

CANADIAN RAILWAY OBSERVATIONS

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CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last reported retirement was April 15th)

NBEC SD40 6901 on March 4th (A late report)

NBEC SD40 6905 on March 27th (A late report)

On May 4th, Guy-Pascal Arcouette caught NBEC RS18u 1858 rolling westbound at St-Henri, QC on CN train 309. This was the last of the RS18u's stored at Campbelton, NB, and before press time had arrived at IC-Woodcrest. As evident in these photos, she is still wearing her NBEC patches and faded ex-CP Rail colour scheme, and the old MLW is dwarfed when viewed next to the current generation of CN locomotives.

<http://www.canadianrailwayobservations.com/2009/6/p1.jpg>

<http://www.canadianrailwayobservations.com/2009/6/p2.jpg>

<http://www.canadianrailwayobservations.com/2009/6/p3.jpg>

CN Stored Power Update:

As of May 11th, CN had 201 locomotives Stored Serviceable:

CN - 77 (34 SD40-2 + SD40-2W + SD40u's, 20 SD60F's, four GP38-2's and 19 GP40-2LW's)

IC - 66 (63 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).

CN acquires the SKI TRAIN: CN and the Sault Ste. Marie Economic Development Corp. (SSMEDC) announced in May their agreement to acquire three F40PH-2's, eight coaches, two café/lounge cars, three club cars and a presentation coach from AnSCO Investment Company of Denver, Colorado from their Ski Train operation. This equipment is intended to re-equip the (CN operated) Agawa Canyon Tour Train which runs north of The Sault on Algoma Central trackage into some scenically spectacular "Canadian Shield" country. The fleet renewal will include the refurbishment of the AnSCO cars, as well as two passenger dome cars that will be coming later from another source. CN expects the re-equipped tour train may enter service when the tour season commences in the summer of 2009, with the refurbishment completed during the coming season. The Agawa Canyon Tour Train is the chief tourism draw for the Sault Ste. Marie area, generating an estimated \$30 million annually in economic activity for the city and region. The train takes passengers on a one-day wilderness excursion 114 miles north of Sault Ste. Marie through a region of northern lakes and rivers, granite rock formations and mixed forest that inspired "the Group of Seven" to create some of Canada's most notable landscape art.

The SKI TRAIN Arrives!: During the second week of May, the Ski Train was on the move from Denver, Colorado on the UP to Chicago, and was interchanged to CN (WC) in Chicago and then moved via Wisconsin Central to Canada to Sault Ste. Marie, ON. The D&RG liveried cars and locomotives consist (with CN 2259 leading), included F40PH-2's SKTX242, SKTX283, SKTX289 and passenger cars 5701, 5702, 5703, 5704, 5705, 5706, 5707, 5708, 5709, 5710, 5711, 5712, 5713, 5714. These former CN Tempo cars are now repatriated back to Canada! (Photo and video courtesy of Gerry Miller)

<http://www.railpictures.net/viewphoto.php?id=283875&nseq=14> CN move (May 2009)

<http://www.rail-videos.net/video/view.php?id=5645&nseq=1> CN move video

http://users.sisna.com/JimBobNay/ST_Power.htm D&RG Ski Train link (Pre-2009)

A superb collection of images of the Ski Train's progress to Canada, (from Don's "Froth").

<http://www.railpictures.net/viewphoto.php?id=283930&nseq=1> CN move (May 2009)

<http://www.railpictures.net/viewphoto.php?id=283914&nseq=17> CN move (May 2009)

<http://www.railpictures.net/viewphoto.php?id=283915&nseq=18> CN move (May 2009)

<http://www.railpictures.net/viewphoto.php?id=283890&nseq=43> CN move (May 2009)

<http://www.railpictures.net/viewphoto.php?id=283887&nseq=46> CN move (May 2009).

A nice shot of the ex-Tempo cars while still on the UP at Council Bluffs, Iowa:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1598927>

<http://bnsfrailfan.rrpicturearchives.net/showPicture.aspx?id=1598928>

On May 1st near Jasper, Alberta, Tim Stevens captured CN train Q10251 with CN Dash 8-40CM 2427 eastbound at track speed at Mile 224.0 of the scenic CN Edson Subdivision.

<http://www.railpictures.net/viewphoto.php?id=282206&nseq=51>

During a break from his CN responsibilities on Joffre – Montreal runs, Patrick DeLarue was out rail fanning west of Toronto and caught CP eastbound train 255 at Bayview Jct, meeting CN 397 on May 9th. It may only be temporary, but effective May 12th, CP's running rights had expired on the CN from Bayview to the CP junction at Canpa, therefore images like this may become a rarity! <http://www.canadianrailwayobservations.com/2009/6/pl.jpg>

Walter Pfefferle photographed these super CN freight action shots the first week of May. The first group shows CN SD75I 5755 with train 398, CN SD70I 5613 blasting through Ingersoll May 3rd, and CN ES44DC 2727 at Woodstock, Ontario May 3rd. The second link shows Walter's shots from May 7th: CN GP9RM 7071 (the Brantford local power) is seen heading out of Paris Junction; CN C44-9W 2579 leads train 148 through Brantford, and CN train 398 with C44-9W 2615 in the lead rolls through Copetown, ON.

<http://daytrips.50webs.com/cn050309.htm>

<http://daytrips.50webs.com/cn050709.htm>

On May 13th Glen Mounk caught CN train 347 with CN 5727, CN 5520, CN 5501, and a Foamer Favourite ... DMIR 402 a former SD40T-2 Tunnel Motor. Third shot is 341 CN 8850, CN 2403, CN2296, CN 2287, CN 5296, CN 8864. The fourth shot is train 347 from May 13th and IC 1010 that was BO in the yard. IC 1010 was picked up by CN 341 and was on its way to Winnipeg-Transcona Shop for repairs on May 17th. <http://www.canadianrailwayobservations.com/2009/6/m.htm>

In early May, Roman Litarchuk documented retired BC RAIL SD40-2 on CN train 312 near at Chappell Jct, SK, with CN C44-9W 2562, CN SD70I 5560 and BCOL 763 which was dead in tow. The locomotive was being moved eastward to Winnipeg, MB. In late-April, Roman caught IC SD40-2 6104 near Saskatoon, SK. These are very hard to catch in Canada and now even on the IC! Of the 39 Illinois Central SD40-2's numbered in the 6100-series, only three remain in service. <http://www.canadianrailwayobservations.com/2009/6/ic6104.jpg>

On April 4th CN Power-Baggage Car “Fraser Spirit” was moved from its assigned home-base at North Vancouver, BC, on a CN transfer eastbound. As the photos show, while stored over the last few months, vandals covered it in graffiti and the car is going for a cleanup (or a repaint), but we do not know where it is destined. The CN transfer had CP ES44AC 8793 and 8779 followed by two CNWX covered hoppers, CN “Fraser Spirit” and two more CNWX covered hoppers at the tail end. The car was last used for the CN Chairman's Special to Squamish, BC for the official announcement of CN's grant to assist the WCRA's construction of their new roundhouse. The car is typically stored outside of CN's Business Car Shed in the (ex-BC Rail) North Vancouver Yard. On May 22nd, it was returned to West Vancouver, BC, with the graffiti painted over, and happily retained her CNR green black and gold livery. <http://www.railroadforums.com/forum/showthread.php?p=237132>

The CN line from Edmonton, Alberta descends from the flat benchlands on the east side of the City of Camrose, AB., through the valley of Stoney Creek to its crossing of the Battle River and on to Sarcee Yard in Calgary. On May 3rd 2009, a significant grass and brush fire on the south boundary of Camrose entered the Stoney Creek valley and, due to difficult access for firefighters, destroyed a CNR 300 foot long wooden trestle at MP 51 of the Camrose Subdivision; another similar trestle only a half mile up the line survived the fire

The trestles date from 1914 when this line was originally built by the Canadian Northern Railway. The scorched earth can be seen in the upper right corner of the bridge photograph; firefighters were able to knock down a chain link fence to access the fire approaching the surviving trestle. In only a few days, CN had replaced the destroyed trestle with a culvert and embankment. The fill material was hauled in by trucks via the tote road seen in the photograph. The line was back in operation six days later on May 9th. According to a railfan (and farmer) who lives in Hanna along this CN line, only one train was detoured from Saskatoon to Calgary on the recently abandoned Oyen & Drumheller Subdivisions, a two mile long intermodal, on May 9th. On May 11th, CN 2651 (South general merchandise & intermodal freight) was photographed leaving Camrose for the newly opened line and arriving an hour and 38 minutes later at the division point at Mirror, AB., (a 47 mile trip) from where it departed for Sarcee Yard in Calgary after picking up a string of cars at Mirror. (Cor van Steenis) <http://www.canadianrailwayobservations.com/2009/6/br.htm>

CN locomotives for sale at auction: On May 12th retired CN SD50F's 5406, 5417, 5424, and 5443 were sold to HELM. These locomotives were seen with their CN markings painted out, and HLLX spray painted on their cab sides, at the Woodcrest Shop. The last group of units purchased by HELM were scrapped at Metro East Industries, in East St Louis, IL. On May 15th, CN sold WC GP40u 3025 to Rail & Motor International and re-lettered RIMX at the Woodcrest Shop. As CRO went to press, and in another sign of our harsh economic times these were the only units sold from the CN Auction Sale. Therefore the auction list is identical (except for the five units above) to the one we posted in last months CRO.

