

One of two in a Rhode Island order for three, **CAR 652**, posed with its crew at Coteau Landing in 1898, was retired before nationalization. The boxy kerosene front and rear headlights, and the full-width footboards were clues the Mogul's work at construction sites was not yet ended. Improvements had yet to be made to the wooden cab, and the pin-and-link coupler on the bumper beam had yet to be replaced.
 [H.L. GOLDSMITH/
 GEORGE CARPENTER
 COLLECTION]



D-6-a D-5-b

GTW 498												2-6-0 MOGUL TYPE		second D-6-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	57"	#		00		sat		/ / 000	gals	tons	-'	[orig]		
18x26"	S	50"	155#	ST	22000		sat		/ / 000	gals	tons	-'	[GTR 2371]		
18x26"	S	57"	155#	ST	19471	19%	sat		73/ 88/ 000	2300 gals	tons	52-0'			

Rhode Island Locomotive Company 1880											(1) Acquired by CNR 3-01-1923	
Serial	Shipped	New as	by 1896	1898	1900	To	0-6-0	1-1910	1-1910	Disposition		
—	900	11- -80	NWGT 39	C> 39	C> 1281	GTW 1281	11-04	F1	F1	So 12- -19 UB		
—	901	11- -80	NWGT 40	C> 40	C> 1282	GTW 1282	by-04	GTW 2621	GTW 2370	So 12- -19 UB		
—	902	12- -80	NWGT 41	C> 41	C> 1283	GTW 1283	11-04		GTW 2371	So 8- -20 UB		
498	903	12- -80	NWGT 42	C&GT 42	C&GT 1284	GTW 1284	11-04		GTW 1272	Sc 7-29-25 UB		
—	904	12- -80	NWGT 43	C> 43	C> 1285	GTW 1285	11-04		GTW 2373	See GTW 533		
—	905	12- -80	NWGT 44	C> 44	C> 1286	GTW 1286	by-04	GTW 2622		So 12- -19 UB		



GTR 1283 at Fort Gratiot, Michigan about 1904 or 1905, was one in a group of six 2-6-0s built in 1880, making it a representative of the oldest D class Moguls acquired by the CNR. It remained on Grand Trunk lines "west of the rivers" (later the GTW) until removed from service three years before nationalization. The box kerosene headlights on both the smokebox and tender deck, and the full-width front and rear footboards provide evidence to identify the nature of

its future assignments. Although it had kept its as-built enclosed steam chest housing with inside pipes, it may have been fitted with a slotted knuckle to accommodate rolling stock still equipped with pin-and-link coupling during the shopping for which the photograph was taken. One concession to more comfortable conditions was the distinctive awning above the cab window.
 [SIRMAN COLLECTION]

GTW 667-672**2-6-0 MOGUL TYPE****E-7-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	62"	200#	EWT	28063		sat		128/153/ 000	5000 gals	10 tons	60-8½'	[orig]
20x26"	S	63"	200#	EWT	28063		sat		128/153/ 000	5000 gals	10 tons	60-8½'	[E]
22x26"	S	63"	180#	EWT	30571		SCH		157/178/308544	5000 gals	10 tons	60-8½'	[E11*]
21x26"	S	63"	180#	EWT	27846	28>25%	SCH		157/178/308544	5000 gals	10 tons	60-8½'	[E11, E-7-a]

Schenectady Locomotive Works 1898

(6) Acquired by CNR 3-01-1923

Serial	Shipped	New as	11-1900	To	1-1910	— Superheated —			Disposition
				E	E	E11*	E11	E7a	
667	4663	3- -98	GTR 907	GTW 907	11-04	GTW 1381			Sc 7-23-27 UB
668	4664	3- -98	GTR 908	GTW 908	11-04	GTW 1382	1-16	2-18	Sc 12-15-27 UB
669	4665	3- -98	GTR 909*	GTW 909	11-04	GTW 1383		5-23	Sc 9-30-32 UB
670	4666	3- -98	GTR 910	GTW 910	11-04	GTW 1384			Sc 11-09-27 UB
671	4685	3- -98	GTR 911	GTW 911	11-04	GTW 1385	12-16	7-19	Sc 9-30-27 UB
672	4686	3- -98	GTR 912	GTW 912	11-04	GTW 1386			Sc 8-15-27 UB

GTW 667-672 (Lot 30) were assigned Grand Trunk Railway of Canada's US lines west of the St. Clair and Detroit Rivers. They were designed by F.W. Morse, the

GTR's Superintendent of Motive Power. The installation of superheaters was performed by the Battle Creek shops.

