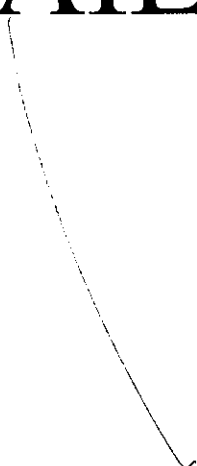


BROCKVILLE
WESTPORT
AND
NORTH WESTERN
RAILWAY.



period.

Brockville, Westport and North-Western Ry.—Application is being made to the Dominion Parliament for an act extending the time for the construction and completion of the authorized extension from Westport northerly and westerly.

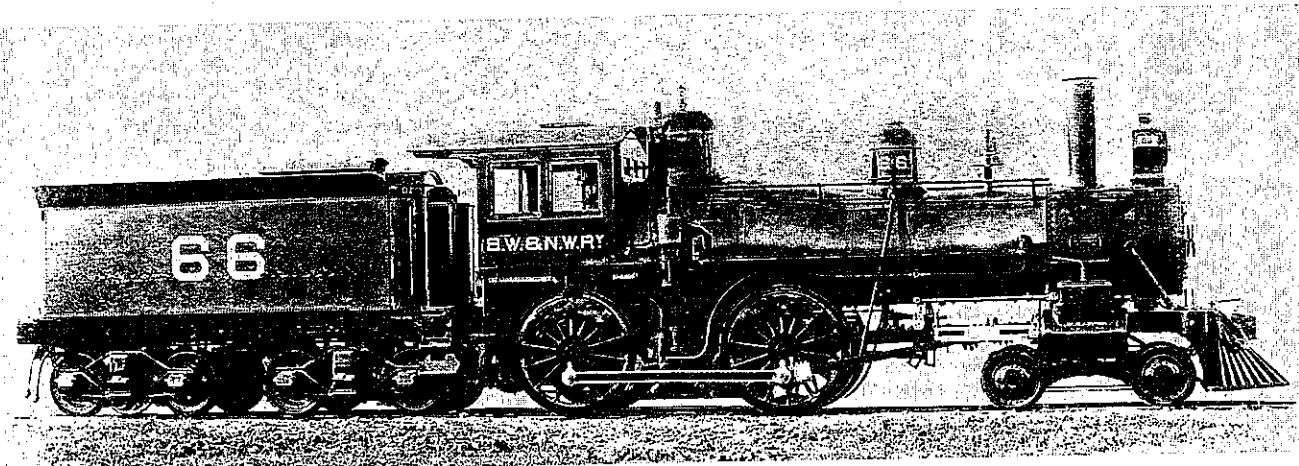
Canadian Liverpool and Western Ry.—

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March 1909

CNR 123-124										4-4-0 EIGHT-WHEEL TYPE			A-24-a	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Strk.	Drivers/Eng./Total	Water	Coal			
17x24"	S	62"	160#		15000		sat		55/ 87/149000	3600 gals	6 tons	52-0 1/2'	[orig]	
17x24"	S	62"	150#	WT	14300	14%	sat		55/ 87/147000	3600 gals	8 tons	52-0 1/2'	[CaNoR 1913]	
17x24"	S	62"	150#	WT	14037	14%	sat		55/ 87/161500	4000 gals	8 tons	52-0 1/2'	[CNR]	

