

# CP Rail

## Motive Power Survey

Notes and Commentary by D. M. More.

We present this CP Rail Motive Power tabulation for your information and enjoyment. Remember that this listing varies with time and the season of the year, so that the listing for the summer months will not be the same as the winter months. Note the influx of foreign power during the winter months, to bolster the ranks. Also keep in mind that the listing is constantly subject to change, on account of shoppings, retirements, and reassignment to other parts of the country. The bulk of the CP Rail road units are based out of their major shops--St. Luc, Weston, Alyth--and from these points are dispatched on road freights. Assignments may be regarded as for periodic maintenance only. Thus the chance of finding a given road unit at its respective home is slight. This is not so with yard power or units in assigned service.

TABLE I -- CP RAIL MOTIVE POWER ASSIGNMENTS BY REGION

WINTER 1970.

### I - ATLANTIC REGION

Location	Pass.	Frts.	Frts/Pass	Yard	Total
St. Luc	3	241	59	34	338
Angus	1			1	1
				2	3
Sherbrooke				1	1
Newport		4		2	6
QCR Sherbrooke	1			1	2
Trois Rivieres				3	3
Quebec				2	2
Kentville		9			9
McAdam		4		2	6
Brownville		1		1	2
Bay Shore		3		2	5
Atlantic Region Totals	4	263	59	51	377
Leased Units (St. Luc)		25			25

### II - EASTERN REGION

Location	Pass.	Frts.	Frts/Pass	Yard	Total
Chapleau		14		4	18
Toronto		39		56	95
Angus	1				1
Sudbury		12		4	16
North Bay				5	5
Soo				2	2
Ottawa				3	3
Smiths Falls				7	7
London	3			10	13
Goderich				1	1
Preston	3				3
Eastern Region Totals	72			93	165

A freight train, headed by units 8141 and 8130, is caught by the lens of Dave More's camera at South Guelph Jct. on the Goderich Subdivision. The freight is headed to Hamilton.



### III - PRAIRIE REGION

<u>Location</u>	<u>Pass.</u>	<u>Frt.</u>	<u>Frt/Pass</u>	<u>Yard</u>	<u>Total</u>
Winnipeg	21	119		36	176
Weston				2	2
Saskatoon		6			6
Sutherland				5	5
Thunder Bay				17	17
Dryden				1	1
Kenora				1	1
Portage				1	1
Brandon				3	3
Minnedosa				1	1
Regina				4	4
Estevan				1	1
Moose Jaw				7	7
Swift Current				1	1
Prince Albert				1	1
Yorkton				1	1
Prairie Region Totals	21	125		82	228
Leased Units (Winnipeg)		9			9



MLW FA-2 cab unit 4042 leading an RS-3 and a GP-35 is seen heading westward at Campbellville, Ontario, with a London extra.  
-- David M. More.

### IV - PACIFIC REGION

<u>Location</u>	<u>Pass.</u>	<u>Frt.</u>	<u>Frt/Pass</u>	<u>Yard</u>	<u>Total</u>
Alyth	3	234	23	16	276
Vancouver		1		19(1)	20 (1)
Victoria	1	12		2	15
Nelson		50		1	51
Kaslo VF				1	1
Penticton				1	1
Cranbrook				1	1
Medicine Hat				2	2
Lethbridge				3	3
South Edmonton				2	2
Kelowna				1	1
Ogden				1	1
Pacific Region Totals	4	297	23	51	375

Two MLW C-424 and a B&LE F-7b booster make up the power for train 916, seen here at the South Audley Curve, Belleville Sub., about a year ago.

-- David M. More.

