

NATIONAL
TRANSCONTINENTAL
RAILWAY

CHAMPLAIN
MARKET
STATION,

QUEBEC CITY,
QUEBEC

Grand Trunk Pacific Railway Construction, Etc.

The G.T. Pacific Ry. began operating trains in and out of the new Union station at Fort Garry, Winnipeg, Aug.

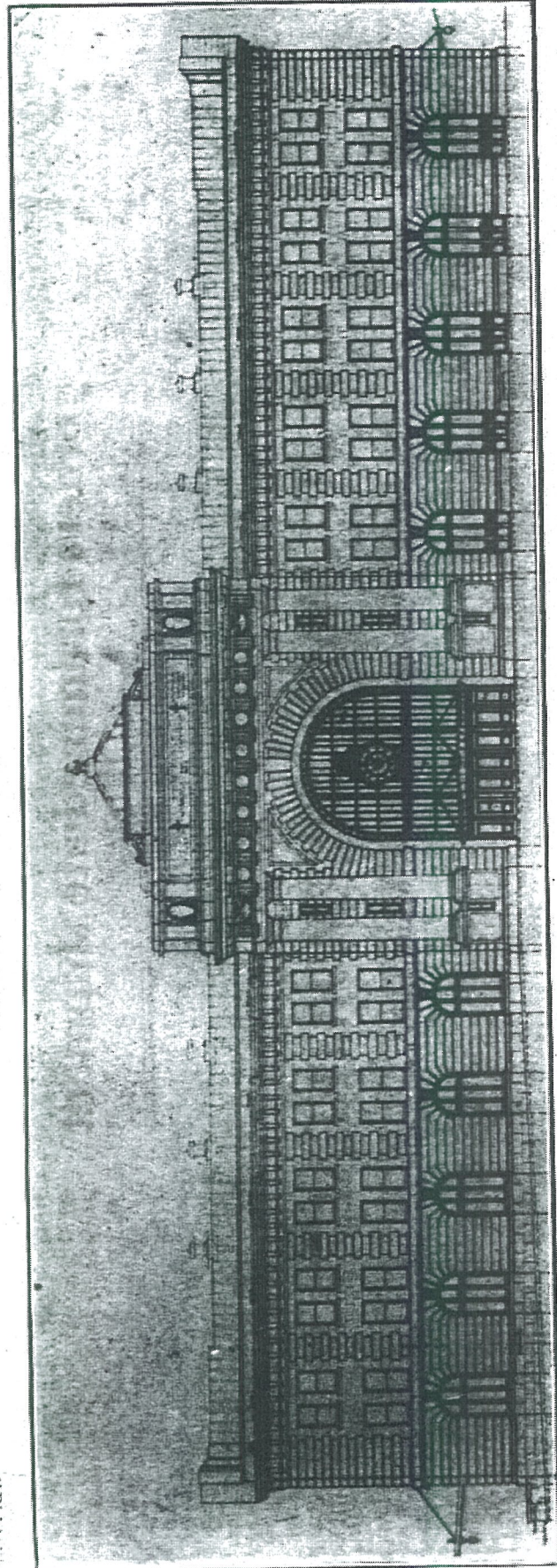
Tenders were received to Aug. 15 for erection of the Selkirk Hotel in Winnipeg. Some delay has been experienced in getting titles to all the property required for the hotel, but E. J. Hamberlin, Vice President and General Manager, states that the clearing of the property will be started at once, and that it is hoped to get the foundations before winter. The excavation for foundations will necessitate the removal of about 50,000 cubic yards of material.

Regina fair. A regular train service is in operation from Melville to Edgeley, and it will be extended to Regina as soon as the ballasting of the line has been completed. Grading has been completed for about 20 miles out of Regina in the direction of Moose Jaw. In connection with this branch there has been deposited with the land titles office at Moose Jaw a plan, profile and book of reference showing the location from the east line of sec. 25, tp. 17, range 24, west of the second meridian, to the west line of sec. 3, tp. 17, range 26, west of the second meridian, mileage 23.32 to 40.01.

In connection with the line under construction southerly from Regina to the international boundary, press reports state that it is proposed to build a branch line, starting, 13 miles south

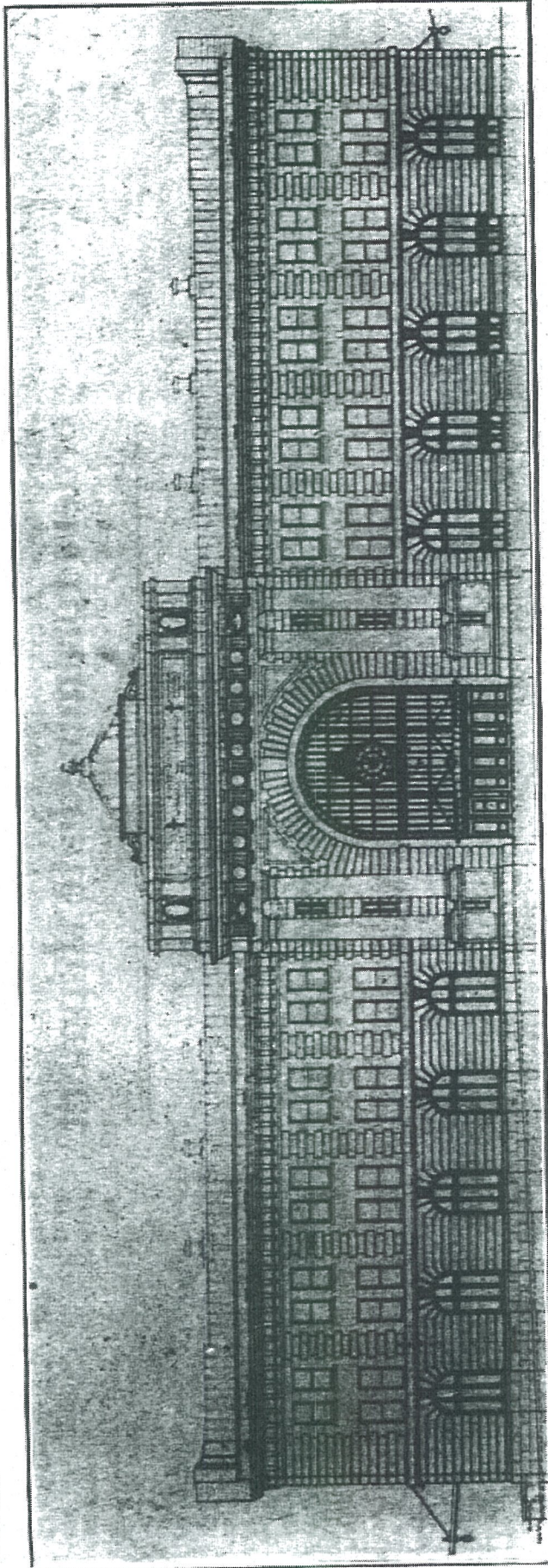
Grading is reported to have been commenced on a branch from Moose Jaw northwesterly. This projected branch will be 81 miles long and will in time be extended to connect with the main line at Young. From this point a branch is under construction to Prince Albert. Authority has been given by the Board of Railway Commissioners to operate traffic on the branch from Young to mileage 45.5. Track has been laid to Wakaw, near the proposed crossing of the river, and grading has been completed from Prince Albert to the north bank. With the completion of the bridge and the laying of about 25 miles of track the branch will be completed. A start was made Aug. 8 building a roundhouse in Prince Albert, and in laying out a yard.

