



This pair of images illustrate again the operational changes and appliance alterations which took place throughout the service lives of the M-4-l class. Thirty-six years separated saturated IRC 53 (1943) at Kingston in September 1910 [CLC, HENDERSON PHOTO/DON McQUEEN-W.D. (BILL) THOMSON COLLECTION]

and superheated 1946 at Truro in May 1946.

[AL PATERSON COLLECTION]

Discarded as a result of systematic shoppings were 53's flangeless main drivers, its metal-slatted pilot, early Janney coupler, pioneer acetylene headlight and two-windowed cab.



CNR 1948		2-8-0 CONSOLIDATION TYPE										M-4-m	
Specifications				Appliances		Weights		Fuel Capacity		Length		Notes	
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
21x28"	S	56"	200#	ST	37485		sat		151/170/291000	5000 gals	10 tons sb	62-8'	[orig]
20x28"	S	56½"	180#	ST	30600	35>30%	SCH		151/170/291000	5000 gals	10 tons	63-2'	[af. 1923]

Canadian Locomotive Company				1910		\$19,000		(1) Acquired by CNR 9-01-1919					
Serial	Shipped	New as	12-15-1915	Superheated	[Planned]	New	Mods	Disposition					
		—	C1-4 ^m 185%		0-8-0 [P-3-m]	cab							
1948	960	7-08-10	NNBS 23	CGR 158	CNR	8-23 AK 20" EsC	[8098]	4-38 AV	f	Ls:Minto	Sc	12-07-54 AK	

CNR 1948, ordered by the Canada Iron Corporation Limited in March 1910, was built for the Northern New Brunswick & Seaboard Railway. NNBS 23 was constructed as an add-on to the order for IRC 20-165 which became CNR 1938-1947 (page M-18). With the collapse of the NNBS scheme in January 1916, NNBS 23 was

taken into Canadian Government Railways stock. CNR 1948 was later equipped with Economy steam chests (EsC). It was leased to the Minto Coal Company on several occasions between 1944 and 1953. For more detail see Appendix AH.

CNR 2549-2557 **2-8-0 CONSOLIDATION TYPE** **N-4-a**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
22½&35x32"	S	63"	210#	EWT	36000		sat		177/203/343000	7000 gals	12 tons US	66-5½'	Richmond [orig D2]	
23x32"	S	63"	180#	EWT	41111	41%	SCH		185/211/354500	5800 gals	10 tons	66-5½'	Inside pipes [D4]	
23x32"	S	63"	180#	EWT	41111	41%	SCH		185/211/354500	5800 gals	10 tons	66-5½'	Outside pipes [D5]	
23x32"	S	63"	180#	EWT	41111	40%	SCH		185/211/354500	5800 gals	10 tons	66-5½'	CNR: high frame	
23x32"	S	63"	180#	EWT	41111	40%	SCH		185/211/371500	6700 gals	14 tons	66-5½'	CNR: low frame	
23x32"	S	63"	180#	EWT	41111	40%	SCH		185/211/342046	5800 gals	3000 gals	66-5½'	[oil]	

Locomotive & Machine Company of Montreal 1906 (Q-42) \$18,043 (9) Acquired by CNR 3-01-1923

Serial	Shipped	New as	W-fwh in	out	SemiV	To oil	Mods	Leased	Disposition	To
		D2 D4 D5			cab			to		
2549	40603	11- -06	GTR 686	5-15 HQ	2-18 MP					
2550	40604	11- -06	GTR 687		11-16 MP	10-30 MP	12-42	11-40h	GTR 687	m yHA
2551	40605	11- -06	GTR 688		4-15 MP	1-31 HQ	5-45	12-35h	GTR 688	m HA
—	40606	11- -06	GTR 689							CNR 2662
2552	40607	11- -06	GTR 690		2-15 MP				mzyHLA	Sc 10-07-61 LM
2553	40608	11- -06	GTR 691		6-18 HQ		2-37h	5-58 MPx	m yHA	Sc 5-31-61 PU
2554	40609	11- -06	GTR 692		5-15 MP				m HA	Sc 3-31-61 LM
2555	40610	11- -06	GTR 693		1-17 HQ		by-52		b m	NAR
2556	40611	11- -06	GTR 694*		9-15 HQ				H	NAR
2557	40612	11- -06	GTR 695	8-15 HQ	3-18 MP			11-35h	m yH	Sc 9-14-56 LM

h: including a steel hopper; x: tender from 2717



CNR 2549-2557. (Lot 6) See 2515-2529 (page N-26).

In 1906, Montreal Locomotive Works built the first fifty-five future N-4 2-8-os in six lots. Built in the sixth lot, 2552, with a work train on Hamilton Mountain on the Hagersville subdivision in 1941, offered an unobstructed view of the front end of the two-bar frame, the steam chest steps and structure of the coal bunker extension.

[LLOYD BAXTER PHOTO/
KENNETH S. MACDONALD/WES DENGATE COLLECTION]



With both assigned to the Western Region, it was inevitable they would be modified with a Transcona front end, as found on 2801 at Regina on October 26th 1956. The boiler blowdown was mounted in an unusual location on top of the firebox ahead of the cab. [AL PATERSON COLLECTION]

The design of the Young gear undoubtedly accounted for the separation of the water and feedwater heater pumps, in order to avoid the "mountain" of running board steps which had been created on the 2686 in the N-4-f class (page N-51).

