 S.D 3 Vict 56 1893  
61-62 Vict SP 7 1897-1898

## Mattagami

100 2-6-0 MLW 1915

ex Greater Winnipeg Water District  
to town of Smooth Rock Falls Sept 27 1967

102 4-6-0 MLW 1906

ex TNO 100, TNO 112

103 300 HP GE 50 Ton B-B 25,000 T.E B/H 1951

traded to MLW 1969 to Can Int Pass

104 1000 HP MH-GE S4 B-B 34000 1949

ex Quebec Iron & Titanium #2 rebuilt by MLW  
and traded to Mattagami

Salmon River & Northern Railway 6/30/1916

Fassett Quebec

owned by Fassett ~~Quebec~~ Lumber Comp.

20 miles mainline, 10 miles branchline

1 engine house

4 engines 65 log cars 26 flat cars

Constructed in KINGSTON

Manitoba Railway nos.1-2. They became Canadian Northern Railway [CaNoR] 41-42 in August 1901. They were renumbered to CaNoR A-2-A 10-11 in January 1912. The pair were retired for scrap at Winnipeg before the CaNoR became part of the CNR - on August 30 and September 17, 1918 respectively. It was at one time believed that RRV (NP&M) no.2 was sold as Temiscouata Railway no.2 in 1887, but this sale has not been substantiated. (TMR 2 was subsequently sold in 1917 to Fraser Company no.2, a pulp & paper company in Edmundston, New Brunswick, for in-plant use before it was scrapped in 1920).

339

1 American Standard Type 4-4-0

1888

C-26 (stock)

17x24 62" ---# ---000 ---000 ---000

Baie des Chaleur Railway no.1 was delivered July 4, 1888. Its disposition is unknown. It apparently was off the roster by the time of the amalgamation with the Quebec Oriental Railway in 1910.

340 to 353

14 American Standard Type 4-4-0 1888  
18x24 62" 160# 97000 169000 16786=17120 17% 44-3' C-27

Intercolonial Railway of Canada 3rd 34, 2nd 81; 174-183; and 3rd 82-83 were ordered in November 1887 and delivered between June and September 1888. On July 17, 1900 IRC 177 was in an accident with IRC 128 at Springhill, Nova Scotia. In 1912 IRC 34, 83, 174-183 became IRC D4 1032-1043 and D4B 1038. IRC 81-82 were renumbered to IRC D4A 1097-1098. <CLC has the 1912 road numbers typed, and the 1888 numbers written in black ink. IRC 1033 [#353] has road number 206 instead of 83>. In 1916 the D4A and D4B class became CGR A2-4 1032=1043 and A2-4B 1038. IRC 1034-1043 and 1097-1098 were all retired prior to October 1914 but four were restored to service during World War I as CGR A2-4 1034, 1036, 1038, 1040. In 1917 CGR 1032

[#340] was leased for a short time to the In Railway & Coal Company as no.7, before the next year. In 1917 at least seven (1035, 1042, 1043, 1097, 1098) were sold for scrap Car & Foundry at Amherst, Nova Scotia. The 1919 of IRC 1041 is unrecorded.

Four others (1034, 1036, 1038, 1040) became CNR A-3-b 105-106; A-3-c 108 and A-3-d 106. In 1922 it was sold as the Bras d'Or Co. 106 of Broughton, Cape Breton. It was scrapped company in 1934.

354

1 Mogul Type 2-6-0

18x26 62" ---# 100000 ---000 ---000

Kingston & Pembroke Railway 11 named IF ordered in January 1888, was delivered June 12. explanations for the choice of name exist - neither the Duke of Wellington at the Battle of Waterloo version has it that it was the moniker of K&P Pr Gildersleeve - a play on words for both his personal size of the new locomotive; the second was the contribution of a Mr.M.J.Grady (supposedly a developer of iron ore mines along the railway) leased between January and April 1891 to the CP on its western lines to help handle winter grain in the CPR leased the K&P in 1913, K&P 11 became J1d 3004 and was scrapped in January 1926.

NOTE: No further CL&ECO Contract numbers were to orders after 1888.

