

CANADIAN RAILWAY OBSERVATIONS

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CANADIAN NATIONAL

CN Locomotives retired since last issue: (Previous retirement October 30th)

GTW GP9r 4635 on January 28th (*Sold to MNR January 19th ... see below)

On January 2nd 2009, Walter Pfefferle caught GODERICH-EXETER (GEXR) GP40 4019 pulling out of the EMCC plant in London, Ontario with these fully painted and brand new CN SD70M-2's: 8852, 8854, 8856 and 8858. As well CN 8850-8867 were released in early January 2009.

http://railfan.thegrebs.com/CN/GEXR_4019_EMD_London_Ont_1_2_09 (GEXR GP40)

http://railfan.thegrebs.com/CN/CN_8854_London_1_2_09 3/4

http://railfan.thegrebs.com/CN/CN_8858_London_1_2_09 3/4

http://railfan.thegrebs.com/CN/CN_8856_London_1_2_09 3/4

http://railfan.thegrebs.com/CN/CN_8852_London_1_2_09 3/4

http://railfan.thegrebs.com/CN/CN_8852a_London_1_2_08 Rear shot.

New CN Power: The following new SD70M-2 sightings came from several CRO readers this month: On January 14th, CN Intermodal 194 (which is a very lucrative UPS contracted train and operates between Chicago-Memphis-Jackson-New Orleans), departed Markham with brand new CN 8853, CN 5513, CN 9543, 150 cars, 7141 tons and 9845-feet of train. On January 13th at Chappel Jct, (near Saskatoon, SK), CN 104 had CN 8865 leading. On January 13th, CN 198 had CN 8855-2643 for power at Chappel Jct. January 11th, CN train Q120 with 2525-5698 and new CN SD70M-2 8863 with 9823-feet of train at 8767 tons enroute to Halifax, NS and arrived on the 12th. While on the Montmagny Subdivision, SD70M-2 8863 reportedly had a minor mechanical issue that was resolved while in transit. On January 11th, factory fresh CN SD70M-2's 8863, 8864, 8866, and 8867 all arrived together in Toronto, ON, on CN train A43431. The day before, Jason Jongen grabbed this terrific shot of CN train 101 northbound at Sparrow Lake (Mile 94.5 on the CN-Bala Sub.) with the following power: CN SD70M-2's 8859 and 8851 with 74 cars, on their first run.

<http://www.canadianrailwayobservations.com/2009/2/8859.jpg> (Jason Jongen)

http://www.pbase.com/semaphore7/current_photos (Jeff Robertson)

<http://tinyurl.com/9sz944> (Elijah Hall)

In late December, DM&IR SD38-2 212 had been released from METRO EAST INDUSTRIES in East St. Louis, Illinois following her complete overhaul. This is the first former DULUTH MISSABE & IRON RANGE locomotive, (other than the DM&IR ex-SP SD40T-2's) to be repainted in the current CN livery. On January 10th, Dave Schauer shot the one-of-a-kind unit working its first assignment after having been delivered back to home rails. The Keenan Switch is picking up the unit at Shelton Junction.

<http://www.railpictures.net/viewphoto.php?id=266766>

DMIR SD38-2 212, and IC GP38-2 9615 at Harvey, IL December 31, 2008. (Ken Lanovich)

http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-068-32A.jpg

During the month of January, the list of CN's stored units was changing from week to week, and became an editorial nightmare. Therefore it was decided that CRO would only keep a running tally of the models, locations and total units, instead of posting each locomotive number. As of February 1st, 2009, CN had stored 149 IC, GTW, CN, WC, BCOL, DM&IR and

B&LE units at Memphis, TN, Woodcrest, Ill. Fond du Lac, WI, MacMillan Yard, ON, Symington, MB, Walker Yard, AB and other locations. (See list below)

CN units in storage stored at press time (February 1st, 2009):

23 - GTW SD40-2's and SD40-3's.

74 - CN SD40-2W's and CN SD40-2's (ex-UP). Stored all across Canada, (most - Bad Order),

9 - BCOL SD40-2's. (The only five BC RAIL-painted SD40-2's left in service were BCOL 750, 754, 764, 766 and 767)!

7 - B&LE units including one SD38, and 6 SD40T-2 's.

8 - WC units were stored, including 5 GP40u's and 3 SD40-2's.

Note: Due to the start up of the Winter grain rush in Canada, many IC units will be returned to service to allow the CN Canadian "leaders" operating in the US to return to Canada.

In mid-January, NBEC RS18u 1867 had arrived at Woodcrest and was placed into storage. Last month, Ken Lanovich caught sister OCR RS18u 1865 heading up a string of stored locomotives at the Woodcrest Shop, and sent CRO these two links:

http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-030-13A.jpg

http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-038-17A.jpg

By mid-December, the remaining 12 CN SD50F's that had been repaying Horse Power-Hours owed to UP had all returned to the IC Woodcrest Shop, and are now back into the storage lines along with the other retired units. Over the last two months these "Retired" SD50F's were seen on UP, BNSF, CSXT, and even ran in Canada again over CN trackage!

Three of the five SD50F's sold to DAKOTA MISSOURI VALLEY & WESTERN (DMVW) have changed from the CRO report last month: The units sold were 5404, 5418, 5438, 5451 and 5454. In January they were all re-lettered with DMVW reporting marks.

On January 16th, CN sold stored GTW GP9R 4635 to the MINNESOTA NORTHERN (MNNR), which is owned by Independent Locomotive Services (ILSX). It had been stored serviceable at IC-Woodcrest for some time. <http://www.rrpicturearchives.net/showPicture.aspx?id=14831>

In January, CN leased out stored CN SD40-2W's 5263 and 5265 to SOUTHERN ONTARIO RAILWAY (SOR) for use on the SOR between Garnet, Ontario and CN-Paris West. ON. As well, CN will also lease stored WC GP40u 3012 and IC GP50(d) 3140 to QUEBEC GATINEAU (QCRY). IC 3140 is former CNW GP50 5051, acquired from National Railway Equipment. Externally it looks like a GP50, but is "de-rated" to 3000HP with a GP40-2 designation.

<http://www.rrpicturearchives.net/showPicture.aspx?id=159379>

On January 7th, Ken Lanovich caught the following units lined up at Woodcrest Shop. DM&IR SD38AC 201, BCOL slug S407, slug S410, slug S404, and DMIR SD38AC 205, in that order. Unfortunately all are retired and dead, but made for an interesting photo! (See link!) In January, these three retired BCOL Slugs and DMIR SD38AC's 201 and 205 were sold to WESTERN RAIL DISMANTLERS (WRIX) in Spokane, WA for scrap, and moved on January 12th. DM&IR 201 was seen going westbound through Winnipeg enroute to destination in mid-January. DMIR 205 was seen going westbound through Edmonton on February 1st. The three ex-BCOL slugs only got as far as Winnipeg and were removed from the CN train. Ken aptly called his photo the "The Hump Set that never was".

http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-074-35A.jpg

Last month Ken Lanovich caught another WC SW1500 repainted into the CN livery. WC 1552 was photographed at the same Woodcrest Yard location as Ken's photo in last month's CRO. http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-022-9A.jpg (in January 2008, WC GP40 3023 became the first Wisconsin Central unit repainted into CN. http://daniellescott.net/flickr/groups/colourart/group/571252@N22/photo/2201506775/Canon_PowerShot_SX10_0IS_Addicts-WC_3023_I_dont_recognize_you.html)

On January 23rd, 2009 Ron Visockis caught BC RAIL 4651 far from home at Belleville, ON. <http://www.canadianrailwayobservations.com/2009/2/4651.jpg>
<http://www.canadianrailwayobservations.com/2009/2/4651-2.jpg>

Ken Lanovich clicked CN GP9RM 7044 at Kankakee, IL on November 18, 2008. He stated most IC crews prefer them set up short hood forward when used in local or switching service. The CN 7000 & 7200-series GP9RM's have their control stand set up long-hood forward, and were rebuilt this way after a Canadian railway industry study concluded that yard engineers wanted better visibility during backup moves, when flat switching a yard. Although not visible in this photo, there is an "F" on the long end next to the last handrail stanchion. The cab has white number boards, with the originals still in the long hood. http://csxchicago.gotdns.com:6003/CN_Trains/Roll87%2688/0022111-R1-044-20A.jpg

On January 16th, CN suffered a derailment at Buffalo Grove, Illinois on METRA's North Central line between Antioch and Chicago. All commuter trains were canceled for the remainder of the day affecting 5,000 METRA riders. METRA advised commuters to take the Milwaukee District North Line or find alternative ways home from work. The derailment blocked train movements in both directions. Patrick Waldron, a spokesman for Canadian National Railway, said heavy equipment was being brought to the scene to remove the 17 derailed train cars. The train cars came off the tracks just south of Aptikisic Road and east of North Weiland Road in Buffalo Grove just before 4 a.m., he said. Two of the CN freight's cars were carrying sulfur, which is classified as a hazardous material. But Waldron said it posed no danger. Molten sulfur is loaded into the cars at extremely high temperatures, "but has now cooled so it poses no danger to the public," Waldron said. The tracks were reopened by Monday. (Chicago Tribune)

In mid-January, a Chicago-area coalition filed a petition and called for the U.S. Appellate Court to block the CN-EJ&E transaction. The coalition consisted of 11 communities and one county in the Chicago area, and requested the court review the Surface Transportation Board's (STB) approval of the Canadian National Railway - Elgin, Joliet and Eastern Railway Co. (EJ&E) merger, in an attempt to prevent CN from taking possession of the US regional. Last month, the STB rendered a decision approving the transaction, which is still subject to environmental mitigation and other conditions. On February 1st CN acquired most of the EJ&E from U.S. STEEL for \$300 million ... The transaction is now effective.

The following 39 EJ&E units will be transferred to CN in early February 2009:

EJ&E SW1200,s 302, 306, 316, and 322
EJ&E SW1001's 444, 445, and 446
EJ&E SD18 616 (ex-DM&IR)
EJ&E SD38's 650 and 654
EJ&E SD38-2's 656-675
EJ&E GP38-2 703
EJ&E SDM's 804, 809, 811, 813, 814, and 818. (ex-DM&IR)
EJ&E Yard Slugs T-2 , and CC-1.