E-7-a

GTW, CNR 673-675**2-6-0 MOGUL TYPE****E-7-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	62"	200#	EWT	28063		sat		128/153/ 000	4500 gals	10 tons	60-8½'	[orig/CRMW]
20x26"	S	63"	200#	EWT	28063		sat		138/162/253000	5000 gals	10 tons	60-8½'	[E]
22x26"	S	63"	180#	EWT	30571		SCH		157/178/308544	5000 gals	10 tons	60-8½'	[E11*]
21x26"	S	63"	180#	EWT	27846	28>25%	SCH		157/178/308544	5000 gals	10 tons	60-8½'	[E11, E-7-a]

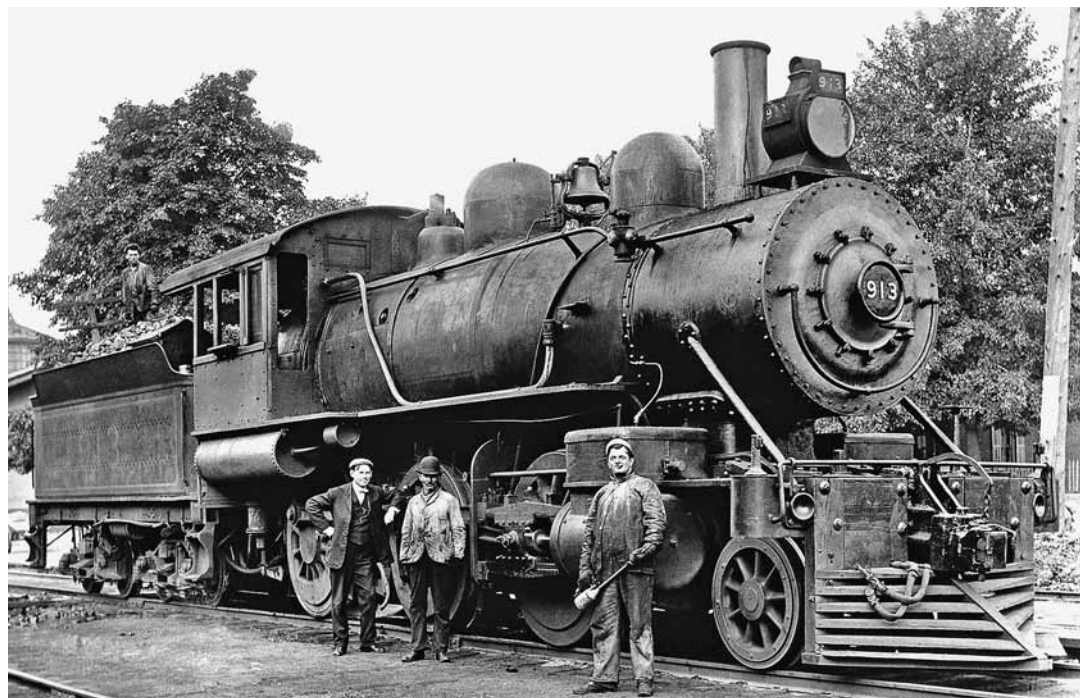
Grand Trunk Railway – Pointe St. Charles 1899 \$9840