On the branch to Battleford about



Station Elevation

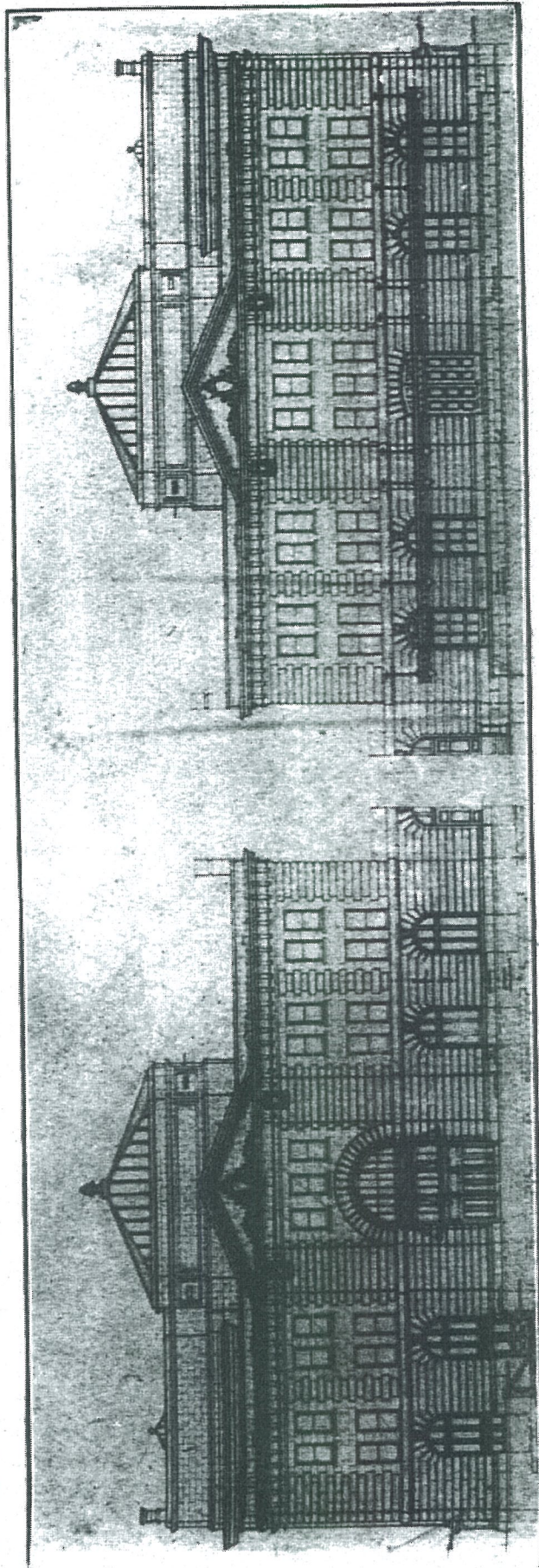
... of about ... material. ... a branch line, starting 13 miles south ... On the branch to Brandon ...



National Transcontinental Railway Station, Quebec. Front Elevation.

... were in Brandon, Man., of Regina, passing through Weyburn, 62% of the grading is reported complete ... are ready for track

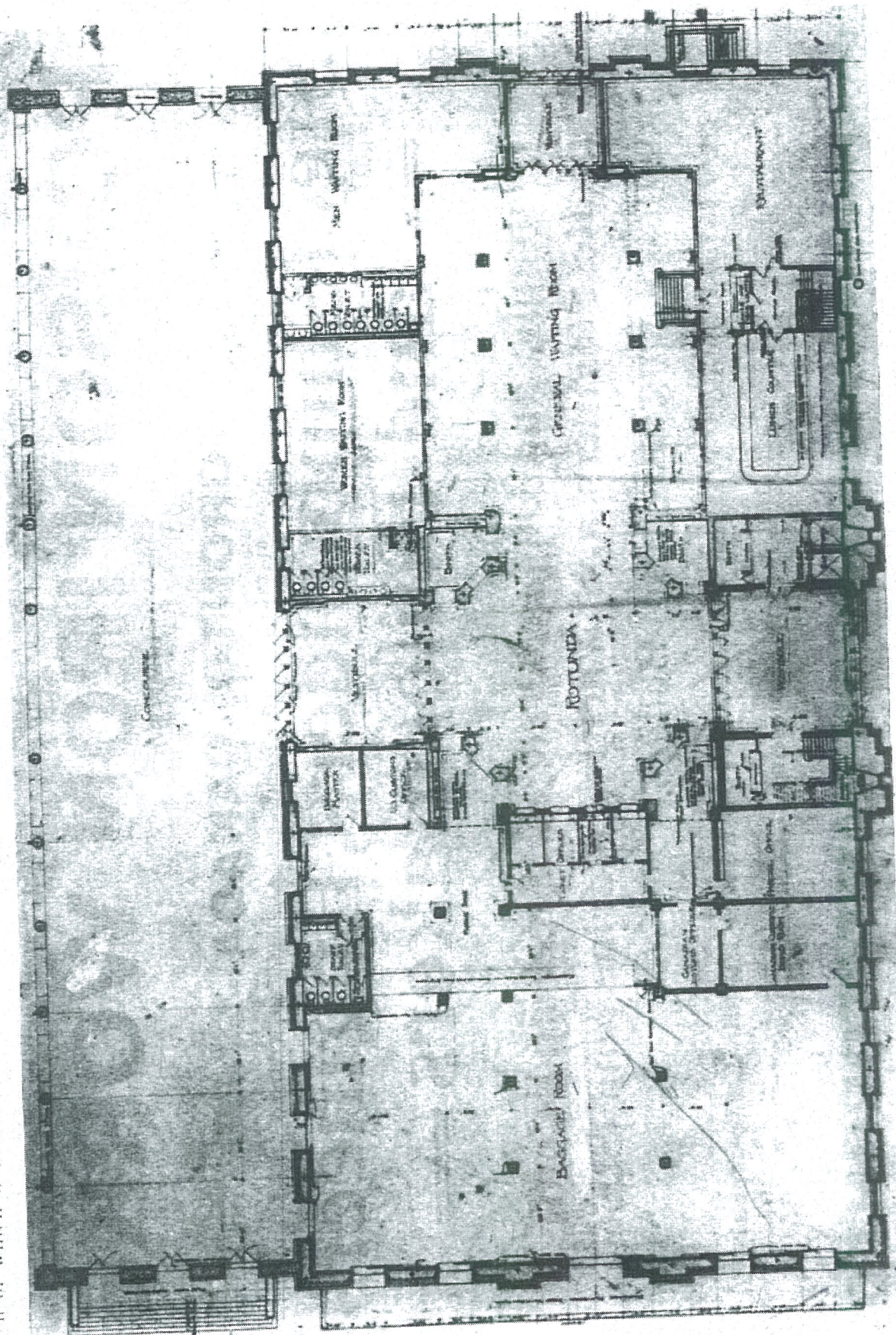
There was only a temporary one for the station.



National Transcontinental Railway Station, Quebec. End Elevations.

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National Transcontinental Railway Station, Quebec. Ground Floor Plan.

Grand Trunk Pacific Railway Construction, Etc.

The G.T. Pacific Ry. began operating trains in and out of the new Union station at Fort Garry, Winnipeg, Aug.