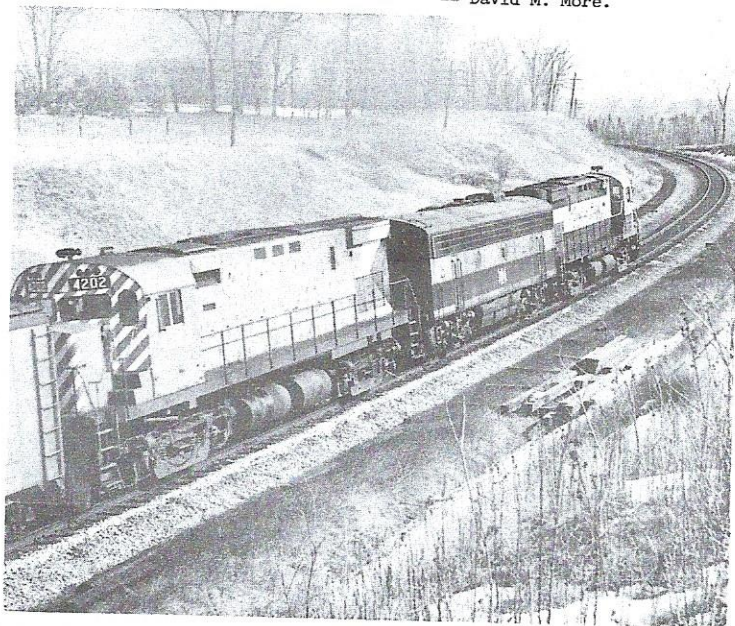


TABLE II -- DIESEL UNITS ASSIGNED (Winter 1970)

I - ATLANTIC REGION

Location	Units Assigned
St. Luc	1432, 1800, 1802. (P) 4014-4016, 4019-4020, 4025, 4042, 4047, 4049-4050, 4200-4250, 4404-4410, 4463-4470, 4515-4516, 4700-4710, 5000-5025, 8019-8023, 8025-8032, 8035, 8039-8040, 8042-8045, 8140, 8426-8460, 8532, 8584-8600, 8750-8800, 8824, 8901. (F) 4066-4075, 4082-4083, 4094-4097, 8462-8468, 8470-8473, 8475-8482, 8558-8581. (FP) 6500, 6501, 6507, 6508, 6523, 6524, 6529, 6593, 6601, 6622, 6623, 7012, 7014, 7015, 7017, 7029, 7030, 7033, 7034, 7038, 7039, 7040, 7041, 7045, 7056, 7057, 7058, 7079, 7080, 7086, 7088, 7095, B100, B101. (Y)
Angus	HS19. (Y) HS18, HS23, 1415 (Unserviceable)
Sherbrooke	7078 (Y)
Newport	7096, 7098. (Y) 8400-8403. (FP)
QCR Sherbrooke	HS22. (Y) 8038. (F)
Trois Rivières	7010, 7042, 7043. (Y)
Quebec	7013, 7052. (Y)
Kentville	8131-8139. (F)
McAdam	6602, 7087. (Y) 8024, 8034, 8036, 8037. (F)
Brownville	7097. (Y) 8404 (F)
Bay Shore	7046, 7076. (Y) 8033, 8041, 8046. (F)
Leased Units - St. Luc	B&M 1508, 1512, 1517, 1518, 4266A, 4266B BLE 719A, 712B. Alco 636-3. IC 1100-1105. CGW-A 110C, 115A, 115C, 116C, CGW-B 101D, 103B, 105D, 109B, 112D, 114B. PECO 900, 901.

Atlantic Region: The only E-8's purchased by a Canadian road work Montreal-Ottawa-Quebec City passenger trains while Montreal commuter trains and No's. 41-42 are entrusted to the FP-7A's (4066-4075). The last FA-1 units (4015, 4016, 4019, 4020, 4025), while assigned to Montreal have been showing up in Toronto regularly. 4020 is sporting a new coat of paint. Canada's only GP-30s (5000-5001) are assigned to St. Luc, but usually draw transcontinental assignments. The new C-636's are running out of Montreal on fast intercity freights. 4082, 4083, 4094, 4097, and 8400 and 8500 RS-10's with steam generators run on freights when they are not hauling the Toronto section of the Canadian or No's. 321-22. 8901, the only Trainmaster east of the Rockies, is required on transfer runs out of Hochelaga Yard in Montreal. The oldest diesel on the CP Rail roster--Alco S-2 7010 based at Trois Rivières--is 27 years old this year. Freight runs on the old DAR are performed by SW-1200s 8131-8139.



