

# CANADIAN RAILWAY OBSERVATIONS

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**Editor**  
William H. Baird

**Collaborators**  
Marc Chouinard (Website & Prod)  
Don McQueen (EMCC Diary)  
GR17f (Coordinator)  
Roman Litarchuk (Western Coordinator)  
Sean Graham-White (US Coordinator)  
Terry Muirhead (VIA News)  
Joe Zika (MacMillan Report)  
Craig Konopski (Lakehead Report)  
Jody Moore (Green Locomotive Roundup)

## CRO - APRIL 2009



*Revised 04/05/09*

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# CANADIAN NATIONAL

CN Locomotives retired since last issue: (Previous retirement in last issue February 5<sup>th</sup>)

ANY GP9RM 4006 and CN GP9RM [4124](#) on Jan 14<sup>th</sup> and Jan 15<sup>th</sup> (a late report)  
CN GP9RM [7070](#) on January 27<sup>th</sup> (a late report)  
CN GMD1u 1441 on March 24<sup>th</sup>  
BCOL SD40-2's [746](#), 747, [751](#), 759, 763, 765 on March 3<sup>rd</sup>  
BCOL SD40-2 762 on March 4<sup>th</sup>  
IC SD40A [6002](#) on March 4<sup>th</sup>  
GTW GP9R's 4621, and 4634, on March 11<sup>th</sup> (GTW 4634 was initially built for passenger service as GTW GP9 4932. 4634 (and 4635) were the last two Battle Creek rebuilds, and both were painted in the CN North America scheme).  
BCOL SD40-2's 743, 750, [764](#), and 766 on March 11<sup>th</sup> (There are only two BCOL SD40-2's remaining on the CN roster).  
WC SD40-2 [6006](#) on March 17<sup>th</sup>  
IC SD40A's 6001, 6005 and 6010 on March 17<sup>th</sup>  
IC SD40-2R's 6051, 6052, and 6060 on March 17<sup>th</sup>  
IC SD40Xu 6071 on March 17<sup>th</sup> (One of eight Built in 1966 as an EMD demonstrator and riding on the shorter SD35 frame, and was the last one of this model in service on CN).  
DMIR SD-M 308 on March 18<sup>th</sup> (Upgraded from SD18's, this was the very last SD-M on the DMIR roster. However there are a few still running on the EJ&E).  
CN SD40-2W [5360](#), on March 18<sup>th</sup>.

CN Stored Units Update: On March 28<sup>th</sup> CN had 130 units Stored Serviceable:  
IC - 55 (52 SD40-2 types and three GP40u's), GTW - 25 (SD40-2's and SD40-3's), WC - 9 (seven WC GP40u's and two ACR SD40-2's), DM&IR - 2 (SD40T-3's), B&LE - 8 (one SD38 and seven SD40T-3's) and CN 39 (36 SD40-2's and SD40-2W's and three GP40-2LW's).

On March 1<sup>st</sup>, ex-QRC owned RS18u's 1828 and 1865 were pulled from the storage lines at IC- Woodcrest for a possible buyer. So far, they have not been re-lettered.  
(Ken Lanovich photo) [http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll91/0023544-R1-064-30A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll91/0023544-R1-064-30A.jpg)

By March end, the New Brunswick East Coast (NBEC) and Chemin de fer de la Matapédia et du Golf (CFMG) painted SD40's 6900, 6901, 6902, 6903, 6904, 6905, 6906, and 6908 had all arrived at IC-Woodcrest and placed into storage. With their lease to NBEC now expired, at press time only 6909 and 6910 still remained in Canada (6907 retired on March 26<sup>th</sup>). In late March CFMG SD40's 6902 and 6906 were caught by Michael Da Costa on CN 363.  
[http://www.traingeek.ca/blog/2009\\_03\\_01\\_archive.html](http://www.traingeek.ca/blog/2009_03_01_archive.html)

In the first week of March, NBEC RS18u 1857 had moved to IC-Woodcrest. It is important to note this was the only NBEC RS18u to be painted at GEC Alstom-Montreal into the black with white lettering paint scheme; the others remained in ex-CP Rail "patch" livery.

On March 9th, CN GP9RM 7274 arrived at IC-Woodcrest. The long hood off Toronto hump GP38-2 7506 was seen outside on a flat car. EJ&E slug T2 arrived on March 8<sup>th</sup>, and was built from an ALCO switcher. A couple of fuel trucks were on the property draining the tanks of several recently retired locomotives. On March 8<sup>th</sup> Ken noted the following WC GP40u's parked at Woodcrest shop: WC 3002, 3006, 3011, 3012, 3014, 3021, 3027, and retired 3025)

and a couple of others that were hidden. Also two shots from March 14<sup>th</sup> by Steven McKay of stored NBEC MLW's at East Hazel Crest, IL.

<http://gic-392.rpicturearchives.net/showPicture.aspx?id=1525715>

<http://gic-392.rpicturearchives.net/showPicture.aspx?id=1525717>

Check out Chris Wilson's fabulous CN Calendar-like photo of CN units elephant-style with matching rail cars at Hinton, Alberta. <http://www.railpictures.net/viewphoto.php?id=277508&nseq=75>

On March 21<sup>st</sup> CN GP40-2LW 9411 was photographed by Ken Lanovich posing in the morning sun at IHB Riverdale and joked "With its paint worn off, it now runs in this red stripe scheme!" Ken pointed out the unit is still equipped with its old St Clair Tunnel snow plow. Back in the 1980-1990's until the new tunnel bore was completed, only specially equipped units with their plows deeply notched out, could run through the old tunnel.

[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll92/0023872-R1-022-9A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll92/0023872-R1-022-9A.jpg)

Aleks Stefanovic caught a blast from the past lash-up on CN train 435 on March 22, 2009. A pair of GP40-2LW's and a GP9RM throttle up, as they start into the grade out of Brantford, ON with CN 9579, CN 9618, CN 7025 and 31 cars. Rob Eull caught the same train at Burlington, Ontario. Lash ups of CN GP40-2LW's used to be ubiquitous, and now getting rare. Catching two together and in new CN paint deserves mention.

<http://www.railpictures.net/viewphoto.php?id=276946>

<http://www.railpictures.net/viewphoto.php?id=276966&nseq=29>

Since arriving on February 18th, 2009, EJ&E SD38-2's 671 and 673 have been assigned to IC-Markham Yard and EJ&E SD38-2's 670 and 672 were operating at Waterloo, IA. The 671 and 673 pairing has been seen working both CN yard and transfer assignments in the Chicago area. However things changed by March 27<sup>th</sup>, EJ&E 661, 669, 670, 671, 672, 673, and slug T-2 had all been re-assigned to IC Woodcrest, while 650 was retired on March 26<sup>th</sup>. CN is now considering forwarding some of the rebuilt EJ&E SD38-2s from Chicago to the DM&IR for T-Bird trains and as ore traffic warrants. In late-March, the following CN units were assigned to the EJ&E: CN SD40u 6011, CN GP9RM 7033, and GTW GP38-2 4927. In Ken Lanovich's photo EJ&E SD38-2 673 and CN repaint GTW GP9R 4611 double up their train at Homewood, IL March 17, 2009.

[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll92/0023872-R1-070-33A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll92/0023872-R1-070-33A.jpg)

[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll91/0023544-R1-070-33A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll91/0023544-R1-070-33A.jpg)

Brendan Frisina and Bill Turner recorded the first of the new DM&IR ore cars from NSC-Hamilton, ON. This was one of 19 cars sitting in Parkdale Yard on March 22<sup>nd</sup>, 2009, waiting to be picked up. <http://tinyurl.com/dmir-jennies>

Former GTW GP9R 4635 that we reported last month as enroute to MINNESOTA NORTHERN was repainted in February at the renowned WISCONSIN SOUTHERN's Horicon Paint Shop, is now at last destined to Thief River Falls, MN, and is renumbered to MNN 1356.

On February 2<sup>nd</sup> Athabasca Northern (ANY) GP9RM 4005, BCOL 4648, and CN 4102 were all photographed by Ken Lanovich, at IC-Woodcrest. As we reported in the March issue of CRO, ANY 4005 has been sold to Rail Trusts Equipment (RTEX). BCOL 4648 was there to receive an engine change-out and CN 4102 is in service around Chicago.

[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll91/0023544-R1-046-21A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll91/0023544-R1-046-21A.jpg)

[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll91/0023544-R1-042-19A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll91/0023544-R1-042-19A.jpg)

**DAKOTA MISSOURI VALLEY & WESTERN will purchase two more retired CN SD50F's but at press time, the unit numbers were not known. This will bring a total of seven ex-CN SD50F's sold to this regional. The railroad also purchased three retired WC SD45's one year ago.**

**On March 11<sup>th</sup>, CN RDC 15016 was videoed by Saul Camargo testing on the EJ&E Western Sub near Joliet, Illinois, and Ken Lanovich caught CN 15016 between runs at IC-Woodcrest.**  
<http://www.rail-videos.net/video/view.php?id=5147&nseq=3>  
[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll91/0023544-R1-076-36A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll91/0023544-R1-076-36A.jpg)

**John Soehner was at Napanee, Ontario on March 21<sup>st</sup> and caught the CN 2674 and 8839 stopped at Napanee Station. A derailment near Colborne of five freight cars caused a delay blocking both CN main lines. Three miles west another train is stopped near Mohawk with 5757 & 5756. Further west at Marysville there another train with 8852 stopped. As I approach the Salmon River there's another train stopped with 5709 & 5667! Onward towards Belleville, this time an eastward train stopped at the Quintet signals with CN 2626, 5350 and 5667. At the Belleville VIA Station there's a decent sized crowd awaiting both eastward and westward VIAs and of course there is no info on what the delays are or how long until some movement.** <http://www.canadianrailwayobservations.com/2009/4/j.htm>

**On February 12<sup>th</sup> and 15<sup>th</sup> Mark Forseille caught clean and beefy looking CN SD70M-2 8861 and road weary CN SD60F 5555 leading a train at Port Coquitlam, BC.**  
<http://www.canadianrailwayobservations.com/2009/4/cn1.jpg>  
<http://www.canadianrailwayobservations.com/2009/4/cn3.jpg>

**Ron Visockis took these three shots on February 25<sup>th</sup> of CN SD60F 5530 with an Eastbound at Belleville, ON and CN SD70M-2 8842 Eastbound at Belleville and GP40-2LW 9410. Correction to last issue: We incorrectly reported 9410 was painted at NRE, but in fact it was done at the CN-Transcona Shop. However, no one we spoke with has been able to explain why it was re-painted into the CN sergeant stripes livery! The mysterious unit is assigned to Wisconsin Central, but for now appears to be staying in Canada and was seen in Montreal and Toronto Yard several times in March (March 1<sup>st</sup> at Les Coteaux QC and April 2<sup>nd</sup> at Vankleek Hill ON)**  
<http://www.canadianrailwayobservations.com/2009/4/roncn1.jpg>  
<http://www.canadianrailwayobservations.com/2009/4/roncn2.jpg>  
<http://www.canadianrailwayobservations.com/2009/4/roncn3.jpg>