In Late-January, CN announced they expect complete systems integration with their recently acquired Quebec Railway Corporation railways by February 1st, 2009.

<http://www.cn.ca/en/customer-news-grc-srs-system-integration.htm>

Raymond Farrand sent CRO these images from the Nation's Capital. CN was running a 529 to Pembroke, on the former OTTAWA CENTRAL on January 7th, and he figured with the stormy weather so frightful, why not get some delightful mood photos at the rural west end of the city. Ray ended up with this nice spot west of Woodlawn at M30.30 on the Beachburg Subdivision. He caught CN GP40-2LW 9416 running long hood forward and gave us our first look at CN power west of Ottawa, on the Beachburg Sub since the change of ownership from Quebec Railway Corp.

<http://www.canadianrailwayobservations.com/2009/2/b.htm>

On January 11th, 2009 Marc Chouinard caught this new CN presence near Vankleek Hill, ON:

http://www.myrailfan.com/collection/cn/cn_9525/cn_9525_vankleek_1.jpg

http://www.myrailfan.com/collection/cn/cn_9433/cn_9433_vankleek_1.jpg

As of February 1st there will be all new train numbers on the OCRR (in this case the 21 at the end designates the district which the train operates)

- Ottawa-Pembroke-Ottawa 529/530 will become L58321
- Ottawa-Coteau-Ottawa 440/441 will become L58421
- Ottawa-Arnrior-Ottawa 525 will become L58521
- Vankleek Hill-Coteau-Vankleek Hill (Ivaco switcher) 520/521 will become L58621
- Ottawa switcher 537 will become L58921

Joe Zika's CN MacMillan Yard Report:

(Joe returns next month)

Some CN freight action from January 23rd around Woodstock, ON (Walter Pfefferle)

http://railfan.thegrebs.com/CN/CN_2272_Woodstock_Ontario_1_22_09

http://railfan.thegrebs.com/CN/CN_5690_331_Ingersoll_Ontario_1_22_09

http://railfan.thegrebs.com/CN/CN_2640_Woodstock_Ont_1_22_09

Walter caught CN 383 meeting 384 on January 26th at Ingersoll.

http://railfan.thegrebs.com/CN/CN_5736_383_Ingersoll_1_21_09

http://railfan.thegrebs.com/CN/CN_2642_384_Ingersoll_1_21_09

http://railfan.thegrebs.com/CN/383_384_Ingersoll_1_21_09

On January 9th, Kevin Argue reported (in Froth) that CN GMD1m's 1422 & 1423 were paired together, and operating in local yard service in Oakville, Ontario.

<http://www.rrpicturearchives.net/showPicture.aspx?id=529325> (CN 1422 in Sarnia, ON)

<http://www.rrpicturearchives.net/showPicture.aspx?id=149552> (CN 1423 at Mac Yard)

The Distributed Braking Car (DBC) was developed to assist in the operation of long trains in cold weather conditions. The concept is based on the older design "Air Repeater Car", which utilized an air compressor installed in a converted box car that was placed in the middle of the train. The DBC improves on the early-design air repeater car by using upgraded software and a high-powered radio module to communicate with the locomotive. As well, the DBC will assist in the application/release of the train brakes and perform all functions of the EOT/SBU (end-of-train/sense & brake unit) in addition to providing a second

source of air for trainline charging. The DBC is specifically designed to be used on the tail-end of a train. The CN's 50' cars are former CP air repeater cars, first purchased by CP from Burlington Northern and were stencilled "SOO" onto the BN green livery. CP put their whole fleet of 19 cars up for sale in December 2006, as they had begun placing a Distributed Power locomotive towards (or on) the rear of their intermodal train's for the additional air required in cold weather. It seems some of the 50-foot CP cars were acquired by CN and repainted at CADRAIL along with internal control upgrades. CN runs longer intermodal train's across the Prairies (175 cars or so) compared to CP who normally run 100-120 car trains. Now that cold weather has come with vengeance to the Prairie Provinces, CN's 15200 series Distributed Braking Cars are again being seen at the CN Sarcee Yard in Calgary, AB. In this January 6th photo by Cor van Steenis, [CN DBC 15206](#) is at the tail end of this long intermodal train from Edmonton, Alberta and is seen here arriving at CN's Sarcee Yard. (Cor van Steenis)

CN Vignettes: Looking superb after a recent repaint, CN NW2 7900 switches the yard in Winnipeg, Manitoba in 1963 (A Peter Cox Photo from LBC, and Jim Brown).
<http://www.canadianrailwayobservations.com/2009/2/7900.jpg>

The year was 1971, and Gary Zuters was surely "in the loop" to catch this historic image of CN's Publicity Train led by pristine MLW-built CN M636 2335 in Belleville, Ontario. (Thanks also to John Reay's website for guiding me to this great photo!-WB)
<http://reay.net/displayimage.php?album=lastup&cat=3&pos=11>

In June 1986, Frank S. Novak clicked this beautiful Bayview Jct., Ontario image showing a terrific A-B-A set of CN F7u's with a Hamilton steel train and sharp looking Pointe St-Charles built caboose, (Froth). <http://www.railpictures.net/viewphoto.php?id=266868>

Video: More CN F7Aus near Hamilton <http://www.rail-videos.net/video/view.php?id=4794>

Four photos from Bob Heathorn's collection: Two shots at the big CP trestle bridge at Mud Lake with CN detour trains on December 21st, 2002; CN F-units and Geeps at Burlington West, Ontario taken in June 1986; and a super shot of CNNA SD40u 6004 leading CN Train 302 through the Ottawa Station in September 1993.
<http://www.canadianrailwayobservations.com/2009/2/bb.htm>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (Previous Retirement November 20th)

Regarding CP's Mississippi River derailment photos in the January 2009 CRO, Dan Grossell sent us this picture of CP 4520 and SOO 4648. They are looking much better here and had been serving as the local yard power in Winona, MN ... at least up until the wreck happened. While not yet officially "Retired", these two are pending this disposition.

<http://www.railpictures.net/viewphoto.php?id=151523> CP 4520 & SOO 4648 in service
<http://www.railpictures.net/viewphoto.php?id=268648> CP 4520 Wrecked (Thomas Johnson)

Fresh from NRE's Paducah, Kentucky facility, CANADIAN PACIFIC's new 3GS21B-DE's 2100 and 2101, arrived at the Toronto Shop in Agincourt Yard on December 28th 2008 and in January 2009 were being test run in the shop area and in the yard by CP employees.

<http://www.trainweb.org/gensets/nre/cp/2101.html>
<http://www.trainweb.org/gensets/nre/cp/2100.html>

The Big Tease! Check out this “Rocky Mountain Express” film trailer of CPR 4-6-4 #2816!
<http://stephenlow.com/films/rockymountainexpress/index.html> *(It Looks Awesome)!*

In early January, CP had “Stored Serviceable” (TUS) almost all of their SD9043MAC(u)’s and approximately 20 SD40-2’s, GP9u’s 8205, 8240 and Red Barn SD40-2F 9001. CP also “Stored Unserviceable” (TUUS) <http://www.railpictures.net/viewphoto.php?id=266868> one SOO LINE MP15, 10 CP GP9u’s (Including 1689 which is a former TH&B Geep), several SOO GP38-2’s and GP40’s, CPRS SD40-2 5415 (which is the last ex-KCS unit on the CP roster), CP SD40M-2 5492 (which is one of only four of the M/K-rebuilds left on the roster), eight CP SD40-2’s, four additional SD9043MAC(u)’s, and AC4400CW 9728, which was severely damaged in the December 2008 derailment.

In January, SOO LINE GP40 2032 (which was a former Milwaukee Road liveried locomotive that was simply patched SOO), has been repainted to CP 4613. (CRO is seeking a photo).
<http://www.mountainrailway.com/SOO%20Line%20Roster%20Archive/SOO%202000/SOO%202032.htm> (Milw)

Retired only three months ago, in mid-January 2009, CP posted a tender for bids on their quartet of 6000-HP SD90HMAC-H locomotives, which are currently stored outside the CP Shop in Winnipeg, Manitoba. (Tender Number: P2166, (Closing date 4/24/2009). Please go to the following CP web address to view the details and a photo:

<https://www8.cpr.ca/inet62/snp/Pages/ViewTender.aspx?tender=2166> As these engines are back in the news, Mark Forseille kindly provided these terrific roster shots of the beefy-looking CP SD90MAC-H’s for our readers to enjoy! On November 1st, 2007, Mark caught CP 9300 in Port Coquitlam, BC. Mark added this actually an “action photo” because CP’s Ken Perry had moved the unit out of the shadows to allow Mark to record this locomotives final visit out to the west coast. The smoke is evidence that she is indeed working! The CP 9300-9303 (Class DRF-60a) were built by GMDD-London in 1998. The original order was for 20 units, but only these four graced the CP roster. These units have a 16 cylinder 16-265H engine generating 6,000 HP and (when working), were the largest and most powerful locomotives on CP.
<http://www.canadianrailwayobservations.com/2009/2/9300.htm>

As well, CP is seeking bids on the damaged remains of retired AC4400CW 8644, which was involved in a wreck in 2007, which at press time was stored not far from the Ogden Shop.
<https://www8.cpr.ca/inet62/snp/Pages/ViewTender.aspx?Tender=2167#Images>

During the month of January, the following CN units were repaying H-P-H to CP: CN 6011, CN 5378, CN 5500, CN 5749, IC 1032, CN 5779, CN 5783, CN 5691, and CN 5642. As CN locomotives on CP trains is rare, this created some unusual lash-ups. On January 6th, Cor van Steenis photographed CP AC4400CW 8655, SOO GP38-2 4412, and CN SD75I 5779 departing Alyth Yard, Calgary, AB heading north onto the Red Deer Subdivision. We also received these other sightings: On January 9th, CP grain train #348-001 arrived at Thunder Bay, ON with CN SD70I’s 5691 and CN 5642. On January 12th CN 5642 was returned to CN in Winnipeg “Bad Order”. On January 10th CN SD75I 5783 was spotted on a westbound light engine move through Salmon Arm, B.C. (CP AC4400CW’s 9804, 8611 and CN 5783). CN SD75I 5783 was recorded again on January 28th, this time at Smiths Falls, ON enroute to Montreal, QC! Four of the units that CN supplied to CP in mid-January (CN SD40-2 5378, SD60F 5500, SD75I 5749, and SD40u 6011) were to be assigned to Vancouver transfer service, but were also used on other trains. The oddest CN unit from this group was IC SD70 1032. It was traced in Saskatchewan on January 18th, moving east on CP from Saskatoon, SK., but unfortunately suffered a failure while enroute to Montreal. IC 1032 was removed from the CP freight at Thunder Bay, ON., and promptly returned to CN.