340 to 353

CLC#	Shipped	1912	1916						
340	IRC 34	6-22-88	IRC-CGR 1032						
341	IRC 81	6-30-88	IRC-CGR 1097	IR&C 7	-17	Rr	12-18-17	Dm CGR	-18
342	IRC 174	7-09-88	IRC-CGR 1034	Rtd		Rr	c10- -14	Ss CC&F	-17
343	IRC 175	7-20-88	IRC-CGR 1035					Sc	10-22
344	IRC 176	7-29-88	IRC-CGR 1036	Rtd		Rr	c10- -14	Sc CC&F	-17
345	IRC 177	8-03-88	IRC-CGR 1037			BdO	106 -22	Sc	-34
346	IRC 178	8-10-88	IRC-CGR 1038	Rtd		Rr	c10- -14	Sc CC&F	-17
347	IRC 179	8-17-88	IRC-CGR 1039					Sc	5-27
348	IRC 180	8-24-88	IRC-CGR 1040	Rtd		Rr	c10- -14	Sc CC&F	-17
349	IRC 181	8-31-88	IRC-CGR 1041					Sc	3-25
350	IRC 182	9-07-88	IRC-CGR 1042			Rr	c10- -14	Dm CGR	by-19?
351	IRC 183	9-14-88	IRC-CGR 1043			Rr	c10- -14	Sc CC&F	-17
352	IRC 82	9-20-88	IRC-CGR 1098			Rr	c10- -14	Sc CC&F	-17
353	IRC 83	9-27-88	IRC-CGR 1033			Rr	12-18-17	Dm CGR	-18

Rtd= Retired prior to 10-1914, but returned to service during World War I.

355 to 364

CLC#	Shipped	II:1907	II:1908	III:1911-13			
355	CPR 423	10-31-88	1229	4-07	1279	3-08	3029
356	CPR 424	11-07-88	1230	3-07	1280	3-08	3030
357	CPR 425	11-14-88	1231	2-07	1281	3-08	3081
358	CPR 426	11-22-88	1232	3-07	1282	3-08	3032
359	CPR 427	11-28-88	1233	8-07	1283	2-08	3033
360	CPR 428	12-12-88	1234				
361	CPR 429						

**Record Foundry**, Moncton, New Brunswick. IRC 7 may have been sold as early as 1876 but by 1881 may have become CPR :1st 7. (See below). IRC 8 and 13 may have been wrecked in 1883 and 1882 respectively. IRC 9 and 12 were apparently off the roster by 1883. IRC 10 may have been sold to Atlantic & Lake Superior Railway no.2 in 1895. IRC 11 and 14 may have become Lotbiniere & Megantic Railway no.1 and 3 in 1893. IRC 15 may have been sold as New Brunswick Railway 32 in 1881.

## 83 [?]

1873

## American Standard Type 4-4-0

16x22 62" ---# ---000 ---000 ---000 - 4'8½" wood [CPR]

Within this group is an CPR 7, built in 1873, and is recorded in CPR documentation as having serial number #83, <the serial listed in CLC for the first of the T&NR locomotives>. The CPR #83 became CPR I:1st 7 in May 1881. It was retired for scrap in December 1896.

## 104 to 112

1871-1872

## 9 American Standard Type 4-4-0

16x26 60" ---# 68000 ---000 ---000 - 5'6" wood? [#105]  
16x24 60" 140# 60000 ---000 ---000 - [INB,CGR]  
16x26 60" ---# 75000 ---000 ---000 5'6" wood? [#104,106-07,109-12]  
16x26 60" ---# 76500 ---000 ---000 - 5'6" wood? [#108]

**Grand Trunk Railway of Canada 353-355, 142, 15, 28, 89, 93 and 171** were delivered in three batches between March 1871 and March 1872. <CLC columns for date (except #104 with a date of 1872), road number and specifications, other than the wheel arrangement printed in black felt pen, are blank>. Some underwent three GTR renumberings, and in 1904 the remaining four of the group were assigned GTR class M. In 1899 GTR 225 [#105] was sold as **Restigouche and Western Railway** no.3. The road eventually became the **International of New Brunswick Railway** (1903-1914). When the INB became part of the Canadian Government Railways in August 1914, INB 2nd no.3 became CGR class A1 1152 and was eventually condemned on December 18, 1917.