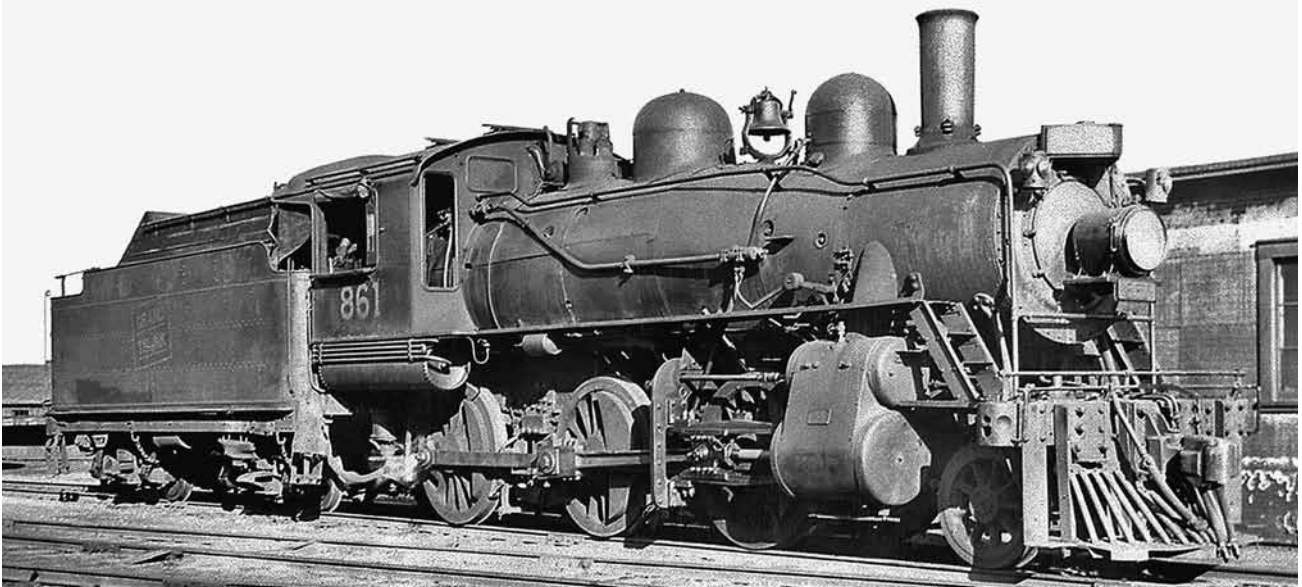
(3) Acquired by CNR 3-01-1923

Serial	Shipped	New as	()-1903	To	1-1910	— Superheated —			8-04-1926	Mod	Disposition	To
				E	E	E11*	E11	E7a				
673	1295	6- -99	GTR 913	GTW 913 (7)	11-04	GTW 1387			9-17	f	Sc 9-30-32 UB	
—	1296	6- -99	GTR 914									CNR 708
—	1297	6- -99	GTR 915									CNR 709
—	1298	6- -99	GTR 916*									CNR 710
674	1299	6- -99	GTR 917	GTW 917 (8)	11-04	GTW 1391			10-17	CNR 674	mr	Sc 7-10-59 LM
675	1300	6- -99	GTR 918	GTW 918 (10)	11-04	GTW 1392	9-16	1-19		CNR 675		Sc 7-16-41-MQ

The railway built its first simple E/E-7-a Moguls in 1899 for its US lines. GTR 913 (673) was photographed on Grand Trunk's western lines sometime between 1903 and 1909. It had been on the eastern lines until 1902. Superheating and conversion to electricity would occur in the next decade.

[AL PATERSON COLLECTION]





GTW and CNR 685-697 and 861-862 (Lot 51) were built by Baldwin for the GTR's US lines from **Grand Trunk Railway of Canada** drawings and specifications. The Baldwin boiler records show serial numbers #31885-31886 were used for GTR 1234 and 1235 (696 and 697), whereas in GTR lists the numbers are given as #31884-31885. GTR 1432 (861) was leased to the **Central Vermont Railway** between 1912 and 1916 but was not relettered or renumbered. The installation of superheaters was performed by the Battle Creek shops. Only **GTW 685-687** were noted in CNR records as sold to the GTW in January 1924, although 688-697 were all lettered GTW.

GT 861, at an unidentified location during the 1930s, and one of two in the lot to be assigned New England lines, was not only superheated but acquired a typical Central Region appearance, especially with a boiler tube pilot, centred headlight, running board ladder and the forward side windows of the cab blanked. [CNR LOCOMOTIVE DATA CARD]

In 1923, two of the group (861 and 862) were renumbered into a different series, lettered **Grand Trunk**, and remained in New England. However, **862** continued to be listed as CNR-owned in the records, despite the US assignment and livery. Only **861** was retrofitted with a steel cab.

E-7-a

GTW, CNR 698-707										2-6-0 MOGUL TYPE				E-7-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#	EWT	28063		sat		138/162/ 000	5000 gals	10 tons	60-8½'	[orig]		
22x26"	S	63"	180#	EWT	30571	28>25%	SCH		157/178/308544	5000 gals	10 tons	60-8½'	[E11*]		
21x26"	S	63"	180#	EWT	27846	28>25%	SCH		157/178/308544	5000 gals	10 tons	60-8½'	[E11, E-7-a]		

Baldwin Locomotive Works – Burnham, Williams & Company										1908	\$15,969	(10) Acquired by CNR 3-01-1923			
Serial	Shipped	New as		1-1910	Leased	— Superheated —		To	Steel	Mods	Disposition				
		E	E		-12>-15	E11*	E11	E-7-a	Cab						
698	32857	7-	-08	GTW 1236	GTW 1446	8-16	9-18	CNR 11-16-28	9-34	f	Sc	10-09-35	JD		
699	32858	7-	-08	GTW 1237	GTW 1447		1-22				Sc	1-14-35	UB		
700	32867	7-	-08	GTW 1238	GTW 1448		9-18			f	Sc	10-23-27	UB		
701	32868	7-	-08	GTW 1239	GTW 1449	5-17	8-18				Sc	4-21-39	UB		
702	32869	7-	-08	GTW 1240	GTW 1450	4-15				nX	Sc	4-22-39	UB		
703	32870	7-	-08	GTW 1241	GTW 1451	5-16	nB				Sc	5-26-37	UB		
704	32879	7-	-08	GTW 1242	GTW 1452	9-15	9-18	CNR 11-10-28			Sc	11-30-35	EH		
705	32880	7-	-08	GTW 1243	GTW 1453	7-15					Sc	5-26-37	UB		
706	32892	7-	-08	GTW 1244	GTW 1454						Sc	6-22-27	UB		
707	32922	8-	-08	GTW 1245	GTW 1455	CVR 1455	1-20	CNR 11-10-28			Sc	11-25-35	EH		

GTW and CNR 698-707 (Lot 52) were ordered in December 1907 and built by Baldwin from **Grand Trunk Railway of Canada** drawings and specifications for its *western lines* (GTW). GTR 1455 (707) was leased to the **Central Vermont Railway** between 1912 and 1916 and was relettered but not renumbered. The installation of superheaters was performed by the Battle Creek shops. Although CNR

officially sold all ten to the newly-reorganized GTW in January 1924, three were re-purchased and transferred to Canada in 1928. **GTW 702** was fitted with a new firebox (nX) at Battle Creek in October 1916, and **703** with a new boiler (nB) when it was superheated. **GTW** retired **704** and **707** before selling them to the CNR in 1928.