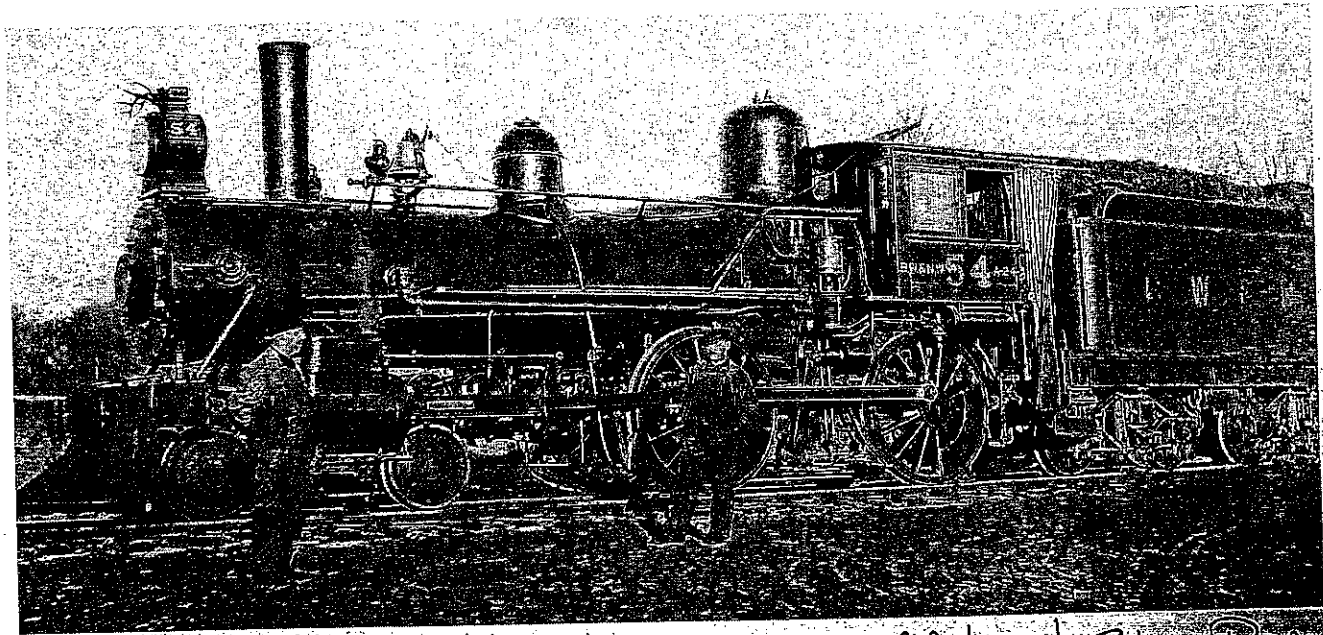
Locomotive & Machine Company of Montreal					1904 (Q-7) & 1906 (Q-44)		\$7500 (Q-44)		(2) Acquired by CNR 9-01-1919	
Serial	Shipped	New as	1910		1-1912		Disposition			
(123)	29907	6- -04	BW&NW 66*		A-24-A 15%		Sc 3-13-22 MV			
124	40667	8- -06	BW&NW 67		(CaNoR) BW&NW 53		Sc 8-27-31 AK			
					(CaNoR) BW&NW 66					
					(CaNoR) BW&NW 54					
					(CaNoR) BW&NW 67					



CNR 123 and 124 were from two orders for the Brockville Westport & North Western Railway. The road eventually came under the control of the Canadian Northern Railway. CNR 124 was equipped with fire-fighting apparatus in June 1925 after it was transferred to the Atlantic region.

BW&NW 66 (123), at Montreal in June 1904, was the first of two new 4-4-0s built for the ambitious eastern Ontario railway which had at first planned to build as far west as Sault Ste. Marie. The wagon top boiler with an extended smokebox and an air pump on the engineer's side were distinctive features of the fourth last saturated 4-4-0 built at Montreal. (Two for the Quebec Central were delivered the same year). [MLW PHOTO Q-7/GEORGE CARPENTER COLLECTION]

BW&NW 54 (124), at Brockville's Church Street station after 1912, may have had the CaNoR class stencilled on the cab, but the remainder of the markings proclaimed the short line's semi-independence. The set of deer antlers ahead of the headlamp chimney vent provided a personal touch to the last saturated 4-4-0 built by MLW. [CHARLES SHERIDAN/DON McQUEEN COLLECTION]



A-24-a