

CANADIAN RAILWAY OBSERVATIONS

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CANADIAN NATIONAL

CN Locomotives retired since last issue: (Previous retirement January 28th)

CN GP9RM 7001 on February 3rd
BCOL SD40-2 752 on February 5th
CN SD40-2W's 5257, 5271 and [5294](#) on February 5th
GTW SD40-2 5935 on February 5th
IC SD40-2R's 6000, 6003, 6034, 6057, 6065, 6067 and 6070 on February 5th
IC SD40-2AR's [6009](#), 6014 on February 5th.

On February 13th, EJ&E SD38-2's 670, 671, 672, and 673 were moved from the Matheson Interchange to IC-Woodcrest. They are now being used in local service around Chicago.

Over the past two months, CN sent IC SD40-3's (modified by CN with larger compressors), to replace retired DM&IR SD38's, SD38AC's, and the rebuilt SD9's and SD18's. Even though rebuilt for the DM&IR in the mid-90's, CN decided to retire these units because of several issues, but mostly due to minor mechanical problems and out-of-date computer systems. The DM&IR 400-series were kept on the roster because they all went through heavy maintenance upgrades including rewiring by CN at Homewood Shop and NRE just shortly after the takeover. All were repainted into CN livery and lettered DM&IR but one which remains in DM&IR paint. CN also kept two former B&LE SD40-3's (ex-Tunnel Motors), that were on lease agreement from Bessemer & Lake Erie to the Duluth Missabe & Iron Range before the CN merger. At press time, CN was still maintaining DM&IR SD38-2's 209-213 and 215, SD-M 308 (ex-SD18 177), and SD40-3's (ex-Tunnel Motors) 400-410. Ex- DM&IR Tunnel Motors 411-419 were retired.

CN Stored Units Update: (As of February 24th):

At press time, CN had 132 units in storage in various locations on the system:
IC - 65, GTW - 22, CN - 20, WC - 8, BCOL - 8, B&LE - 7, and on the DM&IR 2.

In early-February, DM&IR SD-M 303 (which is former SD18 192), was sold to the DAKOTA NORTHERN, which is a subsidiary of ILSX (Independent Locomotive Services). The locomotive moved in late-February after a year's storage at IC-Woodcrest. (Doug Buell Photo) <http://www.missabe.com/sd303.html>

Retired ATHABASKA NORTHERN (ANY) GP9RM 4005 (ex-CN 4103) was sold in the October CN Auction Sale to RAIL TRUSTS EQUIPMENT (RTEX). This unit has been in the storage lines at IC- Woodcrest shop ever since CN re-acquired the Alberta short line last year. It was moved to Markham Yard on February 13th, and was relettered RTEX 4005.
<http://www.rrpicturearchives.net/showPicture.aspx?id=1365423>

There are nine NBEC MLW survivors on CN. The RS18u's left in service are 1813, 1819, 1821, 1845, 1849, 1851, 1856, 1857, and 1868. Three of these are always used on the Nepisiquite Subdivision's ore train. A while back, a wreck occurred on this line when CN GP40-2LW's were reassigned to the ore train and since then, the crews seem to prefer using the MLW's for their superior braking ability. Two of the RS18u's (possibly 1845 and 1856), will be used on the ferry between Matane and Sept-Isles. One other unit (possibly 1857), will be released and then sent to IC-Woodcrest.)

On February 15th, Mike Berry photographed a westbound at Dorval, with a very shiny CN GP40-2LW 9410 which was dead in transit. The locomotive is returning to Chicago for furtherance back to Wisconsin Central, where it was assigned to local service. For some reason, it was repainted one year ago at NRE into this paint scheme. Up ahead of this unit was CN 5757 and CN 2408. <http://www.canadianrailwayobservations.com/2009/3/9410.jpg>

New Power: Cor van Steenis caught brand new CN SD70M-2's 8869 & 8872 pulling intermodal train Q11451 into Calgary's Sarcee Yard on February 3rd. There are multiple views including engineer's side and conductor's side views, and with a Chinook arch in the sky overhead! CN 8869 and 8872 were seen with SD40u 6020, as they arrived in Calgary from Edmonton, AB. Later in the day, CN SD70M-2 8873 rolled into Sarcee Yard while SD70M-2 8869, which had arrived at Sarcee in the morning, departed as the third unit on CN Train A443 North from Calgary to Edmonton, and is seen in this photo rolling across the prairie at MP 116.4 of CN's Three Hills Subdivision between Conrich and Delacour, AB. The CN crew may have been disappointed that the Sarcee hostler had not turned the motive power on the wye, so that they could ride in the comfort of the new independent suspension cab of 8869! <http://www.canadianrailwayobservations.com/2009/3/drool.htm>

CN GMD1M 1434 (ex-CN GMD1 1604, nee-GMD1 1010), which, up until the end of 2008 had seen regular duty as a switcher at the CN Scotford Yard near Fort Saskatchewan, AB., has recently arrived to undertake switching duties at CN's Sarcee Yard in Calgary, AB. <http://www.canadianrailwayobservations.com/2009/3/1434.jpg>

Gary Knapp provided us another great night shot: CN C44-9W 2655 had been assigned to Train #930 at CN-Taschereau Yard in Montreal to replace a failed NS trailing unit, which was a delightful turn of events. It's been a long time since anything other than NS power operated on 930/931. Thanks to Engineer Dave McClements and Conductor Tim Nichols for being there. Note: Flash units on the platform, and on extreme left and right were erased in photo shop, and the photo was taken at Port Henry, NY (D&H) on Feb. 7th, 2009. <http://www.canadianrailwayobservations.com/2009/3/2655.jpg>

On February 10, 2009 Track Geometry Car (CN 15016) is seen passing JB Tower in West Chicago, Illinois running on the ex-EJ&E, just ten days after the CN takeover. This ex-VIA Rail RDC was rebuilt by Gateway Rail Services of St. Louis, MO, last year. (Kevin Sadowski). <http://www.railpictures.net/viewphoto.php?id=271434&nseq=34>

Shawn Levy allowed us to post his shots of the CN Track Geometry Car at several locations on IC trackage in the mid-South. At Tangipahoa, LA: <http://www.rpicturearchives.net/showPicture.aspx?id=1473217>
<http://www.rpicturearchives.net/showPicture.aspx?id=1473216>
North end of Osyka siding - Osyka, MS: <http://www.rpicturearchives.net/showPicture.aspx?id=1473218>
and at Fluker, LA, in Arcola siding: <http://www.rpicturearchives.net/showPicture.aspx?id=1473214>
<http://www.gatewayrailservices.com/> (The Gateway Rail Services Website)

On February 8th Ron Visockis caught three generations of CN diesels on Train #363 in Belleville, ON. The units are 2278, 2437, and 4140. <http://www.canadianrailwayobservations.com/2009/3/363.jpg>

Blasting through the snow in Ingersoll, ON, Walter Pfefferle caught these two CN westbounds on February 4th with CN 2634 on one, and CN 2678 leading the other, http://railfan.thegrebs.com/CN/CN_2634_Ingersoll_2_4_09
http://railfan.thegrebs.com/CN/CN_2675_Ingersoll_2_4_09

CN's experimental Distributed Braking Container is seen here at Superior, Wisconsin on February 14th during its trial run from Chicago to BC on CN train 199 (which operates from Memphis, TN - Prince Rupert, BC). These containers house a large brake-line Air Compressor and are similar to the CN "DB" Boxcar photo in last month's CRO. Daniel Mackey provided CRO the following. The rider with the distributed air car said he would be "living" in CN 2420 for the next three days through to Prince Rupert, BC. The air repeater container is a prototype for use in Canada only. This was a test train, so it may or may not be seen again in the USA. The container acts as the end of train device, so we were told a few roll-bys brought some puzzlement from onlookers who noticed the train did not have a FRED on the rear coupler. This train test results are now being analyzed closely by CN management. <http://www.railpictures.net/viewphoto.php?id=271782&nseq=30>

CN GMD1m 1423 arrived in Toronto on February 15th on Train #434. CN 1423 and 4110 were destined to Ingersoll, the next morning, on #435. Photos Walter Pfefferle http://railfan.thegrebs.com/CN/CN_1423b_London_2_15_09_001
http://railfan.thegrebs.com/CN/CN_2512_London_2_15_09

While web surfing, I found this shot of CN M-636 2338 in deadline storage in the Mac Yard in Toronto. We have not had news on this unit since December 2007. This MLW has had quite a history: Built as class MF-36b in 1970, retired June 4th 1996, un-retired June 20th, 1996, stored serviceable July 3rd 1996, retired August 19th 1996 for second time, un-retired September 20th 1996, retired January 23rd 1998 for the third time, outfitted in 1999 as emergency Y2K power source for the Toronto Diesel Shop, and was started up on December 31st 1999 but not required. She was stored long-term at Mac Yard for several years until November 2007 when she was moved into the diesel shop to remove some suspension bearings in the truck and traction motor assemblies used as parts for the Dash 8-40CM's which use the old MLW Dofasco C-C trucks. From what we have learned through CN employees, the locomotive remains un-roadworthy.

(Photos of the CN Big-M taken inside the Toronto Diesel Shop in 2007):

<http://www.canadianrailwayobservations.com/2008/2338.htm>

<http://www.canadianrailwayobservations.com/2009/3/2238.jpg> (SUS in Mac Yard in 2008)

Ex-CP SD40-2 5673 was at CN Mac Yard Toronto on February 2nd and left on CN train #383 after midnight, enroute to LTEX in Ohio. Former CP SD40-2's 5584 and 5633 were also forwarded to LTEX in February. <http://tinyurl.com/dm29g6> (Ron Havorka photo)

Ron Visockis grabbed these two shots on his way back to Belleville, Ontario following a few hours at the Port Hope Train Show on February 7th. They show CN 5321 on one train and CN 5320 (with IC 1009), only a few minutes apart at Cobourg, and Grafton, ON.

