Canadian Railway Observations

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CANADIAN NATIONAL

CN Locomotives retired since last issue: (Previous retirement in last issue March 17th)

NBEC SD40 6907 on March 13th (A late Report)
CFMG SD40 6906 on March 18th
CFMG SD40's 6902 and 6908 on March 19th
CFMG SD40's 6903 and 6904 on March 23rd
CN GMD1m 1441 on March 24th
CFMG SD40 6900 on March 26th
EJ&E SD38 650 on March 26th
DM&IR SD38's 210 and 213 on April 3rd
CFMG SD40 6909 on April 6th,
CFMG SD40 6910 on April 9th
BCOL SD40-2 754 on April 9th
BCOL SD40-2 767 on April 15th (This is the last BC RAIL SD40-2 on the CN Roster)

Here are photos of the final two BCOL SD40-2 units by Mark Forseille; BC RAIL 754 taken last year and BC RAIL 767 shot in the new paint in 1987:
http://www.canadianrailwayobservations.com/2009/5/754.jpg
http://www.canadianrailwayobservations.com/2009/5/767-1987.jpg

On April 1st CN announced an on-going auction sale of their recently retired units which are currently stored all over the system. The majority of the 137 retired locomotives listed below are located at Woodcrest, Illinois, and were the first to be earmarked for the auction. All the others are stored at: Centralia-IL, Memphis-TN, Proctor-MN, Greenville-PA, and in Canada at MacMillan Yard-ON, Symington Yard-MB, Walker Yard-AB, Taschereau Yard-QC and also a few units are stored at Campbelton-NB.

DMIR SD38's 200, 207, 210, 213, 214, and 222
DMIR SD-M 308
B&LE SD18's 858 and 859
DMIR SD40T-3's 410, 411, 412, 413, and 417
BCOL RS18CAT's 604, 617, 629, and 630
EJ&E SD38 650
BCOL SD40-2's 743. 746, 747, 750, 751, 752, 759, 762, 763, 764, 765, and 766
CN GMD1m's 1413, and 1441
NBEC RS18u's 1813, 1814, 1816, 1818, 1840, 1845*, 1851, 1854, 1856*, 1857, 1864, 1866
(* asterisked units - see note below)
OCRR RS18u's 1815, 1824, 1828, 1846, 1865
WC GP40u 3025
SAR B36-7 3604
ANY GP9RM 4006
CN GP9RM 4122, and 4124
NBEC C424m's 4210, 4214,
SFEX C424m's 4202, 4203, 4204
GTW GP9R's 4621, and 4634
CN SD40-2W's 5257, 5259, 5271, 5290, 5294, 5307, and 5360
CN SD40-2 5380 (ex-UP)

CN SD50F's 5400, 5401, 5402, 5403, 5405, 5406, 5407, 5409, 5410, 5411, 5412, 5414, 5415, 5416, 5417, 5419, 5423, 5424, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5440, 5441, 5443, 5444, 5445, 5449, 5450, 5452, 5453, 5455, 5457, 5458, and 5459
GTW SD40-2 5935
IC SD40-2R 6000, 6001, 6002, 6003, and 6005
WC SD40-2 6006 (ex-ACR)
IC SD40A 6009, 6010, and 6014
IC SD40-2R 6034
IC SD40-2 6051, 6052, 6057, 6060, 6065, 6067, 6070
IC SD40Xu 6071
NBEC SD40 6901
CFMG SD40 6906
CN GP9RM's 7001 and 7070.
Update: in late April the Dakota Missouri Valley & Western purchased two 5408 and 5439, which were enroute to destination at press time after transfer to CP in Chicago from storage IC Woodcrest. This regional currently own four other ex-CN SD50Fs and three ex-WC SD45s.

More units of course could be added or removed, and we will continually update the list. The "Official" listing of CN surplus power (dated "2009"), can be found at:
http://www.cn.ca/documents/About-CN-Surplus-Assets/Loco-spring-sale_2009.pdf

MLW-built power officially returned to the CN roster in April 2009 when the two RS18u units asterisked above (NBEC 1845 and 1856), were temporarily added to the roster on April 3rd, 2009. They are exclusively for use on their ferryboat operation between Matane and Sept Isles, QC, and are the only two operating Alco's currently on the CN roster. Michel Tremblay caught NBEC 1856 at work at Gaspé, QC.
http://www.canadianrailwayobservations.com/2009/5/gaspe.jpg
Photos and a video of this Ferry operation appear on Jeff Brulotte's website:
http://www.barraclou.com/rail/cogema/index.html

<u>CN Stored Serviceable locomotives update:</u> The following is a mid-April 2009 tally of the locomotives on the current CN roster, placed into storage due to the downturn in traffic: On April 18th CN had 151 units Stored Serviceable: IC - 61 (58 SD40-2 types and three GP40u's), GTW - 27 (SD40-2's and SD40-3's), WC - 10 (Two SD40-2's and eight WC GP40u's), DM&IR - 3 (1 SD40T-3 and 2 SD40-3's), B&LE - 8 (One SD38AC, one SD38-2 and six SD40T-3's) and finally CN - 42 (31 SD40-2's and SD40-2W's, and eleven GP40-2LW's). The stored serviceable BCOL units included last month are now retired, and therefore not on this list.

NBEC SD40 6907 shown retired above was shipped to Ottawa, Ontario on April 1st to have its engine coolant removed. Almost all the SD40's had already been directed to IC-Woodcrest and a week later 6907 joined them. As of April 9th, NBEC 6900, 6901, 6904. 6907 and CFMG 6902, 6903, 6906, 6908, and 6909 had all been moved to Woodcrest, IL. Then on April 11th the last SD40 (CFMG 6910) left Campbellton, NB on CN (CFMG) train 562 eastbound toward Joffre, QC for furtherance to IC- Woodcrest. Also on the train were NBEC C424m 4235 and NBEC RS18u 1868, which has been sold to the Charlevoix Railway. SD40's 6901 and 6905 are the only two remaining units, not yet retired. Ken Lonovitch caught this long string of former CFMG – NBEC SD40's at IC- Woodcrest April 8th, 2009, and also sent us his shot of NBEC SD40 6901. the 10 NBEC and CFMG SD40's 6900-6910 were all rebuilt in the late 1990's from retired CN SD40`s at ALSTOM (Pointe St-Charles Shop) in Montreal

and have now been retired after just 10 years of service, since CN re-acquired these lines. Notice the modifications: winterization hatch added, air intakes behind the cab, plated over, and new air intake added on the door ahead of the radiator section. Photos taken March 18, 2009 at the IC-Woodcrest Diesel Shop.
http://csxchicago.gotdns.com:6003/CN_Trains/Roll94/0024176-R1-002-00A.jpg
http://csxchicago.gotdns.com:6003/CN_Trains/Roll94/0024176-R1-068-32A.jpg

NBEC RS18u's 1851 and 1857 also arrived at Woodcrest in April. At press time NBEC RS18u's 1813 and 1858 were expected to move from Campbelton, NB to Woodcrest, IL. It is likely (but unconfirmed) the remaining non-serviceable NBEC units still at Campbelton will be scrapped on site (RS18u 1829 was cut up at Walkley Yard in Ottawa only a month ago). During early April, Sam Dickey and Steve McKay took these photos of former Ottawa Central (OCRR) RS18u's 1828 and 1865, and a view of some active and some stored CN units behind the IC-Woodcrest Shop in Homewood, Illinois.
http://www.railpictures.net/viewphoto.php?id=278305
http://www.railpictures.net/viewphoto.php?id=278293
http://www.railpictures.net/viewphoto.php?id=280326&nseq=88

At sundown on April 5th and in low light Rob Eull caught CN Train 149 with CN 5635, IC 1038, CFMG 6907, and NBEC 1851 at Mile 30 on the CN Halton Subdivision, Milton, Ontario.
http://cro-download.myrailfan.com/CRO/2009/5/nbec.htm

Very interesting news! To replace the upgraded VIA blue fleet cars currently used on the CN's Algoma Central Canyon Train excursions, during April CN purchased 17 former Tempo cars to be used on As well, three former AMTRAK F40PH units 242, 283, and 289 have been purchased by CN for this passenger service, and at press time were in Denver, CO. The Denver to Winter Park Colorado Ski Train has operated for 69 years on the former D&RGW, but has discontinued operation because of conflict with Union Pacific freight movements and excessive insurance charges. http://www.skitrain.com/

During the first week of April, the following CN units were assigned to the EJ&E in Chicago: CN SD40-2W 5338, CN SD40u's 6011 and 6028, CN GP9RM's 7030 and 7033 and GTW GP38-2 4927. In mid April, EJ&E SD38-2's 662, 665, 666, and 674 had been moved to the DM&IR for service.

EJ&E SD38-2 667 was in the process of being overhauled in the EJ&E shop when the CN sale tool place. It is possible that this unit may become the first EJ&E locomotive painted in CN livery.

After taking down some power lines in Elmhurst on their first day running from the EJ&E onto the Iowa Division, CN's Q118 had another red letter day, encountering some clearance issues with the UP Geneva sub fly-over. This is the result, bad ordered and cut off from the rest of 118. (Photographed by Sam Dickey). http://www.railpictures.net/viewphoto.php?id=280211

For simplicity in creating Dispatcher track warrants and for its integration into the locomotive roster in early April, CN renumbered Track Evaluation Car #15016 to #1501. The "6" in all four number boards has been covered over, and the numbers on the sides have had the "6" removed. It has been operating in Canada in recent weeks as CN 1501. Here is a photo of the heavily modified former Budd RDC1 soon after it was released from Gateway Rail Services in St-Louis last year: http://www.pbase.com/golden1014/image/101805326
Photo renumbered to CN 1501 taken by Patrick Delarue:
http://www.canadianrailwayobservations.com/2009/5/rdc.jpg

On a quick trip north of the border to conduct a bit of personal business, on April 7th Deane Motis took this photo of CN (IC) C44-9W 2698 at Roberts Bank, BC.
http://www.canadianrailwayobservations.com/2009/5/ic.jpg

Patrick DeLarue is a CN employee currently assigned to Joffre - Montreal train M30921-xx sent us the following great photo! Usually the power from his train can be anything that must return to Toronto Yard. Patrick kindly sends us shots from his trips between Joffre (Quebec) and Turcot West (Montreal).

This unique photo was taken in early April 2009 while his train was waiting for clearance to proceed into Montreal (Pointe St-Charles, QC). Patrick had the time to safely climb down from his loco and take this shot while they were stopped on Victoria Bridge spanning the St-Lawrence River. The inbound VIA "Ocean" from Halifax had held them there, and Patrick was able to record this very unique photo opportunity!

