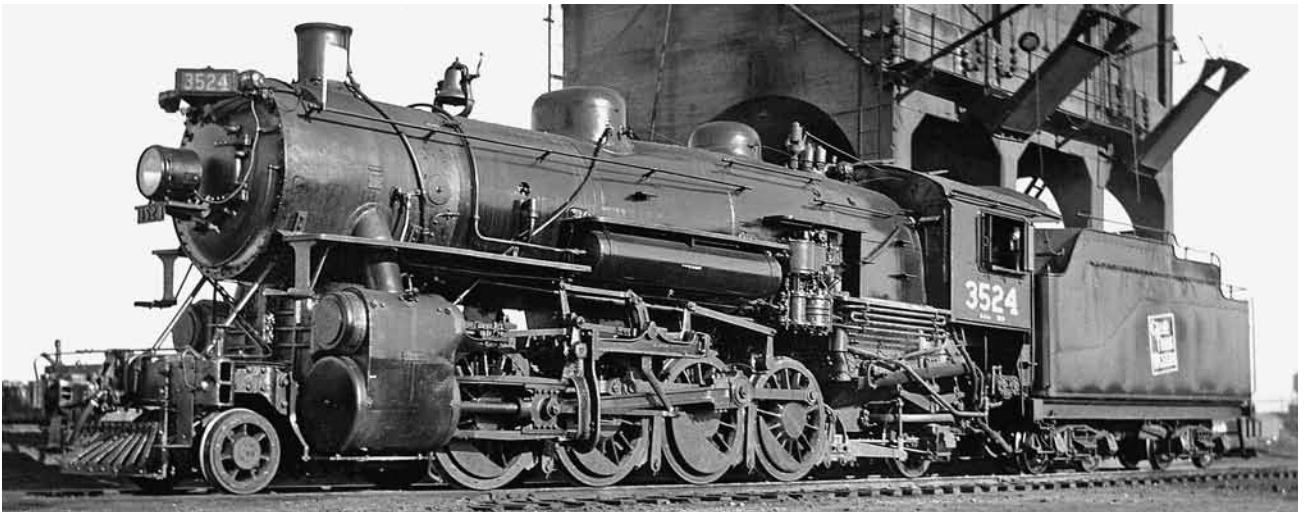




The only major modification after the building of the five 2-8-2s with Young gear, illustrated by GTR 497 (3522) at Schenectady in April 1918, [SCHENECTADY WORKS PHOTO S-1239/WES DENGATE & GEORGE CARPENTER COLLECTIONS]

was the installation of a stoker and power reverse in GTW 3524, seen at Durand on October 16th 1937. [AL PATERSON COLLECTION]



While 3524 retained its as-built wheel arrangement, 3523, at Durand on October 12th 1956, and the three other hand-fired members of the class were converted into 0-8-2 switchers by the removal of the pilot truck. As the S-1-g 0-8-2s,

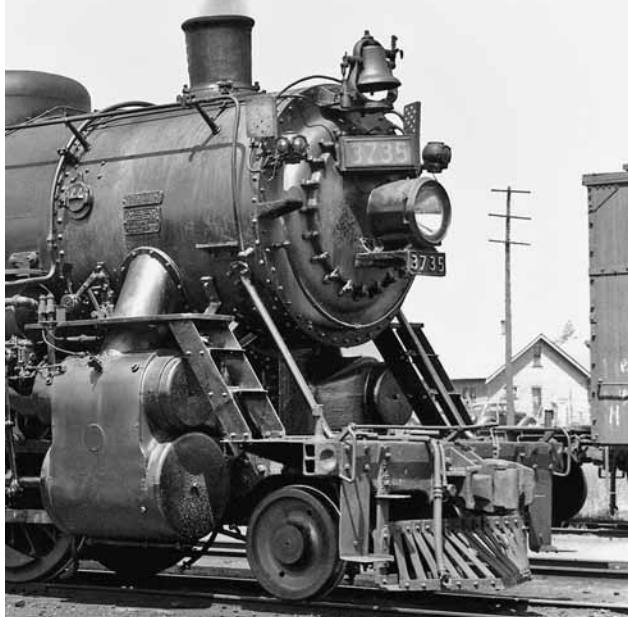
these too, had a footboard pilot, transverse pilot air tank, narrow coal bunker and a rear headlight mounted on the water deck. [AL PATERSON COLLECTION]

3522-3524 (second)

See GTW 3523 & CNR 3198-3199 2-8-2 S-1-h & S-1-j class

Class not issued

S-1-i



GTW 3735, at Muskegon Heights, Michigan on July 11th 1937, had retained the USRA bell mount and large headlight; but the triangular road number lamp snuggled between the headlight and bell was a front-end arrangement unique to GTW. [SIRMAN COLLECTION]



GT 3716, at Portland, Maine on March 3rd 1956, had the bell and road number lamp shifted to the top of the smokebox. When smaller-diameter headlights were installed on most GT and GTW locomotives, the support brackets remained unaltered. As a result, the headlights subsequently appeared to be off-centre – yet another trademark of “Trunk” lines in the USA. Those transferred permanently to Canada had their bracket centred and, with the larger rectangular CNR number plate, lost their “American” look. [PETER COX/DON McQUEEN COLLECTION]

FIGURE S3a

Transfer, Leases, Sales and Re-Stencilling of the S-3-a Class, 1923-1961 – Part 1