<http://www.canadianrailwayobservations.com/2009/3/ron1.jpg>

<http://www.canadianrailwayobservations.com/2009/3/ron2.jpg>

Mark Forseille also caught (ex-DMIR) WIRX SD38 205 but from a different angle in New Westminster, BC, The unit was interchanged to BNSF and by late-February was at destination. He also included: AMTRAK Dash 8-40B 507 seen heading northbound toward Vancouver's Pacific Central Station on the BNSF in Surrey, BC, and BNSF GP39-2 2726 and GP38-2 2282 also in New Westminster, BC. As well we can update, ex-DM&IR WRIX 201 and ex-BCR Slugs 404 and 407 were headed South through Tacoma, WA on Feb 21st enroute to Western Rail Dismantlers and have now arrived at destination.

<http://www.canadianrailwayobservations.com/2009/3/wrix.htm>

CN Vignettes: A perfectly matched A-B-A set with CN FP9A 6536 at the head end of CN Train #155, "The International", at 21st Street crossing in Chicago, Illinois on March 22nd, 1969. Plus, on April 11th, 1969, CN Train #50 "The Lakeshore" motive power sits at Toronto Union Station with CN FPA4 6786, FPB-4 and a GP9. (Both: Jerry Appleman Collection).

<http://www.jerryapp.com/arcv3c/ja-r459.jpg> <http://www.jerryapp.com/arcv3a/ja-r248.jpg>

Mark Forseille's Canadian Railway "Class Units"

Our newest CRO column will be a means to highlight the first locomotive of each number series class, on specific Canadian railways. We will attempt showcase the past and present, and include Steam, Diesel and Electric units. When possible we will also include pertinent history. We invite and encourage photo submissions from our readers. For this first instalment here are my shots of Canadian National Dash 9-44CWL 2500, less than 6 months old at Boston Bar, BC awaiting a fresh crew to head West to Port Mann in April 1995, and Canadian Pacific SD9043MAC 9100 from November 6th, 1998, on her very first trip to Port Coquitlam, BC

http://www.canadianrailwayobservations.com/2009/3/CN_2500.jpg

http://www.canadianrailwayobservations.com/2009/3/CP_9100.jpg

Doug Hatley provided his photo of Canadian National Railways GMD1 "Class Unit" 1000, seen here almost new at Victoria, BC on October 18th, 1965. CN worked together with GMD engineer's on development and construction of this uniquely Canadian model. CN GMD1's 1000 to 1002 were delivered new to Deerholme, BC (replacing RSC-13s 1726, 1733 and 1734) as the road power on Vancouver Island, in British Columbia. GE 44 tonners 3 4 and 5 handled the yard duties at Victoria. Some years later, the GEs were sold off and CN 1000 was moved by barge to Victoria, the track from Deerholme having been severed a few miles north of Victoria. CN 1000 was stored in a compound behind a chainlink fence, looking like it was on display. Near the end of CN's Vancouver Island operations, the CN GMD1's were eventually replaced by former L&PS G12's 991 and 992. These units had been very unpopular with CN crews and they kept being reassigned farther and farther west until the island got stuck with these odd looking beasts. CN eventually abandoned the island lines and the CN 1000's were reassigned to the prairies. (Peter Cox and Doug Hatley)

<http://www.canadianrailwayobservations.com/2009/3/1000.jpg>

John A. Rushton sent shots of CN GMD1 1000 he had taken in Alberta in the mid-1970's. Two are on the Sangudo Sub way freight (Nos. [515](#) - [516](#)), and the other is at Camrose on an [Extra South](#) leaving for Hanna (IDP would be 548). Notice the different font in the number boards between the two 1969 pix, and the Camrose pix in 1975. John was second trick operator in Camrose in 1975.

CANADIAN PACIFIC

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

Brand new CP 3GS21B-DE's 2100 and 2101 have been observed recently with Class-DRF-20f on their cab sides. This follows five sub-classes assigned to their GP38-2's. These two locomotives were built by National Railway Equipment (NRE-Paducah, KY) in September 2008. These new units are still being tested in and around the Toronto Yard

<http://www.mountainrailway.com/Roster%20Archive/CP%202100/CP%202100.htm>

STL&H GP38-2 7308 (a former D&H, nee-LV unit), which is in CP red paint, and lettered STL&H, failed in late-January and has been sent to AMERICAN MOTIVE POWER in Dansville, NY, for mechanical repairs. We have not been able to confirm if the unit will also be repainted into the current CP livery.

<http://www.mountainrailway.com/Roster%20Archive/CP%207300/St.L&H%207308.htm>

By February 12th, CP had stored all their remaining SD9043MAC(u)'s with CP 9152 being the last one that operated on the railway. On February 10th, CP 9152 left Toronto Yard on a westbound to Thunder Bay, ON, where it stayed over night. CP 9152 then continued west on the final leg to Winnipeg, MB where on February 12th it was shut down and stored. There are now 56 SD9043MAC(u)'s Stored Serviceable (TUS), and five Stored Unserviceable (TUUS) across the system.

<http://www.mountainrailway.com/Roster%20Archive/CP%209100/CP%209152.htm> (9152)

In February, CP reassigned AC4400CW's 9500-9529 from the St-Luc Diesel Shop in Montreal, QC, to Alyth Yard in Calgary, AB. These locomotives are from the first GE "AC" order back in 1995, and were delivered in the CP RAIL SYSTEM (dual flag) livery.

CP is still leasing 11 units out to the DM&E, an arrangement that has been continuing since before the CP-DM&E merger last autumn. We updated these CP numbers in mid-February because the SD40-2's on lease to the DM&E had changed over the last couple of months. The current units are: ST&H 5593, CP 5612, 5729, 5750, 5775, 5813, 5833, 5905, 5946, 5998, and 6043.

CN units repaying Horse-Power-Hours to CP (As of February 23rd):

CN SD75I 5717

CN SD75I 5783 (All operate between Vancouver and Montreal)

In mid-February 2636, 5378, 5691, 5749 and 5779 were returned to CN.

H-P-H action: On Feb 7th CP Train 400, Coquitlam to Alyth, Manifest had CN SD75I 5717 and CN C44-9W 2636, and the CP transfer job to New Westminster #400 had all CN consist with CN SD40-2W 5378 and CN SD75I 5749. Greg Sherwood Caught this pair through Salmon Arm at 12:32, Feb 8th <http://www.rrpicturearchives.net/showPicture.aspx?id=1485273>

On Feb 13th [CN SD75I 5717](#) is a trailing unit with CP 8614 and 9506 up front on this westbound merchandise/intermodal passing through the signals at the double-crossover at Murdoch, MP 167.6 on the Brooks Subdivision near Calgary, AB. (Cor van Steenis).

On February 3rd Andy Cassidy was in the CP Port Coquitlam (BC) Yard at the Road Tie-up Track DSA1. To the casual observer, one would think they were on CN property! All three tie-up tracks were chocker-block full of CN units! (I couldn't take a picture though as it was 0600 Hrs ... I can't match Gary Knapp for night shots!) The next day he caught CN 8854 (SD70M-2) in the lead, CN 5749 (GF-643b) 2nd, and CN 5378 (GF-30v) in the trailing position. (Geez, SD40-2's used to look big. Now they look like switchers against the latest GM's and GE's!) In the third shot of the CN 8854 hind quarter, you can see the CN 5548 and CN 5329 sitting over on DSA3.

<http://www.canadianrailwayobservations.com/2009/3/8854.htm>

In order to repay H-P-H to BNSF, in early February CP had sent the following eight SOO LINE SD60's: 6021, 6029-6034, and 6039. All had arrived on BNSF by mid-February.

On February 8th Bob Heathorn caught a quartet of CP GP9u's on CP train #235. Four geeps on a mainline freight in 2009! Seen at Smiths Falls, Ontario and at Station Road, mileage 5.7 on the Belleville sub.

<http://www.canadianrailwayobservations.com/2009/3/235.htm>

Craig Konopski's CP/CN Lakehead Report:

CP train 107-31 derailed 30 freight cars (and two trailing units CP 8756 and CP 8763) near 'Pine' on the Ignace Subdivision late on February 2nd. There were no injuries. The power was 8866, 8763, 8756 up front and 8790* the mid-train remote*. Thunder Bay soon became congested with westbounds: Trains 441, 101, 107, 115, and 223 were all staged in town by Monday afternoon. The first of several CP detours via the CN "southern route" across NW Ontario (via Fort Frances) were sent on the CN Kashabowie Sub on February 3rd, one of the last eastbounds to depart the Lakehead. Also, one of the "trapped" westbounds at Ignace (east of the wreck) was train 223-30 that originally departed the Lakehead Sunday afternoon with CP 9005 and CN 5783 (HPH) for power. The Ignace Sub was re-opened to traffic on Wednesday, February 4th, with a total line outage of approximately 72 hours (3 days). There is a huge backlog of traffic and the local Kaministiquia Sub was very busy on Thursday! The last CP detour to arrive off the CN Kashabowie Sub was train 116-31 (CP 8867 and CP 8825) after noon Wednesday. <http://www.railpictures.net/viewphoto.php?id=270318&nseq=0>

Departing Thunder Bay on February 7th Train 223-07 had CP 6003 and CN 5691.

Lots of other nice lash-ups around the area during the past 24 hours:

440-07 with 5876, 9011, 6076, 8213

342-003 with 6011, 762, 6041

222-07 with 5864, 5648, 6027, 5879

434-08 with STL&H 5615, 9000, 9001

435-06 with 5734, 6071, CEFX 2797, CEFX 2802 (Note: these are two more leased units to be stored in Thunder Bay, joining six others already here).