**Idle at Vankleek Hill ON (ex-OCR)**

[http://www.myrailfan.com/collection/CN/CN\\_9410/img.aspx?ID=CN\\_9410\\_VANKLEEK\\_1.jpg](http://www.myrailfan.com/collection/CN/CN_9410/img.aspx?ID=CN_9410_VANKLEEK_1.jpg)

**The former CN SD40-3's that operated in the GEC-Alsthom grey with orange striping livery, and lettered as GCFX 6000's, (and later as WC 6900's) were all placed into storage in 2006 and 2007. Most got re-lettered WC, but a few lasted with the GCFX reporting marks. In Ken Lanovitch's photo a long string of WC 6900's, and GCFX 6000 series wait for another day to be recalled to duty. Just as other CN units currently in storage, these locomotives which were leased to CN, may never see service again, and may be sold or end up being scrapped. The shot was taken at the Belt Railway of Chicago's Clearing Yard January 16<sup>th</sup>, 2009.**  
[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll91/0023544-R1-020-8A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll91/0023544-R1-020-8A.jpg)

**As photos taken "on the property" require permission, we are lucky Terry Redeker was able to post these terrific shots he took at the CN (Illinois Central) Johnson Yard Diesel Shop in Memphis, Tennessee: Here is the turntable and roundhouse:**

<http://www.rpicturearchives.net/showPicture.aspx?id=1504306>  
<http://www.rpicturearchives.net/showPicture.aspx?id=1504308>  
<http://www.rpicturearchives.net/showPicture.aspx?id=1504307>

### Units inside the shop:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504302>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504300>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504309>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504310>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504311>

### The Johnson Yard fuel rack:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504314>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1504313>

CN and Norfolk Southern announced on February 11<sup>th</sup>, a new initiative to create a “Mid-America Corridor” in which the railroads will be sharing track between Chicago, Missouri, Kentucky and Mississippi to establish shorter and faster routes for freight and coal traffic moving between the Midwest and the Southeast. This initiative, which still needs to be finalized through definitive agreements, will have three sections. The first will see Norfolk Southern hauling CN freight between Chicago and St. Louis, which will reduce the distance between these cities for CN shipments by 60 miles and will provide improved connections to other rail carriers through St. Louis. Also, NS will utilize CN’s routes between St. Louis and Fulton, Kentucky, as part of a more efficient route, saving in turn, more than 50 miles on NS freight haulage. As well, CN will move NS traffic between Chicago and Fulton, shortening NS’s Chicago to Birmingham route by roughly 100 miles. As part of the “Mid-America Corridor,” CN and NS intend to create a new coal gateway at Corinth, Mississippi to better connect NS-served south eastern utility plants, with CN-served Illinois basin coal customers. The initiatives will be completed with the approval for the exchange of trackage rights with the U.S. Surface Transportation Board in the upcoming months.

On March 19<sup>th</sup>, Colin Tytler caught CN train 106, with CN 5756 South pulling over the Sequin river after a change off at North Parry and is near M.P.149.30 on the Bala Subdivision.

<http://www.railpictures.net/viewphoto.php?id=276633&nseq=4>

Mike Berry caught a long westbound CN stack train rolling through St-Henri, QC with new CN SD70M-2 8851 up front CN 2517 trailing, followed by and a DPU unit about 2/3rds of the way back (CN 2265). Just as soon as the DPU passed, an eastbound stack train roared through with four units (CN 2629, 5553, 5629 & 4720).

<http://www.canadianrailwayobservations.com/2009/4/dpu.htm>

A good place to watch fast action: CN - CP meet at Isle Perrot, QC, west of Montreal.

<http://www.rail-videos.net/video/view.php?id=3326>

### CN Vignettes:

Likely during the 1970’s (date unknown), Michael Taylor caught CN (MLW-built) M636 2335 and one of its crew waiting for the Dispatchers permission to proceed to Aldershot Yard from Burlington, Ontario. This side shot shows off the impressive lines of the big M-Series. (As in this photo, during the 1980’s many of the CN 6-axle Alco’s had their rear hood grills removed, revealing the spinning crank-shaft! Back in the day, I really liked that look, and assumed it was for ease of maintenance, or perhaps to get more cool air in the engine compartment? Do any of our readers know why the grills were removed on some units? I don’t recall CP doing this with their 4700’s! –WB). <http://www.michaeltaylor.ca/old/2335.htm>

## Mark Forseille's Canadian Railway "Class Units"

Canadian National Railways Class Leader (second) #9000, Serial Number 5888, was the first CNR F3A, Class (second) V-1-a (reclassified to V-1-A-a in January 1950; GFA-15a in September 1954), 1500 HP, built and shipped on May 21, 1948 by Electro-Motive Division at LaGrange, Illinois, under order E-958-A. It was one of six units (CN 9000-9005) that were constructed on that GM order of two sets of A-B-A locomotives. It was also the second production diesel-electric road freight locomotive ever built for Canadian National Railways. The first 9000 & 9001 were products of CLC in Kingston in 1928; and all other diesel locomotives built for the CNR before 1947 were all yard switchers. CNR F3A #9000 spent most of its productive life as a freight locomotive (occasionally as a passenger unit) initially operating in the Central Region, including a stint on the GTW between October 1969 and May 1971 - and later out of Calder Yard (now Walker Yard), Edmonton, AB; and logged over 2.5 million miles during its operating lifetime; it was retired from Calder Yard on October 8<sup>th</sup>, 1971 and donated to the Alberta Railway Museum in November of that year. The photo was taken September 6<sup>th</sup>, 1978 at the Alberta Railway Museum at Namao (northeast of Edmonton, AB). Note the chicken wire grilles, which were later replaced by (the later F-series) stainless steel louvers. This photo shows the #9000 in its "Third" CNR paint scheme of olive green and mustard yellow. The original livery was an olive green nose with gold leaf, later replaced in 1950 by a gold nose. It also received the 1961 version of the "noodle" on the CN red nose, with (45 degree angle) grey stripes on black. (Thanks to Don McQueen and Cor van Steenis). <http://www.railwaymuseum.ab.ca/?q=node/21>  
<http://www.canadianrailwayobservations.com/2009/4/9000-2.jpg>

CP RAIL's Class Unit #9000 is an SD40-2F and was the first locomotive of the CP DRF-30Y Class. The 25 units, (9000-9024) were CP's first order to feature the new full cowl long hood and CN-style "Draper taper", and were constructed at the GMDD-London Plant in 1988. Prior to this order, CP management had learned of CN's problems with their SD50F's and SD60F's, and CP decided to stick with the tried-and-true SD40-2 engines. At this time however, GMDD no longer constructed the SD40-2 prime mover, but as CP had already ordered the SD40-2F's, GMDD had to fulfill its obligation and was forced to subcontract the construction of these new engine blocks. When they were released from London and when delivered, the SD40-2F's wore the updated CP RAIL livery (with no Multi-mark). As well, they were the first (and possibly the only) CP RAIL units to have a brass coloured bell, which was very distinctive and added a touch of class to the fleet. Then bad news ... after only one week in service a fault was discovered inside the prime mover of some of the fleet. After intense analysis, silver filings had been detected with internal engine block disintegration. All the delivered units were sidelined and returned to London and McCook IL for repair. It has also been reported that one (of the two) tunnel tubes between Detroit and Windsor did not have sufficient clearance for the massive units and on an SD40-2F's first run back from Detroit, a few of its handrails had to be removed to allow the loco to pass through the tunnel safely. The 9000-series were actually returned twice to GMDD for other minor modifications early on. <http://www.canadianrailwayobservations.com/2009/4/9000.jpg>

During the first week of May 1993, CP's Ogden Paint Shop released CP SD40-2F #9000 in Candy Apple Red with the new CP RAIL SYSTEM lettering. This was to coincide the inauguration of a new train service and CPRS 9000 was to lead a display train in Vancouver, BC on May 16<sup>th</sup>, 1993. CPRS 9000 was among the first units to get the CPRS dual-flags livery. Only SD40-2 6034 (the first unit to be outshopped with the new scheme on March 25, 1993), SOO SD40-2 6607 (painted and lettered at Shoreham Shops in Minneapolis) and ex-NS high-hood SD40-2B's 5475-5477 received the dual flags before 9000. In June 1995, CP

SD40-2F 9022 was also re-painted and re-lettered into the CPRS dual flags livery at Ogden, and to date, these are the only two that have ever been re-painted. (Thanks to Bruce Chapman and Bill Sanderson).

<http://www.cprdieselroster.com/Roster%20Archive/CP%209000/CP%209000-4.jpg> CP Rail

<http://www.cprdieselroster.com/Roster%20Archive/CP%209000/CP%209000.htm> CPRS

# CANADIAN PACIFIC

CP Locomotives Retired since last issue: (Previous Retirement November 20<sup>th</sup>)

CP GP40-2's 4520 and 4648 on March 24<sup>th</sup>

(These were the two units involved in the side collision near Winona, Minnesota).

On March 28<sup>th</sup>, CP announced an auction sale of 21 retired SD40-2's in Toronto with the following units: CP [5585](#), [5604](#), [5609](#), [5625](#), [5629](#), [5641](#), [5657](#), [5662](#), [5674](#), [5711](#), [5724](#), [5754](#), [5762](#), [5770](#), [5801](#), [5802](#), [5806](#), [5811](#), [5814](#), [5822](#), and [5836](#). All pertinent information has been posted on the CP website and includes photos of each unit. Bids close on April 27<sup>th</sup>.

<https://www8.cpr.ca/inet62/snp/Pages/ViewTender.aspx?tender=2230#Images>

As of March 30<sup>th</sup>, CP had approximately 200 locomotives stored serviceable across the system: 61 SD90MAC(u)'s, 60 SD40-2's, four GP9u's (8200-series), and about 30 GP7u-GP9u's which are the 1500/1600 numbered yard switchers), as well as 41 GE's (Mostly AC4400CW's and few ES44AC's) stored serviceable (T.U.S.). CP also had 28 SD40-2's, one SD40F-2 (9016) and three AC4400CW's stored unserviceable (T.U.U.S). These Kyle Stefanovic shots show some of the stored GEVO units in Thunder Bay, Ontario:

<http://www.railpictures.net/viewphoto.php?id=277909&nseq=4>

<http://www.rpicturearchives.net/showPicture.aspx?id=1546661>

<http://www.rpicturearchives.net/showPicture.aspx?id=1546662>

During the first week of March 2009, STL&H GP38-2 7308 was released from American Motive Power in Dansville, NY following repairs and returned to service on CP as a D&H assigned unit. The repaint speculative discussions on chat lines last month are now moot as the locomotive still retains its "STL&H" livery. It is one of only two ex-D&H GP38-2's lettered in the STL&H paint scheme (7306 and 7308). The other remaining STL&H-liveried units that are still in service on CP are SD40-2's 5560, 5593, 5615, 5651 and GP9u's 8225, [8245](#) both in Ontario and STL&H GP7u 1502 and GP9u 1625. STL&H GP7u 1502, and STL&H slug 1001 are assigned to Toronto, but are not mated together.