A surprise greeted local railfan's on April 2nd when CSX general freight Q300 arrived in Philadelphia, Pennsylvania, lead by CN SD75I 5711 on the CSX Trenton Sub (the ex-PRR high line), in front of U of Penn's Franklin Field. (via Don's Froth)
http://railpictures.net/viewphoto.php?id=278370&nseq=0

On April 16th, Tim Stevens captured this beautiful image of CN train A417 (led by an SD75i) arriving at Jasper East (Alberta) on the south track of the CN's Edson Subdivision.
http://www.railpictures.net/viewphoto.php?id=280235&nseq=41

In April CN announced a new strategy called the "Pipeline on Rail" that would move oil sands production quickly and cheaply to markets in North America or Asia, according to the National Post. Currently, pipelines charge C$17.95 per barrel to ship oil from Alberta to the gulf coast. Estimates are that the increase in pipeline capacity to four million barrels a day from the oil sands to the U.S. gulf coast would cost US$24.7 billion to build and take years to complete. CN could gear up its capacity to ship by rail up to four million barrels a day of oil at less cost and more quickly, bypassing the need to finance huge pipelines. By the end of this year, the company will be shipping 10,000 barrels daily from producers whose reserves are now stranded. CN recently acquired the Athabasca Northern Railway linking Edmonton to Ft. McMurray to cash in on the oil sands action. The railway will deliver the oil sands production through the use of insulated and heatable railcars or by reducing its viscosity by mixing it with condensates or diluents. The "scalability" of the concept – up to millions of barrels per day -- means that the railway can ramp up production cheaply and quickly to provide immediate cash flow to producers which otherwise will have to wait years for completion of upgraders and/or pipelines. The cost of a pipeline expansion from Edmonton to Kitimat B.C. is estimated at C$4 billion in order to handle nearly 600,000 barrels per day of bitumen and diluent. But producers will have to sign on, and take the pricing risk, for 20 years and wait years to get it built. CN estimates that it could ship 2.6 million barrels a day of oil products to the west coast if 20,000 railcars were added to its fleet. This would not clog its system at all. Rail's other benefit is speed. The rail cars can go full in both directions to lower costs, taking bitumen down and bringing condensates

back, thus lowering costs. CN is going to be testing its concept shortly with producers. Immediate beneficiaries will be projects now being developed by Japanese, French and American partnerships that are located along CN's line between Edmonton and Fort McMurray, Alberta. (The National Post)

On April 21st, 2009, David G. A. McLean, Chairman of the Board of Directors of CN announced the selection of Claude Mongeau to succeed E. Hunter Harrison as President and CEO of CN effective January 1st, 2010. Claude Mongeau, who is 47 years old, is currently CN's Executive Vice-President and CFO, and has held successively senior positions since joining the company in 1994.

Tim Ball forwarded this group of colourful CN, GEXR and VIA images taken in Guelph, Kitchener, Georgetown, Hamilton and Bayview Junction. Tim's photos show the alternating weather we had in this part of the country during the first two weeks of April 2009!
http://cro-download.myrailfan.com/CRO/2009/5/img-18.htm

Joe Zika's CN-MacMillan Yard Report:

On March 21st three ex-Algoma Central coaches (5494, 5474 and 5529) were seen at Mac-Yard waybilled from Hornepayne, ON with the shipper/consignee as CN Supervisor - Great Lakes. These cars have been in CN company service for several years. They were originally built new for CNR in 1954 at CC&F in Montreal, and are over 50 years old.

March 30th brought CFMG SD40's 6903 and 6908 into Toronto, and April 5th had CFMG SD40 6907 and NBEC RS18u 1851, all enroute to IC-Woodcrest. I noticed that the CFMG SD40 units have their inertial air intake screens plated over behind the cab on both sides, and new intake screens cut into the carbody doors just ahead of the radiators. This may have been to preheat the air as it passed by the engine and into the intake blowers in conjunction with the winterization hatches over the first cooling fan. These were originally built as CN SD40's before being sold off to QRC and then modified by CFMG. Also NBEC 1851 has a revised air intake system as well behind the cab. A few days later another NBEC RS18u 1857 and CFMG SD40 6909 arrived on train 149, and left soon after to Chicago.

That SW7 numbered JLCX 1500 (from last Aug 3rd 2008), was on the move again in April to American Motive Power in Dansville, NY, from U.S. Steel in Nanticoke. I caught her in the blizzard here at Mac Yard on April 6th, 2009.
http://cro-download.myrailfan.com/CRO/2009/5/mac.htm (All of Joe Zika's pictures are on this link)

On April 19th, Roman Litarchuk caught CN 312 at Chappele Jct, in Saskatoon, SK with CN 2292-8869 and ex-SAR 1010-1009, two retired units from the previous CN auction sale, that were moving east from Edmonton's Calder Yard and have now been sold to RIMX. At press time the pair were at the CN yards in Regina awaiting delivery to Mobil Grain, who operate Grain facilities in Saskatchewan and these are destined to be used on the Last Mountain Railway from Regina to Davidson, SK. Interestingly, ex-SAR B23-7 1010 lacks the RailNet patches. With its 27-bathtub coal gondolas up front, it almost looked like a genuine Alberta RailNet train! While similar in appearance these former Savage Alberta B23-7's are not the ones that are going to the Great Sandhills Railway, as has been reported on some internet sites. (See later in this issue: Great Sandhills Railway will soon receive three NREX B23-7s (in Santa Fe paint) from NRE- Silvis, Illinois). SAR units in transit : http://tinyurl.com/dh3af3
http://tinyurl.com/cevja7

CN Vignettes:

On October 15th 1956, Bob Krone captured this fantastic image of CNR Canadian Locomotive Company-built A-B C-Liners stopped at a red signal at Amherst, Massachusetts with southbound Central Vermont freight #340. CNR CFA16-4 9306 is waiting for the Central Vermont steam excursion behind 2-8-0 #467 to clear before dispatcher's authorization to proceed. This would explain those railfans in the shot!
http://www.railpictures.net/viewphoto.php?id=277848&nseq=25

Another fine image courtesy of Bob Krone: This one taken in Montreal on November 19th, 1957, and showing superb looking CNR GMD GP9's and MLW RS-10's at the Turcot Yard engine terminal. CPR's Glen Yard was located at the top left of the photo near those telephone poles. http://www.railpictures.net/viewphoto.php?id=280314&nseq=100

From John Reay's website on our home page: In April 1990 (the corrected date) John caught CN M630 2030 leading eastbound train #318, with another M630, GP9's and what looks to be a wide load at Riley Road on the CN Kingston Subdivision east of Clarke, ON.
http://reay.net/displayimage.php?album=random&cat=3&pos=-1164

Mark Forseille's Canadian Railway "Class Units"

This month we showcase the number "5000" on Canada's two Class one Railways.

CP 5000 was a GP30 built by GMD in 1963 and which CP classified as a DRS-22a. This unit was originally numbered 8200 when delivered and painted in the CPR Maroon and Grey paint scheme. However, CP 8200 and sister GP30 8201 were soon renumbered to 5000 and 5001 respectfully in 1965. With the last of the CP GP9's delivered in 1959, the GP30's would be the first GMDD power purchased since the geeps. CP took delivery of only two GP30's and these were the only GP30's ever acquired "new" by a Canadian railway. The improved and superior EMD GP35-line was quickly placed in production soon after and vastly outsold the GP30's in the US and Canada. During its career, CP 5000 operated all over this country, but primarily out of Calgary and Toronto, and was a designated a leader for many years. After retirement and in the dead lines in Calgary for a time, it was moved and stored at the Canadian Rockies Railroad Museum in November 1998, and then in March 2006 donated to the Alberta Railway Museum in Edmonton, Alberta.

On April 9th, 1988 Claude Prutton's photographed CP 5000 at Port Coquitlam, BC.
http://cprdieselroster.com/Roster%20Archive/CP%205000/CP%205000.htm

This July 1988 photo of CP GP30 5000 shows its train is coming off the Westminster Sub at MacAulay MP 112.4 of the Cascade Sub heading eastbound towards CP's Coquitlam Yard. (Mark Forseille).
http://www.canadianrailwayobservations.com/2009/5/cp51.jpg

Additional photos of CP 5000 can be found on Wilco van Schoonhoven's CP website: www.cprdieselroster.com such as Ron Visockis' shot in her modified Multimark CP RAIL scheme: http://cprdieselroster.com/Roster%20Archive/CP%205000/CP%205000-2.jpg

CN SD40 5000 was built in 1967 at the GMDD Plant in London, Ontario. She was the first of 241 SD40's (5000-5240) CN acquired. When first delivered to CN and during 1967 to 1969, 5000 was in Class GR-30c, then to GF-30c in 1969. Some spotting features of CN 5000 are the standard GM-cab, dynamic brakes and a vertical double headlight on the nose. Delivered in the CN Noodle scheme, she was later repainted to the Sergeant Stripes, and interestingly CN 5000 was the last of the 241 SD40's to be retired (December 18, 2006)! CN 5000 was a very good purchase for the railway, documenting over 2,579,000 miles in just over thirty years. (An average of 86,000 miles per year). At this time, none of the original CN SD40's remain in their original numbers. Although, twenty-nine were rebuilt to CN SD40u's and most remain in service on CN. Most of the CN SD40's that were retired were overhauled by GEC-Alsthom in Montreal to SD40-2 standards during the 1990's and then renumbered into GCFX 6030 to 6079 series. In addition to rebuilds to GCFX 6030-6079, which were initially leased back to the CN, another group of CN 40 SD40's became KCS SD40-3 6600-6639 and 6621-6639 became GTW 5938-5956 in 2002. More information on CN SD40's can be found on the CN Lines website:
http://cnlines.ca/CNcyclopedia/loco/sd40/ CN SD40 5000 was initially earmarked for future considerations including possibly preservation and was set aside and stored in Alberta, however she was eventually stripped of parts and as a hulk finally scrapped.

Photo of the CN 5000 by Claude Prutton at Port Mann Yard in Surrey, BC September 25th, 1977. http://www.canadianrailwayobservations.com/2009/5/cn51.jpg

Photo of the CN 5000 by Mark Forseille taken at CP's Port Coquitlam, BC yard on August 19th, 2005. http://www.canadianrailwayobservations.com/2009/5/cn52.jpg

(Thanks to Earl Roberts, Claude Prutton, Wilco van Schoonhoven, LBC and John Read).

CANADIAN PACIFIC

CP Locomotives Retired since last issue: Nil (Previous Retirement March 24th)

On April 7, 2009 CP assembled a long, heavy, unit grain test train for a run from the prairies to the west coast Alliance and Cascadia grain terminals at Vancouver (Train 351- 803). The usual grain train has been two locos followed by 112 loaded cars plus one distributed power unit on the tail end. This test train was formed up at the inland grain terminals between Indus and Carseland, Alberta, on the Brooks Subdivision, 18 miles east of Calgary. The assembly of the train blocked the CP main line for over three hours. The initial section of the test train, with two-thirds of its consist, departed Fulton Farms, MP 157.5 of the Brooks Subdivision, at 13:55h, with CP 8810 on the point + 56 grain hoppers + distributed power CP 8871, 8768 + 56 car hoppers, and headed to Keith, Calgary, Alberta for final marshalling. At Keith an additional two locos and 56 cars were added to the point before it departed for the crossing of the mountain ranges in Alberta and B.C. early on April 8th.

