

CNR 1103-1104										4-6-0 TEN WHEEL TYPE				G-12-a	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes	
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal				
18x26"	S	62"	190#	WT	24000		sat		103/137/235800	5000 gals	10 tons US	60-0'	[orig CRMW]		
18x26"	S	57"	190#	WT	23940	23%	sat		104/142/242000	4000 gals	8 tons	60-0'	[CaNoR/CNR]		

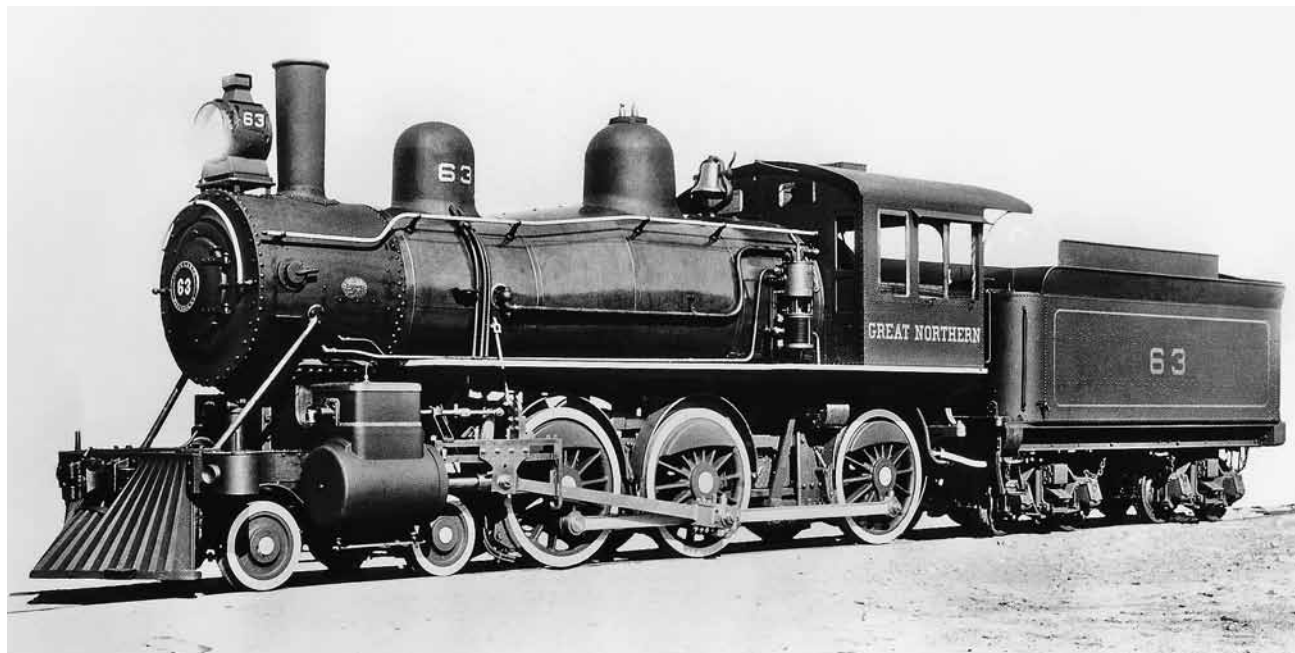
Schenectady Locomotive Works – ALCO							1904	(S-178)	\$15,196	(2) Acquired by CNR 9-01-1919			
Serial	Shipped	New as		1-1912		Disposition							
1103	29532	9-	-04	H&SW 11	CaNoR 1103							Sc 2-	-23 AK
1104	29533	9-	-04	H&SW 12	CaNoR 1104							Sc 5-	-25 AK

CNR 1103 and 1104 were ordered by the Halifax & South Western Railway on August 31st 1904. ALCO records show them built in December 1903, thus raising the possibility they were either built for stock or were from a cancelled order. The Canadian Northern Railway oper-

ated the line for the owners, William Mackenzie, Donald Mann, and R.J. Mackenzie, who had purchased by the line in July 1901. They were renumbered into the Canadian Northern Railway system in 1912, and in July 1914 transferred to CaNoR ownership.