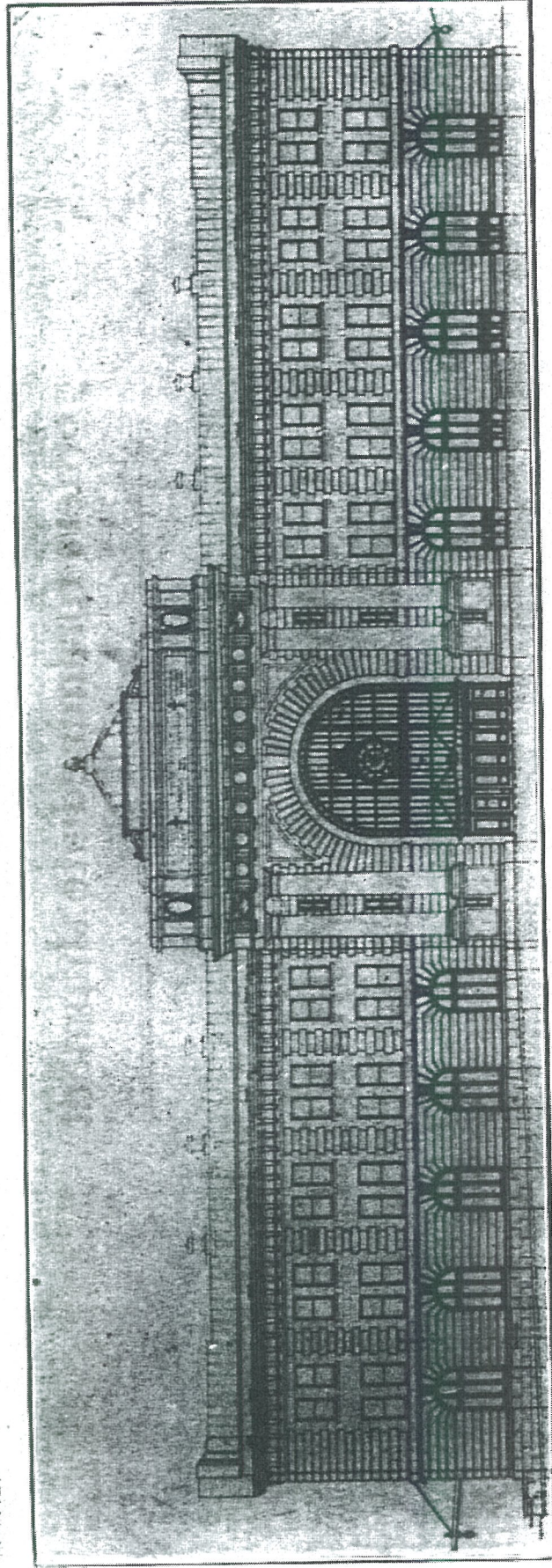
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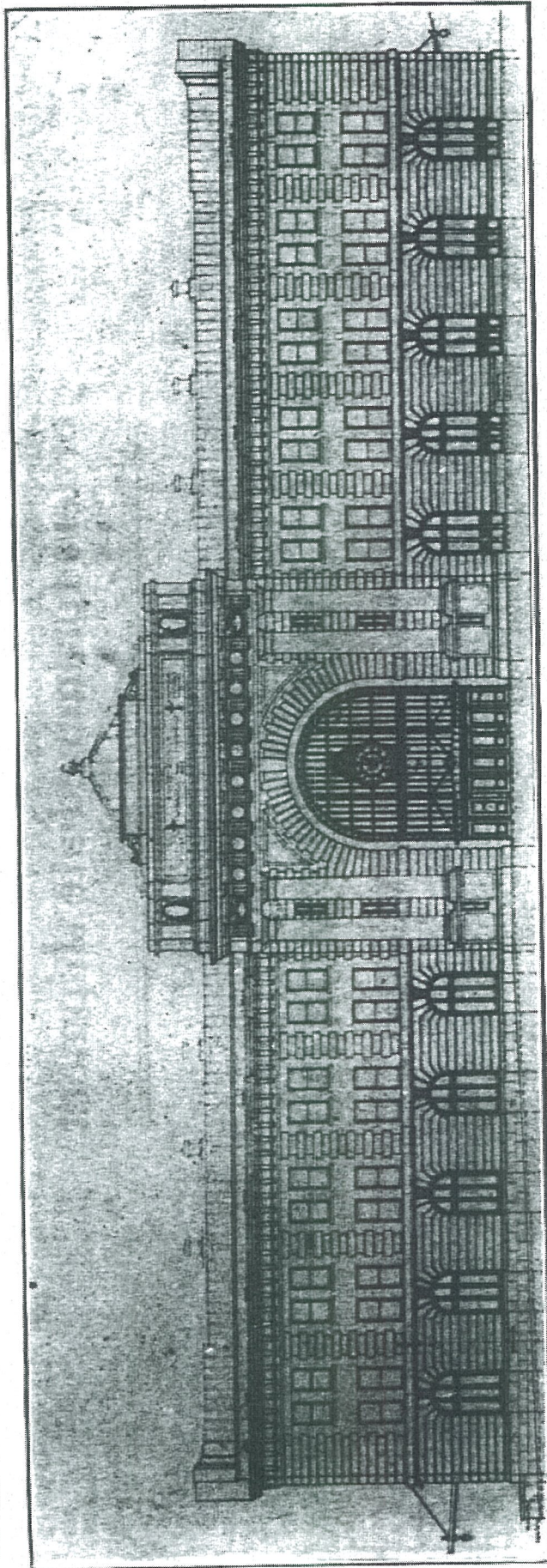
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Front Elevation

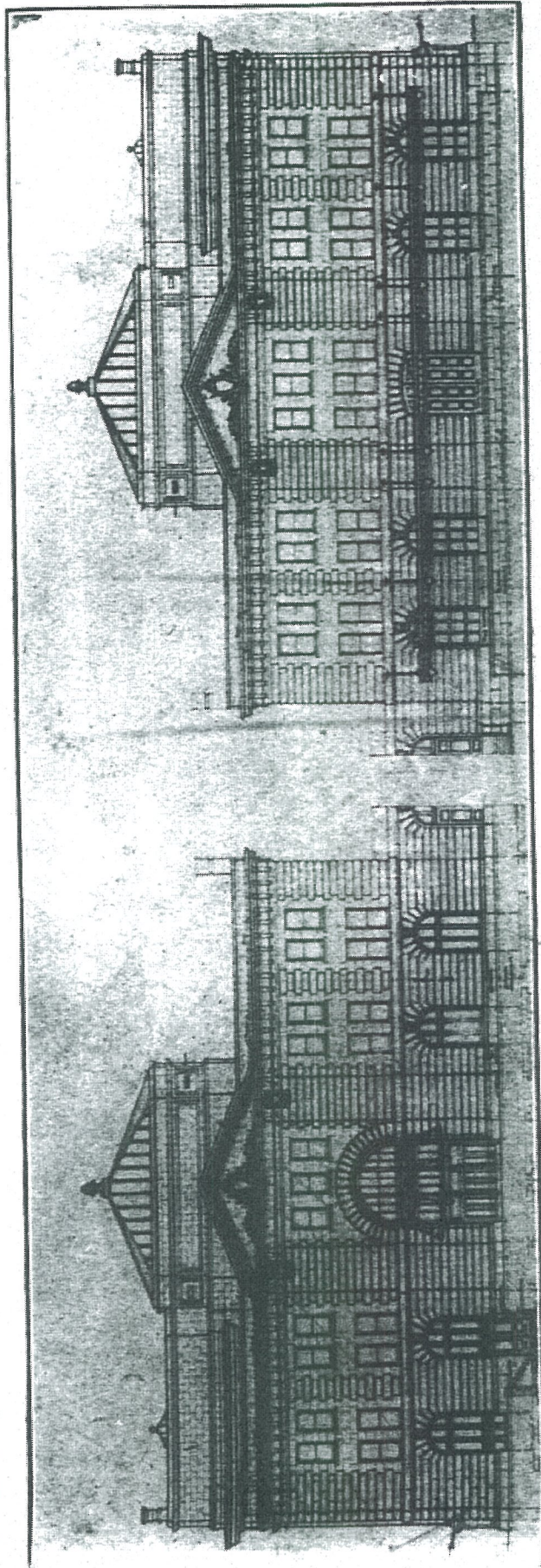
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... were in Brandon. Man., of Regina. passing through Weyburn. 62% of the grading is reported complet ... ready for track

It was only a temporary one and was not intended to be permanent.



National Transcontinental Railway Station, Quebec. End Elevations.

National Transcontinental Railway Station at Quebec.

Orders were received to Aug. 31 by N.T.R. Commissioners for the erection of a terminal station in Quebec, in accordance with plans and specifications prepared under the direction of the Commission, and approved of by G.T. Pacific Ry. officers.

The plans and specifications, which were prepared by Marchand and Haslam architects, provide for a building on the site of the old Champlain Market, to be used as a passenger station for the N.T.R., which is to be operated by the G.T. Pacific Ry. The plans show a building facing on the square, the front side being 257 ft. wide, with a depth of 124 ft. for the main building. The main front shows a handsome elevation, the central portion being considerably above the rest of the building. The feature of this part is a large designed arch, flanked by pillars, and finished with capstone and pediment.

Passing through the main entrance doors, a large vestibule is reached, off which are the elevators, staircases, and booths, which will be devoted to purposes not yet defined. From the vestibule entrance is obtained to the rotunda, which is surrounded by a dome 100 ft. in diameter. Off the rotunda are arranged ticket offices, parcel office, Canadian Express bondroom, Canadian and U.S. customs officers, a large baggage room, with public area, telegraph office, etc. Another vestibule leads from the rotunda to the concourse, which extends the whole length of the building. Off the rotunda is the general waiting room in the centre of the building, and in the main front is a lunch counter and restaurant, while on the concourse side are the waiting rooms for men and women respectively, each of which is attached ample toilet and lavatory tubule leads between the train shed.

hours over to be used by the train shed. The baggage width of the side. The length of which is alongside with in length train shed.

The main chamber is estimated to be expected the end of

National

At a meeting of the city council, the N.T.R. Commission, freight yard necessary, started in immediate effect \$500,000.

to meet the cost of the construction.