## 104 to 112

CLC#	Shipped	SG	1874	1898	6-1899	1904	1914	
104	GTR 353	3- -71	11-72	GTR 212				Sc 9-04
105	GTR 354	4- -71	11-72	GTR 225	R&W/INB 3		CGR 1152	Sc 12-17
106	GTR 355	4- -71	11-72	GTR 235		GTR 194 M		Sc 10-08
107	GTR 142	3- -72	3-73	GTR 203		GTR 182 M		Sc 9-07
108	GTR 15	11-14-71	3-73	GTR 347	GTR 233			Sc 9-00
109	GTR 28	12- -71	3-73	GTR 348	GTR 210			Sc 8-01
110	GTR 89	1- -72	3-73	GTR 349	GTR 211	GTR 188 M		Sc 9-09
111	GTR 93	1- -72	3-73	GTR 350	GTR 229	GTR 192 M		Sc 6-06
112	GTR 171	3- -72	11-72	GTR 352	GTR 230			Sc 9-04

## 113 to 118

CLC#	Shipped	1898	1904	
113	GTR 380	12- -72	GTR 231	GTR 193 M Sc 11-09
114	GTR 381	12- -72	GTR 213	GTR 189 M Sc 10-08
115	GTR 382	1- -73	GTR 201	GTR 181 M Sc 6-06
116	GTR 383	1- -73	GTR 214	GTR 190 M Sc 11-06
117	GTR 384	2- -73	GTR 215	GTR 191 M Sc 10-08
118	GTR 385	2- -73	GTR 204	- Sc 10-02

## 119 to 130

CLC#	Shipped	NB	1890	1898	1903-04	11-1904	1910	
119	GTR 268	10-06-73		GTR 442		GTR 363 J4	GTR 2066 J4	Sc 3-10
120	GTR 269	10-06-73						Wr 8-88
121	GTR 270	10-06-73		GTR 444	(TEM) 7-04			Sc by-08?
122	GTR 271	10- -73		GTR 445		GTR 364 J4		Sc 10-08
123	GTR 272	11- -73						Sc? 6-97
124	GTR 273	11- -73		GTR 446		GTR 365 J4		Sc 6-08
125	GTR 274	11- -73	9-84	GTR 447	(TEM) 6-03			Sc by-08?
126	GTR 275	12- -73		GTR 448	(TEM) 7-03			Sc by-08?
127	GTR 276	1- -74		GTR 449				Wr 9-00
128	GTR 277	1- -74		GTR 450	(TEM) 6-03			Sc by-08?
129	GTR 278	1- -74	GTR 269	GTR 443	(TEM) 7-04			Sc by-08?
130	GTR 279	1- -74						Sc by-08?

1873

*This order (above) was to be the last built to provincial gauge specifications. All future locomotive construction was built to standard gauge unless otherwise specified. The connecting track between the CE&MCo plant and the Grand Trunk Railway city branch terminus was standard-gauged during October 1873, just before the delivery of GTR 268-271 [#119-122], even though one was derailed during the process.*

## 113 to 118

1872-1873

## 6 American Standard Type 4-4-0

16x26 60" ---# 75000 ---000 ---000 - [#113=118 except]  
16x26 60" ---# 65500 ---000 ---000 - [#115]

**Grand Trunk Railway of Canada 380-385** were delivered between December 1872 and February 1873. <CLC columns for date (except #116 with a date of 1873), road number and specifications, other than the wheel arrangement printed in black felt pen, are blank>. Although ordered as broad gauge locomotives, the subsequent change made these the first GTR standard gauge locomotives to be built at Kingston. In 1904 five became GTR class M.