In March, only two CN locomotives were repaying Horse-Power-Hours to CP. The units were CN SD75I's 5717 and 5783. The CN 5783 was returned February 25<sup>th</sup> and 5717 was returned to CN on March 27<sup>th</sup> Kyle Stefanovic captured an example of unit pairing of Canada's two Class 1's with a CN SD75I assisting a CP Red Barn pull CP 223 upgrade out of Thunder Bay, Ontario. <http://www.railpictures.net/viewphoto.php?id=274639&nseq=4>

On February 27<sup>th</sup>, CP train 244 departed Walkerville Jct., with CP AC4400CW's 9504 and 9667. Trailing were dead KCS GP40-3's 2820, 2824, 2818, GP40 3151, and GP40-3's 2810 and 2852. These were headed to EMCC-London, however for some reason they went to CP-Toronto. On March 4<sup>th</sup> they moved back to London and all six KCS units were photographed

by Walter Pfefferle at Quebec Street Yard. The units moved on March 6<sup>th</sup> from CP to the EMCC plant. At press time the other five KCS units stored at Stratford Ontario, had already moved back from London by GEXR and have been seen at the EMCC plant with their hoods removed. <http://railfan.thegrebs.com/aKCS-GP40s-London-3-05-09>

Cor van Steenis sent us these terrific images of CPR 4-6-4 Hudson #2816 that he took during 2008. They include detail shots of the running gear, boiler, and cylinders and steam valves, levers and pressure gauges inside the pristine locomotive cab. Some of the various luxury travel tour agencies on the web have begun announcing a tentative scheduled trip for CPR #2816; (September 25<sup>th</sup>, 2010 Calgary – Vancouver and October 4<sup>th</sup>, 2010 Vancouver – Calgary).

<http://www.canadianrailwayobservations.com/2009/4/2816.htm>

As well, Cor showed us, two harbingers of Spring have come out of winter hibernation. CPR FP9Au's 4106 and 4107, which is motive power used on the 'Royal Canadian Pacific' were seen for the first time since last fall. CPR 4106 is seen posing at the Alyth diesel fuel racks in Calgary, AB. on March 11<sup>th</sup>, 2009. <http://www.canadianrailwayobservations.com/2009/4/c4106.jpg>

On February 15<sup>th</sup> and 16<sup>th</sup> Mark Forseille caught a variety of CP and CN units including "Olympic liveried" ES44AC 8860 and standard painted ES44AC 8832, under a big blue sky at Port Coquitlam, BC.

<http://www.canadianrailwayobservations.com/2009/4/cp1.jpg>

<http://www.canadianrailwayobservations.com/2009/4/cp2.jpg>

The following photographs are from Deane Motis' recent visit to western Canada, and the first three show the same train on February 22<sup>nd</sup>, 2009. In his first shot, the CP train is descending Field Hill, in the second the same train leaving Field, BC, and in the third the train has stopped to allow a group of elk to clear the main!

<http://www.canadianrailwayobservations.com/2009/4/97771.jpg>

<http://www.canadianrailwayobservations.com/2009/4/97772.jpg>

<http://www.canadianrailwayobservations.com/2009/4/97773.jpg>

Here are three more terrific shots from Deane showing CPRS AC4400CW 8773 at Morant's Curve; CP 9520 at Divide; and "Olympic Painted" CP ES44AC 8866 also taken at Divide, BC.

<http://www.canadianrailwayobservations.com/2009/4/d1.jpg>

<http://www.canadianrailwayobservations.com/2009/4/d2.jpg>

<http://www.canadianrailwayobservations.com/2009/4/d3.jpg>

Nathan Dahms sent these fine shots from February 15<sup>th</sup> of CP train #486 (A DM&E train), with a trio of CP "Multimarks" (SD40-2's 6048-5941-5763). His first shot shows the train rolling through Pewaukee, WI; in the second it's rounding the curve through Brookfield, WI, and in the third it's crossing over into Muskego Yard in Milwaukee, WI. After some local set off's and pick up's, the train departed with 13,336 tons!

<http://www.canadianrailwayobservations.com/2009/4/6048.htm>

### Craig Konopski's CP/CN Lakehead Report:

On March 6<sup>th</sup>, CP Train 220 a manifest freight from Thunder Bay, ON to Toronto Yard, ON had 47 cars with CN SD75I 5717 repaying H-P-H and trailing the CP leader; SD40-2 5749.

March 15<sup>th</sup>, 2009 Craig Konopski photographed the following trains: A solid-looking train 101 slowly departs Thunder Bay in cautionary limits on the north track at sunrise. The CN 0755 Neebing Job slowly heads across the James Street swing bridge and the frozen Kaministiquia River. The UE16 assignment (at left) is about to head down into the 'hole', track X08 to pull a car out of T.Bay chemical as the UW11 job (at right) makes some passes on 220's train on the lead to get it robotized and ready to roll east. -- Another look at the UE16 job in a track used once in a blue moon in town.... X08 (T.Bay chemical). Due to the sharp curvature and steep gradient, only 4-axle power is permitted here. A 97-car train 441 slowly leaves town with a AC4400CW, Red Barn, and Dash 2 combo up front. - Train 220 is just a few miles into it's journey through the Thunder Bay terminal and onto the Nipigon Sub as it crosses the CN Kashabowie Sub at mile 130 en route to Schreiber and points further east. Here's a look at train 435-13 from the Central Avenue overpass at the diamond. A sweet lash-up of 3 SD40-2's, which is common for this train and its counterpart 434. However, nowadays it's getting more difficult to see these lash-ups and more common to see GE's on these trains with more and more SD40's laid-up in Winnipeg.

<http://www.canadianrailwayobservations.com/2009/4/11.htm>

New modifications to the CP Locotrol (distributed power) radio command system were announced in March, which will make them compatible with BNSF and UP locomotives. The CP and UP locomotives on UHF frequencies continue to be used out in the so-called "Can-Am" corridor in the Crowsnest-Cranbrook, BC and Eastport, ID + Pacific Northwest areas.

Chris Wilson sent these images from the Lakehead region on March 2<sup>nd</sup> including: An unusual load on Train 101 with buses, SUV's etc; Train 101's headend power; SOO 6044 with a cherry picker; CP Train 222's power; and CP Train 108 at Neys.

<http://www.canadianrailwayobservations.com/2009/4/1k.htm>

Chris also sent along these shots: CP 103-13 {Intermodal from Toronto to South Edmonton} with 91 cars, 3 racks/88 platforms and CP AC4400CW's 9818 and 9581. CP 223-13 [Manifest; Toronto Yard, ON to Winnipeg, MB]100 cars and CP ES44AC 8791 and SD40-2 5939. ARMY-09 [Military; Suffield, AB to Montreal Wharf, QC] 44 cars, 43 flatcars/CP 66 And CP AC4400CW 9552 and CP SD40-2 5759.

<http://www.canadianrailwayobservations.com/2009/4/m.htm>

CPRS SD40M-2 5493 (A former SD45) highlights this trio of Lakehead images by Chris Wilson taken on March 13th: Train #435 switching in New Yard, Two CPRS SD40M-2's at Westfort and #435 at the diamond. <http://www.canadianrailwayobservations.com/2009/4/l.htm>

Kyle Stefanovic managed to catch UE 16 assignment coming back from Bombardier with a new NORTHSTAR bi-level coach.

Here is a couple shots of the CP move in Thunder Bay, ON Kyle also caught one of 3 CN yard assignments on the day coming across town with a fair size transfer with CN GP9RM 7213.

<http://www.railpictures.net/viewphoto.php?id=276516&nseq=1>  
<http://www.railpictures.net/viewphoto.php?id=276521&nseq=0>  
<http://www.railpictures.net/viewphoto.php?id=276512&nseq=2>



This terrific shot by Bill Sanderson shows an overview of CP's Westfort Yard in Thunder Bay, Ont. in August, 1991 looking south toward Lake Superior. This location was known in

old operating timetables as "West Fort William" and the name soon became contracted to simply "Westfort", likely following the 1970 merging of the paired Cities of Port Arthur and Fort William into today's city of Thunder Bay. Westfort is mainly a storage yard for empty coal and grain hoppers where they are made into trains and staged for return to western Canada. GP9u/SW1200RS yard sets idle at right outside the yard office (out of sight at right). The open track immediately to the right of the units is the "coal track" which leads via a bridge over the Kaministiquia River to the McKellar Island coal terminal and which sees both CP and CN coal traffic. The main line of CP's Kaministiquia Subdivision is on the other side of the farthest cut of grain cars at left. The elevator in the distance is derelict, while the one at right is still in operation. Both are located on the banks of the river, out of sight at right. The major grain terminals are located on the other side of town in the former Port Arthur on the shores of Lake Superior.

<http://www.canadianrailwayobservations.com/2009/4/bill.jpg>

**GMDD SOUND FILE!** "CK" was trackside on the CN Kashabowie Sub near mile 6 on a warm, April 25th, 2003 morning on Thunder Bay's southside. The then eastbound daily CN freight, train M336, was on-time out of Neebing Yard to start it's initial leg of the journey to MacMillan Yard in Toronto via the now abandoned section of line between Thunder Bay and Longlac Jct., known as the Kinghorn Sub. Today's 336 has SD40 # 5230 leading with GP40-2LW 9437 trailing. The train is making the 8-mile dash across town from Neebing to Port Arthur prior to heading onto the Kinghorn. The engineer brought the train right down to a crawl as he approached the recorder and the grade crossing at James Street, then once he took the slack, he cracked open the throttle! <http://cro-download.myrailfan.com/CRO/CNM336.mp3>

**GMDD SOUND FILE #2** We are now going back 12 years to June 8th, 1997. It was my first railfanning trip up on the CN "northline" at Longlac, Ontario. A westbound CN work train, symbol W905, just got the light to depart the west end of the siding at Longlac after meeting eastbound M304. W905 had CN GP40-2W # 9578 'solo' and 5 cars (including a caboos). The hogger put on a nice little throttle show for me as he left town!

