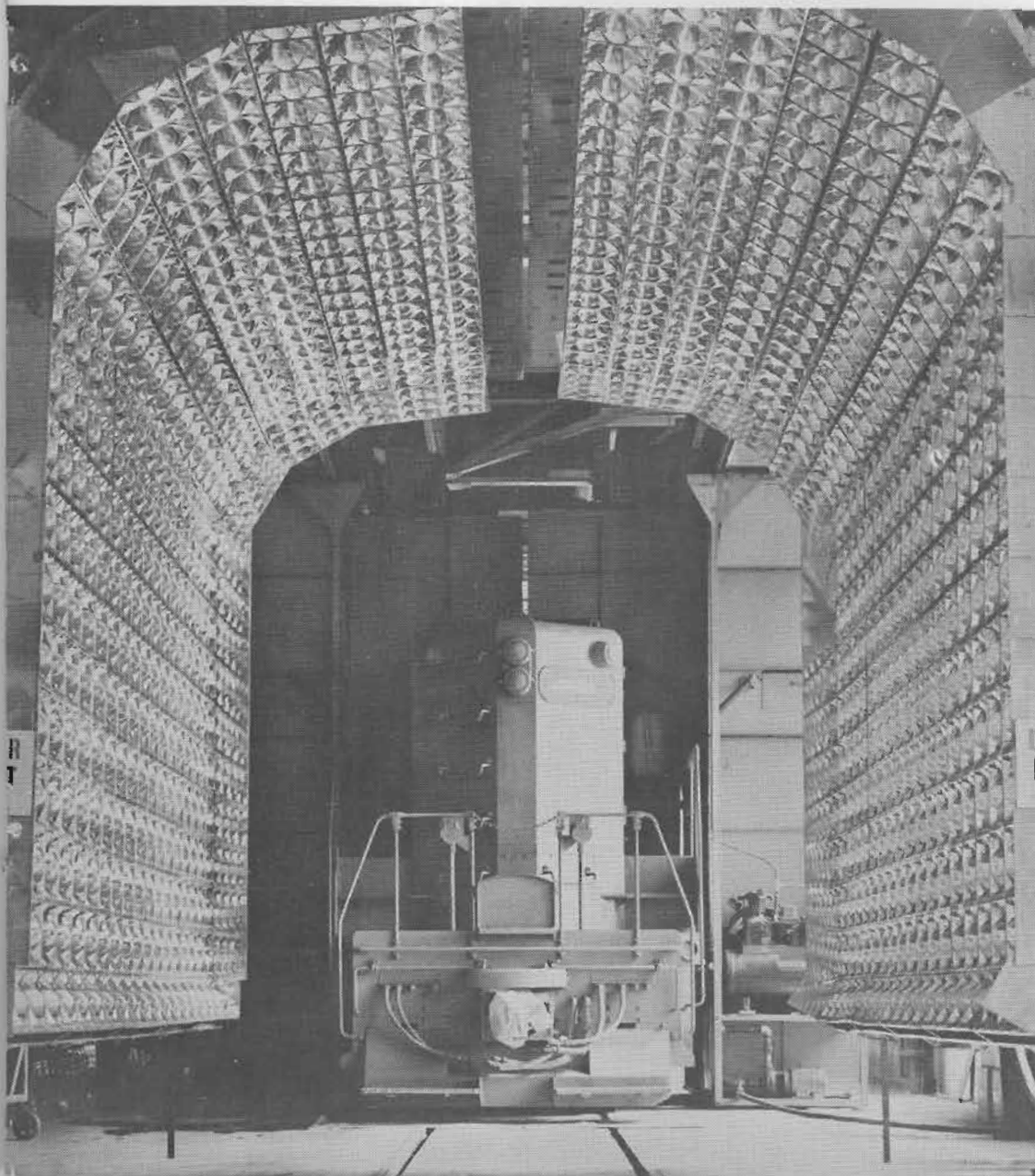


Canadian Rail



No.358
NOVEMBER 1981





GO UNITS 704 701 708 710, C.P. units 4567 5989 4738 leaving St. Luc yard at Ballantyne Que. on May 16 1981.

Pierre A. Patenaude.

BACK COVER

PICTURED ON JUNE 28 1981 is GP-9 4500 freshly outshopped from Pointe St. Charles shops in late May 1981. 4500 was the last GP-9 to operate in its original colours of green and gold.

Pierre A. Patenaude.



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FRONT COVER

In-plant photographs of General Motors - Diesel Division at its London Ontario complex are not common, but this and the following four views provide visual evidence of inside activities. Toronto Hamilton & Buffalo GP7 72 (All8) sits in the mobile paint booth on official opening day, August 11th, 1950. '72, already masked and spray-painted is ready to be moved under the drying oven, shown in the photograph's foreground, which will dry the paint from the inside out. The inverted U-shaped oven is composed of 720 infra-red ray bulbs, set in 14-karat gold-plated reflectors to maintain drying efficiency. This method is still used for most export orders, but practically all domestic customers now specify urethane paint. This fast-drying, hard chip-resistant coating does away with the need for the impressive looking drying ovens. Acrylic paint was first applied in test in February 1972. First application in production was for order C-357, 3 SD40-2s for ACR in January, 1974.

A review of diesel division

By Don McQueen

One of the myths which exist about GMDL products is that the blue, silver and yellow-trimmed F7 demonstrators 9051-9053 and 7001-7003 which worked on CN and CP lines were built in London. Not so - both sets of one FP7A and two F7Bs were La Grange Products of November 1949. Shipped to Canada with "General Motors Diesel Ltd." lettering, they ran on CN and CP concurrently between November 1949 and March 1950, several months before the London plant began producing any units of its own. FP7A 9051 and F7Bs 9052 and 9053 (the road numbers are on the lower rear flank) shown here at EMD before shipment to Canada and a CNR assignment, were eventually sold in May 1950 to Soo Line as 500A, 500B & 501B. CN's second 9051 - 9053 were a London-built F7B-F7A-F7B trio (A226-228) delivered in August 1951. The CPR demonstrators were likewise sold to the Soo Line (Wisconsin Central) in May 1950, as 2500A, 2500B & 2501B.



n's first quarter century



A review of diesel division's first quarter century

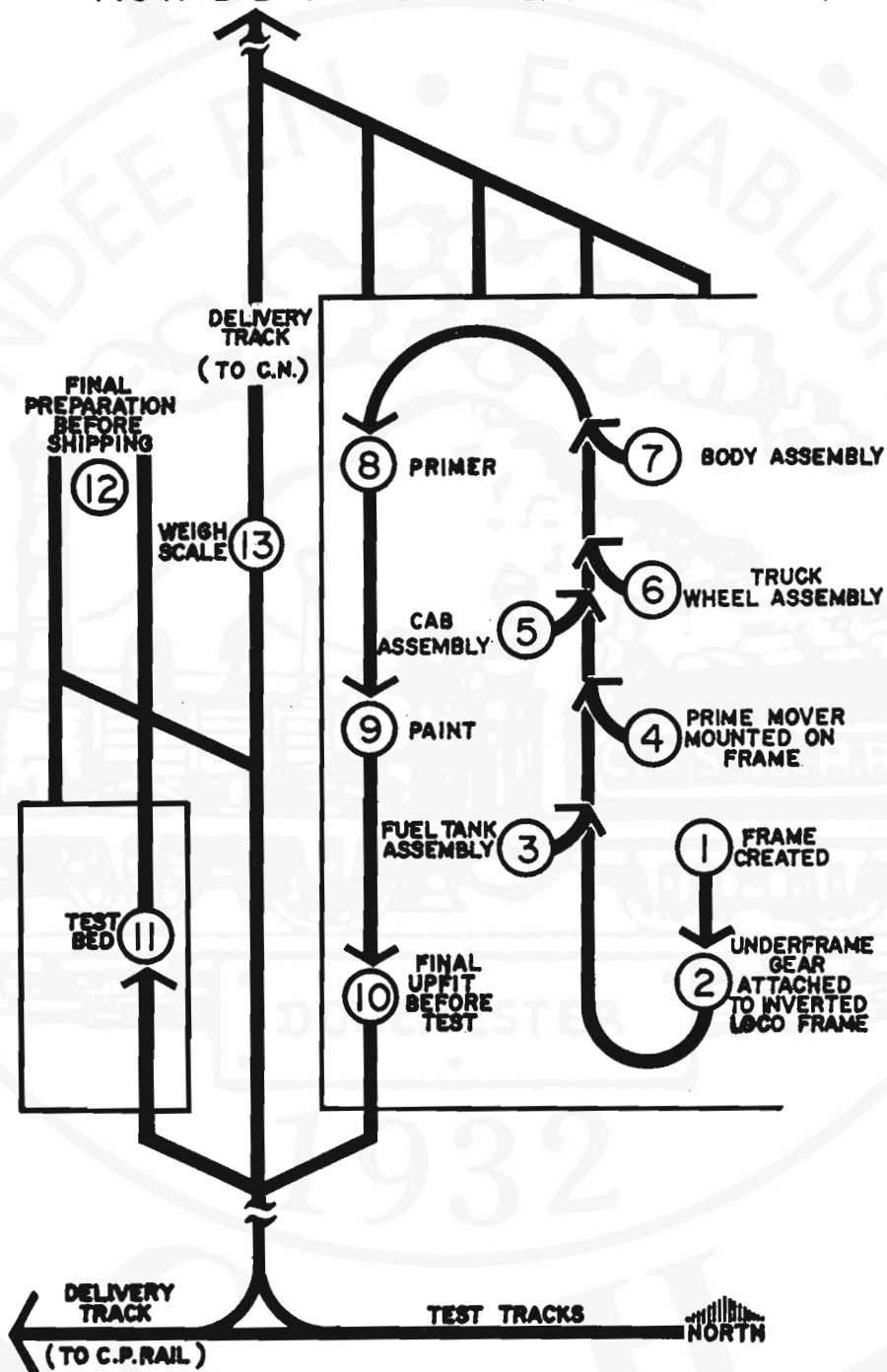
By Don McQueen

Diesel Division is not hard to find in London, Ontario, no matter which direction you come. The huge complex is situated at 1991 Oxford Street East between the north-south arteries of Clarke and Crumlin Roads in the city's north-east industrial sector. Despite all of the years at this location, the site still gives the visitor the impression of parkland, partly because of the plant's manicured grounds, but also because of the open fields which surround Diesel Division on all sides. And even if one misses the building signs and water tower which announce the proprietor, one rarely misses brand new locomotives sitting outside the erecting bays off Oxford Street - particularly in the warm months of the year.

