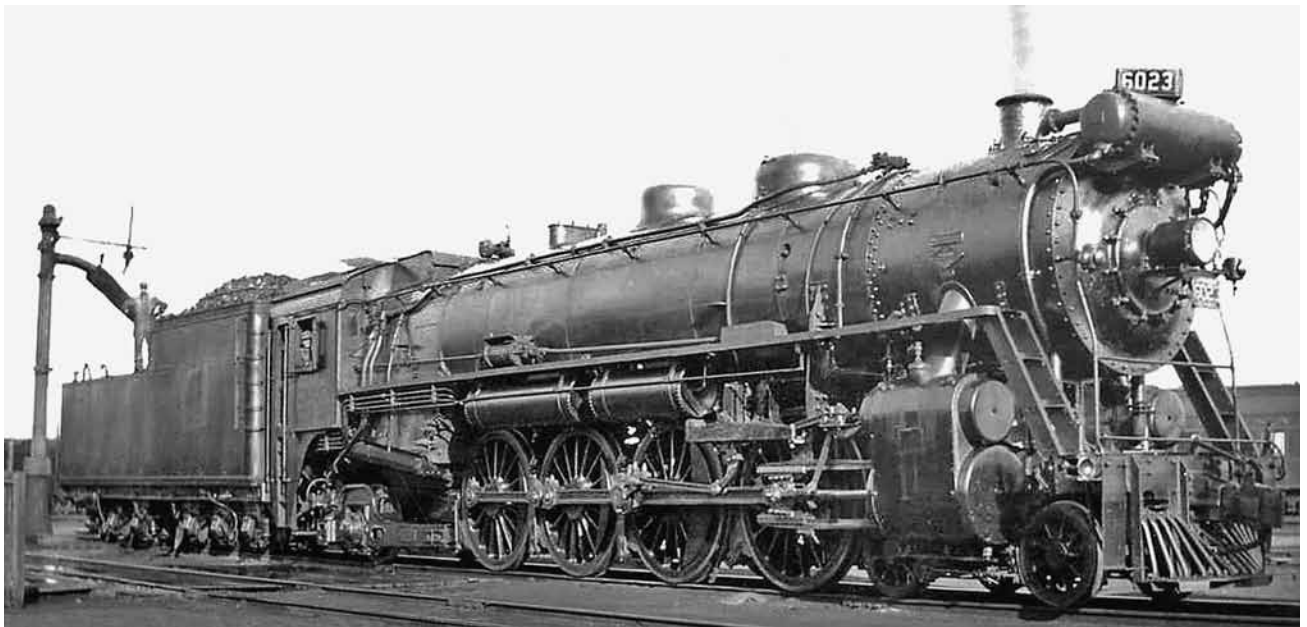


CNR 6016-6030										4-8-2 MOUNTAIN TYPE				U-1-b	
Specifications							Appliances			Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	E-fwh	DX	Drivers/Eng./Total	Water	Coal			
26x30"	W	73"	210#	CON	49600	50%	SCH	E-fwh	DX	231/354/594860	10000 gals	17 tons	90-4'	[orig]	
26x30"	W	73"	210#	CON	49600	50%	SCH	E-fwh	DX	234/356/603870	10000 gals	19 tons	90-4'	[by 1930]	
26x30"	W	73"	210#	CON	49590	50%	SCH	E-fwh	HT	234/356/603870	10000 gals	19 tons	90-4'	[af. 1950]	
26x30"	W	73"	210#	CON	49590	50%	SCH	E-fwh		234/356/566670	9500 gals	4000 gals	90-4'	[T4a oil]	
26x30"	W	73"	210#	CON	49590	50%	SCH	E-fwh		234/356/582870	9500 gals	4000 gals	90-4'	[U1d oil]	

