

CANADIAN RAILWAY OBSERVATIONS

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NOTICE TO OUR READERS:

CRO is currently seeking a volunteer French - English translator to assist our Co-Editor Samuel Thibodeau about 5 hours per month with OFC ... (the French version of CRO). If interested, please contact: elbodo@yahoo.com for more information.

AVIS À TOUS LES LECTEURS:

CRO est présentement à la recherche d'un traducteur bénévole pour assister Samuel Thibodeau (co-éditeur responsable de OFC, la version française de CRO). Cette personne bilingue doit être disponible pour travailler environ 5 heures par mois. Le travail s'effectue à domicile via Internet. Contactez elbodo@yahoo.com pour de plus amples renseignements.

CANADIAN NATIONAL

CN Locomotives retired since last issue:

CN SD50F's 5407, 5417, 5424, and 5450, on May 13th

CN SD50F 5437 on May 15th

DMIR SD38 205 on May 23rd

CN SD50F's 5405, 5443, 5454 on May 25th

CN SD50F's 5440, 5445, 5458 on May 28th

DMIR SD38 201 on May 29th

CN SD50F's 5439 and 5451 on June 17th

DMIR SD9m 316 on June 17th.

As can be seen above, in June, CN began placing more GMDD-built 5400-series SD50F's into storage at Woodcrest and Memphis, TN. At press time, 20 CN SD50F's (or 1/3 of the fleet), had already been retired out of a total of 60 units. The full bodied 5400-class, are now on the hit list for retirement when one suffers a major failure. Current economic conditions have in part lead to these being retired before their time.

<http://www.railpictures.net/viewphoto.php?id=226017&nseq=12> (CN SD50F cab interior)

<http://www.railpictures.net/viewphoto.php?id=232966&nseq=3> (Classic lines of the SD50F)

The Transportation Safety Board of Canada says 12,000 wheel sets still in use by Canadian National Railway, Canadian Pacific Railway, and other North American railroads "have a high susceptibility to loosen", and should be replaced. They were among 43,000 suspect wheel sets produced at the CN's Transcona shop in Winnipeg, many of which have already been removed from service. The Canadian Press originally reported that all 43,000 wheel sets were susceptible to loosening and should be replaced, but later revised the figure to 12,000. The board says its finding arose from an investigation into a January 2006 derailment of a Canadian Pacific train near Buckskin, Ont., when a wheel became loose on a curve and shifted inboard on its axle. The board says at least 18 wheel sets made with the modified pressure-fit technique have been involved in derailments in Canada. It says the risk of failure for the remaining wheel sets increases the longer they remain in service. The Buckskin derailment damaged 18 kilometres of track as the train continued on its way until the loose wheel set hit a switch, causing 11 additional cars to derail and 130 metres of track to be destroyed. There were no hazardous goods involved and no injuries resulted. Read the story here:

<http://www.cbc.ca/canada/story/2008/06/05/train-wheels.html>

<http://www.cbc.ca/canada/story/2008/06/05/train-wheels.html?ref=rss>

In last month's CRO we reported GTW GP38-3 4998, had come up to CN's Taschereau Yard in May. It has now been sold to SOPOR in Baie Comeau, QC. The sale was done through CANAC. The unit is currently receiving work at the CANAC facility at Hickmore Street, which is in St-Laurent, QC. When GTW 4998 moves to Baie Comeau, they will then release back to HELM, HLCX GP38 3876 which has been there for several months. SOPOR also owns ex-CN GP9RM 7004.

Over the last 12 months, CN has retired many DULUTH MISSABE & IRON RANGE locomotives from their roster. Therefore CN assigned the following ILLINOIS CENTRAL SD40-2's to iron ore trains on the DM&IR: 6251-6261 (inclusive), and 6264.

CN GP9RM 7024, which had been working the Yard in Memphis, Tennessee, has been transferred back to Canada. Enroute, it was repainted at the IC's Woodcrest Shop into solid light grey with the initials "IBS" on the sides. The unit is still on the CN roster and is equipped with LCS. 7024 has been leased from CN to Standard General at Scotford Alberta, which is a gravel Loading Company. It is likely lettered "IBS" to indicate IBS controls this reload facility. <http://www.railpictures.net/viewphoto.php?id=78020&nseq=7> (In CN livery)
(Note: CRO is seeking a photo of this Geep in IBS grey paint).

The CN Engineering Department owns a Budd RDC1 they purchased from VIA last year. It is now going to be numbered CN 15016, and is ex-VIA CN 6108, nee-CN D108. CN has moved this Budd car to St. Louis, Missouri for rebuilding, and when complete will be used for track evaluation purposes throughout the CN system. It is expected to be delivered back to CN on June 30th. (Note: CRO is seeking a photo of this rebuilt Budd car).

NATIONAL RAILWAY EQUIPMENT has purchased five units from the CN Auction Sale of April. The units are: DMIR SD38's 203, 206, and 869, GTW GP38 4997, and WC SD35Q 2500. As well ex-DM&IR SD38 202 was sold to RAIL TRUST EQUIPMENT in GA. CN has also sold ex-CN hump booster 519 to NEW BRUNSWICK SOUTHERN, where it is expected to be numbered NBSR 2008. After sitting in the Woodcrest deadlines for a couple months, CN SD40-2W 5289 was shipped to a contract shop for repairs. The following is a partial list of some of the units seen on June 1st in the deadlines at IC's Woodcrest Shop in Illinois:

DMIR SD38's 200 and 207

DMIR SD38 202 now lettered for RTEX 202

DMIR SD38 203 now lettered as NREX 203

DMIR SD38 206 now lettered as NREX 205 (Note: This unit was renumbered to NREX #205 (spray painted on the cab), because NREX 206 already exists on their roster).

DMIR SD38 869 now lettered as NREX 869

WC SD35Q 2500 now lettered as NREX 2500

GTW GP38 4997 now lettered as NREX 4997

BCOL RS18CAT's 604, 617, 630 were also in the deadline.

<http://www.rrpicturearchives.net/showPicture.aspx?id=1162772> BCOL 604 (r/w/b)

<http://www.rrpicturearchives.net/showPicture.aspx?id=1185366> BCOL 617 (r/w/b)

<http://www.rrpicturearchives.net/showPicture.aspx?id=1185420> BCOL 630 (blue)

CN is rumored to be interested in acquiring back the OCR, Charlevoix RR, the CBC-line, CFMG & NBEC Railroads (All ex-CN) from the QUEBEC RAILWAY CORP.

Here is James Gardiner's awesome shot of CN ES44DC 2308, IC 2462 and CN 2695, leading 385 past South Yard, Brantford, Ontario on May 22, 2008. (Via Don's Froth)

<http://www.railpictures.net/viewphoto.php?id=236433&nseq=17>

On May 12th, 2008 CN announced a new intermodal service that will operate between eastern Quebec, Toronto, Ontario and western Canada. The new service will appeal mostly to the forest products industry and manufacturers looking at cost-effective transportation to central markets in Ontario and western Canada. As of mid-May CN now offers Quebec City shippers daily service between Toronto, Winnipeg, Edmonton, Calgary, and Vancouver.

Pierre Fournier sent this super photo of the "Ultramar Tank Train" and commented it may be the most expensive CN train! Here is CN Train 785 and its 100 plus tank cars of gas at 1.30\$ per liter! This train operates between Ultramar in Levis, QC and their refineries in Montreal East. <http://www.canadianrailwayobservations.com/2008/7/8011.jpg>

Here is Brian Nicholson's fine photo of the same train departing CN's Taschereau Yard in Montreal after a crew change, one year earlier on March 31, 2007.

<http://www.railpictures.net/viewphoto.php?id=183354&nseq=23>

On May 30th, Tim Stevens clicked freshly painted GP38-2W 4765 idling in Grande Prairie, Alberta. <http://www.railpictures.net/viewphoto.php?id=238332&nseq=59>

BrendonFrisina took this shot of CN SD40-2W 5289 in fresh paint at Jasper, AB, on May 25th.

<http://www.railpictures.net/viewphoto.php?id=236962>

On June 7th, Ken Lanovich caught CN (GTW) GP38-2 4904 fresh out of Woodcrest paint shop. Other recent repaints include CN GP40-2LW 9549 which was working Markham yard in June and CN 9449 repainted in late May.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll78/0017130-R1-074-35A.jpg

In May, BC RAIL SD40-2 751 was released from NRE- Dixmoor, Illinois after an engine change-out and truck changes Sister unit BCOL 758 sits retired, in the Woodcrest storage lines.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll78/0017130-R1-016-6A.jpg

Ken also reported CN GMD1 was moving in late June via CP to a new operation at Nipawin, SK, called TORCH RIVER RAIL. This side of the cab has replacement 10" numbers that Symington applied.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll78/0017130-R1-014-5A.jpg

Close-up photo of GTW SD40-2 "GF30y" class:

http://csxchicago.gotdns.com:6003/CN_Trains/Roll81/0014621-R1-014-5A.jpg

A shot of BC Rail RS18CATm's 610, and 607;

http://csxchicago.gotdns.com:6003/CN_Trains/Roll78/0017130-R1-024-10A.jpg

Ron Visockis caught CN ES44DC 2304 on Train #149 in Belleville, ON June 10th.

<http://www.canadianrailwayobservations.com/2008/7/r2304.jpg>

On June 7th Michael Berry caught two of the newer CN ES44DCs (2292 & 2301) heading west through Dorval, QC. Other than the fact that they no longer have teardrop windshields, another difference Mike pointed out on the recent batch is the placement of the rear headlights. Instead of being placed vertically in the middle, they are now placed horizontally

further up, just below the CN noodle. Mike included a picture of CN 2272 to show the difference.