<http://cro-download.myrailfan.com/CRO/CNW905.mp3>

In mid-March, SOO GP38-2 4511 was re-lettered CP. As reported in March CRO, SOO GP38-2 4443 was photographed dead in Moose Jaw, SK on February 13<sup>th</sup>, stored unserviceable along with SOO GP38-2's 4450 and 4514. Later in the month, SOO 4443 was forwarded to the diesel yard at Alyth, Calgary, AB, and on March 10<sup>th</sup> was photographed by Cor van Steenis. On March 24<sup>th</sup> SOO 4443 a month after arriving at Alyth diesel shops from Saskatoon, was being used as a pull-down unit at the Alyth classification yard. We expect that these SOO units will remain in Canada until they can be overhauled by CP-Ogden Shop to comply with US emissions standards.

<http://www.canadianrailwayobservations.com/2009/4/9000.jpg>

Tim Stevens photographed CP 3GS21B-DE 2101 at the Toronto Diesel Shop in January. In February the units were used only sporadically, but have been seen during March running together on the West Toronto transfer job from Agincourt Yard. When this transfer operates from West Toronto and return the consist usually has a GP9u with the two CP 2100's and another GP9u (or at times an SD40-2). It is not known if the Geep and SD40-2 are both working but there sure is lot of insurance on this transfer!

<http://www.railpictures.net/viewphoto.php?id=273706>

CP Hump Slug 1152, which was built from ex-SOO Fuel Tender 4003, and was originally a Milwaukee Road Geep, operating here with CP SD40-2's 6620 and 6619 (both ex-SOO, same

numbers), pulling a cut of cars to be shoved over Agincourt Yard's Hump in Toronto. CP 1152 is un-powered with no traction motors but controls the two other units remotely, as well as adding braking power if needed. Tim Stevens took this photo on January 9th, 2009. <http://www.railpictures.net/viewphoto.php?id=273702&nseq=40>

Our good friend Ron Ellison is retiring from St-Luc Diesel Shop after 35-years as a diesel mechanic. Ron began his career at CP RAIL in 1974 and has worked on everything from CP's RS18u's to SD40-2's, and maintained the AMT fleet including F59PHI's.

He also worked for a few years at ALSTOM helped rebuilding the SD40-3 units for FURX, GEFX , and BNSF, the ex-CN SD40's to QRC, the GO Transit F59PH overhauls, and upgrades of the CALTRAIN F40PH's.

He later worked for Progress Rail as well. St-Luc Shop personnel considered Ron the expert on MLW-built units. Ron is also a regular contributor to CRO and is an avid HO Scale model railroader. During the summer he is into riding his motorcycle.



Ron Ellison and William Baird at St-Luc Shop on March 20<sup>th</sup>, just prior to his retirement.

## CP Vignettes:

This Don Haskel photo taken in Sherbrooke, Quebec is a classic! However, the captioned information with it appeared to be in error. To us, the scene looked more like the early 1960's. We decided to ask Don and other CRO readers about the caption. Most suggested 1963, (Definitely not 1981 as indicated). Bruce Chapman stated that these cars were all repainted with the red and white ends by 1965, (dubbed in later years the "hockey mask" livery by railfans). The caption also states the CP hostler is preparing to board the three CPR RDC's for a westbound run to Montreal. But if this is the front of the train, why is there is no gyalite on the door? As well, why enter on that side? The vestibule door would not open if the engineman's seat was in place. Normand Rajotte and Bernard Babin replied that In those days the three Budd's were split apart in Sherbrooke, the first one for a run to Megantic, the second for Quebec City (via the Quebec Central), and the third one would return to Montreal. Norm worked for CP, and rode on the runs from Montreal to Sherbrooke, East Angus, Trois Rivières, and Quebec City. Donald Haskel kindly wrote us back and solved the caption mystery: *Thank you for your interest. The date of this photo should be 1963. The person in the image is actually "me" (not the hostler)! You have my permission to use it, and I invite the CRO readers to check out my other images at railpictures.net* <http://www.railpictures.net/viewphoto.php?id=274016&nseq=0>

Neil Compton sent us these two images taken when he was still living in Montreal. The first shot is at the St Luc Shop in Montreal, QC on March 15<sup>th</sup> 1968, with CPR C424 4213 and Trainmaster 8914. Several CPR RS10's complete the background. Neil also photographed very impressive looking CPR Trainmaster 8901 at Montreal's Hochelaga Yard in May 1968. Neil's friend Ken Goslett added that the 8901 operated as the heavy switcher at Hochelaga Yard, was used as a helper on the Hochelaga hill, and often ran transfers into St Luc Yard. <http://www.canadianrailwayobservations.com/2009/4/8901.jpg> (Trainmaster)

Check out this fascinating aerial view of East end Montreal in 1926 and CPR's Hochelaga Yard. You can see the St. Lawrence River and Isle Saint Helene (which years later is the site of Expo '67)! The CN Moreau Station is on the left, the huge CPR roundhouse is to the right, and at the top right is the Montreal Tramway Terminus. The Jacques Cartier Bridge had not yet been built at this location! I wonder what type of aircraft was used to shoot this image? This photo is part of the UCLA's Fairchild Collection, and we would like to thank Melissa Morrow who allowed us permission to include it.

<http://www.canadianrailwayobservations.com/2009/4/hochelaga.jpg>

In 1998, CP Locomotive Manager Bruce Chapman exercised his authority to set up this special consist of CP RAIL MLW's for their final run before their retirement in Montreal. The train went from Montreal to Toronto and then all the way to Windsor, ON. This historic lash-up was captured by Bob Heathorn just west of Smiths Falls, Ontario, June 20<sup>th</sup> 1998. The pure Montreal Locomotive Works consist included: C424 4210, RS18u's 1838, 1837, and C424's 4216 and 4230. The news of this special move travelled fast down rail fan networks, and it was photographed by many happy Alco buffs! Three of the MLW's 1838 4210 and 4230 worked back to Montreal on Train 926 with an SD40-2 leading. The following week they were assigned to Montreal transfer service until their forced retirement on 7/7/98. The other two Alco's were returned dead from Windsor. CP sold 4216 to the Morristown and Erie on 11/2/98, and 4210 and 4230 were sold to the NBEC. RS18u's 1838 was sold to the OCR, and 1837 to the Minnesota Commercial and renumbered #83

<http://www.canadianrailwayobservations.com/2009/4/4210.jpg>

<http://www.canadianrailwayobservations.com/2009/4/83.jpg>

Bob Heathorn caught CP Train 482 east of Conniston, ON May 31<sup>st</sup>, 2001 with double stack's and the two former CPR Horse Express Cars which had been converted into the Canadian Pacific Railway's display cars 80 and 81.

<http://www.canadianrailwayobservations.com/2009/4/bob.htm>

Aleks Stefanovic was standing at the C&O / CP diamond Chatham, Ontario on June 20<sup>th</sup>, 1985, and took this great shot of CP Train 937 departing Chatham at 16:40 after picking-up three more cars. CP SD40-2 5555 leads CP C630M 4502, CP C424 4212, CP RS18 8778, 87 cars and CP RAIL caboose 434600. If his name looks familiar, Kyle Stefanovic is his son and also has a photo this month in CRO!

<http://www.railpictures.net/viewphoto.php?id=274800>

# VIA RAIL and COMMUTER News

(William Baird and Terry Muirhead)

## VIA RAIL NEWS

CADRAIL's rebuilt VIA F40PH-2d 6402 is scheduled to leave the CADRAIL-Lachine plant in early April and be moved to VIA MMC. It is expected to do some test runs between Montréal-Ottawa and Montreal-Toronto. Following the test runs around mid-April, VIA 6402 will return to CADRAIL for inspection, further evaluation and if needed, tweaking to some of the electronic systems. Unfortunately, for most of March, the elusive engine remained indoors, until April 1<sup>st</sup>. VIA 6402 will be the first prototype with and "extended hood" because of the separated HEP which could not fit inside a standard F40-body.

When CRO was invited to CADRAIL in January 2008, we were told the first VIA unit was going to take a while to complete. Now that that VIA 6402 is finally finished, the following rebuilds should be released at a much quicker pace, with 4-5 completed this year (including 6402). Work begun on 6402 on January 3rd 2008. and has taken 15 months. It is expected that 6452 and 6454 will follow 6402.



[Click for more pictures](#)

On February 23<sup>rd</sup> Ron Visockis photographed VIA F40PH-2 6406 meeting VIA P42DC 919 at Belleville, ON.

<http://www.canadianrailwayobservations.com/2009/4/ronvia1.jpg>

On March 2<sup>nd</sup>, Ron caught the following VIA trains #40, #44, #52 and #57 with P42DC's and F40PH-2's hauling a world-wide assortment of passenger rolling stock and a doubled-up VIA train. VIA variety: Canadian-built VIA LRC's, European-built (VIA Renaissance) equipment and a train of VIA owned American-built (former AMTRAK, UP, etc.), stainless steel cars.

<http://www.canadianrailwayobservations.com/2009/4/rron.htm>

On March 13<sup>th</sup> Ron Visockis took VIA 6401 with Train #42 also at Belleville, ON. He also sent a photo he took last year, VIA F40PH-2's 6400-6406 on Train #14 Moncton, NB on Sept 14<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2009/4/ron.jpg>

<http://www.canadianrailwayobservations.com/2009/4/6400.jpg>

John Soehner caught the following meet of a CN hotshot stack-train heading west and heading east, another doubled-up VIA train. Shot March 3<sup>rd</sup>, just west of Belleville, ON.

<http://www.canadianrailwayobservations.com/2009/4/v1.jpg>

<http://www.canadianrailwayobservations.com/2009/4/v2.jpg>

On March 3<sup>rd</sup>, an AMTRAK business train arrived in Montreal from New York State. The train consisted of AMTRAK P42DC 132, AMTK Café-car 48193, and AMTK Business car "Beech Grove". From CN Central Station it moved to the VIA-MMC yard. On the morning of

March 11<sup>th</sup> the consist moved westbound on CN to Dorval Station, and then backed up through the CN/CP interchange and continued in reverse to the end of the line at Lucien L'allier Station (not far from Windsor Station in downtown Montreal) where it overnighed. On the morning of March 12<sup>th</sup> it left Lucien L'allier Station and headed to Montreal West, then south over the Seaway Bridge, onto the CP Delson Sub and down to Rouses Point, NY via the CP Lacolle sub. From what we have learned, Amtrak is evaluating the cost effectiveness of moving "The Adirondack" over to NJR-CP trackage and using Lucien L'allier Station instead of over CN from Rouses Point, NY to Central Station. One reason could be higher costs operating on CN trackage. On the US side, The Adirondack uses former D&H trackage to Albany, NY. If this routing adjustment guides to fruition, it will have been many years since scheduled intercity trains have used the CP's Downtown Terminus. Also mentioned is the possibility of customs inspections being performed at the station (as with the Vancouver - Seattle train), instead of at the border crossing. Any hockey fans will recognize the Amtrak Special's backdrop in these photos taken at Lucien L'allier Station. <http://www.metrodemontreal.com/forum/viewtopic.php?t=10358&start=0&postdays=0&postorder=asc&highlight=&sid=8377cc3772002548b7e493b000060735> (G-P Arcouette photos.)