The final test consist leaving Keith was: two locos on the point (CP 8862, 9700) + 56 grain cars + one DP loco (CP 8810) + 56 grain cars + two DP locos (CP 8871, 8786) + 56 grain cars bringing up the rear. The test train consisted of 168 cars in total, a 50% increase over what is normally in the consist. Total horsepower on the train over the ruling mountain grades with five locomotive units was about 21,800 HP; total train tonnage was in the order of

22,200 tons. Train length was about 10,400 feet. The train was reported at MP 37 of the Mountain Subdivision west of Golden, B.C. at 20:36h on April 8th to have achieved a minimum speed of 31 mph, an average speed of 40 mph and a maximum speed of 47 mph.

The train was forecast to arrive in Kamloop, B.C. at 7:40h on April 9th, CN Boston Bar at 13:05h on the 9th and Vancouver at 18:40h on the 9th. The pair of remote locomotives was scheduled to be removed at Geddis, B.C., MP 106.9 of the Shushwap Subdivision. The horsepower to weight ratio of the test train was 0.98 HP/Ton from Keith to Geddis and 0.59HP/Ton from Geddis to Vancouver. Interestingly in February 9800 cars of grain were moved into the Port of Vancouver, nearly 9400 from CP, and over 400 from CN. In March 2009 a new record was set, with over 10,000 grain cars moved into Vancouver by CP alone!
http://cro-download.myrailfan.com/CRO/2009/5/gr.htm

A.J. Shewan was trackside at Matsqui, BC to shoot some trains and caught the Rocky Mountaineer's westbound deadhead move,Train #609 with RMR GP40-2 8017 leading. With the RMR season close to a week from starting they brought some equipment from their service yard in Kamloops,B.C. to the Vancouver station. Close behind him was CP 8862 leading train 351 - CP's Monster 169 car loaded westbound grain train mentioned above heading to Coquitlam. Behind them was a CP sulphur train CP 8655 and 8885 lead train #607, and finally one of the former CP coal cars converted to sulphur service.
http://cro-download.myrailfan.com/CRO/2009/5/mat.htm

On April 1st, CP train 221 from Toronto to Winnipeg had an unusual power consist. The train operated with CP GP40-2 4657 and a trio of CP GP9u's: 8203, 8206, and 8207 and consisted of 119 empty grain hoppers. These units were removed in Winnipeg and returned on train #212 with three SD40-2's, and arrived back in Toronto April 5th. Kyle Stefanovic posted these two great shots of the train.
http://www.railpictures.net/viewphoto.php?id=278413&nseq=8
http://www.railpictures.net/viewphoto.php?id=278422&nseq=87

CP's auction sale of 21 retired SD40-2's stored in Toronto began March 28th and is scheduled to close this month, however may be extended. The following units are up for bids: 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.
https://www8.cpr.ca/inet62/snp/Pages/ViewTender.aspx?tender=2230#Images

CP locomotives remain stored across the system. In early April to free up some room at St-Luc Yard, CP moved stored CEFX SD40-2 3183, CITX SD40-2's 3008, 3090, and 3157 from the back shop at Montreal St-Luc Diesel down to the D&H Yard in Binghamton, NY for storage there. Over 50 CP GE's from Port Coquitlam, BC have already arrived with some still enroute to Montreal St-Luc Yard for storage. The confirmed numbers as of April 15th are in the list further in this months issue.

In late March and in April, CP ES44AC's 8701, 8707, 8712, 8713, 8714, 8717, 8718, 8720, 8721, 8723, 8724, 8725, 8726, 8729, 8732, 8733, and 8749 were delivered to St-Luc Yard for short-term storage and are destined (two units at a time) for repairs by CADRAIL. At press time the following units were completed by CADRAIL 8701, 8707, 8713, 8717, 8718, 8720 and 8721 and are back in service.

CP Storage - The list below was compiled in mid-April using our own eye-witness reports and from several other reliable sources, but units may have changed somewhat by press time.

St-Luc Yard (Montreal, QC):

GP9u: 1519

SD40-2: 5723, 5877, 5929, 5996, 6024, 6036

CITX SD40-2: 2794, 3035, 3102, 3092, 3098, 2792, 3067

CEFX SD40-2: 3173, 3164, 3117

AC4400CW: 8553, 8554, 8557, 8560, 8562, 8566, 8567, 8578, 9531, 9532, 9533, 9534, 9535, 9536, 9541, 9542, 9544, 9548, 9551, 9555, 9557, 9558, 9563, 9566, 9568, 9569, 9570, 9571, 9572, 9574, 9575, 9576, 9577, 9578, 9579, 9580, 9581, 9582, 9583, 9600, 9625, 9627, 9629, 9635, 9639, 9646, 9647, 9649, 9650, 9653, 9654, 9662, 9667, 9677, 9678, 9715, 9716, 9717, 9718, 9719, 9720, 9721, 9722, 9726, 9729, 9730, 9731, 9737, 9740, 9803, 9808, 9813, 9821, 9823, 9839

ES44AC: 8701*, 8707*, 8711, 8712*, 8713, 8714*, 8715, 8718, 8719, 8720*, 8723*, 8724*, 8725*, 8726*, 8729*, 8730, 8732*, 8733*, 8734, 8743, 8744, 8747, 8749, 8750, 8754 (*repaired by CADRAIL)

Alyth Yard (Calgary, AB):

AC4400CW: 8501, 8503, 8510, 8515, 9516, 8518, 8532, 8534, 8544, 8547, 8550, 8551, 8552, 9553, 9564, 9565, 9732, 9734, 9735

Coquitlam, BC:

CEFX: 3120, 3121, 3127, 3128, 3130, 3133, 3139, 3145, 3148, 3151, 3188

CITX: 2783, 2785, 2786, 3020, 3024, 3032, 3036, 3053, 3054, 3055, 3056, 3058, 3059, 3060, 3061, 3062, 3063, 3065, 3066, 3070, 3071, 3072, 3073, 3074, 3077, 3079, 3080, 3081, 3082, 3083, 3088, 3089, 3009, 3099, 3100, 3101, 3105, 3106, 3110, 3170 & 3177

On April 13th, Yves Cloutier (right), Maxime Boulé (center) and myself (left) visited St-Luc Yard and compiled the list above. Under a warm and sunny blue sky, an oasis of long lines of CP red GE locomotives greeted us both in the yard, and over at the diesel shop.

True, it was a sobering example of our troubled economy but it was a golden opportunity to catch roster shots of large group of CP's GE fleet, up close and personal.

Almost all of the stored CPRS (Dual Flag) and CP (Beaver) liveried AC4400CW 's, and the new CP ES44AC's had been drained of fuel and had their exhaust stacks covered for long term storage.
http://www.myrailfan.com/news/1022/index.htm (I returned to St-Luc with Marc on April 15th)

Two notable locomotives we caught on April 13th. The Toronto Yard-assigned CP GP9u 8249 was seen at the St-Luc back shop following its front end repairs at American Motive Power in Montreal. Likely due to some miscommunication between CP and AMP, the entire nose, steps and pilot were re-painted into the 1980's CP RAIL livery! (See Photo). The nose looks fabulous … too bad the rest of the engine was not repainted as well.
http://www.myrailfan.com/collection/CP/CP_8249/img.aspx?ID=CP_8249_STLUC_2.jpg

We also caught rare (at least for us in the Montreal region), former SOO SD40-2 6608 repainted into the CP beaver scheme.
http://www.canadianrailwayobservations.com/2009/5/6608.jpg

On April 7th Deane Motis took these shots of off-lease SD40-2's at Port Coquitlam, BC: CITX 3060 (in FURX livery), CITX 3061, CITX 3072 (The only unit wearing this ALSTOM livery), CITX 3093, CEFX 3205 which were all overhauled at ALSTOM in Montreal during the 1990's and CITX SD40-2 2783, a former UP SD45. There are about 55 stored CITX and CEFX SD40-2's stored at Port. Coquitlam, BC.
http://cro-download.myrailfan.com/CRO/2009/5/leasers.htm

Mark Forseille provided us this shot of CITX SD40-2 3020 from January 7th. It shows the other colour scheme (BNSF H1) currently in the above storage line at Port Coquitlam, BC.
http://www.canadianrailwayobservations.com/2009/5/3020.jpg

In Late-April, CP's four retired SD90HMAC's (9300-9303) were moved from their storage line to another area inside the CP Winnipeg Yard. We intend to have news next month about their disposition.

April 21st Bryant Kaden took this image of 27 SOO LINE units (mostly SD60's) stored 120 miles west of Minneapolis (a crew change point), at Glenwood Yard, in Minnesota.
http://www.railpictures.net/viewphoto.php?id=280891&nseq=4

Lambton Yard in Toronto officially closed down on April 25th. Some "jobs" will now operate out of other locations with Toronto Yard handling the bulk of the new freight traffic. CP has applied to Transport Canada to decertify the yard which is currently a Class A yard.
The last job was the 10A yard assignment with CP GP9u 1578. A few days earlier, Michael Da Costa caught CP 3GS-21B 2100 leads the eastbound transfer at Lambton, ON, April 24th, 2009. The following day, CP T56-25 the "250A Transfer" had the following power: CP8200, CP8243, CP8233, CP3105, CP2100, CP6601, CP2101, CP8222 with about 35 - 40 cars mixed freight. http://finance.groups.yahoo.com/group/C-P-R/

In late April Chris Wilson was railfanning the Mink Region on Lake Superior and provided these nice images: 1. CP 223 at the Mink Tunnel, 2. CP 103 passing the idled pulp mill, 3. CP 221 with 137 grain empties! 4. CP 223 passing through Mink Harbour. It clouded over about a half hour before the train arrived, and cleared up. Unfortunately the clouds were all along the horizon so I simply cropped it out. His train of 44 cars almost fit in the photo with the three tri-levels just around the curve. 5. I could jump into the lake from here! 6. CP 2116 (108) passing under the signal tower.
http://cro-download.myrailfan.com/CRO/2009/5/mink.htm

On April 23rd CP diverted all freight traffic off of the Chalk River to Mattawa, to their Sudbury – Toronto Main Line. It is unknown if this is a permanent change. The Chalk River and North Bay subs are operated by the OVR (Ottawa Valley Railway) who now only operate local "Tembec turn" still runs from North Bay to Mattawa and north to Temiscaming, QC. Here are Raymond Farand's images of CP train 108 which was the last (planned) transcontinental freight move through the 'Valley' on April 23rd. The next day, 113 (the old 107) ran down the Belleville Sub to Toronto. Ray followed 108-18 east from North Bay and sent CRO these photos. Last train (108) was delayed hours by a locomotive out of water at Mattawa, and arrived at Smiths Falls at 15:20 with CP 8537 and remote CP 9546 on the rear with 97 cars. http://www.canadianrailwayobservations.com/2009/5/ovr.htm

On April 7th Deane Motis photographed this CP coal train. During April, CP was only running only seven coal sets on this line with 20 others sidelined on the western portion of the system, more proof why so many GE's are now stored on the system.
http://www.canadianrailwayobservations.com/2009/5/8895.jpg

On April 08, 2009 CSX train Q640 had three SOO LINE SD60's at Connellsville, Pennsylvania, on the CSX Keystone sub crossing over at Greene for Connellsville yard. The units were SOO SD60's 6022, 6024 and 6039, and is a very rare sight anywhere! (Tom Mugnano photo).
http://www.railpictures.net/viewphoto.php?id=279217&nseq=64More