HS17, the Goderich switcher, is seen at Agincourt Yard, in for repairs and inspection.

-- David M. More.

II - EASTERN REGION

Location	Units Assigned
Chapleau	4084-4093, 4416, 8406, 8407, 8583. (F) 6527, 6587, 7063, 7094. (Y)
Toronto	8112, 8116, 8118, 8123, 8124, 8130, 8141, 8143-8147, 8151, 8154, 8156, 8157, 8164, 8168, 8730-8749, 8921. (F) 6514, 6515, 6525, 6526, 6537, 6539-6548, 6550, 6552, 6560, 6561, 6584, 6586, 6588, 6603, 6613, 6614, 6616, 6618, 6619, 6621, 6706, 6707, 6709, 7011, 7020-7024, 7026, 7027, 7032, 7043, 7044, 7047, 7059-7061, 7064, 7077, 7089, 7400-7405. (Y)
Angus	8148 (F) (Unserviceable)
Sudbury	6549, 7090-7092. (Y) 8104, 8109, 8142, 8152, (F) 8153, 8155, 8158, 8159, 8166, 8167, 8170, 8171.
North Bay	6506, 6509, 6585, 6592, 7028. (Y)
Soo	6612, 7099. (Y)
Ottawa	6620, 7025, 7031. (Y)
Smiths Falls	6528, 6538, 6551, 6591, 6615, 7016, 7093. (Y)
London	6589, 6590, 6617, 6700, 6701-6705, 6708, (Y) 8149, 8150, 8163. (F)
Goderich	HS17. (Y)
Preston	8160-8162. (F)

Eastern Region: Toronto's 8921 is a unique locomotive. It ran as a demonstrator for MLW on CP as CP 7007, then on CN where it was painted CN and numbered 3899. Before being sold to CP it ran as 624 on the PGE. Now it hauls three transfer trains a day around Toronto. CP's only SW-9's have been fitted with hump control for Toronto Yard.

Little 17 (a CLC-built center cab diesel-hydraulic) switches industry at Goderich and makes trips to Toronto for major repairs.

The Eastern Region boasts a small stable of units. This lack of power is overcome by running road units through from Montreal and Winnipeg. Recently CP-7, GP-9 and FP-7 A & B units from Weston, Manitoba, have been showing up in Toronto.





FP-7a 1426 is heading the Toronto section of the "Canadian" across the Severn River at Severn Falls, Ontario, on the MacTier Sub. This particular locomotive has been regearred and renumbered for freight service. MLW power is now predominant on the Toronto section of the "Canadian".

-- David M. More.

### III - PRAIRIE REGION

Location	Units Assigned
Winnipeg	1901, 1904, 1905, 1908, 1400, 1402-1414, 1416-1418. (P) 8105, 8107, 8108, 8110, 8111, 8113, 8114, 8115, 8117, 8119-8122, 8125, 8127-8129, 8165-8169, 8409-8412, 8414-8419, 8421-8424, 8483-8506, 8530-8546, 4029-4031, 4034-4040, 4441-4443, 8614-8619, 8691-8708, 8801-8809. (F) 6502-6504, 6512, 6513, 6517, 6520, 6522, 6555, 6557-6559, 6562-6564, 6567, 6568, 6597, 6598, 6599, 6596, 6604-6609, 6619, 6548, 7035, 7054, 7055, 7084, 7085, 7102-7105. (Y)
Weston	HS11, HS21. (Y)
Saskatoon	8013-8018. (F)
Sutherland	6533, 6576, 6594, 7036, 7053. (Y)
Thunder Bay	6570, 6581, 6577, 6580, 6582, 6595, 6607, 6608, 7018, 7048, 7049, 7051, 7081, 7082, 7083, B102, B103. (Y)
Dryden	6566. (Y)
Kenora	6565. (Y)
Portage	HS12. (Y)
Brandon	6554, 6571, 6583. (Y)
Minnedosa	6556. (Y)
Regina	6510, 6511, 6521, 7019. (Y)
Estevan	6505. (Y)
Moose Jaw	6530, 6532, 6534, 6553, 7037, 7050, 7101. (Y)
Swift Current	6531. (Y)
Prince Albert	6569. (Y)
Yorkton	HS16. (Y)
Leased Units - Winnipeg	LSI 2300-2302, BLE 881-886.