Press representative H. Corbett arrived in Quebec starting work that the new station on the waterfront was said to be one of the best of track in the city.

Tenders for the building of the following: Edmundston, Fitzpatrick and Reddick.

A. J. M.

CRAND TRUNK RAILWAY SYSTEM

Finest Roadbed in Canada
Modern and Luxurious Trains.
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Pullman Sleeping Cars on Night Trains

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THE HOLDEN CO., Limited
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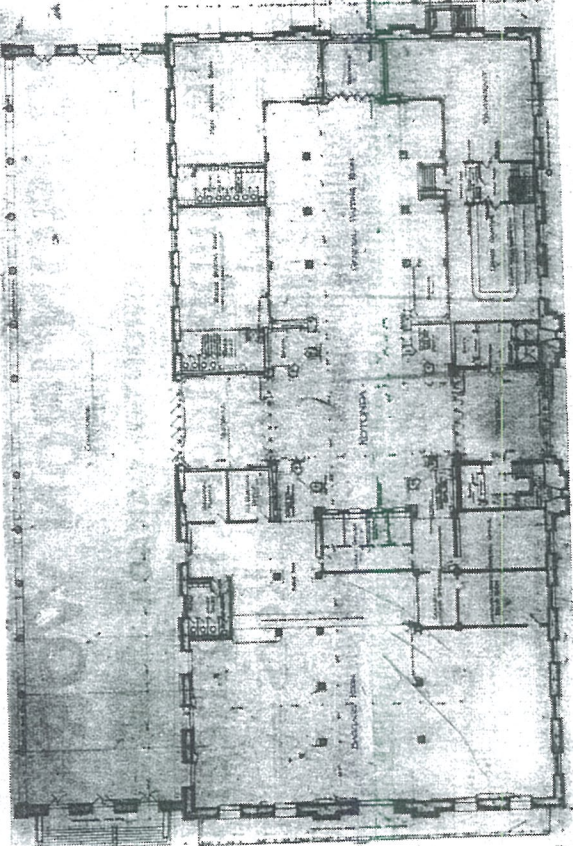
IPANY
Chicago

National Transcontinental Railway Station at Quebec.

Plans were received to Aug. 31 by the N.T.C. Commissioners for the station in accordance with the plans and specifications prepared under the direction of the Commission, and approved of by the N.T.C. Board. The plans show the building to be a large, modern structure, to be built on the site of the old "Chapin" station, which is to be razed to the ground. The new building is to be a large, modern structure, to be built on the site of the old "Chapin" station, which is to be razed to the ground. The new building is to be a large, modern structure, to be built on the site of the old "Chapin" station, which is to be razed to the ground.

National Transcontinental Railway Station at Quebec.

and factory accommodation. A wide platform will be built on the site of the old station, and the new building will be built on the site of the old "Chapin" station, which is to be razed to the ground. The new building is to be a large, modern structure, to be built on the site of the old "Chapin" station, which is to be razed to the ground.



National Transcontinental Railway Station, Quebec. Ground Floor Plan.

0 Tons capacity. Plain and foot lift.

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N, INC., COATICOOK, QUE.

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N IRON WORKS

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ORONTO, CANADA

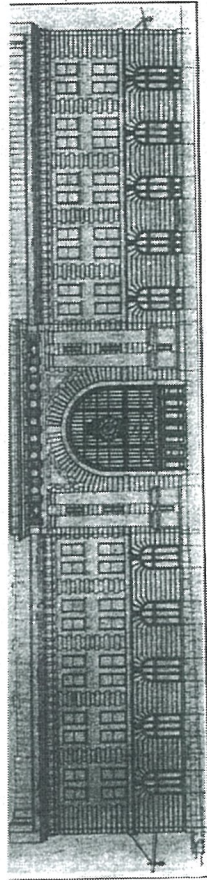
**builders, Engineers
Boilermakers**

Dipper Dredges, Steel and Com-
ers and Yachts, Marine and Sta-
ies and Boilers.

Watson Jack & Co., 709 Power Building, Montreal

—OFFICE AND WORK—

3 STREET EAST, TORONTO



National Transcontinental Railway Station, Quebec. Front Elevation.

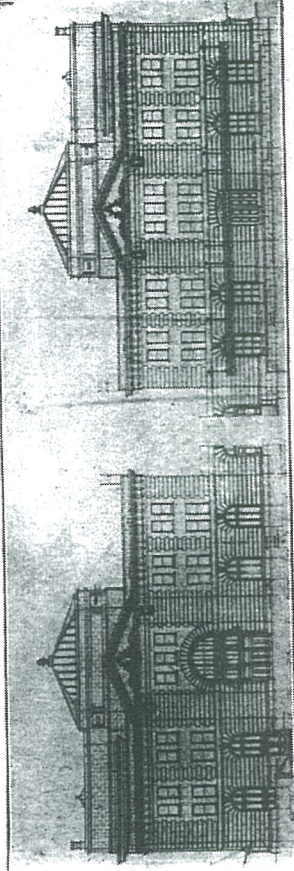
62% of the grading is reported completed, and the work is well advanced. The trunk line of the Saginaw and will be about 45 miles long.

On the line being built from Biggar towards Calgary, about 10 miles up the line, the work is well advanced. The trunk line of the Saginaw and will be about 45 miles long.

On the line from near "Toledo" which is also being built, the work is well advanced. The trunk line of the Saginaw and will be about 45 miles long.