<http://www.canadianrailwayobservations.com/2009/2/triple.jpg> CP-SOO-CN Cor van Steenis
<http://www.railpictures.net/viewphoto.php?id=267257> (Froth) CP-CN lash-up by Tim Gobeil.

Bob Heathorn clicked these fine images of a trio of new GE's on CP train 235-19 westbound at Station Road (MP 5.7 on the Belleville sub) just west of Smiths Falls, Ontario on January 20th.

<http://www.canadianrailwayobservations.com/2009/2/239-1.jpg>
<http://www.canadianrailwayobservations.com/2009/2/239-2.jpg>

In June 2006 Bob was in Bellevue IA., and caught up with the sharp looking northbound IC&E inspection train over the ex-Milwaukee trackage. Also Bob sent CRO photos of two different DM&E freights at Clinton, IA. <http://www.canadianrailwayobservations.com/2009/2/ice2.jpg>
<http://www.canadianrailwayobservations.com/2009/2/ice3.jpg>
<http://www.canadianrailwayobservations.com/2009/2/dme2.jpg>

In mid-January CP suffered a plow derailment on SOO LINE branch trackage near New Town, ND (Richard Senges photo's via Glen Mounk, Fred Cupp)
<http://www.canadianrailwayobservations.com/2009/2/soo.htm>

Craig Konopski's CP/CN Lakehead Report:

One example of CN units on the CP re-paying HPH was CP train 222-19 staged at Ignace, Ontario on January 19th, 2009 with CP 9721, CN 5779, and CP 4656.
<http://www.canadianrailwayobservations.com/2009/2/cr.htm> (Slow, lot of pictures)

Summary of CN units on the CP in northern Ontario in January and December:

Dec. 11th -- CP 440-10 with CP 9018 + CN 5761
Dec. 12th -- CP 441-12 with CP 9018, CN 5761, CP 9121
Dec. 21st -- CP 440-20 with CP 9120 + CN 2613
Dec. 22nd -- CP 441-22 with CP 9120 + CN 2613
Jan. 9th -- CP 348-001 with CN 5691 + CN 5642
Jan. 10th -- CP 441-10 with CN 5691 + CN 5642
Jan. 19th -- CP 220-17 with CP 9635 + CN 5783
Jan. 19th -- CP 222-18 with CP 9721, CN 5779, CP 4656
Jan. 20th -- CP 222-17 with CP 5994, CP 9018, CN 5691
Jan. 21st -- CP 312-418 with CP 9729, IC 1032, CP 9813
Jan. 25th -- CP 223-22 with CP 9721 + CN 5779
Jan. 26th -- CP 435-24 with STL&H 5615 + CN 5783

Spreader in action: The Thunder Bay-assigned spreader, CP 402887, was in action during the middle of January plowing various yards and mainline tracks within the big terminal. Various Geep 9's and SD40-2's have been used for pushing and pulling purposes during the clean-up operation. (Sorry, no pic's!).

Winter Operations: Due to the big cold snap encountered in January, there have been numerous problems with trains (ie: motive power problems, air problems), track (broken rails), and lack of crews. The week of January 12th was when the CP 'NOSA' (Northern Ontario Service Area) was hardest hit as some trains took several days to get across the area. Similar stories were found across many other locations on the CP system.

CN SD40-2W's used for yard power: During the past few weeks, CN has brought in two separate SD40-2(W) units for use in yard operations in the Thunder Bay terminal....

CN 5302 was used for much of December, then was exchanged for the CN 5275 which was used for nearly 2 weeks in January. Both units have since been put back into road service and the regular CN # 4029 + one or two 7200-series Geep 9's have been used as replacement power. Some of the yard assignments frequently use road power off of train 436 to switch various industries, yard tracks, and make transfer movements as well.

One of the last CN SD75I's on the CP repaying HPH in Ontario departed the Lakehead on February 1st with CP train 223-30 with CP 9005 + CN unit. He did a complete consist change in town along with a lot of work before finally departing. The original lash-up was 9772, 8531, and 5773 (actually off a 221-30 that connected to 223-30 ex-T.Bay).

Other CP action seen around the Thunder Bay terminal on February 1st

Train 222-31 with 8552 front / 9750* middle*

Train 441-01 with 6011 + 5961

Train 115-30 with 8579 + 9627 front / 9836* middle*

Train 345-871 with 8600 + CEFX 1057

Train 301-421 with 5757 + 9145

Train 220-01 with 5983, 9010, SOO 6048

Train 434-01 with 8531 + 5864

Train 107-31 with 8866, 8763, 8756 front / 8790* middle*

Yard UW12 assignment with 1633 + 1570

Yard UE16 assignment with 5499 + 5491

Yard UE13 assignment with 5493 'solo'.

Tim Gorbiel caught CP AC4400CW 9838 thundering through with a stack train at 60 MPH near Savanne East, (MP 72 on the Kaministiquia Sub), and a wave from Craig Konopski!

<http://www.railpictures.net/viewphoto.php?id=268936&nseq=5>

In mid-January, Cor van Steenis took advantage of milder temperatures, a dazzling blue Alberta sky and the snow-capped 9,003-foot Fairview Mountain in the Canadian Rockies for the back drop as CP 8882, 8624, and DP 8712 on the rear, follow the winding Bow River at Morant's Curve (Mile 113 on the Laggan Subdivision), enroute to Calgary, AB.

<http://www.canadianrailwayobservations.com/2009/2/mor1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/mor2.jpg>

The rest of the country had days of extremely cold temperatures and snow woes! For example, in early January Steven Low clicked his co-worker Mark Jackson clearing snow on top of CP 8546 in Revelstoke, BC following one of the big dumps. As well some incredible images from Tim Miller of January's avalanche in BC showing a CP plow extra. (CN-Yahoo)

<http://www.canadianrailwayobservations.com/2009/2/winter.jpg>

<http://www.canadianrailwayobservations.com/2009/2/av1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/av2.jpg>

<http://www.canadianrailwayobservations.com/2009/2/av3.jpg>

CPR ES44AC 8814, which was wrecked at Bow Island, AB., M 41 Taber Subdivision, on April 22nd 2007 was hauled to Calgary in mid-2007, then mounted on 8-axle flatcar QTTX 1313342 in January 2008 at Alyth Yard. In early March 2008, the unit was transported to the RELCO repair shop in Albia, Iowa, and returned to CPR service in August 2008. She is seen here, after rebuilding, on the point of an eastbound intermodal at Shepard, Calgary, AB. on Jan 17th 2009. Cor van Steenis pointed out CP 8814 (after its rebuild) has new black anti-glare paint instead of the usual red paint on the top of the nose section. CP 8815, which was also recently had its cab rebuilt, does not have this feature.

<http://www.canadianrailwayobservations.com/2009/2/8814.jpg>
<http://www.canadianrailwayobservations.com/2009/2/8815.jpg>

January 26th was a slow day for through traffic in Calgary as CP Train #401, the daily Alyth to Coquitlam manifest freight, derailed in the early morning hours at the east switch at Canmore, 68 miles west of Calgary on the Laggan Subdivision, putting a few tank cars on the ground. However, CP was able to move their Track Evaluation Train #64 from Calgary, and it is seen here in Cor van Steenis' photo, passing the east signal of the Shepard Intermodal Terminal heading eastbound on the Brooks Subdivision with CP GP38-2 3122. The normal dedicated motive power for this service is GP9u [8217-8218](#), although at times other locomotives are used. When the track evaluation train is in operation, the locomotive has a camera on the roof of the cab so that the operators in the rear evaluation car can lift the rail detecting equipment for obstacles such as at-grade road crossings; in this move with CP 3122 Cor did not see a camera on the roof. The train returned to Calgary the next day. <http://www.canadianrailwayobservations.com/2009/2/tec.jpg>

On February 1st Cor clicked a clean AC4400CW! CP 9824 is seen here on a westbound intermodal at Keith, Calgary, AB. This unit was the motive power on the US Holiday train this past Christmas, and obviously has been washed!
<http://www.canadianrailwayobservations.com/2009/2/9824k.jpg>

Cor van Steenis caught this EMD conventional nosed consist on CP 5869 West that included CP GP40-2 4656 (nee-Boston & Maine 301), sandwiched in the middle of the trio. A 4600-series unit is a rare sight in Calgary, as it is assigned to Toronto yard for local service. This train was seen at Shepard, (Calgary), AB., on January 12th, 2009.
<http://www.trainweb.org/trains/GP40-2/BM301.html> (Blue B&M 301 with McGinnis logo)!

Roman Litarchuk and Elijah Hall caught retired CPRS SD40-2 5673, heading to LTEX in Ohio on CN Train 304 at Chappelle Jct (Saskatoon, SK) on January 16th. CPRS 5673 was sold at CP's surplus loco auction in August 2008. CN Train 304 had CN C44-8W 2523, SD70I 5602 and CPRS SD40-2 5673. Interestingly, the lead CN unit was the first of the order to have the standardized 2-piece windshield. The previous CN GE's had the Canadian 4-piece windshield arrangement. <http://tinyurl.com/CP5673> <http://tinyurl.com/8g485v>
<http://www.railroadforums.com/photos/showphoto.php/photo/58363/ppuser/4974>

Andy Cassidy provided this shot from January 23rd giving a fairly good overview of the diesel facility in Port Coquitlam, BC. From left to right: CP GP38AC 3011, currently at the shop for a 6 month PM. Inbound CP SD40-2 5794, also at the shop for a 6 month PM. Outbound: CP 8862 & 8859, both on the fuel stand getting serviced. Also, CP MP15-DC 1441, and CP GP9u 1589, an ex-Kamloops assignment equipped with rear ditch lights, and a roof mounted auxiliary oil tank, twinned together for conventional Coquitlam yard assignments and in for weekly servicing. CP MP15-DC 1444 just barely visible on the left side of the CP 1589 being prepped for service at Cranbrook to replace the CP 1440 that is due a 12 month PM. Also, due to power shortages from winter conditions, we had to resurrect 12 of the stored CITX Leased units last week. It was a challenge getting them up and running, but it got done. Andy said a few had batteries that were frozen solid!
<http://www.canadianrailwayobservations.com/2009/2/coq.jpg>

SOO LINE Vignettes: SOO F7A 214B leads an east bound on March 18, 1979 (photo by Michael Hoff). A SOO GP30 leads an Eastbound on April 29, 1987, photo by Michael Lotz (Bob Heathorn's Collection)

<http://www.canadianrailwayobservations.com/2009/2/soo1.jpg>
<http://www.canadianrailwayobservations.com/2009/2/soo2.jpg>

CP Vignettes: Earl Minnis sent along this vignette of CP E8A 1800 at Montreal West Station with Train #41 “The Atlantic Limited” on May 23rd, 1973. By this time, the two remaining CP E-units had been repainted into Action Red from the shabby looking 1950’s CPR block lettering livery, and would soon fall under the auspices of VIA RAIL.