### IV - PACIFIC REGION

Alyth	1900, 1903, 1907. (P) 8507-8529. (FP) 4030, 4033, 4061-4063, 4427, 4431-4433, 4435, 4437, 4438, 4439, 4440, 4444-4448, 4459-4462, 4500-4513, 4550-4553, 4570-4575, 5500-5564, 8100-8103, 8106-8126, 8604, 8606, 8611-8613, 8620-8690, 8710-8715, 8720, 8724, 8726, 8727, 8810-8823, 8825-8839, 8903, 8909, 8917. (F) 6516, 6535, 6536, 6578, 6579, 6600-6610, 6611, 6712-6718, 7111. (Y)
Vancouver	6572, 6573, 7065-7073, 7100, 7106, 7107, 7108, 7112, 7114, 7117, 7118. (Y) (6574 leased West Canada Steel.) 8005. (F)
Victoria	9023. (P) 8000-8004, 8006-8012. (F) 7074, 7075. (Y)
Nelson	4052, 4053, 4055, 4057, 4064, 4065, 4078, 4081, 4449, 4453-4456, 4458, 4471, 4472, 4104, 4105, 8548-8556, 8601, 8603, 8602, 8605, 8607, 8608, 8609, 8610, 8709, 8711, 8712, 8716, 8717, 8718, 8719, 8721-8723, 8725, 8728, 8900, 8904, 8905. (F) 7109 (Y)
Kaslo VF	7110. (Y)
Penticton	7115. (Y)
Cranbrook	7116. (Y)
Medicine Hat	6719, 7620. (Y)
Lethbridge	6518, 6519, 7113. (Y)
South Edmonton	7610, 6711. (Y)
Kelowna	6575. (Y)
Ogden	HS5. (Y)

Pacific Region: The C-630's purchased for use on unit coal trains are based at Alyth. Also here are the SD-40's which power mainline freights west to Vancouver.

CLC power is running out its last mile on this region. At Calgary are several 1600 hp Trainmasters (8604, 8606, 8714, 8715, 8720, 8724, 8726, 8727) with the remainder at Nelson, British Columbia. The last FM-designed cab units in North America are also at Nelson in road freight service. The six remaining 2400 hp Trainmasters are split between Calgary in transfer run service and Nelson. The Nelson-based units are used to switch the Cominco smelter at Trail.

All of the Baldwin road switchers operate over the E&N on Vancouver Island, with the exception of 8005 which is at Vancouver. Also at Vancouver are Baldwin switchers 7065-7073. The Baldwins were built by CLC to designs supplied by Baldwin, and carry two builders' plates--one CLC and one Baldwin.

Prairie Region: By the end of February the passenger cab units will be consolidated at Winnipeg for use on the Canadian. Only 1432 at Montreal and 1900, 1903 and 1907 at Calgary remain to be transferred. The remaining GP-7's are based at Weston with the FP-7 cabs split between the Prairie and Pacific Regions.

CP's B-100 to B-103 are similar to CN's boosters used in hump yard service. However, the CP units are older and were built by MLW for this service and not rebuilt from old switchers as in the case of the CN units. CP's units are split between St. Luc (hump service) and Thunder Bay where they are used in transfers.

Branch line operations are performed with 8100-series SW-1200's and 8400-series GP-7's and GP-9's.