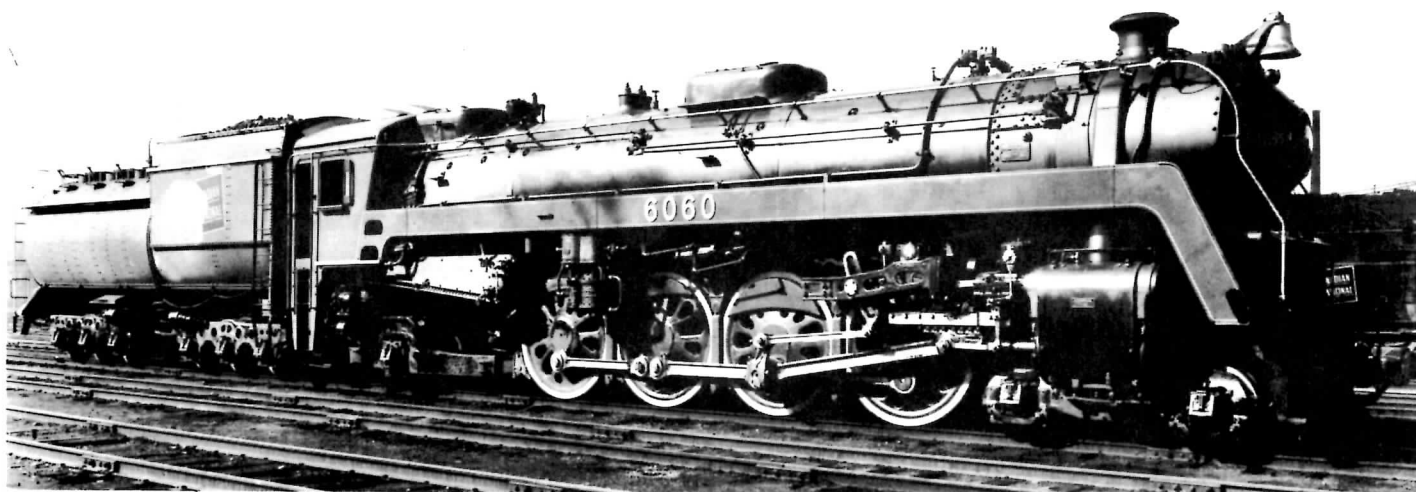




6060 - 6079



U-1-f



The last steam motive power to be constructed new for Canadian National, a group of 20 semi-streamlined Mountain Type engines, was delivered by Montreal Locomotive Works during the final quarter of 1944.

One of the neater appearing Canadian locomotive designs, the class was distinguished by a conical nose housing the headlight and number lamps. A compact grilled housing on the pilot beam enclosed radiator piping for cooling air employed in the air brake system. The stack was flared, after British style, and the bell assumed a position of prominence above the nose. A deep running board skirt swept the entire length of the locomotive while a minimum of piping was left exposed on the boiler jacket. The 6060's were finished in CN's passenger livery of black, relieved by green running board skirts, cab and tender, with white tire trim, aluminum handrails, gold striping and brass number plates. For a time, the smokebox front, hidden by the conical nose, was painted aluminum or white to improve light reflection through the number glasses.

The U-1-f's embodied many of the mechanical features and designs of the U-2-h 4-8-4's which had been turned out of MLW's shops a few months earlier; the application of Walschaerts valve gear, Franklin power reverse gear, Elesco exhaust steam injector, etc., and the design of the engine truck, tender, combined steam and sand dome housing, Bopok driving wheels and so on were virtually identical with the U-2-h's. Back shop crews were happy with the U-1-f's, considering them one of CN's easiest classes to maintain.

Following receipt from MLW, each locomotive was broken in on three round trips between Montreal and Brockville, hauling light trains at low speeds, prior to use on the fast passenger trains for which they were designed. For much of their lifetime the 6060's performed, in passenger service primarily, in Ontario and Quebec. In one notable case, engineer Hawkins turned in a remarkable run from Toronto to Sarnia -- two hours and 58 minutes for an average speed including water stops of 58.7 m.p.h. -- with engine 6078 and a three-car special train.

In the late 1950's, because of their relative youth, a number of the U-1-f's were selected for service on the Prairie Region, in dual service. By 1960, only

seven engines, Nos. 6063/68/69/70/71/76/78, remained in the east.

For their western service, several U-1-f's were converted to oil-burners (see diagram); their tenders were modified simply by dropping a prefabricated oil tank into the existing coal pocket and removing the automatic stoker. Some of the last oil conversions received 'new' square tenders from scrapped 4300-series 2-10-2's.