Chris Wilson provided these images taken on February 15th

1. CP Trains 222 and 107 meeting at Coldwell, Ontario

2. CP 222 at Neys

3. CP 222 again, at Marathon.

4. Barclay and Slate Islands

5. CP 220 at Marathon. <http://www.canadianrailwayobservations.com/2009/3/ch.htm>

On Thursday CN had a wreck on the north line at Robinson, ON just east of Sioux Lookout. The wreck of train M304 apparently caused some sort of explosion, (A propane switch heater, or a propane car itself?) CN began detouring trains over CP -Q111, Q112, Q101, and Q106 detouring. interestingly, these trains retained their CN symbols from Thunder Bay to Winnipeg. Instead of using X33841, X11241 etc.

CP 9221-13 (CN Q11131 13) [Intermodal; (St Cloud, ON to Thunder Bay, ON) [Toronto BIT, ON to Vancouver VIT, BC]]90 platforms with CN 2550 (C44-9W) & CN 2531 (C44-9W).

CN 2259 : CP 9220-14 (CN Q11251 10) [Intermodal; (Thunder Bay, ON to St Cloud, ON) [Vancouver VIT, BC to Toronto BIT, ON]]106 platforms CN 5530 (SD60F) CN 5542 (SD60F).

2330 : CP 9221-14 (CN Q10131 13) [Intermodal; (St Cloud, ON to Thunder Bay, ON) [Toronto BIT, ON to Vancouver Roberts Bank, BC]]95 platforms *IC 2710 (C44-9W) CN 2506 (C44-9WL)

And finally, the last detour, CP 9220-15 ; CN Q10651 11 ; with the CN 2689 East. He apparently had 85 loads, 6 mtys, 6252 tons, and 6363 feet. Here are a few pictures:

1. CN Q111 sits outside of the Schreiber station.
2. CN Q112 with a fresh crew looking over the documents. Both crews had issues with the paper work and that delayed them for an hour prior to departing.
- 3&4. The Home Depot/Phillips National Fast Freight container.
5. Another shot of CN Q111.
6. CN Q111 heading through Neys.
7. The trailing unit on CN Q112. All photos by Chris Wilson

<http://www.canadianrailwayobservations.com/2009/3/detour.htm>

On February 14th Roman Litarchuk photographed dead SOO GP38-2 4443 in Moose Jaw, SK. It is stored unserviceable along with SOO GP38-2's 4450 and 4514.

<http://tinyurl.com/SOO4443>

On February 6th, 2009, [CP Icicle Breaker Car #410008](#) brought up the rear of a westbound manifest freight from Alyth Yard, Calgary, bound for Port Coquitlam (PHOTO 1). This car was built in 1950 as CP box car #257741 and was modified in 1984 with the addition of two steel roof racks and interior ballast for icicle breaking service. This car is one of seven modified by CP for this service; this past summer they were stored on a spur on the McLeod Subdivision just south of the 12th Street Junction Tower in Calgary (PHOTO 2). The cars are only used to break icicles from the roofs of tunnels and snowsheds through the mountain ranges in British Columbia (PHOTO 3) to maintain clearances for, autoracks, excess height boxcars, double stack containers, and back in the day for "The Canadian's" dome cars!. Despite the stencils on the icicle breaker cars stating they are to be used only "west of Calgary", there seems to be one exception. CP # 410010, is kept in Ontario and is used in icicle breaking service for the tunnels between White River and Schreiber on the Heron Bay Subdivision. This explains why only 6 of the 7 cars in the fleet are stored in Calgary in the summer. (Cor van Steenis)

From 1955 until 1978, the CPR 1400 series FP7A & FP9A units that hauled 'THE CANADIAN' also had their own icicle breakers on the roofs (2 on the sides and one in the middle of the roof at the rear) to protect the stainless steel dome cars (see the attached link of FP7A 1403 and 1413 at Windsor Station, Montreal). Once VIA took over the passenger service from CP and CN, the icicle breakers were removed (late-1978) as there was insufficient clearance at the CN Station in Winnipeg where the VIA trains were now routed. (Cor van Steenis)

<http://www.mountainrailway.com/Roster%20Archive/CP%201400A/CP%201403-2.jpg>

Nathan Dahms sent along these recent shots of DM&E action near his home: With the CP's purchase of the DM&E/IC&E this past fall, one might expect to see blue and yellow running

on the CP, but instead the DME lines have become a holdout for some of CP's older SD40-2's as shown. On the DME the train numbers are now #488 & #489, once they are on CP's track they become #486 and #487.

The first shot is [train #486 w/CP 5729+6060+5998](#) near Owatonna, MN (2/8/09).

The 2nd shot is [train #487 w/CP 5750+5612+5775](#) near Dodge Center, MN (2/8/09)

The third shot is CP [train #580 near Weaver](#), MN on 1/31/09 with SOO 6055/6040.

This recent roster shot of CP AC4400CW 8515 shows the new solid white frame stripe is replacing the as-delivered alternating red and white dashes in accordance with new federal transportation rules.

<http://www.canadianrailwayobservations.com/2009/3/8515.jpg>

On February 18th, an eastbound CPR manifest freight with an all SD40-2 lashup left Calgary, AB., for Winnipeg, MN., The three units CP RAIL units, 5875, 5949 and 6023 are all based out of Winnipeg and are seen regularly in Calgary. As well, one of the good looking Olympic Units, CP 8859, the second such unit to receive the Olympic paint scheme, was seen on the point of a 94 car priority intermodal on the same day.

<http://www.canadianrailwayobservations.com/2009/3/70s1.jpg>

<http://www.canadianrailwayobservations.com/2009/3/70s2.jpg>

CP Vignettes: Freshly painted and looking splendid in Action Red, Gary Zutters caught CP RAIL C630M 4502 and an RS18 rolling across the diamond in West Toronto in 1974 with an "Extra" <http://reay.net/displayimage.php?album=lastup&cat=3&pos=3>

Compare this second photo of the same MLW locomotive in its as-delivered CPR Tuscan Red and Grey livery, taken presumably in the early 1970's and seen here outside Calgary's Ogden Shop. (Deane Motis' Collection)

<http://www.mountainrailway.com/Roster%20Archive/CP%204500A/CP%204502-2.jpg>

In September 1967, Dave Burroughs photographed handsome CPR FA-1 4020, with CPR RS-3 8433 and CPR FPA-2 4095 idling at Quebec Street in London, ON. (via Tim Organ).

<http://www.railpictures.net/viewphoto.php?id=271127&nseq=61>

Another fine Dave Burroughs' photo ... This time showing burly CPR C630M 4501 hard at work up the Campbellville Grade on the Galt Sub during October, 1969. This location is between the town of Campbellville, and Guelph Junction on the CP main line from Toronto to Windsor, ON. <http://www.railpictures.net/viewphoto.php?id=269487&nseq=20>

CP Multi-Mark heaven! John Leeming photographed this terrific CP RAIL lash-up on December 17th 1981 with CP C424 4235, F7B 4440, GP9 8537 and GP35 5002 at Grand Forks, BC. Pursuant to our new column, #5002 was the class-unit of CP's GP35 series.

<http://www.canadianrailwayobservations.com/2009/3/4235.jpg>

Bruce Chapman sent along this image of wrecked CP SD40-2 5738 at Calgary's Alyth Yard in February 1999. The engine was hit by a large rock at Proctor, BC On January 23rd 1995 and fell into a lake! <http://www.canadianrailwayobservations.com/2009/3/5738.jpg>

On July 1, 1994 CPR eastbound Chicago-Montreal intermodal/manifest freight #500 swings around a curve near Mile 118 of the Winchester Subdivision, between Smiths Falls and Merrickville, Ont. Power for the 71-platform train is being provided by CPR SD40 #6411 and SOO SD40 #744. #6411 (a former SOO unit just recently painted in the dual-flag scheme) was sold to Dakota, Minnesota & Eastern in 2000 and became DM&E #6096. CP's October,

2008 takeover of the DM&E means that it is now back on the roster. #744 was sold to Broadway Motors in 1998 and eventually became FURX #3002. (Bill Sanderson)
<http://www.canadianrailwayobservations.com/2009/3/cp6411.jpg>

VIA RAIL and COMMUTER News

(William Baird and Terry Muirhead)

VIA RAIL NEWS

CADRAIL's rebuilt VIA F40PH-2d 6402 was spotted at last in the daylight, however only briefly as it was only being moved around the Lachine facility on February 18th. The locomotive is all but complete with a new HEP generator, electronic upgrades, extended long hood and adapted VIA Renaissance livery and was quickly returned inside. As of February 25th it was still at CADRAIL and indoors. Here is Guy-Pascal Arcouette's photo (grabbed from his moving bus) on February 18th at CADRAIL.

<http://www.canadianrailwayobservations.com/2009/3/cad6402.jpg>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1193944> (6402 in as delivered livery)

<http://users.eastlink.ca/~othen/video/CAD%20Montreal%20VIA6452%20%206402%20shells%2020%20April%202008%20604small.jpg> (VIA 6452 at CADRAIL)

Ron Visaockis sent along these fine meets at Belleville, ON. VIA train 45 meets CN SD75I 5710 with an E/B freight and VIA P40DC 912 with train #45 passes CN 2608 in the yard.

<http://www.canadianrailwayobservations.com/2009/3/ron.htm>

VIA Baggage man Greg Menard poses in front of the Loto-Quebec unit prior to its Departure later that Evening. Greg has over 35 Years with CN & VIA Rail. One of Greg's duties is working the Amtrak post Customs Clearance area helping Amtrak Passengers with their Baggage. On VIA Departure Evenings you can spot Greg loading baggage into the Baggage Car on #2. (photo by Terry Muirhead).