A quarter of a century ago gently rolling farm pasture was all that was to be found at the present Diesel Division site. Oxford St., Crumlin and Clarke Roads were only gravel concessions on the eastern side of a town with a population of 94,000 in 1949. What made this part of pastoral south-western Ontario so unique for the EMD team looking for a site on which to build a locomotive plant was the layout of the railway lines. The first railway to cut across this farmland was the Grand Trunk in 1857-58, building its London & Grand Trunk Jct. Railway from Guelph to London via St. Mary's. After 1924 this line became CNR's Thorndale Subdivision. Cutting this CNR diagonal on an east-west axis was the Ontario & Quebec Railway trackage into London in 1892. This line is now CP Rail's Galt Subdivision. The proximity of these two lines just east of London, less than a mile apart at the proposed site, and owned by the two potentially biggest Canadian customers, played an important role in La Grange's decision to settle there in the late 1940's.

Once the site was selected in 1949, building began on a plant at which locomotives could be assembled in Canada from parts imported from the mother plant at La Grange, Illinois. Originally known as General Motors Diesel Limited (GMDL) the plant has evolved to a stage far exceeding original planning, for locomotive building became construction, not just assembly; locomotives were built alongside buses, huge earth-moving equipment, school bus chassis, and even special military vehicles. From that limited beginning in 1949, the plant, which became General Motors of Canada - Diesel Division in 1969 (DD), has become a much diversified component of the General Motors multinational organization. It still is best known for its diesel-electric railway locomotives, a fact that should not be too surprising when one realizes that only two major Canadian railways did not, by 1975, have DD locomotives working for them. They subsequently have, however, joined the ranks of DD locomotive owners - DEVCO in 1979 and BCR in 1980. The only significant Canadian roads remaining without DD locomotives now are Alma & Jonquières; Asbestos & Danville; Greater Winnipeg Water District; Thurso & Nation Valley; and Arnaud Railway, the narrow gauge White Pass & Yukon.

HOW D.D. PUTS IT ALL TOGETHER

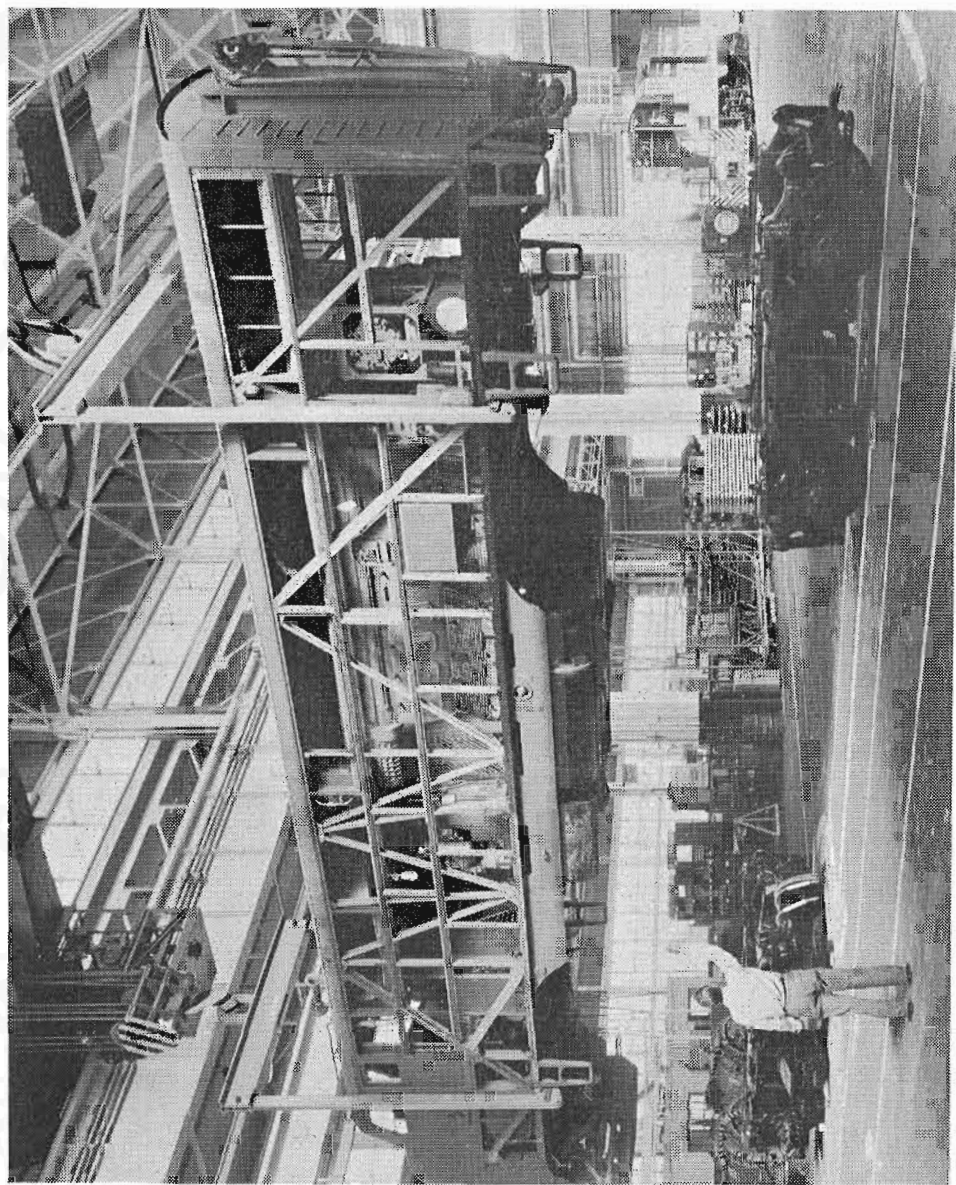


Within a year of the first locomotive delivery - August 25, 1950 - the plant had constructed and delivered 131 locomotives. By 1954 more than 500 units had been completed; in 1957 the 1000 mark had been surpassed; 2000 by 1966; and by 1975 - the quarter century, 3255 locomotives had been built. A breakdown of customers and quantities is given in the accompanying chart. However growth was not a constant, as the graph General Motors Diesel Units Shipped - 1950-75 demonstrates. The first bulge between 1951 and 1960 obviously represents the demands of the Canadian railways changing from steam to diesel technology. During the lean years of 1961-1969 DD hung together by exporting models to world railways which were doing what the Canadian railways had done a decade earlier. The second building bulge during the 1970's represents not only the Canadian needs for "second generation" locomotives to replace those built in the 1940's and 1950's, but also to meet a higher horse-power-per-unit need to match the increasing tonnage demands which Canadian railways have been experiencing.

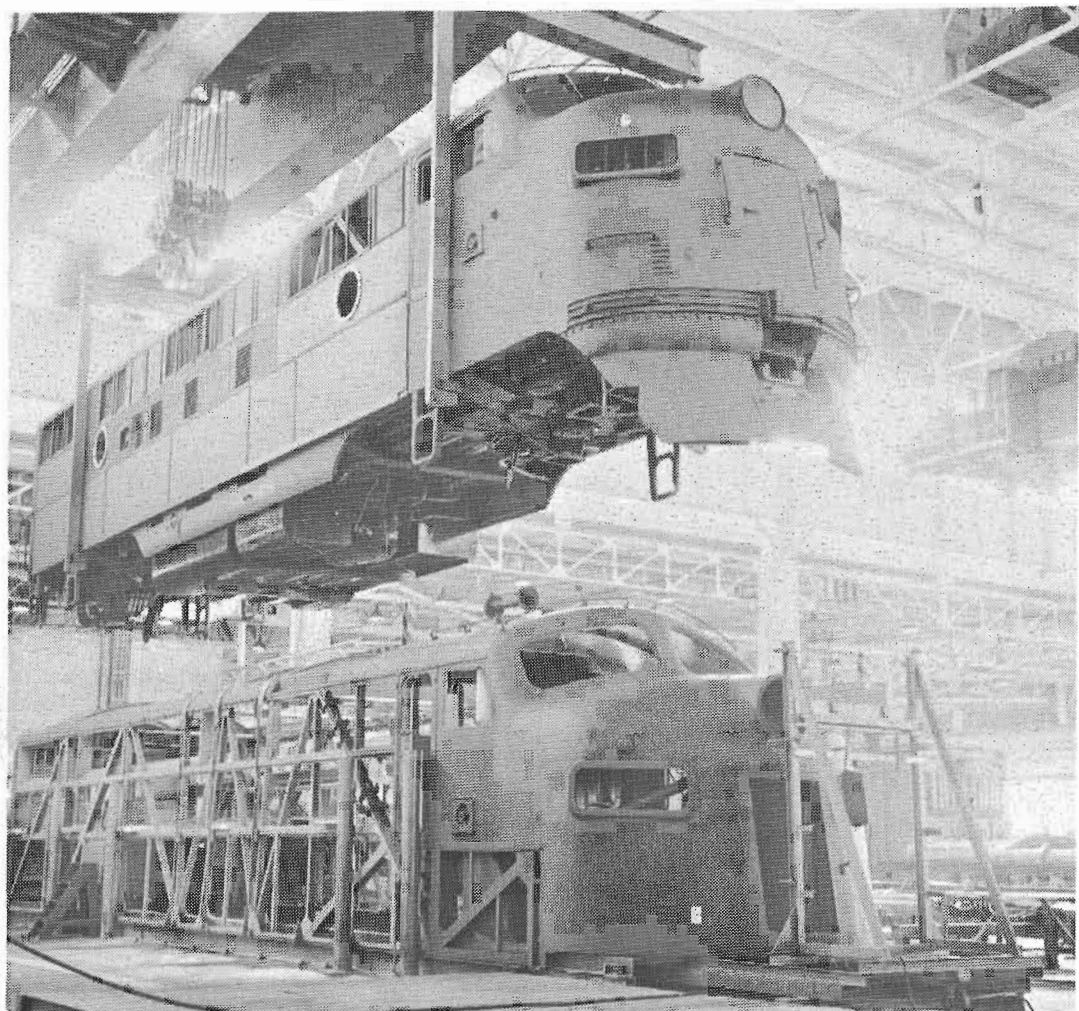
Certain DD models became favoured over others during the first quarter century. The graph Diesel Division - Total Models Built 1950-1975 readily portrays these preferences. It becomes apparent that during each domestic generation and in the foreign-builds there is one favourite model with the customers. GP7/9s dominated the first generation. The first GP7 completed was TH&B 71 in August 1950, and 13 years later ACR 172, completed in August 1963, became the last GP9 built in North America. The first SW900 was GN (now BN) 14 built in December 1950, while the last SW1200RS CPR 8171, was delivered in September 1960. Wabash 1155 (later N&W 3657) was the first of the cab units; the last, an FP9A; was CNR 6542, ending production of that model in July of 1958. The challenger to the GP7/9 production totals, is the SD40/SD40-2, which by 1980 had surpassed the GP7/9 numbers, although had not done so by 1975. The first SD40 produced at DD was CPR 5500 in July 1966, and the last was NdeM 8585 in February 1972. The first SD40-2 was built for CP Rail as 5565 in February 1972. Although this model is still being built, the new '50' series may put an end to production of this very popular model. Foreign production, although much reduced in numbers indicates that same pattern of a one-model preference by customers. The first B12 (a cab version of a G12) was produced for Victoria a Minas (Brazil) as 521 in July 1953, while the first G12 was built in December 1953 as a demonstrator for Swedish State Railways, number 7707. The last G12 constructed in London was New Zealand Railways 1545 in August 1967.