<http://www.canadianrailwayobservations.com/2008/7/2292.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2272-2.jpg>

Glen Mounk clicked CN 436 on June 12th, With CN 5385 (an ex-UP SD40-2), CN C44-9W 2527 and IC 2462 (a former LMX C40-8W) hauling CWR cars full of rails.

<http://www.canadianrailwayobservations.com/2008/7/5385.jpg>

Joe Zika's CN MacMillan Yard Report:

<http://www.canadianrailwayobservations.com/2008/7/zika.htm>

Mac Yard Diesel shop was the typical sea of orange, black, white and yellow, (when there is power there that is)! Of late Mac Yard has been short of power again, resulting in single unit trains and they are also back to their old tricks in the last two weeks running those 9,000 to 10,000 foot trains to Sarnia, ON. Been lots of GP9RM's pinch hitting on some serious road freights running in Ontario, usually MU'd with a larger six-axle high horsepower unit, The weather has contributed to some spectacular skies at work on the way in, I've been soaked and pelted with marble size hail a few times already on the way in. At work, we've had quite a few severe thunderstorms, lots of lightning activity knocking down signals in the last few weeks, but no serious flooding, unlike the Midwest which has been deluged lately, and thank god as well, no detours ! That last storm we had on the weekend had managed to flood the banks of the Don River here in the Greater Toronto Area flooding out the lower portion of the Bala sub, but only for a short time, The Strathroy and Dundas subs have been in relatively good shape.

Motive power wise, as mentioned before has mostly been all CN and IC, the CN 2617 shows signs of a recent engine room fire, the recently repainted CN 5560 has finally got a nice coat of weathering to bring out the details, then there was CN 5557 which was in desperate need of a good power wash. IC 9639 showed up and left town on a 303, but the journal showed her heading to Symington yard on Winnipeg rather than Capreol for a rebuild which would have been my original guess :(CN 2588 shows some signs of recent repairs after a run in somewhere, here jacking pad is a little crooked as well from a failed lifting attempt, they just don't build them like they used to !

Last but not least this last week or so has found to my knowledge the first and only fully repainted GP 38-2 - HBU4 Hump Set here at Mac yard with CN 7514, CN 521, CN 507 and CN 7507 having the honours parked down near the base of the Dual Hump with those hail laden skies in the back ground getting ready to open up.

A couple of interesting freight cars and loads came thru town as well, GT 79640, a van or caboose if you prefer was enroute from Pontiac, Michigan to Sioux Lookout, Ontario. That was a nice sight to see on the tail end of the train even though she had a SBU hanging on the rear. Hydro One Schanabel car HEPX 200 with rider van (Ex CN) HEPX 79640 were also passing thru enroute to ABB in Varennes, QC, they originated from home base here in Pickering, ON. HTTX 91056 was caught loaded with a Hitachi 450LC Hydraulic Excavator heading from Fort McMurray, AB to Coteau, QC. Flat cars QUAX 89708 loaded with ACFX 94449 and QUAX 88960 loaded with SHPX 207937 were headed from Oakville, ON. to CAD Rail Services in Montreal, QC. for repair work after a minor mishap, both tank cars originated From Memphis, TN

handling Caustic Soda. Last but not least i came accross a couple of neat looking hopper cars for Alcan's Chemical Products Division, One being a cylindrical covered hopper UNPX 121448 and the other two being your typical rib sided covered hoppers USLX 5203 and 5202, of which one was in need of buying a few letters from Vanna White!

CN E/B on May 24th through London, with a large M-O-W train (Don's Froth)

<http://railfan.thegrebs.com/CN/cn5537>

<http://railfan.thegrebs.com/CN/cn5537b>

<http://railfan.thegrebs.com/CN/cn5537c>

Glen Mounk caught GTW GP38-2 4908 working the yard in Fort Frances in late May. It was built by EMD in La Grange in 1972. <http://www.canadianrailwayobservations.com/2008/7/4908.jpg>

On June 1st, Roman Litarchuk caught CN 8003 with WC 6006 at MP 184.00 on the Watrous Subdivision on CN Train 102 with 114 cars (386 TEU – 17 empties) <http://tinyurl.com/66hset>

Glen Mounk called this image "Threading the needle". CN Train 356 is about to go in between 301 on the left and 357 on the right. Interestingly, all three CN trains had a "Draper taper" in the consist. CN 301 had SD60F 5502 (2nd unit), CN 356 had SD50F 5431 (3rd unit), and CN 357 had 2414 Dash 8-40CM in the lead. <http://www.canadianrailwayobservations.com/2008/7/356.jpg>

Glen Mounk clicked CN Train 118 near Fort Frances, Ontario just west of the old CN station on May 18th. He also caught IC GP40R on train 119. As well, GTW GP40u 6401 was heading back south on Train 438. On CN 438, Glen lensed CN SD75I 5749 with a large "flame" painted by taggers on its fuel tank!

<http://www.canadianrailwayobservations.com/2008/7/5404.jpg>

<http://www.canadianrailwayobservations.com/2008/7/3138.jpg>

<http://www.canadianrailwayobservations.com/2008/7/6013.jpg>

Some super images from Deane Motis of CN power including C44-9W 2305, Dash 8-40CM 2403 and SD70M-2 8801 in Kamloops, BC in May.

<http://www.canadianrailwayobservations.com/2008/7/2305.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2403.jpg>

<http://www.canadianrailwayobservations.com/2008/7/8801-11.jpg>

<http://www.canadianrailwayobservations.com/2008/7/8801.jpg>

A contract to replace CN's former ALGOMA CENTRAL Agawa Canyon Tour train's aging passenger fleet with modern coaches could be signed by early to mid-summer according to officials close to the project. The retrofitted passenger cars, with a budgeted price tag of \$10 million, would then be ready in time for the 2009 tourist season with the main goal of increasing the train's capacity to 1,000 passengers per trip, said director of Tourism Sault Ste. Marie. The former ACR F-units have all been replaced with pairings of modern CN 6-axle freight units.

Ron Visockis sent CRO these fine action shots of CN freights with GE's and GM's taken around Belleville, ON, in late-May 2008.

<http://www.canadianrailwayobservations.com/2008/7/4773.jpg>

<http://www.canadianrailwayobservations.com/2008/7/8839.jpg>

<http://www.canadianrailwayobservations.com/2008/7/4773w.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2502w.jpg>

<http://www.canadianrailwayobservations.com/2008/7/4701w.jpg>

Some very nice images of CN freights from Walter Pfefferle, all taken in Ingersoll, ON,

on May 18th, 2008:

<http://railfan.thegrebs.com/CN/cn8013a?full=1>

<http://railfan.thegrebs.com/CN/cn6019a?full=1>

<http://railfan.thegrebs.com/CN/cn5742a?full=1>

http://railfan.thegrebs.com/CN/cn2407a_001?full=1

Walter also caught CN SD70M-2 8825 leading 148 on June 1st as it rolled through Woodstock, ON, and CN 434 June 3rd with a little surprise: a GTW caboose tucked in near the rear.

<http://railfan.thegrebs.com/CN/cn8825a>

http://railfan.thegrebs.com/CN/cn5250a_001

<http://railfan.thegrebs.com/CN/cabooseGT>

UNION PACIFIC power on CN on June 10th: with UP 3902 - UP 5187 in Brantford Ontario.

http://i204.photobucket.com/albums/bb14/BNSF773/CN%20Dundas%20Sub/DSC_0005.jpg

CN Vignettes:

In June 1977, Brian Nicholson clicked CN GP38-2 5559 in the original CN "Noodle" scheme in St. Albans, Vermont.

<http://photos.nerail.org/showpic/?photo=200402182115026277.jpg&order=byyear&page=26&key=1977>

Don Jaworski photographed CN commuter train 169, Toronto to Barrie, Ontario as it pulls out of Maple, Ontario after making a station stop. CN MLW RS-18's 3126 and 3115 put on a beautiful smoke show! http://don_jaworski.rrpicturearchives.net/showPicture.aspx?id=1039578

Pierre Fournier's June 1989 image of the CN Pointe St-Charles shop should bring back memories. CN locomotives 1346, 2334, 2337 and others wait for their turn in the shop beside the test shed. Also visible on the left is KCS 4062, which lost its cab to damaged VIA FP9Au 6300, involved in a head on. <http://www.railpictures.net/viewphoto.php?id=235239&nseq=22>

In March 1993, Robert Palmer photographed both models (CN Z-4-a and Z-1-a), vintage box cab electrics hauling two trains of ex-VIA coaches modified into commuter cars. CN 6716 shakes by on the main at Val Royal, with CN 6711 waiting on the loop track to follow. Two years later on June 2nd, 1995, was the final day of operation on the original Montreal-Deux-Montagnes line. The classic locomotives CN Z-1-a 6710 and 6711, built for The CANADIAN NORTHERN RAILWAY in 1914, powered the last commuter train. Locomotive 6711 had also powered the very first revenue train on this line and on the final day, wore an anniversary logo on her cab front.. This engine is now at the EXPORAIL Museum in St-Constant, QC.

<http://www.railpictures.net/viewphoto.php?id=236284&nseq=51>

In May 1995 John Sesonske caught CN box cab Z-4-a 6716 leading a commuter train on CN's Mont-Royal Sub, MP 3.7, into the Mont-Royal Station, and towards the tunnel to downtown Montreal, QC <http://www.railpictures.net/viewphoto.php?id=196572>

CANADIAN PACIFIC

CP Locomotives Retired since last issue:

CP SW9u 1203 on June 13th

CP GP9u's 1537, 1584 on June 13th

CP SD40-2's 5629, 5641, 5664, 5696, on June 13th

CP SD40-2's 5762, 5770 on June 13th
CP SD40-2's 5802, 5814 and 5829 on June 13th.