Eastbound VIA #14 "The Ocean" on February Feb 19th:

VIA F40PH-2's 6439 (Vanc-Assigned Unit, and 6405 Mtl-Assigned Unit)

8202 Chateau Bienville

8218 Chateau Marquette

8225 Chateau Rouville

8615 Baggage

8138 Ex Amtrak coach

8140 Ex Amtrak coach

8503 Skyline

8401 Acadian Diner

8209 Chateau Iberville

8204 Chateau Cadillac
8211 Chateau Lasalle
8207 Chateau Dollard

A VIA Rail Ticket Agent in Vancouver shot this Video of #1's arrival backing down on Track 5 at Vancouver's Pacific Central Station. Mikes video was taken Monday Feb 16th . Click on the link to view this Video. http://www.youtube.com/watch?v=PEdY_9Hrapo

A former Budd-built ex-CPR Dome-Observation-Lounge car "Riding Mountain Park", owned by the Adrian & Blissfield RR and is currently in Blissfield, MI and has been repainted in CP 1950's livery. They intend to use the car on their dinner train then modify it to run with Amtrak. We haven't yet seen pictures of her restored to Canadian Pacific paint.

http://abpr.railfan.net/abprphoto.cgi?july06/07-03-06/ex-CP_RidingMtnPark_westboundCanadian_SudburyOnt_Dec82b.jpg

<http://railpictures.net/viewphoto.php?id=110585>

<http://www.railroadmichigan.com/abdfdomeobs.jpg>

Roman Litarchuk pointed out these two VIA P42's are positioned "back to back", which is a rarity that looks really good! See these VIA P42DC's as "cover girls":

<http://www.atlasbooks.com/marktplc/images/b02522.jpg>

On February 24th, the Governments of Québec, Ontario and Canada announced that a contract has been awarded to the EcoTrain Consortium to update the feasibility studies for high-speed rail (HSR) for the Québec City-Windsor corridor. The consortium is composed of the firms Dessau, MMM Group (formerly Marshall Macklin Monaghan Limited), KPMG, Wilbur Smith & Associates and Deutsche Bahn International (DB International). The \$3-million study will be funded equally by each government. The study will focus on the following areas, in particular: - HSR technology and route options; - transportation demand forecasts; - development and operating costs; - environmental and social impacts; - financial and economic analyses; - institutional framework of foreign HSR experiences; - implementation scenarios; - impacts on other transportation modes; and - recommendations on the future action plan. This high-speed rail study will allow governments to better understand the scope of this proposed project, the environment, the potential level of demand and the financial implications.

VIA Vignettes:

VIA "Blue Fleet" First generation cab units from MLW and GMD both meet on the CN-Oakville Sub at the station in Burlington, Ontario on June 26, 1986. Watch VIA FPA-4 blowing smoke as she pulls away, I run ahead of the FP9A to get GMD's version of a sound show as she heads on to Toronto. After you hear both in the video clip which beautiful diesel sound do you like prefer? Clips from DVD- VHS. (Kent Nelson via Don's Froth)

<http://www.rail-videos.net/video/view.php?id=4872>

On June 5th, 1980 VIA RS10 8558 speeds by St. Johns Road on Montreal's West Island in this Ron Visockis close up. <http://www.canadianrailwayobservations.com/2009/3/8558.jpg>

In an attempt to find a less expensive way of providing train service to remote communities VIA tested the British Railways Engineering Limited's (BREL) Railbus, which quite literally was a modified bus on a 4 wheel chassis with a drivers cab at each end. Some two car units may still be used in Great Britain on rural lines, and were known as Pacers (Class 141-144). The railbus was tested both in summer and winter between Thompson, MB, and Pikwitonei, MB, on the line to Churchill. It is seen here at Thompson on 30 May 1986.

According to Graeme Clark, who was mechanical engineer involved in building and testing the vehicle, it was returned to the UK in the late '80s and was used as a meetings room at the Derby site of BREL before being sold. (David Othen)

<http://members.fortunecity.com/rrpics/rare%20locos/brel75.jpg>

Toronto GO Transit:

In February, GO TRANSIT exercised their order option with WABTEC Corp. to provide an additional 20 MOTIVE POWER MPXpress® commuter locomotives at a cost of \$85 million. Their original order for 27 MP40PH-3 locomotives (GO 600-626), were delivered over the last year. These new locomotives will also be built at [Motive Power's Boise, Idaho facility](#) and should be delivered beginning in late 2009 and into 2010.

In February, the Premier of Ontario announced in February their plans to assist Improving GO Transit: [\\$500 million dollars for infrastructure](#) for GO, \$75 million at Hamilton Jct., and 12 new GO parking lots.

Following the premise of our new “class” column, Daniel Dell’unto captured [GO MP40PH-3](#) “class-unit” 600 bringing train 260 out of the sun into the dark confines of Toronto’s Union Station, making its timely arrival on Track 1, Platform 3. In about 17 minutes or so, she'll go back out on train 263, the 13:00 to Bramalea

Two months ago, CRO reported that seven GO TRANSIT F59PH’s were tendered for sale (or lease) and we still have no unit numbers. As well, eight GO F59PH’s have been retired (520, 521, 524, 525, 527, 528, 532 and 533). Boston’s Commuter Railroad (The MBTA) has a fleet of 80 locomotives, all at least 15 years old (many rebuilds) and more than half were built between 1973 and 1981. While they are currently gathering information on what new power to acquire, MBTA is reported to be exploring leasing or purchasing six or seven of the GO TRANSIT F59PHI’s currently earmarked for auction in Toronto, ON. If MBTA wishes to operate these GO TRANSIT F59PH’s, the auxiliary generator output would have to be reduced from 575 volts to 480 volts. Stay tuned...

Toronto Commuter Vignette: At the Willowbrook Shops on August 11th 1991, Glenn Courtney captured the scene showcasing GO 721, a former ROCK ISLAND GP40, sitting outside Willowbrook shop in the company of other classic units that had been sidelined with the arrival of the new GO F59PH’s. (via Tim Organ)

<http://www.railpictures.net/viewphoto.php?id=228447&nseq=84>

Montreal AMT Commuter:

RAILWORLD has sent SLC (San Luis Central of Colorado) F40PH-2’s 274, and 302 from NEW JERSEY TRANSIT (NJT) to the MM&A, for eventual lease Montreal’s AMT. Note: These two units have never actually worked on the SLC, but as RAILWORLD has no reporting mark of their own, they use the reporting marks of their many owned subsidiaries. The two units had arrived at Toronto Yard February 17th, and were moved via CP to the MM&A for needed repairs at MM&A Derby Shops before they will go into service on AMT. SLC 274 & [302](#) have been seen at CP’s St-Luc Yard on February 22nd. Check out [AMT 270 in fresh paint!](#)

These additional F40’s will be needed as on February 17th AMT 243 *Died* at Vaudreuil Station with a severe crankcase failure during the morning commuter rush on AMT Train

#18. The engine block is being evaluated for damage, and depending on the cost to repair, there is a hypothetical possibility 243 may not be returning to AMT and be replaced.

To help keep track of the newest AMT motive power Marc Chouinard has created the current [AMT Roster Page](#) on his website, which will be updated as needed. Lots of nice pictures!

Far from home! Check out this [photo by Walter Scriptunas](#) taken January 31, 2009 of ex-TTCA FP7A 1301 (exx-AMT 1301, exxx-STCUM 1301, Nee-CP 4071) ... in Virginia!!!! The old girl is still looking good sporting the AMT's "Riverain" paint scheme!

Montreal Commuter Vignette: Ron Visockis found this slide from 1972 in his great collection showing [CP RAIL FPA-2 #4096](#) pulling a Montreal (West Island) commuter train with the old CP (CC&F-built) suburban coaches near Pointe Claire, QC.

CANADIAN LOCOMOTIVE SHOPS

On February 2nd, [KCS RP14BD 1401](#) was released from CADRAIL (Lachine, QC), and arrived at CP St-Luc Yard in Montreal. Then on February 4th, KCS 1401 was photographed on CP train 235 at Smiths Falls, ON by Bob Heathorn and finally arrived in Chicago, IL on February 8th. These new locomotives sport the attractive KCS Southern Belle livery. We have been unable to confirm if UPY GG20B Gen V's 2307 and 2308 have left CADRAIL or not. We have not seen them in St-Luc yard during February and we will update when we get hard news.

Unfortunately bad news followed the same day as KCS1401 moved (February 2nd): Railpower Technologies filed for creditor protection and replaced their CEO as the Canadian company ran short on the cash necessary to run their operations. Based in Brossard, Que., RPRX said its American subsidiary Railpower Hybrid Technologies Corp. has also filed for Chapter 15 bankruptcy, a process that extends bankruptcy filings that originate in another country across the U.S. border. Railpower, which plans to restructure while continuing normal day-to-day operations, said CEO Jose Mathieu has left the company, while former engineering vice-president Richard Laliberte will serve as chief restructuring officer. Railpower has sought protection under the CCAA as its current cash in hand would not allow it to meet its current obligations. The CCAA filing is also a necessary step in the context of the board's ongoing review of Railpower's strategic alternatives. Railpower is in talks with major creditor the Ontario Teachers Pension Plan and others. Last month, Railpower announced it would cut its workforce by 37% - or 50 to 84 employees.

The following RAILPOWER-built locomotives are still at CADRAIL:
RPRX GG20B 2402 (To be rebuilt for RAIL SWITCHING SERVICE (RSSX))
RPRX RP20BH 5401 (Future Disposition unknown).
UPY GG20B Gen V's 2307 and 2308 (Not confirmed at CADRAIL but no reports of moving)
UPY RP20CD's 894 and 895 (ex- UP SD40-2's 3527 and 3591)

On February 6th, CP delivered ES44AC's 8703, 8757, and 8858 to CADRAIL (via St-Luc Yard) for various repairs. Of note, CP 8858 was the first unit in the Olympic paint scheme.