In May, CN had agreed to sell three Mississippi line segments to Grenada Railway and Natchez Railway, both non-carrier affiliates of A&K Railroad Materials and V&S Railway, which operates short lines in Kansas and Colorado. Terms weren't disclosed. Under the pacts, the Class I will transfer ownership of 252 miles of track, including CN's former Grenada and Natchez subdivisions, and the Water Valley branch line. The Grenada line runs about 175 miles from the Mississippi and Tennessee border to near Canton, Miss.; the 66-mile Natchez line runs from Brookhaven to Natchez, Miss.; and 11-mile Water Valley branch

intersects the Grenada line at W.V. Junction and extends to Coffeerville, Miss. Since 2003, CN has worked with the state of Mississippi to attract additional rail business to the routes. However, those efforts "have not created a substantial increase in rail traffic and volume on these routes has dropped to the point where it is no longer economically viable to continue their operation," CN officials said.

These three videos are courtesy of Gerry Miller: IC 9574 and GTW 4905 exit the tunnel and rattle across the diamond at East Dubuque, IL, with a local switching job in this April 17th.

<http://www.rail-videos.net/video/view.php?id=5503>

CN ethanol loads move west thru East Dubuque, IL

<http://www.rail-videos.net/video/view.php?id=5628>

CN M-337 with a very long train that doesn't quite clear 5TH Street!

<http://www.rail-videos.net/video/view.php?id=5629>

Joe Zika's CN-MacMillan Yard Report:

On May 15th the following 60 units were Stored Serviceable at Mac Yard:

GP9 Slug (series GY-00d) 225 231 242 244 247 249 257

HBU-4 Slug 505 521 524

Dash 8-40CM 2407 2412 2427 2439 2442 2454

GP9RM 4108 4111

SD40-2W 5254 5277 5280, 5295 5319 5325 5328 5331 5343 5348 5350 5356 5361 5363

SD40-2 5373

SD60F 5502 5508 5515 5516 5519 5527 5533 5536 5541 5546 5547 5550 5553 5555

SD40u 6007 6024

GP9RM 7053 7200 7241 7248

GP38-2 7504 7506 7520.

<http://cro-download.myrailfan.com/CRO/2009/6/my.htm>

The last week of April, GE Transportation (Erie, PA) announced it had delivered and equipped six LOCOTROL® remote-control locomotive (RCL) systems at CN's Johnson Yard in Memphis, Tenn. LOCOTROL RCL is designed to help decrease yard movements and improve interchange management for increased network velocity. GE has installed more than 300 of the systems for seven railroads in North America and Europe. Meanwhile, GE Global Research and SandLinks Inc. have developed a Total Asset Visibility system designed to track asset location and condition in transit. GE's telematics systems can track the location and status of rail cars, trailers, trucks, fleet vehicles and other high-value assets.

Some of our readers, myself included have noticed and wondered about the red light perched on top on the conductors side ditch light (and is also on the right-rear of the loco) on the Distributed Power Units CN ES44DC's, C44-9W's and some of the IC (CN-liveried) C44-9W's (2697-2726 series). Anyone know how this DPU red light is used?

<http://www.canadianrailwayobservations.com/2009/6/insul.jpg>

On May 11th, W.D. Shaw caught CN E44DC 2298 leading and SD70M-2 and CN Train M304 by the old coal tower at Washago, Ontario. The Longford spur in the foreground.

<http://www.railpictures.net/viewphoto.php?id=283989>

In late May, CN forwarded HLCX SD40-3 units 6064 (ex-CR 6340), HLCX 6066 (Ex-HLCX 5041 nee-CR 6308, HLCX 6060 (ex-MPI 9022, exx-M-K 8304 nee-UP 3059), HLCX SD40-3 6090 (ex-CN-5174) HLCX 6079 (ex-UP 4062) These locomotives were enroute to the LS&I at Eagle Mills, MI as replacement power for the LS&I GE's. The five HELM units were seen May 21st rolling north through Fond Du Lac, Wisconsin with CN 5625 and CN 2580 leading.

On May 15th Dave Young clicked CN Train 398 rolling over the bridge high above the Grand River at Paris, Ontario. The power on this day was CN 2502 and 8865.

<http://www.railpictures.net/viewphoto.php?id=283811&nseq=50>

Ron Visockis provided this view of the isolated Cab details on CN SD70M-2 8859, which he shot on May 18th at Belleville, ON. <http://www.canadianrailwayobservations.com/2009/6/insul.jpg>

The last day of April, Clayton Chaloner caught CN RDC 1501 doing track evaluation on the CN Togo Subdivision at Mile 28 in Western Canada. The following day the upgraded Budd car moved north for more track tests near The Pas, MB, concluding the first week of May.

<http://www.railroadforums.com/photos/showphoto.php/photo/59598>

CNR Vignettes:

In May Jin Brown and Bruce Chapman forwarded more terrific images by Peter Cox including this great side view of CNR GMD1 1001 at Deerholme BC, May 22nd 1968. You can clearly see the sun lit A-1-A side frames on the as-built GMD1 models. His second image may be my favourite this month, showcasing the classic EMD F-Unit nose in two CN paint schemes. CNR 9142, and CN FP9A 6519 were shot at the Vancouver, BC diesel shop on October 8th, 1962. Last but not least, here is GT GP9 4559 looking splendid in Montreal, QC, September 25th 1963. <http://www.canadianrailwayobservations.com/2009/6/5300.jpg>

Mark Forseille's Canadian Railway "Class Units"

PGE/BCR C-630M 701: The PGE/British Columbia Railway C-630M's were all delivered to the PGE in 1969. These units were the first six-axle power purchased by the PGE. Prior to the 630's arrival, PGE RS18's were the usual road power on freights with the odd RS10 or RS3. The PGE only received 4 of the C-630M model. (Units #701 to 704) However, they did receive 18 more M-630's, and later eight M-630W's were added to their fleet. All four C-630M's were traded in on the new Dash 8-40CM's in 1990/1991, and were eventually scrapped by GE. <http://www.canadianrailwayobservations.com/2009/6/701.htm>

CP C-630M 4500:

CP received 8 units of the C-630M model. (Unit #4500 to 4507) All eight were delivered in the CPR Tuscan Red and Grey paint scheme in 1968. Of all 8 C-630M's, Only CP 4500 remains active today on Bath & Hammondspport, in New York painted in the Arkansas & Missouri paint scheme #70. <http://www.canadianrailwayobservations.com/2009/6/4500.htm>

CN C-630M 2000

CN received 44 units of the C-630M model. (Units #2000 to 2043) All delivered in the CN Noodle paint scheme. Nine of the units were sold to the Cape Breton and Central Nova Scotia Railway between 1993 to 1999. All the CN C-630M's have been retired.

<http://www.canadianrailwayobservations.com/2009/6/2000.htm>

Pictures Credits (Thank you!):

BCR 701a Prince George, BC June 1980 Doug Sanford
BCR 701 Prince George, BC June 1980 Doug Sanford
CP 4500 Script, St Luc Yard, August 6, 1968, Bruce Chapman
BCR 701 N Vancouver, BC Jan 1986 Unknown - Mark Forseille.
CP 4500 Multimark, right side, Toronto Yard, August 21, 1983, Bill Sanderson
CP 4500 Multimark, left side, St Luc Yard, October 6, 1992, Bruce Chapman
CN 2000 in stripes at Halifax, NS on March 25, 1990 Normand Shapland
CN 2000 in noodle at Halifax, NS on July 19, 1976 Norman Shapland
PGE 701 N Vancouver. BC Aug12-73 Roger Burrows

CANADIAN PACIFIC

CP Locomotives Retired since last issue: (Previous retirement was March 24th)

CP GP9u's 1520, 1576, 1595, 1695 on April 27th
CP SD40-2's 5643, 5684, and 5714 on April 27th
CP GP9u 8235 on April 27th.

In May, retired CP SD90MAC-H's 9300 and 9301 were moved from the Weston Intermodal Terminal (where they had been stored since last Spring), to Railside Locomotive Services in Winnipeg, Manitoba, for EMD warranty repairs: one for a new engine block and one for a main generator changeout. The other two stored SD90MAC-H's 9302 and 9303, were moved as well, but only over to the CP's Weston Shop. These four units, which were in the CP auction sale which ended January 31, 2009, are now back up for sale again from CP, and this may extend past June 30th.

In late April, Soo Line GP38-2 4433 was repainted into CP livery stateside and is seen here in Dave Schauer's photo leading a GP40 towards Rice's Point in Duluth, Minnesota on May 3rd, 2009. <http://www.railpictures.net/viewphoto.php?id=282558&nseq=4>

On August 27, 2005, Bret Stringer caught her in Soo Line livery at Terre Haute, Indiana. <http://www.railpictures.net/viewphoto.php?id=117126&nseq=125>

In mid-May, the following seven SOO LINE GP38-2's were working in western Canada:

SOO 4411, 4412, 4420, 4443, 4449, CP 4508, and SOO 4514. SOO 4412 and 4420 are assigned to Alyth Yard; the rest are assigned to St-Paul, MN., but do not return to St. Paul and currently work out of Calgary, South Edmonton, Moose Jaw and Lethbridge, Alberta. As well in the second week of May some were seen in Winnipeg, Saskatoon and Thunder Bay, ON. The units seen in TB were SOO 4420, and CP 4508. The units are in Canada because they do not pass current US emissions requirements. At some point they will each cycle through the Ogden Shop for upgrade evaluation, and if warranted, approval to proceed. Roman Litarchuk caught CP train 457 in Saskatoon, SK on May 20th, with SOO GP38-2 4420 trailing the CEFX A4400CW bluebirds, FX 1033-1028. <http://tinyurl.com/gznqvs>

CP Stored Serviceable Locomotives update: Due to the downturn in traffic, as of May 1st CP had 295 locomotives Stored Serviceable at 11 different locations across their system:

91 CP AC4400CW's

22 CP ES44AC's (This is a short-term storage only)

61 CP SD9043MAC(u)'s

28 SOO SD60's

5 SOO SD60M's

56 CP SD40-2's

32 CP GP7u and GP9u (Includes the yard and road switcher geep series).

In May, Stored Serviceable CP SD40-2's 5931, 5934, 5950, and CP SD9043MAC(u)'s 9108 and 9157 were moved from Winnipeg, MB to the Ogden Shop in Calgary, AB. Their GM maintenance parts were to be removed at Ogden, as GM will no longer be maintaining these locomotives for CP.