Sad news for Big Mac fans: With the arrival of CP SD90MAC-H 9303 in Winnipeg at 04:20 June 9th, it is expected that none of the four units (9300-9303) will ever operate again on CP. CP 9300 and 9301 were stored unserviceable in March, both in need of new main generators and CP 9302 arrived in Winnipeg on June 3rd. Both 9302 and 9303 had no problems reported, but were tied up and fuel tanks emptied, and all CP owned material removed (radio, cab amenities, etc.) in anticipation of their retirement. In June CP and EMD were negotiating their Maintenance Contract in Winnipeg. It looks like EMD will supply parts and tech. support only and with CP doing the required maintenance on the EMD fleet. Rumors suggest that these four SD90MAC-H units may be traded in, as part of a deal with EMCC to sell CP some new SD70ACE's. Here are Marc Forseille's great roster photos of the "Fab Four":
<http://www.canadianrailwayobservations.com/2008/7/93series.htm>

On May 18th, Stephen M. Koenig clicked CP SD90MAC-H 9303 (the power for Train 220), on what may have been her final visit to Agincourt Yard -Toronto. The four GM-built beasts numbered 9300-9303, usually roamed west of Winnipeg.
<http://www.canadianrailwayobservations.com/2008/7/9303TO.jpg>

SD90MAC 9300-9303 (Ordered 4 instead of the 20 planned)

| | |
|-----------|--|
| Class | DRF-60a |
| Builder | General Motors |
| Built | December 1999 |
| Power | 6000hp |
| Axles | 6 |
| Max Speed | 75 mi/h (120km/h) |
| Size | 80'2"(Length) x 10'6" (Larger) x 15'10" (Height) (24.4m x 3.2m x 4.8m) |
| Weight | 425 000 lbs (192 780kg) |
| Cost | 4,008,954\$ CAN |

* Source : CP Momentum Winter 2006, thank you to Marc Chouinard

Here is a June Recap of all eight CP MP15AC/MP15DC's:

CP 1440 which had been working in Vancouver, and is moving to OSRX's Salford Shop,
CP 1441 has completed repairs by ZTR at the Salford Shop and is enroute to BC.
CP 1442 was testing on the ONTARIO SOUTHLAND in early June.
CP 1443 arrived at Coquitlam, BC June 16th, following repairs in June at ZTR.
CP 1444 which had been at Mount Elgin, Ontario was moved back to the CP at Woodstock and was used temporarily as a yard engine there. It finally arrived in Vancouver June 12th
CP 1445 had been working the yard in Milwaukee, WI, and is now at St. Paul, MN.
CP 1446 in June was working the yard in Milwaukee, WI.
CP 1447 moved from Thief River Falls, MN to St. Paul, MN, and is now in Milwaukee. WI.

Big news: Once the MP15 upgrades are finally completed by ZTR, we have learned that five units (CP 1440-1444), will be re-assigned to Coquitlam, BC, a locomotive which had been very rare in Canada. On May 31st Walter Pfefferle spotted CP 1444 after OSR had dropped it off in Ingersoll. Here are a couple of shots of the switcher just prior to working the Yard at Woodstock. You will see the "Autostart" logo on it showing work is completed, and has moved to Vancouver.

http://railfan.thegrebs.com/CP-1442-Salford/cp1444_1

http://railfan.thegrebs.com/CP-1442-Salford/cp1444_2

In mid-May, repairs were completed on EMDX GP22 demonstrator 7102 at the St-Luc Diesel Shop, and it did not need to return to CADRAIL-Lachine. The prototype ECO locomotive left CP Montreal on May 22nd on CP train 115, bound for demo/tests in Calgary and arrived in Calgary on May 25th. At press time, the testing was well underway in Calgary. Here are photos of the engine and two new video links including throttle and idle sounds of EMDX GP22 7102.

<http://www.canadianrailwayobservations.com/2008/7/7102-22.jpg> Doug MacKenzie photo.

<http://www.canadianrailwayobservations.com/2008/7/7102.htm> Repairs at St-Luc Diesel Shop photos

<http://www.youtube.com/watch?v=e6exTozXbz0&NR=1> Video

<http://www.youtube.com/watch?v=eOiAnzwElhA&feature=related> Video

<http://www.cordovastation.ca/newsRail/2008/08060605.htm> GP22ECO Railway Age Link.

MOTIVE POWER INDUSTRIES of Boise, Idaho has completed testing on their Motive Power MPEX Genset switcher (model MP21B 244), on the IDAHO, NORTHERN & PACIFIC Railroad and the locomotive was interchanged in Nampa, ID, in Mid-June. The MP21B uses a trio of Cummins 700 horsepower diesel engines for a total combined rating of 2,100 horsepower. In late-June the switcher was to be delivered from MPI via UP to Canada and then by CP to Alyth Yard in Calgary, AB., for a month of testing, but at press time had still not left MPI in Boise, ID.

<http://www.trainweb.org/gensets/moti.../mpex/244.html>

CP is in the process of forwarding 10 SOO LINE SD60's to BNSF for Horse-Power-Hours. The units are going to be interchanged at St- Paul Yard. Nine of the 10 units are as follows: 6021, 6022, 6028, 6030, 6032, 6034, 6040, 6055, and 6056. At press time, most had arrived on BNSF.

Marc Chouinard caught white SOO SD60 6041 on June 5th, which is not leased to BNSF.

http://www.myrailfan.com/collection/CP/SOO_6041/img.aspx?ID=SOO_6041_BEACONSFIELD_1.jpg

CP's oldest operating SD40-2 is CPRS-liveried 5573, built by GMDD in 1972. (via Bill Miller). Only five 5500's are running, and two of those are wreck rebuilds. 5560*, 5573, 5583*, 5593, and 5599. Interestingly 5593 and 5560 are in STL&H livery!

<http://www.mountainrailway.com/Roster%20Archive/CP%205500/CP%205573.htm> CPRS 5573

Luc Lanthier's traces of CP's remaining STL&H painted units on June 6th, 2008:

STLH SD40-2 5560 Arr. Toronto, ON June 6, at 19:46pm.

STLH SD40-2 5593 Arr. Hankinson, ND June 6, at 16:59pm.

STLH SD40-2 5615 Arr. Toronto Yard, ON June 6, at 23:56pm.

STLH SD40-2 5651 Dep. Scarborough, ON June 6 at 20:29pm.

STLH GP38-2 7306 Arr. Albany, NY June 6, at 08:33am.

STLH GP38-2 7308 Arr. Binghamton, NY June 6, at 21:52pm.

Marc Chouinard caught one of the final four STL&H-liveried SD40-2's. STLH 5651, seen leading a CP freight from St-Luc Yard on the Winchester Subdivision on May 27th.

http://www.myrailfan.com/collection/CP/CP_5651/img.aspx?ID=CP_5651_STCLET_1.jpg

CPR GP38-2 3084 (see the before and after shots, one month apart), has had a recent modification. As per new FRA safety regulations which come into effect in 2010, the Ogden Shop has attached a white reflective stripe around the frame. Cor van Steenis photo's.

<http://www.canadianrailwayobservations.com/2008/7/3084-a.jpg>

<http://www.canadianrailwayobservations.com/2008/7/3084-b.jpg>

On May 17th, CPR's EMPRESS with CPR 4-6-4 Hudson 2816, CP FP9Au 1401, (ex-D&H) auxiliary tender and eight cars left Calgary at 10:00 am on a private golfing charter to Canmore, AB., crossing the Ghost Reservoir (on the Bow River) at Seebee (between Ozada

and Exshaw on the Laggan Sub.); then stopping at Canmore to detrain passengers at 11:45 am. The consist then headed to Banff only to turn the motive power on the wye there (as there is no wye at Canmore); arriving at 1:30 pm. It then left Banff EBD back to Canmore at 2:20 pm and waited there for the passengers to be entrained; it departed Canmore at 4:20 pm for the return trip to Calgary.

<http://www.canadianrailwayobservations.com/2008/7/2816-1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/1401.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2816-2.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2816bridge.jpg>

The Royal Canadian Pacific was to make a 16 day cross-Canada tour from west to east, (chartered by GW Travel), starting June 13th in Vancouver and ending June 28th in Montreal. However this trip has been cancelled. The RCP will be making seven trips this summer and fall between July 14th and Sep 21, 2008. The detailed itinerary of each location with dates can be found at: www.railsnw.com/tours/rcp/tour5.htm#rcp

The newest addition to the CP EMPRESS fleet: Canadian Pacific # 99 Baggage/Tool car. This is the first time we have seen it in the Empress consist, or elsewhere; there is no reference at all to it on the Internet. It was acquired by CP to replace Box/Tool car # 29114 for the Empress trains, however, it is on the 'Spirit of 150' train housing the museum display, and both 29114 and 99 were in the consist in June. This car was built in April 1954 by American Car & Foundry for the Union Pacific as Baggage Car 5655; then served as UP MOW Service Car 904233. <http://www.canadianrailwayobservations.com/2008/7/99.jpg>

The 'Spirit of 150' consist was (in order): CP 4-6-4 Hudson 2816, Auxiliary Tender 35508, CP FP9A 1401, CP 29114 Tool/Box Car, CP 401573 Stage car, CP 96 Power-Steam Generator Car, Leased Coach RPCX 5503, CP 99 Baggage/Tool Car CP 102 Coach ERNEST 'SMOKY' SMITH VC, Leased Baggage NSR 9107 SHOREVIEW, CP 110 Sleeper HB BOWEN Leased Business Car NSR 800702 LAMBERTS POINT.

<http://www.canadianrailwayobservations.com/2008/7/2816-0-1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2816-0-2.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2816-0-3.jpg>

<http://www.canadianrailwayobservations.com/2008/7/stagecar.jpg>

The CPR Stage Car.

<http://www.canadianrailwayobservations.com/2008/7/2816-0-4.jpg> An awesome Prairie image!