2802-2809

Numbers not used

CNR 2810-2819

2-8-0 CONSOLIDATION TYPE

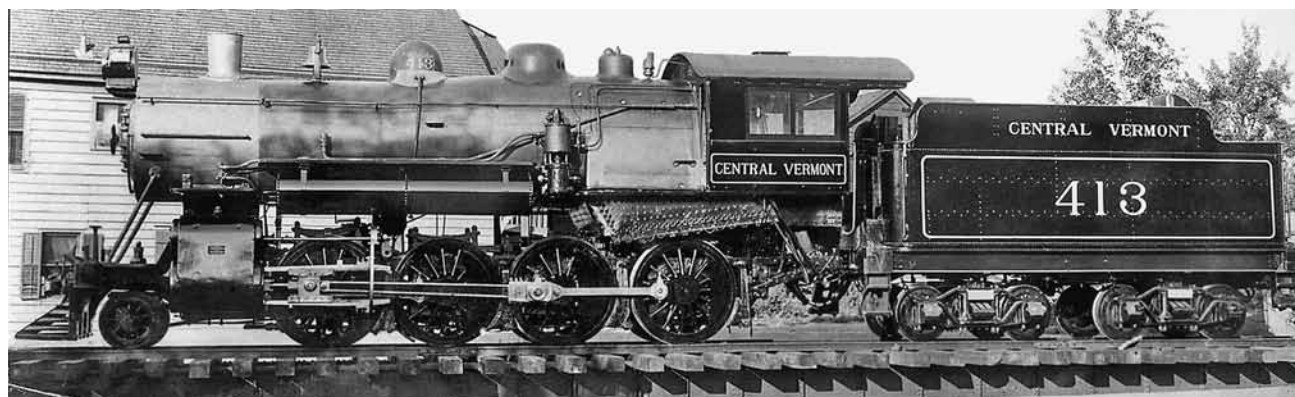
N-4-h

Specifications						Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
22½&35x32"	S	57"	210#	EWT	36000		sat		177/203/343000	7000 gals	12 tons US	66-5½'	[Richmond compound]
22½x32"	S	57"	180#	EWT	39350		ELS		172/195/337280	6400 gals	13 tons US	63-8'	[CVR: 1914-1924]
00x32"	U	63"	#	EWT	00		ELS		182/204/344280	6400 gals	13 tons US	63-8'	[CVR: see Fig. NH p. N-64]
22x32"	U	63"	190#	EWT	39705	40%	SCH		182/204/352280	5300 gals	14 tons	69-9'	[high frame af. 1932]
22x32"	U	63"	190#	EWT	39705	40%	SCH		182/204/352280	6700 gals	14 tons	69-9'	[low frame af. 1932] ■
22x32"	U	63"	190#	EWT	39705	40%	SCH		182/204/360580	6700 gals	14 tons	69-9'	[low frame af. 1942]

Schenectady Locomotive Works – ALCO 1906 (S-384) \$15,338 (av)

(10) Acquired by CNR 1928

Serial	Shipped	New as	Simple &	E-fwh	To N-4-h		SemiV	New	Mods	Leased	Disposition	To
		K	Superheat	W-fwh in;	out PK	CNR	cab	cab				
2810	40633	9- -06	CVR 409	5-16 XA	9-26 XA	12-48	7-27-28	12-34		bm	Sc 6-14-57 PU	
2811	40634	9- -06	CVR 410	4-14 XA	1-27	XA	11-03-28	11-39	11-39	b y	Sc 12-21-61 PU	
2812	40635	9- -06	CVR 411	8-14 XA	6-26 XA	10-46	11-18-28	7-32	1-42	b y	Sc 6-14-61 W	IPSCO
2813	40636	9- -06	CVR 412	10-16 XA	10-26 XA	3-49	8-07-28	7-32	2-40	z	Sc 6-14-61 W	IPSCO
2814	40637	9- -06	CVR 413*	10-16 XA	6-26 XA	11-46	8-16-28	11-33	7-41	■ z	Sc 3-07-60 PU	
2815	40638	9- -06	CVR 414	11-15 XA	6-26 XA	12-50	11-26-28	7-35	12-41	z	Sc 5-30-60 PU	
2816	40639	9- -06	CVR 415	2-16 XA	2-21	7-26 XA	12-49	11-28-28	12-34	z	Sc 3-07-60 PU	
2817	40640	9- -06	CVR 416	4-17 XA	7-26 XA	6-50	11-19-28	2-39	2-39	y	Sc 9-30-54 PU	OCS
2818	40641	9- -06	CVR 417	12-15 XA	12-25	XA	8-13-28	2-40	2-40		Sc 11-21-61 PU	
2819	40642	9- -06	CVR 418	9-16 XA	11-26 XA	12-51	11-26-28	7-37	3-39	f zy	Sc 6-14-61 W	IPSCO



CVR 413 (2814) was at Schenectady in September 1906, ready to be delivered as a Richmond compound, built to specifications similar

to the D2 class of parent GTR (see CVR 409-418 on page CV-48). [SCHENECTADY WORKS PHOTO S-384/WES DENGATE COLLECTION]