DD is also well known for its uniquely Canadian diesel models, all of which were built in the first quarter century. Most numerous was the GMD-1 model (a 1200hp version of the ALCO RS-1), of which 101 were built for CNR and NAR. Also special were the narrow-gauge NF110/210 models built as a Newfoundland version of GP7/9S. DD also experimented with diesel hydraulic industrial locomotives between 1956 and 1960 when 4 GMDH-1 and 1 GMDH-3 models were built. Best known of that group is the 'Blue Goose' GMDH-1, which will soon be on display at CRHA's Harbourfront Museum.

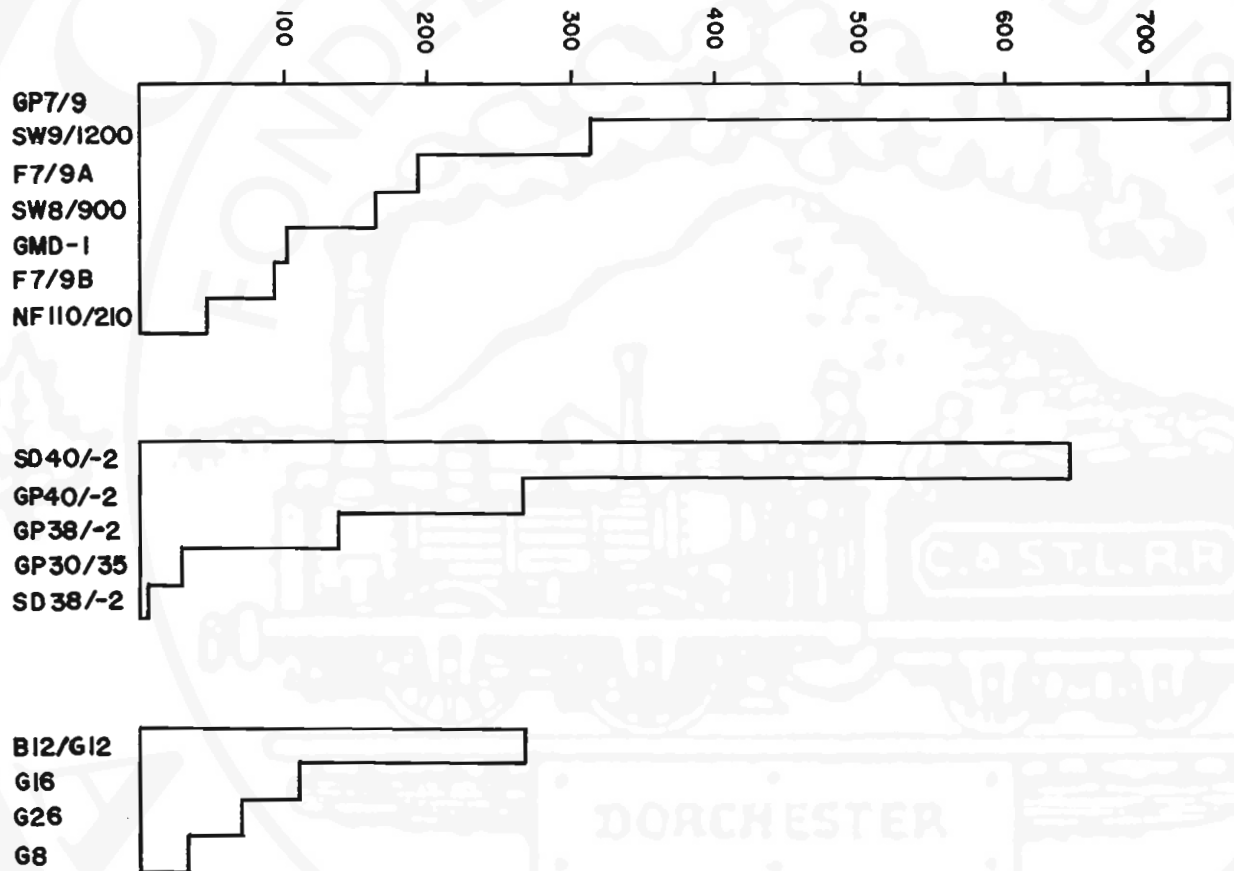
Over the 25 years DD has built several non-diesel or non-locomotive products which prove interesting in themselves. Between 1963 and 1971 9 straight electric SW1200Mgs (Motor Generator) locomotives were built for Iron Ore Co. of Canada as 431501-509. CN received 30 BC-6



Another August 11 th, 1950 view of the erecting bay at Diesel Division shows more official opening day activity. Already completed TH&B 71 (A117) is displayed at the north end of the bay waiting for the completion of sister GP7 72 for an August 25th delivery. More eye-catching perhaps, is the staged 'trucking' of production unit C100-1 in the foreground. The FP7A was to be delivered as CPR 4028 (A100) on September 14 th, 1950. Originally GMDL built their locomotives on an east-west axis, as shown in this photograph, but in a few years had altered the procedure to a north-south axis as seen in photos 4 & 5. The diagram How DD Puts It All Together is based on present practice, although the location of this photo is about stage 6 on that diagram.



Although the composition of this photograph taken August 11, 1950 is dramatically different from photo 2, it is, in reality, looking in the opposite direction. The 125 ton FP7A C100-1 on the overhead crane hovers over C100-2 still surrounded by several construction jigs. F units are unique in their construction from later GP and SD models, in that the frame is comprised of the car body, rather than a 2-3" thick slag welded bed plate, cambered to balance the weight of the prime mover and other mechanical parts. C100-1 had been prepared for display by leaving one side un-panelled, so that visitors could see the prime mover, electrical cabinets and steam generator locations within the car body, as evident in photo 2's view of C100-1. None of these mechanical items had been installed yet in C100-2 on the floor of the erecting bay. Both C100-1 and C100-2 were finished and delivered as CPR 4028 & 4029 (A100-101) on September 14th, 1950.

DIESEL DIVISION-LONDON-TOTAL MODELS BUILT 1950-1975
800 -

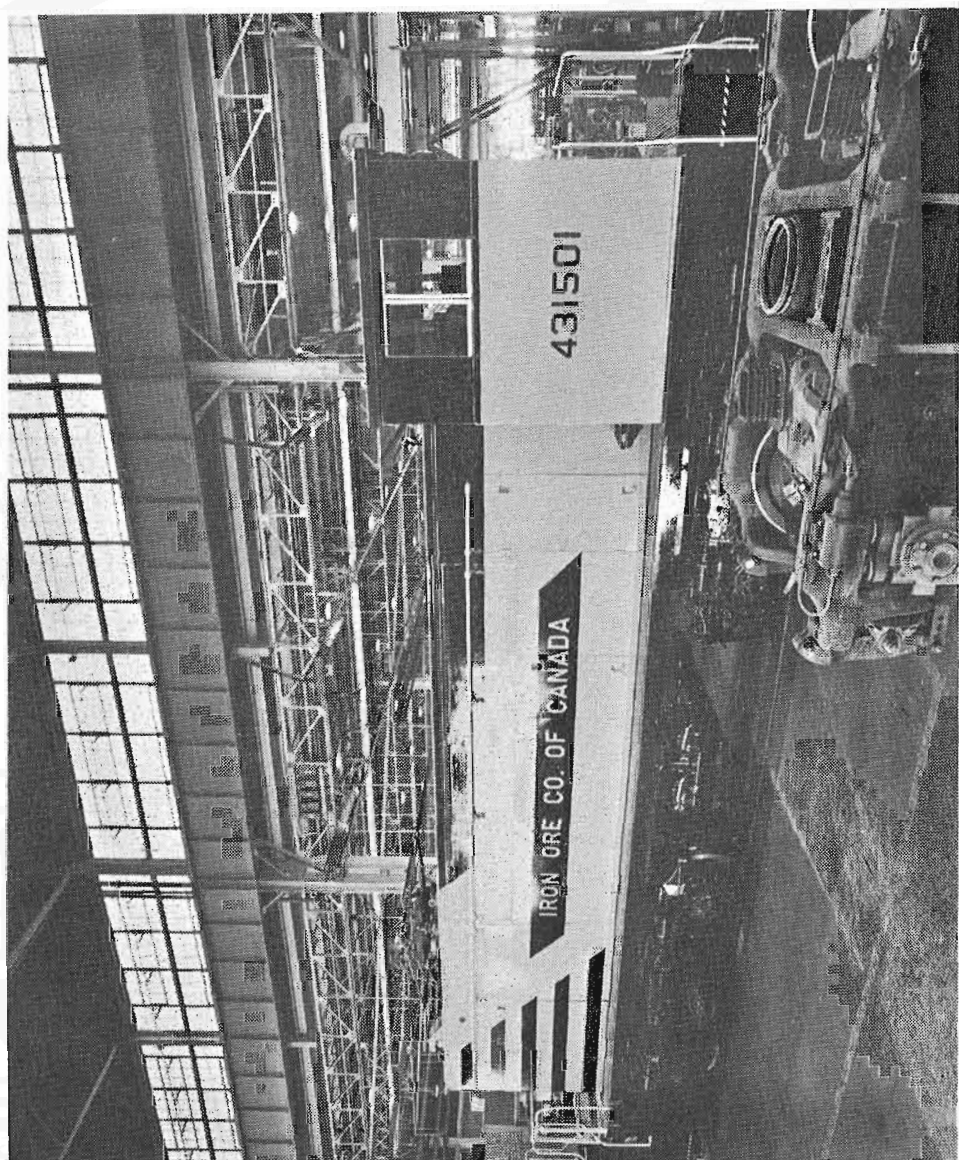
steam generator cars 15450-479 between November and January 1958 and 1959. A total of 50 mobile power generator cars were built for 15 customers between 1954 and 1960 but are not well known in railfan circles because none of them received serial numbers as did all other Division products. The Portager story has adequately been told in F.H. Howard's articles found in April and May 1977 Trains Magazine.