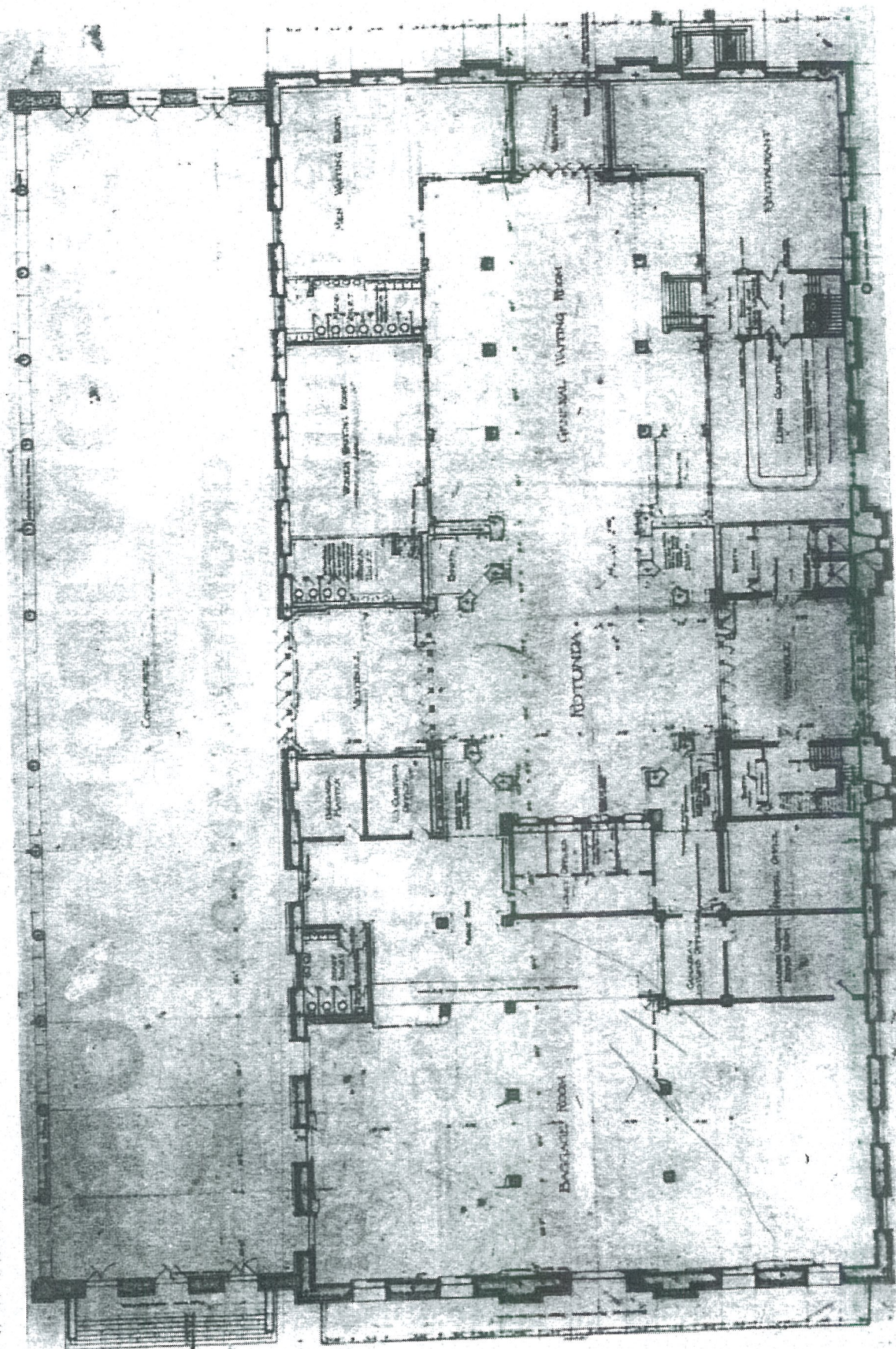
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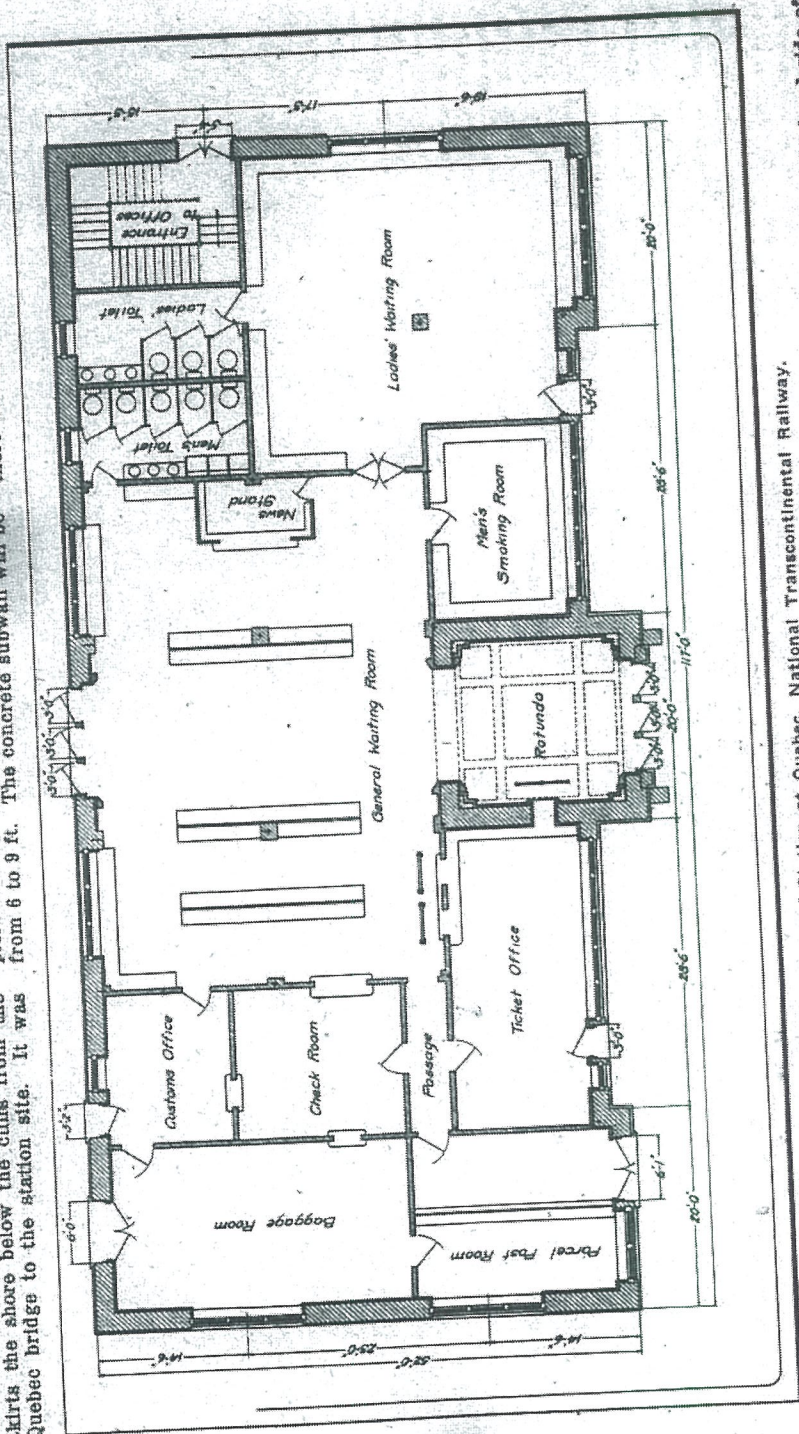
National Transcontinental Railway Station, Quebec. End Elevations.

for men and women respectively and required in the report Aug 1944



National Transcontinental Railway Station, Quebec. Ground Floor Plan.

benches, to the entrance way in the general waiting room, there will be a double ticket wicket from the



Place of Station at Quebec, National Transcontinental Railway.

From the small volume of traffic that it is anticipated will be handled locally through the Champlain Market station, it was not necessary to erect a large building. In consequence, it will measure only 52 by 117 ft., and will be parallel with the river, on the east side of the site, with the front facing the river. Immediately back of the station will be the concourse, with a 40 ft. platform at the rear end of the stub tracks, with four platforms 15½ ft. wide leading off from this back platform, each 250 ft. long. The station will have 7 tracks, 6 of which will come in alongside the platforms, those each side

2 ft. 8 ins. thick, carried by these piers, the wall between the piers being spanned by three 18 in. I beams bedded in the concrete. The concrete wall is to be carried up to the ground level. The principal walls will be built from the top of the concrete foundations to a height of 4 ft. from the ground level, and will be 18 ins. thick. They will be of Beaufort, or Chateau Richer, limestone, with headers, and the outer facing of this wall will be Rivière a Pierre granite. Above this line, the walls will be of brick, except for the outside face, which will be of Citadel shale brick. The brick will be entirely 1½ in. run common. All of it will be laid in a stretcher course, with every fifth course a header course. The window sills and caps will be of Deschambault dressed stone. The porch or main entrance, comprising the columns, base blocks and cornice, will also be of Deschambault dressed stone. The inner columns will be false. Over the porch

ticket office, while on the right hand side of the room, there will be a news stand, 6 by 11 ft., entered from the general waiting room. The men's smoking room, entered from the general waiting room, will adjoin the rotunda on the right and will be 13 by 18 ft. It will have a wall seat extending clear around the room, and will also have a composition floor. The entrance to the women's waiting room will adjoin that of the men's smoking room, which will be approximately 30 ft. square, also with a composition floor, and with a wall seat extending around the room. Back of the women's waiting room, there will be two lavatories for men and women, respectively, each 9 by 16 ft., and tiled with a mosaic floor. The women's will be entered from the women's waiting room, and the men's from the general waiting room.

To the left of the rotunda, will be located the ticket office, 13 by 30 ft., floored in hard-

Canadian Railway and Marine World

January, 1915.

Champlain Market Station at Quebec, for the National Transcontinental Railway.

Plans were prepared by N. T. R. engineers in the early part of the year for a station building and platforms in Quebec, and a contract was let to W. J. Gosselin, Levis, Que., for the construction work shown in the accompanying plans. The work is in progress, and is expected to be completed at an early date.