As reported last month, CEFX SD40-2 3183 as well as CITX SD40-2's 3008, 3090, and 3157 were moved south from St-Luc Yard in Montreal for storage on the D&H. However after arriving in Saratoga Springs, NY, on April 1st the four units left Saratoga, NY heading south on train #252 and had their fuel tanks drained (likely in Binghamton, NY). Then on April 9TH, the four unneeded lease units returned back north again on #253 up to the D&H yard in Saratoga, NY, and at press time were still stored there.

In mid-May, CP sold seven Geeps and six SD40-2 models to Rail and Motor International (RIMX). They will be moved to the Paddington Interchange where CN will be forwarding them to Searcy Automotive Parts in Fort Garry, (which is in Southeast Winnipeg) for removal of any useable parts. Following that, the remaining hulks will then be moved to General Scrappers in Transcona, which is located in northeastern Winnipeg. The unit numbers are: GP7u 1506, GP9u 1524, 1537, 1584, 1586, 1613, 1693 and SD40-2 (ex-Hydro-Ontario) 5392, (ex-KCS) 5419, 5640, 5666, 5707, and 5712 and all will be scrapped in Winnipeg, MB.

In an exchange agreement for four old Ohio Central GE-units, on May 11th four former CP SD40-2 units (LTEX 5673, 5616, 5591, 5676) were moved from Larrys Truck & Electric in McDonald, Ohio to their new owners the Ohio Central Railroad.

The Canadian Pacific Railway is currently discussing a new partnership with The Kansas City Southern Railway aimed at granting the railways access to each other's lines. For CP, this would create a more direct route to the Gulf of Mexico in exchange for greater access to Chicago along its own network. Management teams from both railways are set to discuss the possibility of a deal this week in Calgary, a source briefed on the talks said. Such an arrangement was made possible by CP's recent acquisition of Dakota, Minnesota & Eastern Railroad Corp., which links the two railways in Kansas City, Mo. "The CP acquisition of DM&E presents new opportunities for KCS and CP to work together over Kansas City and we are exploring those opportunities," said Doniele Kane, KCS spokeswoman. In fact, the DM&E lines have the ability to connect to all seven of the top-tier North American railways, and growing its long-haul business through this new "Kansas City Gateway" has become a priority for CP's management, they said on a conference call last week. These talks between CP and KCS are centred on reaching some sort of operational routing agreement, and both partners typically benefit through economies of scale, more efficient routing, quicker turnaround and less fuel burning. CP's larger domestic rival, Canadian National Railway Co., recently reached a similar deal with Norfolk Southern Corp. the "MidAmerica Corridor," in which each railway shares each other's lines between Chicago, St. Louis, Kentucky, and Mississippi.

On May 6th CP successfully operated another monster-sized train with 168 loaded grain cars from Calgary, AB to Vancouver, BC. The units for this evaluation were CP AC4400CW 8623, 9669, (1/3 back) 8642, (2/3 back) 9672 and 9603 on the tail end and facing backwards.

On May 9th CP train 235 left Montreal for Toronto with the following old school power: CP GP9u 8233, STLH SD40-2 5651, and GP38-2 3043, and 3105.

The CP lash-up of the month! On May 9th, CP train 403 out of Calgary had CP ES44AC 8884, CN SD60F 5552, CN C44-9W 2604, and CP (Baldwin) DRS4-4-1000 #8000, which was enroute to Coquitlam, BC. This unique lash-up was disassembled in Kamloops, BC, and CP #8000 departed on train 401 to Coquitlam with different units, and arrived at Westminster, BC on May 13th and was interchanged to CN for furtherance to the WCRA museum in Squamish, BC. CP 8000 arrived in Squamish, BC on May 15th. The Ogden Shop in Calgary deserves kudos for the remarkable graffiti clean up job they did on the old road switcher prior to her departure from Alyth Yard. Mark Forseille got a shot of it at the yard on Tuesday in Port Coquitlam. <http://www.canadianrailwayobservations.com/2009/6/8000.htm>

On May 5th, John Soehner caught CP Expressway train #121 zipping through Feldspar-Mud Lake, Ontario with a pair of CP Rail Multi-Mark liveried SD40-2's, 5863 and 5935.

<http://www.canadianrailwayobservations.com/2009/6/5863.jpg>

Craig Konopski's CP/CN Lakehead Report:

To coincide with the shutdown of CP operations on the OVR (Ottawa Valley Railway), CP is implementing the following new changes to their train symbols on the transcon between eastern and western Canada (Effective April 23rd, 2009 but could change down the line).

Westbound changes:

NEW # 111 - replaces the OLD # 101 ex-Toronto/Vaughan

NEW # 113 - replaces the OLD # 107 ex-Montreal

Eastbound changes:

NEW # 110 - replaces the OLD # 102 ex-Vancouver/Coquitlam

NEW # 112 - replaces the OLD # 108 ex-Vancouver

NEW # 114 - replaces the OLD # 116 ex-Vancouver/Alyth

Yard power on-hand in Thunder Bay, Ontario the week of May 4th:

GP9u's: 1522*, 1526*, 1543*, 1560, 1570, 1571, 1574, 1629, 1633, 1640*, 1643, 1694

SD40-2's: 5420, 5725*, 5961*, 5982*, 6028*, 6040, 6613

SD40M-2's: 5491, 5492*, 5493, 5499

Note: * denotes units TUS – Tied up Serviceable) and in storage in TB.

Leased SD40-2's that are stored in Thunder Bay, Ontario as of May 4th:

CITX 2790, 3078, 3097, and CEFX 2797, 2802, 3109, 3155, 3163, 3166. A few were moved out of storage and sent east on May 9th as CP 220-09 out of Thunder Bay with CP 9738, CEFX 3109, 6045, 9517 and on the tail-end of his train were two "Northstar" bi-level cars (BBRX 711 + 712) fresh from the Bombardier plant in Thunder Bay.

Also a report that CP 110-07 was out of Winnipeg Saturday afternoon with

8861, CEFX 3106, CEFX 3127, CEFX 3130 up front and 8882* on the rear. These units are now at St-Luc Yard in Storage. <http://www.canadianrailwayobservations.com/2009/6/c.htm>

Here are some examples of "old school" GP38-2's, SD40-2's and SD40-2F's spotted in CP lash-ups in the Lakehead area, the first week of May 2009:

May 1st - train 440-30 with 9003 + 6615

May 1st - train 441-01 with 5906 + 5927

May 2nd - train 342 with 9001, 3103, 9023

May 2nd - train 620 with 5991 + 6072

May 3rd - train 221-02 with 5960, 9013, 5980

May 3rd - train 220-03 with 9023, 9001, 9003 (A pure triple "Red Barn" lash-up!)

May 3rd - train 441-03 with 8758 + 3103

May 3rd - train 440-02 with 5987, 9019, 3119

May 6th - train 441-06 with 9004, 5976

May 7th - train 441-07 with 9005 + 5906

May 7th - train 223-05 with 9023, 9001, 9003 (Same trio of Barn's return west to Winnipeg).

Lakehead CP yard sets included: 5491 + 1694, 5493 + 5499, 6613 + 6040, and the 5420 'solo'. And CP SW1200RS's 1250 and 8166. The CN yard power in early May was CN GP9RM 7213 and CN GP40-2W 9672. The 9672 had been assigned to the former "AOE" (American Orient Express) train while it operated over CN in Canada.

Sound Files! Another batch of "oldies" for CRO readers prior to my 2-week vacation. Some of these are going back about 3 years:

[CN9574.mp3](#) -- CN local train L521 ("Atikokan Turn") is heard a few miles west of it's origins at Neebing Yard back in August of 2006. CN GP40-2W 9574 + GP9 # 4029 are powering this 14-car train as it just entered OCS territory at Evans.

[CN4029e.mp3](#) -- CN GP9RM 4029 is heard as the single unit powering this same train in March of 2008. Only 2 cars for the Marmion Lake Spur in Atikokan for today's train heard cruising thru Kakabeka Falls. The unique NS-type whistle on the 4029!

[CP8898.mp3](#) -- Onto some newer motive power now..... CP ES44AC 8898 is the leader on train # 115 heard just west of Dexter on the CP Kaministiquia Subdivision. On a cold -26C morning back in February of 2008.