GMDL began applying the well-known red oval builders plate to its products right from the 1950 beginnings, replacing it with the blue rectangular "Mark of Excellence" plate in February 1969 with CN Sd40 5076. The "A" prefix which appears on all DD serial numbers indicates that the London plant was the first foreign production centre outside of the U.S.A. Serial numbers began at A100 and increased numerically with only 15 blanks occurring in the first 25 years. These were caused by last-minute cancellations or alterations after the serials and shop numbers had been permanently assigned. These blanks are A298-299 (1951); A1070-73 & A1086-89 (1957); and A1410-14 (1958). The only duplication of serials took place in 1974 when DD built three replacement G16CW units for Jugoslovenske Zeleznice (ZTP) to replace A2731-32 & 35 which had been lost overboard in the north Atlantic during the MV Rumba episode of December 1972. Both the serials and road numbers were re-used in this order.

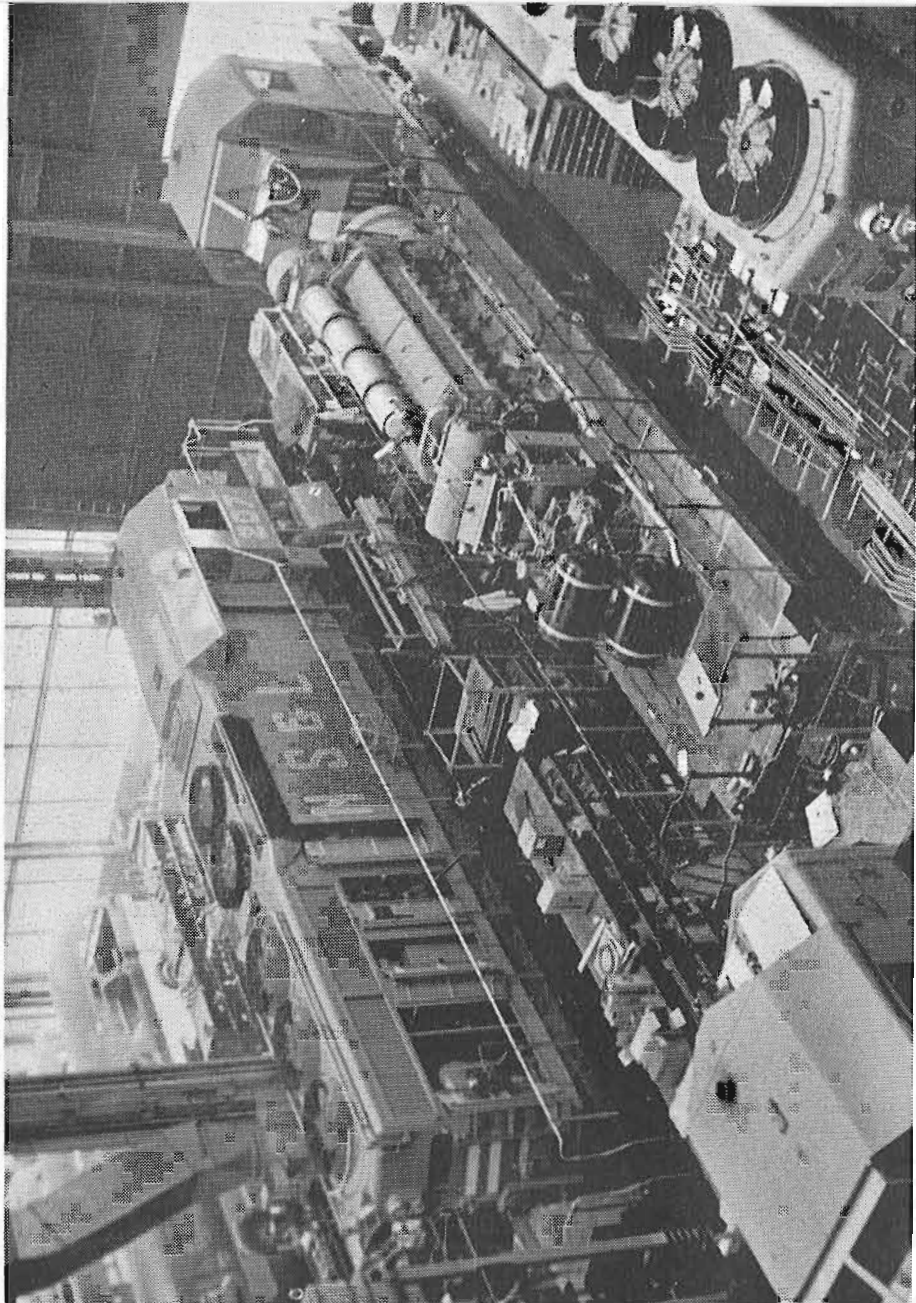
Sharing work loads with EMD in La Grange has occurred during the first 25 years too. In late 1972 there was an order for 30 SD40s which DD had undertaken to build for CP Rail, but because of DD backlog and customer need, EMD built CP 5629-58 at LaGrange. This was an interesting reversal of a situation of some months before when DD completed an order for 10 SD40s for NdeM at London for an overworked EMD. NdeM 8576-85 were the last SD40s built at DD.

A few groups of locomotives have been sold by their original owners during the first quarter century. The earliest of these resales took place in 1955 when 10 C&O GP7s (5720-29) were sold to NYC as 5818-27. They still work in Canada as Conrail 5818-27. An international sale saw 51 GP7/9s of the QNS&L sold to Precision National Corp between 1971 and 1972. PNC leased many of them to CP Rail but by 1976 they were rebuilt at PNC's Paducah shops, 35 became CNW units and 12 others part of the ICG fleet. Between 1974 and 1976 9 ONR FP7As have been modified as GO APCUs 900-908. CNR sold NAR 2 GMD-1s in 1962; Midland of Manitoba sold its SW900 to BCHydro in 1969, and RS sold its lone DD product, an SW1200 to C> in 1973. Contrasted to these relatively small volumes of original-owner sales is the 1977 and 1979 massive sale of 97 FP7/9 models of CN and CP Rail origin to VIA Rail Canada.

For those readers whose interest is in paint schemes, the rainbow of colour combinations on DD products should provide considerable satisfaction. No CNR cab units were ever painted at DD with the green or gold nose configurations - those locomotives were all EMD products. No first generation power was ever lettered in the script Canadian Pacific found in that roads grey and maroon scheme. The first order with that style of lettering was GP30 8200-01 in March 1963. The first CN units to be painted in the red-end and black scheme were GP35s 4000-01 in August 1964. CP Rail's peppermint stripe scheme was first applied to GP38s 3000-05 in May 1970. The current wide stripe vari-



An April 1963 view of the erecting bay shows SW1200MG 431501 (A1945) back into the line for minor fitting after being painted orange and black. It is rare to find painted locomotives back in the construction line, as most of the final work is done in the upfit area at stage 10 on the diagram How DD Puts It All Together. This view is taken about stage 5 on the diagram. Most often the three tracks of the construction line are filled with carmel brown units in primer, identification of each unit known only by a chalked production number on the nose of the unit. Production numbers consist of the contract number - if more than one contract is being built - followed by a number indicating the numerical order of that unit in the particular contract. 431501 was the first in an order for 5 SW1200MGs ordered by IOCC which left GMDL on April 30 th, 1963. 4 more SW1200MGs ultimately followed the initial order, although they had two sets of pantographs rather than the single one at the rear of the unit shown here.



This June 1971 view of the north end of the erecting bay, taken from the overhead travelling crane, clearly shows the triple construction lines which allow the simultaneous construction of nine locomotives at once if the need arises. Grey and orange-yellow SD40 207 (A2544) was part of Quebec, North Shore & Labrador's second (of five) order for SD40/SD40-2 locomotives. At the time of this order they were the most expensive single unit produced by the London plant. Just behind 207 in the upper left hand corner of the photograph is the coach line which shared space in the western part of the plant erecting bay from 1961 to 1972, until coach production was shifted to the Highbury Ave in London, and then in 1979 to a brand new plant in St. Eustache, P.Q.

