



The Canadian Pacific G1 class 4-6-2's were introduced in 1906 to fill the need for an express passenger locomotive capable of handling the heavier and faster passenger trains of the day. They were constructed during the same period as the G2 class engines (2500-2665), and were virtually identical to them except for driver diameter; the G1's had 75" drivers while the G2's had 70" wheels.

### SPECIFICATIONS

BOILER PRESSURE*	lb/sq in	200
CYLINDERS: Diameter x Stroke*		22½" x 28"
TRACTIVE EFFORT*	lbs	32100
DRIVERS		75"
FIREBOX: Inside width x length		69-7/8" x 94-1/8"
GRATE AREA	sq ft	45.6
SUPERHEATER		Type "A"
SUPERHEATING SURFACE	sq ft	675
FIRE HEATING SURFACE	sq ft	2610
LOADED WEIGHT OF ENGINE**	lbs	237000
WEIGHT ON DRIVERS	lbs	155000
LOADED WEIGHT OF TENDER***	lbs	194000
TENDER CAP'Y: COAL	tons	12
WATER	Imp gals	8000

\* Data given is for locomotives as built. Some units were rebuilt with altered pressure, cylinders and tractive effort. See individual listings.

\*\* For engines with feedwater heaters, add 4000 lbs.

\*\*\* Some engines have 7000 gal. tenders weighing 183000 lbs.

### RENUMBERINGS

As built, Nos. 2200-2216 were numbered 1100-1116. In 1910, they were renumbered 1000-1016, and in 1912 assumed their present numbers.

Nos. 2217-2228 were originally numbered 1017-1028, and assumed their present numbers in 1912.

Nos. 2229-2238 carried no other numbers.

### Feedwater Heater:

E = Elesco

W = Worthington

### Reverse Gear:

P = Power

S = Screw

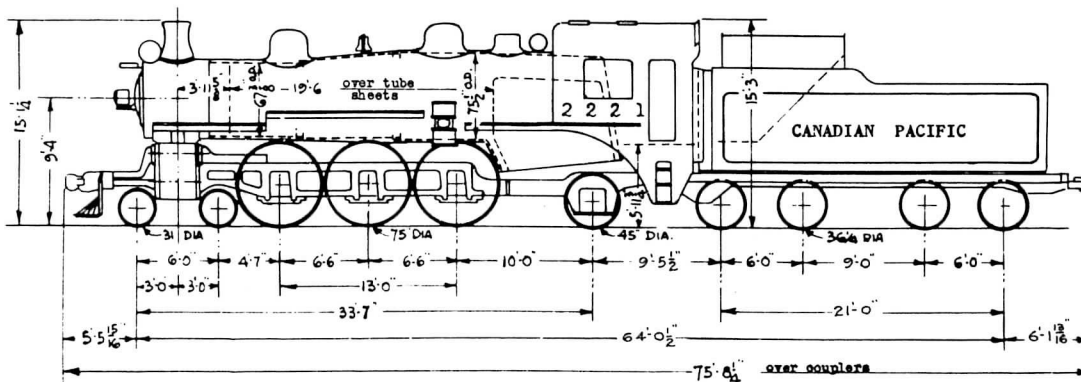
\*\*Engine 2231 donated 1963 to C.R.H.A., Montreal, Que.

ENGINE NUMBER	SUB CLASS	YEAR BUILT	YEAR SCRAPPED	BUILDER	CYLINDERS*	PRESSURE	FEEDWATER HEATER	REVERSE GEAR
2200	G1p	1906	1961	CPR	2	225	-	S
2201	"	"	1947	"	3	200	-	S
2202	"	"	1957	"	1	250	-	S
2203	G1r	"	1960	"	3	200	E	S
2204	"	"	1956	"	3	200	E	S
2205	"	"	1956	"	1	250	E	S
2206	"	"	1961	"	3	200	-	S
2207	G1s	1907	1959	"	3	200	E	P
2208	"	"	1947	"	3	200	E	S
2209	"	"	1961	"	1	250	E	P
2210	"	"	1958	"	1	250	E	P
2211	"	"	1956	"	3	200	E	P
2212	"	"	1956	"	1	250	W	S
2213	"	"	1956	"	3	200	E	S
2214	"	"	1960	"	3	200	E	S
2215	"	1908	1957	"	3	200	E	S
2216	"	"	1956	"	3	200	-	S
2217	"	1910	1944	"	3	200	-	S
2218	"	"	1960	"	3	200	-	P
2219	"	"	1961	"	2	225	-	P
2220	"	1911	1958	MLW	3	200	-	S
2221	"	"	1954	"	3	200	E	S
2222	"	"	1956	"	2	225	-	S
2223	"	"	1959	"	3	200	E	P
2224	"	"	1961	"	1	250	-	S
2225	"	"	1940	"	3	200	-	S
2226	"	"	1959	"	3	200	-	S
2227	G1t	"	1957	CPR	1	250	E	S
2228	"	"	1960	"	3	200	E	S
2229	G1u	1913	1961	"	3	200	E	P
2230	"	"	1958	"	1	250	E	S
2231	G1v	1914	**	"	3	200	-	S
2232	"	"	1956	"	3	200	-	S
2233	"	"	1959	"	2	225	E	S
2234	"	"	1956	"	3	200	E	P
2235	"	"	1960	"	1	250	E	S
2236	"	"	1959	"	1	250	E	S
2237	"	"	1961	"	2	225	E	P
2238	"	"	1961	"	1	250	E	S