1874

*During March of 1874 the first of a large number of conversions from provincial to standard gauge was completed at the CE&MCo. Neither CLC records nor the Kingston newspapers identify the first converted locomotive.*

## 119 to 130

1873-1874

## 12 American Standard Type 4-4-0

16x26 60" ---# ---000 ---000 ---000 - <CLC>  
17x24 65" 140# 76000 ---000 13101 - [GTR, except]  
17x24 65" 140# 74648 ---000 13101 - [#119,122,125]

**Grand Trunk Railway of Canada 268-279** were delivered between October 1873 and January 1874. <CLC columns for date (except #127-128 with dates of 1873,1874), number and specifications, other than the wheel arrangement printed



# (174 to 176)?

3 American Standard Type 4-4-0  
16x24 60" 130# 87000 ---000 13500 - [IRC]

1878

Intercolonial Railway of Canada 1st 103-105 may have been the three locomotives ordered that was announced in the September 1, 1877 edition of the *Kingston British Whig*. IRC 103-104 were shipped in February, and 105 in October of 1878. Their first assignments may have been on the Halifax & Cape Breton Railway (Eastern Extension Railway), which in 1878 was still under construction. Two of the three were sold. In 1902, IRC 103 went to the **Atlantic & Lake Superior Railway** as no.8. Its disposition is unknown. IRC 105 was sold in 1890 as **Canada Eastern Railway** no.3. When the CER became part of the IRC in October 1904, it was renumbered IRC 1st 325 and was eventually scrapped in 1910. IRC 104, rebuilt by the railway at Moncton in 1896, became IRC D7 1077 in the 1912 renumbering but in 1913 was sold as **Quebec Railway Light & Power** no.8. It was retired for scrap in 1923.

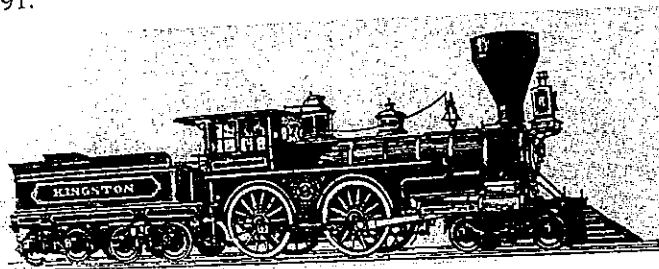
*The Kingston Daily News* for July 23, 1878 made reference to the CL&MCo building two stock engines. But no locomotives in the CLC record are marked as such.

# (177 to 182)?

6? American Standard Type 4-4-0  
16x26 62" ---# --000 ---000 --000 -

1878

Halifax & Cape Breton Railway and Coal Company (no.1) NEW GLASGOW, ANTIGONISH, CAPE BRETON, CANSO, Eastern Extension Railway (no.5) SYDNEY, and MULGRAVE were likely ordered by the Canada Improvement Company - owned by Sir Hugh Allan & Harry Abbott (of Pacific Scandal infamy), the contractor-owners of the H&CB. They were shipped from Kingston between June and November 1878. <CLC is blank>. Although the total locomotives in the order is usually accepted as five, six names (above) for the locomotives are on record. The *Kingston Daily News* reported a contract of five locomotives for Nova Scotia on March 27, 1878, and predicted a June delivery for two of them. But the *Kingston British Whig* for October 28, 1878 suggested five locomotives for the H&CB would be shipped by October 31, 1878 at the latest. Apparently the last five were to be finished and delivered by the new firm, Canadian Locomotive and Engine Company. When the railway was officially opened, it was a Kingston-built locomotive that was the motive power for the special train. The H&CB was completed to Canso in 1881, after which Allan & Abbott sold it to the Nova Scotia government in 1883. It then became known as the **Nova Scotia Railway** - a reincorporation of the original name that existed between 1853 and 1872. The line was resold to the Canadian government in 1884 and it was the federal government who completed the line between the Strait of Canso and Sydney by 1891.



This enlargement, taken from a CE&MCo advertisement c. 1878-79 (see page 20) may well represent the typical 4-4-0 of the late 1870s and early 1880s, with its balloon stack, oil headlight, wedge-shaped wooden pilot and straight-topped boiler. The large drivers indicated the locomotive was designed for heavy freight service. Its name was created for the

Because none of these EER locomotives appear to be taken into either NSR or IRC stock, they may have remained the property of Allan & Abbott, who subsequently could have sold them privately as construction engines or to other railway companies. At least three from this order may have been disposed of in this manner, although records are incomplete. A pair of straight boilered, diamond stacked 4-4-0s (presumed) with 17x24 cylinders, and numbers 1 and 2, were purchased second-hand in April 1889 by the **Northern Pacific & Manitoba Railway** and renumbered NP&M 5-6. The pair were described as 'Kingston' engines. NP&M purchased each of them for C\$14,400 along with 31 other pieces of construction rolling stock through the agent J.M.Hogan of Montreal. They had been owned by a contractor located at Pictou, Nova Scotia who had quit the business - perhaps Allan & Abbott, principles of the Canada Improvement Company who had built the H&CB. NP&M 5-6 became **Canadian Northern Railway** 46-47 in August of 1901, and were renumbered to **CaNoR** A-5-A 21-22 in 1912. Both were retired for scrap at Winnipeg on September 17, 1918 and January 23, respectively.