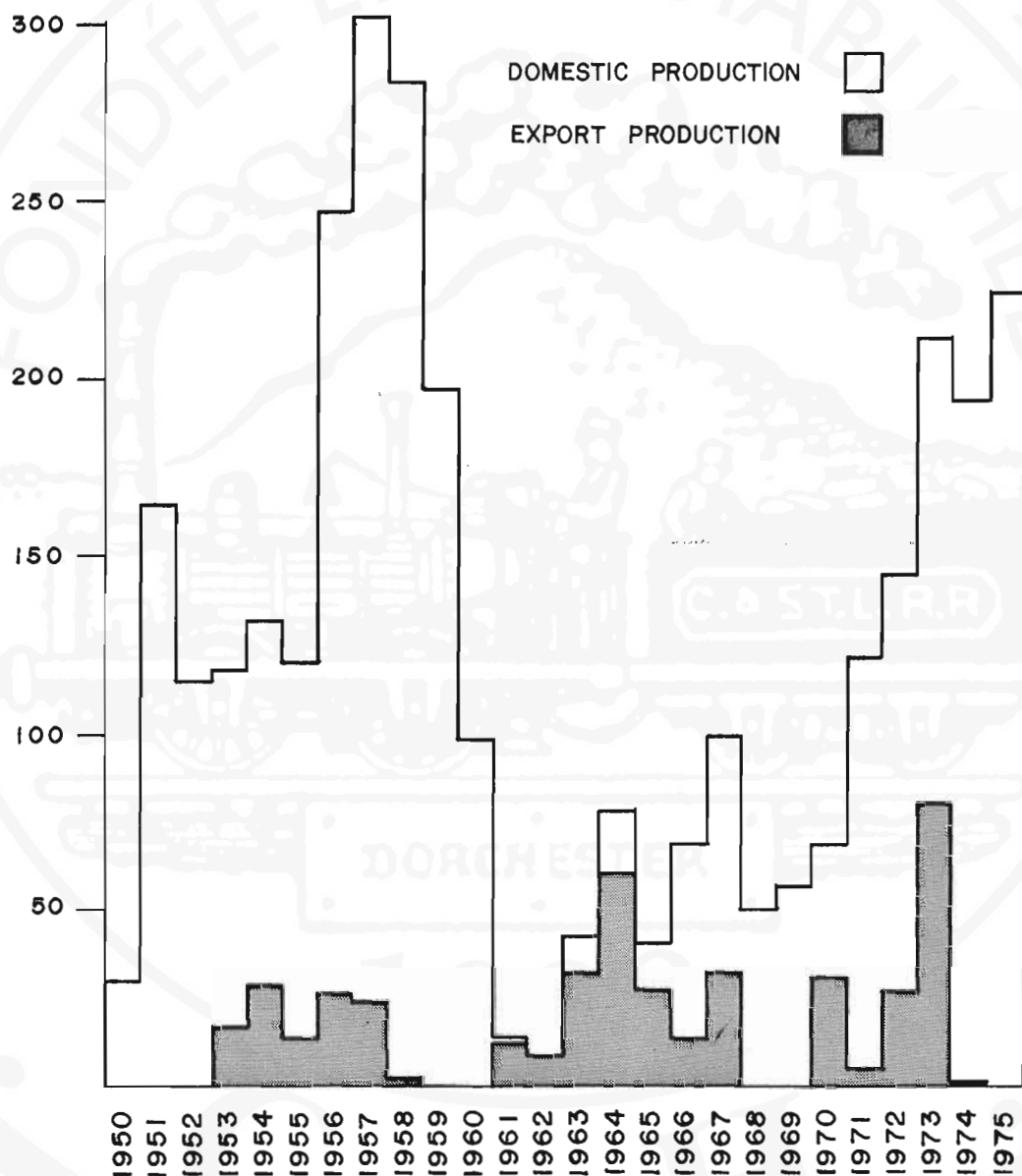


Product testing at DD has now become a much more routine thing than it originally was. Now all units are put through a running test on a mile-long stretch of track south of the plant adjacent to CP Rail's Galt Subdivision (See diagram: How DD Puts It All Together). However, in the 1950's some elaborate test runs did take place such as this test train on CN with B12 521 shown at Brantford in March 1953. Maroon and white 521 (A430) was one of a 6 unit order for Vale do Rio Doce of Brazil, although for the testing was lettered "General Motors Diesel Limited" and carried a GM herald rather than a Vitoria a Minas one as shown in photo 11. Electromotive Test Car ET909 was imported for the test, making quite a sight in its blue, silver & yellow hues looming over the diminutive B12 as the test train travelled through southwestern Ontario in the days of mainline steam.



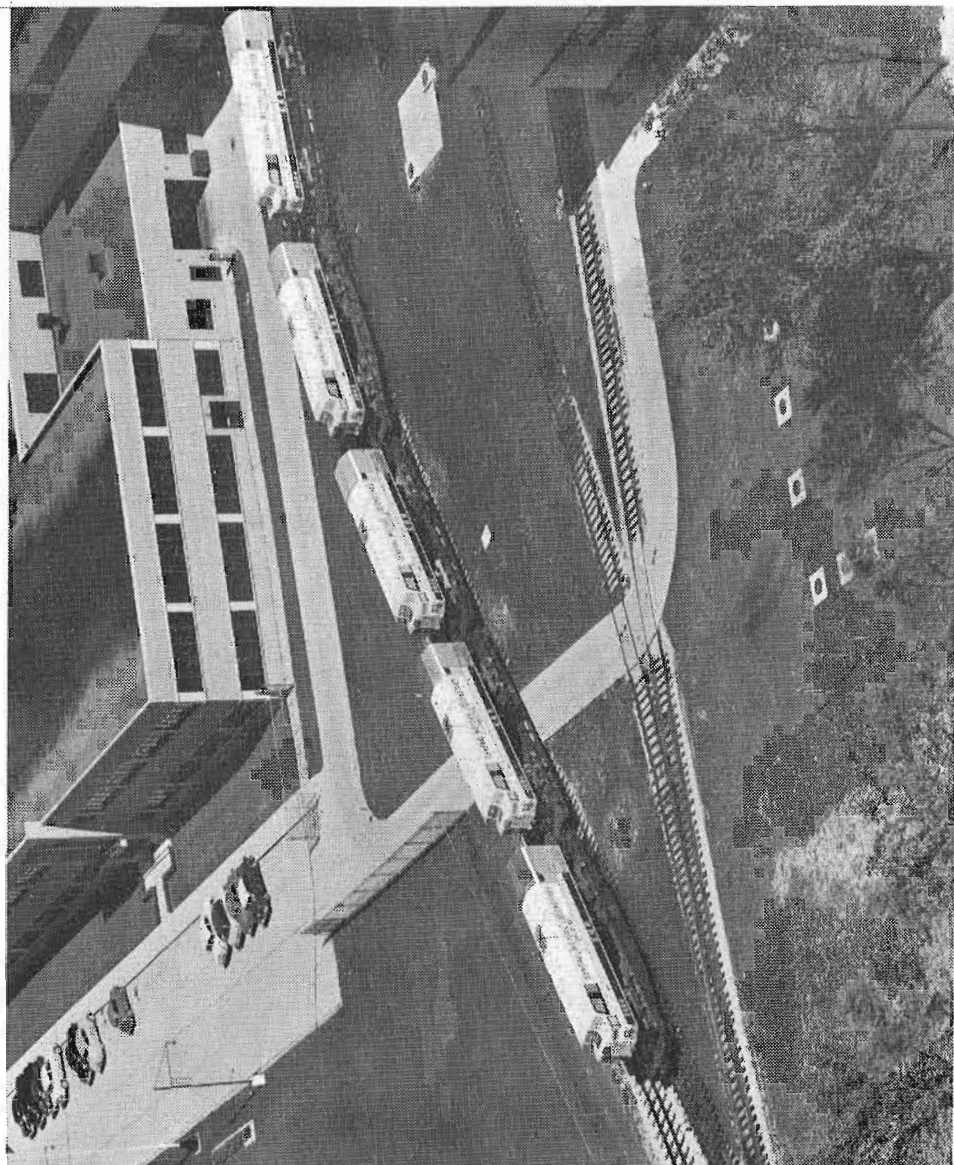
This April 28th, 1953 GMDL photograph offers an excellent comparison between a domestic F and an export B (GM's model designation for an export locomotive with a front end cab). Blue, grey and white F7A 1189 (A487) was delivered to the Wabash Railway (Canada Division) on March 31st, 1953. In 1960 the unit was renumbered to 725 and ultimately became 3725 in the Norfolk and Western amalgamation of Wabash in 1964. Having worked all its life in southwestern Ontario the F was retired in September 1979. Maroon and white B12 523 (A432) was completed in March but was not shipped until July 30th 1953 to Brazil, where it still works for its meter gauge owner, Vitoria a Minas, but in a simplified colour scheme. The coniferous trees on the right hand side of the B12 are the clue to the location of the photograph - north of the GMDL plant almost at Oxford Street - a popular location for builder's photographs during the first decade of production. Later the wye at the south end of the property beside the CP Galt. Sub-division replaced this location for the company's photographic record of their products.



GENERAL MOTORS DIESEL-LONDON-UNITS SHIPPED-1950-1975



Another test train in the early 1950s shown here, was very different from the B12 run mentioned in Photo 6. Yellow trimmed, maroon and red G12 7707 (A558) was built as a General Motors Diesel demonstrator before its Dec. 31 1953 shipping to the Swedish State Railways. Shown at the London and Port Stanley freight sheds on Colbourne St. London, the G12 is about to leave on a test run on the L&PS south along the electrified line, in a diesel demonstration run and a clearance test. The overhead cantenary is visual proof to explain why the L&PS looked to export models rather than domestic diesels to suit its needs. Evidently the electric railway was convinced, for L&PS ultimately received two G12s from GMDL: L4 (A831) on Sept. 14, 1955, and L5 (A1324) on July 25, 1957. When CN bought the L&PS they became 991 & 992 respectively, and once the overhead had been removed by the new owners, the two G12s left their home town for good in 1966.