Guy-Pascal Arcouette took the following images at American Motive Power Canada. This had been formerly Alstom, AMF, originally the CN Pointe St-Charles Shops). He documented AMT F59PHI 1322, AMT F40P-2CAT 4118, FAIX GP9RM 0801 (ex-CN 7072), Several CEFX SD40-2's (3181, 2803 and others), GE C39-8 Test Bed 899 and switcher M-01. This switcher is SW1200RS ex- CP 8158, sold to RailcanTech, Boucherville in Dec/01, then to CLN-Joffre/Charny, renumbered M-01 and leased to Petromont, at RDP by Aug /02, and is at AMP for repairs.

<http://www.canadianrailwayobservations.com/2009/3/al.htm>

<http://www.youtube.com/watch?v=dr8IWNqvCvc>

IRSI in Moncton, NB are preparing to release four of the EMCC-built JT42 ECR units that have had their upgrades and modifications completed at their shop. These units have been here since last Autumn, and following their evaluation from EMCC they will be shipped to Europe from Halifax, NS. <http://www.industrialrail.ca/>

Jody Moore's "Green" Locomotive Roundup:

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

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

Welcome to the "Doom and Gloom" edition of the Roundup. It would seem that the economic tornado has finally touched down in the Green Locomotive trailer park. Read on to see whose houses got wiped out, and see if there is any other good news along the way.

BROOKVILLE

EQUIPMENT:

Brookville proudly presented a very interesting photo feature on the delivery of four of its BL20GP single engine units to the STATEN ISLAND RAILROAD. Because of the location of the line, the units were shipped by barge from Newark, NJ, then moved by truck to the SIRR railhead. Check <http://www.brookvilleequipment.com/forum/viewtopic.php?p=159-159> for the photo set and narrative.

ELECTRO MOTIVE

DIESEL:

On Jan. 31, EMD announced that it was laying off or cutting fully two thirds of its work force over the next few months at its London, Ontario plant. Total job cuts were expected to be around 600, with only 90 or so to be trimmed through early retirement and other natural attrition. The company also expected to cut some jobs at its smaller plant in La Grange, IL. It was expected that some of those displaced workers would be recalled around the summer.

In the midst of that bad news, it was revealed that Kansas City Southern had placed an order for 22 assorted ECO-series rebuilds from EMD, including some slug mother sets. This is the largest Green Locomotive order placed to any manufacturer in over a year. As people in London are waiting for their pink slips, the work on these units is proceeding – at contract shops. MotivePower in Boise, ID will build five GP22ECO-M slug mothers, four slugs from retired GP38's, and five GP22ECO stand-alone units. Metro East Industries in East St. Louis, MO will build two six-axle SD22ECO's. As of Feb. 24, six additional KCS units

were on the way to London, and may be part of the rebuild order as well.

After finishing up in Washington and escaping in time to avoid this author, GP22ECO demonstrator EMDX 7102 went into service on UNION PACIFIC in Fort Worth, TX. The unit was spotted in UP's Davidson Yard by Mike Murray on Feb. 21. Here's a photo of the unit: <http://www.rpicturearchives.net/showPicture.aspx?id=1499997>

GENERAL ELECTRIC:

Facing a projected 40 percent drop in volume for 2009, GE announced massive layoffs at its Erie, PA plant on Feb. 11. The company planned to cut a staggering 1,550 jobs, including 350 permanent job reductions and 1,200 temporary layoffs. The full text of the article can be found here: <http://pittsburgh.bizjournals.com/pittsburgh/stories/2009/02/09/daily27.html>

MOTIVEPOWER:

In early February, MP21B genset demonstrator MPEX 244 was going through comprehensive adhesion testing on NORFOLK SOUTHERN. Henry Dralle snapped several photos of this unit and the test train on Feb. 4.

<http://kednhed.googlepages.com/MP244-1.jpg> / <http://kednhed.googlepages.com/MP244-2.jpg>
<http://kednhed.googlepages.com/MP244-3.jpg> / <http://kednhed.googlepages.com/MP244-4.jpg>

At press time, the 244 was working out for CSX TRANSPORTATION in Jacksonville, FL. It was expected to be working in the Jacksonville area until mid-March.

A rumored second genset demonstrator has been shelved. Because of the flagging economy, MotivePower is reportedly putting its focus into its core business, which is the commuter locomotive market, at least for the time being. The frame for that unit was spotted by the author during a recent visit. <http://www.trainweb.org/gensets/motivepower/mpex/245a.jpg> That frame was also visible in at least one shot on a recent episode of the DISCOVERY CHANNEL documentary Dirty Jobs, which was filmed at the plant.

Old Boise Locomotive six axle single-engine MP2000C prototype MPEX 6201 was also at the plant on Feb. 9. This unit was most recently in service on the PACIFIC HARBOR LINE in California while the newer MP20C locomotives were brought online. Rumors that this unit is to become MPI's six axle genset prototype are unfounded - for now. Here's a photo of the 6201 at MotivePower: <http://www.trainweb.org/greengoats/features/mpex6201a.jpg>

NATIONAL RAILWAY

EQUIPMENT:

NEPTUNE BULK TERMINALS 3GS21B 808 and slug 808A opened the month of February testing on the BELT RAILWAY OF CHICAGO. The pair was spotted at the BRC's engine house on Feb. 8. After wrapping up their demonstration on the BRC, the pair traveled to Vancouver, BC on Canadian National. They arrived in the Vancouver area sometime early in the morning of Feb. 21.

CSX TRANSPORTATION 3GS21B-DE CSXT 1311 was reported at NRE Dixmoor on Feb. 17.

CSXT 1305, 1306 and 1307 were still at Paducah on Feb. 13, and 1310 was still reported at Mt. Vernon on Feb. 17. The only units apparently in service are 1300-1304, which are working in the Detroit area.

Also seen at Paducah on Feb. 13 were MBTA 3248, and another genset in primer.

SEPTA 2GS14B-DE 70 was released from NRE Mt. Vernon sometime in mid-February. The unit will be going into work service on the Pennsylvania commuter line. For roster info and pics, check this link: <http://www.trainweb.org/gensets/nre/sepa/70.html>

With the MBTA gensets coming online, 3GS21B unit NREX 2008 has been released. As reported in the Dec. '08 Roundup, it was spending some time on the GREEN MOUNTAIN RAILROAD in Vermont in October. The unit was spotted at Parry Sound, Ontario on Feb. 23, headed for NRE Capreol. Roster info: <http://www.trainweb.org/gensets/nre/nrex/2008.html>

PROGRESS RAIL

SERVICES:

On Jan. 30 and 31, your Roundup editor witnessed Progress' PR22B prototype PRSX 2002 at NORFOLK SOUTHERN's Inman Yard in Atlanta, GA. The unit tested there for approximately a week, then was sent north to Roanoke, VA for adhesion testing. James Allen caught the 2002 in Roanoke on Feb. 25:
<http://www.trainweb.org/gensets/progress/prsx/2002e.jpg>

While PRSX 2002 was at Inman Yard, rumors of were floating around that NS had already agreed to purchase two gensets from Progress. One person stated that they were to be NS 4000 and 4001, both of which are actually single engine units. Details of those units were included in last month's Roundup. Whether or not NS intends to purchase gensets similar to the PR22B's has not been confirmed.

Two additional genset demonstrators will soon be released from the Mayfield, KY plant. The units will be numbered PRLX 2005 and 2006, and will be identical to the PR22B PRLX 2008. No word on when these units will be released.

The first of five six axle, single engine PR30C's for UNION PACIFIC was spotted at Houston, TX on Feb. 6. The unit is in UP paint, but is not lettered. It carries the number PRLX 3002. Photo: <http://www.rpicturearchives.net/showPicture.aspx?id=1486529>

Originally all red similar to PRSX 2002, PR30C prototype PRSX 3001 (possibly now PRLX 3001?) was spotted at Progress' Patterson, GA plant on Feb. 23. The unit's paint has been modified with a grey field on top, and Progress logos. It has also had dynamic brakes installed. Max Linder photo: <http://www.rpicturearchives.net/showPicture.aspx?id=1502108> It's not known if this unit will be part of the UP demonstration project, or if it will be used for other purposes.

RAILPOWER

TECHNOLOGIES:

Railpower's year got off to a less than ideal start. On Jan. 28, the company announced that

it would be laying off 50 of its 134 employees – a painful 37% reduction in workforce as part of its cost reduction measures. Unfortunately, a week later, Railpower announced that it had filed for bankruptcy protection for its Canadian and US arms. The protection from creditors was approved by the Quebec Superior Court on Feb. 4. The US Bankruptcy Court in Pennsylvania recognized on Feb. 6. At the same time, they also announced the departure of CEO Jose Mathieu and several other executives. In Mr. Mathieu's place, the company appointed Richard Laliberté as Chief Restructuring Officer. Here is a link to the initial press release from Railpower: http://www.railpower.com/dl/news/news_2009_02_04_e.pdf Additional press releases can be found on Railpower's website, <http://www.railpower.com>

The company is presently reorganizing, and said that they would continue doing business as usual during the process. But the move also led the Toronto Stock Exchange to consider delisting the company's stock. A final decision was put off until at least March 6. But the bad news was enough to drive the company's already suffering stock to an all time low of \$.03 per share in early February. The stock hovered around \$.04-.05 a share for most of the month.

The news wasn't all bad, though. The second RP14BD for KANSAS CITY SOUTHERN, KCS 1401, shipped from CADRail at the beginning of the month. It was photographed by Bob Heathorn on Feb. 4 on its way south through Smiths Falls, Ontario. See the CADRail Report section for links to the photos. KCS 1401 is former GG20B hybrid KCS 1868. More roster information can be found here: <http://www.trainweb.org/gensets/railpower/kcs/1401.html> The unit will be joining rebuilt Green Goat KCS 1400 in Port Arthur, TX. The 1401 was in Beaumont, TX on Feb. 22 headed for Port Arthur.

