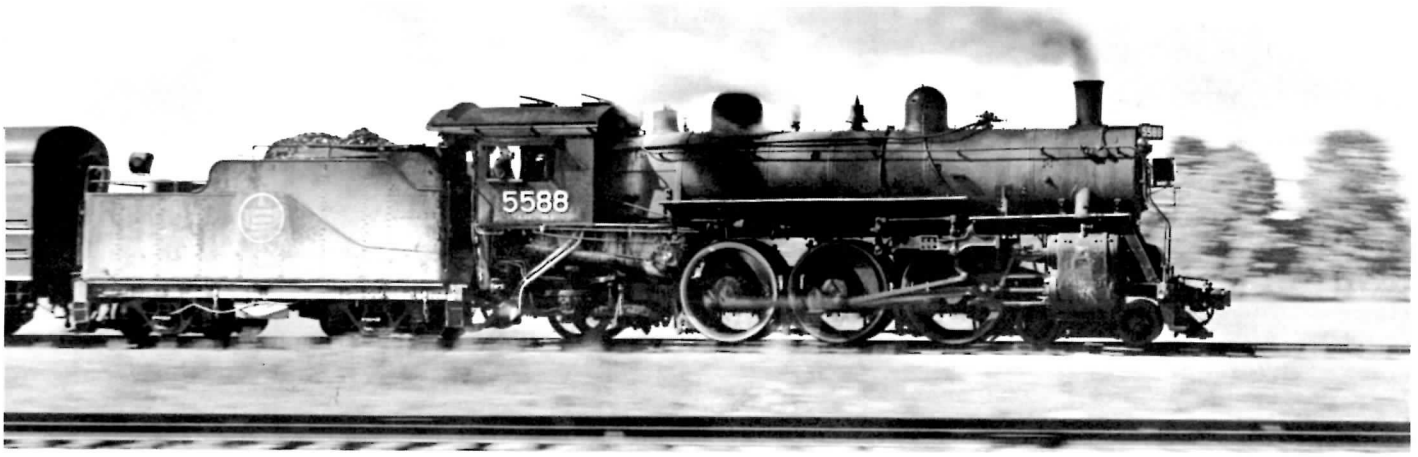
CANADIAN NATIONAL 5557 - 5611 CANADIAN NATIONAL

K-3

(Except K-3-g)



ABOVE: With whistle screaming and Baker valve gear at maximum cutoff, K-3-b 5588 is captured in classic action near Palmerston, Ont., in 1958. Note how sediment from the boiler blowdown has coated the firebox and tender. /Tom Miller

During its last decade as an independent railway, the Grand Trunk entrusted its passenger services to a fleet of 105 Pacific Type locomotives constructed between 1910 and 1920 by a variety of builders, including the GTR itself. All of these locomotives were built to essentially the same specification, except that 55 of them were fitted with 73" drivers, while the remainder had driving wheels measuring just 69" in diameter.

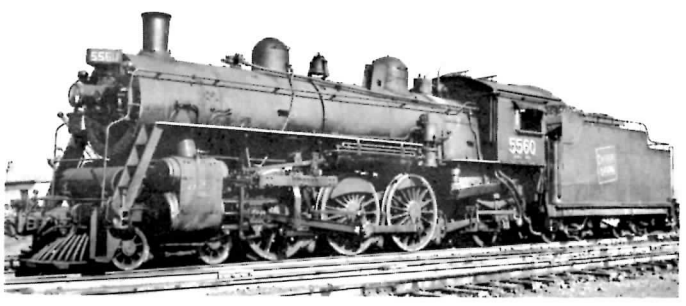
When the bankrupt Grand Trunk was absorbed into the newly-formed Canadian National Railways in 1923, the 55 locomotives of the former group were carried into CNR books as class K-3, road numbers 5557-5611. (It is of interest to note that CN's 15 additional locomotives in the K-3 class, K-3-g nos.5612-5626, were ex-Grand Trunk Pacific, and bear little resemblance to the GTR engines.)

By latter-day standards, the K-3's were basic locomotives. As built, GTR nos. 200-222 and 289-299 were saturated engines, equipped with Stephenson motion. By the mid-1920's however, superheaters had been applied and the Stephenson gear replaced by more modern motion. In general, CNR 5557-5577 and 5600-5611 were equipped with Walschaerts valve gear, with Baker gear applied to the remainder; the comparatively rare Young gear found its way at one time or another to engines 5598/99 and 5608-5611, although some of these applications were temporary. GTR nos. 223 and 224 were constructed with experimental Hobart Allfree cylinders and valve gear which were removed several years later in favour of conventional cylinders and Baker gear. Refinements such as stokers were unknown to the K-3's, and power reverse gears were comparatively recent additions. Elesco feedwater heaters and pumps were applied in latter days to a number of the 5500's.