[CP9111.mp3](#) -- CP SD9043MAC(u)9111 is the leader on eastbound grain loads # 342 coming down the Murillo grade in June of 2006. A good sized bulk train of 136 loads is snaking thru the 'S' curves near mile 11 Kam Sub. This SD90 has been laid-up in the storage line at Winnipeg for several months.

Chris Wilson sent along these fine shots he took on May 4th in Marathon, Ontario. The first shows CANAC S13m 8700 pulling loaded box cars up the hill from the plant. The second shows CANX 8700 switching the final cars out of Pulp Storage and the third shows CP Train 111 rounds the curve at Heron Bay, ON.

<http://www.canadianrailwayobservations.com/2009/6/chris1.jpg>

<http://www.canadianrailwayobservations.com/2009/6/chris2.jpg>

<http://www.canadianrailwayobservations.com/2009/6/chris3.jpg>

Here is a video Chris submitted as well: <http://www.youtube.com/watch?v=161GBvBqcxA>

On the very last day of operations May 7th Chris caught the very last cars loaded with pulp billed out and required spotting on the CP. We first pulled 1 off the LCL and spotted on E2. Then ran down, grabbed five, and my camera and took a few shots. I drove the unit back down the hill and spotted her inside the barn for the final time. Here is Chris's shot outside the plant with the final five! Sobering, but historic nevertheless.

<http://www.canadianrailwayobservations.com/2009/6/8700.jpg>

Stored for almost two decades outside the Ogden Shop in Calgary, AB, CP RAIL-painted FM H16-44 8554 is rusting away. We certainly hope Mathew Hicks April 12th photo gets exposure in our forum, and is seen by somebody who has influence and who likes FM locomotives! <http://www.railpictures.net/viewphoto.php?id=279806&nseq=55>

CP Vignettes: These terrific images were taken in March 1967 by Kevin Day at the CP station at Dorval, QC (Mile 4.9 on the CP Vaudreuil Subdivision). They show the Dorval Operator hooping-up train orders to the CP crew on both ends of the 'Cornwall Swing', a local freight that operated from St-Luc Yard to Cornwall, Ontario and back. The short westbound train appears to be rolling through the station at a pretty good clip, but Kevin still managed to catch both the engineer's and the conductor's arm inside the hoops!

<http://www.canadianrailwayobservations.com/2009/6/dorval1.jpg>

<http://www.canadianrailwayobservations.com/2009/6/dorval2.jpg>

VIA RAIL and COMMUTER News

VIA RAIL: (By Terry Muirhead)

In Mid-May, following evaluation and testing VIA prototype F40PH-2d 6402 had returned to CADRAIL for more modifications. As some of these changes are major, the rebuilt locomotive may be the Lachine plant there for some time. It was seen in early May testing on CN close to Montreal in early May, and was photographed by Guy-Pascal Arcouette on May 2nd in St-Henri, QC. The unit is seen here returning to VIA's Montreal Maintenance Center with VIA 6439 behind. Guy's video shows the two VIA units eastbound on the south track overtaking the CN eastbound freight at the Ste-Ambroise Street crossing in St-Henri.

<http://www.canadianrailwayobservations.com/2009/6/6402.jpg>

<http://www.youtube.com/watch?v=CfAALa0yC0E>

At the May 4th press conference Industrial Rail Services proudly announced they were awarded the \$98.9 million contract to refurbish all the LRC cars currently assigned to the VIA corridor trains. The contract includes a complete rebuild, a newly designed interior, and repaint into the VIA Renaissance livery. They will overhaul the 98 VIA LRC cars over the next two years and should complete the final cars by 2011. The overhaul will not only renew them for up to 20 additional years service, and reduce their energy requirements by up to 20 per cent, making them more cost-effective and reducing their already-low environmental footprint. These photos were taken at the announcement with the Federal Minister of Transport, Jim Bradley, Rob Merrifield, VIA President and CEO Paul Côté, and Richard Carpenter, the President of Industrial Rail Services, Inc.

<http://www.canadianrailwayobservations.com/2009/6/part1.htm>

There were also discussions between VIA and Industrial Rail Services concerning the disposition of all the ex-VIA Budd cars currently stored at IRSI in New Brunswick, but we are

still collecting information about this. We have included these new photos of the "prototype" RDC 6202 which was completely rebuilt and upgraded with computer controls. <http://www.canadianrailwayobservations.com/2009/6/part2.htm>
www.industrialrail.ca

VIA Train #14 (The Ocean) was used to haul the first group of deadhead LRC coaches 3315, 3317, 3319, 3328, 3339, 3346, 3348, 3362 and club car 3601 to the IRSI shops for rebuild, and departed Montreal (MMC) in late April and when they arrived at Joffre, QC, the VIA lead unit (VIA 6400) of three F40PH-2's suffered a failure, and had to be removed from the consist. CN SD40-2W 5341 was to pinch-hit and added to the train as the lead unit, and then proceeded to Moncton, NB. On arrival at Moncton, CN 5341 was uncoupled and then used to remove the nine LRC cars from the train, and moved them to the IRSI facility. The VIA train continued to Halifax, Nova Scotia with the two VIA units.

Ron Visockis sent along these fine VIA images taken on April 27th near Belleville, ON: A splendid looking VIA F40PH-2 6416 speeding train #57 with five ex-AMTRAK and ex-UP cars; VIA P42DC 912-913 with doubled up VIA trains #56-42 with LRC rolling stock, and VIA CBC-Radio Canada liveried F40PH-2 6403 with train #60 and more former US cars. VIA cars 8130-8147 are ex-Amtrak, from various US Railroads.
<http://www.canadianrailwayobservations.com/2009/6/6403.jpg>
<http://www.canadianrailwayobservations.com/2009/6/6416.jpg>
<http://www.canadianrailwayobservations.com/2009/6/912.jpg>

VIA #1 The Canadian departing Toronto Union Station on May 9th

F40PH-2 6401 Mtrl Assigned Unit (Spider Man)
F40PH-2 6419 Mtrl Assigned Unit
F40PH-2 6445 Vcwr Assigned Unit
8606 Baggage
8117
8142 Ex Amtrak
8506 Skyline
8332 Laird Manor
8319 Dawson Manor
8338 Rogers Manor
8511 Skyline
8401 Acadian (Diner "A")
8342 Wolfe Manor
8313 Cabot Manor
8322 Drummond Manor
8207 Chateau Dollard
8221Chateau Radisson
8505 Skyline
8409 Fairholme (Diner "B")
8317 Cornwall Manor
8306 Bell Manor
8327 Fraser Manor
8717 Waterton Park
(3 Units, 20 Cars)

VIA #2 The Canadian departing Vancouver Pacific Central Station May 10th

F40PH-2 6424 Mtrl Assigned Unit
F40PH-2 6406 Mtrl Assigned Unit
8613 Baggage D/H
8612 Baggage
8129

8131 Ex Amtrak
8515 Skyline
8320 Douglas Manor
8339 Sherwood Manor
8325 Elgin Manor
8502 Skyline
8412 Kent (Diner "A")
8314 Cameron Manor
8331 Jarvis Manor
8330 Hunter Manor
8204 Chateau Cadillac
8212 Chateau Latour
8504 Skyline
8402 Alexandra (Diner "B")
8305 Bayfield Manor
8309 Brant Manor
8707 Kokanee Park
(2 Units, 21 Cars including D/H Baggage Car).

VIA #73 departing Toronto Union Station (heading West to Windsor, ON).

P42DC 900 Mtrl Assigned Unit
3474 LRC Club Car
3305 LRC Coach
3329 LRC Coach
3314 LRC Coach

Terry's images of VIA and GO train sets speeding through Sunnyside, ON, just west of Toronto on May 15th. <http://www.canadianrailwayobservations.com/2009/6/go.htm>

VIA Train 75 with the F40PH-2 6453 "Triclops" on the point, and VIA train 83 with the 6449.
<http://www.railpictures.net/viewphoto.php?id=284301>
<http://www.railpictures.net/viewphoto.php?id=284303> (Both links from Dons Froth)

VIA Vignette: On August 20th, 1985, Pierre Fournier photographed VIA FPA-4 6789 and FPB4 6864 at St-Leonard, Quebec with train #20 on the CN Drummondville Subdivision, approximately halfway between Montreal and Quebec City. This side profile view clearly shows the Alco heritage on these Montreal-Locomotive-Works built engines.
<http://www.railpictures.net/viewphoto.php?id=237242&nseq=13>

Toronto GO TRANSIT:

The five ex-GO TRANSIT 521, 522, 524, 529, 533, and 534 have now all arrived in Montreal and are bound for RB Recycling art CADRAIL. On May 25th the other three remaining in Toronto (retired GO F59PH 525, 527, 528), were moved to the east end of Willowbrook, Yard and have had their GO logos been painted out and TRE lettering in their place. At press time they had not yet moved to the USA. <http://www.trinityrailwayexpress.org/>

On April 25th Montreal railfans were puzzled to see CN Train M 37631 arriving in Montreal with CN 8863, CN 2550, CN 8845 and bright green and white GO TRANSIT [MP40PH-3C 606!](#) During April, this locomotive received repairs at a shop in Welland, Ontario and was to returning to Toronto and inadvertently went all the way to Taschereau Yard in Montreal. It was returned to Toronto and reported at Mimico Yard a few days later.

