



CNR 7146, at Spadina engine terminal in Toronto on April 11th 1937, was one of five in the fourth lot of F/O-9 switchers to have full running board ladders installed and headlights centred. However, the tender modification with the flared letterboards cut back only to clear the water deck, was only found with two others (7138 and 7141/7231) from Lot 1. [AL PATERSON COLLECTION]

Believed to be in Toronto's Mimico yard about 1937, 7147 still retained steam chest steps, although at least two others in the lot (7148 and 7152/7239) had them replaced with hanging steps. Shown with a flared style of letterboards, 7147 was one of nine Canadian-built switchers which later had their tenders modified with flush letterboards. [JOSEPH E. PLATT PHOTO/AL PATERSON COLLECTION]

**CNR 7153, GT 7154****0-6-0 SWITCHER TYPE****O-9-a**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal	57-11'	[GTR F, CNR]	
20x26"	S	56"	190#	ST	29993	30%	sat		148/148/260592	4400 gals	8 tons			

Schenectady Locomotive Works – ALCO 1907 (S-423) \$12,505										(2) Acquired by CNR 3-01-1923		
Serial	Shipped	New as	1-1910	by 4-17	To	5-30	Mods	Disposition	To			
		F	F	F	O-9-a							
7153	42068	3-05-07	GTR 92	GTR 1692			●	Sc	7-30-35 LM			
7154	42330	3-12-07	GTR 98*	GTR 1698	GT 1698	GT 10-01-23	nC	●	So	9-42 A	GRECo/A&D 28	

CNR 7153 and GT 7154. (Lot 20) See 7190-7201 below (page O-36).

CNR 7339-7358 **0-6-0 SWITCHER TYPE** **O-12-e; O-16-a**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
21x26"	B	51"	180#	ST	34400	35%	SCH		163/163/282200	5000 gals	8 tons	60-6'		
21x26"	B	51"	180#	ST	34400	35%	SCH		163/163/282200	5000 gals	2100 gals	60-6'	[oil]	

Montreal Locomotive Works Limited – ALCO 1919 (Q-261) \$41,000 (862-869); \$40,546 (870-881)
 (20) Acquired by CNR 9-01-1919; 12 re-acquired from GTR 3-01-1923

Serial	Shipped	New as	3-1919	To	To	Sold 1922	Leased	Mods	To oil	Disposition
		S8-4 170%	to	O-12-e	O-16-a	to				
7339	60490	3-	-19	CGR 862	9-19	8-20			5-50 PK	Sc 8-29-56 PU
7340	60491	3-	-19	CGR 863	9-19	8-20		NAR m z	9-52 PK	Sc 12-21-58 PU
7341	60492	3-	-19	CGR 864	9-19	8-20			6-50 PK	Sc 5-31-60 PU
7342	60493	3-	-19	CGR 865	9-19	8-20			9-49 PK	Sc 11-28-58 PU
7343	60494	3-	-19	CGR 866	9-19	8-20		NAR m z	11-49 PK	Sc 9-07-61 PU
7344	60495	3-	-19	CGR 867	9-19	8-20		m z	6-53 PK	Sc 9-21-61 PU
7345	60496	3-	-19	CGR 868	9-19	8-20			6-53 PK	Sc 8-30-57 PU
7346	60497	3-	-19	CGR 869	9-19	8-20			12-52 PK	Sc 11-28-58 PU
7347	60498	3-	-19	CGR 870	GTR as CGR 870	9-19	8-20		GTR as CNR 7347	Sc 8-30-57 PU
7348	60499	3-	-19	CGR 871	GTR as CGR 871	9-19	8-20		GTR as CNR 7348	Sc 8-30-57 LM
7349	60500	3-	-19	CGR 872	GTR as CGR 872	9-19	8-20		GTR as CNR 7349	Sc 2-28-55 LM
7350	60501	3-	-19	CGR 873	GTR as CGR 873	9-19	8-20		GTR as CNR 7350	Sc 12-19-58 LM
7351	60502	3-	-19	CGR 874	GTR as CGR 874	9-19	8-20		GTR as CNR 7351	Sc 9-27-57 LM
7352	60503	3-	-19	CGR 875	GTR as CGR 875	9-19	8-20		GTR as CNR 7352	Sc 8-26-57 PU
7353	60504	3-	-19	CGR 876	GTR as CGR 876	9-19	8-20		GTR as CNR 7353	Sc 8-02-57 LM
7354	60505	3-	-19	CGR 877	GTR as CGR 877	9-19	8-20		GTR as CNR 7354	Sc 8-23-57 LM
7355	60506	3-	-19	CGR 878	GTR as CGR 878	9-19	8-20		GTR as CNR 7355	Sc 1-30-59 LM
7356	60507	3-	-19	CGR 879*	GTR as CGR 879	9-19	8-20		GTR as CNR 7356	Sc 2-17-59 LM
7357	60508	3-	-19	CGR 880	GTR as CGR 880	9-19	8-20		GTR as CNR 7357	Sc 3-24-54 LM
7358	60509	3-	-19	CGR 881	GTR as CGR 881	9-19	8-20		GTR as CNR 7358	Sc 4-30-60 PU