<http://www.canadianrailwayobservations.com/2009/2/1800.jpg>

CPR E8A 1800 one year earlier.

<http://www.mountainrailway.com/Roster%20Archive/CP%201800A/CP%201800-3.jpg>

CP RAIL 1800 at the St-Luc Shop

<http://www.mountainrailway.com/Roster%20Archive/CP%201800A/CP%201800-1.jpg>

Former CP 1800 in VIA livery.

<http://www.mountainrailway.com/Roster%20Archive/CP%201800A/VIA%201898-1.jpg>

These shots by D’Arcy Furlonger were taken from Schreiber, ON back in August 1974 showing The Canadian and countless CP 40-foot boxcars! D’Arcy added many of the buildings that are present in these pictures have long been torn down.

<http://www.canadianrailwayobservations.com/2009/2/rock.htm>

Bob Heathorn caught CP Road Manager Steve Doyle on the Circus Train coming into Barrhaven, Ontario on June 23rd 1989. Then three CP/STL&H lettered GP9u's coming into MF on the 6th of August 2001, and finally CP 4656 and 8246 getting ready to depart for MF. The calcite plant west of Perth, ON is currently owned by Omya, and prior to that it was Steep Rock Calcite. Bob wrote the Turn to switch this plant is called the “Belleville Road Switcher” but a lot of the old heads still call it the “Steep Rock Turn”.

<http://www.canadianrailwayobservations.com/2009/2/cp1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/cp2.jpg>

<http://www.canadianrailwayobservations.com/2009/2/cp3.jpg>

VIA RAIL and COMMUTER News

(William Baird and Terry Muirhead)

VIA RAIL NEWS

The big news this month was to be the much-anticipated release of VIA F40PH-2d 6402 from CADRAIL in Lachine, QC, However rail fans will have to be patient, as the locomotive never left the plant in January. When released, the locomotive will feature a new HEP generator, electronic upgrades, an extended long hood and adapted VIA Renaissance livery. From what we have gathered (and this is Not Confirmed): When released, the locomotive is expected to move from the plant to VIA MMC (Montreal Maintenance Center) to get a thorough inspection and installation of some new cab components. VIA 6402 would then begin to start the road-testing. Major work of course has already begun on the rebuild of VIA 6452, which is expected to be the second “extended hood” F40PH-2d to be released later this year. There are still three VIA F40PH-2’s at the CADRAIL facility to be overhauled and upgraded (6443, 6454, and 6457), with other numbers to follow later. We will be actively watching for updates and the release of VIA 6402 and look forward to post photos soon.

<http://www.canadianrailwayobservations.com/2008/001/index.htm> (Interior CADRAIL shots)

<http://www.cadrail.ca/eng/accomplish.htm> (CADRAIL’s first prototype ...VIA 6400)

On January 26th, VIA Train #20 collided with a mini-van and killed the driver at a grade crossing with VIA P42DC 914, near Quebec City. The warning lights were flashing at the crossing but the investigation is continuing.

http://www.zone911.com/index.php?option=com_content&task=view&id=5461&Itemid=213

On January 26th Ron Visockis caught VIA P42DC 904 with six LRC cars zipping through Belleville, Ontario. He also caught CP AC4400CW 9771 rolling eastbound the same day.

<http://www.canadianrailwayobservations.com/2009/2/vi1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/vi2.jpg>

<http://www.canadianrailwayobservations.com/2009/2/bi3.jpg>

The Canadian Federal Government's 2009 budget includes 407 million dollars for VIA Rail: The Canadian Government recognizes that investments are required to ensure the long-term viability of passenger rail services and to improve VIA Rail's financial performance. This new funding, totaling \$691.9 million, will improve the sustainability and reliability of passenger rail services in Canada and provide more frequent, faster, cleaner and safer services along the Quebec City - Windsor Corridor. The proposed equipment and facilities Investments, combined with strategic infrastructure improvements, will address VIA Rail's capital needs and improve its operational performance. The funding will allow VIA Rail to rebuild its aging fleet of locomotives and cars, upgrade stations, and improve strategic infrastructure to eliminate bottlenecks and enhance capacity for faster, more frequent and reliable service. These investments will benefit Canadians across the country. For example: The F40PH-2 locomotive rebuilding program at Cadrail will improve the reliability of VIA services, lower maintenance costs and help to improve the company's environmental performance through increased fuel efficiency and reduced emissions. The rebuilt locomotives will ensure another 15 to 20 years of service on the eastern and western transcontinental trains, on the regional service to Gaspé (Quebec) and on remote services to such points as Parent (Quebec), Churchill (Manitoba) and Prince Rupert (British Columbia). They will meet the new emission standards for railway locomotives set by the recent Memorandum of Understanding between the Railway Association of Canada and Environment Canada and Transport Canada. Over the next two years their Light, Rapid and Comfortable (LRC) cars will have their operating systems and interiors rebuilt. Riders will enjoy new seats, better lighting, computer outlets and washrooms, while VIA will lower its maintenance costs and energy requirements, thereby saving fuel and reducing emissions. Several stations across the country will be refurbished. Strategic infrastructure improvements, which will be spread throughout the Quebec City - Windsor corridor, will:

- increase track capacity and alleviate bottlenecks;
- improve on-time performance;
- reduce trip times through increased speed;
- allow for more trips; and
- improve safety and reliability of service.

From February 6th, 2009 to April 12th, 2009, VIA Rail Canada's popular Snow Train to Jasper returns for a third season. Offering Friday afternoon departures to Jasper and a return departure for Edmonton late on Sunday afternoon, and features VIA's Panorama (fully domed) viewing cars. New this year, customers travelling from Edmonton to Jasper on the Snow Train to Jasper have a chance to win prizes on board courtesy of Salomon, Kombi as well as Warren Miller movies. One-way fares for VIA's Snow Train to Jasper begin at \$76.00 (CDN), with discounts for seniors, students and children. Vacation packages that include VIA's Snow Train to Jasper can be found at viarail.ca/snowtrain and select "All-inclusive

packages". Customers can visit VIA's secure Web site at viarail.ca/snowtrain to book a trip on the Snow Train to Jasper. Passengers can also book a trip anywhere in the VIA system by calling 888 VIA-RAIL (888 842-7245) or through their travel agent.

VIA Vignettes: Toronto in the good 'ol days! A wonderful shot showing VIA FPA4 6789 and FP9A 6523 with ex-CN B-units and countless ex-CN RDC's, taken on November 6th, 1992. (Photographer unknown). Also, a CN turbo train set, CN varnish galore, and a CN MLW switcher shuffling passenger cars in Toronto, on February 17th, 1974. (Photographer unknown). Both Images are from Bob Heathorn's collection).

<http://www.canadianrailwayobservations.com/2009/2/vv1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/vv2.jpg>

VIA Vignette: On March 3rd 2006, Bob Heathorn was at the CPR station in Smiths Falls when Santa Fe Mac arrived and suggested we go to Brockville to shoot VIA 57. Not being a big fan of VIA or the "Other Railway" I was not keen on going but I relented and a way we went. Sitting in the vehicle across from the VIA station in Brockville the scanner picked up a conversation from a foreman and VIA 57. The conversation was "VIA 57 the 6424 can pass through my limits with no restrictions". I turned to Mac and said "If we are lucky we may get the Budwiser unit", he said yea.. fat chance, and I replied, well the 6424 is the Bud paint scheme.. the rest as they say is history.

<http://www.canadianrailwayobservations.com/2009/2/bud1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/bud2.jpg>

Toronto GO Transit Vignettes: As Dan Dell'Unto say's:"Everything's gone green"! GO 525 hauls the inbound Lakeshore West train 906 in between two dead head consists at Bathurst Street. One train set has brand new MP40PH-3 605 (E152), and the other with GO's oldest F59PHi, 520 (E206). Both are heading west to Willowbrook after completing their morning runs. As of now some of the first F59 order including 520 and 525 have been retired, pushed out as more of 605's siblings came online. (Dan Dell'Unto's photos)

<http://www.railpictures.net/viewphoto.php?id=266894&nseq=3>

Dan also took this fabulous photograph: Blasting by the Bloor GO Station on its way to downtown Toronto, Train160 with GO MP40PH-3 608 in the lead is running express downtown with the last morning 12-car train on the Milton line.