3700-3714 were CNR owned in 1923.

	to	Lettered at DJ	To GTW	Leased to GTW from	Sold to GTW	Leased to CNR from	Tender Livery GT	Tender Livery GTW	CNR	In service on GT-CNR	In service on GTW
3700	CNR	5-12-23							1923		
	GT	5-16-23	12-36	12- -36 to 1-27-42			1923-38	1938-44; 1946-50	1944-46; 1950-52	1923-36; 1942-52	1936-42
3701	GT	12-20-23					1923-54			1923-54	
3702	GT	10-22-23			D1		1923-52		1952-58	1923-58	
3703	GT	2-09-24					1923-59			1923-59	
3704	GT	11-06-23					1923-59			1923-59	
3705	GT	7-27-23	6-36	3-04-37 to 9-05-41			1923-39; 1944-49	1939-44	1949-61	1923-36; 1941-61	1936-41
3706	GT	11-26-23	4-37	4-15-37 to 2-18-41		12-05-41 to 2-15-57	1923-37; 1943-44	1937-43; 1944-49	1949-57	1923-37; 1943-57	1937-43
3707	GT	4-08-24	5-34	10-27-37 to 2-18-42			1923-34	1934-49	1949-56	1923-34; 1942-56	1934-42
3708	GT	6-02-23	2-37	6-10-37 to 2-18-41		12-26-43 to 12-21-58	1923-39	1939-50	1950-58	1923-37; 1942-58	1937-42
3709	GT	4-19-24	10-33	1-15-36 to 9-05-41			1923-33; 1942-58	1936-42		1923-33; 1942-58	1933-42
3710	GT	6-29-23	1-34	7-31-35 to 9-05-41			1923-34	1935-50	1950-59	1923-34; 1941-59	1934-41
3711	GT	7-05-24	3-33	6-13-34 to 1-22-42			1923-34	1934-52	1952-56	1923-33; 1942-56	1933-52
3712	GT	10-22-24	1-37	1-29-37 to 9-05-41			1923-38	1938-49	1949-61	1923-37; 1941-61	1937-41
3713	GT	12-06-23	12-36	7-24-37 to 1-30-42			1923-39	1939-50	1950-53	1923-36; 1942-53	1936-42
3714	GT	10-22-23	4-37	9-30-37 to 9-23-41			1923-39; 1941-43	1939-41; 1943-52	1952-58	1923-37; 1941-58	1937-41

Livery: Tender lettering between 1923 and 1927; wafer monogram applied after 1927.

Notes from CNR records:

- D: Date for duty paid when brought permanently into Canadian service listed as 12-1941. Refunds with the cancellation of the War Exchange Tax occurred in 9-1947, and for duties in 12-1948. Once a settlement with the federal government had been reached and refunds made, re-stencilling to CNR livery commenced.
- D1: Date for duty and sales tax paid when brought permanently into Canadian service listed as 9-1949.
- DJ: Shops code for GT Deering, Portland, Maine.

CNR 5512-5514 **4-6-2 PACIFIC TYPE** **K-1-b**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
21x26"	S	72"	200#	EWT	29200		sat		125/196/319750	5000 gals	10 tons	66-1'	[CGR]	
21x28"	S	72"	200#	EWT	29200	29%	SCH		129/196/347500	6500 gals	12 tons	69-10½'	[CNR]	

Canadian Locomotive Company							1911		\$22,240		(3) Acquired by CNR 9-01-1919		
Serial	Shipped	New as		1-04-1912	12-15-1915	Superheat	Tender		Disposition				
		—		E1 ^A 292%	P1-1 ^A 145%		to						
5512	1019	11-24-11	IRC 17/5	IRC 439	CGR 439	9-17 PU	OCS		Sc 10-23-42 AK				
5513	1020	11-28-11	IRC 59/3	IRC 440	CGR 440	7-19 AK			Sc 6-23-41 AK				
5514	1021	12-01-11	IRC 108/2	IRC 441	CGR 441	2-17 AK			Sc 6-23-41 AK				



CNR 5512-5514 were built for the Intercolonial Railway of Canada and later became Canadian Government Railways locomotives. The CLC records the specifications as "20x26" 51" 200#", which may mean the CLC record is erroneous, particularly with respect to the driver diameter. The increase of cylinder stroke was likely changed when they were rebuilt by IRC with inclined cylinders. They were delivered with open steel cabs and turbo-generators located behind the stack. Unlike the other K-1 locomotives, the "b" group retained its original Stephenson valve gear. The capacities of some tenders varied over the service life of the class. The final disposition of the OCS water transport tender from 5512, not scrapped with the engine at Moncton in 1942, is not known.

Whereas most of the K-1-a Pacifics were rebuilt with Walschaert gearing and all of the K-1-c class was delivered with it installed, none in the "b"s were converted from the as-built Stephenson gear. Although it had been superheated in 1917, 5512 at Moncton on June 28th 1933, retained its as-built inside steam pipes. [AL PATERSON COLLECTION]

By way of comparison, both 5512 and K-1-a 5503 (the former IRC 316 – see photo on previous page), at Moncton on September 27th 1937, had been superheated with new cylinder castings and rebuilt with Walschaert gearing. However, both still retained their smokebox-mounted electric headlights, but had their turbo-generators relocated, hanging running board steps installed, windows altered and tender coal bunkers enlarged to increase fuel capacity. [GEORGE CARPENTER COLLECTION]