O-16-a



CNR 7339-7358 were ordered by the Canadian Government but were lettered for, and numbered in, the Canadian Government Railways system. Twelve of the group were assigned to the Grand Trunk Railway of Canada, but kept their CGR road numbers and identification. The twelve were classed and numbered into the CNR system after 1919, but remained in GTR service until 1923.

(text continues on next page)

If it wasn't known a dozen of the twenty MLW switchers assigned to the CGR were allocated to the GTR by the federal government in 1919, this photograph of 7356 switching at Bonaventure Station during July 1921 would present an enigma. The Montreal location and date are unequivocally within GTR territory and era of operation, but the lettering, road numbers and classification were clearly CNR. It was the standard GTR kerosene headlight mounted above a brass Canadian National number plate which helped confirm this image as a rare glimpse of the switchers while on their four-year lease. [SIRMAN COLLECTION]



Still with tender lettering, at Mimico on July 16th 1928, 8338 had been built at Pointe St. Charles. It was one of four built at the third company shops during 1927-1928. [H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

GTW, CNR 8340-8349 **0-8-0 SWITCHER TYPE** **P-5-e**

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
22x28"	B	51"	220#	EWT	49691	50%	SCH		211/211/367960	8000 gals	9 tons US	68-11¾'	[orig]
22x28"	B	51"	220#	EWT	49691	50%	SCH		211/211/354520	6700 gals	9 tons	68-11¾'	[CNR]

The Baldwin Locomotive Company (Eddystone) 1927 \$40,436 (10) Acquired new by GTW 1927

Serial	Delivered	New	Leased	Returned	Sold	Mods	Tender	Rs	Disposition	To
		P-5-e	to	to	to	after	to			
8340	60312	12-22-27	GTW*	CNR 1-28-42		CNR	12-48	m	OCS	Sc 7-14-55 LM
8341	60313	12-22-27	GTW	CNR 3-08-42		CNR	12-48	m		Sc 2-01-55 LM
8342	60314	12-23-27	GTW	CNR 3-14-42 4-16-44	GTW 9-22-43;	CNR	12-48	m		Sc 11-21-61 JB
8343	60315	12-23-27	GTW	CNR 1-24-42	GTW 7-22-44	CNR	12-48	m		Sc 2-29-60 LM
8344	60316	12-29-27	GTW	CNR 2-08-42				12-31-57		Ss 5-09-60 G LS&T
8345	60317	12-29-27	GTW	CNR 2-10-42		CNR	12-48	m		Sc 11-11-55 LM
8346	60318	12-30-27	GTW*	CNR 2-20-42 4-16-44	GTW 9-27-43; 7-18-44			8-01-59		Ss 5-09-60 G LS&T
8347	60319	12-30-27	GTW	CNR 1-27-42		CNR	12-48	m		Sc 4-07-60 LM
8348	60320	12-31-27	GTW	CNR 12-02-41		CNR	12-48	m		Sc 9-21-61 LM
8349	65321	12-31-23	GTW	CNR 2-17-42		CNR	12-48	m		Sc 11-14-61 JB



GTW 8348, at the edge of the turntable pit of Elsdon roundhouse in Chicago in 1938, had been turned out with a red-fielded tender wafer.

[JOSEPH R. QUINN/GEORGE CARPENTER COLLECTION]

P-5-d
P-5-e