The Minister of Transportation Jim Bradley announced on May 14th that GO trains will be coming to Niagara Falls, Ontario. GO Transit will run seasonal weekend and holiday train

service to Niagara Falls, starting this summer. This service will offer four trips daily on weekends and holidays in each direction between Toronto and Niagara Falls, stopping at Port Credit, Oakville, Burlington, St. Catharines, and the Niagara Falls VIA station.
<http://www.stcatharinesstandard.ca/ArticleDisplay.aspx?e=1568392>

Toronto TTC: In what's described as the biggest municipal contract in Canadian history, the Toronto Transit Commission (TTC) has chosen Bombardier to supply 204 new streetcars at more than C\$1.2 billion. The procurement recommendation from the staff of the country's largest transit authority envisages spending C\$993 million for the streetcars, plus \$293.1 million for spare parts, options and other items, a total of C\$1.29 billion including taxes. Two transport companies were in the running to replace Toronto's aging streetcar fleet: the German-based Siemens put forward a base price of C\$1.53 billion -- 54 per cent more than Bombardier's C\$993 million. Montreal-headquartered Bombardier, has been constructing their very popular commuter cars at the Thunder Bay plant for many years. The TTC purchased 248 streetcars in the 1970s and 1980s, the last of which are expected to be retired in 2018. The new LRVs will have low-floors and have air conditioning, and be able to carry almost twice as many people as the existing TTC streetcars.

Montreal AMT Commuter:

On May 1st AMT F40PH s 270 and 293 had arrived in CN-Taschereau Yard from Toronto-Mac Yard. They are painted in the Agence Metropolitaine de Transport (Amtrak-like) livery, and are leased from Rail World. However these elusive locomotives have not been seen since arriving in Montreal.

Jody Moore's "Green" Locomotive Roundup:

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

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

COAST ENGINE & EQUIPMENT CO.:

Nestled in amongst the news of layoffs at the Port of Tacoma and downturns in business for the Port, Boeing and other major Pacific Northwest employers came the announcement that CEECo was laying off a portion of its work force and beginning a 60 day shutdown plan. The company made the announcement on May 5th, citing a dramatic downturn in profits for the first four months of the year.

"Our employees are the best in the business, but, at this point with the economy, we just can't find enough work to have the business be profitable," CEECO President Dave Swanson told the Tacoma News-Tribune.

Swanson said CEECo plans to complete its shutdown on July 3, 2009. A total of 30 employees were laid off when the announcement was made. This announcement brings CEECo's CERES repower program – once anticipated to include several demonstrators as well as a complete fleet repower for the WHITE PASS and YUKON RAILWAY – to a premature close.

http://blogs.thenewstribune.com/business/2009/05/05/coast_engine_and_equipment_co_will

[close](#) has the full text of the article.

Speaking of the WHITE PASS & YUKON, the first of their repowered ALCo locomotives was sighted outside the plant recently. The 50 year-old narrow gauge units, WP&Y 90 and 98, are being rebuilt using Cummins low emissions diesel engines. They are expected to be delivered before CEECo shuts down.

<http://www.railpictures.net/viewphoto.php?id=283742&nseq=0> for a photo of WP&Y 98 by Steve Carter.

ELECTROMOTIVE, INC.:

Some additional details have emerged on the ECO repower order for KANSAS CITY SOUTHERN de MEXICO. The portion of the order contracted to MotivePower in Boise, ID includes 5 GPTEB-C slugs, KCSM 400-404, 5 GP22ECO-M mothers, KCSM 2400-2404 and 5 GP22ECO stand alone units, to be KCSM 2500-2504. As previously disclosed, Metro East Industries in St. Louis, MO will soon be releasing SD22ECO's KCSM 2650-2651.

Mark Herren caught the KCSM 2501-2503 and another unit at MPI and posted this photo:

<http://www.flickr.com/photos/56549799@N00/3552446976/sizes/o/in/photostream/>

FUELCELL PROPULSION INSTITUTE:

Prototype hydrogen hybrid locomotive BNSF 1205 appears to be complete, and was spotted at MidAmerica Car in Kansas City, MO in late April. The unit – formerly CANADIAN PACIFIC Railpower GG20B CP 1704 - was shipped there for paint after spending over a year being modified in BNSF's Topeka, KS shops. According to the FCPI website, “the 127 tonne fuelcell-hybrid switcher will be derived from the Green Goat, a commercially available diesel-battery hybrid switcher with a 200-kW diesel prime mover, by replacing its diesel-generator with a 250-kW fuelcell powerplant based on the powerplant of the Citaro fuelcell transit bus.”

The unit is expected to demonstrate as a switching locomotive in the Los Angeles Basin, as well as perform as a stand-alone grid-connected power plant at Hill Air Force Base in Utah. The locomotive is a joint program between BNSF, FCPI, the United States Department of Defense, US Department of Energy, and several smaller vendors. Railpower provided the locomotive platform, which was originally constructed for CP in Calgary, AB in 2007. The unit is former GMD GP9u CP 1544. <http://www.trainweb.org/greengoats/bnsf/1205.html> has photos of the completed, unpainted unit, as well as roster details.

MOTIVEPOWER:

MPEX 244 tested on the BELT RAILWAY OF CHICAGO in back in April. After testing was completed, the unit was expected to demonstrate for the INDIANA HARBOR BELT and then move to the ADM plant in Decatur, IL.

NATIONAL RAILWAY EQUIPMENT:

CALIFORNIA NORTHERN's first 3GS21B-DE, CFNR 501, was noted shipping west from Dixmoor on May 4. This is the first of a five unit order by RailAmerica for its American Canyon, California-based shortline.

Further details have been discovered on the delivery of NOVA CHEMICALS' new 3GS21B genset from NRE in Paducah, KY. NCLX 9120 was handed over to the Canadian National shortly before midnight on Nov. 18 2008. It had been released by NRE earlier in the day. The unit was shipped up to NovaChem's plant in Joffre, Alberta.

PROGRESS RAIL SERVICES:

In a May 21 press release, UNION PACIFIC and PROGRESS RAIL SERVICES announced their intent to launch initial operation of an ultra clean diesel SD40-2 locomotive equipped for intermediate line haul service. The customer evaluation unit PRLX 3002, equipped with state-of-the-art after-treatment, will begin operating between San Antonio and Fort Worth, Tex., in late May.

The companies said the Progress Rail PR30C-LoNOx locomotive has been re-powered with a single 3,005 horsepower, low-emission, Caterpillar clean-diesel engine. It meets EPA's Tier 2 standards and is retrofitted with an advanced emission control technology. That technology routes the exhaust through a diesel oxidation catalyst prior to entering the selective catalytic reduction (SCR) chamber, where oxides of nitrogen (NOx) emissions are reduced by more than 90% from the original 1970s vintage engine. The full text of the press release can be found on Railway Age's news line:

<http://www.railwayage.com/content/view/873/217/>

PR22B genset demonstrator PRLX 2005 has been returned by RJ Corman. The unit tested alongside Railpower RP20BD RPRX 5407 prior to RJC's purchase of Railpower's assets. The demonstrator was noted in Paducah, KY on May 26. It's destination wasn't known.

RAILPOWER TECHNOLOGIES:

In a surprise announcement on May 1, 2009, Railpower disclosed that it had reached an agreement with RJ CORMAN RAILROAD GROUP LLC to sell the majority of its assets, excluding the unfinished plant and property in St-Jean-sur-Richelieu Québec, cash on hand, and two RP20BD road switchers. Purchase price (though its unclear as to whether this is in US or Canadian funds) is disclosed as \$5.1 million in court paperwork filed with the Quebec Superior Court and obtained by the Roundup editor. The sale is expected to provide little to no value for Railpower's shareholders.

Court documents reveal that the announcement was the culmination of a bidding competition between several parties, including RJC, Progress Rail Services, the Modesto & Empire Traction Railroad, American Hybrid Locomotive Technologies, and others. The primary bidders were RJC and Progress. Ultimately, the RJC offer was favored because of "the potential result of maintaining two railway models in the market (where the Final Progress Offer would result in potentially only one locomotive being maintained in the market) for the benefit of Railpower's current clients such as Union Pacific, Canadian Pacific and CN."

In addition, the plan would authorize the sale of two partially complete RP20BD road switchers to the Norfolk Southern Railroad. The units in question, NITX 1706 and 1707, were rebuilt by NS's Thoroughbred Mechanical Services. They have been held in Altoona after TMS placed a mechanic's lien against them for an outstanding debt of an estimated \$1.9 million. The units were to be leased to Virginia International Terminals, which has already paid Railpower \$750,000 for the least of the units. Under the terms of an agreement between Railpower, NS and VIT, the units will be sold to NS for \$500,000, and both NS and VIT will release any potential claims against Railpower. The final disposition of these two locomotives isn't known.

The sale price does address another lien held against the company by American Motive Power in Dansville, NY. That company is holding Union Pacific RP20CD UPY 895 for an estimated debt of \$241,000 CDN owed. RJC will acquire the rights to that locomotive, and presumably complete the transaction with AMP and UP. Two additional GG20B locomotives, UPY 2307 and 2308, have been at CAD Rail in a complete condition since February. It was not stated in the court paperwork whether or not any liens had been placed against these two locomotives or any other Canadian assets of the company. The paperwork only addressed Railpower's US assets.

At the time that the initial announcement was made, plans were to re-sell certain portions of Railpower's business, specifically its hybrid gantry crane division, along with licenses to hybrid technology and intellectual property, to a group of Railpower managers. That agreement was terminated on May 11, 2009.