Delivery from DD is not always this spectacular. Domestic orders are usually divided equally between CN and CP, the event now rarely photographed by the company. This handful of Eastern Bengal Railway B12s - the beginning of an order of 40 - had been posed prior to their August 19, 1953 shipping. The photo has been taken from the GMDL water tower between the north side of the plant and Oxford St. East. The tan yellow and dark green units must have been a photographer's delight untarped as they were, for current over-seas shipments are completely cocooned from the frame up. Flat car mountings such as these have basically remained unchanged during the quarter century, for all orders to New Zealand; Ceylon; Brazil as well as Bengal have been shipped this way. Standard gauge units are shipped on their own trucks over CN or CP, either working their way to their new owner or as part of the train manifest.

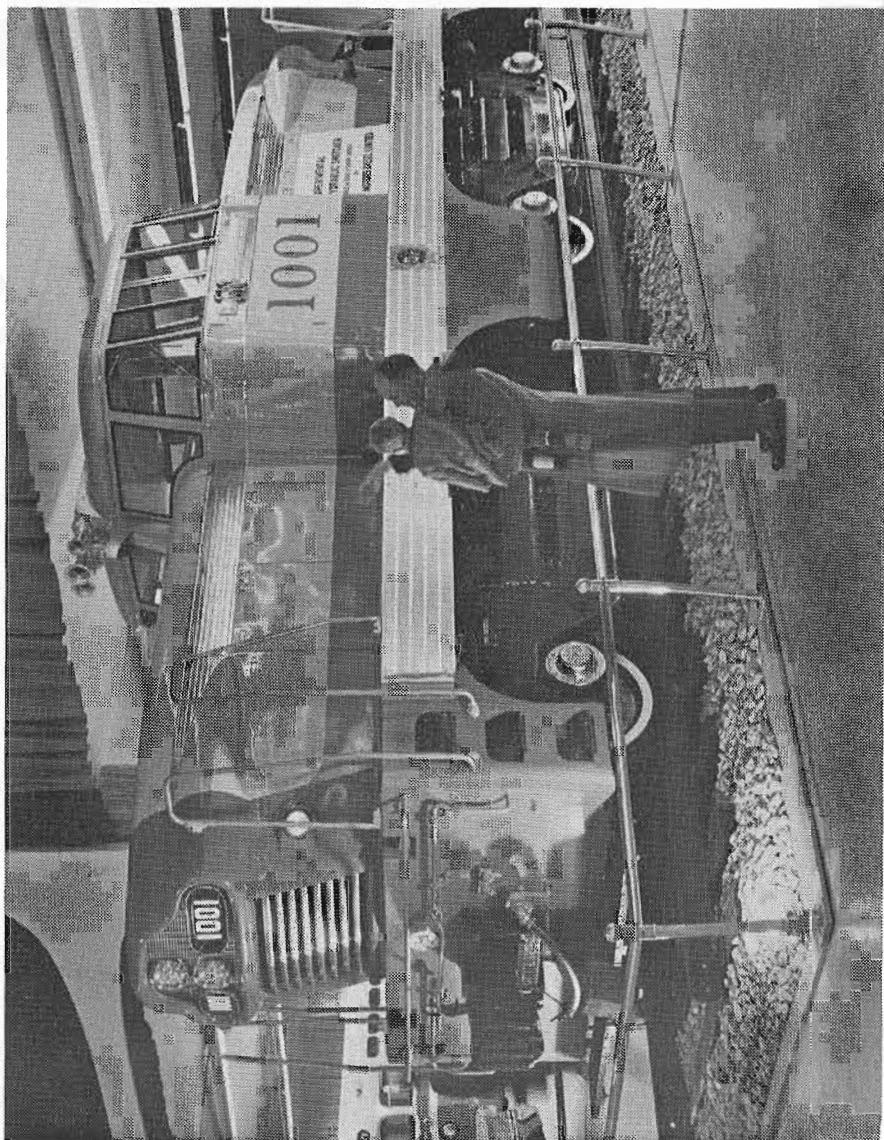
ation of that scheme was first put on 5700 experimentally in January 1975 and as a standard scheme to 5718-57 beginning in September 1975. CN's current red-cab and stripes was first applied to GP-38-2 5560 in June of 1973, but appeared with black cab numerals, rather than white ones. QNS&L's orange tongue and yellow band were not applied to its first pair of GP7s 100-101 in July 1951 as they were to the remainder of the grey GP7/9 fleet which followed. ONR's SD40-2 1730-34 were delivered in March 1973 in the green and yellow scheme, but 1735-37 built in January 1974 were the first to wear the two-tone blue and yellow design. During the first 25 years very few locomotives left DD without full paint, lettering and numbering. There were exceptions however. All of the BCE/H SW900s left the plant with no ownership lettering or numerals applied, even though the red arrow and candy-stripe handrails were complete. ALCAN's single SW900 of 1955 left the plant with only the road number 1001 on its flanks - the owner chose to remain anonymous. It is only in 1980 that an order left the plant in primer paint and black undergear. This was because the 6 G26CW for ZTP were delivered in a partially knock-down state, with the owner finishing the job in Yugoslavia. Colour hues and combinations will always cause an argument, but many railfans will agree that the most pleasing colour combination and paint scheme design ever put on any DD locomotive is that which has been applied to Algoma Central units over the quarter century.

DIESEL DIVISION CUSTOMERS: 1950-1975

| <u>Domestic</u> | | <u>Export</u> | |
|-----------------|------|-----------------------------|-----------|
| CNR | 1663 | Yugoslavia | 144 |
| CPR | 711 | New Zealand | 138 |
| QNS&L | 141 | Brazil | 106 |
| ONR | 40 | Pakistan | 41 |
| ACR | 34 | **Egypt | 15 |
| WABASH | 27 | Ceylon | 12 |
| C&O | 24 | Mexico | 10 |
| STELCO | 24 | Liberia | 2 |
| NAR | 19 | Sweden | 2 |
| GO | 19 | | |
| TH&B | 14 | | |
| BCH | 12 | 9 Countries | 470 units |
| NYC | 12 | | |
| QCM | 9 | ** built 1975; shipped 1976 | |
| IOofc | 9 | | |
| CFP | 3 | | |
| DOFASCO | 3 | | |
| ETR | 3 | | |
| GN | 3 | | |
| ASTEEL | 2 | | |
| L&PS | 2 | | |
| MofM | 2 | | |
| MACKinnon | 2 | | |
| ALCAN | 1 | | |
| C> | 1 | | |
| DOSCO | 1 | | |
| DD | 1 | | |
| Elec.Red. | 1 | | |
| QI&T | 1 | | |
| RS | 1 | | |



It's not often you see transportation vehicles which make railway locomotives look small, but there no illusion in this photograph as CN BP40-2L 9451 (A3029) is literally dwarfed by a chartreuse green electric diesel 33-19 highway off - hauler. Both these DD products utilize similar parts such as traction motors, electrical components and a 645 prime mover. The Pontiac Firebird is a Norwood, Ohio product, but the models are DD employees. In case you can't date the photograph by the models' mini-skirts, be reassured that the 9451 was delivered to CN on June 13th, 1974.



Perhaps the best known demonstrator built by GMDL was the 'Blue Goose' GMDH-1 1001 (A1597). The two-tone blue hydraulic switcher spent its first two years in demonstration runs and on display - such as this one during the 1957 C.N.E. But by April 1958 the glamour shows were all over; the two-tone blues were replaced by industrial yellow; and travelling was restricted to within the GMDL property at London as plant switcher, an assignment which was to last until EMD SW1500 113 came in November 1975. Before 1001's time as plant switcher, most of this work was done by either CN or CP power, or by switchers in production at the plant. 1001 received a more permanent job simply because the switcher construction had peaked by 1958 and GMDL had lost the use of production units to do the work. After 1001's retirement, SW1500 113 remained as plant switcher for only a year and 9 months until traded to Essex Terminal Railway for its SW8 102 which, to date, is the current plant switcher. Meanwhile 1001 has been restored - thanks to the efforts of primarily one man, Al Howlett of London - and is soon to become part of the CRHA-T&Y Branch's Harbourfront Museum in Toronto.

To conclude this 25 years survey of locomotives built in London let me pass on some Diesel Division trivia:

- Naming locomotives belongs more in the age of steam, but NAR did just that to all its diesels in 1979.
- CPR FP7A 4028 was assigned serial number A100 in 1950, burned in 1965, and was remanufactured as GP35 5019.
- DD did not build CN F3A/B 9000-9027, nor CPR E8A 1800-03; they were all EMD products built before the 1950 London plant opened.
- The most renumbered locomotives from DD were 24 GP7s built for CNR as 7555-78; then 1700-23; to 4350-73; and finally 4800-23.
- The shortest life span of any domestic DD locomotive was CN GP40-2L 9487: delivered September 3rd, 1974 and wrecked December 19, 1974.
- The largest single DD order was C-376 for 102 GP40-2s by CN in 1975. They became 9530 - 9632.
- CNR's first DD delivery was SW8 8500 in February 1951. The SW8 has returned to London as 7150 and is frequently seen switching the plant that created it. What a seemingly small world!

- ACKNOWLEDGEMENTS -

All charts and graphs are the work of Bob McLarty, London; all photos are from Diesel Division files, I am especially indebted to Gord Soutter, Public Relations Manager, Diesel Division, for without Gord's help and understanding, this article could never have been written.



RECENT DELIVERIES FROM G.M. DIESEL DIVISION, LONDON ONTARIO

Pierre Patenaude.

BRITISH COLUMBIA RAILWAY ORDER C-429 SD-40-2's

| ROAD NUMBER | SERIAL NUMBER | DELIVERY DATE |
|-------------|---------------|---------------|
| 751 | A-3945 | SEP 29 1980 |
| 752 | A-3946 | SEP 29 1980 |
| 753 | A-3947 | SEP 30 1980 |
| 754 | A-3948 | SEP 30 1980 |
| 755 | A-3949 | OCT 3 1980 |
| 756 | A-3950 | OCT 3 1980 |
| 757 | A-3951 | OCT 8 1980 |
| 758 | A-3952 | OCT 8 1980 |
| 759 | A-3953 | OCT 10 1980 |
| 760 | A-3954 | OCT 10 1980 |
| 761 | A-3955 | OCT 15 1980 |
| 762 | A-3956 | OCT 15 1980 |

These units are first purchase of B.C. Rail for GM-DD units. They are equipped with extended range dynamic brakes, Q-type radiators, fans, exhaust silencer, and ditch lights.