2 New pictures just added

<http://www.railpictures.net/viewphoto.php?id=276879>  
<http://www.pbase.com/railfan60/image/110133216>

**ADIRONDACK'S NEW ROUTE?** Marc Caya photographed the passenger extra rolling on the CP's Lacolle sub (instead of the CN Rouses point sub).

<http://www.railpictures.net/viewphoto.php?id=276674>

On February 14<sup>th</sup> CRO's Terry Muirhead was invited to come onboard Amtrak #517 destined for Seattle, WA., during it's layover in Vancouver's Pacific Central Station. Firsts photos are the interior of the Superliner 1 Diner Lounge 37000 which used to be a Dining Car. Also noticeable in the Diner Lounge is some posters of other Amtrak Long Distance Trains. The posters are of the "Sunset Limited" which operates 3 times per week between Los Angeles - New Orleans and the "Southwest Chief" which operates daily between Los Angeles - Chicago. These are some Interior photos of the Superliner 1 Coach. All seats on Amtrak Cascades are reserved seating. As you can see, when these cars were refurbished, the decals on the outside by the doorways were changed, and you can see this on the Stainless Steel where the old decals were applied. On February 14th Amtrak GE B32-8WH 507 had a Superliner 1 Coach, Superliner 1 Diner Lounge, & a Superliner 1 Coach Baggage. This equipment is expected to be expected by Amtrak's Talgo Equipment sometime this year.

<http://www.canadianrailwayobservations.com/2009/4/dsc.htm>

Did you saw "Angry Eyebrows" VIA 920?

[http://www.myrailfan.com/collection/VIA/VIA\\_920/img.aspx?ID=VIA\\_920\\_COTEAU\\_2.jpg](http://www.myrailfan.com/collection/VIA/VIA_920/img.aspx?ID=VIA_920_COTEAU_2.jpg)

## **Toronto GO TRANSIT:**

In March and April, GO TRANSIT retired and has begun to dispose of F59PH's 520-535 inclusive (16-units). On March 19<sup>th</sup>, former GO F59PH's 520, 523, 531 and 535 arrived in Montreal at (CP) St-Luc Yard, and were transferred to CADRAIL in Lachine, QC. Marc Chouinard and I caught the four units the next day, after being safely set off by CP on the steep grade down to the CADRAIL facility. The Consignee on their waybill is RP Recycling, but at press time we had not yet ascertained why these four units were delivered here.

[http://www.myrailfan.com/collection/GO/GO\\_520/img.aspx?ID=..GO\\_CAD.jpg](http://www.myrailfan.com/collection/GO/GO_520/img.aspx?ID=..GO_CAD.jpg)

[http://www.myrailfan.com/collection/GO/GO\\_531/img.aspx?ID=GO\\_531\\_CAD\\_1.jpg](http://www.myrailfan.com/collection/GO/GO_531/img.aspx?ID=GO_531_CAD_1.jpg)

The big surprise was concerning three other ex-GO F59PH's (526, 530 and 532), which were sold to RAILWORLD in early March. Prior to their movement from Toronto, these units were re-lettered CDAC, as RAILWORD has no reporting marks of their own, and in mid-March were forwarded from Toronto to the MM&A Diesel Shops in Derby, Maine. We have learned this trio is to receive electrical modifications and to be prepared for AMT commuter service in Montreal. Joe Zika caught CDAC F59PH's 526, 530 and 532 in CN MacMillan Yard on March 17<sup>th</sup>. Then on March 21<sup>st</sup> Frank Jolin caught Former GO 530 (sub-lettered CDAC) awaiting transfer at the MM&A interchange St-Jean QC, as CN 324 power rolls by on the mainline.

<http://www.canadianrailwayobservations.com/2009/4/gomac.jpg>

<http://www.railpictures.net/viewphoto.php?id=276788&nseq=3>

Here they are again at the CN-MMA interchange in St-Jean at night, using flash bulbs. The orange glow comes from the sodium lighting behind CDAC 530, 526 and 532. (Marc Caya)

[http://www.ribambellematernite.com/marc/photos/cdac530\\_c.jpg](http://www.ribambellematernite.com/marc/photos/cdac530_c.jpg)

This shot taken by Daniel Del'unto on February 24<sup>th</sup> shows an interesting assortment of GO equipment east of Willowbrook, including lines of retired and stored F59PH's that have been displaced by the new MP40's. GO 520, their first F59PH and shown above as CDAC 520, sits on the end of the first lineup. Behind them are the ready lines filled with trains ready for rush hour service. (Units stored here were 520-535-531-523 and 532-528-526-530-540).

<http://www.railpictures.net/viewphoto.php?id=273367&nseq=13>

In mid-March, GO MP40PH-3C 604 was forwarded to a new Southern Ontario company that has opened a locomotive repair shop located in Welland, and in a building owned by Universal Resource Recycling. On March 5<sup>th</sup>, GO MP40PH-3C 606 headed west on a CN freight, and was enroute to LDSX in Sarnia, Ontario for unknown warranty repairs.

<http://tinyurl.com/b3qxem>

On March 2<sup>nd</sup>, Dave Young caught this super action shot that shows the transition between GO's older and new power. GO F59PH 545 waits for the yellow signal to head west at Bathurst Street as new MP40PH-3C 622 brings up the markers of its train which is also heading westbound. <http://www.railpictures.net/viewphoto.php?id=274130&nseq=38>

The same day, Dave Young shot a deadheading GO train backing to Mimico Yard, while GO trains 454 and 156 approach Toronto Union Station, all with MP40PH-3C's and showcasing GO Transit's new face! <http://www.railpictures.net/viewphoto.php?id=274117&nseq=51>

Martin Baumann took the two photos when visiting Canada last year. On July 17<sup>th</sup>, 2008, GO 610 and 522 are seen heading train 912 Aldershot-Oshawa at the Exhibition Station.

<http://www.canadianrailwayobservations.com/2009/4/go1.jpg>

<http://www.canadianrailwayobservations.com/2009/4/go2.jpg>

**Toronto Commuter Vignette:** On July 20<sup>th</sup> 1986 Pierre Fournier photographed F-unit equipped train sets galore at the GO TRANSIT Spadina Yard in downtown Toronto during lunch hour! <http://www.railpictures.net/viewphoto.php?id=222893&nseq=4>

## **Montreal AMT Commuter:**

On April 3<sup>rd</sup>, AMT staff evaluated 2 hybrid prototypes received earlier this week. The cars are ordered for the future Mascouche line.

RAILWORLD-owned AMT F40PH-2's 270 and possibly 293, are soon to be sent north from the US for lease to AMT. They are freshly painted in the AMT's blue-striped paint scheme which is based on the Amtrak Phase III livery.

On March 4<sup>th</sup>, RAILWORLD F40PH-2's 274 and 302 (with SLC reporting marks) were photographed by Stephane Breton at Lac-Mégantic, QC, on an MM&A freight from Montreal to the Derby Shops for some final modifications. At press time it was unknown where these two units which sport the NEW JERSEY TRANSIT paint scheme are destined.

<http://www.canadianrailwayobservations.com/2009/4/302.jpg>

<http://www.canadianrailwayobservations.com/2009/4/274.jpg>

At the easternmost end of CP's far-flung network, the Parc Subdivision (most of which was formerly known as the Lachute sub), is expected to get CTC this year. Some double track sections will also be restored, thanks to a \$19M investment from the Ministère des Transports du Québec (MTQ) which was announced on February 27<sup>th</sup>, 2009. AMT will also add an additional \$7M. CTC will be installed on the existing double track between the Parc AMT train / Métro station (named Avenue du Parc - Park Avenue), and the recently built CTC island at St-Martin Jct. This includes the well known "gauntlet track" over the Bordeaux Bridge, which could possibly be replaced by a single track section with controlled switches at both end (this has not yet been confirmed). This new CTC will replace an antiquated automatic block signaling system installed by CP in the steam era. Although not mentioned in the press communiqué, the short remaining section of the Parc sub between its namesake station and Outremont should also get CTC this year along the extensive rearrangement of this area's track layout following the closure of Outremont yard in 2008.

Roughly three miles of double track will also be restored between control point Maurice Richard (begin/end double track) and the Ste-Rose station, allowing increased commuter train frequency and easier coexistence with QGRY freight trains. CP removed the original second track between Ste-Thérèse and St-Martin Jct in 1989. Finally, two new CTC sidings will be built in Ste-Thérèse and Blainville. These measures will eventually allow AMT to increase service on its popular Montreal/St-Jérôme line, provided additional rolling stock is made available by then. AMT eventually wishes to build a new connector between the Parc sub and CN's Deux-Montagnes subdivision inside the Mount Royal tunnel, allowing direct service to Central station, an expensive project not yet authorized or approved.  
(Jean-Francois Turcotte)

**Montreal Commuter Vignette:** To the delight of local railfans, from time-to-time CP RAIL had to provide MLW units as pinch hitters when an FP7A was unavailable. During the STCUM commuter-era in late 1980's, CP RAIL RS18u's were used as replacements too. In this case, and by the open cab door showing in the photo, it was likely a very hot and humid summer afternoon in 1981, and road weary CP RAIL RS10 8570 was called upon to get Montreal commuters home. The old CP Station at Dorval, QC (behind the locomotive) was still utilizing the train order semaphores at this time. The 1950's CC&F-built rolling stock would remain in service for another decade and sport two more paint schemes. The signal gantry in the distance marks this spot to this day~ (Photo by Donald Albertson)

<http://www.rpicturearchives.net/showPicture.aspx?id=172708>

# **CANADIAN LOCOMOTIVE SHOPS**

Former CN SW1200RS 1285 was sold from the SOUTHERN ONTARIO Railway to LAMBTON DIESEL SERVICES (LDSX) and has finally moved to Sarnia from Hamilton, Ontario for use as their shop switcher.

In March LDSX sold SW1200RS numbered 0178 to TERRA in Sarnia, Ontario. This unit was former CN SW1200RS 1218.

In late-February MITTEL STEEL SW1500 303 was released from IRSI in Moncton, NB following upgrades and repairs. The switcher was shipped via CN to East Chicago, IN and has now arrived at destination. In late-March, MITTEL STEEL SW1500 310 moved from IRSI-Moncton, NB to East Chicago, IN as well. Four have been delivered so far, and there remains only SW1500 316 still to come from the IRSI Shop.