Check out the great poster for WCRA's (CN sponsored) BC150 event for Squamish with ex-BCR (nee-CPR) 4-6-4 Royal Hudson 2860:

<http://www.canadianrailwayobservations.com/2008/7/bcposter.jpg>

The new detailed schedule, right down to expected times at each locale, for the CPR/BC 'Spirit of 150' BC tour train with CPR 4-6-4 Hudson #2816 is now on the CP website under 'Media' at: <http://www8.cpr.ca/cms/English/Media/News/General/2008/CP+Spirit+of+150.htm>

On June 12th 2008, Bryan Nelson photographed The Royal Canadian Pacific westbound in the Thompson River Canyon. On an s-curve with back to back CPR F-units! (Don's Froth)

<http://www.railpictures.net/viewphoto.php?id=239164&nseq=22>

On May 20th, Mark Forseille clicked CP FP9Au 4107, 4106, and GP38-2 3084 at Port Coquitlam, BC. The CP's newest F-Units are former OHIO CENTRAL originally built in 1957 for CANADIAN NATIONAL RAILWAYS. CP 4106 is Ex-OHCR 6307, Exx-VIA 6307, Exx-VIA 6515, originally CN 6515 and CP 4107 is Ex-OHCR 6313, Exx-VIA 6313, Exx-VIA 6526, originally CN 6526. While these were running on the OHIO CENTRAL, they sported an attractive PRR-inspired livery, complete with pinstripes! See photos...

<http://www.canadianrailwayobservations.com/2008/7/3084.jpg>

<http://www.canadianrailwayobservations.com/2008/7/3006.jpg>
<http://www.canadianrailwayobservations.com/2008/7/8894.jpg>
<http://www.canadianrailwayobservations.com/2008/7/all3.jpg>
<http://www.canadianrailwayobservations.com/2008/7/4107-99.jpg>
<http://www.canadianrailwayobservations.com/2008/7/4106-99.jpg>
<http://www.railpictures.net/viewphoto.php?id=42676&nseq=13> OCRH 6307 (in PRR-paint)

In May, CP's Ogden Shop in Calgary repainted several locomotives, including CP GP38-2's 3086 and 3087, and SD40-2 5746 in the latest paint scheme. (Cor van Steenis).

<http://www.canadianrailwayobservations.com/2008/7/3087.jpg>
<http://www.canadianrailwayobservations.com/2008/7/3086.jpg>
<http://www.canadianrailwayobservations.com/2008/7/5746.jpg>

Mark Forseille's photos of recently out-shopped GP38-2's CPR 3084 and repainted CP 3006.

<http://www.canadianrailwayobservations.com/2008/7/3084-99.jpg>
<http://www.canadianrailwayobservations.com/2008/7/3006-99.jpg>

In May, Cor caught CP Cab Car 1100 at the Ogden Shop in Calgary, being prepared for movement. It is former CP C424 4236 which has been donated by the CPR Heritage Equipment Committee to the CRHA - EXPORAIL MUSEUM St-Constant, QC. 1100 arrived at Toronto yard on May 29th and was Bad Ordered and sent to the diesel shop for repairs. It was ready for movement to Montreal on June 2nd, and finally moved to St-Luc Yard on June 7th, and at press It was still at St-Luc Diesel Shop. <http://www.canadianrailwayobservations.com/2008/7/1100.jpg>

Olympic painted CP ES44AC's CP 8565 & 8562 look great back-to-back at the St-Luc Diesel shop, in Montreal, QC as they await to move to couple onto their westbound train on June 16th
<http://www.canadianrailwayobservations.com/2008/7/ol.jpg>

Deane Motis photographed all of these CP trains including: CP 8872, 8815 at Savona, and Sisco, BC, great shots of CP GP38-2 3044 leading the F-units and the CP Olympic ESS44AC's, and a trespasser! The shot of CP "Olympic" ES44AC 8872 is indicative of the extensive trackwork taking place on CP's Thompson Subdivision. Also included, a CEFX-CP AC4400CW combo at Salmon Arm and Notch Hill, BC, and back to back CP RAIL SD40-2's
<http://www.canadianrailwayobservations.com/2008/7/deane.htm>

Michael DeCosta captured this pair of CP AC4400CW's roaring up the Campbellville grade, with a short freight to Chicago at Mile 37 on the Galt Sub.

<http://www.railpictures.net/viewphoto.php?id=236845&nseq=122>

On June 9th, Ron Visockis caught CP ES44AC 8874 in the Olympic paint scheme leading an eastbound from Brighton, Ontario.

<http://www.canadianrailwayobservations.com/2008/7/r8874.jpg>

Railfan favourite CP ES44AC 8888 is getting around! Cor reported CP 8888 was operating between Vancouver and Keith, AB, and in early-June, 8888 had arrived at Keith (in West Calgary), from Vancouver and then sent back west again shortly after on the following train. Then on June 16th Luc Lanthier reported CP 8888 departing Welland, Ontario!

<http://www.canadianrailwayobservations.com/2008/7/8888.jpg> (CP 8888 in Calgary)
<http://www.canadianrailwayobservations.com/2008/7/8888-2.jpg> CP 8888 in Calgary)

As reported in the May issue of CRO, CP AC4400CW 9733 derailed onto its side near Sparwood, B.C. on March 1st, 2008, and now is at Alyth Yard in Calgary awaiting disposition.

<http://www.canadianrailwayobservations.com/2008/7/9733.jpg>

David Garon photographed this CP, CN and VIA action while vacationing in (Newtonville) Lovekin, Ontario on May 20th.

<http://www.canadianrailwayobservations.com/2008/7/david.htm>

Ross Davies sent CRO these CP and RMR images from train chasing while camping around Juniper, BC on a very warm but cloudy May 17th. The campground was overrun with large bull snakes ... see photo! <http://www.canadianrailwayobservations.com/2008/7/ross.htm>

On May 15th, Bob LaMay clicked several CP locomotives including CP Olympic-liveried ES44AC 8864, SD9043MAC(u) 9132 and leased SD40-2 CGFX 3095 which was out-of-service at the St-Luc Diesel Shop. In late-May, the repairs were completed on CGFX 3095 and the unit was sent to QGRY on June 1st to repay CP Horse-Power-Hours to the QUEBEC-GATINEAU Railway. <http://www.canadianrailwayobservations.com/2008/7/400.jpg>
<http://www.canadianrailwayobservations.com/2008/7/3095.jpg>

Here are a couple photos Bob LeMay took of a westbound CP freight on the Vaudreuil Sub at Beaconsfield, QC, on May 12, 2008 with CP ES44AC's 8740 and "Olympic" 8865.

<http://www.canadianrailwayobservations.com/2008/7/8740.jpg>

<http://www.canadianrailwayobservations.com/2008/7/8865.jpg>

Bob LaMay also caught AMT 400 a former AMTRAK F40PH-2, with his host yours truly aboard AMT GP9RM 1310 at the St-Luc Diesel Shop on May 15th.

<http://www.canadianrailwayobservations.com/2008/7/400.jpg>

<http://www.canadianrailwayobservations.com/2008/7/1310.jpg>

Craig Konopski's CP Lakehead Report

In late May and early June, the central portion of North America, specifically many areas of Wisconsin, Iowa, Illinois, and Northwestern Ontario, had received a lot of precipitation which resulted in many areas of flooding and incurred washouts. Locally, the Kaministiquia Subdivision was hardest hit on June 6th when the Lakehead area received close to 90mm (over 3 inches) of rain in a bit more than 12 hours. A few small areas of the line were partially washed-out and numerous slow orders for 10 and 25 MPH popped-up along the eastern half of the sub. More importantly though, the U.S. Midwest (Chicago Service Area), was hit hard and numerous areas of the mainline were completely washed-out. As a result, numerous detours have taken the long way around the Great Lakes via Thunder Bay and Toronto to get to/from Chicago and western Canada. At least one unit molten sulphur, phosphate, and grain train have been re-routed in addition to many general freight and merchandise trains. Some examples include a #614, a #661, and several #298 & #498's. The symbols through northern Ontario are typically a 'GZW' (westbound) and a 'GZE' (eastbound) in addition to some 700-series (706, 767, 794) and numerous sections of some 220-series trains as well. This practice could continue for at least another week or two or possibly longer depending on when repairs are made to the tracks stateside.

Samples of yard power at the Thunder Bay Terminal during the week of June 9th, 2008:

CP 1522 + CP 1640 + CP 1574 (Current River)

CP 1643 + CP 1633 (downtown)

CP 8209 + CP 1576 (Westfort)

CP 5733 + CP 5723 (Westfort)

CP 5983 + CP 1629 (Westfort)

CP 5492 solo (downtown)

CP 5493 solo (downtown)

CP 1250 solo (car shops)
CP 8166 solo (car shops)

June 14th, 2008 marked the 100th anniversary of the completion of CP's impressive Parry Sound Trestle Bridge. Displays included vintage CPR passenger cars open for public display. <http://www.pspl.on.ca/LocalHistory/Images/Railway/Trestles/AIV35.html>

Several club members of our Montreal Railroad Modelers Association www.canadacentral.org visited beautiful BC in May, and sent these images to CRO. Our former Club President Robert O'Shaugnessy looks pleased in this photo, as he had the chance to visit world-famous Western Canadian rail locations such as the CP and CN Bridges at Sisco, CP Connaught Tunnel, the Spiral Tunnels and Morant's Curve, etc See photos. <http://www.canadianrailwayobservations.com/2008/7/trip.htm>

CP RAIL Vignettes:

CP RAIL White Stripes & White Flags! A westbound CP freight with a brace of SD40-2's is running "Extra" as it grinds it's way up a short grade towards the East switch at Spuzzum BC in 1977. CP MP 15.5 Cascade Sub. (Claude Prutton) <http://www.canadianrailwayobservations.com/2008/7/5836.jpg>

A six unit pusher set is helping a loaded grain train over Rogers Pass on CP's Mountain Sub in 1982. This 10 mile 2.3% grade required assistance for most trains before the Mt. McDonald line was opened with it's 1% grade in 1988. Any underpowered train got the pushers. If a train was under 4000 tons the helpers were added on the head end & was known as a "nose job". Anything over 4000 tons, the pushers were cut in about 20 cars from the tail end. Average speed for this train was 17MPH & run time was about 45 minutes. There were four SD40-2's on the head end & two remotes mid train & with the pushers a total of 36,000 HP was exerted to lift 10,000 tons over this mountain grade. Up until 1988 there were three crew and two 6-unit sets of Dash 2's residing at Rogers pusher station MP 66.2 Mountain Sub. (Claude Prutton) <http://www.canadianrailwayobservations.com/2008/7/rogerspass.jpg>

Don Jaworski caught CP RAIL M636 4724 smoking it up at the Agincourt Yard, Toronto Diesel Shop on October 29th, 1977. http://don_jaworski.rpicturearchives.net/showPicture.aspx?id=1047979

Blasts from the past from Don's Froth:

<http://tinyurl.com/3z63cu> SD40-2 leads two Big M's.