<http://www.railpictures.net/viewphoto.php?id=267216&nseq=12>

Montreal AMT Commuter Vignettes: This ex-CN GP9 (4299) which was rebuilt into a GP9u at AMF- Pointe-St-Charles in the 1990's and is seen here sporting the AMT1990's livery, is one of only four on the AMT roster: 1310-1313. On March 6th, 2008 near Longueuil, QC at M.P. 69.5 on the CN's St-Hyacinthe Subdivision, Marc Caya clicked AMT GP9u 1312 and AMT (former AMTRAK) F40PH 287 raising a snow cloud while pushing in a Montreal Central Station bound commuter train. <http://www.railpictures.net/viewphoto.php?id=265714>

Marc Caya posed a very good question to us. He asked "Do any of our readers know what the difference is between the two models: an AMT GP9u and a CN GP9RM (Upgraded vs Rebuilt/Modified)"? *(Both jobs where done at the AMF Pointe St-Charles Shop at around the same time. The engine block in both models is a V16-645. Visually, they look similar on the exterior. I think the main difference is that AMT GP9u's are geared for high-speed and have an EGU control panel.- maybe other CRO readers can chime in as well? WB).* Here is another of Marc Caya's photos showing AMT GP9u 1312 taken the same day This shot was

chosen for the Railfan-MTL 2009 Calendar, and was also used as the banner picture for "Eco-Train", promoting the return of commuter train service on the St-Jean – Montreal line!
<http://www.railpictures.net/viewphoto.php?id=226272>

Montreal's AMT looking to purchase CN Deux-Montagnes line: Montreal's Agence Metropolitaine de Transport (AMT) reportedly is near agreement with Canadian National to acquire the Deux-Montagnes line. AMT currently operates electric rail service covering 18 miles between Montreal and the line's namesake city over the former Canadian Northern route, which was the hallowed ground of the unique CN Box Cabs. The AMT purchase may include the 4.5-mile Doney Spur. AMT has studied the possible use of the Doney Spur for future light rail operations. AMT has offered CN C\$45 million (US\$37 million) to acquire the Deux-Montagnes line which of all their routes, is the most heavily used by Montreal commuters. http://www.railwayage.com/breaking_news.shtml

CANADIAN LOCOMOTIVE SHOPS

In January, CADRAIL released the latest KCS Genset. Numbered KCS 1400 and looking terrific in the KCS Southern Belle livery, it which was built from former KCS GG20B 1868, and is an RP14BD model. Note: the previous KCS GG20B's sported the KCS battleship grey with yellow stripes and red lettering scheme. On January 9^h, Nicolas Houde caught brand new KCS RP14BD 1400 on CP Train 235 just out of CADRAIL at Lachine, QC. Several hours later, CP Train #235 departed St-Luc Yard with the unit enroute to Chicago and was photographed by Richard Young while at the Montreal Diesel Shop . Later that day CP train 235 was rolling through Smith Falls, ON, and was caught by Bob Heathorn!. The second KCS RP14BD numbered 1401 (ex- KCS GG20B1869) was completed in January and left CADRAIL-Lachine, on February 1st. Michael Berry caught the move to St-Luc Yard, at Ville St-Pierre, QC. UPY 2307 and 2308 are currently still at CADRAIL.

<http://www.railfanqc.com/Autre/KCS/1400.htm>

<http://www.canadianrailwayobservations.com/2009/2/1400-1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/1400-2.jpg>

<http://www.canadianrailwayobservations.com/2009/2/1400-3.jpg>

<http://www.canadianrailwayobservations.com/2009/2/1400-4.jpg>

<http://www.trainweb.org/gensets/railpower/kcs/1401.html> (the next KCS 1401)

<http://www.canadianrailwayobservations.com/2009/2/1401-1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/1401-2.jpg>

After returning to service following repairs at CADRAIL in Lachine, QC in 2008, Jean-Francois Dumont photographed ROBERVAL & SAGUENAY B23-S7 #50 (a Super-7), on January 3rd, 2009 just outside the Port Alfred, QC, plant on the R&S - La Baie Subdivision.

<http://www.railpictures.net/viewphoto.php?id=266179&nseq=1>

R&S B23-S7 #50 at CADRAIL in 2007

http://www.canadianrailwayobservations.com/2008/001/RS_50_CAD_5.jpg

In September 10th 2008, Ron Visockis was visiting the IRSI facility in New Brunswick and caught the following RDC Budd cars (including ex-VIA 6137 and others), and GM-built ECR JT42 's being modified for eventual shipment to Europe, and were temporarily stored outside the ex-CN Moncton Shop.

<http://www.canadianrailwayobservations.com/2009/2/ir.htm>

Jody Moore's "Green" Locomotive Roundup:

<http://www.trainweb.org/gensets>

<http://www.trainweb.org/greengoats>

ELECTRO MOTIVE DIESEL:

Kansas City Southern has ordered 22 ECO rebuilds from EMD, according to a rundown in the December issue of Railroads Illustrated magazine, pages 13 and 14. This is the first order for the ECO rebuilds placed so far.

After demonstrating to Tacoma Rail, GP22ECO demo EMDX 7102 spent most of the month of January at Coast Engine and Equipment in Tacoma, WA.

MOTIVEPOWER:

Motive Power's MP21B genset prototype/demonstrator MPEX 244 was still on Norfolk Southern in Roanoke, VA as of Jan. 1, 2009. The unit was undergoing road testing around the 15th. NS has conducted some of the most extensive tests of the genset types so far, having put their own Railpower RP20BDs and NRE 3GS21B's through their paces at Roanoke last year. In addition, Brookville BL20CG demo BMEX was tested last fall, and Progress PR22B prototype PRSX 2002 is expected to arrive in February.

NATIONAL RAILWAY EQUIPMENT:

NEPTUNE 3GS21B 808 and slug 808A (moving as NREX 8081) were spotted on the EVANSVILLE & WESTERN railroad in Mount Vernon, IL on Dec. 28. The pair tested on the E&W until Jan. 6, 2009, and were returned to NRE. The slug appears to have been built on a new frame, possibly the same as those used on the 3GS21B models. The pair will be moving to Neptune Bulk Terminals in North Vancouver, BC, but was still at NRE as of Jan. 22.

CSXT 1307 and MBTA 3GS21B 3249 were both spotted outside the gates of NRE's Paducah, KY plant on Jan. 6. Both units were eventually taken back inside the plant, where they were still as of Jan. 20. They were joined by CSXT 1304 and MBTA 3248. In addition, CSXT 1305 and 1306 were sighted at VMV on Jan. 15. Here are photos and roster information for the Massachusetts Bay Transit units:

MBTA 3248: <http://www.trainweb.org/gensets/nre/mbta/3248.html>

MBTA 3249: <http://www.trainweb.org/gensets/nre/mbta/3249.html>

On Jan. 14, 2009, Mark Mautner captured new SEPTA 2GS14B-DE 70 at in the load testing area of NRE's Mount Vernon plant. The unit is the first dynamic brake-equipped 2GS14B built, and appears to be on a new frame. Photos and roster information are at <http://www.trainweb.org/gensets/nre/sepa/70.html>

Mark also caught CSXT 1310 at Mount Vernon on Jan. 22. CSX is expected to receive a total of 20 gensets, numbered CSXT 1300-1319. At least three of those units – CSXT 1317-1319 – are expected to be twin-engine 2GS14B models.

NREX 2007, the 2GS14B demonstrator, has moved from ADM in Marshall, MN to Decatur, IL and (presumably) another ADM facility. Doug Wolfe photographed the unit in the CN yard in Decatur: <http://www.rrpicturearchives.net/showPicture.aspx?id=1461602>

PROGRESS RAIL SERVICES:

At the end of December, Progress shipped two PR43C single engine units for NORFOLK SOUTHERN. The two unpainted units, NS 4000 and 4001, ended up at Progress' Mayfield, KY facility, where they remained as of mid-January. The units are powered by 16 cylinder CAT C175 diesel engines, and are rated at 4,000 hp. According to Chris Toth's NS Rosters website, NS 4000 is former SD50 UP 9881, while the 4001 is former SD50 SD 6509. Joe Ferguson shared these two photos of these unique locomotives:

NS 4000: <http://www.rpicturearchives.net/showPicture.aspx?id=1433067>

NS 4001: <http://www.rpicturearchives.net/showPicture.aspx?id=1433070>

Progress PR22B prototype PRSX 2002 departed the CSX Intermodal Ramp in Fairburn, GA on Jan. 14. The unit was handed off by CSX to Norfolk Southern in Atlanta, GA the following day. After working in captive service in NS's Inman Yard, the unit is expected to be forwarded to Roanoke, VA for evaluation at the end of January.

RAILPOWER TECHNOLOGIES:

On Dec. 15, Railpower announced that it had obtained its ISO 9001:2000 registration, demonstrating that it had a documented Quality Management System (QMS) and met other strict conditions for certification. The certification is essential for certain contracts.

On Jan. 9, 2009, Railpower issued a press release regarding an accounting adjustment affecting the results for the 2nd and 3rd quarters of 2008. At the request of the Ontario Teachers Pension Plan (OTPP), the remaining portion of the \$12 million set aside for the construction of a new plant was not to be made available for general corporate purposes, unless authorized by the OTPP. As such, the balance at the end of those quarters, which had been reported as available cash, was reclassified as restricted cash. The reports for those quarters were amended and re-issued.

On Jan. 9, the first genset for KANSAS CITY SOUTHERN was spotted on CP train 235-08 through Smiths Falls, Ontario. KCS 1400 is an RP14BD (the first such model built with a cab). It was rebuilt from GG20B hybrid KCS 1868. KCS 1401, formerly GG20B KCS 1869, is expected to follow around the time this issue goes to press. Bob Heathorn sent us these photos of this unit in Smiths Falls, Ontario: <http://www.trainweb.org/gensets/railpower/kcs/1400.html>

After enduring through the Christmas and New Years' holidays, upgraded GG20B Green Goat UPY 2309 finally made its way to Chicago on Jan. 7, 2009 and was handed off to UNION PACIFIC for movement to Fort Worth. UPY 2306 moved south on CP train 235-12 on Jan. 12. That leaves only two units – UPY 2307 and 2308 – remaining to be rebuilt. The upgraded units are all being used in Fort Worth, TX.

In late December and early January, UNION PACIFIC deployed leased Railpower RP20BDs RPRX 5402-5406 up to Stockton, CA. RPRX 5406 was noted working a local out of Stockton on Jan. 19 and again on the 21st. The 5403 did the same duties on the 22nd. Railpower GG20B lease unit RPRX 2406 moved north in mid-January, arriving in Fresno, CA on Jan. 15.

After getting maintenance on the BELT RAILWAY OF CHICAGO, Railpower RP20BD demonstrator RPRX 5400 is headed to the FINGER LAKES RAILWAY, based in Geneva and

Solvay, NY. The line is a tourist and freight carrier in upstate New York. Also, RP20BD demonstrator RPRX 5407 was still on RJ CORMAN RAILROAD in Kentucky as of mid-January 2009.