Canadian Locomotive Company Limited 1924 (C-556) \$79,813										(15) Acquired new by CNR 1924				
Serial	Shipped	New	Whalen	Timken	New stoker	To oil	Tender	Mods	Tender	Disposition				
			TS	ETrb			from	to	to					
6016	1744	6-01-24	CNR	8-28 HQ				A Wm r		Sc 12-14-61 JB				
6017	1745	6-05-24	CNR*	7-30	12-43 HQ	HT 7-53 HQ	7-58 MP 4306	A Wmzr		Sc 3-31-60 PU				
6018	1746	6-08-24	CNR	8-28 HQ	3-37 HQ	HT 3-52 HQ		A Wm r		Sc 7-04-58 LM				
6019	1747	6-12-24	CNR	7-28 AK	11-37 HQ	HT 2-53 HQ		A Wm r		Sc 2-05-60 LM				
6020	1748	6-18-24	CNR	7-28	11-36 HQ	HT 12-52 HQ		ASWmzr		Sc 11-29-57 LM				
6021	1749	6-23-24	CNR	6-29	7-43 HQ	HT 1-54 MP		A Wmzr		Sc 3-14-60 LM				
6022	1750	6-28-24	CNR	7-29	11-37 HQ		8-58 MP 4305	A Wmzr	CN 52146 6-60 RH	Sc 10-14-59 PU				
6023	1751	6-30-24	CNR	6-27 MP	12-36 HQ			A Wmzr		Sc 3-14-59 MO				
6024	1752	7-08-24	CNR	6-33		HT 4-53 PU		ASWm r		Sc 2-14-60 LM				
6025	1753	7-12-24	CNR	6-27 MP				ASWm	OCS	Sc 11-14-55 LM				
6026	1754	7-16-24	CNR	11-27 MP	12-36 HQ	HT 11-51 HQ		A Wmzr		Sc 8-09-57 LM				
6027	1755	7-21-24	CNR	6-29	11-35 HQ	HT 12-52 MP		ASWmzrt		Sc 8-31-61 LM				
6028	1756	7-25-24	CNR	10-28 MP	11-36 HQ	HT 8-52 MP		ASWm r		Sc 1-23-59 MO				
6029	1757	7-29-24	CNR	5-33		HT 4-53 MP		ASWmzr		Sc 11-21-61 JN				
6030	1758	7-31-24	CNR	6-33	11-35 HQ	HT 3-52 HQ	8-58 MP 6045	ASWm r		Sc 6-14-61 PU				



CNR 6016-6030, built for Canadian National Railways, were equipped with Duplex mechanical stokers and with Elesco feedwater heaters suspended in front of the smokebox. Similar to both the U-1-a and U-1-c classes, a Franklin Type D Precision Power Reverse was mounted above the right-hand running board (see the photographs) with its hand wheel control located inside the cab. In 1927, three were fitted with coal hopper extensions: **6016** in January, **6017** in November, and **6019** in June. Tender track sprinklers applied between 1927 and 1933 were all authorized for removal in April 1944, except for **6019** in April 1936 (transferred to 4-6-2 J-7-c 5299) and **6016** in October 1943. Three were modified with stack smoke lifters (S) between 1934 and 1935. Beginning in 1932, seven

By the time the first U-1-b class was delivered, the location for the Elesco feedwater heater had been moved, supported by brackets, to the top of the smokebox. Still appearing as it did when delivered, including the location of the road number lamp, **6023** was at Spadina about 1929.

[ROBERT SANDUSKY COLLECTION]

were fitted with stack smoke deflectors (S). Commencing in 1937, all fifteen carried wing smoke lifters (W), most of which remained on the engines until the early 1950s. More detail can be found in Appendix CD. Appendix BJ has details about the application of AAR front-ends between 1938 and 1940.

(text continues on next page)



Also common to the class was the early application of the fully-extended stripe. In Turcot's departure yard on March 29th 1939, 6162 would also have the perpendicular

deflector edge altered to a 9-degree slope.
[PATERSON-GEORGE/WES DENGATE COLLECTION]

CNR 6165-6179										4-8-4 NORTHERN TYPE				U-2-e	
Specifications							Appliances			Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	E-fwh	Stkr.	Drivers/Eng./Total	Water	Coal			
25½x30"	B	73"	250#	CON	56800	57%B	SCH	E-fwh	HT	241/403/685000	11600 gals	20 tons Vb	94-4'	[orig]	
25½x30"	B	73"	250#	CON	56800	57%B	SCH	E-fwh	HT	241/403/682950	11600 gals	18 tons Vb	94-4'	[af. 1942]	
25½x30"	B	73"	250#	CON	56785	57%	SCH	E-fwh	HT	231/389/669490	11600 gals	18 tons Vb	94-4'	[c.1950] ■	
25½x30"	B	73"	250#	CON	56785	57%B	SCH	E-fwh	HT	241/403/682950	11600 gals	18 tons Vb	94-4'	[af. 1950]	
25½x30"	B	73"	250#	CON	56785	57%	SCH	E-fwh	HT	231/389/669490	11600 gals	18 tons Vb	94-4'	[af. 1952]	

