

# Steam locomotive nears 'end of the line'

**No. 6218 — not for sale**

The only operating mainline steam locomotive in Canada - Canadian National's famed 6218 - is soon to make its last run.

D.V. Gonder, vice-president, Great Lakes Region, has announced that the giant locomotive will be withdrawn from revenue service, March 24. The 340-ton engine has been available to railway clubs and community organizations since 1964.

In announcing the decision to retire the locomotive Mr. Gonder noted that soaring operating costs, diminishing availability of qualified operating and maintenance personnel and the need for extensive boiler and running gear repairs necessitated the move.

No. 6218 will not, however, retire without appropriate fanfare. A number of CN-sponsored trips from Montreal and Toronto, terminating in a 'Grand Finale' are now being planned for

this summer. Announcements of dates and destinations of **COUNTDOWN 6218** will be made later.

'Built by Montreal Locomotive Works in 1942, Northern type engine 6218 represents the last of a breed of locomotives which once numbered over 200 on the CN roster. Equally at home in express, passenger or heavy freight service, it saw operation between Montreal and Halifax, internationally on the 'Washingtonian' between Montreal and White River Junction, Vermont, on the 'International Limited' between Toronto and Montreal and in western Canada. Truly a giant, No. 6218 measures 95 feet coupler to coupler.

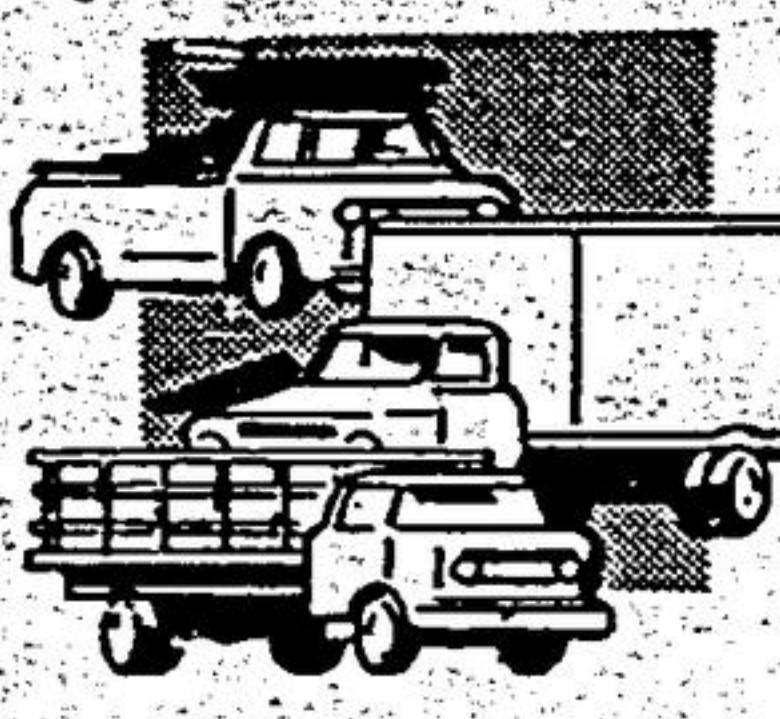
No. 6218 is the last of five steam locomotives used by Canadian National for special excursions since April, 1960, when diesels took over all regular operations across the CN System.

When the eleven year era of the steam excursion finally terminates this summer, the five steam locomotives will have accounted for

some 150 special trains. Almost 90,000 enthusiasts from literally around the world will have ridden behind these giants of yesteryear. Canadian National has retained the nostalgia of the steam age for a longer period, with more locomotives, than any other major North American railway.

What will be the final disposition of 6218? CN has already been flooded with requests from railway clubs, individuals and communities to buy the locomotive. But it is not for sale. Since 6218 is the very last of more than 4,000 steam locomotives once on CN's register, the Company has decided to keep the engine and in time place it on appropriate public view. Just where and when has not yet been fully determined.

It would take 300 men using hand tools to harvest the same amount of wheat a modern combine harvests per hour, according to engineers at New Holland, the farm machinery division of Sperry Rand.