\*1 = Cyl. 20" x 28", T.E. 32,000#  
 2 = Cyl. 21¼" x 28", T.E. 32,200#  
 3 = Cyl. 22½" x 28", T.E. 32,100#

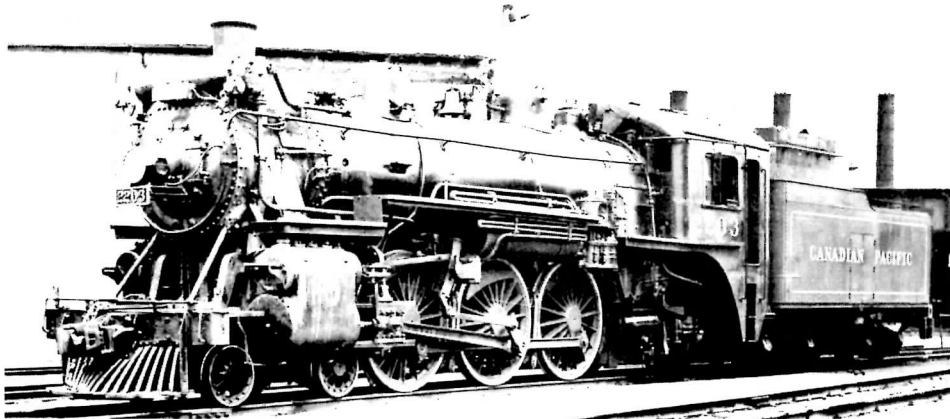
### 4-6-2 - PACIFIC TYPE

CLASS G 1  
 SUB CLASS G 1 PQRSTUV  
 CAPACITY 32%



GS abc 8000 Gal. Tender

AXLE SIZES 6"x10" 9"x12" 9 1/2"x12" 9"x12" 7"x14" 6"x11" 6"x11"

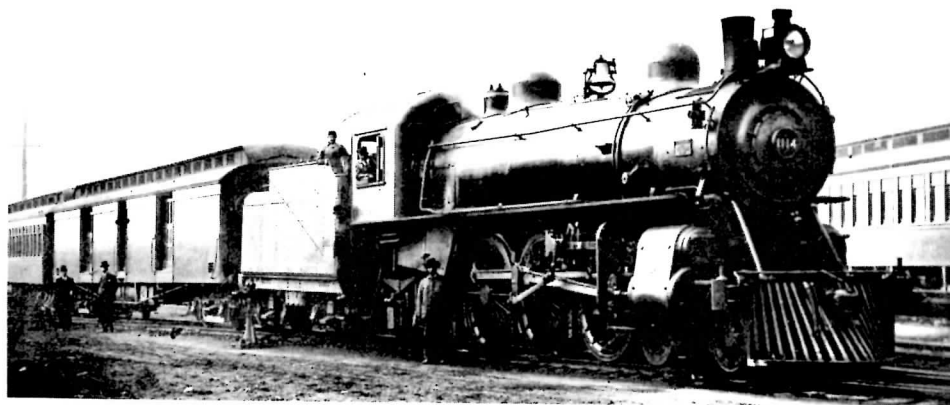
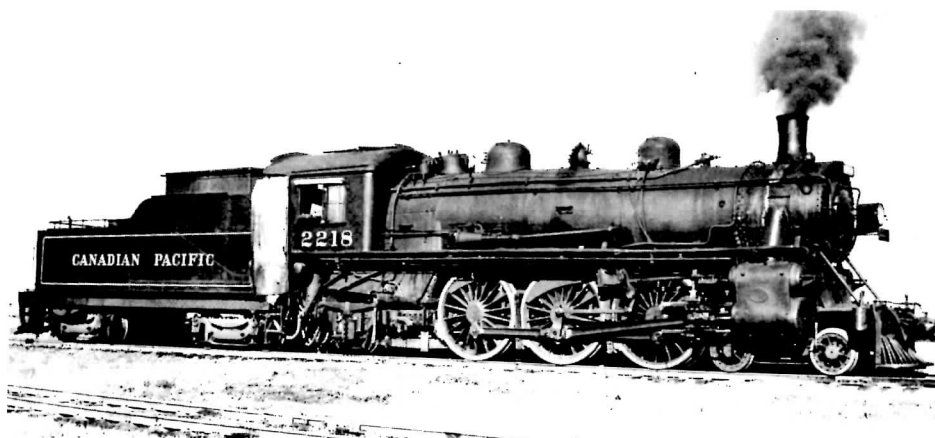


G1r class 2203 at Lambton roundhouse, Toronto. In latter years, these locomotives were used in wayfreight and helper service in the Toronto area.

/J. A. Brown

No. 2218 at Pembroke Ontario. Note open cab, applied after a wreck near Maniwaki, Quebec, demolished the vestibule cab. This engine has a 7000 gal. tender.

/J. A. Brown



A G1 class as built. This photo, taken around 1908, shows No. 1114, later renumbered 1014 and 2214. Note headlight, wooden pilot.

/Hubert Brooks

No. 2214 as she appeared in 1959. Many superficial changes have been made, but the lines of the original 1114 are still evident.

/J. A. Brown