Bob Heathorn caught more evidence of CP's recent use of Geeps on mainline trains. On Train 233/225 on April 10th at Rosedale road (MP 120 on the Winchester Subdivision), with the AC4400CW, 8527, SD40-2B 6078, GP9u's 8242, 8238, SD40-2 5790, GP9u 8215 and GP40-2 4652. Train 225 then went north with the last three units.
http://www.canadianrailwayobservations.com/2009/5/g.jpg

On April 8th, Ken Lanovich caught former CP SD40-2 5597 at the Indiana Harbour Belt (IHB) yard at Riverdale, IL. NREX 5597 is leased to the Chicago Fort Wayne & Eastern RR.
http://csxchicago.gotdns.com:6003/CN_Trains/Roll94/0024176-R1-056-26A.jpg

Craig Konopski's CP/CN Lakehead Report:

Railfanning Thunder Bay, Ontario on April 16th, 2009 Craig compiled the following trains:
2158x – CN's "triple set" of yard power is seen smokin' it up at Thunder Bay North after just arriving from Neebing Yard light engines at the end of it's midnight shift (just after the 7AM sunrise).
2181x -- CP grain train 348 is yarding his train in the New Yard using a pair of GE AC4400CW's for power.
2186x -- Here comes CP train 221 coming up the south track against the current of traffic at the diamond with a pair of GEVO's up front. Of the 108 cars on this train, the majority of them were grain empties.
2214x -- CP train 101 has an Olympic GEVO up front, # 8870. Another one, the 8862, was the mid-train helper.
2221x -- CP train 103 pulls hard up the heavy grade by mile 11 in the late afternoon. Another "robo job" with the 9522 up front and 9762 mid-train.
2229x -- CN train 841 is first seen round the curve near mile 20 Kashabowie Sub, just east of Kakabeka Falls.....
2237x -- And later captured heading just west of Conmee near mile 36.
http://cro-download.myrailfan.com/CRO/2009/5/craig.htm

SOUND FILES! **Three new sound files "CK" recorded on April 16th, west of the Lakehead:**

CP 8870 mp3 -- There's no mistaking that characteristic sound of a GEVO unit. CP train 101 has got an "Olympic" one up front, # 8870, with another mid-train as a robot, # 8862, as it struggles to make 15 MPH up the heavy grade thru Murillo, Ontario. With just the 2 GE's, 8000 tons and 8300 feet of a train, this "hotshot" would take a couple of hours to make the 55-mile run up the hills to Raith on the Kam Sub. The majority of the "Olympic" GEVO units continue to be used exclusively on the 100-series transcon trains.
http://cro-download.myrailfan.com/CRO/CEFX1031.mp3

CEFX 1031 .mp3 -- An interesting light touch on the whistle on this one. A beautiful, crisp horn on this leased CEFX AC4400CW "blue bird" GE, # 1031. The 1031 was leading train 107, not long after 101 came up the hill. Another robotized "1+1" arrangement with (former Holiday train unit) # 9815 pushing mid-train.
http://cro-download.myrailfan.com/CRO/CP8870.mp3

CP 9512 .mp3 --This old GE "toaster" unit was the "solo" power on grain empties train # 341 heard rumbling thru Kaministiquia that same evening.
http://cro-download.myrailfan.com/CRO/CP9512b.mp3

Late news at press time: Due to Red River flooding in late April CP was forced to close the Emerson and Carrington Subdivisions and began detouring on the BNSF from Minot to St. Paul, and on the CN from Winnipeg to Superior, and on the CP transcon line from Moose Jaw-Winnipeg to Toronto, and then via Windsor-Detroit for Chicago destinations. On April 25th, Jeremiah Rindahl caught AC4400CW 8638 leading a CP train at New York Mills, Minnesota on the Staples Sub on BNSF's northern transcon line.
http://www.railpictures.net/viewphoto.php?id=281374&nseq=0

The Toronto-Thunder Bay-Winnipeg corridor continues to be a "hot spot" for the SD40-2F units. Witness CP train 440-19 arriving into the Lakehead April 20th (under rainy conditions) with a triple "Red Barn" lash-up (9020, 9005, 9001), and all elephant style! A railfan from the Winnipeg area caught this same train on the Keewatin Sub on Sunday morning and posted a video on Youtube. **http://www.youtube.com/watch?v=qXOiFzczVrs&feature=channel_page**

During April CP Geeps were seen on a transfer move in the Lakehead Region. Kyle Stefanovic clicked this pure set of GP9u's (1633, 1571, 1694) on April 8th hauling empty grain cars near Thunder Bay, Ontario. **http://www.railpictures.net/viewphoto.php?id=279178&nseq=21**

Two superb images showcasing the picturesque low level bridge at Parry Sound, Ontario. On April 12th, Colin Tytler captured CP ES44AC 8835 with Train 116's freight gliding over the Sequin River at Parry Sound at Mile 149.20 on the Bala Subdivision. At the same location and on the same day, Rob Eull photographed CN Train 106 with CN ES44DC 2237 at the business end.
http://www.railpictures.net/viewphoto.php?id=279789&nseq=10
http://www.railpictures.net/viewphoto.php?id=279718&nseq=81

Late news: CP SW1200RS 1203 was spotted heading north through Red Deer, Alberta on April 22nd, headed for the CN interchange at Clover Bar in Edmonton. This retired GMD switcher had been stored outside at CP-Alyth Yard for several months and is reported to be heading to Larry's Truck and Electric (LDEX) in Ohio. (Doug MacKenzie)
http://www.canadianrailwayobservations.com/2009/5/1203.htm

Bob Heathorn caught Bombardier-built Northstar commuter coach 705 passing through Smiths Falls, Ontario on April 19th on CP Train 234
http://www.canadianrailwayobservations.com/2009/5/nscoach.jpg

With the downturn in rail traffic, there is plenty of time to undertake rail maintenance. The LORAM RG-310 RAIL GRINDING TRAIN was in action in early April on CP's Brooks Subdivision at Shepard, Calgary, AB. The odd looking consist included the Train Power Locomotive, Articulated 3-Unit Grinder with Control Cab, Auxiliary Fuel, Power & Dust Treatment Car, another Articulated 3-Unit Grinder with Control Cab, 3 Large Diameter Water Tank Cars, Crew Accommodation Car NSRX 2450, Instrument & Service Car, and an Observation Car. On April 3rd, Cor van Steenis caught the LORAM rail grinder train while stopped at red signal waiting for clearance to enter the Shepard Intermodal Terminal in Calgary, AB. Here are the shots of the individual units in the RG-310 consist...in numerical order from (04) to (11).
http://cro-download.myrailfan.com/CRO/2009/5/loram1-3.htm
http://cro-download.myrailfan.com/CRO/2009/5/loram4-11.htm

The Town of Castor, AB. (population 913) is on the former CPR Lacombe Subdivision at M 21.4; this subdivision ran from Coronation (M 0.0) west through Stettler to the CP main line (Edmonton-Calgary) near Lacombe (M 106.7). The tracks from Coronation to Botha (east of Stettler) were removed in 2008. The siding at Castor, beside the Alberta Pacific Grain elevator (built in 1917 to replace a 1910 elevator which was too small) remains and is used by the Castor Museum to store four impeccably restored CP Rail cars which were in use by CP until 2001. The grain elevator was designated an Alberta Provincial Historic Place in 2004 and is the last of five elevators originally located at Castor. (Cor van Steenis)
http://www.canadianrailwayobservations.com/2009/5/cast.htm

A Youtube video of Alyth Yard in Calgary with the hump track and classification yard.
http://www.youtube.com/watch?v=MrPuqWrn1-g&NR=1

CP Vignettes:

Bill Sanderson bought this slide a few months ago for its nostalgic value. It's a duplicate with no date or photographer and is simply lettered "Kaladar/Train #35". It shows a CPR westbound Montreal-Toronto passenger train #35 led by RS-10 8478 stopped for passengers at the station in Kaladar, Ont. on the old Havelock Subdivision. Except for at Christmas, a four-car consist of lightweight equipment was common for 35/36 at the time (express, baggage/mail, 2 coaches), so the heavyweight express car behind the unit is very likely a deadhead. The date can be pinned down fairly closely as the photo could only have been taken within a 5-year time frame. #8478 was delivered from MLW on March 10, 1955 while the last runs of 35 and 36 happened on April 23, 1960. Given that #8478 appears fairly new I would guess the date to be spring or fall of 1955 or spring of 1956 at the latest (the background trees appear to have either not yet blossomed or have lost their leaves). A check of my copies of Perth's operator's logs for 1955 shows #8478 appearing several times on 35/36 only a month or so after it was delivered. Brings back a lot of good memories, though, as our family rode 35 and 36 many times on my dad's pass.
http://www.canadianrailwayobservations.com/2009/5/vign.jpg

Bob Heathorn caught D&H GP38-2 7312 "BC O'Brien" at Smiths Falls, ON just released from the Ogden Shop in Calgary, AB, and returning to the D&H via Montreal on November 6th, 2000. It is one of only three remaining in the D&H lightning stripe livery. All three were

painted at the CP Ogden Shop, and each has a subtle paint scheme variation. CP acquired this US regional in the early 1990's.
http://www.canadianrailwayobservations.com/2009/5/7312.jpg

VIA RAIL and COMMUTER News

VIA RAIL: (By Terry Muirhead)

VIA #1 Departure Toronto Union Station Saturday April 18:
6419 Mtl Assigned Unit
6448 Vcvr Assigned Unit
8605 Baggage
8123
8103
8516 Skyline
8318 Craig Manor
8341 Thompson Manor
8411 Imperial Diner
8334 Macdonald Manor
8320 Douglas Manor
8321 Draper Manor
8715 Tweedsmuir Park

2 Units, 11 cars

VIA #1 Departure Toronto Union Station Tuesday April 21:
6445 Vcvr Assigned Unit
6404 Mtl Assigned Unit
8606 Baggage
8142 Ex Amtrak
8129
8506 Skyline
8332 Laird Manor
8319 Dawson Manor
8409 Fairholme Diner
8327 Fraser Manor
8317 Cornwall Manor
8303 Amherst Manor
8717 Waterton Park

2 Units, 11 Cars

VIA #2 Departure Vancouver Pacific Central Station Tuesday April 21:
6432 Mtl Assigned Unit
6406 Mtl Assigned Unit
8511 Skyline D/H to Toronto
8410 Frontenac Diner D/H to Toronto
8612 Baggage
8132 Ex Amtrak
8131 Ex Amtrak
8515 Skyline
8330 Hunter Manor

8326 Franklin Manor 8402 Alexandria Diner
8305 Bayfield Manor
8302 Allan Manor
8309 Brant Manor
8707 Kokanee Park

2 Units, 13 Cars, Including 2 Dead Head.

VIA #2 Departure Toronto Union Station Thursday April 23. The first big W/B #1 of the Spring Season! Note the extra "Manor" Sleepers added, Skyline and Diner B.
6431 Mtl Assigned Unit
6438 Vcvr Assigned Unit
8616 Baggage
8143 Ex Amtrak
8101
8500 Skyline
8339 Sherwood Manor
8310 Brock Manor
8325 Elgin Manor
8412 Kent (Diner A)
8335 Mackenzie Manor
8333 Lorne Manor
8328 Grant Manor
8509 Skyline 8407
8407 Emerald
8337 Osler Manor
8336 Monck Manor
8324 Dusmuir Manor
8710 Prince Albert Park

2 Units, 17 Cars.

Here are four terrific VIA selections by Wayne D. Shaw (from Don's Froth in April):
http://www.railpictures.net/viewphoto.php?id=278132
http://www.railpictures.net/viewphoto.php?id=279659
http://www.railpictures.net/viewphoto.php?id=280078
http://www.railpictures.net/viewphoto.php?id=280251

In late April, one-of-kind VIA F40PH-2d 6402 was moved from CADRAIL in Lachine to VIA MMC in Point St-Charles (Downtown) but has not made any intercity runs, other than a small test trip on VIA #603/606 to Senneterre, QC and return.