Another of these locomotives may have been sold to **Upper and Company** and used on the (CPR) Pembina Branch as 2nd no.5, or possibly no.3. The locomotive in question was a second-hand 16x24 62 4-4-0 acquired in 1880. It was believed to have been built at Kingston in 1877 or 1878, and acquired from the IRC. No CE&MCo production is recorded for 1877, but there is for 1878. It perhaps came from the **Halifax and Cape Breton (Eastern Extension) Railway** rather than the Intercolonial, as the disposition of all three IRC locomotives built in Kingston during 1878 (IRC 103-105) have been accounted for. If the H&CB-EER reference is correct, the 4-4-0 may have come from the group built under these serials. In 1883 U&Co no.5 (or 3), after service on the Pembina and Thunder Bay Branches, became **Canadian Pacific Railway** 1: 1st 18 and was scrapped in 1898.

Another entry that adds to the mystery of what happened to this group of locomotives, shows up in the CLC record under serials # (263) and #296-299. In this 1884 order, the EER (now a Government of Canada property) re-used four of the names assigned the first set of 4-4-0s, giving rise to the speculation that the original steamers had left the EER roster before 1884. Only the name MULGRAVE was not reused.

# (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 passengers locomotives (ie.QMO&O 28-30)

haps 20 ABBOTSFORD, may have been remanufactured SER 2nd 2 after 1898, when SER first 2 was sold to the Orford Mountain Railway as its 2nd 1 (See T&NR serials 80-88). The disposition of SER 2nd 2 and/or that of 20 ABBOTSFORD seem to be unrecorded. SER 21 BEDFORD was relettered M&A 21 when the SER was reorganized by the CPR in 1891 into the Montreal & Atlantic Railway. M&A 21 was sold in 1895 to the Orford Mountain Railway as its 1st 1. Its firebox burned out in November 1897 and was off the OMR roster by 1898. As noted above, it was replaced by a 2nd 1 (which was SER 2 ST.FRANCIS). A schematic under the OMR entry in the Customer Index section outlines these multiple uses of road numbers.

SER 22 was sold by the CPR in 1893 to the Philipsburg Railway & Quarry Company and named COL.BOND. It was scrapped around 1911.

### 1870-1871

During the construction of serials #80 and #88 in 1870-1871, 25 box cars were built for the Brockville & Ottawa Railway and 3 snowplows for the Grand Trunk Railway were completed and delivered.