<http://tinyurl.com/4f2mp4> Pride of the class, M636 4743

<http://tinyurl.com/47zm9c> Three Big M's lead four SD40-2's including two ex-KCS "Ghosts".

Youtube video: Watch this 1970's CP RAIL grain train (with graffiti free grain cars!) and with mid-train helpers and a little surprise at the end, when the van passes. (Via Froth) <http://www.youtube.com/watch?v=n4klYbnEPYU>

From George Pitarys (with thanks): *Although I had been to Montreal before, I made my first railfan trip to Montreal from my home in southern Maine 36 years ago.. Here is my locomotive notebook entry for June 6th, 1972: - George Pitarys*

CP-St Johnsbury, VT CP S-2 7098, RS2 8402

CP-Farnham, QC CP RS2 8451, RS3 8445, RS3 8447, RS18 8778

CP-Dorval, QC

CP Ex West with M636 4732-FA-2 4093

CP East Commuter FP7A 1400

CP East Commuter 4075 FP7A

CP East Commuter 1411 FP7A

CP Extra East M636 4721-RS3 8439

CP-St-Luc Yard (MTL)

CP FP7A 1400, 4069

CP FP9A 1414

CP E8A 1800

CP FA-2 4042, 4090, 4091

CP FPA2 4094

CP C424 4205, 4209, 4221

CP FB-2 4465, 4469

CP M636 4721

CP GP30 5000

CP GP35 5005, 5006, 5014, 5020

CP S-2 7054, 7079,

CP RS3 8427, 8430, 8439, 8443, 8453, 8459

RS10 8480, 8581, 8596, 8598

CP RS18 8771, 8772, 8783

CP H24-66 8903

BM RS3 1515, 1512, 1513,

BM GP7 1560,

PNC RS27 900

PNC GP9 969, 971,

PC GP40 3095,

BQ (Ex-QNS&L) GP9 130, 150, 164

Dead Line: BQ (ex-QNS&L) GP7 101, 106, 107, 115 and BQ (ex-QNS&L) GP9 125, 146.

CN -Taschereau Yard - MTL (units visible from St-Luc)

CN SW1200RS 1290

CN M636 2304, 2331, 2335,

CN C424 3203, 3208, 3217 and 3232

D&H -Rousses Point, NY D&H RS3 4084

VIA RAIL and COMMUTER RAILROADS

In June MOTIVE POWER INDUSTRIES-built GO TRANSIT MP40PH-3C 609 and three others are now almost complete, and can be prepared for shipment once they finish-up shell leakage testing which was ongoing during May and June at the facility in Boise, Idaho. MPI have set up a hoop above the track which sprays water all over the shell as the loco moves down the track. These next new GO units are scheduled to move separately (or in pairs), via UP to Chicgo, and over CP to Toronto, during the month of June 2008. This marks a departure from their previous routing via Kingsgate, BC and Calgary, AB. Then in mid-June GO 609 began its move with UP 5311 leading On June 19th, MPEX (GO Transit units) 609 and 610 were enroute from MPI in Boise, ID, on UNION PACIFIC to Chicago to be interchanged with CP.

Here are BOMBARDIER promotional photos of the new AGENCE METROPOLITAINE de TRANSPORT de MONTREAL double-deck commuter cars.

<http://www.canadianrailwayobservations.com/2008/7/AMT1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/AMT2.jpg>

On May 24th, VIA RDC's (FARMRAIL 6130 and IRSI 6202), were seen sitting on the East stub track with the 6439 at the east end of the consist in Ottawa. They will do more speed testing as on the previous RDC tests on the Alexandria Subdivision. They couldn't get the Budd car's over 75mph, so these two may have been modified. (Terry Brennan)

<http://www.canadianrailwayobservations.com/2008/7/rdc.htm>

Terry Muirhead provided CRO with these shots of the VIA Telus painted F40PH-2 6429 departing Toronto Union Station on May 16th.

<http://www.canadianrailwayobservations.com/2008/7/6429.jpg>

Terry's shots of #2 Leaving Vancouver Coach Yard June 8th w/ the 6403 (CBC Unit) on the Point and #2 going through Braid in front of the BNSF Depot in New Westminster, BC. Also a photo of VIA's Randy Zarowny doing the air test just prior to #2's departure out of Vancouver.

<http://www.canadianrailwayobservations.com/2008/7/6403-1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/6403-2.jpg>

<http://www.canadianrailwayobservations.com/2008/7/june1-1.jpg>

Ron Visockis photographed the following VIA trains in late May including VIA 6420 with Train #57 passing through Belleville, ON, and VIA P42 908 on Train #60

<http://www.canadianrailwayobservations.com/2008/7/r6420.jpg>

Here are some very nice images of VIA trains including F40PH's and stainless equipment from Ron Voisckis, taken around Belleville on May 31st.

<http://www.canadianrailwayobservations.com/2008/7/r6414.jpg>

Via Consists By Robert Lubinski and Terry Muirhead.

VIA #1 "The Canadian" as observed backing into Union Station on May 20th. The blue & yellow cars are heading back west after their visit to the shops, not that there were any visible changes to the exteriors. VIA F40PH-2's 6435, 6446, 6436, Prince Albert Park D/H (vestibule end 1st), 8605, 8122, 8141, Skyline 8509, Wolfe Manor, Cornwall Manor, Thompson Manor, Skyline 8501, Diner Kent, Douglas Manor, Burton Manor, Draper Manor, Chateau Roberval, Chateau Closse, Chateau Papineau, Abbot Manor, Chateau Jolliet, Chateau Radisson, Skyline 8507, Diner Empress, Butler, Manor, Hearne Manor, Grant Manor, Strathcona Park, 5649 D/H, 5648 D/H, VIA #1 as observed backing into Union Stn at 0800 EDT this morning.

VIA #73 to Windsor has been running around with a Vancouver-assigned F40 for almost the past two weeks. 6442 was on Terry's train consist out of Vancouver on May 9th. Since then, VIA 6442 been assigned to the Toronto-Windsor-Toronto Run. Consist for #73 May 23rd at Toronto Union Station: 6442 Unit (Vancouver Assigned), 4002 Club Galley, 4119 Coach 4122 Coach, 4104 Coach.

VIA #1 Consist at Toronto Union Station, May 27, 2008: VIA F40PH-2's 6403, 6437, 6449, 8609 8131, 8107, Skyline 8511, Monck Manor, Elgin Manor, Brant Manor, Skyline 8510, Emerald, Blair Manor, Bayfield Manor, Mackenzie Manor, Chateau Rigaud, Chateau Brule, Chateau Latour, Macdonald Manor, Chateau Montcalm, Skyline 8512, Palliser, Carleton Manor, Jarvis Manor, Stuart Manor, Banff Park. (Power = 3 Cars = 22)

“World’s collided” when three CRO readers met together on May 22nd, as Walter Pfefferle met Terry Brennan and Terry Muirhead in Paris, ON. Unfortunately there was a track block on the Strathroy for most of the day and only saw two CN trains. Here are images of VIA 72 & 73 and Terry’s Official Railpast Chase Vehicle.

VIA 72 http://railfan.thegrebs.com/VIA/via918a_006

VIA 73 http://railfan.thegrebs.com/VIA/via916a_011

The two “Terry’s”: <http://railfan.thegrebs.com/VIA/2terry>

VIA Vignettes:

Don Jaworski photographed CPR train # 2, the eastbound “Canadian”, detouring over CN in this April 1967 photo, with F-units and an RS10. The train is running as "passenger extra CP 1413 South" (note the white flags) as it leaves Capreol, Ontario on the Bala Sub. It will rejoin its home rails at Sudbury, ON. http://don_jaworski.rpicturearchives.net/showPicture.aspx?id=1002000

Don Jaworski caught VIA’s Canadian powering west on CN’s Newmarket Sub. with CP FP9A 1407 and VIA’s sole (ex CP) RS-10 8558 as the power. At this time, the train ran over CN track from Toronto to Parry Sound, Ontario where it transferred back to CP track. VIA’s RS10 8558 was the only road switcher ever owned by VIA, and came from CP (same number).

http://don_jaworski.rpicturearchives.net/showPicture.aspx?id=1173367

<http://jim-sandilands.tripod.com/dorval/images/Dorval-4.jpg> VIA RS10 8558

Pierre Fournier caught VIA 621 at Leonard, QC, 100 ft away from the RR crossing, note the engineer’s hand pulling the air horn. and the slight track imperfections as one Budd car sways to the right, and the other on the left.