As of Feb. 14 and 15, RPRX 5407 was still working out on RJCORMAN. The RP20BD demonstrator was spotted on an RJCC-CSX train K562-14 in the company of RJCC 3804 and 1605 in Glendale, KY en route to Louisville. The following day it was photographed by JL Scott, again in Louisville: <http://www.railpictures.net/viewphoto.php?id=272012&nseq=0>

THOROUGHbred

MECHANICAL SERVICES:

NORFOLK SOUTHERN's kit-built Railpower RP20CD. NS 3830, has finally been released from TMS. The unit went west over night out of Altoona to Conway on Feb. 24.

RAILPOWER-owned UNION PACIFIC GG20B UPY 2004 is still at TMS awaiting conversion to an RP20BD. Photo: <http://www.railpictures.net/viewphoto.php?id=272062&nseq=4> The unit is the last of the Green Goat lease/demonstration fleet, and will be converted to a genset as soon as an order is received.

Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Brookville Equipment, Tony Kimmel, Bruce Mercer, Ken Perry, Bob Heathorn, Walter C. Brugh, Jr., James Allen, Stan Jack, Glenn Anderson, Henry Dralle, David Stewart, Doug Wooten, Mark R, Joe Ferguson, Ken Lanovich, Progress Rai

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC deliveries during January 2009:

The only deliveries made during the month of January were Canadian National's 25 SD70DCe (aka SD70M-2) 8850 to 8874 (order 20066896).

The five Euro Cargo Rail JT42CWRM (order 20068864), 77044 to 77048, bagged and sent to GEXR Stratford for storage on December 12, were returned to London on January 15. The remainder (77049-77060) are still in primer around the plant. Six (ECR 77038 to 77043) are still at International Rail Services, Inc. (IRSI) in Moncton. The seven JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (20078968), moved to GEXR Stratford on December 6 under temporary numbers 96801 to 96807 are still there. More of the two-toned blue JT42CWRs for the Egyptian Railway, nos. 2124-2163 (order 20078963) have been seen during the month, and an export train is expected to leave the plant in late February. More units in the latest BNSF SD70ACe order (20086021) have appeared in paint. Road numbers are 9305-9329 & second 9166-9167 and 9184-9191.

In early February 2009, Kansas City Southern began forwarding (via CN and GEXR) the first group of 11 EMD-built units bound for EMCC-London. These are to be re-manufactured into GP22ECO's and SD32ECO Gensets. KCS GP40's 2840 (built as PC 3140), 2842 (built as SCL 1581), and 2843, along with TFM SDP40's 1319 (built as NdeM 8531), and 1320 (built as NdeM 8533), were the first to arrive on the GEXR from London to Stratford, ON. GEXR train 433 brought the locomotives from CN London East to the EMCC plant on

February 8th. The units were placed on the head end of GEXR # 433 with about 3500-feet of train. Bruce Douglas provided these images of the units in Stratford at the east side of the yard in CO20.



On February 21st, the following KCS units were at Bensenville, Illinois and in-transit for EMCC-London, The units were GP40s: KCS GP40's 2810, 2818, 2820, 2824, 2852, and TFM 3151. These are also to be re-manufactured into GP22ECO's and SD32ECO Gensets.

On February 21st, EMCC's longest export train yet (16 units) finally left the plant (after solving some braking gremlins) about 14:30, and passed over Trout Creek in St. Marys, Ontario at 15:15 - much to the delight of the snowboarders on the flats. Colin Marsden captured the image. (*Don McQueen filmed the scene too*). Consist was GEXR 4019 & 2211; transition car EMDX 11002; Egypt Railways ER 2129; 2141; 2130; 2124; 2125; 2133; 2128; 2136; 2135; 2131; 2127; 2132; 2126; 2140; 2139; and Euro Cargo Rail, ECR 77044 with transition car EMDX 11001 at the rear.

<http://www.canadianrailwayobservations.com/2009/3/emcc.jpg>

Video of the EMCC export train: <http://www.youtube.com/watch?v=O05ednQH4Q0>

This is an image from a recent EMD press release of EMCC's Class 66 to be adapted for the Euro market. Although not much seems to have been reported in North America about the

change in the Class 66 design, recent issues of both **TODAYS RAILWAYS** and **THE RAILWAY MAGAZINE** featured the new design. **ELECTRO Motive Diesels** unveiled the concept at the InnoTrans exhibition in Berlin in September. Changes will include AC traction, dynamic brakes, a higher starting tractive effort, and larger fuel tanks. The redesigned cab will have a single piece windshield and central driving position. It will be isolated (reducing noise and vibration) and contain crew amenities such as air-conditioning, a fridge and microwave. The larger body will be compatible with the European loading gauge, permitting easier component access, and to provide more space for signalling and safety equipment. The unit will be slightly lighter than the current British Class 66 (127.5 tonnes) despite being longer (22.5 m). The air braking system will be supplied by Knorr rather than Westinghouse. Reported in September as still at the computer-generated design stage, EMD plans to have a prototype ready for trials by 2010.

<http://www.canadianrailwayobservations.com/2009/3/em.jpg>

An image of the Ownership and colour-scheme change for the London-built EWS Class 66 JT42CWR's in DB Schenker livery. It first appeared in press releases and photographs of a 59 unveiled at the York Rail Museum in late January 2009. The Canadian boss of what was EWS, Keith Heller is now in charge of DBS's Western Region, comprising of UK, France, Spain and Portugal. The manager of ECR is a French Canadian and surprise, surprise ... both used to be at CN. (Bob Tucker - Froth) www.rail.dbschenker.co.uk

SHORT LINES, REGIONALS & INDUSTRIALS

QCRR: Soon to be under new management, the QUEBEC CENTRAL has returned four units back into service! They currently operate from CN- Joffre, QC to serve a feed mill and pulp mill on the line, and the railway is actively looking for new business. The four units returned to service are: QCRR U23B JMG1, GP11 SG2, GP11 GG3, and GP7R RG5. The Quebec Provincial Government is also playing a large role and is actively involved in getting the railway back into business. (Jean-Francois Dumont photos)

<http://railpictures.net/viewphoto.php?id=219411&nseq=16> U23B JMG1

<http://railpictures.net/viewphoto.php?id=219622&nseq=14> QCRR roster

BNSF-Manitoba: Unfortunately in mid-February CRO learned that (H1-painted) BNSF GP9 1685 is never coming back to her assigned Yard in Winnipeg. This classic and well cared for locomotive has been a favourite with fans and employees for sometime. However, following her evaluation at the Nothtown Shop in Minnesota last month, it has been decided that old Geep is too costly to maintain and repair. The unit was placed into storage in Northtown Yard, without completing the mechanical repairs and will stay there until further disposition. Currently GP39-2 2710 is being used in Winnipeg, Some tight curves on the BNSF's trackage in Winnipeg prevent the use of a six axle unit. So long 'ol friend!

<http://www.rpicturearchives.net/showPicture.aspx?id=1454414>

WCR: Carson Wiebe sent along these pictures he took February 3rd in Niagara Falls, NY. Here, they loaded #18, a 1956 GE-built 95-ton locomotive for shipping to Waterloo, Ontario for rebuilding, and eventual use on the Waterloo Central Railway. WCR 1518 will be the new number assigned to this unit. It fits the 1500 series that they are using for their GE 70 Ton WCR 1556. The following links will take you to more information on these units:

<http://www.canadianrailwayobservations.com/2009/3/18.htm>

SOR: The latest unit to be assigned to the SOUTHERN ONTARIO RAILWAY arrived in early February: RMPX 9431, a former CN GP40-2LW still wearing CN paint, and now reassigned to SOR from the NECR in St. Albans, VT. (Froth). RMPX 9431 on SOR (James Gardiner photo). <http://i204.photobucket.com/albums/bb14/BNSF773/Railink/RMPX9431.jpg?t=1234822392>

HBRY: Mark Perry ventured up to The Pas, Manitoba again on February 6th with the hockey club he supports. KRC M420W 2402 remained elusive, but may have been inside the roundhouse. As the weather was not cooperating, Mark was unable to take any shots this time, but here is his summery of the HUDSON BAY RAILWAY motive power he recorded on February 6th and 7th:

Keewatin Rail Corp. Mixed Passenger Train #290 at The Pas, MB:

HBRY GP40-2LW 3003

KRC M420W 2401

HBRY 286245

HBRY 445610

HBRY 446574

VIA coach 5649

VIA coach 9631

At the HBRY Shops in The Pas, MB (All Feb 7th, 2009):

HLCX GP40-2LW 9522 - being worked on inside the roundhouse.

HBRY SW1200 824 and OMLX GP9 4289 - MU'ed together and in yard service.

Stored Serviceable locomotives outside the shops:

HBRY GP10 1801

OMLX (HBRY-painted) SD50's 5000, 5001, 5005, 5006

GMTX GP38-2 2687

Dead line and derelict units.

HBRY GP7 2507

HBRY GP7 2509

OMLX SD9E 1750

OMLX SD35E 3108

OMLX SD9E 3764

OMLX SD9E 3787

OMLX SD9E 3788.

Note: Correction to the February issue of CRO: One of the GEXR snow plow photos shown last month was actually taken by Mr. Duane Jessup. CRO apologizes for this error.

St Thomas & Eastern in St. Thomas, Ontario (Froth)

http://railfan.thegrebs.com/CPR/CP_8201_Formet_siding_2_19_09

http://railfan.thegrebs.com/CPR/E_StT_3582_St_Thomas_2_19_09

http://railfan.thegrebs.com/CPR/E_StT_3582_St_Thomas_Cayuga_sub_2_19_09

http://railfan.thegrebs.com/CPR/E_StT_3582_St_Thomas_heading_home_2_19_09

MARATHON PULP Inc., in Marathon, Ontario has announced that they will soon be closing their plant. Therefore, CANAC-owned S13m 8700 and GP9 8701;2 will soon be released for other services. Chris Wilson sent along these images from February 13th, soon after this bad news was announced.