CANADIAN NATIONAL RAILWAYS ORDER C-431 SD-40-2W's

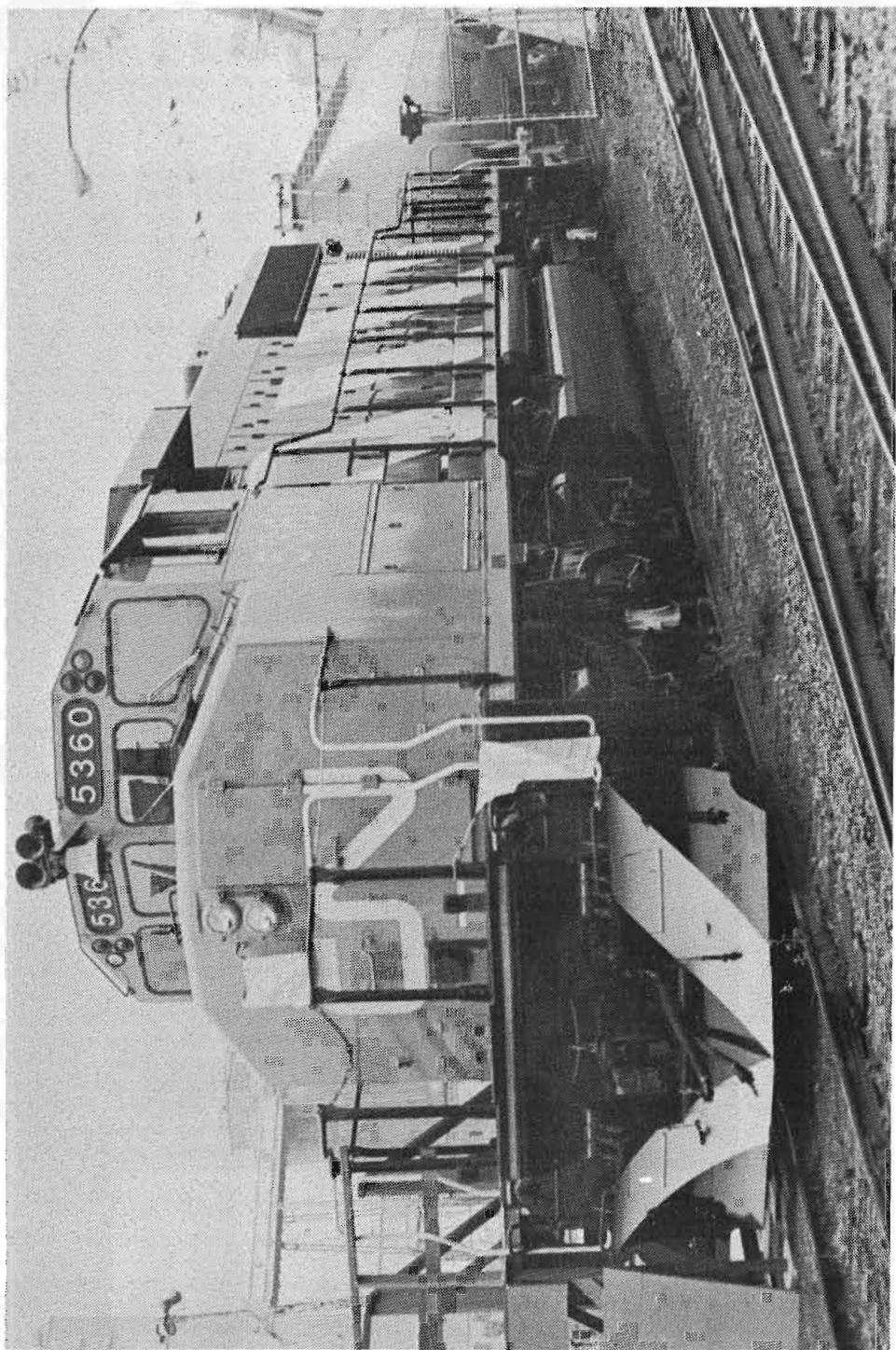
| ROAD NUMBER | SERIAL NUMBER | DELIVERY DATE |
|-------------|---------------|---------------|
| 5354 | A-4032 | DEC 20 1980 |
| 5355 | A-4033 | DEC 20 1980 |
| 5356 | A-4034 | DEC 20 1980 |
| 5357 | A-4035 | DEC 21 1980 |
| 5358 | A-4036 | DEC 20 1980 |
| 5359 | A-4037 | DEC 21 1980 |
| 5360 | A-4038 | DEC 23 1980 |

| | | |
|------|--------|-------------|
| 5361 | A-4039 | DEC 23 1980 |
| 5362 | A-4040 | DEC 23 1980 |
| 5363 | A-4041 | DEC 23 1980 |

These units are classified GF-30V assigned to Symington Yard. They have exhaust silencer, no dynamic brakes, have snow shield, Q-type radiator, and a winterizing hatch over the first radiator fan.

C.P. RAIL ORDER C-430-1 SD-40-2's

| ROAD NUMBER | SERIAL NUMBER | DELIVERY DATE |
|-------------|---------------|---------------|
| 5950 | A-3957 | OCT 17 1980 |
| 5951 | A-3958 | OCT 17 1980 |
| 5952 | A-3959 | OCT 21 1980 |
| 5953 | A-3960 | OCT 21 1980 |
| 5954 | A-3961 | OCT 23 1980 |
| 5955 | A-3962 | OCT 24 1980 |
| 5956 | A-3963 | OCT 23 1980 |
| 5957 | A-3964 | OCT 24 1980 |
| 5958 | A-3965 | OCT 28 1980 |
| 5959 | A-3966 | OCT 28 1980 |
| 5960 | A-3967 | OCT 29 1980 |
| 5961 | A-3968 | OCT 29 1980 |
| 5962 | A-3969 | OCT 31 1980 |
| 5963 | A-3970 | OCT 31 1980 |
| 5964 | A-3971 | NOV 6 1980 |
| 5965 | A-3972 | NOV 6 1980 |
| 5966 | A-3973 | NOV 8 1980 |
| 5967 | A-3974 | NOV 8 1980 |
| 5968 | A-3975 | NOV 11 1980 |
| 5969 | A-3976 | NOV 11 1980 |
| 5970 | A-3977 | NOV 13 1980 |
| 5971 | A-3978 | NOV 14 1980 |
| 5972 | A-3979 | NOV 13 1980 |
| 5973 | A-3980 | NOV 14 1980 |
| 5974 | A-3981 | NOV 20 1980 |
| 5975 | A-3982 | NOV 20 1980 |
| 5976 | A-3983 | NOV 22 1980 |
| 5977 | A-3984 | NOV 22 1980 |
| 5978 | A-3985 | NOV 25 1980 |
| 5979 | A-3986 | NOV 25 1980 |
| 5980 | A-3987 | NOV 28 1980 |
| 5981 | A-3988 | NOV 28 1980 |
| 5982 | A-3989 | NOV 28 1980 |
| 5983 | A-3990 | DEC 3 1980 |
| 5984 | A-3991 | DEC 3 1980 |
| 5985 | A-3992 | JAN 14 1981 |
| 5986 | A-3993 | JAN 14 1981 |
| 5987 | A-3994 | JAN 16 1981 |
| 5988 | A-3995 | JAN 16 1981 |
| 5989 | A-3996 | JAN 17 1981 |
| 5990 | A-3997 | JAN 17 1981 |
| 5991 | A-3998 | JAN 21 1981 |
| 5992 | A-3999 | JAN 21 1981 |
| 5993 | A-4000 | JAN 23 1981 |
| 5994 | A-4001 | JAN 23 1981 |
| 5995 | A-4002 | JAN 26 1981 |
| 5996 | A-4003 | JAN 26 1981 |



PICTURED DURING THE TRANSPORTATION WEEK DISPLAY in the port of Montreal,
is C.N. 5360 on May 30 1981.
Pierre A. Patenaude.

| | | |
|------|--------|-------------|
| 5997 | A-4004 | JAN 28 1981 |
| 5998 | A-4005 | JAN 28 1981 |
| 5999 | A-4006 | JAN 30 1981 |
| 6000 | A-4007 | JAN 30 1981 |
| 6001 | A-4008 | FEB 6 1981 |
| 6002 | A-4009 | FEB 6 1981 |
| 6003 | A-4010 | FEB 9 1981 |
| 6004 | A-4011 | FEB 9 1981 |
| 6005 | A-4012 | FEB 11 1981 |
| 6006 | A-4013 | FEB 11 1981 |
| 6007 | A-4014 | FEB 13 1981 |
| 6008 | A-4015 | FEB 13 1981 |
| 6009 | A-4016 | FEB 18 1981 |
| 6010 | A-4017 | FEB 23 1981 |
| 6011 | A-4018 | FEB 18 1981 |
| 6012 | A-4019 | FEB 23 1981 |
| 6013 | A-4020 | FEB 25 1981 |
| 6014 | A-4021 | FEB 25 1981 |
| 6015 | A-4022 | FEB 27 1981 |
| 6016 | A-4023 | FEB 27 1981 |
| 6017 | A-4024 | MAR 3 1981 |
| 6018 | A-4025 | MAR 3 1981 |
| 6019 | A-4026 | MAR 11 1981 |
| 6020 | A-4027 | MAR 11 1981 |
| 6021 | A-4028 | MAR 18 1981 |
| 6022 | A-4029 | MAR 18 1981 |
| 6023 | A-4030 | MAR 25 1981 |
| 6024 | A-4031 | MAR 25 1981 |

These units are classified DRF-30U and are assigned as follows: 5950-5984 to St. Luc, 5985-6005 to Winnipeg, 6006-6024 to St. Luc. They are equipped with extended range dynamic braking, after cooler pipes on roof, Q-type radiator fans, and exhaust silencers.