<http://www.railpictures.net/viewphoto.php?id=236340&nseq=66>

Video of VIA F40PH-2 meeting with an LRC at a station stop in Drummondville, QC on Youtube. (Via Don’s Froth)

<http://www.youtube.com/watch?v=4EVydnWn7t4&feature=related>

CANADIAN LOCOMOTIVE REPAIR SHOPS

Canadian manufacturer RAILPOWER Technologies Corp announced on May 26th, they intend to build their new manufacturing facility in St-Jean-sur-Richelieu, QC, creating 125 new jobs, mainly in manufacturing and development. The plant will be located in St-Jean-sur-Richelieu, 25 kilometers east of downtown Montreal, along Highway 35. It will be built on a 710,000-square foot industrial land boarded by both CP and CN (there is a diamond nearby). The plant design is modular and includes planned future expansions. The first phase will have 55,000 square foot of production space and 4,000 square feet of office space. It will be equipped with state-of-the-art manufacturing and testing equipment for Railpower’s complete line of Genset locomotives. In addition, it will have dedicated areas for research and development and also the assembly and testing of crane hybrid power plants. This move will also help CADRAIL who are tight for space and who currently rent out a large part to RAILPOWER at the Lachine-based facility.

In early June, UNION PACIFIC shipped the three remaining RAILPOWER-built RP20CD’s, UPY 897, 898, and 899, west behind the power of the I-G2OA-6, a Global 2 (Chicago) to Oakland intermodal train. After tracking them for most of the weekend, our Genset Guru: Jody Moore headed out that night to attempt an intercept in Cheyenne. Naturally, railfan’s luck dictates that one can’t actually take photos of these things during daylight hours, but he was pleased

with the end results. After sitting at the depot for about two hours, the train finally showed up for its crew change at 12:30 in the morning. In the ensuing few minutes, Jody was able to take several photos. Note the blanked back window on the conductor's side of the 899.

<http://www.canadianrailwayobservations.com/2008/7/898-1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/899-1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/899-2.jpg>

<http://www.canadianrailwayobservations.com/2008/7/899-3.jpg>

In early June, CADRAIL in Lachine, QC, released FALC SW9u 506 which will be going back to Belledune, NB to XSTRATA, which is now the new name of the Falcon Bridge Company. As well work is progressing on refurbishing the VIA F40PH-2 6402, and repair work on CN units and other contract repairs. The VIA 6400-series being rebuilt at CADRAIL will have a separate EGU for heating and cooling the passenger cars. As a result, they will be augmented to approximately 3300HP for traction.

In the summer, RPRX 5400, an RP20BD (or 5407) may be going to CP in Calgary for testing. It is former CN GP40-2W 9637. At press time, the 5400 was still on the CALIFORNIA NORTHERN, and it is going to test on the SACRAMENTO NORTHERN RAILROAD for the two weeks.

<http://www.trainweb.org/greengoats/rprx/5400.html> RPRX RP20BD 5400

<http://www.trainweb.org/greengoats/rprx/5400e.jpg> The CN Frame

In May and June, the following two units were scrapped at ANDREW A. MERRILLES in Lachine Quebec: PLUSAR GP7 47, which unit started life as NICKEL PLATE 2407, and had eight subsequent owners (seven of them Applachan coal companies), and SYSCO SW9 14, nee-BAR 32. CPCS INDUSTRIES in Lachine, QC, which shares space with AAM (above) scrapped the last two (Mexican) NdeM E60C's remaining in Canada, NdeM E60C's 013 and 018. As reported last month, the previous six NdeM E60C's were moved to Utica NY, in April 2008 for stripping.

Work has begun on the ex-CP GP9u 1592 (retired May 11th, 2007), that BRANDT INDUSTRIES in Regina, SK. purchased in July 2007. The body has been removed from the frame, and the trucks have been disassembled and are currently sitting under a temporary shed at the facility. Rumor suggests the company may construct a Genset locomotive demonstrator.

In late-May, the four ECR export units were stored inside the IRSI facility in New Brunswick and will be getting some electrical work and final finishing. All are stored inside and hidden away from public access. IRSI is hoping to get more subcontracts from EMCC and others, and have just installed a new \$400K paint booth.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC deliveries for February 2008:

During February, 36 units were shipped from EMCC, 28 from London and 8 from ITS, Welland. An additional 20 BNSF SD70ACe units (Order 20066862 for 200, 9130 to 9329) were delivered during the month. These included 14 painted (9153, 9156-9158, 9161-9164, 9169-9172, 9175 & 9177) and 6 in primer (9173, 9174, 9176, 9178, 9182 & 9183) for painting at WSOR's Horicon shop. The final five of nine G26MC-2 export units for PJKA (Indonesia - Perusahaan Jawatan Kereta Api) under order 20068821 (CC202.41, CC202.43, CC202.44, CC202.47 & CC202.48) went to Halifax. As were the first four, the narrow gauge orange blue and white units were shipped on CNIS bulkhead flats. Their C-C trucks, three to a bulkhead, were shipped as regular consist

in GEXR and CN freights. In the same train as the Indonesians were another three JT42CWM for Euro Cargo Rail (ECR) - the English Welsh & Scottish Railway (EWS) and Deutsche Bundesbahn (DB) joint company of for operation in France (order 20068864). ECR (77001, 77002 & 77010) with yellow ends, ivory-white finish with blue and red were loaded with the Indonesians from both export trains onto JumboShip FAIRWIND for the voyage to Europe and Southeast Asia. Another export train left ITS, Welland, with the remaining eight SNTF Algerian passenger GT36HCW units (order 20038519) with blue and white 060DS07 to 060DS14. They sailed on JumboShip JUMBO SPIRIT for the Mediterranean. A number of Freightliner & GBRf JT42CWRs have been sighted at the plant, as well as additional BNSF units.

Summary of EMCC deliveries for March 2008:

During March, 21 units were shipped from EMCC. Eight more BNSF SD70ACe units (order 20068862 for 200, 9130 to 9329) were delivered during the month. These included 7 painted (9165, 9168, 9179-9181, 9192 & 9194) and four in primer (9193, 9195-9197) for painting at WSOR's Horicon shop. A GEXR-CN 10-unit export train consisted of three European customers, ECR, FL and GBRf. A pair of JT42CWM units for Euro Cargo Rail (ECR 77012 & 77014); three Freightliner (FL 66595-66597) and five GBRf (66728-66732) were loaded onto JumboShip JUMBO SPIRIT in Halifax. The ECR order (20068864) is for 60 JT42CWRM 77001 - 77060, the FL (20068922) for 10 JT42CWR-T1 66595-599 & 66953-957, and the GBRf (20068902) for five JT42CWR-T1, road numbers 66728-66732.

Summary of EMCC deliveries during APRIL 2008:

During April, 23 units were shipped from EMCC. Another 13 BNSF SD70ACe units (order 20068862 for 200, 9130 to 9329) were delivered during the month. These included 11 painted (9198-9206 & 9209-9210) and two in primer (9207 & 9208) for painting at WSOR's Horicon shop. Ten units taken from the current BNSF order were shipped in BNSF orange to Australia for the EDI Rail Proprietary Ltd., Broken Hill Proprietary as BHP 4324-4333. Seen painted about the plant were more JT42CWM units for Euro Cargo Rail and Fastline (for UK).

Summary of EMCC deliveries during MAY 2008:

During May, 30 units were shipped from EMCC. Another 20 BNSF SD70ACe units (order 20068862 for 200, 9130 to 9329) were delivered during the month. These included 14 painted (9211-9224) and six in primer (9226-9227, 9233, 9239 & 9240-9241) for painting at WSOR's Horicon shop. A GEXR-CN export train consisting of 10 JT42CWM units for Euro Cargo Rail (ECR 77011, 77013, 77015-77022) lifted the load as far as Moncton, where four (77011, 77016, 77021 & 77022) were removed and taken to Industrial Rail Services for repairs. They were still at IRC at mid-June. Also seen painted inside the plant were more JT42CW units for Fastline and Dillen & LeJeune Cargo.

SHORTLINES, REGIONALS & INDUSTRIALS

On March 4th The GREAT WESTERN RAILWAY received their newest power. Ex LAKE STATE RAILROAD M420's 3563 "Lake Superior" and 3571 "For the Gipper 2004." Both units were in the Lake State RR blue paint scheme with white sergeant stripes along the sides, very similar to the older CN paint scheme. Originally the 3563 was to become the GWR 2003 and the 3571 the 2004. However, on arrival the units were renumbered in opposite order and the railway initials applied wrong. The 3563, "Lake Superior" became WGRS 2004 and 3571, "For the Gipper 2004" is WGRS 2003. Also included, a photo of PRAIRIE MINES & ROYALTY LTD. SD40-2, which is leased GMTX 6973. PM&R operates about 10 miles from their coal mine

south to the Sask Power Poplar River Power Station at Coronach. (Ken McCutcheon photos).

<http://www.canadianrailwayobservations.com/2008/7/short1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/short2.jpg>

<http://www.canadianrailwayobservations.com/2008/7/short3.jpg>

In June, former LONG ISLAND FA1 616, a cab car, moved from the TRAINS TOURISTIQUES DE CHAUDIÈRE-APPALACHES, and has been sold to the NEW YORK & GREENWOOD LAKE as NYGL 7375. The unit arrived in Montreal-CN Taschereau Yard, and then moved to the US via CN/NS the week of the 16th. Here is TTCA FA1 616 stored at Thetford Mines, QC in 2005.

http://www.myrailfan.com/collection/OTHERS/TTCA_616/img.aspx?ID=TTCA_616_THETFORDM_2.jpg

CANAC has purchased former QNS&L GP9 169 from RED ROCK MILL, in Red Rock, Ontario. This unit was retired by QNS&L in 1982, and was sold to ANDREW A, MERRILLES in Lachine Quebec and in 1988, they sold it to RED ROCK MILLS. It will eventually go to MARATHON PULP & PAPER in Marathon, Ontario and will be renumbered CANX 8701. Oddly, CANAC also has a CN S13m with the exact same number (CANX 8701), which is working for SAVAGE in the USA. CANX SW1200RS 1349 will return from MARATHON to CANAC in Montreal.