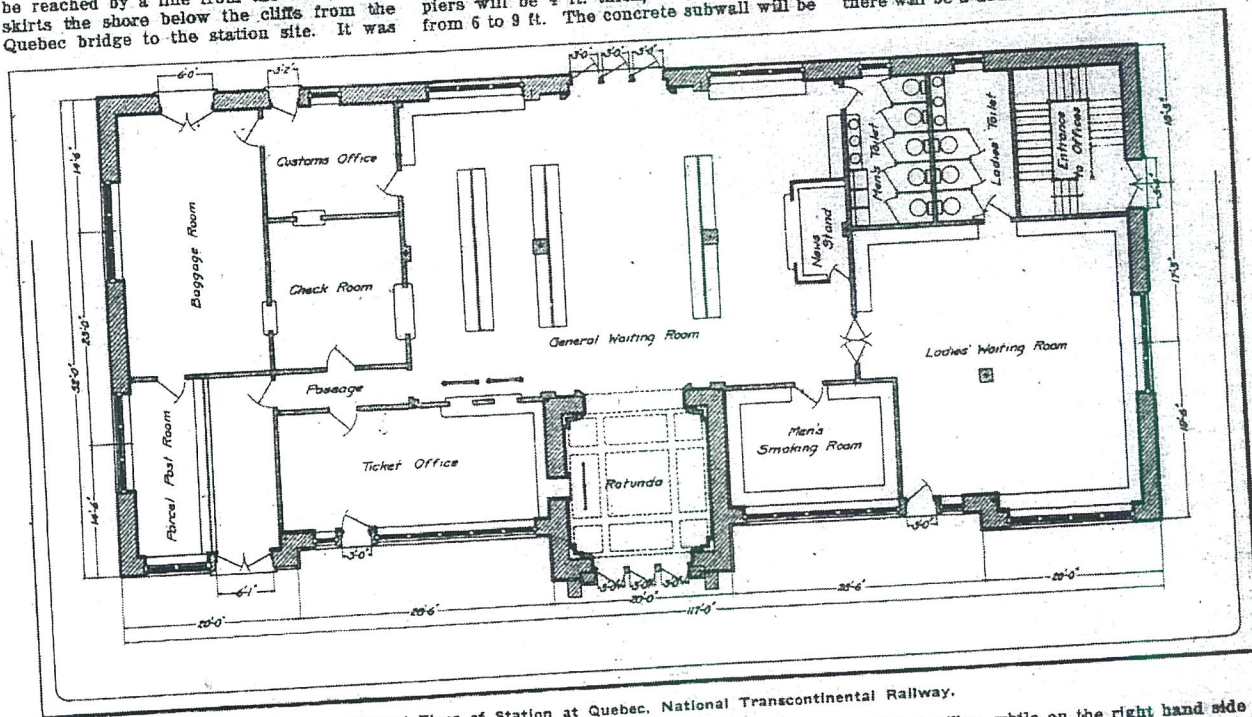
The station is being built on the Champlain Market site, on Champlain St., directly below the Dufferin Terrace, near the Levis ferry, and adjoining King's wharf, and will be reached by a line from the west, which skirts the shore below the cliffs from the Quebec bridge to the station site. It was

of a platform being at 26 ft. 8 1/2 in. centres, with a central distance of 16 ft. between adjoining tracks between platforms. A power house will be located in the north west corner of the site.

The building will be a composite structure of concrete, stone and brick. At each of the corners, at a point midway in each end, at four intermediate points along the back wall, at two points in the front wall, and at the four corners of the rotunda tower, there will be concrete foundation piers, carried down to solid bearing ground. Each of these piers will be 4 ft. thick, varying in length from 6 to 9 ft. The concrete subwall will be

in the front of the building, there will be a chain suspended canopy projecting 8 ft., and 17 ft. wide. It will be of wired glass on a metal frame, with an ornamental iron edging.

The entrance rotunda, 16 ft. square, will lead directly into the general waiting room. Along the left side of the rotunda, there will be a ticket wicket from the ticket office. The general waiting room will be 33 by 50 ft., with a composition floor, and wainscotted to a height of 4 ft. It will contain three double benches, 18 ft. long. To the left of the entrance way in the general waiting room, there will be a double ticket wicket from the



Ground Floor of Station at Quebec, National Transcontinental Railway.

originally intended to build the main station on this site, but it was subsequently decided to utilize the site for the station now being erected, which will be used for local traffic only, and the main freight and passenger terminal will be a joint one with the C. P. R. about the site of the latter's present Palais station.

From the small volume of traffic that it is anticipated will be handled locally through the Champlain Market station, it was not necessary to erect a large building. In consequence, it will measure only 52 by 117 ft., and will be parallel with the river, on the east side of the site, with the front facing the river. Immediately back of the station will be the concourse, with a 40 ft. platform at the rear end of the stub tracks, with four platforms 15 1/2 ft. wide leading off from this stub platform, each 250 ft. long. The station will have 7 tracks, 6 of which will come in alongside the platforms, those each side

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ticket office, while on the right hand side of the room, there will be a new stand, 6 by 11 ft., entered from the general waiting room. The men's smoking room, entered from the rotunda on the right, and will be 13 by 13 ft. It will have a wall seat extending clear around the room, and will also have a composition floor. The entrance to the women's waiting room will adjoin that of the men's smoking room, which will be approximately 30 ft. square, also with a composition floor, and with a wall seat extending around the room. Back of the women's waiting room, there will be two lavatories for men and women, respectively, each 9 by 16 ft., and tiled with a mosaic floor. The women's will be entered from the women's waiting room, and the men's from the general waiting room.

To the left of the rotunda, will be located the ticket office, 13 by 30 ft., floored in hard-



Station placed at an angle to parallel river

Station and Tracks at Quebec, National Transcontinental Railway.

a mastic floor. This will have a double swing door at the rear, connecting with the outside for the baggage entrance way. There will be a door on the right, leading into the customs room, 12 by 15 ft., which will be floored in hardwood. This room will also connect with the general waiting room. The check room adjoining will be 15 by 16 ft., with hardwood floor. It will be entered from the passage, and will have counter windows on the other three sides into the baggage room, customs office and general waiting room. The rear of the general waiting room will open out on the train concourse through three doors.

The street corner of the main floor will be entered through a door on that side to a stairway, leading to the offices on the first floor. This will lead into a central 8 ft. corridor, extending the full length of the building, with offices on either side. The first room on the right will be a lavatory, 11 by 19 ft., tiled in mosaic. Next in order will be an office, 17 by 19 ft. The next room, in the centre of the rear of the building, will be the train dispatcher's office, 19 by 29½ ft., with a counter extending around the doorway, and an operator's desk along a 10 ft. window at the rear. The remainder of that side of the corridor will be divided off into three offices, two 12 by 19 ft. each, and the third, 17 by 19 ft.

Opposite the stairway on the front side of the building there will be a conductors' and trainmen's room, 17 by 21 ft., followed by two offices, 15 by 19 ft. and 14 by 19 ft. respectively. Under the tower there will also be an office, 15½ by 16 ft., the balance of that side containing three more offices, 14 by 19 ft., 15 by 19 ft., and 17 by 21 ft., respectively.

The second, or top, storey will form one large room, the corner stairway leading directly into it. On account of the sloping sides to the roof, it will be 40 by 105 ft., slightly smaller than the other floor areas,

of the tower, at a height of 57 ft., there will be clock faces. The flat top of the building will be surmounted by an ornamental iron border.

JANUARY 1915

0 Tons capacity. Plain and foot lift.

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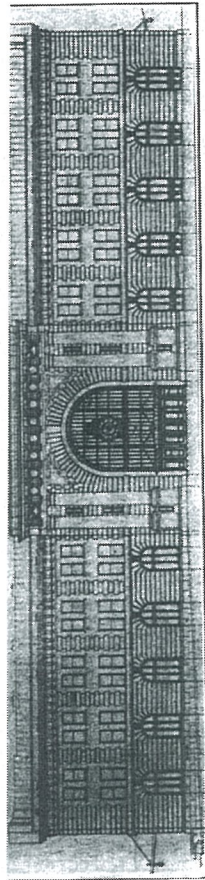
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d Dipper Dredges, Steel and Com-
ers and Yachts, Marine and Sta-
ies and Boilers.

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—OFFICE AND WORK—

STREET EAST, TORONTO



National Transcontinental Railway Station, Quebec. Front Elevation.

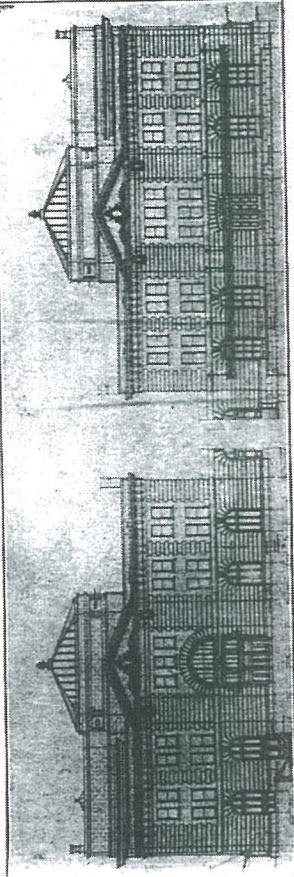
62% of the grading is reported completed and the main line is now ready for traffic. The branch starts at Biggar, Sask., and will be about 45 miles long.