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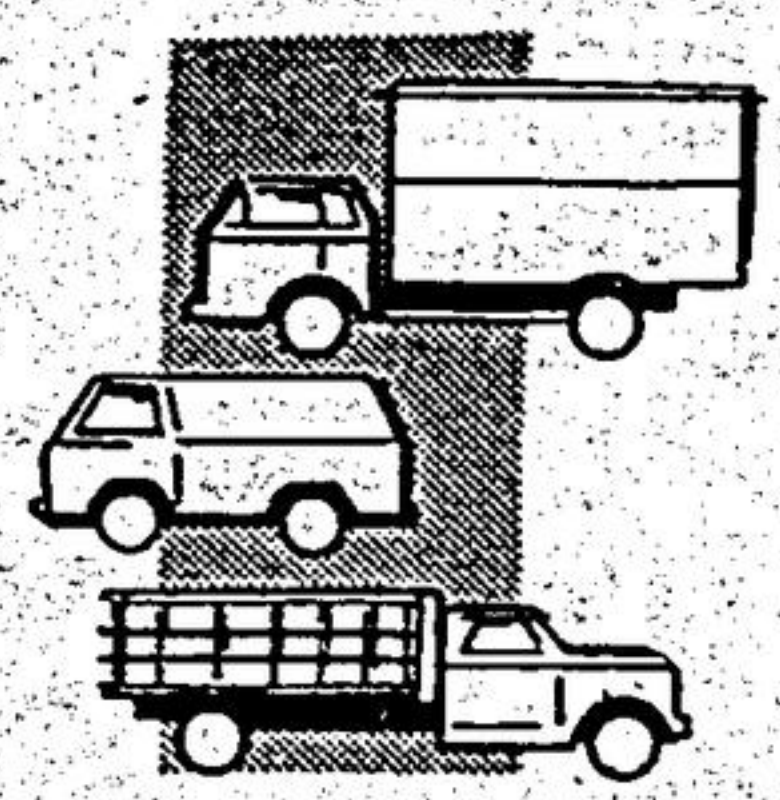
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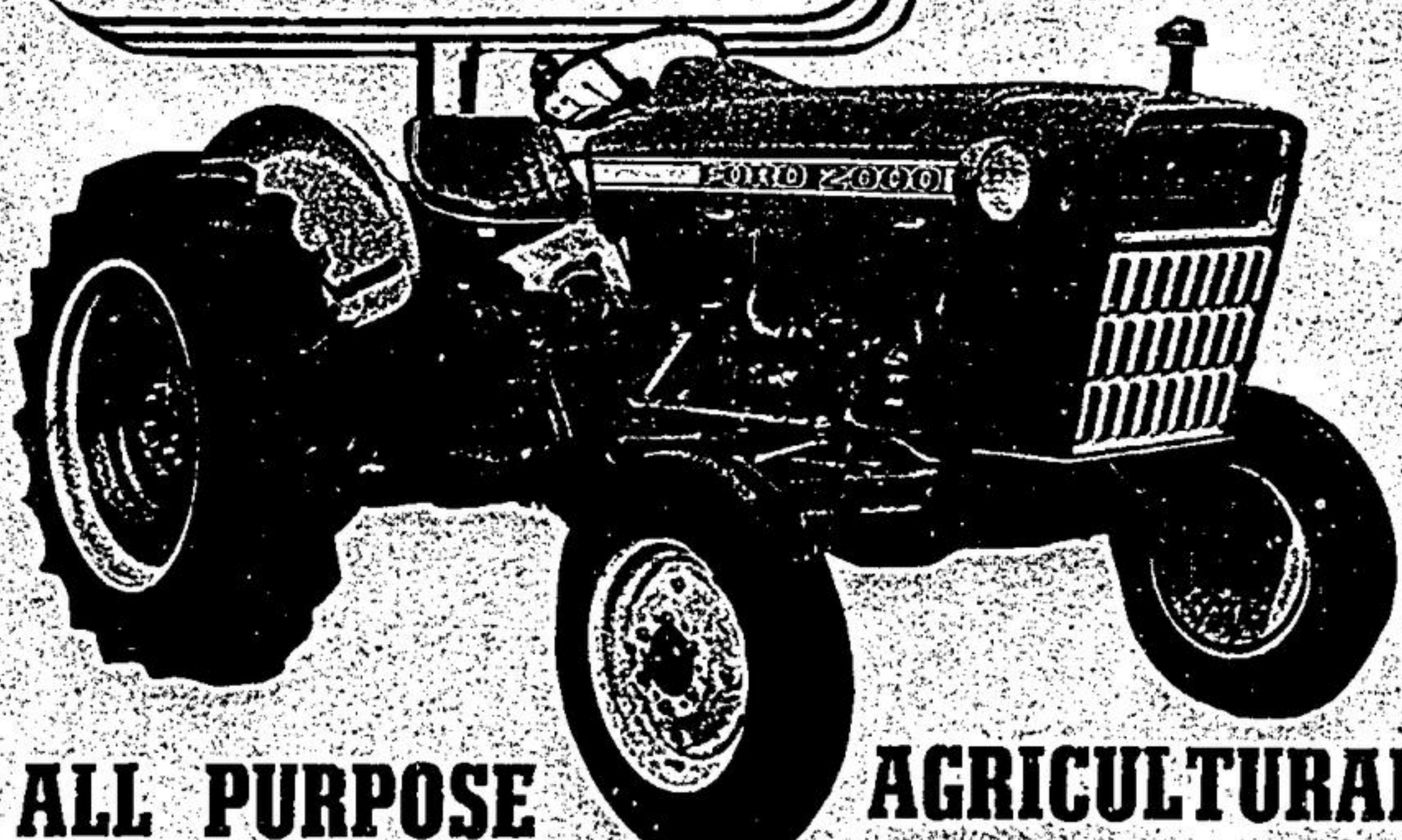
<p><b>1961 GMC CAB &amp; CHASSIS</b></p> <p>292 motor, long wheelbase, 900 x 20 tires, 2-speed axle. Good Used Unit.