During the Easter Weekend Terry Muirhead spent the entire Weekend in Nanaimo BC. My photos are of Trains 199/198 VIA's "Malahat Dayliner" which operate between Victoria, & Courtenay Monday-Saturday, and on Sundays it operates later at Train 299/298. In these series of photos 6135 RDC 1 is the lead Budd on 199 (6148 Trailing) approaching the Nanaimo Station. During the Spring, Summer, & Fall the service is operated using 2 RDC 1 Budds. A third Budd 6133 RDC 1 is used as a spare for the Service. This Service has been Threatened to be cut several times, & has been spared. The last threat was made during the VIA Cuts in 1989, but due to an Act in the BC Constitution the service was saved. The Trackage this service operates on is currently owned by the Island Rail Corridor Foundation, prior to that Rail America, & CP Rail. The Malahat Dayliner offers no type of Food Service on this trip. Food Service used to be available at Nanaimo, when a Coffee wagon would meet the train both directions. However in 2008 this service ceased.

Passengers are highly recommended to pack a snack along for the Trip. A Daytrip can be made from Vancouver making a connection with the 8:30am BC Ferry Sailing (Mon-Sat), 10:30am (Sunday) at Horseshoe Bay to Departure Bay (Nanaimo) Upon Disembarking the Ferry at Departure Bay it's a 5 Minute Drive to the Station. Parking is available free in a parking lot in front of the Temporary Station. This Trip can also be done by taking a Greyhound Canada Bus Departing Vancouver's Pacific Central Station at 7:30am (Mon-Sat), 9:30am (Sunday). A Short 15 Minute walk from the Bus Depot in Nanaimo to the Station can be made with ample time to make the Train Connection.
http://cro-download.myrailfan.com/CRO/2009/5/via1.htm

These photos show the Malahat Dayliner during it's layover at the Courtenay Station. On the southbound trip RDC-1 6148 will be the lead Budd taking the Train back to Victoria, BC. Courtenay is located in the Comox Valley of Vancouver Island. Courtenay is popular for its Mt. Washington Resort. In the Winter Mt. Washington is Vancouver Islands Ski Capital. The Interior shot is of the 6148. As you can see the Conductor is turning the seats for the return trip back to Victoria. **http://cro-download.myrailfan.com/CRO/2009/5/via2.htm**

President and Founder of John Steel Rail Tours John Saske has released a new book on VIA Rail called "Canada by Train". It includes car diagrams, maps, colour pictures and other pertinent railway info. This book makes a good Travel Companion for families to take along on any VIA trip. To preview the book, and to order a copy, click on the link.
http://www.wayoftherail.com/catalog/canada-by-train/

VIA Vignette:

Aleks Stefanovic captured this classic moment on June 5th, 1985 as VIA train #73 making it's station stop at Brantford, Ontario (Mile 23 on the Dundas Subdivision), with VIA FP9Au 6504 followed by VIA Club Laurier, and four blue fleet coaches.
http://www.railpictures.net/viewphoto.php?id=278486

Toronto GO TRANSIT:

See the Canadian Railway Shops section in this issue for more on the GO F59PH and AMT F40PH move in April 2009 **http://railfan.ca/21.04.09.html**

In April, CN sold the 17-mile Weston Subdivision in Western Toronto to GO Transit for $160-Million CDN. This trackage handles approximately 50 GO and VIA trains per day as well as three CN Road Switchers. CN will still have access to the line.

On April 1st, 2009 The federal and Ontario governments announced details of another $213 million in improvements for Go Transit: A new GO rail station in downtown Barrie, which is to be completed by 2011. GO Transit will buy 20 new bi-level train cars over the next two years to accommodate more riders, and will refurbish 45 locomotives while waiting for delivery of new ones. The money will help pay for five years of track maintenance and improvements throughout the GO rail network. There will be improvements and upgrades throughout the GO system, including new and expanded bus storage facilities, new pedestrian tunnels and bridges, wider platforms and snow-melt systems. GO will also install another 56 bicycle shelters at its train stations, adding to the 46 already in use. GO Transit announced a $250-million injection into its system yesterday that will see improvements to the Aldershot and Burlington stations. The funding is allocated toward upkeep of GO's infrastructure, station improvements and new facilities. It will affect all regions of GO's

service area. Aldershot is slated to receive a new train fuelling facility and the Burlington station will see new pedestrian bridges. GO will also purchase GPS systems for all of its buses, invest in 20 more bi-level railcars and refurbish its older locomotives. The funding is part of the $500 million pledged for GO Transit by the federal and provincial governments in February. That investment was meant to create jobs and encourage Ontarians to take public transit. About 200,000 people in the area use GO Transit's network of buses and trains each day. Thanks to Kevin Argue and Bryce Lee

Montreal AMT Commuter:

AMT is currently installing a new GPS system from Bell on all their F59PHI units, and possibly the other AMT units too. They are also Installing a new steel plate to protect ice falling into the HEP ventilation grills on all F59PHI's. It is only slightly visible if viewed from the outside, and 90% of the fleet has already been modified. Inside the St-Luc diesel Shop in mid-April were AMT GP9u 1312, F59PHI's 1324 and 1327.

CANADIAN LOCOMOTIVE SHOPS

AMP: During the first week of April the following units were observed at American Motive Power in Montreal, QC: CITX SD40-2's for overhaul 2786, 2791, 2803, 3160, 3168, 3176, and 3181.
NJT GP40-2PH 4135, 4137, (Damaged in the Montreal shop fire a few months ago) and 4143, FAIX GP9RM #0801 and CP GP7u 1509 which was moved from CP St-Luc Yard to AMP-Montreal for repairs.

CADRAIL: Over the month of April, 15 CP ES44AC's nos. 8701, 8707, 8712, 8713, 8714, 8718, 8720, 8723, 8724, 8725, 8726, 8729, 8732, 8733, and 8749 which have had failures and are out of service, were being moved to Montreal for furtherance to CADRAIL in Lachine, QC, for GE warranty repairs and which have had water leaks. At press time the following units were completed at CADRAIL 8701, 8707, 8713, 8717, 8718, 8720 and 8721 and are back in service.

Ex-GO TRANSIT F59PH updates: The four ex-GO FF59PH units delivered to CADRAIL in March under the consignee RB Recycling and are currently at CADRAIL in Lachine but we still have not clarified their disposition. In April an additional six ex-GO F59PH's (521, 522, 524, 529, 533, 534) moved from storage to Toronto Macmillan Yard. It is possible these are also for CADRAIL, or AMP. They were picked up on CN train 522 on April 20th from Mimico and dropped at Aldershot Yard. Then 422 picked them up the next day for Mac Yard. Train422 also had 2 AMT F40's. David Graham took the following photo of the train with an the impressive lashup: CN 5722 & 5244, AMT-painted SLC 270 & 293, and GO 521, 533, 524, 522, 529 & 534 and the rest of the train. GO units still traced as GO. .
http://railfan.ca/cgi-bin/view.cgi?image=Scotch_Block_21.04.09_6335.jpg
http://railfan.ca/21.04.09.html

Two of the GO units (529, 534) left Toronto on a CN eastbound on April 25th bound for Taschereau Yard in Montreal. The other four F59PH's (521, 533, 524, 522) still sitting at Mac Yard Diesel Sop along with the two AMT GP40PH's (SLC 293/270). Then on April 26th the other GO units left Mac-Yard leaving only the AMT units at Press time. (Dan Dellunto)
http://s193.photobucket.com/albums/z227/MrMoloko/?action=view&current=IMG_3854.jpg
http://s193.photobucket.com/albums/z227/MrMoloko/?action=view&current=IMG_3847.jpg
http://s193.photobucket.com/albums/z227/MrMoloko/?action=view&current=IMG_3850.jpg

http://s193.photobucket.com/albums/z227/MrMoloko/?action=view&current=IMG_3852.jpg

The three GO F59PH's currently at the MM&A Derby Shop, in Maine are expected to return to Montreal shortly and be leased to AMT for commuter service. There are still three remaining GO units from the first order on GO property in Toronto: 525, 527, and 528 which had not been dispositioned at press time.

In April ex-GO F59PH's 520, has been moved inside the CADRAIL shop while 523, 531 and 535 still remain outside.

UPY GG20B's 2307 and 2308, RPRX RP20BH 5401 and failed ex-CFL (Chemin du Fer Lanaudiere) BELL GAZ-liveried S-13 114 (nee-CN 8620) are all currently at CADRAIL. The MLW switcher will likely be stripped and scrapped.

One of the new GO units (606) that had been sent to IIRC in Welland, ON is still undergoing warranty repairs and was caught by Marc Chouinard in transit at Coteaux, eastbound on CN M37631 to Taschereau Yard on April 25th enroute to another repair shop.
http://www.canadianrailwayobservations.com/2009/5/go.htm

Jody Moore's "Green" Locomotive Roundup

http://www.trainweb.org/gensets http://www.trainweb.org/greengoats

***BROOKVILLE EQUIPMENT*:**

Brookville Equipment is one of three partners (along with Norfolk Southern and Penn State University) in the development of a four axle battery-powered switching locomotive. Work is being done at TMS, and is more details are provided in the TMS section of the Roundup. Brookville is providing the regenerative braking systems for the project. The company – which has extensive experience with electric-powered mining equipment – is also providing the control systems for the locomotive.

When I contacted the company earlier this month, they didn't deny an interest in the hybrid market. When the press release came out a week later, the following quote from it seemed to underscore that point:

"The collaborative project has shown there is optimism for the future viability of Hybrid locomotives that will utilize batteries or ultra-capacitors with recovered traction motor braking energy that will produce zero-emission motive power."

The press release can be found on Brookville Equipment's news site:
http://www.brookvilleequipment.com/forum/viewtopic.php?p=165 - 165

***ELECTRO MOTIVE DIESEL*:**

The very first SD22ECO rebuilds – both for KANSAS CITY SOUTHERN de MEXICO – are nearing completion at Metro East Industries in East St. Louis, IL. Mark Mautner photographed the units on April 22 in the paint booth. At that point, KCSM 2650 was more or less complete except for some corrections to the paint, while KCSM 2651 was painted and getting final mechanical work (Photo 1). On April 24, Mark's brother Mike Mautner caught both units outside (Photo 2 + Builders Plate). It was reported that, while the 2650 is completed, it will remain until the 2651 is also complete, and the two units will ship out of MEI together. According to data gathered by Mike and researched by Loconotes user Frank Schultz, Jr., the core unit for KCSM 2650 is former KCS 692, an SD40-2 built in June, 1980, and rebuilt into an SD40-3.