A March 20<sup>th</sup> visit to CADRAIL in Lachine, QC provided a few surprises. Namely four GO F59PH's 520, 523, 531 and 535, as well as UPY GG20B's 2307 and 2308, RPRX RP20BH 5401, and they have moved the two RTEK (ex-MEC) U18B's 404 and 407 to the dead lines.

## **Jody Moore's "Green" Locomotive Roundup**

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

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

### **BROOKVILLE EQUIPMENT:**

BROOKVILLE EQUIPMENT BL20CG CoGen demonstrator BMEX 259 wrapped up a successful demonstration on BNSF in Fort Worth at the end of February, and was headed to the Pacific Harbor Line in Los Angeles. PHL recently upgraded its entire fleet to new low emissions locomotives, including four 3GS21B and two 3GS21C gensets from NRE.

At the beginning of March, Brookville was expecting to ship METRO NORTH 401, the second of a two-unit order for BL14CG gensets for the commuter agency. So far, Brookville continues to be the only company aside from NRE and Railpower to make a genset sale.

### **COAST ENGINE & EQUIPMENT CO.:**

The expected delivery of the two repowered units to the WHITE PASS & YUKON should take place in late April or early May. Your author will be watching for signs of these units when they are completed. During a drive-by of the facility in mid-March, the trucks were noted outside the facility sans wheelsets and traction motors.

### **ELECTRO MOTIVE DIESEL:**

EMD has repowered a CALTRANS F59 with a new Tier-2 compliant 710 engine. Though not a part of the ECO program as it has been defined (low to medium-horsepower engines), the CalTrans unit is considered a prototype, and suggests an interesting course for applying the ECO package to a higher horsepower passenger unit. For the most part, EMD and GE appear to have ceded that niche market to MotivePower, on the strength of its MPXPress passenger locomotive lineup. In mid-March, the unit was headed to La Grange.

More details have emerged regarding the ECO locomotive order for KANSAS CITY SOUTHERN. The 16 locomotives being rebuilt by MotivePower and Metro East will go to KCS subsidiary KCS MEXICO. That will include the two SD22ECO's, which will be KCSM 2650-2651. The six units in London will be rebuilt for KCS.

### **GENERAL ELECTRIC:**

It's a year ago, but still of interest. In a Feb. 2008 presentation, Pete Lawson from GE detailed some of the company's green power initiatives as part of the Faster Freight, Cleaner Air conference series. A copy of the presentation is posted in PDF format on the organization's website:

[http://www.fasterfreightcleanerair.com/pdfs/Presentations/FFCACA2008/Pete Lawson.pdf](http://www.fasterfreightcleanerair.com/pdfs/Presentations/FFCACA2008/Pete%20Lawson.pdf)

One tantalizing tidbit that is included in the PDF is details of an ES23DC model as both a repower package and as a new locomotive. The unit would use an inline 6-cylinder GEVO engine, rated at 2,300 hp. Among other details, it says that this GEVO I6 engine would meet Tier-3 requirements. Like the EMD ECO-repower package, the ES23DC is targeted for shortline and regional railroad applications.

The presentation also gave some hints at GE's plans for its GEVO Hybrid model, including building a next generation technology prototype, and performing field validation.

### **NATIONAL RAILWAY EQUIPMENT:**

NATIONAL RAILWAY EQUIPMENT has released a 1GS7B demonstrator, number NREX 700. The unit appeared on CSX in Chicago in early march, and was sent to Mobile, AL. Ken Lanovich did a frame number check on the unit, and couldn't find a donor frame number. He did say it was clearly built on an EMD SW-type frame, but with additional decking plates welded on. The unit carries an NRE serial number of 058-0186, which would indicate that it was built on a new frame. To this point, all NRE genset rebuilds that have used a donor frame have carried a donor frame number as the serial number. The unit was photographed by William Davis: <http://www.rrpicturearchives.net/showPicture.aspx?id=1534196>

There was quite a bit of movement of new 3GS21B's for CSX out of various NRE facilities in early March. CSXT 1304-1309 were all delivered from VMV, 1310 from Mt. Vernon, and 1311 from Dixmoor. 1304-1307 were showing in service in Selkirk, NY as of March 23, while the 1308-1311 were working in Chicago.

On St. Patrick's Day, CSX celebrated the wearing of the green with the unveiling of its first gensets assigned to Chicago. Brand-new CSXT 1308-1311 were displayed at LaSalle Street Station. Builder's plates noted removed from the units at Chicago. According to the press release, CSX plans to use four gensets at Barr Yard Illinois.

CANADIAN PACIFIC 3GS21B-DE's 2100 and 2101 were reported working in Toronto on March 21.

## **PROGRESS RAIL SERVICES:**

According to Progress, the PRLX 3001 is not necessarily a part of the five-unit test order from UNION PACIFIC. The unit should see some additional demonstration duties outside of the UP.

The third PROGRESS RAIL PR22B demonstrator was spotted recently at Patterson, GA. Max Linder photographed PRLX 2006 in Patterson on March 17. Whether it was built at Patterson or Mayfield isn't confirmed. <http://www.rrpicturearchives.net/showPicture.aspx?id=1527886>

At the end of March, Progress released PR22B demonstrator PRLX 2005 from Mayfield, KY. After spending nearly a week waiting in Paducah, KY, the unit was shipped north via the Paducah and Louisville, bound for testing on RJ Corman. The RJC has been testing Railpower's RPRX 5407 for several months.

## **RAILPOWER TECHNOLOGIES:**

Railpower's restructuring woes continued during March. On the 4<sup>th</sup>, the company got an extension of its bankruptcy protection under the CCAA. Those proceedings were recognized and enforced by the US courts the following day. At the end of the month, there was still no sign of relief in sight. The future of the company is still very much in question.

On March 11, KANSAS CITY SOUTHERN announced that they had acquired the 1400 and 1401 for use in Port Arthur and Beaumont, TX. The item was carried on the Progressive Railroading newswire. Railpower's name was conspicuously absent from the text. <http://www.progressiverailroading.com/freightnews/article.asp?id=19886?>

On March 13, Railpower announced that it would not be meeting a required March 31 deadline for filing its 4Q08 results and discussion, because all efforts were being focused on keeping the company afloat. No timetable was given for filing of the quarterly results.

On March 6 and 7, John Briggs stopped by RAILSERVE's facility in Longview, TX. His photos can be found here: <http://www.rrpicturearchives.net/archiveThumbs.aspx?id=41187>

Several of Railservice's Green Goat fleet, including former Railpower GG20B demonstrator RPRX 2402 were at the shops. The 2402 and another goat, RSSX 4547, were seen stripped of batteries and hoods. There were also several hoods from 1<sup>st</sup> generation GG20B and GG10B locomotives. No other details are available about what conversion work is being done at Longview right now.

UNION PACIFIC's newest RP20CD six axle genset, UPY 894, was completed and shipped in late March. However, unlike the previous units constructed in Canada at the CADRAIL facility in Lachine, Quebec, UPY 894 was built under contract at the AMP shop in Dansville, NY. UPY 894 was delivered to the UP in Proviso, IL early in the morning of March 22<sup>nd</sup>, and by press time, the unit had made its way to Pine Bluffs, Arkansas and was already enroute to its initial assignment in Fort Worth, TX.

*Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Gary Larimer, Sean Graham-White, Al Reinschmidt, Ken Lanovich, Bruce Mercer, Luc Lanthier, RailroadForums.com, Joe Ferguson, Mark R, Brookville Equipment, Progress Rail Service.*

# **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

## **Summary of EMCC activity during February 2009:**

Deliveries made during the month were for three customers, totalling 28 units, 22 of which were shipped from London. The first deliveries of the Egyptian Railways (ER) two-toned blue JT42CWRs nos. 2124-2163 (order 20078963) took place on February 22. Fifteen (ER 2124-2133, 2135-2136 & 2139-2141) were lifted in an export train for Halifax. Included in the same export train was Euro Cargo Rail JT42CWRM (order 20068864) 77044. An additional six (ECR 77038 to 77043) at International Rail Services, Inc. (IRSI) in Moncton were added to the train on February 27. Six BNSF SD70ACe (9305, 9309, 9310, 9311, 9314 & 9315) were the first deliveries made from the latest order (20086021). 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. The first five of 11 units, KCS GP40-3 (2840, 2842, 2843) & TFM SDP40 (1319 & 1320) to be rebuilt into GP22ECO / SD32ECO with 3200hp (200 for appliances) Tier-2 8 cylinder 710 engines & related upgrades, arrived in London via CN. The remaining six KCS GP40-3 units (2810, 2818, 2820, 2824, 2852 & 3151) had arrived via CP to Toronto at month end. Eleven KCS units are now in Canada destined for ECO-repowering in London at some point.

On March 4<sup>th</sup>, Walter Pfefferle photographed the following units behind the EMCC-plant in London, including new BNSF SD70ACe`s and Export locomotives:

[http://railfan.thegrebs.com/aKCS-GP40s-London-3-05-09/EMD1\\_3\\_05\\_09\\_001](http://railfan.thegrebs.com/aKCS-GP40s-London-3-05-09/EMD1_3_05_09_001)

[http://railfan.thegrebs.com/aKCS-GP40s-London-3-05-09/EMD\\_2\\_3\\_05\\_09\\_001](http://railfan.thegrebs.com/aKCS-GP40s-London-3-05-09/EMD_2_3_05_09_001)

On March 5<sup>th</sup>, CN train 395 delivered brand new BNSF SD70ACe`s 9306, 9307, 9308, 9312, 9313, and 9321 to the Belt Railway of Chicago and have been transferred to BNSF.

Lead by CN SD40u 6027, the Egyptian / Euro Cargo Rail (ECR) Export Train #316 arrived before daylight on February 27<sup>th</sup> at Gordon Yard in Moncton, New Brunswick. CN 6027 and the front flat car uncoupled from the train and proceeded to IRSI to pick up the six 6 blue "bagged" (ECR) units. They then backed up (pushing) around the tightest loop in Canada in one piece! After turning and coupling up however, there were air brake leakage problems. Even though it was impossible to get into the units (they were bagged right down to the trucks), the leaks were eventually found and after a long delay the consist was ready to roll east to Halifax. Up to three of the IRSI-completed (ECR) blue units had their air brake isolated. At 16:00 the train was reordered and with a new CN crew, the export locomotives were on the move to the port of Halifax to be loaded on the JumboShip "Fairplayer" for Europe. (Wendell Lemon and photo by Phil Ross)

<http://www.railpictures.net/viewphoto.php?id=273669>

Electro-Motive Diesel will eliminate nearly 350 jobs at its McCook, Illinois plant starting in April 2009, according to a layoff notice filed with the state. This facility is used mostly for parts manufacturing. EMCC where the locos are constructed plans to shed 600 jobs at the plant in London, Ontario, where locomotives are assembled. and the headquarters. EMD said the layoffs are in response to slackening demand for its products. In 2005, GM sold the business to Greenbriar Equity Group and Berkshire Partners as part of the automaker's effort to shed non-core businesses, including its stake in Hughes Electronics and its defense business. Last December, CN had placed an order with EMCC for 50 SD70M-2's, with an option to purchase 40 more.