Thanks for their assistance in assembling this month's roundup goes out to: Bruce Mercer, Sean Graham-White, Railpower Technologies, Bob Heathorn, Steve Kmit, Mark R., Darrell Rayfield, Lance Meyers, Bo Gray, Mark Mautner, David Stewart, Chris Toth, Joe Ferguson, Marc Chouinard

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC deliveries during December 2008:

Despite a large number of units from several different orders seen about the plant during the month, there were no deliveries to EMCC customers. However twelve units were bagged (each taking 16 man-hours to prepare them) and moved by GEXR to temporary storage in Stratford yard. They will return to the plant for final fit when the customer is ready for delivery. The first seven, the complete order of JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (20078968), moved on December 6, under temporary numbers 96801 to 96807. Then on December 12, five from the Euro Cargo Rail order (20068864), 77044 to 77048, were lifted to Stratford. They too, were bagged. The remainder (77049-77060) of the JT42CWRM units for ECR, have been sighted around the plant still in primer. It has also been reported the six ECRs undergoing modifications at International Rail Services, Inc. (IRSI) in Moncton (77038 to 77043) have also been put into temporary storage.

In a situation rarely seen at GMD or EMCC, the complete order (and all painted) for the 25 Canadian National (CNRC) SD70DCe (aka SD70M-2) 8850-8874 have been seen around the plant. Deliveries began on January 2, 2009.

More of the two-toned blue JT42CWRs for the Egyptian Railway, nos. 2124-2163 (order 20078963) have been seen during the month.

The first few units in the latest BNSF SD70ACe order (20086021) have appeared from paint. Road numbers are to be 9305-9329 & second 9166-9167 & 9184-9191. On January 8th, Ian Platt reported seeing fully painted BNSF 9306 - 9307 outside at the EMCC Plant in London, ON. (Froth).

Update from EMD: (01/09/09) Electro-Motive Diesel Inc.'s (EMD) Class 66 locomotive has achieved homologation in France. The driving capabilities of the locomotive's radial steering bogie achieved homologation for tracks down to Demoux Group 2 - something usually granted only to much lighter locomotives, EMD said. The company is delivering the homologated locomotives as part of a 60-unit order from French railway operator Euro Cargo Rail, which will use the motive power for cross-border operations between France, Belgium and Germany. Introduced in 1998 in the United Kingdom, the Class 66 locomotives will be equipped with required safety systems and radios for all three countries, and be capable of automatic switching from one country to the other. (Froth)

SHORT LINES, REGIONALS & INDUSTRIALS

Mark Perry reported that one of Canada's most loved locomotives, BNSF High Hood (Torpedo Tube) GP9 1685, that is assigned to BNSF-Canada in Winnipeg, Manitoba was sent south to the BNSF's Northtown Yard in Minneapolis, Minnesota. The geep was sent down for major repairs specifically for air brake issues in early January. She has been replaced by BNSF GP39-2 2710 which is now in service in Winnipeg, and is still wearing the BN green and black paint scheme.

<http://www.rrpicturearchives.net/showPicture.aspx?id=623026> BNSF 1685

<http://www.trainpix.com/bn/EMDORIG/GP39-2/2710.HTM> BNSF 2710

On January 9th, 2009 Rod Bushway photographed former CN (nee-BCOL) SD40-2 relettered very tastefully for MONTREAL MAINE & ATLANTIC 758. This unit was purchased by Railworld in 2008 from CN along with other CN units, and has been put back into running condition by the MMA engine repair facility at Derby, ME. In January it was being used for the Brownville local VB-3 with the remote caboose. (Jason Noe). MMA has also placed former CN SD40-2 (ex-UP) 5382 in service. The other three units sold to MMA by CN have been parted out for shipment to Poland. <http://www.railpictures.net/viewphoto.php?id=266702>

In December, KRC MLW M420 2402 was released from RAILSIDE LOCOMOTIVE in Winnipeg. Mark Perry saw the unit at CN's Symington Yard sitting at the diesel shop there. The unit has not been repainted and still is wearing its grey primer/rust paint job with no lettering but does have newly installed 2402 numbers in the front number boards. This week KRC 2402 was tucked in behind the two CN units, dead enroute to Canora SK [and ultimately on to the HBR at The Pas] on CN train #853. The rusty grey primered unit still must have air problems as there was a long air hose was running along the running boards from one end of the unit to the other. Might be some time before anyone see's this unit actually running on the mixed train to Pukatawgan. CN Train 853 was photographed at East Switch Meharry, with CN 2591, CN 5354, hauling dead KRC 2402 and 63 cars. (Clayton Chaloner / Mark Perry)

<http://www.railroadforums.com/photos/showphoto.php/photo/58413/limit/rec>

The two former QRC MLW RS18u's arrived in London on January 8th, 2009 for Trillium's ST THOMAS and EASTERN. OCRR 1842 and 1859 were moved south on CN #584 the following day. It is interesting to note that 1842 is actually a former CN unit! On Sept 16th 1986, CP RS18 8758 was involved in a derailment at Espanola, Ontario and the engine was rebuilt into a RS18u 1842 using the purchased frame and carbody from CN RS18 3634 and the internal parts from 8758. (James Gardiner Photos)

<http://www.locophotos.com/PhotoDetails.php?PhotoID=98953>

<http://www.locophotos.com/PhotoDetails.php?PhotoID=98976>

In January, QUEBEC RAILWAY CORPORATION were retaining RS18u's 1821, 1849, and 1868 for use on their CHEMINS de FER BAIE DES CHALEUR (CBC) which is their only remaining Shortline after the CHARLEVOIX RAILWAY. CBC, or now known as Gaspé Railway Services operates over one ex-CN Subdivision in eastern Quebec, the Cascapedia Sub (Matapedia to New Carlisle), and the Chandler Subdivision (from New Carlisle to Gaspé), which is owned by VIA uses and has no freight service. The Cascapedia Sub was sold to the Quebec Government a year or two ago. The QRC will also retain RS18u's 1845 and 1856 for use on the ferryboat to Sept Iles, QC. At press time NBEC RS18u's 1857, 1813,

1851, 1819 were reported as still in service on the NBEC. SFEX RS18-3 3000 (ex- CP RS18u 1864), moved on CN from Campbellton to Montreal and later to Joliette, QC, and was interchanged to QUEBEC-GATINEAU on December 30th for lease to BELL GAZ. BELL GAZ S13m 114 was interchanged from CN to CP (at Parsley in MTL) on December 30th, for movement to CADRAIL for evaluation and possible repairs.
GODERICH-EXETER (RailAmerica Report by Jon Snook).

GEXR Train ID's Effective January 18th 2009

431 - CN Mac Yard to Stratford (the return of 432)

432 - Stratford to CN Mac Yard 1700 daily

433 - Stratford to Stratford London Turn 0700 Mon – Fri and Baden Turn/Stratford Yard, Sunday Stratford to London and return as required.

518 - Exeter Sub. Switcher 0800 Tuesday and 0700 Saturday

580 - Kitchener/Guelph/Galt switcher 0700 Mon – Fri

581 - Stratford to Stratford Goderich Turn 0600 Mon – Fri

584 - Kitchener/Elmira/Huron Park switcher 1800 Sun – Thurs

GEXR locomotives at the shop (January 26th).

HLCX SD40-3's 6522 and 6061 (for various repairs, and traction motor change-outs).

GEXR GP38 3821 (for radiator replacement).

GEXR GP40 4046, RLK FP9Au's 1400, 1401, CEFX GP38-3 6537 and GEXR GP35M3834 (all Stored UnServiceable outside the shop).

Jon Snook took this shot on January 17th revealing the enormous amount of snow they and RLK GP9-4 4001 had to contend with between Stratford and Seaforth on GEXR Train 518 and then later on their return trip, with 4019 leading.

<http://www.canadianrailwayobservations.com/2009/2/k4001.jpg>

On January 20th GEXR 518 Plow Extra headed out with ex-CN 55413 “black beauty” and locomotives RLK 4001 and RLK 4096 plowing the Goderich Subdivision west to Goderich, ON. RLK 4096 was removed at Goderich and the Plow Extra returned east to Stratford with RLK 4001. Once VIA train #85 and GEXR 433 had cleared west out of Stratford, the Plow followed behind onto the Guelph Sub up to mile 103, just west of St. Mary's, with the wings further extended out to throw the snow back further. (Dave Young and Jon Snook)

<http://www.canadianrailwayobservations.com/2009/2/plow.htm>

<http://www.rpicturearchives.net/showPicture.aspx?id=283270>

<http://ca.youtube.com/watch?v=Y8vcTqAegts> Snow on the GEXR video (Froth)

In December 2008, NRE in Mount Vernon, IL released a new Genset with a slug mate for NEPTUNE TERMINALS in North Vancouver, BC. The unit is a 3GS21B numbered 808 and the Slug is model TEBU (Tractive Effort Booster Unit) and is numbered 808A. In early January the two units were testing on the EVANSVILLE & WESTERN RR in Illinois, and will move by CN to Vancouver after tests are complete.

MLW RS18 Vignette: Check out Neil Compton's shot of brand new Quebec Iron & Titanium #6 taken at the back gate of Montreal Locomotive Works in June of 1968. This was the last MLW RS-18 ever produced. If you like this shot, see more of Neil's super MLW photos in the CRO “Letter's” Section! <http://www.canadianrailwayobservations.com/2009/2/rs18.jpg>

ONTARIO NORTHLAND Vignette: On January 28th, 2003 Steve Glischinski caught he northbound "Polar Bear Express" for Moosnee rounding the curve at MP 5 having just

departed Cochrane, Ontario with ONR FP7A 2002 at the point. (Froth)
<http://www.railpictures.net/viewphoto.php?id=166119&nseq=125>

THE BC RAIL STORY Part IX

(By Claude Prutton and Mark Forseille)

During the period 1995-2000 BC Rail was once again heading towards a severe power shortage in the 4-axle category. You will recall from previous issues that all the RS18 road units had been repowered & for the most part confined to Yard & local switching. By 1996 several of the M420's & 420B's had been involved in wrecks & others were stored unserviceable.

In 1995 the Co. purchased 16 GE B36-7's numbered 7484-7499 from ATSF. These units were to be renumbered 3601-3616. Two of these, 3607 & 3613 were repainted into the Red White & Blue scheme & most of the remainder was painted Blue with Silver trucks & frame. There were a number of variations, however which can only be appreciated by photographs in this & following issues. Also purchased were 6 GE C 36-8M units rebuilt from C30-7's. None of the above were very well regarded by the crews or the mechanical department. The B36's had poor brakes & stunk of exhaust fumes in the cab. From observations the C 36's seemed to spend most of their time on work trains or sitting idle on shop tracks.