NBEC C424 4214 left the OCRR and went back home to Campbellton, NB, on May 6th. Marc Chouinard visited OTTAWA CENTRAL's Walkley Yard on May 31st and filed this report:

<http://www.myrailfan.com/News/1015/index.htm>

On May 24th Deane Motis's shot SOUTHERN RAILWAY OF BRITISH COLUMBIA (SRY) SD38-2 382 and SD38AC #381 trailing at Huntington, BC.

<http://www.canadianrailwayobservations.com/2008/7/5762.jpg>

<http://www.canadianrailwayobservations.com/2008/7/8864.jpg>

<http://www.canadianrailwayobservations.com/2008/7/382.jpg>

Here are Mark Forseille's SOUTHERN RAILWAY OF BRITISH COLUMBIA images taken over the last three years in Huntington, BC. The first is of SRY MP15DC 152, which SRY bought new when still named BC HYDRO RAILWAY. The SRY 911 is an SW900RS with 1000 HP was also acquired by the BCH, and finally SRY 1202, which is a former CN GMD-1.

<http://www.canadianrailwayobservations.com/2008/7/152.jpg>

<http://www.canadianrailwayobservations.com/2008/7/911.jpg>

<http://www.canadianrailwayobservations.com/2008/7/1202.jpg>

ONTARIO NORTHLAND Vignette:

ONTARIO NORTHLAND's "Nothlander" with former TRANS-EUROPE-EXPRESS equipment in 1980 southbound on CN at Washago, ON. On May 28th, 1977. ONR began operating two of four used TEE (Trans-Europe-Express) train sets purchased from the Swiss and Dutch railways. The ONR called the trains the "Northlander" and used them on daytime service between Toronto and Timmins, Ontario. (Don Jaworski)

http://don_jaworski.rpicturearchives.net/showPicture.aspx?id=921513

MM&A CANADIAN-AMERICAN Vignette:

On May 7th, 2007 two ex-CDAC F40M-2's lead the daily MM&A eastbound freight over CP tracks out of St-Luc yard in Montreal to Farnham, QC, and passing under the Westminster Street overpass. By 2007 seeing the F40's on this train was very rare, normally hauled by the roads C30-7's. The mainline track to the right of the photo is the AMT commuter line between North Junction and Montreal West Station (Brian Nicholson photo)

<http://www.railpictures.net/viewphoto.php?id=158206&nseq=29>

And at the CN diamond in St-Jean, QC.

<http://bicotsphotos.fotopic.net/p28943572.html>

THE BC RAIL STORY

By Claude Prutton & Mark Forseille.

BCR PART 1: 1972 & BEYOND

On April 1 1972 the PGE took on a new name that the Provincial Government felt better represented the territory in which it served. For the next 12 years the Co. would bear the Name "British Columbia Railway" The Dogwood which is the Provincial flower would become the corporate emblem. With the great increase in traffic during the 1970's the BCR continuously suffered a rail car shortage. Accordingly the Co. built a rail car manufacturing plant at the Squamish shops which opened in 1975. Concurrently a new locomotive heavy rebuild facility was opened which made the Railway self sufficient mechanically. Locomotive orders which had been placed were filled by 1973 which included 30 3000 HP units.

In 1972 BCR purchased an odd ball locomotive from Columbia & Cowlitz Railway in Washington. This was a Fairbanks Morris H10-44 number 1004. It worked the yard in North Vancouver until 1975 when it suffered a prime mover failure & was subsequently scrapped. The paint scheme for locomotives for the most part was finally agreed upon in the latter PGE days as Two Tone Green. However there was still several variations on the white striping for locomotives & several pictures with this report will show the different schemes. The lightening stripe finally won the contest. The line from North Vancouver to Clinton traverses some of the most rugged terrain in the Province & for this reason the Co. in PGE days equipped locomotives with extra lights mounted on the nose known as Ditch Lights. Still not convinced there was sufficient visibility around sharp curves at night , several years later another set of lights was mounted on the front frame & became known as Rock Lights. All trains in this area were proceeded by a track patrol vehicle for an extra margin of safety.

There are several notable grades on the south end of the BCR. The longest is from Lillooet to Kelly Lake which is ascending 2.2 to 2.4% for 35 miles. This stretch of track required considerable skill for the man at the throttle. Bringing a 10,000 ton southbound train down the side of a 35 mile long cliff was a tremendous challenge. Miraculously, there were very few accidents under PGE /BCR ownership. Southbound, there are 2.2% ascending grades from Darcy to Mons (near Whistler Ski Resort). All Southbound trains required a four unit pusher set for the 45 mile trip. Southbound from Whistler to Squamish the descending grade is 2.2% with many sharp curves. Pushers were not required from Lillooet to Kelly Lake as northbound trains were mostly empties.

Once we get through all the Motive Power acquisitions etc. over the next few months we will reflect back & update the current BC RAIL under the CN administration.

The first BC RAIL paint scheme. (1972 to 1975)

BCR 560 Chop nosed RS-3, formerly LS&I. Some of the BCR RS-3' were chop nosed like the CP did for use in the yard. Photo By Douglas Sanford

<http://www.canadianrailwayobservations.com/2008/7/560.jpg>

BCR 565 RS-3 Working the yard at Squamish, BC Photo by Douglas Sanford.

<http://www.canadianrailwayobservations.com/2008/7/565.jpg>

BCR 574 RS-3 Looks like she's been recently repainted. No Alco can be that clean!
Captured by Douglas Sanford at the Squamish Shops.
<http://www.canadianrailwayobservations.com/2008/7/574.jpg>

BCR 576 With her exhaust stack covered up. looks like she's done working for a while on the BCR. She would be never be converted into a slug like many of the other BCR RS-3's. She was scrapped in 1998. Photo by Douglas Sanford.
<http://www.canadianrailwayobservations.com/2008/7/576.jpg>

BCR 580 RS-10 Used in the yard, and she runs long hood forward. The short nose was chopped like the RS-3 W560 for better visability. The 580 is working the Squamish yard. Photo by Douglas Sanford.
<http://www.canadianrailwayobservations.com/2008/7/580.jpg>

BCR 581 at the small yard in MacKenzie, BC She still has her high short hood in this photo by Douglas Sanford.
<http://www.canadianrailwayobservations.com/2008/7/581.jpg>

BCR 583 working the yard at North Vancouver, BC next to passenger cars for the Royal Hudson Steam Train. "Unknown Photographer"
<http://www.canadianrailwayobservations.com/2008/7/583.jpg>

BCR 583 This time at the Prince George shops. Another "unknown photographer" for this photo.
<http://www.canadianrailwayobservations.com/2008/7/583-2.jpg>

BCR 602 with a high hood still. She at North Vancouver, BC "Photographer Unknown"
<http://www.canadianrailwayobservations.com/2008/7/602.jpg>

BCR 614 at Prince George, BC Claude Prutton caught her waiting for her next assignment.
<http://www.canadianrailwayobservations.com/2008/7/614.jpg>

BCR S-13 #1001 at Squamish Shops. Photo by Douglas Sanford
<http://www.canadianrailwayobservations.com/2008/7/1001.jpg>

BCR # 1002 At N Vancovuer, BC She's waiting for her next switching assignment. By Douglas Sanford
<http://www.canadianrailwayobservations.com/2008/7/1002.jp>

BCR #1003 At the Squamish Shops. Looks like she's in for some repairs. Her stack is looking pretty oily. She's a tough old Alco!
<http://www.canadianrailwayobservations.com/2008/7/1003.jpg>

BCR #1004 BCR's lone FM unit. She came from the Columbia and Cowlitz as # D1 in 1971. Was retired in Aug 1975 Not the most attractive unit on the fleet. She wasn't around too long, at least Claude Prutton captured a nice photo of her working.
<http://www.canadianrailwayobservations.com/2008/7/1004.jpg>

Here's some M-630 photos taken between 1972 to 1975 by either Douglas Sanford or Claude Prutton.

BCR 706 at the Squamish Shops. Looks like she could use a touch up with some paint from a burn on the long hood.

<http://www.canadianrailwayobservations.com/2008/7/706.jpg>

BCR 711 The only M-630 that was wrecked and not returned to service. She's at North Vancouver waiting for her next trip North.

<http://www.canadianrailwayobservations.com/2008/7/711.jpg>

BCR 723 Built in 1973, she's no more than a year old in this photo. She's parked at the Squamish shops.

<http://www.canadianrailwayobservations.com/2008/7/723.jpg>

BCR 724 Also at Squamish, BC she's about two years old in this photo.

<http://www.canadianrailwayobservations.com/2008/7/724.jpg>

The following was written by Doug Stanford who is a retired BCR employee. He is a good friend of Mark's & has provided us with some good PGE & BCR pictures in the past. He wrote this letter & sent it to Mark describing life with the RS3's.

The vague recollection I have of working on BCR RS-3s is that they were very dirty. The BCR at that time didn't really clean their locomotives, they were coated in oil most of their lives. The RS-3s were older, first generation power and were a lot more work than the latter ones. A lot more bits and pieces were involved when one part needed replacing. The trackage back then was also not the best. All locomotives rattled themselves loose, especially the running gear. A lot of broken parts in the trucks. It was very satisfying to watch them in the yard working very hard.

Douglas Stanford (Former BC Rail employee).