# **SHORT LINES, REGIONALS & INDUSTRIALS**

**WHRC:** CEMR GP9RM's 4012 and 4013 have been out of service for some on time on the Windsor & Hantsport Railway and are off lease. On March 6<sup>th</sup>, WHRC-leased CEMR GP9RM 4011 and RailLink GP9-4 4004 were called upon to haul CEMR GP9RM's 4012 and 4013 to Windsor Junction, NS. Both towed units have been previously reported as unserviceable (one with an alternator and main generator failure, and the other with a prime mover failure). CN picked up the units at Windsor Junction and lifted them to Dartmouth. From there, on March 7<sup>th</sup> CN Train 407 hauled them to Moncton, NB. CEMR 4012 and 4013 then moved to CN MacMillan Yard in Toronto on March 13<sup>th</sup> and then a week later arrived at their final destination in Winnipeg, MB., the CEMR shops. CEMR GP9RM 4012 sports the Cando paint scheme (a black and grey livery) and CEMR GP9RM 4013 is still painted in the CN zebra stripes. Andrew Reid took this shot while still in service on the WHRC Halifax Subdivision back in 2006. <http://railpictures.net/viewphoto.php?id=167993&nseq=8>

**QNS&L:** Marc Simpson visited Eastern Quebec in March (-18C with 6 feet of snow), and caught a few train shots. Of particular interest is the Point Noire shot. A group of former CN equipment is seen including a cabooses and a few boxcars, now Arnaud Railway or QNSL. The ex-Conrail bay window caboose is still in CR blue, and lettered for the Tshiuetin Rail operation. It is ex-CR 21262, built new for Conrail by FGE in 1978 and it served for a while on the Fillmore Western Railway in California. As well, an ex-CP RS-18u 1849 was seen there, NBEC 1849 is one of eight NBEC RS-18s still in operation after the CN takeover in November 2008 (Now reported to be in Campbellton, unit has been replaced by 1856). 1856 is assigned to Point Noire, QC to switch out the ferry and the yard. Its sister is based at Baie Comeau, QC to switch the ferry over there. Several of the RS-18s are in service in New Brunswick. As well the ex-Amtrak F40PH 600 and ex CN GP40-2L 701 were sitting by the station on the train, scheduled out in the morning. Sept Iles, QC remains an interesting railway visit. (Marc Simpson & Earl Roberts)  
<http://www.canadianrailwayobservations.com/2009/4/p.htm>

**QGRY:** In early March, IC GP40-2 3140 (a former CNW GP50) has arrived on Quebec-Gatineau and is on lease to QGRY.

**QRC:** LLPX GP15-1 1507 has been seen in Trois-Rivieres and assumed leased to QGRY.

Three ACR coaches AC 5494, ACR 5474 and ACR 5529, all show originating at Hornepayne, ON and arrived in Toronto on March 20<sup>th</sup>. The shipper / consignee is CN Supervisor - Great Lakes. On March 21<sup>st</sup> Joe Zika caught the AC passenger cars at Mac Yard (CN background is in the current CTG). <http://www.canadianrailwayobservations.com/2009/4/ACR.jpg>

On March 16<sup>th</sup>, CN Train 338 a Manifest freight from CSXT- Frontier Yard, Buffalo NY to Toronto MacMillan Yard, was with flat car QTTX 131211 and loaded with LTEC GE 95-tonner 18, which will become Waterloo Central Railway (WCR) #1518, and photographed by Joe Zika. The QTTX 131211 flat car load arrived at CN Mac Yard around noon on March 16<sup>th</sup>. This 95-tonner was once owned by Union Carbide, in Niagara Falls, NY.  
<http://www.canadianrailwayobservations.com/2009/4/t.htm>

Carson Wiebe sent us this shot prior to unloading at the Kitchener, Ontario VIA station.  
<http://www.canadianrailwayobservations.com/2009/4/unload.jpg>

Waterloo Central Railway info: <http://www.steam-train.org>

Dave Young posted this shot in Froth taken at Tillsonburg, Ontario of the new acquisitions for Trillium. RS18u's 1842 and 1859 sat basking in the warm springtime sun on March 16<sup>th</sup>. [http://s217.photobucket.com/albums/cc68/Daveyy46/DSC\\_8983.jpg](http://s217.photobucket.com/albums/cc68/Daveyy46/DSC_8983.jpg)

**MARATHON PULP Inc.**, As reported last month, the Marathon, Ontario plant has closed, and is no longer in need of the two CANAC switchers. We have since learned the repainted CANX GP9 8701 was never actually used at the plant, and in March was billed to Dow Chemicals in Prentiss, Alberta. Chris Wilson provided these photos of CANX GP9 8701 before being lifted by CP and moved to Thunder Bay, ON. As the unit was Bad Order, it moved to the diesel shop for some minor repairs. A few days later, it was interchanged to CN at Thunder Bay, and moved on CN train 437 to Winnipeg, MB. On March 23<sup>rd</sup> CN M30141, a manifest freight that runs from Winnipeg to North Vancouver, BC, departed Symington Yard with the following consist: CN SD70M-2 8866, CN C44-9W 2577, CANX GP9 8701 and 131 cars. From CN-Walker Yard in Edmonton, AB, CANX 8701 will move to Dow Chemicals in Prentiss, AB. The other Marathon switcher CANX S13m 8700 is said to be soon moving to a new location, but at press time its destination had not been confirmed. Chris Wilson sent us several images taken in late February and March at Marathon Pulp. On March 23<sup>rd</sup>, Tim Stevens caught CN M30141 with CANX 8701 in tow rolling westbound at Unity, SK.

<http://www.railpictures.net/viewphoto.php?id=273185>

<http://www.railpictures.net/viewphoto.php?id=274196>

<http://www.canadianrailwayobservations.com/2009/4/000.htm>

[http://i363.photobucket.com/albums/oo79/tim\\_d\\_stevens/2009-03-23/cn8866a.jpg](http://i363.photobucket.com/albums/oo79/tim_d_stevens/2009-03-23/cn8866a.jpg)

Chris Wilson also clicked this nice looking GP15-1 (GMTX 410) sitting at the grain elevator in Reed Lake, SK, on March 23<sup>rd</sup>. <http://www.canadianrailwayobservations.com/2009/4/410.jpg>

**GSR:** After many months of negotiation, the Great Sandhills Railway started operations on March 16<sup>th</sup>, 2009 on former CP branch lines including part of the Empress Subdivision which is north of Swift Current, Saskatchewan. The first train operated from Leader to Swift Current with leased CP GP38-2's 3070 and 3080. The first "official" GSR train ran from Swift Current to Leader, SK on March 16<sup>th</sup> with a banner ceremony to be held at Mile 1.0 Empress Sub at 10:00 AM. Power on both trains was CP 3070 and 3080. New lease power is expected in early April in the form of three NREX B23-7's. All are former- BNSF units the numbers are not available.

**GEXR Vignettes:** Bob Heathorn sent this fine shot of the Goderich-Exeter Salt Train rolling through Goderich, Ontario in June 1995 with a trio of perfectly matched Geep's.

<http://www.canadianrailwayobservations.com/2009/4/gexr.jpg>

Now re-assigned to RAILAMERICA-owned NECR, purple-faced GEXR GP38AC 3843 was photographed by Tim Stevens on January 6<sup>th</sup>, 2009, leading train 611 at Palmer, Vermont. While assigned to GEXR in Ontario, this unit was often referred to as "Barney" by local fans. (Froth) <http://www.railpictures.net/viewphoto.php?id=275236&nseq=2>

# CANADIAN RAILWAY HISTORY

Paul Trudel's Brother-in-Law Francois Laplante visited Calgary, Alberta and on February 15<sup>th</sup> took these shots of CPR 4-4-0 #29 outside the Head Office of the Canadian Pacific Railway. <http://www.canadianrailwayobservations.com/2009/4/h.htm>

May 23<sup>rd</sup> 1999 former CNR 4-8-2 6060 hauls an Alberta Heritage Railway Society special from Stettler to Coronation on Central Western Railway's former CP-Lacombe Sub at Castor, Alberta. The photographer William Hooper wrote us that as #6060 had just been rebuilt and this was the maiden run, the ex-CNR Switcher (SW1200RS 1259), was there for a backup in case the 4-8-2 failed enroute.

<http://www.railpictures.net/viewphoto.php?id=274665&nseq=8>

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

Southern Pacific 4-8-4 #4449's excursion from Portland, OR, to Owosso, MI and return will be operated in conjunction with Amtrak. Therefore AMTRAK units will be included in the consist. As usual, the SP Daylight-painted water car will be placed directly behind the locomotive, followed by the Amtrak locomotives. Although the passenger train consist is unknown at present.

### Provisional Schedule:

July 3, 2009: SP 4449 Portland, Oregon to Spokane, Washington,

July 4, 2009: SP 4449 Spokane, Washington to Whitefish, Montana,

July 5, 2009: SP 4449 Whitefish, Montana to Havre, Montana,

July 6, 2009: SP 4449 display at Havre, Montana

July 7, 2009: SP 4449 Havre, Montana to Minot, North Dakota,

July 8, 2009: SP 4449 Minot, North Dakota to Fargo, North Dakota,

July 9, 2009: SP 4449 display at Fargo, North Dakota

July 10, 2009: SP 4449 Fargo, North Dakota to Minneapolis, Minnesota,

July 11 - 17, 2009: SP 4449 stored in Minneapolis, Minnesota

July 18, 2009: SP 4449 Minneapolis, Minnesota to Chicago, Illinois,

July 19, 2009: SP 4449 Chicago, Illinois to Durand, Michigan,

July 20 - 31, 2009: SP 4449 participation in Owosso steam festival, Owosso, Michigan

August 1, 2009: SP 4449 Durand, Michigan to Chicago, Illinois

August 2, 2009: SP 4449 Chicago, Illinois to Milwaukee, Wisconsin,

August 3, 2009: SP 4449 Milwaukee, Wisconsin to Minneapolis, Minnesota,

August 4 - October 12, 2009: SP 4449 in Minneapolis area

October 13 - 20, 2009: SP 4449 Minneapolis to Portland, Oregon via reverse route

New England Central (From Gary Knapp) "I'm celebrating NIK Software updating their superb photoshop plug-in "Viveza", now offered as an editing option in Adobe Lightroom 2.0, via free download! This changes everything! I can edit directly from the RAW file now. I was surprised with what I could do with the difficult to render reflection in this photo at Mud Pond from spring (May if I recall) 2007. One for the slide show/presentation in Ottawa fer

sure! See what you think. Shot with the 5D and Olympus 35/2.8 shift lens, at f2.8 and shifted down." <http://www.canadianrailwayobservations.com/2009/4/324.jpg>

In Mid March Genesee & Wyoming Inc began to furlough 50 more employees in addition to 95 furloughed earlier. It has also reduced about 10% of its locomotive fleet since the beginning of 2009 and cut working hours to keep pace with the low demand. The Connecticut-based company said it will let leases expire in railcar fleet and delay investment in coal fleet. Genesee & Wyoming, like other railroad operators, has been affected by lower freight volumes as the transportation industry has been dragged down by the prolonged economic downturn. Genesee's New York, Ohio and Pennsylvania regional operation will cut about 9% of its workforce by the end of the month. The region, which employs about 460 employees, has reduced crew starts by 15% and will be selling locomotives that are not needed. The company's southern region operation, employing 321 people, has reduced about 7% of its workforce, or 24 positions, since the beginning of the year. It said some of these expense reductions would be long term and that it would emerge as a much leaner organization in the other side of the economic downturn. G&W's Canadian shortlines include Huron Central Railway, Quebec-Gatineau and the St-Lawrence & Atlantic.