[BCR B36-7 #7484](#) still in the ATSF Blue and Yellow scheme with the SANTA FE lettering starting to show through. Once the 7484 is upgraded to BCR Standards, she'll come out as the BCR 3601. Photo by: Claude Prutton at Chetwynd, BC on Sept 19th, 1999.

[BCR B36-7 #3601](#) In the Blue and Silver scheme with BC RAIL lettering at the shops in Prince George, BC on July 18th, 2000 Photo by: Mark Forseille

[BCR B36-7 #3603](#) in the plain Blue with Yellow paint scheme at Lillooet, BC on August 15th, 1998. Photo by: Mark Forseille

[BCR B36-7 #3604](#) also in the plain Blue and Silver paint scheme at North Vancouver, BC on February 20th, 1999. Photo by: Claude Prutton.

[BCR B36-7 #7488-A](#) Still in the Rocky Mountaineer paint scheme at Chetwynd, BC on April 9th, 1999. The 7488 was never renumbered to the BCR 3605. Photo by: Claude Prutton.

[BCR B36-7 #7488-B](#) Now repainted into the BC RAIL Blue and Silver scheme as was the 3601. The 7488 has not been overhauled and modified to be a lead unit on the BCR, thus retaining her old ATSF number. This photo also taken in Chetwynd, BC by Claude Prutton on September 18th, 1999.

[BCR B36-7 #7489](#). This unit still sporting the ATSF Yellow and Blue SANTA FE paint scheme until she was sold off. She would've been the BCR #3606. Only two B36-7's remained in the ATSF paint scheme until leaving the BCR. The 7497 was the other. The 7497 was involved in a wreck which we'll cover later. This photo of the BCR 7489 was taken at the shop in Prince George, BC on July 18th, 2000, by Mark Forseille.

[BCR B36-7 #3607](#). One of only two B36-7's to be fully repainted with the Red, White and Blue lightning bolt scheme. This photo was taken at the shops in North Vancouver, BC on August 5th, 1997 by Mark Forseille.

[BCR B36-7 #3608](#) In the plain blue paint scheme at Chetwynd, BC on April 8th, 1999 by Claude Prutton. The 3608 seemed to hang out often in Chetwynd.

[BCR B36-7 #3610](#) One of the first B36-7's to be upgraded to a lead unit on the BCR. Former ATSF #7493 is in the plain Blue and Yellow paint scheme at Chetwynd, BC on August 24th, 1996. Photo by: Mark Forseille.

[BCR B36-7 #7494](#) Still sporting the Blue and Yellow ATSF colors, the 7494 would end up as BCR #3611 after her upgrade. Also at Chetwynd, BC on August 24th, 1996. Photo by Mark Forseille.

[BCR B36-7 #3612](#) In the Blue and Silver paint scheme, the 3612 is at the shops in Prince George, BC on May 25th, 1999. Photo by: Claude Prutton.

[BCR B36-7 #7496](#) Still in ATSF Blue and Yellow, the 7496 has her exhaust stack still capped waiting to be upgraded to BCR 3613. She's at Prince George, BC on August 24th, 1996. Photo by: Mark Forseille.

[BCR B36-7 #3613](#) Also sporting the new BC Rail Red, White and Blue lightning bolt scheme. Most of the B36-7's had ditch lights on the long hoods to operate long hood forward. The 3613 spent some time on the Dinner Train, which we'll cover in an upcoming issue. This photo was taken at North Vancouver, BC on August 5th, 1997 by Mark Forseille.

[BCR B36-7 #7498](#) The other Rocky Mountaineer unit, never renumbered to the BCR 3615. She's at Prince George, BC on August 24th, 1996. Photo by: Mark Forseille.

[BCR B36-7 #3616-A](#) Claude Prutton caught the 3616 in the plain Blue with Yellow scheme at Chetwynd, BC on March 27th, 1998. See the next photo B as the 3616 looks different again.

[BCR B36-7 #3616-B](#) A few months later, BC Rail decides to finish this unit to the plain Blue and Silver scheme. At North Vancouver, BC on September 28th, 1998. Photo by: Mark Forseille.

[BCR C36-8 #3621](#) Formerly Ex HLCX #6701 and Exx Conrail #6601 C30-7. It's April 11th, 1999 under the Lions Gate Bridge in North Vancouver, BC. The BCR 3621 is being coupled to its train. It will be its first revenue run on the BC Rail. Photo by: Mark Forseille.

[BCR C36-8 #3624](#) Formerly Ex HLCX #6709 and Exx Conrail #6609 C30-7. While up at Fort St. John, BC on July 23rd, 2000. The 3624 is waiting for her next assignment. Photo by: Mark Forseille

[BCR C36-8 #3626](#) (ex-HLCX #6705, exx-Conrail #6605 C30-7A). Claude Prutton catches this unit at Prince George, BC on September 19th, 1999.

In 1998 the Co. purchased the first 2 of 11 GE B39-8E locomotives numbered 3901 & 3902. These two units started life as part of a 100-unit order from GE to a group of investors & were numbered LMX 8500-8599. They were sub leased to Burlington Northern on a power by

the hour payment arrangement. Shortly after two of the units were wrecked on Bozeman Pass in Montana. GE replaced them & rebuilt the wrecks, which were eventually sold to BCR. 3903 is a B40-8E while the remaining units 3904-3911 & 1700 are ex LMX units. The 3900 HP locomotives were built for high speed intermodal service.. Their Horse Power to weight ratio is terrible for BCR's slow track speed & heavy grades especially on the Dawson Creek sub. It's rather like trying to skid logs with a race car, however the price was right & the machines have been reliable.

[BCR B39-8E #3901, RS18Cat #602 & B39-8E #3902](#). Claude Prutton caught this lovely scenic photo of this trio in the snow near Dawson Creek, BC on April 9th, 1999.

[BCR B39-8E #3901](#) On the fuel stand at Chetwynd, BC on April 8th, 1999. Photo by: Claude Prutton.

[BCR B39-8E #3902](#) Also on the fuel stand at Chetwynd, BC on April 8th, 1999. Photo by: Claude Prutton.

[BCR B39-8E # 3903 B36-7 #7484, B39-8E #3902 & RS18Cat #622](#) Claude Prutton caught this quartet of units at Groundbirch at MP 32 of the Dawson Creek Sub on September 19th, 1999.

[BCR B39-8E #3903](#) Built as a B40-8, BCR derated this unit to a B39-8E. This photo was taken at Dawson Creek, BC on July 25th, 2000. Photo by: Mark Forseille.

[BCR B39-8E #3904](#) Just rebuilt for BC Rail, former LMX #8555 is on her first trip North towards Prince George, BC from North Vancouver, BC on December 11th, 2000. Photo by: Mark Forseille.

[BCR B39-8E #3905](#), just rebuilt for BC Rail, former LMX #8574 is on her first trip North towards Prince George, BC from North Vancouver, BC on December 11th, 2000. Photo by: Mark Forseille.

In 1995 BCR received its first order of GE Dash 9-44CWL units numbered 4641-4644. These were painted in the traditional Red White & Blue scheme. In 2000 a second order was forthcoming numbered 4645-4654 & was painted in the less expensive Blue & Silver scheme. These were the last new locomotives to be purchased. We will cover the acquisition of the 4645 to 4654 in Part X

A parting shot: [BCR Dash 9-44CWL #4644](#) leads a pair of SD40-2's near Chetwynd, BC on September 16th, 1998. Photo by: Claude Prutton.

A dramatic change was now on the horizon. Within the next couple of years Passenger service was discontinued, the Tumbler Ridge coal project failed & BC Rail's assets were all sold to CN. This will be covered in detail in the March issue. In a couple of future issues we will cover a couple of other ventures the Railway was involved with over the years. These will include the ex CP Royal Hudson 2860 & ex CP 3716 tourist trains as well as the Whistler Northwinder & the Pacific Starlight Dinner train. Wrecked units, BCR units in the movies, Lease and Demo units on the BC Rail, and a close up of the Electrics on the Tumbler Sub.

CANADIAN RAILWAY HISTORY

The WCRA's new Roundhouse Conference Centre in Squamish, BC has been officially named the "CN Roundhouse and Conference Centre" in conjunction with a donation of \$1.25M towards its construction. The complete Press Release is available on the WCRA Website and at: <http://www.wcra.org/CNAnnouncement.pdf> Jeremy Davy of the West Coast Railway Association Provided these photos by Trevor Mills: CN Chair's official Train approaching Squamish consist includes: CN 5724 (SD75I) and BCR 3911 (B39) to handle the consist on lighter track inside WCRHP). Power car, Dome-CN 99 American Spirit and Business Car-CN100 Pacific Spirit.

<http://www.canadianrailwayobservations.com/2009/2/sp1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/sp2.jpg>

<http://www.canadianrailwayobservations.com/2009/2/sp3.jpg>

Pacific Spirit at platform of Mac Norris Station – WCRHP. These photos were taken by Cindy Cardiff of Trek Photography - Squamish, BC, which she has posted on Flickr. The link is <http://www.flickr.com/gp/25230030@N07/48kh5A> As well ... eight photos posted by "CP1400" on RailroadForums.com: <http://www.railroadforums.com/forum/showthread.php?p=227731>

Paul Trudel found these terrific images of the CP-CN Canadian Confederation Train which crossed the country during Expo '67 in Montreal, QC. The images are by Jim Brown and Mike Dunham-Wilkie, and showcase the train in BC, Ontario and Quebec. The F-units and rolling stock sure looked eye catching in that two-tone purple paint scheme! (Hey ... it was the 1960's man)! Our CRO readers should easily figure out which F-unit is the CP, and which is the CN? http://expo67.ncf.ca/canada_confederation_train_1967_p1.html

On January 4th, 2009 Andrew Blaszczyk captured Conway Scenic's (ex-CNR) 0-6-0 7470 pulling a short freight along the Saco River at MP 74 during a Lerro Productions photo charter in New Hampshire. (Froth) <http://www.railpictures.net/viewphoto.php?id=266046&nseq=0>

Jean Guy Hamel sent CRO these pictures of this preserved station: [Picture no 1](#): Shows the CP Mont Rolland station, located in the town of Ste Adele QC., in the Laurentian mountains, 45 miles north of Montreal. This picture was taken on Christmas Eve, December 1963. It shows the station in full operation, including the agent's quarters, a regular passenger train is expected, full of passengers, and skiers coming for the holiday season. The train order signal shows green. [Picture no 2](#)-Taken in the early 1970's, the agent-telegrapher has moved out, the station is now boarded up and abandoned, waiting to be demolished. This station was built in 1928 and was in excellent condition. [Picture no 3](#)- Shows the same building with some modifications, in 2001 a new life was given to the old station and saved from demolition by the town council of Ste Adele. Rails were lifted and right of way converted to a linear park to be used by skiers in winter and cyclists in summer, the bike path is called the Green route in the hearth of the Laurentian's. The station was renovated and modernized. A restaurant with affordable prices with an outdoor terrace was added, the agent's quarters was converted into a club for young people as a supervise meeting place by monitors on the city staff, called La Maison Des Jeunes. Life has been reactivated in the old station. Note the train order mast still in position. Hats off to the Mayor and town council of Ste Adele, QC.