On the line being built from Biggar towards Calgary, about 10 miles up the main line, the C.P.R. has a 50-mile contract, and 10 miles are ready for track laying.

On the line from near Totinoh, which is also being built, the C.P.R. has a 50-mile contract, and 10 miles are ready for track laying. The line is being built from near Totinoh, which is also being built, the C.P.R. has a 50-mile contract, and 10 miles are ready for track laying.

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National Transcontinental Railway Station, Quebec. End Elevation.

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Passing through the main entrance doors, a large vestibule is reached, which are the elevators, stair- and booths, which will be devoted purposes not yet defined. From the

At a meeting of the city council, NTR's freight yard necessary started in immediate effect \$500,000.

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McCord Museum





McCord Museum



CNR No.9000

Canadian National Railways first Diesel No. 9000 was used to haul the passenger train from Quebec City to Edmunston , New Brunswick in the period 1945 to 1947.



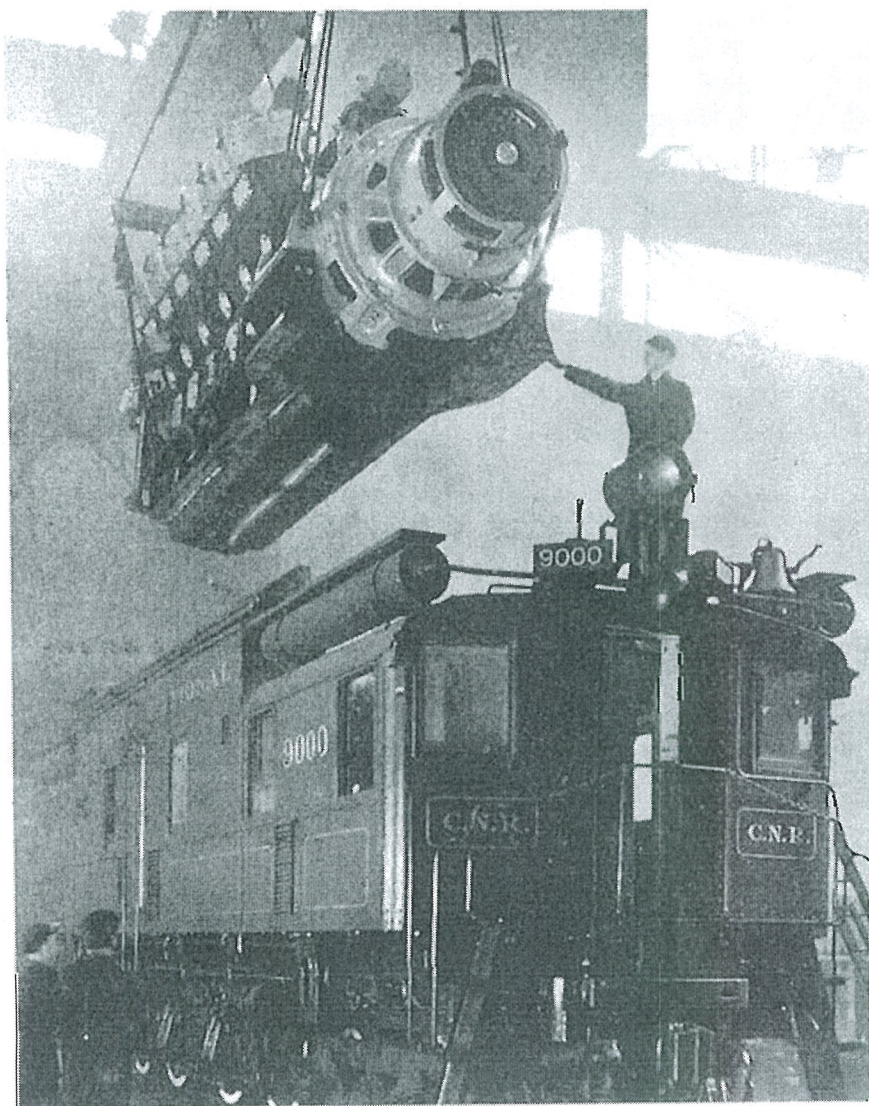
Photo Number: STR07974a
Photographer: STEPHENS, F.V.
Location: MONCTON, N.B.
Railway Name: CAN. NATIONAL
Date: 1945-05-10
Subject: MOTIVE POWER - DIESEL LOCO
Builder Date: 1948-00-00
Class: V-1-A-A
Type: B-B
Equipment Number: 9000
Horse Power: 1500
Collection: STR

Shops, covered with heavy armour down to the rails, and camouflaged as a box car. A new General Motors engine was installed and it is interesting to note that this new powerplant fitted almost identically into the position occupied by the Beardmore engine which was removed. The remodelled locomotive was sent to British Columbia, where it operated with an armoured train on the Pacific Coast. For obvious reasons, the details of this service were not made public, but at the end of hostilities, number 9000 was released for civilian railway use.

After its return to the Canadian National, the armour plate was removed, but although it was still the same 9000 it was hard to recognize the lines of the

original locomotive in the box-like appearance of the rebuilt model. In this form it was operated for 15 months in regular passenger service between Quebec City and Edmundston, and then retired.

This famous locomotive unfortunately did not last to meet the new Electro-Motive road freight units, which the Canadian National purchased in 1948, and which were first operated on the line over which the original road diesel made its initial run -- but the many diesel-electric road locomotives in operation throughout America today are indirect tributes to the 9000 -- to those who planned and built the pioneer, and made practical the application of the diesel engine to railway operation.



PHOTOGRAPHS:

Page 5 (upper)

The original twin unit 9000 poses at Dixie Station on the now-abandoned line through Lachine, Que.

Page 5 (lower)

After armoured train service, the pioneer No. 9000 returned to civilian duties in a new garb.

Page 7

Installation of the 25 ton engine in the 9000 at Canadian Locomotive Co., Works, Kingston, Ontario.

(C.N.photos.)



From the experience gained by this gruelling test, and from the day-to-day operation of the CN's fleet of nine diesel-electric motorcoaches, plans for Number 9000 were drawn up. They were the outcome of many months of work by CNR motive power experts under the direction of C. E. Brooks, Chief of Motive Power, Sir Henry Thornton, Chairman and President of the CNR and S.J. Hungerford (later President of the National System).

The Canadian Locomotive Company was commissioned to build the bodies for a two-unit diesel electric locomotive, each section forty-seven feet in length; William Beardmore and Company of Glasgow supplied the engines -- two twelve cylinder "V" type 1330 H.P. four stroke cycle diesels; and Canadian Westinghouse provided the necessary electrical equipment.

The trial run of the locomotive which took place November 20th, 1928, from the builder's plant at Kingston, Ontario, to Montreal was not intended to be a very severe test, but 9000 on this trip attained a speed of sixty-five miles per hour. Although speed was not the object of the test, the sprint was indicative of the possibilities of this new addition to Canadian National motive power.

The gear ratio of the locomotive was designed for high-speed passenger service and enabled the complete unit to develop a continuous tractive effort of 42,000 pounds, with a starting effort of 100,000 pounds. Brakes were Westinghouse type 14 EL; a lead storage battery of 56 cells provided the necessary power for engine starting, lighting, auxiliaries and control; and train heating was looked after by a Clarkson oil-fired thimble-tube steam generator, the forerunner of the presently well-known and extensively-used Vapor Clarkson Steam Generator. This generator

was assisted by an economizing boiler which made use of the exhaust gases of the oil engine. The principle of locomotion was the same as that used in the diesel-electrics built today, but the appearance of the 325 ton locomotive did not bear much resemblance to its modern counterparts; the colour scheme was black, and there were no fancy cowlings, but the design was pleasing to the eye and the performance was remarkable.

On September 26th, 1929, Number 9000 (both units were numbered the same when used in multiple) made its first official appearance -- a run as second section of The International Limited from Montreal to Toronto. The news that the largest and most powerful diesel-electric in the world was coming brought hundreds of people to each of the stations along the route. Right on time the train arrived in Toronto, and the new means of motive power had proved itself under actual railway operating conditions.