CADRail-built GP22ECO demonstrator EMDX 7102 is still on Union Pacific. The unit was reported in Fort Worth on April 24.

***MOTIVEPOWER*:**

MP21B demonstrator MPEX 244 took the scenic route to its demonstration on the BELT RAILWAY OF CHICAGO. At some point around April 16, the unit was pulled from the BRC by Norfolk Southern. It appears to have taken at least one round trip to Indianapolis or Fort Wayne, IN before being returned to the BRC sometime around the 17th.

The 244 is now testing on the BRC. According to Sean Graham-White, after testing is completed on the Belt Railway the unit will headover the the Indiana Harbor Belt for tests. From there it will head to the ADM plant in Decatur. ADM recently tested NRE 2GS14B demonstrator NREX 2007.

***NATIONAL RAILWAY EQUIPMENT*:**

After the St. Patrick's Day Chicago genset show-and-tell by CSXT, it was noted that the builder's plates had been removed from the four units involved, CSXT 1308, 1309, 1310 and 1311. Shortly before press time, Ken Lanovich reported that new builder's plates had been installed on all four units, with the correct model number – 3GS21B-DE – applied. All other build date remained unchanged.

Ryan Kertis brings us our first look at CALIFORNIA NORTHERN's new 3GS21B-DE, CFNR 501. The unit is in the paint scheme of CFNR parent RailAmerica, and wears it smartly. It was expected to be released from NRE Dixmoor right around press time. The photos can be found at: http://www.trainweb.org/gensets/nre/cfnr/501.html. Though it's not confirmed, the 501 isn't believed to be the only genset built for CFNR.

New York-based 3GS21B's CSXT 1304, 1305 and 1306 have been sent to Dixmoor for modifications to allow them to run in third rail and overhead electrified territory. Reportedly, this will include removing the A/C units and relocation of the horns from the cab roofs, notching the pilots and moving the battery boxes inward. CSXT 1307 was still in Selkirk, NY at last report, but will also be modified.

***PROGRESS RAIL SERVICES*:**

New PR22B demonstrator PRLX 2005 is showing off for RJ CORMAN RAILROAD in Lexington, KY. The RJC has been putting Railpower RP20BD RPRX 5407 through its paces since the beginning of the year. Bo Gray caught the 2005 teamed up with the 5407 on a test train on April. Photos:
http://www.trainweb.org/gensets/progress/prlx/2005_5407a.jpg
http://www.trainweb.org/gensets/progress/prlx/2005c.jpg

***RAILPOWER TECHNOLOGIES*:**

Railpower's unfortunate bankruptcy woes continued in April. On the 9th, the company announced that it was ceasing day-to-day operations and laying off all non-essential workers. That reduced the company's staff to only 37 employees.

According to the press release, "as previously disclosed, despite making all efforts to secure the continued viability of its operations, Railpower remains under the protection of the *Companies' Creditors Arrangement Act (Canada)* and its ability to continue as a going concern is uncertain. Railpower may have no other alternatives than to initiate liquidation procedures."

Railpower also announced on April 20th that the Quebec Superior Court relieved it of any obligation to call and hold an annual meeting of shareholders on or before June 30, 2009 and extended the delay for the calling and holding of such meeting within three months following the end of the stay of proceedings under the CCAA, as extended by the Court from time to time.

At the same time, the payout of the company's few cash assets was announced on the 9th as well. The Quebec Superior Court authorized Railpower to pay an amount of $13 million from its cash on hand to the Court-appointed monitor, Ernst & Young Inc. to be held in trust on behalf of Railpower's main creditor, to be released to Railpower's main creditor as to $12 million (plus interest earned) upon receipt by the monitor of a legal opinion confirming the validity and opposability of the security in favour of Railpower's main creditor and as to $1 million (plus interest earned) upon the granting of written releases by the creditors of Railpower having a claim ranking prior to Railpower's main creditor's claim with respect to the cash on hand.

The difficulties find the company with an empty order book, and five locomotives left to be delivered. The status of those units is unknown at this time – GG20Bs UPY 2307 and 2308 have been seemingly completed after recall upgrade work, and awaiting shipment from CAD Rail in Lachine for several months now without movement. RP20CD UPY 895 is still at AMP in Dansville, NY at press time, and RP20BD gensets NCIX 1706 and 1707 still have not been shipped from TMS in Altoona, PA. Those two units were anticipated to ship to Norfolk, VA over a month ago.

RAILSERVE

The original 1,000hp Railpower GG10B hybrid, RAILSERVE-owned RSSX 106, was spotted in Saskatoon, SK en route from their shop in Texas to Provident Energy in Redwater,

Alberta. This unit started its life as Southern Pacific GP9 5654. Roman Litarchuck caught it April 21st on CN train 313 at Riverview, SK, with CN 5747-5543-RSSX 106.

Interestingly, this unit appears to have been modified from its hybrid configuration. I am still seeking information on this unit, but it appears that it might have been converted to a twin engine genset by Railserve. The LEAF logos on the sides are also new.

Railserve closed out an arbitration claim against Railpower in the 3rd quarter of 2008. The exact terms have not been disclosed, but as reported in the Dec. 2008 roundup, Railserve accepted three locomotives that had been upgraded from Gen. III to Gen. IV, rejected one (RSSX 414), and accepted RPRX 2402 in trade for the 414. Railserve also released Railpower from its warranty obligations and commitment to overhaul the rest of the RSSX fleet.

As part of the upgrades of the four units that were converted to gen. IV specifications, the gensets were replaced with upgraded models. Presuming that the older gensets were still on Railserve property, they'd have the fodder to make several genset conversions of their own. And such work has been rumored to be in the planning stages for almost a year. While I don't want to make too much of this, the appearance of the 106 in its present state, coupled with the data gathered from last month's visit to Longview by John Briggs (see the April 2009 Roundup) make this item too good to pass up. Anyone who knows more is encouraged to contact myself or CRO.

TRI-CITY & OLYMPIA RAILROAD COMPANY

On April 8, sharp-eyed railfan Mark Herren spotted an ex-BN SD9 painted black and carrying numerous logos reading "Hydrogen Diesel Platform" at the TCRY's shops in Richland, WA. Photos: http://mtskidmark.rrpicturearchives.net/showPicture.aspx?id=1557837 and http://mtskidmark.rrpicturearchives.net/showPicture.aspx?id=1557841 The unit is former BNSF 6103, originally GN 576.

A web search turned up the following short statement from September 2008: "In an exciting new venture the Tri-City & Olympia Railroad is exploring new developments in the use of hydrogen technology as a fuel source.

"The application of hydrogen as a fuel additive appears to have great promise for reducing petroleum diesel fuel demands. The firm is working closely with the technology developers and technological experts in internal combustion engine design."

No other information is known about this unit, and it doesn't appear to be a completed conversion – yet.

***THOROUGHBRED MECHANICAL SERVICES*:**

According to the March-April 2009 issue of Norfolk Southern's *BizNS* newsletter, NS subsidiary TMS has teamed up with Brookville Equipment and Penn State University to build a plug-in battery-powered switching locomotive. The prototype is being built at TMS from NS 2911, a former Conrail EMD GP38. The finished unit, to be numbered NS 999, will use a total of 1,080 standard 12 volt truck batteries, wired together in 20 parallel strings.

Drawings show the battery trays placed where the prime mover/generator set and the fuel

tank would have been. When completed, the 999 will be tested around TMS, and later put into service in Rose Yard in Altoona, PA. The locomotive is potentially a precursor to a hybrid design from Brookville or others, but at least the first iteration will need to be plugged into a power source to recharge. In addition, the unit will have a Brookville-developed regenerative braking system that will allow for potentially as much as a 30 percent recharge of the batteries during braking events.

The newsletter is available in PDF format from the NS website. Follow this link to download it: http://www.nscorp.com/nscportal/nscorp/Employees/NS Newsbreak/2009/bizNS1-2.pdf

UNION PACIFIC

UNION PACIFIC's steam-powered goodwill ambassador, UP 844, is out on the road in California at press time. An oil-burning steam engine is probably not the sort of thing you'd expect to see listed in a green locomotive roundup, but the 1944-built steamer lands here because of the diesel helper that joined it on several legs of the Western Heritage Tour. In mid-April, UPY 899, a Railpower RP20CD six axle genset, joined the train for a jaunt from Roseville to Oakland, then down to Stockton. Here's a photo by RailroadForums.Com user SuperChief 3751: http://www.railroadforums.com/photos/showphoto.php?photo=59483

Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Brookville Equipment, Lance Meyers, Bruce Mercer, Sean Graham White, Roman Litarchuck, RailroadForums.com, Bo Gray, Joe Ferguson, Ken Lanovich, Ryan Kertis, Mark Mautner, Mike Mautner, Mark Herren,

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during March 2009:

The 29 units delivered during the month has completed order 20088021 for BNSF. They included SD70ACe 9306-9308, 9312, 9313, 9316 to 9329, & (2nd) 9166, 9167, 9184-9191. These last ten road numbers had been diverted to an earlier order for EDI Rail Proprietry Ltd., Australia, Broken Hill Proprietry in order 20066862 and shipped as BHP 4324-4333 in April 2008. The first of the current order 20088019 for Broken Hill Proprietry (BHP) in order 20078915 (4347-4355) were seen in their paint. Other than 77045 to 77048, no further Euro Cargo Rail units in order 20068864 (77040 to 77060) have been spotted.

***Today's Railways (Europe)* has reported the first ECR 77000s were approved for operation in France on 1-06-2009. They had satisfied the latest TSI noise standards and conformed to EU Stage IIIA pollution norms. One of the crucial factors in gaining approval for use on French secondary lines was the radial steering trucks. Approval will allow 37 of the locos in the order to operate in France, Belgium and Germany. The first five certified units left Tilburg Works (Netherlands) on January 22 for Champigneulles, four going to ECR's depot near Nancy, in France, and two continuing northwards to Calais.**

Also spotted in primer at the London plant were JT42CWRMs marked C941. These would be order 20078941 for Veolia Transport, reported in Europe to be numbered 77501 to 77503. More of the JT42CWRs for the Egyptian Railway, (order 20078963) have been seen both in primer and full two-toned blue paint during the month. Units still to be completed and

delivered are 2134, 2137-2138, 2142-2163. The seven JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (20078968), moved to GEXR Stratford storage on December 6, 2008 under temporary numbers 96801 to 96807 were brought back to London on April 2. Now that ECR certification has been obtained to operate in France (see above), it apparently will also allow the four other JT42CWRMs (built as DLC DE6310F to DE6313F) to enter service under Crossrail Benelux management. These had left London (order 20078920) in August and September, 2008.