In mid-March two former ATSF-liveried NREX ex - BNSF B23-7s 4211 and 4212 were sitting in Chicago, waybilled to Whitehall, NY, and on March 19<sup>th</sup> the pair arrived at the CP yard in Toronto. On March 20<sup>th</sup> they moved to Buffalo and Binghamton, NY and on the 21<sup>st</sup> arrived at Whitehall, NY and interchanged to Vermont Railway for short-term lease. These are the first GE-products to operate on the VTR. Richard S. Perry kindly sent us some awesome shots of them on the Southern Tier line near Gang Mills, NY on March 19<sup>th</sup>.  
<http://www.canadianrailwayobservations.com/2009/4/rsp.htm>

**AMTRAK Vignette** : In Bob Heathorn's photo a pair of F40PH-R's lead an Amtrak passenger train at Solvay NY, 18 October, 18<sup>th</sup>, 1997.  
<http://www.canadianrailwayobservations.com/2009/4/bob2.jpg>

Brand new from General Electric, the BNSF ES44C4 will be offered in HO scale brass from Overland Models in early 2010. The ES44C4 features a new truck design that has the outer two axles of each sideframe powered with a traction motor and the center axle is not powered and used to distribute weight. GE has created a device that then allows the center axle to slightly lift and transfer more weight to the outer axles and increase the effective tractive effort to the two powered axles in each sideframe set. The feature will not be active on the model locomotive due its size and light weight, but will be fully detailed. The latest GE locomotives also have new number boards and a modified nose door now located on the left side of the low nose headlight in order to meet new FRA safety requirements that went into effect on Jan. 1, 2009

[http://overlandmodels.com/images/trains/AA-1453\\_main\\_large.jpg](http://overlandmodels.com/images/trains/AA-1453_main_large.jpg)

[http://overlandmodels.com/images/trains/AA-1453\\_3.jpg](http://overlandmodels.com/images/trains/AA-1453_3.jpg)

[http://overlandmodels.com/images/trains/AA-1453\\_2.jpg](http://overlandmodels.com/images/trains/AA-1453_2.jpg)

**D&H-The Bridge Line**: For the first time in quite a stretch, D&H Train 164 utilizes GE power due to higher tonnage on counterpart Train 165 coming back west later that night on the CSX's Trenton Subdivision. On March 4<sup>th</sup>, 2009 CP ES44AC 8741 leads a leased AC4400CW on the high line approaching CP Field. (Photo by CSX 452)  
<http://www.railpictures.net/viewphoto.php?id=274371&nseq=0>

SD40-2s are the norm on this run as the Author's photo from February 2009 shows:  
<http://www.railpictures.net/viewphoto.php?id=270276&nseq=15>

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## Letters:

Dear CRO readers,

For those interested in Canadian Pacific's diesel roster, please note that my old website [www.mountainrailway.com](http://www.mountainrailway.com) is no longer active. My new URL is [www.cprdieselroster.com](http://www.cprdieselroster.com) The previous domain was born as a scenic website, with photos taken throughout western Canada along CP's mountaineous subdivisions. Then later, the diesel roster was updated as it is today, as well as a rolling stock, and an MOW section. The diesel roster has become a major undertaking to maintain. Combined with my work and other things going on, I decided to let go of the website content, except the diesel roster section. So [mountainrailway.com](http://www.mountainrailway.com) became a roster section only a few months ago. Now, with the provider change, I decided to put the roster site under a new name. The old domain name [mountainrailway.com](http://www.mountainrailway.com) will be reinstated when the transfer from Lycos to the new provider is done. In the near future, I will put the best photos I took in the past back online, as well as some video footage, and photos from my upcoming trip to Canada.

I also have a question for CRO readers. When I removed the three sections Rolling Stock, Scenic galleries and the MOW section, I made a full site backup. It was stored on an external harddisk, where it's been sitting ever since. When powering up the disc a few days ago, it turned out it doesn't work anymore, the hard disk suffered from old age and was pronounced dead on the scene. My question to CRO readers is: has anyone of you ever made a full siterip off my website? No photos are lost, other than the fact that all the shots on the website were labelled with date, location and photographer, and resized. Putting them back on would be easier if I could grab the labelled photos, instead of re-labelling them all over again. This just slows the process down.

Anyone having questions on these matters, contact me at [wvanschoonhoven@hetnet.nl](mailto:wvanschoonhoven@hetnet.nl) .

Thank you!  
Wilco van Schoonhoven  
Holland  
[www.cprdieselroster.com](http://www.cprdieselroster.com)

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Hi Will,

More from Norm on Don Haskel's CPR Budd's Vignette photo in this issue:  
After verifying with my old Montreal Folder " B " time table:

Daily:  
Train 202 left Montreal: 7.15 AM, arrived at Sherbrooke: 9.30 AM

Now check out the Super Hostler's in Sherbrooke...

Daily:  
Train QCR No: 1 Leave Sherbrooke at 9.35 AM for Thetford Mines ( 11.19 AM )  
Train CPR No: 202 Leave Sherbrooke at 9.40 AM for Mégantic ( 11.20 AM )  
Train CPR No: 201 Leave Sherbrooke at 9.45 AM for Montreal ( 12.05 PM )  
It is possible the 3 Engineers were the 3 Hostlers moving their own RDC's and each with a osculating Gyalite hung on the front door! All daily RDC's from Sherbrooke on the Quebec Central Railway returned to Montreal via Trois Rivières on the north side of the River.

Now regarding Don's photo, here is my conclusion about the 3 RDC's: I can see from this photo the Budds are actually in the siding and not on the mainline. It would be very easy to transfer and attach a 65 pound

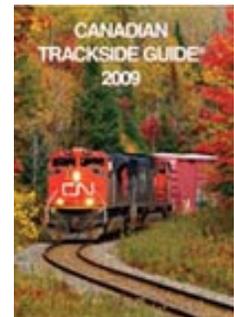
Gyalite to each of the Budd's there. These RDC's are all in from Montreal on a Sunday from train No: 204 after arriving in Sherbrooke at 2.45 PM. No Gyalite is visible in the photo because this is the rear end of train 204. This equipment is about to back up behind train No 2 from Thetford Mines and leave Sherbrooke at 06.50 PM as train No: 205 for Montreal.

Norman Rajotte,  
Montreal, QC

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### **Giveaway!:**

In collaboration with BYTOWN RAILWAY SOCIETY and MYRAILFAN, we are giving away a brand new edition of the CANADIAN TRACKSIDE GUIDE 2009! Please visit our [contest page](#) to participate! Thank you to B.R.S. who generously offered the book, the primary reference source for any Canadian railway buff. Front page picture is from our friend Samuel Thibodeau! Good stuff!



To order a copy of the CTG 2009, please visit [B.R.S. sales page](#).

Talking about B.R.S., Our best wishes to Earl Roberts who turned 70 on Sunday, March 29<sup>th</sup>! Earl is the Editor of Branchline magazine and Co-Editor of the CANADIAN TRACKSIDE GUIDE. Earl has been a friend of CRO for many years. Happy Birthday Earl!

### **The Last Word:**

Correction: In the March 2009 issue of CRO, I made a spelling mistake by forgetting the “e” in Doug Hately's last name. (Bruce Chapman brought this to my attention). As those close to me know very well ... I am a bad speller, and this is not the first time I have botched the good name of one of our kind contributors. Please accept my sincerest apology Mr. Hately.

**THANK YOU:** Guy-Pascal Arcouette, Martin Baumann, Michael Berry, Stephane Breton, Saul Camargo, Guilio Capuano, Marc Caya, Bruce Chapman, Marc Chouinard, Nathan Dahms, Daniel Del'unto, Rob Eull, Steve Boyko, Pierre Fournier, Mark Forseille, Brendan Frisina, Robby Gragg, Sean Graham-White, Donald Haskel, Bob Heathorn, Charles Jeffrey, Frank Jolin, Gary Knapp, Matthew Keoughan, Craig Konopski, Stephan Koenig, Ken Lanovich, Luc Lanthier, John Leeming, Shawn Levy, Roman Litarchuk, Don McQueen's "Froth", Bruce Mercer, Jody Moore, Terry Muirhead, Jason Noe, Richard S. Perry, Donna Peters, Ian Platt "Tempo Jr.", Walter Pfefferle, John Read "GR17f", Terry Redeker, Andrew Reid, Earl Roberts, Bill Sanderson, Jeff Simpson, John Soehner, Cor van Steenis, Aleks Stefanovic, Kyle Stefanovic, Tim Stevens, Bill Turner, Paul Trudel, Jean-François Turcotte, Colin Tytler, Wilco van Schoonhoven, Ron Visockis, Carson Wiebe, Chris Wilson, David Young, Joe Zika, BLHS, Branchline, WCRA, Canadian Trackside Guide, and others.

Aussi, un grand merci a John, Tony, Denis, Ron, Richard et Mohammed a St-Luc Diesel!

**Submitting photos to CRO?** We encourage our readers to forward pertinent news photos and historical material for our “Vignettes” series. However we prefer if you upload your pictures to one of the many photo hosting websites and then us send the “link”. Please include Train #, date, location, etc, to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) As we get a lot of mail please Indicate “CRO Photo” in the subject line. If you are really unable to send us your hyperlinked photo and can't put your pictures online, you of course can send them to us in jpeg format, as long the size is not exceeding 1Mb. Operation costs are graciously covered by Marc Chouinard's servers.

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