Subsequent to this run-- which, as we all know now, ushered in a new era in rail transportation -- the locomotive, designated as class V-1-a, saw duty hauling important trains on the Central Region of the Canadian National Railways. Later, the two units were operated separately, the second section being renumbered 9001, but the economic ills of the 1930's prevented further experimentation and no new locomotives of this type were built. For eleven years these engines were operated on various runs in Quebec and Ontario until 1939 when number 9001 was retired.

With the advent of war with Japan in 1941, a new chapter was written in the history of the pioneer 9000. It was commissioned by the Canadian Government and was rebuilt by the Canadian National Railways at Winnipeg

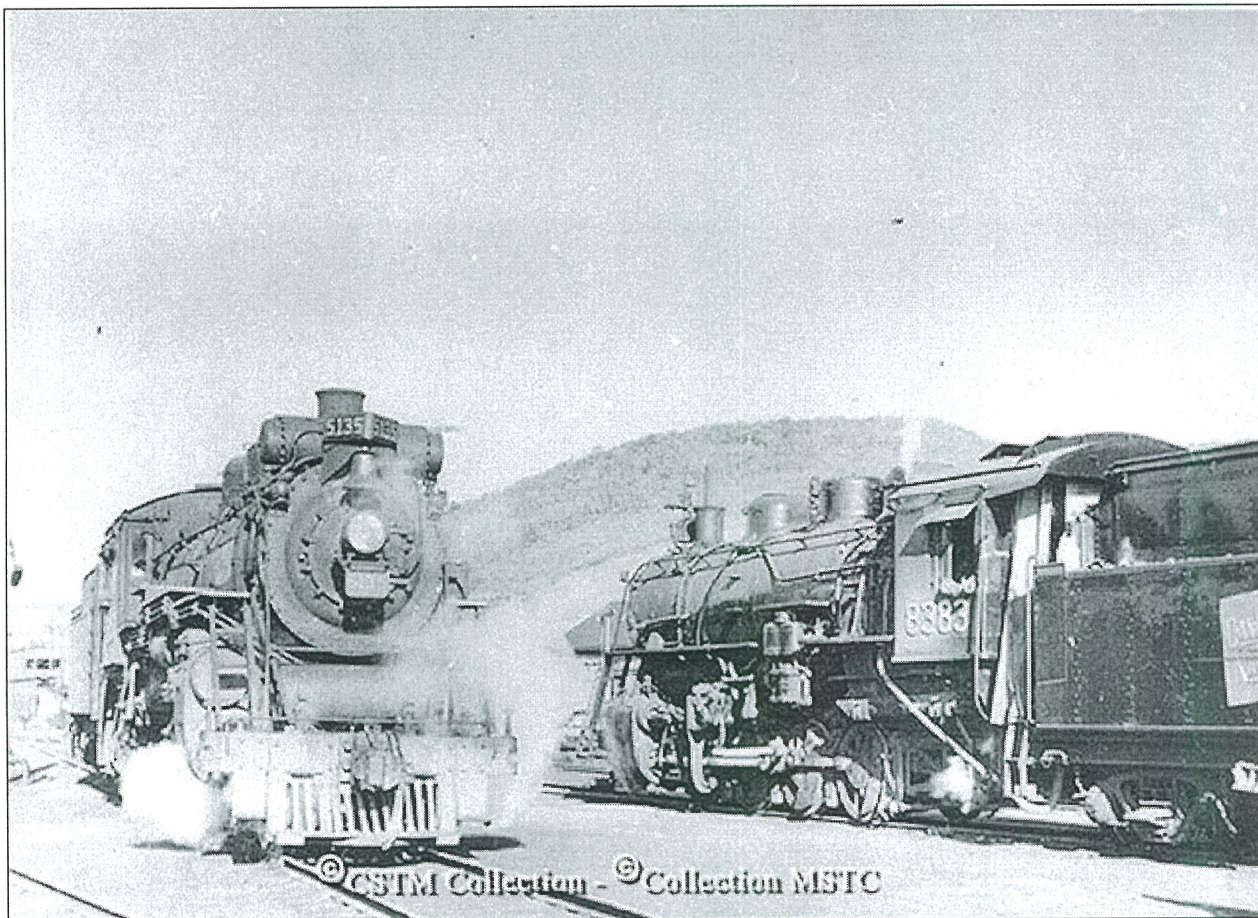


Photo Number: STR02594b
Photographer: WALDER, J.
Location: EDMUNSTON, N.B.
Railway Name: CAN. NATIONAL
Date: 1956-08-03
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 61870
Builder Date: 1920-00-00
Model: PACIFIC
Class: J-4-E
Type: 4-6-2
Equipment Number: 5135
Boiler Pressure: 200
Tractive Effort: 38
Disposition: SC 1960
Drivers: 69
Collection: STR
Cylinders: 23.5 x 28

THE 2-10-2

CANADIAN NATIONAL
RAILWAYS USED AN EARLY AND
A LATER MODEL OF A 2-10-2
SYSTEM LOCOMOTIVES TO
HAUL FREIGHT TRAINS
BETWEEN QUEBEC AND
EDMUNSTON.



Photo Number: STR16455a
Photographer: GREENBLATT, M.
Location: EDMUNSTON, N.B.
Railway Name: CAN. NATIONAL
Date: 1936-00-00
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 1677
Builder Date: 1921-01-00
Model: MIKADO
Class: S-1-E
Type: 2-8-2
Equipment Number: 3394
Boiler Pressure: 180
Tractive Effort: 53
Disposition: SC 03/1960
Drivers: 63
Collection: STR
Cylinders: 27 x 30

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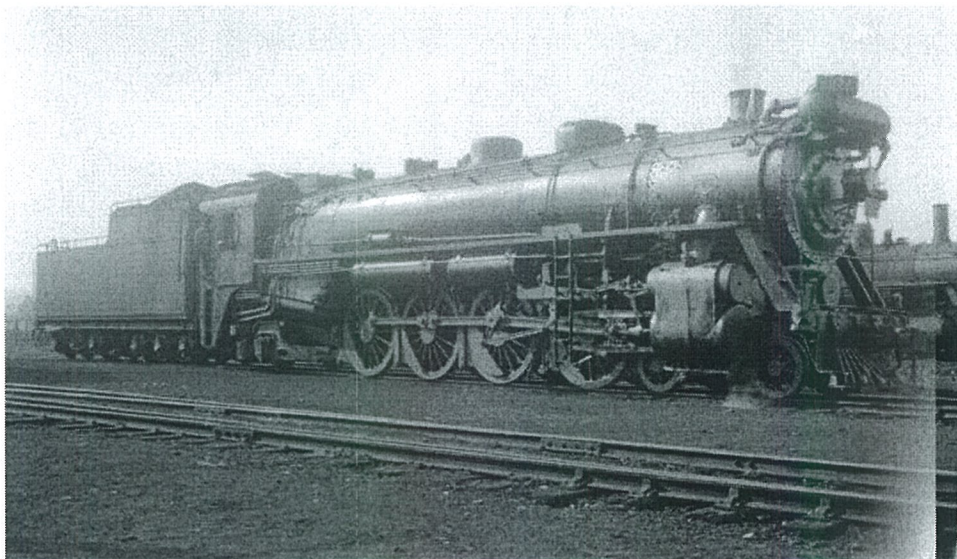
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CN locomotive, engine number 6021, engine type 4-8-2

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Description

Call Number	OP-20198
Title	CN locomotive, engine number 6021, engine type 4-8-2
Title-Alternative	Other title: Canadian National locomotive, engine number 6021, engine type 4- 8-2
Creator(s)	Perry, Otto, 1894-1970.
Summary	Three-quarter view of right side of engine, from front end. Photographed: Québec, Que., October 5, 1930.
Date	1930
Notes	Title from catalog prepared by Western History Department, Denver Public Library.; R7000201981
Physical Description	1 photonegative ; 9 x 14 cm.; 1 photoprint : silver gelatin, b&w ; 9 x 14 cm.
Is Part Of	Otto C. Perry memorial collection of railroad photographs.
Subject	Locomotives--1930-1940.; Railroads--Trains--Pictorial works--1930.; Railroad locomotives--Québec--Québec.; Canadian National Railways.
Rights	Restrictions applying to use or reproduction of this image available from the Western History/Genealogy Dept., Denver Public Library.
Reproduction Available for Purchase	Yes (digital reproduction)
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Format-Medium	Photograph
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