DEVCO RAILWAY ORDER C-432 GP38-2's

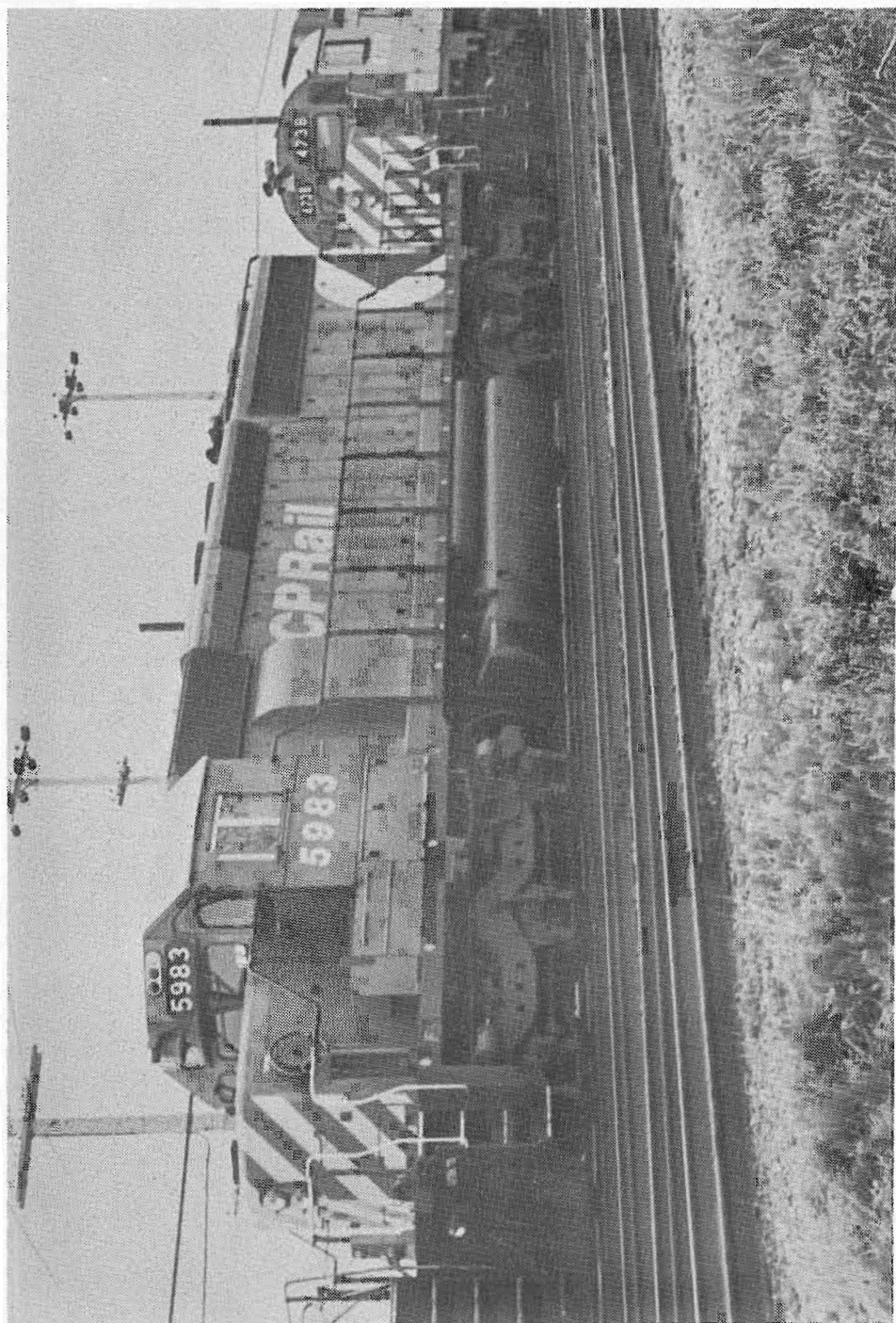
| ROAD NUMBER | SERIAL NUMBER | DELIVERY DATE |
|-------------|---------------|---------------|
| 220 | A-4063 | APR 10 1981 |
| 221 | A-4064 | APR 10 1981 |
| 222 | A-4065 | APR 11 1981 |
| 223 | A-4066 | APR 11 1981 |

These units are equipped with hi-adhesion trucks, paper air filters, and small fuel tanks. They have no dynamic brakes.

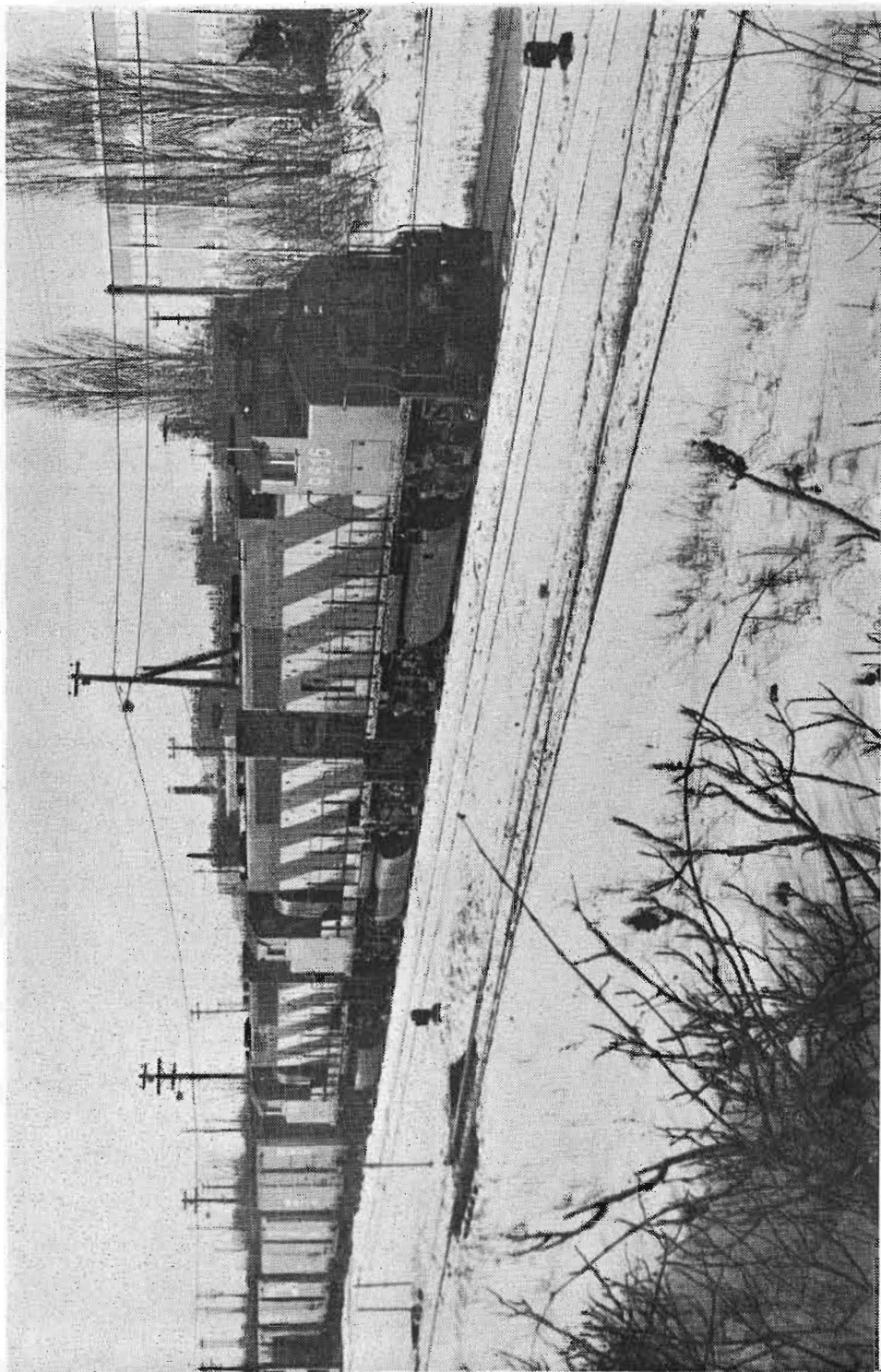
ALGOMA CENTRAL ORDER C-437 GP-38-2's

| ROAD NUMBER | SERIAL NUMBER | DELIVERY DATE |
|-------------|---------------|---------------|
| 200 | A-4067 | APR 24 1981 |
| 201 | A-4068 | APR 24 1981 |
| 202 | A-4069 | APR 24 1981 |
| 203 | A-4070 | APR 30 1981 |
| 204 | A-4071 | APR 30 1981 |
| 205 | A-4072 | APR 30 1981 |

These units are equipped with dynamic brakes, snow shield, rear back-up headlight, paper air filter, no rear number-board indicators, and no hi-adhesion trucks.



C.P. RAIL SD-40-2 No. 5983, one of 75 new units (5950-6024) at Ballantyne
on May 16 1981.
Pierre A. Patenaude.



GP-40-2W's 9615 9485 9536 bringing 306 into Taschereau yard on Dec 30 1980.
Pierre A. Patenaude.



Another large narrow-gauge order for a domestic customer is represented by 36" gauge NF110 about to be trucked at Port aux Basques, Newfoundland early in 1953. Green and yellow 902 has been taped to prevent any salt water penetration, but was not tarped as current export models now are. Originally the unit bore the steam age classification of Y-4-a and haulage rating of 40%. This system was replaced in 1954 by a diesel-electric classification based on builder, service and horsepower. The 902 class became GR-12a, meaning; built by General Motors; assigned to Road Switcher service; 1200 horsepower; and the first of that type of locomotive to be acquired (ie. a). DD's only narrow-gauge domestic units were the 47 NF110/210 and the 6 G8s for Newfoundland service, although 36" and meter gauge foreign customers included New Zealand Railways; Brazil's Mogiana, Federal Rwy, & Vitoria a Minas, and Eastern Bengal Railway during the first quarter century.