The celebrated conical nose had been designed with ease of maintenance in mind; the loosening of four bolts freed the nose to swing out to the right, allowing access to the smokebox door which could then be opened to the left. In spite of this, some western lines U-1-f's lost their nose cones, and the resulting smokebox front bore striking resemblance to the K-5 5700's.



This class experienced no premature scrappings, and all 20 locomotives were retired in 1960. Two of them have been preserved -- 6060 at Jasper, Alta., and 6069 at Sarnia, Ont. It is planned that 6077 will be placed on display at Capreol, Ont., in 1967.



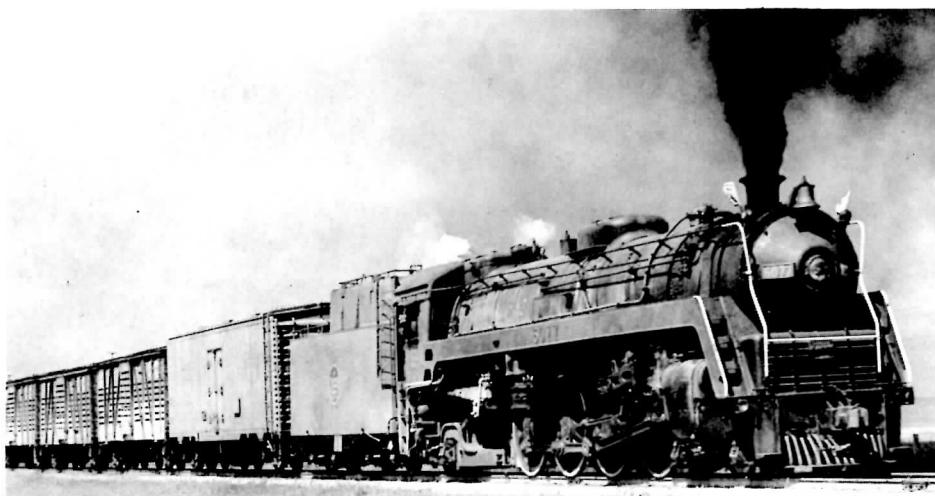
SUB CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO	BUILDERS BOILER NO	ROAD NUMBERS	CANADIAN NATIONAL RAILWAYS MECHANICAL DEPARTMENT MONTREAL	
U-1-f	1944	M.L.C.	Q401	72757 to 72776	6060 to 6079	TYPE MOUNTAIN	CLASS U-1

G.S.C.C. CAST ENGINE BED WITH CYL. INTEGRAL BOXPOK DRIVING WHEELS

* INCLUDES 2 SYPHONS & 2 ARCH TUBES

* OIL BURNERS
OIL = 3000 G¹ WATER = 11,000 G¹
* 6060, 6061, 6062, 6065, 6066, 6067, 6072, 6073, 6074, 6075

* COAL BURNERS
COAL = 13 TONS , WATER = 11,700 G¹
* 6063, 6064, 6068, 6069, 6070, 6071, 6076, 6077, 6078, 6079.



ABOVE: Just a year away from retirement, 6077 trails a second-hand tender and train of stock eastbound through Portage la Prairie, Man.

/R.S. George

RIGHT: In more unfortunate circumstances, the two month old 6077 derailed at Brantford, Ont. in February, 1945 while heading train No. 5.

/P.J.M. More

Eng. No.	Disposition	Eng. No.	Disposition
6060	5/62 (2)	6070	6/30/61 (1)
6061	2/29/60 (1)	6071	6/21/61 (1)
6062	8/14/61 (1)	6072	4/21/60 (1)
6063	12/31/61 (1)	6073	8/7/61 (1)
6064	4/30/60 (1)	6074	4/7/60 (1)
6065	3/21/60 (1)	6075	6/14/61 (1)
6066	6/21/62 (1)	6076	8/31/60 (1)
6067	4/7/60 (1)	6077	Held (4)
6068	10/7/61 (1)	6078	6/21/61 (1)
6069	5/13/63 (3)	6079	4/30/60 (1)

NOTES:

- Scrapped.
- On display -- Jasper, Alta.
- On display -- Pt. Edward, Ont.
(Bayview Park, Sarnia district)
- Held for display, Capreol, Ont.



Upper Canada Railway Society

BOX 122 TERMINAL "A" TORONTO
LOCOMOTIVE DATA SHEET

No.
6701

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