CNR 1105-1108										4-6-0 TEN WHEEL TYPE				G-13-a	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes	
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal				
20x26"	S	57"	160#	WT	24800	25%	sat		108/143/253000	4500 gals	tons	- '	[CaNoR 1913]		
19x26"	S	57"	160#	WT	22400	22%	sat		108/145/258000	5000 gals	10 tons	56-2'	[CNR]		

Cooke Locomotive & Machine Company							1901	\$15,500	(4) Acquired by CNR 9-01-1919				
Serial	Shipped	New as		7-1906		1-1912		Disposition					
1105	2272	4-	-01	GNRC 61	CNQ 61	CaNoR 1105						Sc 7-08-25	EH
1106	2273	4-	-01	GNRC 62	CNQ 62	CaNoR 1106						Sc 3-31-25	MV
1107	2276	5-	-01	GNRC 63*	CNQ 63	CaNoR 1107						Sc 8-	-25 EH
1108	2277	5-	-01	GNRC 64	CNQ 64	CaNoR 1108						Sc 8-	-25 EH



CNR 1105-1108 were built for the Great Northern Railway of Canada. In July 1906, control and operation of the Mackenzie, Mann & Company Limited road passed to the Canadian Northern Quebec Railway. Renumbered into the Canadian Northern Railway system in 1912, they were transferred to CaNoR ownership in July 1914.

GNRC 63 (1107), at Paterson, New Jersey in May 1901, was in a second order for new power for the Quebec road. Unlike the lettering style in the February order from Brooks (see CNR 1343-1346 on page H-25), the road's name was partially written in full in favour of initials on the side of the cab and tender letterboard. There was little danger of confusion with James J. Hill's larger counterpart in the USA, as the two roads were approximately 1260 railway miles apart. [COOKE WORKS PHOTO C-196/ALCO HISTORIC PHOTOS]

CNR 1263-1267 **4-6-0 TEN WHEEL TYPE** **H-6-a**

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
20x26"	S	63"	200#	BEL	28060	28%	sat		130/160/258000	5000 gals	10 tons	- '	[1907]
20x26"	S	63"	200#	BEL	28060	28%	sat pv		130/160/268100	4500 gals	10 tons	- '	[1909-1913]
22x26"	S	63"	180#	BEL	30560	30>28%	H-C		126/157/274500	5000 gals	10 tons	61-1'	[CNR]
20x26"	S	63"	200#	BEL	28060	28%	H-C		126/157/300300	5800 gals	10 tons	65-1'	[B-26-a tender]

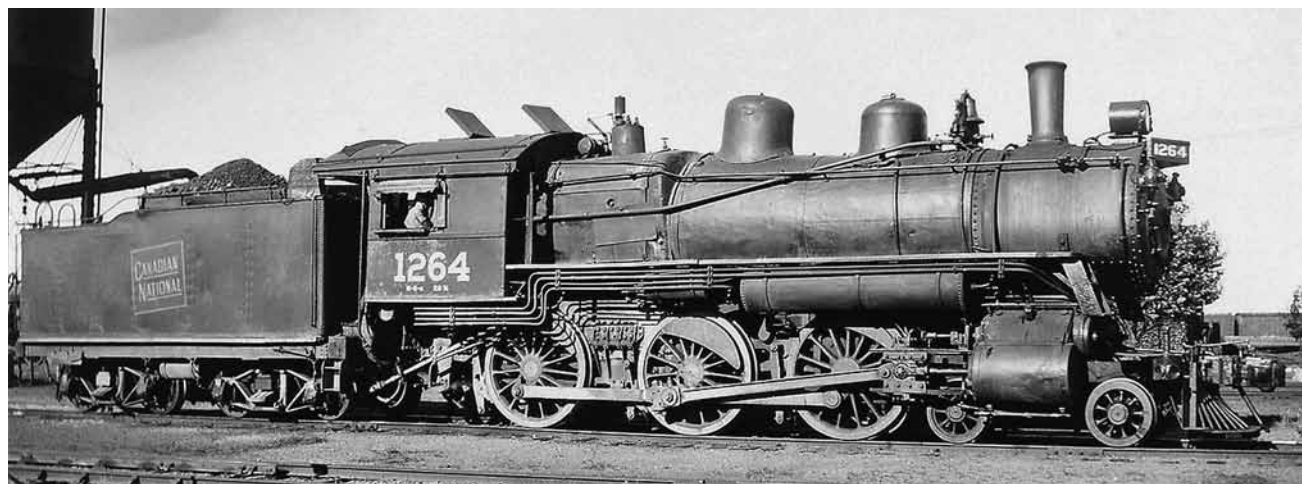
Brooks Locomotive Works – ALCO 1904 (B-993) \$14,840							(5) Acquired by CNR 9-01-1919						
Serial	Delivered	New as		1-1912	Superheated	22x26"	Mods	Tenders	Disposition				
				H-6-A				from					
1263	30184	11-15-04	CaNoR 202	CaNoR 1263	7-18 PK			B-26-a	Sc 8-28-44 PU				
1264	30185	11-15-04	CaNoR 203	CaNoR 1264	8-18 PK			B-26-a	Sc 11-13-43 PU				
1265	30186	11-15-04	CaNoR 204	CaNoR 1265	11-18 PK	11-18 PK		B-26-a	Sc 8-31-32 PU				
1266	30187	11-10-04	CaNoR 205	CaNoR 1266	7-19 PK		w	B-26-a	Sc 5-10-45 PU				
1267	30188	11-10-04	CaNoR 206*	CaNoR 1267	12-15 PK			B-26-a	Sc 11-13-43 PU				