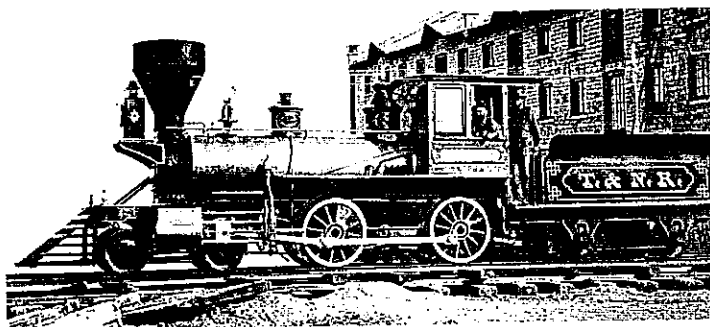
### 89 to 103

CLC#		Shipped	Press						
89?	IRC 1	6-03-71	(1st)	Ss JHB?	#			Sc	-82?
90?	IRC 2	76- -71	(2nd)	Ss JHB?	#			Sc	-82?
91?	IRC 3	7-24-71	(3rd)	Ss JHB?	#			Sc	-82?
92?	IRC 4	8-30-71	(4th)	Ss JHB?	#			Sc	-82?
93?	IRC 5	-71?		Ss JHB?	#			Sc	-82?
94?	IRC 6	-71?		Ss JHB?	#			Sc	-82?
95?	IRC 7	-73		So CPR	7:1?	c5-81		Sc	12-96
96?	IRC 8	-73?						Wr	-83?
97?	IRC 9	-71						Sc	by-82?
98?	IRC 10	-73?		So A&LS	2?	-95?		Sc	-??
99?	IRC 11	7-23-73	(11th)	So L&M	1?	-93?		Sc	-??
100?	IRC 12	8-14-73	(12th?)					Sc	by-83?
101?	IRC 13	8-14-73	(13th?)					Wr	-82?
102?	IRC 14	-73		So L&M	3?	-93?		Sc	-??
103?	IRC 15	-73		So NBR	32?	-81?		Sc	-??

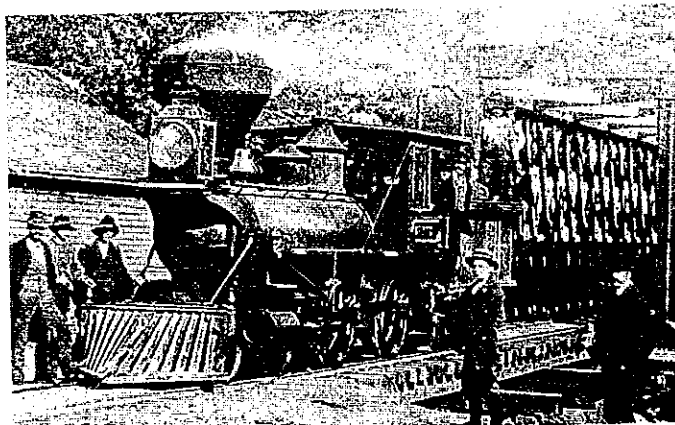
# = offered for sale 8-02-1882; may have been sold to Beatty

Railway of Canada [IRC] in 1871 and 1873, likely used these serial numbers, and were assigned the IRC road numbers 1-15. They may have initially been used on the IRC Northern Division which between 1871 and 1875 was under construction and separate from the other IRC Divisions in Nova Scotia and New Brunswick. They may have been used by the contractors, and this may explain why their existence remained unrecorded in IRC ministerial documents. Some evidence suggests that IRC 1st 1-6 were shipped in 1871, and IRC 2nd 7-15 two years later, in 1873. <CLC columns for date shipped -except #97 with the date of 1871- road number and specifications are blank>. The IRC made a C\$187,000 contract in March 1870 for 15 broad gauge locomotives that were to be built to Richard Eaton's 'convertible' design that would facilitate conversion to standard gauge when required. Newspapers describe deliveries that may have been part of that order. They record four deliveries between June and August 1871; and the 11th in the order and two others during July-August 1873.

By August 1882 IRC had found the 4-4-0s too light especially for operation during the winter, and offered IRC 1-6 for sale. These may have been sold as scrap to J.H.Beatty of the



One of the earliest, if not the first builder's photograph was taken for the CE&MCo close to the day, early in 1871, that Toronto & Nipissing Railway no.6 UXBRIDGE was shipped from the works. The road number appeared on the stack underneath the bonnet, and the name on the side of the cab. Other details in the photograph showed not only some of the earliest limestone structures that housed the Ontario Foundry and CE&MCo, but also the method by which the T&NR locomotives were able to be tested and transported - the narrow gauge rails were temporarily placed on top of the plant trackage, likely leading to a flat car for shipping. What was likely a rectangular builders plate appeared bolted to the steam chest above the cylinder. At first glance the left half of the photograph appeared to have been whited-out, but a faint shoreline does appear between the pilot deck and headlight brackets on some prints. CLC- photographer unknown, Bill Thomson/Kingston Pump House Museum collection.



LC&SLJR no.1 ST.PIE was photographed at the end of the Black River bridge at St.Pie, Quebec, likely soon after its arrival from Kingston in 1879. The lack of a train behind the 4-4-0 hints at an out-of-the-ordinary occasion. The similar physical structure of ST.PIE and that of T&NR no.6 UXBRIDGE [left] strengthens the belief that their origins were similar. The size of the 36" gauge road with its diminutive motive power was readily noticeable when compared to the stature of the men in the photograph. The lattice cast-iron through truss bridge was state-of-the-art technology at the time of this photograph. Photographer unknown, Eastern Townships Research Centre, Bishop's University, W.E.Foster collection: PO21.