Work continues on some of the 11 KCS GP40-3 (2810, 2818, 2820, 2824, 2840, 2842, 2843, 2852, 3151) & TFM SDP40 (1319 & 1320) which are being rebuilt into GP22ECO and SD22ECO models with 2200hp (200 for appliances) Tier 2, 8 cylinder 710 engines and related upgrades. The plant will be in a production shut-down between April 10 and April 20.

New Model: Electro-Motive Diesel obtained a contract from Saudi Arabia's Public Investment Fund - Ministry of Finance to manufacture 25 SD70ACS heavy-haul AC diesel-electric locomotives for Saudi Railway Co. (SAR). The railroad will use the motive power on its North-South line to move minerals. Delivery is scheduled to begin in second-quarter 2010. The order will boost SAR's EMD locomotive fleet to 72 units. The SD70ACS *(yes ... this is correct)* unit will feature EMD's IGBT AC drive system, a pulse filtration system and movable sand plows to operate in the nation's extreme desert environment.

On April 7th, 2009, David Anderson caught five brand new Canadian-built locomotives on UP train G2LB-05 with UNION PACIFIC SD70ACe's 8521, 8534, 8537, 8535, and NRE-built UPY 3GS21B 2714 with 115 Loads, 7450 Tons, 7597 Feet! All five were on their maiden run. Photographed at the Cajon Summit in California with rapidly setting sun.
http://www.railpictures.net/viewphoto.php?id=279027&nseq=36

SHORT LINES, REGIONALS & INDUSTRIALS

In late-March GMTX SW1500 101 was shipped on CN to Becancour, QC for lease to Aluminerie de Becancour Inc. The other leased unit already there is GMTX GP38-2 2672 and it is expected this locomotive will be returning to the lessor in the USA.

Trains Touristique du Charlevoix has purchased ex-NEBC RS18u's 1821 and 1868 for use on a new tourist train planned for 2010 operating on former QRC trackage out of Quebec City. The new railway will be called Service Ferroviere de D'estevaries which was previously called Chemins de fer Charlevoix (CFC). Motive power for the freight service is expected to be ex-NBEC RS18u 1835 and LLPX GP15-1's 1509. 1510, and 1511. LLPX 1507 did not go to this line in February and instead it went to the QGRY. On April 15th QGRY returned IC GP50d 3140 to CN, and the unit is currently stored at CN-Toronto Yard.

Trains Touristique des Cantons-de-l'est Orford Express has purchased ex-R&S M420TR 26, (nee-Alcan 26) from a private owner. The locomotive one of only two ever built by MLW, will be used to haul two RDC1's (6121 nee-CN RDC3) and 6125 (nee-CP RDC2) and ex-Northern Pacific stainless steel dome #310. In April ex- R&S M420TR 26 was at the CANAC shop at Tachereau Yard undergoing a truck refurbishment.
http://bgmetal.chez.com/alco/alco26.html

The Société du chemin de fer de la Gaspésie who are the owners of the (former CN) CBC Chandler subdivision between New Carlisle and Gaspe, QC. and owners of ex-CN

Cascapédia subdivision (Matapédia to New Carlisle) are expected to purchase NBEC RS18u's 1819 and 1849 for use on a tourist train between Gaspé - Chandler and Percé. The Canadian National (CN) is the actual operator of the traffic for the line between Matapédia and Gaspé. CN 9424 has been working this winter on the Gaspé line with snow plow ex-CFMG 002 (nee-CN 55241). Bernard Babin sent us this Internet link of pictures taken on Gaspé line of snow plow with CN 9424 this winter. Photos by Michel Tremblay and André Berthelot.
http://trains-en-gaspesie.fotopic.net/c1660476_1.html

In April, Central Manitoba Railway scrapped CEMR GP9 4081. The locomotive started life as Grand Trunk 4446. http://www.railpictures.net/viewphoto.php?id=159922

The Great Sandhills railway in Western Saskatchewan will soon be leasing NREX B23-7's 4221, 4227 and 4253, which are currently at NRE in Silvis, IL. These three units are still painted in Santa Fe Bluebonnet paint.

RAILSERVE (RSSX) is moving GG10B 106 from their shop in Texas to Provident Energy Co. in Redwater, Alberta. This unit started its life as an SP GP9 5654. Roman Litarchuck caught it April 21st, on CN train 313 at Riverview, SK, with CN 5747-5543-RSSX 106.
http://tinyurl.com/RSSX106

Algoma Central video Vignettes: On September 23, 1995 a sharp looking ACR FP9A 1753 and classic baggage and passenger equipment cross one of the many streams just south of Hawk Junction, Ontario while blasting the horn. The second clip is a mile hike north of Hawk Jct, and the third clip is 1/2 mile north of the CP diamond at Franz. The video and following photos are courtesy of Jack D. Kuiphoff.
http://www.rail-videos.net/video/view.php?id=5370

#1---ACR FP9A 1755 tour train northbound #3 on the SOO Subdivision, just south of Searchmont, on September 23rd, 1997
http://www.canadianrailwayobservations.com/2009/5/acr1.jpg

#4---WC GP38-2 2006 still in ACR paint on southbound #2 at Hawk Junction, Ontario mp164.6, SOO sub south, Northern sub north at this point. September 21st, 1997 and a Wisconsin Central livered SD45R.
http://www.canadianrailwayobservations.com/2009/5/wc1.jpg
http://www.canadianrailwayobservations.com/2009/5/wc2.jpg

Ontario Northland Vignette:
#2--- on September 17th, 1996 Jack D. Kuiphoff caught ONR 2000 Train #122 southbound at North Bay, Ontario on the Temagami subdivision.
http://www.canadianrailwayobservations.com/2009/5/onr.jpg

CANADIAN RAILWAY HISTORY

On May 2nd and 3rd 2009, former BC RAIL - CPR Royal Hudson 4-6-4 #2860 will be pulling a return passenger excursion on the Southern Railway of British Columbia mainline from New Westminster to Cloverdale. On May 12th it will be pulling the Rocky Mountaineer from North Vancouver to Squamish on its old run along Howe Sound. Be on the lookout for several non-revenue movements (no passengers) in late April and early May between Squamish and New Westminster. CN has authorized and supports the use of #2860 on the former BC Rail mainline. For more info go to the West Coast Railway Assoc. (WCRA) website at www.wcra.org

In early April 2009, former CPR Baldwin Locomotive DRS4-4-1000 8000, which has been at Ogden since September 1995 was approved for movement from Alyth yard to the West Coast Railway Association Heritage Park in Squamish, BC. It is expected to be repainted into CPR livery by the museum at some time in the future.
http://cprdieselroster.com/Roster%20Archive/CP%208000/CP%208000-5.jpg
http://cprdieselroster.com/Roster%20Archive/CP%208000/CP%208000-6.jpg

The Rocky Mountain Rail Society's S-3 Switcher, RMAX #16-52, which had been stored at CPR/Alstom's Ogden Yard in Calgary, has now been moved to the Society's storage track at Warden, AB., M 55.9 Stettler Subdivision, 5 miles south of Stettler. The Society intends to restore this locomotive, which was built by Montreal Locomotive Works in 1952 for Canadian Arsenals, where it served until 1981, after which it served in various industrial applications, the last being the Lafarge Canada plant at Exshaw, AB. (until 2002).
http://www.canadianrailwayobservations.com/2009/5/1652.jpg

TRHA President Orin Krivel, confirmed contractor PNR has begun laying track in Roundhouse Park, in Toronto. Besides the 32 radials almost one miles' worth of rail! It will use steel ties and clips instead of wooden ties and spikes. The Roundhouse, the Machine Shop, and the smaller railway structures are all part of the heritage site, but this is will also be a public park in the City of Toronto. In the landscape design of the park, certain areas of the park will have concrete pavers installed with the track recessed to offer a safe, smooth surface for children, strollers, bikes and all the usual visitors to a park, including people with mobility issues. In the larger park area, there will be a cluster of buildings including Don Station, Cabin D, the tool shed, a miniature railway loading area and crossing guard shanty, that will have ballasted 'green preserved' wooden ties with exposed rail. This is in an interpreted, more controlled area, where the 'traditional' rail will be an asset to the heritage ambience, and not a safety liability. CNR 4-8-4 6213 is being prepared by TLPS and TRHA volunteers under the direction of Grant Kingsland, for the move from the CNE grounds to John Street and the roundhouse in May. At press time there are no definitive plans yet to move the Baldwin diesel. Please Contact the TRHA directly for more information. http://www.trha.ca/

In April 5th 2009, Strasburg Railroad Ex-CNR 2-6-0 #89 slows down for a stop at Groff's Grove to pick up a couple passengers in the picnic area. A beautiful 1/15 pan shot by Keith Lambert. http://www.railpictures.net/viewphoto.php?id=278841&nseq=49

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

Three NYSW SD70M's 4050, 4052, and 4054 which were last working on the FEC in Florida were at press time moving dead up to the NECR in St-Albans, Vermont for storage. NECR, FEC, and NYSW (as well as GEXR in Canada), are owned by Fortress Investment Group.

Happy Easter from Gary Knapp! It's been years since I was able to shoot this angle in Center Rutland. I'm talking the Canon EOS 10D days, my first digital. While shooting CLP 264 here from "the other side", on Monday with the evergreen tree framing the train and church, I discovered the recent work done to open up this view again! So here we are, back on Wednesday April 8th, 2009 in the morning, after speaking with a crew member over in Whitehall regarding my chances of shooting one of the ex-Santa Fe B23-7's leading here. After loosely setting up the lights, trying to be aware not to overdo things, at best I figure on lighting up two locomotives, out comes the obvious lens choice for this scene, Nikon's 14-24 zoom. It's a marriage made in heaven when used via adapter mount on Canon's 5D body! After tweaking the lighting several times, I find a place in the mulch which seems to support the stepladder. With little room behind me due to a hill dropping down to the road, this is it. After a couple test shots, I find myself shooting at the 14mm setting! And it dosen't look that wild! To think how I used to scoff at ultra wide angle shots, ha,ha,ha! Twenty minutes or so later, after repositioning fill flashes, CLP 264 can be heard blowing for crossings heading my way. The four units make easy work of the gentle climb up Bowman's Hill, but you can still clearly hear the out of place chop-chop of the leased B23-7's exhaust on this EMD (with one lone RS-1) railroad. Engineer Tom, (his last name escapes me) kindly dumps the ditch lights and dims the headlight on the CLP 306 for me as the head end glides around the curve to a flash. I give him a wave of thanks from the stepladder as he passes at maybe ten mph, but Tom is busy with his diesels. The cab interior lights go off in short order. Leaving a smiling Gary up on the stepladder waiting for the train to stop before moving. For a 14mm view, this is alright! See what you think. The 306/4212 combo complement each other well. The Green Mountain Baptist Church saw D&H ALCO'S pass by when the line was under the D&H umbrella. One of the ex-Santa Fe B23-7's would certainly look "okay" here leading at night! Shot on April 08, 2009 at 04:43 with Canon's 5D and the Nikkor 14 - 24/2.8 lens, set at 14mm and f2.8. Flash units set on 1/4 output erased near the rear truck of 306 and 4212 as well as up near the side of the church in photoshop.
http://www.canadianrailwayobservations.com/2009/5/gary2.jpg

Gary Knapp also send this Good Friday Surprise! Here is the preferred way to finish up a holiday evening, in this case, Good Friday. Setup at the Green Mountain Baptist Church on Bowmans Hill knowing you have one of "the odd couple" the leased ex-Santa Fe B23-7's headed your way leading! The colorful pair are not elusive, just rare to find leading a VRS train. As one might suspect, I did not fall into this opportunity on my own. During a short conversation with the crew in Whitehall Yard earlier in the week, I asked the obvious question, about the likelyhood of shooting one of the ex-Santa Fe units leading, and was told they were not equipped to lead as they were unable to monitor end of train devices, so there were only two nights you might get your wish, thursday or friday. Out-of-towners might rightly ask what's the big deal with being unable to read your end of train device, it's Vermont, how heavy or long are the trains? I will add here the fact that this crew routinely handles the heaviest train consists in the state, with eleven to twelve thousand ton eastbound trains not uncommon in the past. So I can see where the crew might value the ability to monitor the end of train! Armed with a glimmer of hope from my conversation with the crew, Gary drives down into Whitehall Yard Friday morning, to find GMRC 304 leading.