CNR 1263-1267 were ordered for the Canadian Northern Railway on September 3rd 1904 and finished in October 1904. Alterations to both cylinders and boiler pressure were made on 1265 when it was superheated, although specifications reverted to the original when the cylinder bores were bushed after 1928. In the late 1930s, some in the group were retrofitted with tenders from retired B-26-a class 4-4-0s. The *CNR Mechanical Department Locomotive Diagrams* for 1261-1267, from redrawn Issue L onward illustrated the class with a tender drawn for and with dimensions similar to B-26-a tenders.

The first pair built at Brooks for the GNRC had Belpaire fireboxes, inclined cylinders and inside steam pipes. The next five were built with the same specifications. Varnished and polished CaNoR 206 (1267) at Dunkirk, New York in October 1904, had all of the usual CaNoR features. [BROOKS WORKS PHOTO B-1287/GEORGE CARPENTER COLLECTION]

Equipped with a tender from a B-26-a 4-4-0, 1264, at Nutana yard in Saskatoon on July 25th 1939, exhibited some of the usual CNR modifications, notably the altered cab, boiler tube pilot, and hanging running board steps. However, its appearance, along with all the others in the class, was significantly changed with the relocation of the sand dome and bell. [EARL A. ELLIOTT/DON McQUEEN COLLECTION]



H-6-a



Renumbered 2nd 1530 (ex 1321), at Palmerston, was similarly adorned as 1294, but by May 12th 1958 had both raised cab

numerals and a horizontally-mounted tender wafer applied. [DOUG E. CUMMINGS/DON McQUEEN COLLECTION]

FIGURE HS CNR Class H-6-c (1278-1322) Specification Changes 1913-1931

The H-6-c class was built between 1907 and 1910 with 20x26" 200# specifications. Beginning in March 1913, CaNoR altered the specifications of some to 22x26" 180# as the 4-6-0s were fitted with either Schmidt or Hungerford & Cameron superheater units. The rationale for these changes in specification has not come to light in any records. Beginning in the early 1920s, CNR bushed some cylinders back to 20" and adjusted the boiler pressure back to 200#.

Rd. No.	Superheated 20x26 200#	Superheated 22x26 180#	Bushed to 20x26 200#	Rd. No.	Superheated 20x26 200#	Superheated 22x26 180#	Bushed to 20x26 200#	Rd. No.	Superheated 20x26 200#	Superheated 22x26 180#	Bushed to 20x26 200#
1278	3-13			1293	12-16			1308		12-16	1-28
1279		7-19	9-26	1294	3-16			1309		7-16	10-26
1280		8-16	9-29	1295		2-15		1310		12-15	4-27
1281	12-13			1296		5-13	1-29	1311		8-16	
1282		6-13	2-27	1297		5-14	10-26	1312		3-13	4-26
1283		5-14	11-26	1298		10-13	5-28	1313		2-24	
1284		11-14	3-27	1299		9-17	5-28	1314	2-23		
1285		8-13	8-28	1300		8-17	11-25	1315	1-18		
1286		6-13	11-26	1301	8-16			1316		3-24	11-31
1287		12-16	9-27	1302	7-17			1317		6-23	12-31
1288	11-15		(12-29)	1303		2-16		1318	7-17		
1289		1-15	4-27	1304		8-16	7-27	1319		11-17	2-26
1290		6-14	1-28	1305		8-14		1320		11-16	
1291		8-17	11-27	1306		8-19	9-28	1321		10-15	
1292		6-17	4-28	1307		8-18	6-27	1322		6-14	

FIGURE HC Service record of the US War Department 4-6-0s on Australia's Commonwealth Railways.

CNR	CR	Retired	Sold as Scrap	Total CR Mileage
1279	74	5-1951	3-27-1959	88,383
1282	77	12-1951	after 1959	137,472
1283	73	3-1951	3-27-1959	96,777
1290	76	6-1952	after 1959	101,727

CNR	CR	Retired	Sold as Scrap	Total CR Mileage
1292	75	10-1951	7-04-1958	95,141
1293	70	12-1951	after 1959	96,632
1298	72	5-1951	3-27-1957	123,804
1308	71	5-1951	3-27-1957	84,416

NYNH&H	CR	Retired	Sold as Scrap	Total CR Mileage
846	78	-1946	3-27-1957	54,319

NYNH&H	CR	Retired	Sold as Scrap	Total CR Mileage
820	79	-1950	3-27-1957	117,730