The K-3's never ventured far from home, and were a common sight in Ontario and Quebec on secondary passenger trains and wayfreights. However, two members of the class, nos. 5558 and 5593, operated for many years in Saskatchewan. The K-3's figured in their share of accidents, minor and major. In the latter category was a head-on collision at Komoka, Ont., in 1915, involving GTR engines 231 (later CNR 5567) and 1008; the 4-6-2 was rebuilt and back in service some nine months later. Not so fortunate was 5570, which was scrapped after it overturned at Brantford, Ont., on February 2nd, 1945, while doubleheading 4-8-2 6077 on a freight train.

Only one representative of this utilitarian class is now extant, that being engine 5588 which is displayed in a fine location on the waterfront at Windsor, Ontario.

BELOW: Numerous variations in piping and appliances characterized the K-3's. Walschaerts-equipped 5560 is typical of many of the 5500's in latter days. Engine 5610 sports a huge headlight and Young valve gear -- a gear in which valve motion is taken from the crosshead on the opposite side of the engine. /J.A. Brown Collection

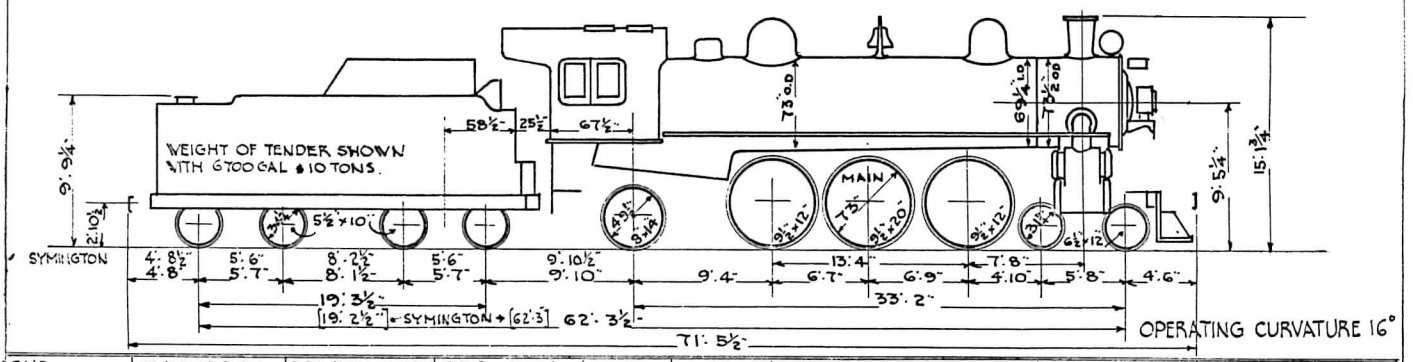


CANADIAN NATIONAL RAILWAYS

MECHANICAL DEPARTMENT
MONTREAL

TYPE **PACIFIC** CLASS **K.3**

No.	Sub Class	Date Built	Bldr	GTR No.	Date Scrapped	Notes
5557	K-3-a	1911	GTR	201	7/ 1/58	3
58	"	"	"	204	4/21/60	3
59		1910	GTR	207	9/30/61	
60		"	"	222	3/21/60	1
61		1912	GTR	225	6/ 7/61	
62		"	"	226	9/30/61	
63		"	"	227	5/ 9/58	
64		"	"	228	3/21/58	
65		"	"	229	2/29/60	
66		"	"	230	3/28/58	
67		"	"	231	5/23/58	
68		"	"	232	2/29/60	
69		1913	MLW	233	8/31/61	
70		"	"	234	12/31/46	
71		"	"	235	12/17/54	
72		"	"	236	1/ 9/59	
73		"	"	237	8/23/57	
74		"	"	238	11/14/57	
75		"	"	239	4/21/60	
76		"	"	240	8/ 7/62	
5577		"	"	241	12/20/41	
5578	K-3-b	1911	GTR	200	3/31/61	3
79		"	"	202	3/31/60	3
80		"	"	203	2/29/60	3
81		"	"	205	4/17/56	3
82		1910	GTR	206	11/ 8/57	
83		"	"	208	11/14/61	
84		"	"	209	3/ 7/60	
85		1911	GTR	210	8/31/56	
86		"	"	211	4/25/58	
87		"	"	212	9/27/57	
88		"	"	213	12/ 6/62	6
89		"	"	214	3/13/59	
90		"	"	215	7/31/51	
91		"	"	216	11/11/55	
92		"	"	217	10/31/57	
93		"	"	218	5/16/58	
94		"	"	221	2/21/60	
95		1912	GTR	223	9/27/57	
96		"	"	224	4/25/58	
97		1913	MLW	242	1/ 9/59	
5598	K-3-c	1911	GTR	219	12/31/46	
5599	K-3-c	1911	GTR	220	4/29/54	
5600	K-3-d	1910	GTR	290	2/21/60	1,4
01		"	"	291	11/3 /60	1,4
02		"	"	292	8/24/55	1,4
03		"	"	293	6/10/44	1,4
04		1910	BLW	295	7/ 4/58	4,5
05		"	"	296	5/14/61	4,5
06		"	"	297	11/ 7/60	4,5
07		"	"	299	3/19/59	4,5
5608	K-3-e	1912	BLW	289	4/25/58	2,4,5
5609	K-3-f	1920	GTR	288	2/21/60	2,4
10	"	1910	GTR	294	11/ 4/55	1,4
5611	K-3-d	1910	BLW	298	3/21/60	4