QC	36-37	2-6-0	n	1910-1942	965-966
QC	38-39	2-6-0	n	1912-1940	1037-1038
QC	40-41	4-6-0	n	1912-1951	1073-1074
QC	42-45	4-6-0	n	1913-1951	1193-1196
QC	54	2-8-0		1920-1937	629-638

### Quebec Montmorency & Charlevoix Railway Company;

### Quebec Railway Light & Power Company.

QM&C, incorporated in 1889, and built by H.J.Beemer, initially lay between Limoilou (Quebec City) and Ste.Anne de Beaupre. The company reorganized in 1899 as the QRL&P, and electrified the 25 miles (40km) between Quebec City and Saint Joachim in 1899-1900, although steam was assigned freight traffic, and all service to Cap Tourmente. In 1929 CNR leased the non-electrified eastern portion of the line. The QRL&P was sold in its entirety to the CNR on November 1, 1951, electric service remaining until 1959.

QM&C/QRLP	2-3 ;5	4-4-0	V	1893-1923	375-378
QRLP	7	4-4-0	V	1913-1923	385
QRLP	8	4-4-0	V	1913-1923	(174-176)
QRLP	10	4-4-0	V	1923-1928	387;389

### Quebec Montreal Ottawa & Occidental Railway.

The Province of Quebec took over the North Shore Railway (ii) and the Montreal, Ottawa & Western Railway as the QMO&O in 1875. The line was built between Quebec City, St.Martins Jct (Montreal) and Hull. In 1882 the CPR purchased the 138-mile (222km) section between St.Martins Jct and Aylmer via Hull. The eastern section between St.Martins Jct. and Quebec City became the **North Shore Railway [NoSR] (iii)**.

QMO&O	22,25-27	4-4-0	n	1879-1882	(183-186)
QMO&O	28-29	4-4-0	n	1878-1882	(187-188)
QMO&O	30 ;32	4-4-0	n	1879;1880	(189-190)

### Quebec North Shore & Labrador Railway Company.

The company was formed in 1949 by the Iron Ore Company of Canada. Construction north from Sept-Iles, 365 miles (583km) north to Schefferville, Quebec took place between 1951 and 1954.

QNS&L	702	4-6-2		1953-	1692-1695
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### Quebec Oriental Railway Company.

**Baie des Chaleurs Railway Company**, incorporated in 1882, began construction in 1890 from Matapedia, Quebec along 80 miles (129km) of the south side of the Gaspé peninsula as far as Caplan by 1893. The **Atlantic & Lake Superior Railway Company** was incorporated in 1893, building east from Caplan in 1894 towards Gaspé. In 1910 both the A&LS and the BdCR were amalgamated into the **Quebec Oriental Railway Company (ii)** (incorporated in 1903) and the line was completed to Baie de Gaspé in 1912. The QOR was purchased by the CNR in 1929.

BdCR	1	4-4-0	n	1888-1912?	339
A&LS	2 ?	4-4-0		1895-?	89-103
A&LS	3	4-4-0		1900-1922	228-244
A&LS	8	4-4-0		1902-1929?	(174-176)

### Quebec Southern Railway Company.

The **United Counties Railway Company** was chartered in 1883 to build from Sorel 60 miles (97km) to Iberville and was completed in 1895. The **Quebec Southern Railway Company** was formed in 1900 by the Delaware & Hudson Railroad to amalgamate the UCR and the East Richelieu Valley Railway. In 1906 it became the Quebec, Montreal & Southern Railway Company which operated in the Eastern Townships until its sale to CNR in 1929.

UCR	1	4-4-0		1891-1900	(166-169)
QSR	100	4-4-0		1900-1911	(166-169)

### Quebec Sugar Company, St.Hilaire, Quebec.

A sugar beet processor, likely active in the 1920s and 1930s.

QSCo	118 ?	0-4-0T		1930s	1864-1873
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