The agreement allowed Railpower's \$13 million cash on hand and on deposit to be disbursed to its creditors. \$12 million was to be handed over to the Ontario Teacher's Pension Plan, Railpower's primary shareholder, which as invested approximately \$55 million in the company over the past two years. The additional \$1 million was to be disbursed to Railpower's primary creditors having a claim prior to OTTP's.

The sale of the company to RJC still requires the approval of the courts in Canada and the United States before it can be finalized.

RAILSERVE

RAILSERVE has released more details of their LEAF repower program, which was noted as a part of former GG10B Green Goat RSSX 106 last month. According to a recent press release, LEAF stands for Lower Emissions And Fuel.

The Railservice LEAF Locomotive uses a single Detroit Diesel DX370M 550 hp Gen Set to minimize fuel usage and significantly reduce emissions while maintaining the performance of a traditional switching locomotive. The LEAF™ was created specifically for industrial in-plant and commercial yard switching applications. It maximizes tractive effort at speeds less than 10MPH.

According to Railservice literature, the LEAF locomotives reduce NOx emissions and particulate matter 76% and use an EPA Tier III Engine which meets the 2015 EPA emissions standards. They also reduce fuel consumption 45-60% over a conventional locomotive.

In addition to the 106, at least one other locomotive, RSSX 1220 (an EMD SW-type

locomotive) appears to have been rebuilt as well. No word on whether or not the other hybrids in the Railserve fleet will be repowered. Full details from Railserve are available on their website: <http://railserveinc.com/LEAF.html>

UNITED STATES ARMY:

USAX 6000 was spotted moving east on BNSF rails in early May 2009. The unit was noted trailing the power of the H-PASBAR at Wocus, Oregon near Klamath Falls on May 14, 2009. The unit is the first GG20B Green Goat built for the United States Army, and the eighth production GG20B built by Railpower overall. It has been stationed at Fort Lewis, WA since its construction. As reported in last month's Roundup, the unit is expected to move to Hill AFB in Utah for rebuild, possibly as a genset locomotive. No further details of that rebuild are available at this time.

Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Ernst & Young Inc., Railway Age, Sean Graham-White, Mark Herren, Mark Mautner, Tacoma News-Tribune, Steve Carter, Railserve, Inc., Mark R, Lance Gleich, Karl Sollmann, Steven Welch, Loconotes Yahoo Group, John Eathery.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during April 2009:

Although no deliveries of new power took place during April, there was production activity for current customers. All of the current order 20088019 for Broken Hill Propriety (BHP) (4347-4355) were seen in paint. Many were bagged in preparation for shipment in early May. In addition to 77045 to 77048, additional Euro Cargo Rail units in order 20068864 (77040 to 77060) have been spotted in paint. *Today's Railways (Europe)* reported the first ECR 77000s (77002, 77003, 77004 & 77017) arrived at various ECR depots for staff familiarization. Although ECR is an English Welsh & Scottish Railway subsidiary, *The Railway Magazine* has reported the company will keep its name for the present, even though EWS will be reliveried to DB Schenker (UK). The first of the London-built JT42CWR, EWS 66152, was repainted red grey and yellow and relettered in February 2009. Also spotted in white and red paint were JT42CWRMs in order 20078941 for Veolia Transport, 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 remained stored north of Oxford Street, opposite the plant.

Work continues on some of the 11 KCS GP40-3 (2810, 2818, 2820, 2824, 2840, 2842, 2843, 2852, 3151) & TFM SDP40 (1319 & 1320) to be rebuilt into GP/SD22ECO with 2200hp (200 for appliances) Tier 2, 8 cylinder 710 engines & related upgrades

On April 7 the contract (2008067) for 25 SD70ACes for Saudi Arabia was officially announced. Pertinent information in the release is below. "Electro-Motive Diesel, Inc. (EMD) today announced it has signed the contract with the Public Investment Fund Ministry of Finance to manufacture a quantity of 25 SD70ACS heavy haul AC diesel electric locomotives for Saudi Railway Company (SAR). These units are specifically designated for used on the North - South line. They will carry minerals on over 1482 km of newly constructed track, and are capable of dealing with some of the harshest desert environments including a 300 km across the Nofud desert. (They will have) an EMD IGBT AC drive system. This locomotive also features a pulse filtration system and movable sand plows on the pilot and trucks that makes the SD70ACS the ideal locomotive for the extreme desert environment of Saudi Arabia. These units are equipped with the EMD 710-T1 fuel-efficient diesel engine and the EM2000 microprocessor locomotive control system, as well as the ERTMS/ETCS train control equipment. The units are also equipped with FIRETM display system. Crew comfort features that are being built into the locomotive are an isolated cab to reduce noise and vibration, air conditioning, as well as other features to make the locomotive a better and safer environment for the crew. The Saudi Railway Company (SAR) was established in 2006 to build, operate, and manage the north-south railway project. SAR is wholly owned by the Public Investment Fund (PIF) of the Ministry of Finance. The overall objective of PIF/SAR is to ensure timely implementation of operating North-South Railway to carry Ma'aden's mineral traffic in an economical fashion from mines at Al Jalamid and Az Zabirah to industrial facilities in RasAzZawr. In addition, it is planned to operate passenger and general freight between Riyadh and Al Haditha on the Jordanian Border. Delivery of the locomotives is scheduled to begin during the 2nd Quarter of 2010." (More to be found on railwaygazette.com for location, special desert track and a Chinese company (using Chinese locos) to build the railway).

The current edition of *Today's Railways - Europe*, says the first "in service" operation of 77's was during April 2009, although they do not say exactly where and when. There is a photo showing a Class 77 on a stone train, at Vimy on the way to Rouen, dated April 7th, 2009. The 77 was coupled ahead of one of the "ex-English" 66's. (Froth)

In early May, five EMD SD70ACe/LC locomotives (all covered with tarps) were ready for loading aboard the ship Jumbo Vision for shipment to Australia. The locomotives are destined to the BHP Billiton Iron Ore Railway which operates from Port Hedland to Newman in north west Australia. This 426-kilometre railway is said to operate the longest and heaviest trains in world. This link provides a photo and specs on the model:
http://www.downereditrail.com.au/Uploads/Documents/SD70ACeLC%20Standard%20Gauge_20080221031223.pdf

SHORT LINES, REGIONALS & INDUSTRIALS

The three B23-7s from National Railway Equipment began moving on May 6th from East Moline, IL on the ICE and are for the new Canadian shortline the Great Sandhills Railway (GSR). Likely due to a slight miscommunication at NRE, only the 4221 has the correct NREX reporting marks, the other two 4227 and 4253 have NRLX reporting marks. The units arrived at St. Paul, MN on May 8th and moved north to Canada on SOO train 295. As of May 11th, the GSR was using CP GP38-2's 3080 and 3134, but will be returned shortly as they are due for inspection at Moose Jaw. On May 11th NRLX 4227 went through the Canadian border and the other two passed through soon after. Jeff Simpson sent along these first pictures of NREX 4227 & 4221 as leaders on May 15th venturing out to the Burstall Sub after work to shoot them operating on the Spectra Turn. They led Train 502-15 out to the gas plants. The CP units were isolated on the train for protection power, and then we were able to operate the train with just one NRE unit cut in each way. NREX 4253 should be lifted today at Swift Current, however we will be keeping the CP power a little bit longer until we have all the bugs worked out on the 3 new units. (Jeff Simpson)
<http://www.canadianrailwayobservations.com/2009/6/nrex.htm>

Reacting to the major decrease in business on this RailAmerica-owned shortline, in late April the Ottawa Valley Railway (OVR) was forced to lay-off approximately 30 employees. The decline in business resulted from the recent decision by Canadian Pacific Railway to reroute its freight trains from the OVR to its own system between Sudbury and Montreal. OVR operated the trains from one end of the OVR line to the other. The rerouted trains had accounted for about 85 percent of OVR's overall traffic. The reroute may last for some time. The positions affected were in OVR's transportation department and included train dispatchers, locomotive engineers and conductors. OVR is acting in accordance with the provisions of the Canadian Labour Code and applicable collective bargaining agreements and is a short-line that operates 340 miles of track between Coniston and Smith Falls, Ontario, with CP interchanges at Sudbury and Smith Falls. Shipments for Tembec, a large paper company and other local businesses represent the remaining 15 percent of OVR's business. With CP traffic, OVR was moving almost 60,000 carloads per year, including intermodal, forest products and chemicals.

Much thanks to Peter Cox for sharing this rare and valuable historic photo from June 25th 1963 of brand new Pacific Great Eastern (PGE) RS18 598. This unit was later renumbered to the BC RAIL 612. The Alco appears almost complete and was photographed inside the Montreal Locomotive Works plant. A Toronto subway car (TTC 5302) sits on the next track to the left. <http://www.canadianrailwayobservations.com/2009/6/pge.htm>

On May 7th CP Train 233 (Montreal-Toronto) was photographed by Bob Heathorn at the crew change point at Smiths Falls, Ontario with Huron Central (HCRY) GP40M 3802 and Slug 802. Marc Chouinard clicked them in the Quebec-Gatineau (QGRY) yard in Boisbriand, Quebec a couple of days earlier, and had been assigned to the QGRY for 6-months. The HCRY units were removed from the train at Smiths Falls and the next day they were enroute to Toronto. By May 10th they were noted westbound CP freight at Mactier, bound for Sudbury, Ontario and interchange to HCRY.