SUB-CLASS	CYLINDERS DIA.	CYLINDERS STROKE	DRIVING WHEELS OS. DIA	DRIVING WHEELS DIA-CTR	FIRE BOX LENGTH	FIRE BOX WIDTH	GRATE AREA SQ. FT.	TUBES LARGE	TUBES DIA.	TUBES SMALL	TUBES DIA.	TUBES LENGTH	TENDER CAPY WATER	TENDER CAPY COAL	SUPERHEATER	HAULAGE RATING
K.3.abcdef	23"	28"	73"	66"	96⅛"	75¼"	50.62	24	5⅜"	139	2"	20'-7"	6,700 GAL	10 TONS	SCHMIDT	34%

SUB-CLASS	HEATING SURFACE SQ.FT. TUBES	FIREBOX	TOTAL	SUPER-HEATER	WEIGHTS IN WORKING ORDER LBS ENGINE TRUCK	DRIVING	TRAILING	TOTAL ENGINE	TENDER	ENGINE & TENDER	LIGHT WEIGHTS DRIVERS	TOTAL ENGINE	FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESS.
K.3.abcdef	2194	181	2375	578	43,250	149,550	36,200	229,000	150,000	379,000	126,800	203,000	4.41	33,630	195# □ IN
SYPHONS	"	231	2425		WITH COAL HOPPER	(14 TONS)			158,000	387,000					

SUB-CLASS	TYPE OF REVERSE GR	TYPE OF VALVE GR	SYPHONS	MECHANICAL LUBRICATOR	FEED WATER HEATER	STEAM HEAT	No. & SIZE AIR PUMP	BRICK ARCH	EXTREME WIDTH
K.3. acl	SEE SPEC. LIST	WALSCHAERT	SEE SPEC. LIST	SEE SPEC. LIST	SEE SPEC. LIST	YES	1-11" ※	YES	10'-1¾"
K.3. b	"	BAKER	"	"	"	-	" ※	"	"
K.3. cef	"	YOUNG	"	"	"	-	" ※	"	"

1. GTR 290-294, 222 were renumbered from GTR 1st 200-205 in 1911.
2. GTR 288 was built for Grand Trunk Western; GTR 289 was originally Central Vermont 233, later transferred to GTW as 289.
3. CNR 5578/57/79/80/58/81 were actually GTR 2nd 200-205.
4. GTR 288-299 were all assigned to Grand Trunk Western prior to amalgamation with CNR.
5. Subsequent to CN takeover, and prior to 1930, nos. 5604-5608 were leased to Central Vermont as nos. 234-238.
6. CNR 5588 donated to the City of Windsor, Ont., for display.

Upper Canada Railway Society
BOX 122 TERMINAL "A" TORONTO
LOCOMOTIVE DATA SHEET

No. 6612

BLW -- Baldwin Locomotive Works; GTR -- Grand Trunk Railway; MLW -- Montreal Locomotive Works

LEFT: Where diesels fear to tread, K-3-b 5583 wades through the floodwaters of Hurricane Hazel in the fall of 1954. Note the absence of an air reservoir on the pilot beam. /R. Buck Coll'n

BELOW: The appearance of 5585 is made more awesome by the addition of an Elesco feedwater heater and pump. The 4-6-2 has just brought "The Highlander" into Haliburton,Ont. The date: August, 1954. /J. Brown Coll'n