For all of the latest news from the historical and preservation groups and railway museums in Canada, we invite you to visit the CRO MUSEUMS LIST on our website:

<http://www.canadianrailwayobservations.com/museums.htm>

SOUTH OF THE BORDER

U.S. President-elect Barack Obama waves to thousands of cheering supporters from the "Georgia 300" heavyweight business car, on the rear of the Inaugural Amtrak special in Edgewood, MD, on January 17th, 2009.

<http://www.railpictures.net/viewphoto.php?id=267745>

<http://rides.webshots.com/photo/2357037130001227466LPcdUK>

The BNSF Railway has reportedly placed an order with General Electric for 25 six-axle ES44AC locomotives to be equipped with four rather than six traction motors per unit, altering the normal C-C truck configuration to A1A-A1A designation. The new designation is said to be an "ES44AC4". The concept behind the order is that once the train has reached a specific speed, more than four traction motors are unnecessary. This four-motored AC traction locomotive is targeted to match 6-motored DC locomotive performance through use of the more advanced control. It will allow BNSF to utilize the benefits of AC locomotives in intermodal service, without the cost / performance of a full AC locomotive. The units are likely to be assigned to their fast high-priority intermodal trains, on the railroad's former Santa Fe Transcon-line between Chicago and Southern California. The units are expected for delivery in mid-2009. <http://www.trains.com/trn/default.aspx?c=a&id=4550>

On January 1st, 2009 14 new Egyptian Railways (General Electric-built) locomotives await forwarding on the Norfolk Southern interchange at Erie, Pennsylvania. These Egyptian National Railway locomotives are owned by the Egyptian National Government under the Egyptian Railway Authority (ERA) and interestingly the ES40ACi's are painted in a very similar scheme to the CN's livery! <http://www.railpictures.net/viewphoto.php?id=265557&nseq=8>
<http://www.railpictures.net/viewphoto.php?id=266440>
<http://www.railpictures.net/viewphoto.php?id=265855&seq=1200>
<http://www.railpictures.net/viewphoto.php?id=265746&nseq=2>

Here is a shot of CANX S13m 8701 (BJRY 8701) working in Rochelle IL, tastefully painted and with its ugly blue tarp! (Wales23us)

<http://www.flickr.com/photos/wales23/3152248324/sizes/o/in/pool-374417@N24/>

On January 17th, Ken Lanovich caught former CDAC F40R 459 at CSX's Barr Yard in December 8, 2008, and is reported to be enroute to American Motive Power, in Dansville , NY likely for repairs.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-002-00A.jpg

On December 28, 2008, Ken Lanovich caught two former Canadians at the Indiana Harbor Belt T (IHB) Hump at Riverdale, Illinois. The units were CBNS GP50 5007, and NREX SD40-2 5597 (ex-CP). Both were the power for the Chicago Fort Wayne & Eastern on that day.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll90/0023015-R1-050-23A.jpg

LTEX SD-M 310 (Ex-DMIR 310) was shipped to Onida, SD, on the DM&E for use at a local grain elevator. This unit was not shipped to Owatonna, MN as we reported last month.

<http://www.rrpicturearchives.net/showPicture.aspx?id=1446889>

Joseph Ferguson posted In the January 5th edition Froth the following Canadian locomotives he caught at the NRE-Mt. Vernon facility. This is only a partial list, as many more were there but their numbers were not readable from outside the gate. The units

documented were: NREX GP9RM 4440, 4441, 4445 (all are ex-CN), four frames from CN GP9RM's, GTW SD40 5902, 5928 (in CN colors) and CN GP38-2 4779.

Ken Lanovich clicked these former CP units at NRE-Dixmoor in mid-January.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll89/0022836-R1-013-5.jpg

CN locomotives on CSX Train Q410 on January 4th, 2009 (Froth)

<http://railpictures.net/viewphoto.php?id=265993&nseq=0>

<http://rrpicturearchives.net/showPicture.aspx?id=1446885>

<http://rrpicturearchives.net/showPicture.aspx?id=1446906>

<http://rrpicturearchives.net/showPicture.aspx?id=1446883>

D&H-The Bridge Line: A 1990's D&H Rainbow of colors! Arnold Mooney wrote: I just barely got to 'where I wanted to go' ahead of this late day D&H #271 running south to Binghamton. (This train usually ran during the night). It was a mad chase out of Oneonta, NY. The long shadows played havoc with a picture at Pony Farm Road Bridge (MP 557), so I had to run south 9 miles just to bag this shot. GATX SD40-2 2002, GATX SD40-2 7364, CP SD40-2 674 and D&H GP38-2 7304 pass milepost 566 at Wells Bridge, NY on April 27, 1993.

<http://www.canadianrailwayobservations.com/2009/2/dh1.jpg>

Letters:

William.

In light of the BC Rail articles I thought I would send you these shots taken at the back gate of MONTREAL LOCOMOTIVE WORKS in October 1973 of PGE M-630(W). It has been set out for pick-up by CN. The second isn't the best shot but it shows PGE 640 and 641 M-420(W) inside the plant at MLW. I think MLW built several of these before they were sent out to BC together in a group. Also, I included a shot from March 1971 of PGE M-630 706 dashing through the snow on the MLW test track. And finally, two CN shots from the back gate of the MLW plant showing brand new CN M-420(W) 2500 taken in July 1973, and CN 2526 which was clicked back in May of 1974.

Neil Compton
Calgary, AB

<http://www.canadianrailwayobservations.com/2009/2/neil1.jpg>

<http://www.canadianrailwayobservations.com/2009/2/neil2.jpg>

<http://www.canadianrailwayobservations.com/2009/2/neil3.jpg>

<http://www.canadianrailwayobservations.com/2009/2/2500.jpg>

<http://www.canadianrailwayobservations.com/2009/2/2536.jpg>

Incredible Neil... Thanks for sharing these classic MLW images! (WB)

Will:

As usual another great issue of the CRO!

Tiny matter to clarify: bottom of page 24 re CP 1298 1299: You stated "the entire roster of SW1500's". These were never actually CP units and therefore were not on the CP roster. They were in fact owned by OmniTRAX and were "protect" engines for CP 4-axle power they were maintaining on eastern lines. When their contract was not renewed, the units left CP property.

Ray L. Kennedy

<http://trainweb.org/oldtimetrains>

You are correct Ray. (My bad) Even though painted CP (and looking GREAT), they were only temporary replacements and never on the roster. Actually... I goofed twice Ray! I also forgot that SOO owned two SW1500's! SOO SW1500 1400 and 1401 (nee-MN&S 36 and 37) were retired from the "CP roster" in 2002, and sold Progressive Rail, in Minnesota. (WB)

Hello,

For the past few years I have been decorating the CANADIAN PACIFIC Coquitlam Car Shop Locomotive for Christmas. This year (2008) is the first time that I have decorated CP 1442. You can view these photos at www.donsphotos.ca under the album "People, Places and Things"
http://www.donsphotos.ca/gallery2/main.php?q2_itemId=24275

Don Scott,
CP Carman -Coquitlam, BC

The Last Word: High Speed Rail Canada Presents High Speed rail symposium:
<http://highspeedrail.ca>

THANK YOU: Michael Berry, Jim Brown, Guilio Capuano, Marc Caya, Clayton Chaloner, Bruce Chapman, Marc Chouinard, Neil Compton, Dan Dell'Unto, Peter Ernstsohn, Raymond Farrand, Mark Forseille, D'Arcy Furlonger, Dave Garon, Tim Gorbiel, Sean Graham-White, Dan Grossell, Jean Guy Hamel, Nicolas Houde, Thomas Johnson, Jason Jongen, Elijah Hall, Bob Heathorn, Nicolas Houde, Gary Knapp. Craig Konopski, Ken Lanovich, Luc Lanthier, Roman Litarchuk, Don McQueen's "Froth, Bruce Mercer, Jody Moore, Glen Mounk, Terry Muirhead, Arnold Mooney, Jason Noe, Mark Perry, Donna Peters, Ian Platt (Tempo Jr.), Walter Pfefferle, Claude Prutton, John Read "GR17f", Earl Roberts, Jon Snook, Cor van Steenis, Wilco van Schoonhoven, Richard Senges, Dean J. Splittgerber, Dave Young, Richard Young, Gary Zuters, Branchline, BLHS, WCRA, Railpower Technologies, Canadian Trackside Guide, and others. Aussi, un grand merci a John, Guilio, Tony, Denis, Ron, et Mohammed a St-Luc Diesel!

Submitting photos to CRO? We prefer if you upload your pictures to one of the many pictures hosting websites and then us send the link (Include Train #, date, location etc) to CRO at williamhbaird@gmail.com. If you are really unable to do this and can't put your pictures online, you of course can send them directly to us in jpeg, as long the size is not exceeding 1Mb. Operation costs are graciously covered by Marc Chouinard's servers.

GOT AN OBSERVATION? New issues of CRO are posted each month on our website. News stories pertaining to Canadian railways, photos, comments, favourite links, and questions are always welcome. Please send us your photos, newsworthy sightings and railway stories and if used, will be placed in the CRO newsletter. Please indicate if you wish your name to be withheld. Please inform us of e-mail address change, or to cancel the announcement mailings. If your own railway website pertains to Canadian Rail, contact us: www.canadianrailwayobservations.com