<http://www.canadianrailwayobservations.com/2009/6/233.jpg>

http://www.myrailfan.com/collection/QG/QG_3802/img.aspx?ID=.\QG_3105\QG_3105_BOISBRIAND_1.jpg

Don McQueen took advantage on May 17th of a rare opportunity to record this fine shot at Vidal Street Industrial Park Inc.'s SW1200 VIPX 1511. It was built as a GTW SW1200, and the

unit worked on the GTW and CVR before being sold to Arkansas Eastman. It immigrated to Sarnia, Ontario in 2008. <http://www.canadianrailwayobservations.com/2009/6/1511.jpg>

In May, Louis Letourneau caught Ciment St-Laurent (now called Holcim Ltd) Alco S-11 #1959, (former CP 6622), at Joliette, QC. This cement company is now owned by Holcim Ltd.

<http://www.canadianrailwayobservations.com/2009/6/dsc09040.jpg>

<http://www.cprdieselroster.com/Roster%20Archive/CP%206600A/CP%206622.htm>

<http://www.cprdieselroster.com/Roster%20Archive/CP%206600A/Ciment%20St.%20Laurent%20Z100-1.jpg>

On May 4th, Bob Heathorn caught another one of the Bombardier-built Northstar coaches built at Thunder Bay. Commuter coach #709 is seen rolling through Smiths Falls, Ontario on and eastbound CP freight bound for Montreal. This car is one of several being sent to the Bombardier plant in Plattsburgh, NY for completion. Bombardier's Heather Fear explained that as this is a US order, there must be a certain percentage of US content. The commuter cars are constructed at their plant in Thunder Bay, and then forwarded to their plant in Plattsburgh, NY for completion of the car interiors (electricals, seats, carpeting, etc). Northstar Commuter Rail is a new Minneapolis, Minnesota-based commuter railroad to start operation in late-2009 using its own track and running rights on BNSF.

<http://www.canadianrailwayobservations.com/2009/6/ns.jpg>

North Bay Road Trip: (Report by Tim Mayhew). Hearing news the CP operations on the Chalk River line would cease in May 2009, Tim Mayhew with fellow railfan Alex Collins set out from Ottawa, Ontario on April 19th to record some of the last trains. After a pit stop to get batteries for the cameras and Tim Horton's coffee, we headed up Highway 29 North. We had heard that 108 was coming east and pulled into Chalk River to see a high rail truck got off the rail and clear 108 CP 108 with 8545. On the rear was CP 9663.

Photo #1, #2, #3: CP 108 passing the M-O-W shed at Chalk River, these were to be the last photos I would get at Chalk River of any train. The last time I was in Chalk River was July 26th 2006 when I caught CP train 220 with CN 2541, CEFX 1045, and CP 5949 (CP had three CN units repaying horsepower hours at that time).

Photo #4: At North Bay, the OVR Yard Office granted us permission to take some photos and as long as we followed their safety regulations and visitor protocol. The photo shows RLK FP7u 2002, (ex-ONR 2002 nee-1521) sitting across from the OVR office. The retired F-unit may go to a display just west of where it sits now.

Photo #5 and #6: It is good to see GP35's still around in 2009! RLK GP35 5006 (ex-CP 5006) was to be the yard engine on this day, unfortunately the unit was having loading problems, so the yard crew utilized another unit, RLK SD18R 1800, (a former CNW SD24).

Photo #7: RLK SD18R 1800 east of the yard office switching out some cars.

Photo #8: CP train 107 with CP 9706, 8580 arriving North Bay.

<http://www.canadianrailwayobservations.com/2009/6/nb.htm>

After 107 departed the yard, we went up to the ONR station to see 697-698 and then started back to Ottawa. We were to learn later that Train 107 on Wednesday out of Smiths Falls, Ontario was to be the last CP train north, so we are very glad we got to witness these trains on the Chalk River Sub before traffic ceased.

In early May, Mark Perry noted Hudson Bay Railway (HBRY) GP40-2LW 3003 going north/west to Canora SK on #853 Dead-in-tow). Then a few days later, Clayton Chaloner caught CN train 852 at Grandview, SK with 46 cars heading in the opposite direction back eastbound on the Prairie North Line (Togo Sub), with HBRY GP40-2LW 3003 which was still DIT, behind the CN power. It was enroute to Winnipeg, likely for repairs. On May 21st Mark

photographed (Dead-in-Transit) Hudson Bay Railway/Central Kansas Railway GP20 2506 sitting on the shop track in Canora, SK. The unit is destined for the HBRY,Y at The Pas. The unit was previously working on the Okanogan Valley Railway in BC and is now going to be used on the HBR for the second time. Mark believes this may be the only operational GP20 left in Canada. <http://www.canadianrailwayobservations.com/2009/6/2506.jpg>

On May 12th, W.D. Shaw clicked (BCRY's) CCGX GP9 1001 "Spirit of Collingwood" dropping a tank car at the Canadian Mist Distillery and pulled clear while it was being filled - or emptied. The crew has taken a break while a distillery worker tends to the tanker. <http://www.railpictures.net/viewphoto.php?id=283949>

EVRAZ #11 former CP SW900m 6195 has an interesting history. When new from GMD this CP SW900 was numbered 6716 and was one of 11 on the CP. It was later rebuilt and renumbered CP SW900m 6195 and used in Calgary in 1991 as the Ogden Shop remote control switcher when it received the odd yellow paint job. It was also sent east to Montreal during the mid-1990's and moved inside the roundhouse at the St-Luc Diesel Shop for some minor modification work, before returning west.

<http://www.mountainrailway.com/Roster%20Archive/CP%206100/CP%206195.htm>

In 2002 it was retired and in 2003 sold to Railside Locomotive Services in Winnipeg, MB. According to the Canadian Trackage Guide, it worked at the former Dominion Bridge complex, yet the company address traces back to Oakbank, MB – perhaps the unit was an elevator switcher there? Either way he was sold to IPSCO in 2006, with the color having turned orange by this point. As you can see, last year the unit still looked stock CP, with the “CP Rail” decal near the cab steps patched out and other minor differences, beacons were moved to the side of the roof vs. the center for instance. Now wearing the IPSCO livery, complete with blue beacons. Fellow SW900, former CP 6714, has been working for IPSCO as their #6 for two decades now and looks very similar. CP retired this switcher series by 1995, although one unit is still technically on roster, leased out to ALSTOM. Note the coupler on the left, the hopper is resting on its side next to derelict CN cabooses 10 feet to the right of the photo. (Roman Litarchuk) <http://tinyurl.com/6c6c7t>

WARNING! EVRAZ #11 is an ugly locomotive! <http://tinyurl.com/qrbvrm>

Ex-CPR 4-6-4 Royal Hudson #2860

On May 2nd, 2009 Canadian steam fans were treated to very special excursion runs with former CPR 4-6-4 "Royal Hudson" #2860. ALCO first designed the "Hudson" which was so successful it was mass produced. Canadian Pacific Railways H. B. Bowen was the Chief of Motive Power Canadian Pacific between 1928-1949, and heavily influenced the design of the Hudson-class CPR provided to Montreal Locomotive Works who built 10 of the H1-class in 1929. They were so successful another 10 were built in 1930. With the depression over, another 30 were built in 1937 that we modernized. It is of the last group that CPR Royal Hudson #2860 was born ... A modern updated version of the non streamlined CPR Hudson (like CPR #2816).

Don Evans, the President and CEO of the West Coast Railway Association submitted this report: <http://cro-download.myrailfan.com/CRO/2009/6/RHS.pdf>

Not surprisingly, this locomotive is adored world-wide and we had several submissions from our readers. This first group was submitted by Mark Forseille:

Photos [691](#) and [692](#): A birds eye view taken from the top level of the parkade, we caught Royal Hudson #2860, CP FP7A 4069 and it's train arriving from the SRY shops to the New Westminster Quay to pick up the excursion passengers.

Photo [699](#): the sun poked out of the clouds long enough to get a couple photos from ground level. CPR Mechanical Engineer H.B. Bowen certainly designed a beautiful machine

Photo [706](#) The train crossing Scott Road near 90th Ave in Surrey, BC

Photo [719](#); As the train was faster than we had calculated, we got to the crossing on Highway #10 as did the train. We jumped out of the van and took a couple of quick photos as the train went through the crossing.

Photo [755](#): The crew was moving the power at Cloverdale so they could push the train down the old main to let off the passengers for lunch. Being a cooler day, the steam was more easily visible. We decided not to chase her back the train was led by SRY's (MRL) GP9 124 ahead of CP 4069 and #2860 facing backwards on the return run to New Westminster, BC.

Alex J. Shewan, who is an employee with the Southern Railway of British Columbia (SRY), provided CRO with these terrific shots of the #2860 excursion:

[6731](#) The first shots shows the Royal Hudson set to depart Squamish for the Southbound run.

[6744](#) Cruising into Britannia as viewed from the old Highway 99 alignment with the orange bridge visible.

[6770](#) Blasting out of the Horseshoe Bay tunnel.

[6796](#) Coming upgrade out of the North Vancouver tunnel under downtown North Van.

[6800](#) Travelling through Lynn Creek yard passing a matched set of BC Rail transfer power.

[6807](#) Passing the BNSF New West depot at control point Braid.

[6831](#) Backing around the loop at Thornton Yard.

[6845](#) Steaming towards the Fraser River Bridge passing CN "Gyproc".