Montreal Locomotive Works – ALCO 1940 (Q-388) \$147,528										(15) Acquired new by CNR 1940				
Serial	Shipped	New	Lease	Booster	Mods	To WR	Tender to	Disposition	To					
				CVR out										
6165	69260	3-20-40	CNR	2-58	A W tm r			Sc 7-21-61 LM						
6166	69261	3-26-40	CNR	5-55	A W tmz			Sc 2-13-59 LM						
6167	69262	3-26-40	CNR	3-54	A W tm r	1957		Dn 6-30-67 C	CofG					
6168	69263	4-02-40	CNR	5-52	ASW tmz			Sc 7-14-61 LM						
6169	69264	4-05-40	CNR*	6-48	■ A W t		Wr 4-06-54	Sc 1-31-55 LM						
6170	69265	4-09-40	CNR*	3-58 #	A W tmzr			Sc 8-31-61 LM						
6171	69266	4-11-40	CNR	3-51 AV#	4-56 AK			Sc 3-07-60 LM						
6172	69267	4-15-40	CNR	6-57	A W tm r			Sc 3-14-60 LM						
6173	69268	4-17-40	CNR	3-47	A W tmz		CN 52147	6-61 AK?	Sc 10-21-61 JB					
6174	69269	4-22-40	CNR		A W tm r			Sc 11-07-61 LM						
6175	69270	4-25-40	CNR	5-52	A W tmzr			Sc 3-21-60 LM						
6176	69271	4-29-40	CNR	3-54	AXW tmz	1957-1958		Sc 10-31-61 LM						
6177	69272	5-03-40	CNR	12-55	A W tm r		CN 52143	-60 AK?	Sc 2-19-60 LM					
6178	69273	5-10-40	CNR	3-54	ACW tmz			Sc 4-14-60 LM						
6179	69274	5-14-40	CNR	2-51	A W tmz			Sc 11-07-61 LM						

*: Re-applied 10-52 AK. #: Bethlehem booster.

CNR 6165-6179 were ordered in November 1939 by the Canadian National Railways at the same time as the U-2-f class. All were built with frames cast of nickel steel, Box-pok driving wheels, AAR front ends, wing smoke deflectors and a 10,300-pound trailing truck booster. Although the Franklin booster engine (or the Bethlehem on 6170) raised the tractive effort from 56,800 to 67,100 pounds,

the booster engines were removed from most between 1948 and 1958. Some short-lived experimentation with box and boiler casing smoke lifters took place during 1949 and 1950. See Appendix CD for particulars.

On June 15th 1949, 6173 broke a ribbon at Cantic, Quebec, on the Canadian-US border, to mark the 25th

(text continues on next page)

U-2-d
U-2-e

GTW 6405-6410**4-8-4 NORTHERN TYPE****U-4-b**

Specifications							Appliances			Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal				
24x30"	B	77"	275#	CON	52457	52%	SCH	E-esi BK	236/383/661200	14300 gals	20 tons US Vb	95-1'	[orig]		
24x30"	B	77"	275#	CON	52457	52%	SCH	E-esi HT, BK	236/383/653200	14300 gals	16 tons US Vb	95-1'	[af. 1942]		

Lima Locomotive Works 1938 (C-1147) \$135,641				(6) Acquired new by CNR for GTW 1936			
Serial	Shipped	New	New stoker	Mods		Disposition	To
6405	7759	7-23-38	GTW* HT 7-51 UB	C A m z		Ss 9-21-61 C	H-M
6406	7760	7-28-38	GTW HT 6-53 UB	C A m		Ss 3-07-60 G	LS&T
6407	7761	8-02-38	GTW HT 7-50 UB	C A m		Ss 4-21-60 G	LS&T
6408	7762	8-05-38	GTW HT 6-52 UB	C m z		Ss 4-21-60 G	LS&T
6409	7763	8-09-38	GTW HT 8-53 UB	C A m z		Ss 3-07-60 G	LS&T
6410	7764	8-29-38	GTW HT 10-53 UB	C A m z		Ss 3-07-60 G	LS&T



GTW 6405-6410, built for Canadian National Railways and assigned to the Grand Trunk Western Railroad, were near duplicates of the U-4-a class, except for the design of the front end and the lack of track sprinklers. Lima installed AAR front ends to the first three, while the railway later installed them to 6409 and 6410. See Appendix BJ for more details. Beginning in late 1938 and 1939, the railway also installed a small number plate spotlight located below the headlight. The housing for the light can be made out in the illustration of 6409 (page U-48). The original colour scheme used Russian iron (unpainted, beaten natural metal) for the boiler jacket and casing be-

hind the smokebox, but after World War II it was painted black. The top of the smokebox casing ahead of the louvres was painted silver.

Brand-new GTW 6405, at Chicago in August 1938, was posed for the company photographer before entering service.
[CNR PHOTO 40730/SIRMAN COLLECTION]

The class was assigned passenger train through-service between Port Huron and Chicago, usually running the 334 miles without locomotive change. It was the late 1950s before the U-4-b streamliners saw extensive service

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