<http://www.canadianrailwayobservations.com/2009/3/mrt.htm>

The new NEPTUNE Genset Slug-Mother units were spotted enroute to Vancouver on CN train 301 at Stony Plain (Mile 24.0 Edson Sub), on February 20th. The Power is 2281 leading with the 3rd & 4th in the power consist, numbered 808A-808.

IPSCO: Roman Litarchuk sent this interesting image taken from his home town in Regina, SK showing IPSCO Scrapper's, but taken from the air. Our first impression was this was a photo of Flea Market Table full of HO Scale Box cars! <http://tinyurl.com/ReginalPSCO>

WHRC Vignette: On August 30, 1995 Windsor & Hantsport Railway's ex-CPR RS-23 8027 iss hard at work at her assigned task as switcher working the spur to the car dumper at Fundy Gypsum in Hantsport, N.S. A gypsum train was normally 25 cars in length and the switcher would break it into cuts of 5 cars each and haul them the short distance along the spur to the plant. The 40-ton-capacity, air-operated-discharge, plain-bearing gypsum cars were absolutely unique, built by CP for the sole purpose of hauling gypsum CP's initial package sold to the WHRC at its start-up in 1994 included 8 RS-23's, 2 cabooses and 76 gypsum cars. (Bill Sanderson) <http://www.canadianrailwayobservations.com/2009/3/whrc.jpg>

Matthew Keoughan sent us this rare daylight shot of 407/408 in Dartmouth, NS and and a derailed Windsor and Hantsport Geep.
<http://naphotos.nerail.org/show/?order=byposter&page=1&key=downeastrail>

THE BC RAIL STORY Part X

(By Claude Prutton and Mark Forseille)

In 2001, BC Rail purchased nine additional 3900HP GE B39-8E locomotives and as mentioned in the December issue. These were former GE "LMX" units that were on lease to BN. They were numbered BCR 3904-3911 & 1700. The former were painted in BCR's new blue & silver scheme while 1700 was painted in a brown scheme to match the railway's Whistler Northwinder excursion train. In 2000 the Co. received the balance of an order from GE for 10 Dash 9 44-CWL locomotives numbered 4645-4654. These were also painted in the Blue & Silver scheme.

BCR B39-8 #1700 On September 7th, 2001, the 1700 painted in the "Whistler Northwinder" passenger scheme is being moved to the shops getting ready for her next trip north. Photo by: Mark Forseille.

BCR B39-8 #3906 On November, 2nd, 2001, the CN is delivering four recently rebuilt units to the BCR. At this point, sister units 3908, 3909 & 3910 are about 1 mile away from being on "Home Rails" in North Vancouver, BC. Photo by: Mark Forseille.

BCR B39-8 #3907 Just eight days before the CN takeover, the 3907 is waiting for her next assignment at Prince George, BC on July 8th, 2004. Photo by: Mark Forseille.

BCR B39-8's #3907 #3909, & an unidentified B39-8, plus a pair of RS18 Cats are on the head end of a train in the bright snow. Photo by Claude Prutton at Perry, BC on April 8th, 2001.

[BCR B39-8 #3908](#) Also on November 2nd, 2001 being delivered to the BC Rail by the CN at North Vancouver, BC. Photo by: Mark Forseille.

[BCR B39-8 #3908](#) leads a pair of SD40-2's (#751 & #761) plus three more B39-8's. This large consist is getting ready for a trip South to Prince George, BC. Photo taken at Chetwynd, BC on April 7th, 2002. Photo By: Claude Prutton.

[BCR B39-8 #3909](#) Also taken on November 2nd, 2001 being delivered to the BC Rail by the CN at North Vancouver, BC. Photo by: Mark Forseille.

[BCR B39-8 #3910](#) On July 9th, 2002 while at the shops in Prince George, BC. BC Rail kept their units relatively clean as this photo shows. Photo by; Mark Forseille.

[BCR B39-8 #3911](#) On July 7th, 2004, the 3911 is leading a trio of B39-8's Northbound at Mile 466.3 while still in Prince George, BC approaching the Bridge Yard Photo By: Mark Forseille.

The next two photos show the arrival of the newest Dash 9's being delivered over the CP. These would be the last brand new units purchased by the BC Rail.

[BCR Dash 9-44CWL's #4649, 4647, 4645, 4646 & 4648](#) On October 10th, 2000. The first five of the ten unit order has arrived at Port Coquitlam, BC. Photo by: Mark Forseille.

[BCR Dash 9-44CWL's #4651, 4650, 4654, 4653 & 4652](#) On October 12th, 2000. The last five GE's have arrived at Port Coquitlam, BC from Erie, PA. Fortunately, the weather held out this time of year to catch these photos. Photo by: Mark Forseille.

[BCR Dash 9-44CWL #4647](#) leads a pair of SD40-2's (HLCX 6077 & BCR 762) and sister Dash 9 #4654 at Garbitt, BC on April 8th, 2001. Photo by: Claude Prutton.

[BCR Dash 9-44CWL #4648](#) At Prince George, BC the 4648 awaits her next assignment ready to head north. This photo was taken on July 7th, 2002 by Mark Forseille.

[BCR Dash 9-44CWL #4649](#) Brand new at Port Coquitlam, BC on October 10th, 2000, the 4649 shows off her silver trucks and fresh paint job. She will soon to be delivered to her new home on the BC Rail. Photo by: Mark Forseille.

[BCR Dash 9-44CWL #4650](#) On September 2nd, 2003 the 4650 waits by the Yard Tower in Prince George, BC for her next assignment. There's a white diamond shaped sign behind the cab that says "Stop the Sale of BC Rail." These signs were everywhere during the summer of 2003 along the BCR Right of Way. Too bad the BC Government didn't listen. Photo by: Mark Forseille.

[BCR Dash 9-44CWL #4651](#) Also brand new like the 4649 at Port Coquitlam, BC. This photo was taken on October 12th by Mark Forseille.

[BCR Dash 9-44CWL #4652](#) Northbound at South Switch Lillooet, BC on August 16th, 2001. I was fortunate to be on a cab ride to take this photo. We were ready to head back South to Squamish, BC on the BCR 4617. Once the 4652 cleared, we'd be on our way South. I'll have some additional photos in a future CRO BCR Special story in an upcoming issue of the CRO. Photo by: Mark Forseille.

[BCR Dash 9-44CWL #4654](#) On August 14th, 2003 the 4654 is arriving Southbound at Lillooet, BC from Williams Lake, BC and will be changing crews shortly. Photo by: Mark Forseille.

[BCR Dash 9-44CWL #4654 & SD40-2 #762](#) Arriving in the snow at Chetwynd, BC Northbound from Prince George on April 8th, 2001. Photo by: Claude Prutton.

In the October issue we mentioned the 82 mile branch line that was built to Tumbler Ridge to tap a large coal deposit in that area. While the project was relatively successful for the first few years of operation, traffic on the line was never as high as originally projected and by the mid 1990's was less than one train a day. The Railway had incurred much debt building the line & the revenue produced was barely enough to pay the interest on the debt let alone reduce the principal. Falling world coal prices plus the fact that deposits at the Quintette & Wolverine mines had been overestimated contributed to the failure of this project. On August 19 2000 the mine closed & shortly thereafter the 7 GF6C locomotives were taken to Prince George & stored until the lease on them expired. In 2003 they were sent to CEECO Rail Services in Tacoma Washington for scrapping. Number 6001 was saved at the last minute when a former BC Rail employee purchased that unit for \$20,000 & donated it to the Prince George Railway Museum.

BCR GF6C's. The [entire fleet](#) of seven Electric's (#6001, 6006, 6003, 6002, 6007, 6005 & 6004) are at the BNSF station in New Westminster, BC on February, 10th, 2004. Once the Customs Papers have been cleared up, they will be moved to CEECO in Tacoma, Washington for scrapping. Photo by: Mark Forseille.

[BCR GF6C #6001](#) At the time this photo of the 6001 was taken also at New Westminster, BC on February 10th, 2004, it was not known yet that this would be only one of the GF6C Electric's to be spared. She is living safely today at the Prince George Railway Museum. Photo by: Mark Forseille.

On October 31 2002 Passenger service to Prince George was discontinued. The operation had run at a loss for years but more important the Budd cars were becoming very expensive to maintain. Around the same time BC Rail cancelled their excursion trains which included the popular Royal Hudson steam train as well as the Whistler Northwinder & the Dinner train. Up until that time the Gov't had been providing some subsidies for these money losing operations however after the foregoing was cancelled the Railway had no alternative but to withdraw these services.

[BCR RS18 Cat #601](#) This unit was specially outfitted to operate the Pacific Starlight Dinner Train. This photo was taken at North Vancouver, BC on April 11th, 1999. (Mark Forseille).

On May 13 2003 the Premier of the BC Liberal Party announced that the Government would sell the operations of the Railway including all the assets other than the right of way. During the previous election he had specifically promised not to sell the Railway & he since claims to have kept his word as only all the assets were sold & the Government still owns the right of way. CN bought the assets for one Billion dollars & has renewable options to lease for 990 years. The only portion that was not sold was BCR's Port Sub to Roberts Bank Super Port. CN, CP, BNSF & as of late Union Pacific haul coal trains to this facility were they go through a twin car rotary dumper from where the coal is then loaded onto ships for export. The facility was built in the mid 1960's & was traditionally dispatched by BC Rail however no

BCR trains have ever run over this short subdivision. Except for one exception. CP was testing a pair of BCR GE's back in early 1992 along with a pair of UP GE's. That would be the only time before the CN takeover that BC Rail units would grace the rails of the BCR Port Sub. In 1997 the port was expanded to handle container traffic from both CN & CP.

It is unfortunate BC Rail was allowed to become in such financial disarray most of which was due to the 800 million liability on the balance sheet from the coal episode. Perhaps along the way if it had become something other than a Government owned Company it might well have survived. There are certainly enough resources in BC to support a North, South freight hauling railway.