CANADIAN RAILWAY HISTORY

Cor van Steenis was rifling through some of his older photographs and sent along these taken on a family outing to the Alberta Prairie Railroad 15 years ago. In the early 1990's, the Alberta Prairie Railway began running passenger excursions from Stettler, AB., to Meeting Creek, Castor and Big Valley. Their locomotives included former Mississippian RR 2- 8-0 Consolidation #77, ex-CNR SW1200RS #1259 and when available, and former CNR Mountain 4-8-2 Bullet Nose Betty #6060 (which is owned by the Rocky Mountain Rail Society). A former CNR caboose, auxiliary water tank car (for the Consolidation), and a number of passenger cars painted in the 1950's CNR green, black and gold scheme rounded out their equipment roster. Today, the APR train operates only between Stettler and Big Valley, Alberta on the former Central Western Railway Stettler Subdivision (ex-CNR, nee-CNoR line) with former Canadian Northern, Canadian National and Canadian Pacific heavy wieght passenger cars. <http://www.canadianrailwayobservations.com/2009/6/val.htm>

The Alberta Prairie Railway (APR, reporting marks APXX) has recently acquired GP9 7438 formerly owned by the Central Western Railway (a shortline that operated in central Alberta until 2006, when it was reacquired by CN) and has repainted it in an Alberta Prairie scheme that is very similar to the old CWR black and yellow scheme. It was built in 1957 by GMD as Penn Central 7438 nee-New York Central 6038. It is seen here in its new paint job at the

shop in Stettler, AB., ready to commence operations this summer on the passenger excursions run by APR from Stettler to Big Valley, AB. (Cor van Steenis).

<http://www.canadianrailwayobservations.com/2009/6/7438.jpg>

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

Could it be the END OF DAYS for the FL9?

Well, it may very well be if we are referring to the Connecticut Dept. of Transportation (CDOT) fleet of vintage EMD locomotives originally designed and built in the 1950's.

The New York, New Haven and Hartford Railroad (reporting marks NH or NYNH&H) approached EMD with a concept to build a dual mode Diesel-Electric locomotive (powered by either the main diesel engine or by 3rd rail pick up).



[\(Click to download the PDF\)](#)

EMD designed the FL9 locomotive on an already proven platform – the F7 and FP7. However, a few major design changes were in order. The carbody length was extended to accommodate an extra control cabinet, the steam generator and a water tank. With the increased body length and increased weight, the FL9 called for use of a 3-axle rear truck and 2-axles up front. Third rail shoebeams were also affixed to both front and rear trucks. These units were first delivered to the NH for one purpose only; to get trains into and out of Grand Central Terminal in New York City, while meeting the strict New York State mandate that no trains are allowed to operate in DIESEL MODE in the Park Avenue tunnel. If you follow EMD covered wagons used in passenger service, then surely you know of these six CDOT units: 2011, 2014, 2016, 2024, 2026 & 2027

Then in May 2009, the last remaining FL9 locos (classed FL9M by CDOT) out of ten that were overhauled in the early 1980s, were placed into storage. The units are owned by CDOT and were maintained by Metro-North Railroad at Harmon Shop, Croton-On-Hudson, NY. The other four CDOT units; 2002, 2006, 2019 & 2023 can be found at various rail museums. (Incidentally, the choice of paint colors selected by CDOT was based on the efforts and vision of one man; the late Joe Trifino who wanted to use the original McGinnis-era paint scheme). Over the last 25 years, these venerable machines have hauled customer-carrying trains to and from many of the same station stops that they had served nearly 50+ years ago!

All six have had their stacks covered over and are considered “moth-balled” at this time. Presently they are collecting dust outside of Harmon Shop. For now, this ends a very long career for the FL9s, some of which are 53 years old. The ultimate fate of these EMD FL9 rail

giants is not yet known. Word on the ground is that they will be stored here at Harmon Shops until the summer 2009. At that time they will be moved to New Haven to bask in the Connecticut sun.

As of mid-May 2009, one can peer down into the Harmon Yards from the Croton Point Avenue Bridge above, and see a long line of Patrick B. McGinnis (New Haven) colored locomotives, giving off a lively glow as their bright colors contrast with the gray ballast below the rails. Farewell my friends, you've done a great job plying the rails of the Northeast and serving the needs of so many passengers over the years.

Wayne Koch – Mechanical Department
Metro-North Railroad
New York

For reference:

CDOT 2011 – nee NH 2038

CDOT 2014 – nee NH 2041

CDOT 2016 – nee NH 2044

CDOT 2024 – nee NH 2058

CDOT 2026 – nee NH 2007

CDOT 2027 – nee NH 2015

*Source – “Diesels to Park Avenue - The FL-9 Story” by LaMay/Snopek

Mike Zolitch submitted these immaculate RDG GP35m s! Both were repainted in the very attractive Reading Bee-Line Service-livery this past winter, and have a Canadian connection as they are former Quebec Southern 503 and 506! This is the southbound KH27, running on NS trackage rights over the Buffalo Line, just outside of Lock Haven Yard, in Lock Haven, PA, on May 19th, 2009. <http://www.canadianrailwayobservations.com/2009/6/lv.jpg>

These shots from John Soehner are for you Alco and MLW lovers! In late-April John visited Coshocton just north of Bath, N.Y. to check out the Bath and Hammondsport operations. He missed the Alco's that were out working on the line, but caught these Alco's in the shop area. It's nice to see the ex-Cartier Big M's once again!
<http://www.canadianrailwayobservations.com/2009/6/alco.htm>

D&H - The Bridge Line: Following the D&H main line as it runs southbound from Mohawk to Binghamton, NY at best is rather difficult with the backlit morning sun. Witness here this view of D&H U23B's 2304, 2307, 2301 and GP39-2 7617 on the grade almost a stone's throw from the old SW Cabin at Nineveh Jct., NY. The shadow and the glare make this a tough shot, but in the end it proves to be a classic old view, taken on a bright but very chilly March 16, 1980. (Courtesy Arnold Mooney) <http://www.canadianrailwayobservations.com/2009/6/dh.jpg>

Letters:

Hi Bill,

Thanks for the quick reply to my request. I am looking for photos of the Jasper-Prince Rupert passenger train fondly known as the Rupert Rocket powered with CN F-units taken in the late 60s and early 70s. Thank you for any assistance. The Rupert Rocket was the local railfan's nickname for CNR passenger trains nos. 9 and 10 running from Jasper to Prince Rupert and known today as VIAs Skeena. I would be happy with scanned images from your readers, but for an outstanding image of this train I would be happy to pay for shipping etc. Your CRO readers may contact me at my e-mail address athapap@shaw.ca

Bruce Redman
2911 33rd Ave. S.
Lethbridge, Alta.

Giveaway!

In collaboration with MYRAILFAN, we are giving away a mint condition CP RAIL cap, which had been safely stored for some time! Don't miss this chance to get this rare collectible cap! Please visit our [contest page](#) to participate!

GOOD LUCK !

(If you are interested, Marc has about 40 CP caps for sale. [You can contact him directly.](#))



The Last Word:

With the longer and warmer days here at last, Canadian railfans are out of hibernation and trackside at their favourite spots once again. Already the amount of photos CRO receives each week is increasing exponentially. Unfortunately, this recession has made a big impact on our favourite pastime, and freight traffic is way down. Perhaps this is why the photos we are receiving through our readers seem exceptionally good. Could it be with fewer trains to photograph, railfans are putting more effort and preparation into framing then capturing the moment. I am very fortunate to have some railway property access privileges that I have earned through respect, trust, professionalism, and adhering to, and following safety regulations. During these times of less trains moving, at least I can record roster shots! Believe me I do appreciate the chance to savour the intoxicating moments of

studying a locomotive up close and personal, and now enjoy a moving train more than ever! I sincerely wish all of you have safe and enjoyable summer – Will.

The Elgin County Railway Museum: Railway Nostalgia Weekend & Canada Southern Hobby Show is on June 6th - 7th ... See this link for more details: www.ecrm5700.org

THANK YOU:

Guy-Pascal Arcouette, Jim Brown, Guilio Capuano, Clayton Chaloner, Bruce Chapman, Marc Chouinard, Peter Cox, Patrick DeLarue, Corwin Doeksen, Don Evans (WCRA), Heather Fear, Mark Forseille, Pierre Fournier, Sean Graham-White, Jean-Guy Hamel, Bob Heathorn, Mathew Hicks, Gary Knapp, Wayne Koch (Metro-North), Steve Koenig (Railpace), Craig Konopski, Ken Lanovich, Louis Letourneau, Roman Litarchuk, Tim Mayhew, Jim McPherson, Don McQueen (Froth), Bruce Mercer, Gerry Miller, Jeremy Mobile (WCRA), Jody Moore, Arnold Mooney, Glen Mounk, Terry Muirhead, Jason Noe (Railpace), Mark Perry, Donna Peters, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read “GR17f”, Earl Roberts (Branchline), A.J. Shewan, Dave Schauer, W.D. Shaw, Cor van Steenis, Bret Stringer, Jean-François Turcotte, Wilco van Schoonhoven, Ron Visockis, Chris Wilson, Dave Young, Joe Zika, Mike Zolitch (Railpace), BLHS, The Canadian Tracksides Guide and to John, Tony, Denis, Richard, and Mohammed at the CP St-Luc Diesel Shop!

Submitting photos to CRO? We encourage our readers to forward pertinent news photos or historical material for our “Vignettes” series. We prefer if you upload your pictures to one of the many photo hosting websites and then send the photo as a “hyper-link”. Please include the train #, date, location, etc, and send to 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.

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