</p>	<p><b>1969 GMC TILT</b></p> <p>with 14' stake dump body, 292, 6 cylinder motor, 2-speed axle, 900 x 20 tires. Unit in good condition.</p>	<p><b>1968 GMC 1 TON PICK-UP</b></p> <p>with dump box, 292 motor and 4-speed transmission, 750 x 17 tires.</p>
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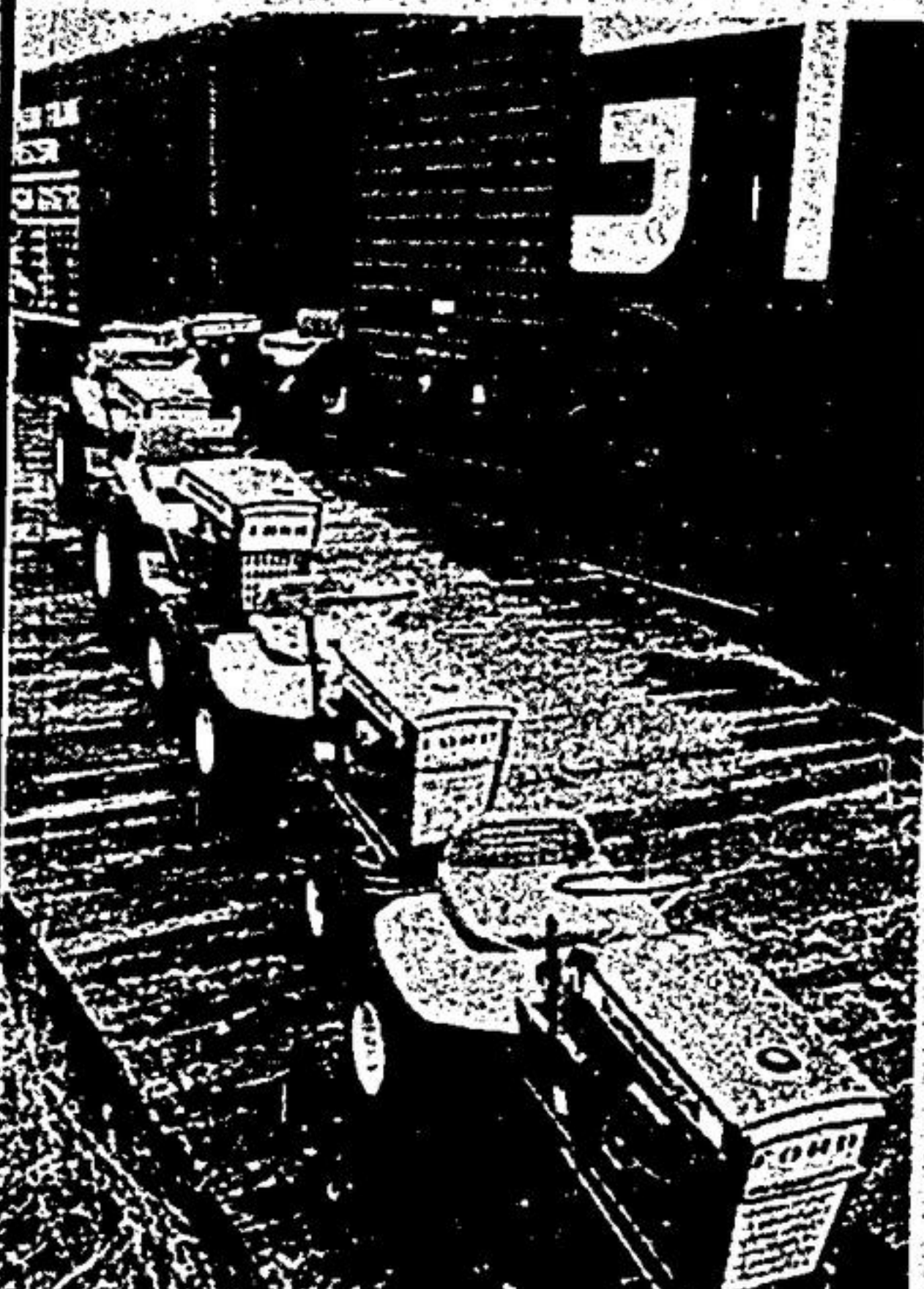
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