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MOTIVE POWER – DIESEL LOCOMOTIVE ROSTER

Overview

The Monashee Pacific Railway is a regional line connecting Kamloops and the Okanagan Valley with Spokane, Washington. Since the 1959 time period modeled is considered the "transition" era from Steam Power to diesel power.

Road No.	Type	HP	Tractive Effort (lb)		Builder	Build Dates	Delivered	Notes
			Starting	Continuous				
800 - 812	F-3A	1500	55,000	40,000	EMD	07/1945 - 02/1949	3-6/48	1,2
801 - 809	F-3B	1500	55,000	40,000	EMD	07/1945 - 02/1949	3-6/48	1,2
814 - 818	F-7A	1500	56,500	40,000	GMDD	02/1949 -12/1953	3-6/50	2,3
850 - 856	FP-7A	1500	56,500	40,000	GMDD	06/1946 - 12/1953	6/52	4,5
851 - 853	F-7B	1500	56,500	40,000	GMDD	02/1949 - 12/1953	6/52	4,5
900 - 908	FA-1	1500	57,500	34,000	MLW	01/1946 - 10/1950	4-7/50	2,3,6
901 - 909	FB-1	1500	57,500	34,000	MLW	01/1946 - 10/1950	4-7/50	2,3,6
1000 - 1004	S-2	1000	69,000	29,200	ALCO	08/1940 - 06/1950	5-8/44	7
1200 - 1210	SW-7	1200	62,000	36,000	GMDD	10/1949 - 01/1951	11-12/50	
1500 - 1519	GP7	1500	65,000	40,000	GMDD	10/1949 - 05/1954	3-7/53	
1600 - 1609	RS-3	1600	60,000	52,500	MLW	05/1950 - 08/1956	4-6/53	
1650 - 1659	H16-44	1600	42,125		CLC	04/1950 - 02/1963	5/56	8[1]
1700 - 1709	GP9	1750	62,750	44,600	GMDD	01/1954 - 08/1963	9-11/57	3
1800 - 1812	F-3Au	1500	58,500		GMDD		9/56	9
1810 - 1809	F-3Bu	1500	58,500		GMDD		9/56	9
2400 - 2405	H24-66	2400	112,000		CLC	04/1953 - 06/1957	6-7/57	

[1] Rev-1 Adopted 2021.04.13

Notes:

1. Steam generator equipped for passenger service.
2. 'A' units even numbers, 'B' units odd numbers
3. Equipped with steam line and generator controls
4. Ordered to release more 800 class units to the freight pool and provide additional water capacity on the 'Arrows'.
5. Ordered to convert the EMD F-3A/B sets to A/B/A sets
6. Air cooled turbochargers (mounted inline) were replaced if they failed, by the water cooled models (mounted crosswise) after ALCO began offering the water cooled version in 1953 for their 244 powered locomotives. All were replaced by 1958.
7. Supplied by ALCO during WW II for service at Trail BC due to the importance of the smelter there, after unsuccessful attempts to obtain new or second hand 0-8-0s from any US or Canadian roads or builders.
8. Delivered as short hood forward
9. Wreck rebuilds (ex: 801, 804, 806) upgraded by GMDD to 'F-5' equivalent, D-27 traction motors, engines upgraded to 567BC. 'A' units have even numbers and 'B' units have odd numbers. Steam generators were also removed at this time.

Rationale

The number scheme is based on horsepower rather than a random numbering or order of acquisition numbering. The trend toward higher horsepower in later units makes this similar to an acquisition order numbering scheme. The WWII ALCO S-2s were numbered in the 1000 series to keep them separate from the steam numbers, the Fs and FAs were numbered in the next available series above the highest steam numbers as was done by CN, UP and several other roads. The horsepower based numbering system was adopted with the delivery of the SW-7s.

The GM 'F' units and MLW 'FA/FB' units are numbered in early CN style (i.e.: A units have even numbers and B units have odd numbers). There are two common alternatives, CP and CN later style of separate number series for A units and B units, or the GN, NP & ATSF style of alphabetic suffixes (i.e.: A, B, C, D, or L) to the three digit number.

Certain units were not considered appropriate for the Monashee Pacific. There were only 3 'E' units in Canada, and the ALCO/MLW 'PA' units were not suitable for the Monashee Pacific's grades. GP-18, GP-20, RS-11, RSD-4/5, and RSD-12 models were not purchased by any Canadian railroad.