Then salvation appears, in the form of a crewmember to present news: friday night's Whitehall Job will have no freight to return to Rutland with, as there is no CP interchange scheduled. Light power returning east no train.(Gary's eyes get wide)"will you guys be able to lead with 4212?" Mike smiles, he won't know for sure until they get to work that night and check their power he'll call me if they can pull it off. So here we are, back on Bowman's Hill, Good Friday Eve, 'round midnight. Amtrak's inbound Ethan Allen behind Genesis 708 provided a practice opportunity to judge lighting, with 264's light power move returning from Whitehall running on their block. And judging lighting is important here, as the evergreen, given the opportunity, will cast it's shadow across the hood of passing locomotives at night. It's not an improvement! So I recall the words of Winston Link in a video interview where he said, "it's all about the lighting, during the day you have this moving light source, the sun. But at night you have control over everything." The previous night against my best expectations, (reflective glare?) I tried filling the trees shadow by backlighting the area affected with a Nikon flash, aimed across the driveway directly at the locomotive's long hood, and turned down to around 1/8 output. The results were impressive! No reflective glare....no dark shadow! Here's to night lighting, with thanks to Winston and Jim Shaughnessy! Judge for yourself, as NREX 4212 swings up around the curve, gurgling away, leading a light power move. It's 23:52 on Good Friday, April 10, 2009. Shot with the 5D and Zeiss ZF (Nikon) 28/2 lens set at f2. One flash ahead of the pilot plow, and one along the driveway erased in photoshop. Special thanks to the CLP 264's crew!
http://www.canadianrailwayobservations.com/2009/5/gary.jpg

D&H-The Bridge Line: **Here is a winner from Arnold Mooney, remembering a fall day on the south end back in 1979. Pure lightning stripes and variety of units in one lashup like this were a real treat! You don't even have to be a D&H fan to enjoy this shot: D&H 7607, 406, 2313, 5016, 508 and 5017 approaching Moot-town road crossing at Tunnel, NY, on a beautiful September 29th, in 1979.** **http://www.canadianrailwayobservations.com/2009/5/dhline.jpg**

Much thanks to Phil Miller -- these are my favourite photos this month! Port Kent, NY is on the western shore of Lake Champlain. On August 22nd 1965, Phil took the Lake Champlain Ferry over to Port Kent, walked up to the tracks, and within ten minutes could hear the Alco and horn off in the distance. Then crossing flasher started, and next thing he knew, D&H RS2 4025 rounded the curve with the Southbound "Laurentian" from Montreal! The engineer pulled back on throttle, eased into the curve, and on the strait-away once again, throttled up and was off south to Albany, leaving just me the old Port Kent station, and a bunch of sea gulls circling around overhead.
http://www.canadianrailwayobservations.com/2009/5/dh1.jpg
http://www.canadianrailwayobservations.com/2009/5/dh2.jpg

Letters:

Hi Will,
Canadian Railserve Ltd. (CRLX) SW9 176, (built by EMD in 1951 as ACL 694), has served in recent years as an industrial switcher, most recently at the Alberta & Orient Glycol Company Transfer Facility near Blackfalds, AB. (from 1998-2008). It has now been moved and is stored at Warden, AB., 5 miles south of Stettler on the Stettler Subdivision, along with Alberta Prairie Railway and Rocky Mountain Rail Society equipment, where it is seen here on 17 April 2009. The disposition of this unit is unknown, destined to become an Alberta Prairie Railway excursion passenger diesel backup to their former CNR SW1200RS 1259 perhaps?
http://www.canadianrailwayobservations.com/2009/5/5176.jpg

If anyone knows what is to become of this unit, please let me know. Thanks.

Cor van Steenis
Chestermere, Alberta, Canada
cor.vansteenis@shaw.ca

Hi William,

It has been awhile since I contacted you and requested permission to put your link on our site. High Speed Rail Canada (http://highspeedrail.ca) is doing very well and our public symposiums are a hit. Below is the latest press release on our April 25th Toronto High Speed Rail Symposium. It is too bad we missed submitting it to you in time for your April newsletter. If you have a mailing list I would appreciate it if you could forward this on to the group.

Preregistration is mandatory to attend the April 25th Toronto symposium. The cost to attend is only $10.00. Seating is limited to 160 in the auditorium. To register for the symposium go to the High Speed Rail Canada website at http://highspeedrail.ca

By the way, this months e-newsletter from High Speed Rail Canada has Canadian Railway Observation as our SPOTLIGHT LINK. I have attached a screen shot jpg of the e-newsletter.
http://www.canadianrailwayobservations.com/2009/5/aprilnewsletter.jpg

Glad things are going so well at your CR website.

Paul Langan
Toronto, ON

William:

You may be aware that North Kildonan Publications, which publishes Canadian Railway Modeller (among other things), has just released the first issue of Railfan Canada, a new magazine for Canadian railfans. Below find a press release about it that you can use in Canadian Railway Observations (if it is suitable).

Thanks!

John Longhurst
Winnipeg, MB

* * *

April 6, 2009

New Magazine about Canadian Railways Launched

Railfan Canada Features Photos, Articles About Canadian Railways

WINNIPEG, Man. -- Suzanne Lemon can't remember not ever liking trains--one of her earliest memories as a child is of seeing the vintage steam locomotive that pulled the Prairie Dog Central tourist train near Winnipeg.

"I learned to appreciate trains at a very early age," she says, noting that family trips often involved trips to places like the famed spiral tunnels in B.C. or rides on the Agawa Canyon tourist train in northern Ontario.

Later, as a photographer, she shot thousands of pictures of trains in all kinds of conditions and locations.

"Whether it's spending several hours in -30 Celsius temperatures or hiking through the bush to some inaccessible spot, I'm always in pursuit of that perfect shot of a train," she says.

Now Lemon has combined her interest in trains and photography as editor of Railfan Canada, Canada's newest magazine devoted to photographs and articles about railways.

"I know I'm not the only one who has a passion for Canadian railways, and taking photos of trains," she says. "That's why I created Railfan Canada--I want to give people who enjoy trains a place to share their stories and pictures, help them find good spots to watch trains and provide tips on taking pictures of trains."

The 50-page first issue, produced by Winnipeg-based North Kildonan Publications, was released last month. It contains a special feature on CPR # 2816, the Empress; tips on winter railway photography; a visit to train-watching hotspots in western Manitoba; articles about riding the White Pass & Yukon Railway and VIA Rail's Skeena in northern B.C.; a look at the Dolly Varden Mine in B.C. in the early part of the 20th century; and photos of trains from across Canada.

For publisher Morgan Turney, Railfan Canada is a dream come true.

"I've wanted to create a magazine like this for a long time," he says. "There are a lot of people in this country who like trains, and who also like to take pictures of trains. Railfan Canada has been created for them."

A subscription to Railfan Canada, which comes out four times a year, is $30 (Cdn). Those who subscribe by August 31 can get a chance to win a five-day trip for two on Rail Travel Tours Superior Colours of Northern Ontario.

Other items published by North Kildonan Publications include Canadian Railway Modeller, Canada's only model railway magazine, and other railway-related books, such as the Canadian Railway Heritage Guide.

To subscribe to Railfan Canada, go to www.railfancanada.ca or send a cheque to Box 99, Stn. F, 355 Henderson Hwy., Winnipeg, Man. R2L 2A5.

"The chief danger in life is that you may take too many precautions." Alfred Adler

www.railfancanada.ca

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Hi Will,

Wondering if anyone out there in CRO-land might know the answers to this vexing trivia: What has become of the Huron Central (HCRY) GP9s 201, 204 and 208? I know GWI was trying to sell them off in mid-2003, but for all I know, only the 209 was sold off, going to PRSX in mid-2005. Are any still on the property?

Thanks for any help, and keep up the good work!

Mike Zollitsch - Railpace Newsmagazine
"Genesee & Wyoming Family Update"
Jersey Shore, PA BPRR3000@aol.com

Hi Mike: HCRY 209 sold to PRSX 201 and 204 are retired. HCRY 208 is still in service and on the property. (via John Read- Montreal, QC)

The Last Word:

David Othen has compiled a well done and concise article on General Electric-built diesel locomotives in Canada: http://members.fortunecity.com/rrpics/gecanada/gecanada.htm

Congratulations to Patrick DeLarue who won the new CTG 2009, courtesy of The Bytown Railway Society.

THANK YOU: David Anderson, Kevin Argue, Bernard Babin, Tim Ball, Michael Berry, Maxime Boulé, Jeff Brulotte, Guilio Capuano, Andy Cassidy, Bruce Chapman, Marc Chouinard, Yves Cloutier, Michael Da Costa, Patrick DeLarue, Rob Eull, Mark Forseille, David Garon, John Godfrey, Sean Graham-White, Jean-Guy Hamel, Bob Heathorn, Ray Kennedy, Gary Knapp, Craig Konopski, Bob Krone, Jack Kuiphoff, Keith Lambert, Ken Lanovich, Luc Lanthier, Bryce Lee, Roman Litarchuk, Jim McPherson, Don McQueen's "Froth", Bruce Mercer, Phil Miller, Jody Moore, Arnold Mooney, Terry Muirhead, Jason Noe, Tim Organ, Donna Peters, Ian Platt "Tempo Jr.", Walter Pfefferle, Claude Prutton, John Read "GR17f", Earl Roberts, Jeremiah Rindah, Bill Sanderson, Wayne D. Shaw, A.J. Shewan, John Soehner, Cor van Steenis, Aleks Stefanovic, Kyle Stefanovic, Tim Stevens, Michel Tremblay, Jean-François Turcotte, Colin Tytler, Wilco van Schoonhoven, Ron Visockis, Chris Wilson, David Young, Joe Zika, BLHS, Branchline, WCRA, The Canadian Trackside Guide, CN Lines SIG, and a big merci to John, Tony, Denis, Richard and Mohammed at the St-Luc Diesel Shop!

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 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. Thanks !

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