Apart from possibly doing a couple of future issues at some point on BCR's excursion trains and other interesting items. This pretty well ends the evolution of BC's own Railway that started in 1912 & ended in 2004.

A couple of Bonus photos: Claude Prutton caught a [pair of B36-7's](#) BCR #3601 & #3607 leading four more RS18 Cats at Perry, BC on April 8th, 2001.

Claude Prutton catches a trio of B36-7's crossing the Pine River Bridge on the Dawson Creek Sub on September 30th, 2002. On the point is the #3613 with #3607 and #3608 trailing. The 3613 and 3607 were the only two B36-7's painted in the Red, White and Blue lightning bolt scheme.

One last parting photo that really spelled the end of the British Columbia Railway as we knew it.: [BCR C-420 #632](#) When the last Alco painted in Two Tone Green scheme departed the Railway, and was at Port Coquitlam, BC on January 28th, 2002. Mr. Ken Perry of CP Rail moved a trio of AC4400's to allow me the opportunity to catch this photo of the 632 before she left for good. Photo by Mark Forseille.

This concludes the story of the British Columbia Railway up to July 14th, 2004. We are planning a future issue to revisit Passenger Service on the BCR, Leased and Demo units, BCR locos in the movies, some wreck photos and some photos of the Electrics on the Tumbler Sub. We hope that you've enjoyed seeing our perspective of the history of the PGE - British Columbia Railway - BC Rail. Claude Prutton and Mark Forseille.

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>

The AMFM - l'Association des Modélistes Ferroviaires de Montréal, The MRMA -The Montreal Railroad Modelers Association held their Bi-Annual Open House in late February and Guy Pascal Arcouette sent us the [following images](#) from the show ... *Some showing my RSD-17! (WB)*



SOUTH OF THE BORDER

Stored Union Pacific units! On February 3rd, 2009, Rob Boes photographed well over a mile's worth of stored Armour Yellow locomotives (SD40-2's) and all stored at the UP yard in Nampa, Idaho. Rob apparently lost count at around 75 units!

<http://www.railpictures.net/viewphoto.php?id=270165>

However the the dead line in Colton, CA on February 15th is about 150 locos long - some SD40-2's or C40-8's but also a lot of newer SD70M's are sidelined due to lack of work (R V Gersdorff Photo - via Jason Noe) <http://www.railpictures.net/viewphoto.php?id=272705>

Our readers may recall photos we posted in CRO a few issues back of wrecked CN C44-9W 2584, which was being sent down to CEECo in Tacoma, Washington. Peter K. Bieber sent us his shots taken January 31st, 2009 at the CEECo Shops. As can be seen in these photos, the former CN GE cab has been transplanted onto the frame of UP AC4400CW 6759! For comparison, one view shows how this unit looked when it first arrived in Tacoma, WA, back in March 2008.

<http://www.canadianrailwayobservations.com/2009/3/tr.htm>

(CN 2584 last year on a flat bed, see #8 # 9) <http://www.trainorders.com/discussion/read.php?1,1780306>

D&H-The Bridge Line: Frank Jolin sent along this awesome recent shot of Delaware and Hudson GP38-2 7303 (one of only three remaining D&H lightning-striped units on CP) on a "Plow Extra" (seen here on a reverse move) heading south towards Plattsburgh, NY on January 31st, 2009 Y. This train is at Champlain, NY, on the D&H Canadian Subdivision, <http://www.railpictures.net/viewphoto.php?id=269567>

Arnold Mooney took this great D&H shot near Warnerville, NY at MP 520 (Richmondville is MP 522, so I don't know if it is equal-distant or what), showing GATX SD40-2 7365, CP SD40-2B 5483 (an ex-NS Hi-Hood), and GATX SD40-2 7369 with a late-running #271 on October 6th, 1993. There were so few trains running these days that it was a delight to see ANYTHING in daylight! One or two, sometimes no trains during the day... we just take our chances! One thing for sure, because of that statistic, I rarely saw any other D&H railfans. <http://www.canadianrailwayobservations.com/2009/3/7365.jpg>

Letters:

William,

The Guelph Historical Railway Association is organizing a rare mileage tour of the Guelph Junction Railway on April 25th, 2009. We will be covering virtually every inch of track that's in service with run pasts, and a tour of the OSR fleet at Guelph Jct. CRO Readers can email me for more information, I'm attaching our latest flyer and we'd appreciate a mention in your excellent newsletter!

Thanks!

Paul Tatham

ptatham@uoguelph.ca

Hi William,

Here are some shots taken on September 25, 2005 of the ex BCOL/PGE Robot cars RCC 3 and RCC 4. They are sitting in the siding at Dewinton AB which is mile 17.6 of the CP Macleod Sub. They are the ex CPR CPB16-4 units 4455 and 4456. I haven't been down there since so I'm not sure if they are still there. According to the 2008 Canadian Tracksides Guide they are owned by the Locomotive & Railway Historical Society of Western Canada.

<http://www.canadianrailwayobservations.com/2009/3/rcc4.jpg>

<http://www.canadianrailwayobservations.com/2009/3/rcc3.jpg>

Neil Compton
Calgary, AB

Hi,
I would like to point out two mistakes in the Feb 2009 edition of Canadian Railway Observations. First, in the CN section, it is stated that GTW 4635 was sold to Minnesota Northern Railroad and the reporting marks given were MNNR. The correct reporting marks for the Minnesota Northern Railroad are MNN. MNNR are the reporting marks for the Minnesota Commercial Railway Company. Also, in VIA Vignettes, the photo of VIA 6789 states that it was taken in 1992. In no way what so ever was that photo could have been taken in 1992. The FPA-4's, FPB-4's and 99% of the RDC fleet were retired by 1992. The red VIA logo on the nose of VIA units was also gone by then. And finally, in 1992, the locomotives in the photo would be sitting in centre field of the Skydome.

Thanks,
Alex Simin

(I believe the photo likely was taken in 1982 and may have been a typo by the photographer. As I didn't take the photo, I can't say for sure. However it is true the red VIA nose lettering was only used in VIA early years. As far as the other "MNN" error goes, that was my mistake. I have a little update as well: Last week, MNN GP9r has been moved to Horicon, WI for repainting at the Wisconsin Southern Shops prior to shipment to MNN. Thanks for correcting us-WB).

The Last Word: When I learned back in 1999 that CP had acquired eight GP40-2's from HELM, I was somewhat surprised and did not understand the reasoning. These units were already familiar to me as they had been on lease to CP for some time and were St-Luc regulars. In the mid-1990's the first groups of CP AC4400CW's were still being delivered, and power short CP was leasing from HELM, NRE and others, and at one time over 200 units were on lease. These specific HELM GP40-2's units were dressed in shabby Guilford grey and orange, with HATX patches, and a few even sported B&M blue paint! They were nothing to look at, but in the 1990's were in satisfactory condition internally, on decent trucks and frame, and CP was able to exercise a lucrative trade arrangement with HELM to keep these units permanently. CP renumbered the units 4650-4657 inclusive and at least two were completely repainted CP red with the beaver logo. However, the rest of this fleet are still a little hard on the eyes~ Cheers! WB.

<http://www.mountainrailway.com/Roster%20Archive/CP%204600/CP%204656.htm> 4656

<http://www.mountainrailway.com/Roster%20Archive/CP%204600/CP%204653.htm> 4653

<http://www.mountainrailway.com/Roster%20Archive/CP%204600/CP%204651.htm> 4651

CP GP40-2 4653 "Smoking" last month (February 2009)!

<http://www.rpicturearchives.net/showPicture.aspx?id=1484813>

THANK YOU: Martin Baumann, Peter K. Bieber, Dave Burroughs, Guilio Capuano, Bruce Chapman, Marc Chouinard, Peter Cox, Nathan Dahms, Bruce Douglas, Jean-Francois Dumont, Andrew Fletcher, Mark Forseille, Ken Garber, James Gardiner, Sean Graham-White, Doug Hatley, Ron Havorka, Bob Heathorn, Frank Jolin, Gary Knapp. Matthew Keoughan, .Craig Konopski, Ken Lanovich, John Leeming, Wendel Lemon, Roman Litarchuk, Shawn Levy, Daniel Mackey, Don McQueen's "Froth", Bruce Mercer, Jody Moore, Glen Mounk, Terry Muirhead, Arnold Mooney, Kent Nelson, Jason Noe, Tim Organ, David Othen, Donna Peters, Ian Platt "Tempo Jr.", Walter Pfefferle, Claude Prutton, John Read "GR17f", Earl Roberts, John A. Rushton, Kevin Sadowski Greg Sherwood, Jon Snook, Ron Visockis, Cor van Steenis, Wilco van Schoonhoven, Carson Wiebe, Gary Zuters, Branchline, BLHS, CN-lines SIG, WCRA, Railpower Technologies, Canadian Trackside Guide, and others. Aussi, un grand merci a John, Tony, Denis, Ron, Richard et Mohammed a St-Luc Diesel!

Special AMT Report; THANK YOU: Don Jaworski, Tony Krslovic, Bill Huston, Anthony Paci, Craig Zeni, Steven McKay, Marc Samuelson, Keith Belk, Bill Huston, Jack Smith, James Hunt, William H. Baird, Bill Hakkarinen, Carl Weber, Jimmy Duncan, Nicolas Houde, Kevin Olson, Joe Usselman, George Redmond, Terry Redeker, Kim Piersol, Juan Alvarez, Keith Belk, G.R. Harper, Guy Pascal Arcouette, Merrill Price, John Hill & Richard Thompson.

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;

- 1) Jpeg format, **as long the size is not exceeding 1Mb**
- 2) You can also "tag" your pictures with your name

Operation costs are graciously covered by Marc Chouinard's servers.

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