CANADIAN RAILWAY HISTORY

A week after a landslide temporary shut down the Hull-Chelsea-Wakefield Steam Train, the owner of the West Quebec tourist attraction has put the train up for sale. Media reports say train owner Jean Gauthier no longer has confidence in the municipally-owned company that owns the railway. Mr. Gauthier had been attempting to renegotiate the contract with the municipalities of Gatineau, Chelsea and La Peche, which jointly own the railway. A reported 11th-hour meeting between Mr. Gauthier and several Outaouais region provincial politicians was unable to solve the impasse. A company spokesperson was quoted as saying the decision to put the train up for sale means the train is unlikely to carry any more tourists this season. To date, the train has carried more than half a million riders and made more than 2,000 trips along the Gatineau River, according to the company's website. Here are some photos of the Swedish-built steam train that replaced the CPR 1201 after a 6-year hiatus in 1992. http://outaouais.quebecheritageweb.com/attractions_details.aspx?attractionId=30

Links to TRHA's recent Train Show at the former CPR Roundhouse in Toronto.

<http://tinyurl.com/5b2wqs>

<http://www.trha.ca/doorsopen2008.html>

<http://www.trha.ca/news.html> 150 years of Toronto's Union Station photos.

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

FLORIDA EAST COAST SD40-2 721, a former UP unit, is moving to NEW ENGLAND CENTRAL. NECR and FEC are now both owned by FORTRESS GROUP. In early June FEC SD40-2 722 was also moving to the NECR.

BNSF only has 46 foreign units on lease, compared to 250-300 units just a few years ago. The units are eight CEFX SD90MAC(u)'s, 25 CEFX AC44400CW's, three CITX SD70M-2's (numbered 140-142 which are the ex-EMD demonstrators), and 10 SOO LINE SD60's from CP.

Gary Knapp goes back to the summer of 2007 in this photo. Commemorating the centennial of the ex-Grand Trunk Station in Gorham, NH. The station sits alongside the ex-Grand Trunk line running from Montreal to Portland, Maine, presently operated by Gennessee & Wyoming owned Saint Lawrence & Atlantic RR, providing one train daily (except Sunday), in each direction past the station. This most fortunate fact provided me with the honor of performing the final event of the weekend celebration, a night photo of SLR train 393 passing! Joining me in helping with the night photo, were the Bragg family, Rusty, Karen and son Travis from Bangor, Maine. The weekend of the centennial celebration was included in the week the Braggs have always spent vacationing in Gorham, watching for the two trains at night here! Synchronicity! And yup....we have met here in the past! So "later that night" around 22:45 after numerous time consuming conversations and introductions, the Braggs and myself are alone with this glamorous building, the exhausted museum staff departed, heading to bed. Gorham is very quiet, sidewalks rolled up. I'm fooling around tweaking a flash unit that doesn't seem to want to fire, the lighting more or less set, when one of the Braggs says, "is that them"? We all pause and listen, and sure enough, 393 is early! Up the Andoscoggin Valley comes the sound of GP 40's, minutes away. I quickly reposition a couple flashes, then get up on the stepladder, with the Braggs in front of me, then re-position them again in the photo. It's "train time" in Gorham, celebrating 100 years, a century of trains passing by its' station. (Gary Knapp).

<http://www.canadianrailwayobservations.com/2008/7/3001.jpg>

Nathan Dahms sent CRO this interesting trio images from his home State of Wisconsin. CP train #185 out of Milwaukee, Wisconsin with 6010/9546/SOO 6048 on (3/30/08). The GE was dead in transit with oil all over it.. MRL 265/261/263 leading train #890 uphill out of Milwaukee (4/19/08) - The only time I saw a peek of sun all day! A broken brake beam on the third to last car caused them to make an unexpected setout just south of here, but the sound of three SD40's working uphill sure sounded nice! IC 3129/3106 parked near the former CNW/FRVR/WC yard in Manitowoc on (4/20/08). This is the power for train #524 Manitowoc-Neenah, and return. The crew came shortly after, and ran light power to Neenah to pick up a train. Anheuser Busch has a large malting plant here that ships and receives a lot of hoppers. Note the 3129 still has a L-Shaped window, this was the former IC 3069, and is the only IC GP40 left with a lose nose headlight, making this a pretty rare catch!

<http://www.canadianrailwayobservations.com/2008/7/south1.jpg>

<http://www.canadianrailwayobservations.com/2008/7/south2.jpg>

<http://www.canadianrailwayobservations.com/2008/7/south3.jpg>

Al Gorney provided these images of NYSW locomotives in Utica, NY. Updated Operations in mid-May has been with the MHWAlco #805 and NYSW U23B 2304 running together. The 2304 has just been repaired and the 805 had been leased from GVT, while the 2304 was being repaired.

<http://www.canadianrailwayobservations.com/2008/7/805.jpg>

<http://www.canadianrailwayobservations.com/2008/7/2304u.jpg>

<http://www.canadianrailwayobservations.com/2008/7/4828.jpg>

A new CONN DOT M-8 commuter car mock-up, and a brand new NEW HAVEN liveried BL20-GH locomotive were displayed at Grand Central Terminal in New York City in early June.
<http://www.madre-de-dios.org/gallery2/v/movement/railroads/fieldtrips/060508/>

An awesome shot spanning over 60 years! NEW HAVEN FL9M 2026 with new NEW HAVEN BL20GH 125! Showcasing one of the finest railroad paint liveries of all time!
<http://www.canadianrailwayobservations.com/2008/7/nh2.jpg>

On June 12th UNION PACIFIC opened their Golden Spike Tower & Visitor Center at North Platt's Bailey Yard, the largest classification yard in the world! The top of the 8-story tower offers an enclosed 360 degree-panoramic view. An open air platform is located on the 7th story. Open 10:00a.m.-7:00p.m. Monday - Friday and 1:00p.m.-7:00p.m. on Sundays. Admission fees are \$6.00 (adults), \$5.00 (seniors), and \$4.00 (16 & under). Call 308-660-3776 or visit www.goldenspiketower.com for more information.
<http://www.railpictures.net/viewphoto.php?id=37170&nseq=12> Today!
<http://www.railpictures.net/viewphoto.php?id=110633&nseq=7> Back in the day!

The Cass West Virginia Railfan weekend on May 17th had one of the trains running out of Elkins, WV, hauled by a former Montreal commuter locomotive, ex-AMT FP7A 1301, (ex-STCUM 1301 nee-CP FP7A 4071), pictured here as Durbin & Greenbrier Valley (DGVR) 1301. Don Jones photo). <http://www.canadianrailwayobservations.com/2008/7/1301.jpg>

In Late May, Glen Mounk caught CN train 342 to Rainer, which had LLPX SW1500's 218 and 219 (ex-CR) and GMTX GP38-2 2643 (still lettered Kelowna Pacific) enroute to VMV-Paducah.
<http://www.canadianrailwayobservations.com/2008/7/br.jpg>

The Bridge Line

On August 21, 1982, Steven G. Meyers clicked D&H GP39-2 #7611 with a large consist of D&H EMD and Alco power leaving B&M's Mechanicville, NY yard during the GUILFORD era .
<http://photos.nerail.org/showpic/?photo=200309041606042654.jpg&order=byrail&page=29&key=Delaware%20%26%20Hudson>

Letters

Hi Will,

Re- the May issue of CRO a few small corrections:

On page 3 in the CN-DPU section it is stated that the DP units do whatever the lead units do. Older DP systems pre-1996, or pre-integrated DP, were set up this way, but more modern systems (and I honestly don't know if this includes the CN units you mention -- I'm checking with my EMD and GE buddies) allow the DP units to operate independently of the lead units. An example while climbing a grade the lead and DP consists are both in notch 8, as the lead units crest the hill the engineer reduces the throttle for that consist only to notch 6, as the weight of the train continues and the balance shifts to the downgrade the engineer places the lead units in dynamic braking, while reducing the DP consist to notch 6. And continues to adjust power/dynamic braking in both consists and the entire train crests the grade, etc. Lastly for semantics it only needs to be DP, not DPU. Both are correct, but DP is for a consist, DPU is for a single unit (U standing for Unit).

On Page 4 regarding the fuel tank with the notch -- could have come from any cowl unit, not just an FP45. It could have been modified by any shop very easily with the notch.

On page 20 in South of the Border paragraph (in my humble opinion) the GE Hybrid is not really new having been released over a year ago. The number is GECX 2010. For the CSX unit, it is not a Gevo but an "Evo" (a GEVO is the prime mover inside an Evo). The Rio Tinto unit is an ES44DCi -- an Evolution Series on a lengthened frame to accommodate additional cooling features for service in the Australian desert.

Sean Graham-White,
La Grange, IL

Mr. Baird,

I wish to comment on the article in the June CRO regarding CN's operations of Distributed Power. An otherwise informative article was marred by the /unqualified/ statement "If it is placed at the wrong location, there is greater potential for the train to be ripped apart due to in-train forces" . I am not a Locomotive Engineer, nor in another position privy to CN's operational procedures. What I do know is that Newton's Laws of motion apply to CN DPUs, as to every other physical endeavour.

I have witnessed indirectly CN trains with a remote on the rear, CP trains with remotes one third behind the head end. Directly I have witnessed CP trains with a remote on the rear, CP trains with a remote halfway back, etc. Operational Managers at CN and (IMHO finally, at last) CP do realise that train separations cost money, yet these practices continue (I suspect the 1/3 back on CP west of Calgary ended as a routine matter, once the Rogers pushers ceased operation)

The qualification of the above quote required is the /conditions/ under which in-train forces become greater than draft gear/couplers, and the cargo carried, can bear. I will leave alone the consequence of DP operation on track alignment and rail surface wear, as I can not speak informatively on these issues. Where I can speak informatively (as an Electrical Engineer) is of the control settings applied to manage train forces. The response of a train in braking and traction, relative to the input of the Engineer, is a function of either the equipment itself, or the "programmed" response of the equipment control system. Assume for simplicity the consist (and locomotive type, quantity and distribution in the train) is decided at an operational level (likely the Trainmaster, helped by computers), and the response by the railcars is fixed. The only variable remaining is that of how the locomotives respond to traction and braking command input from the Locomotive Engineer. The 2\3rd back may be stated in either terms of length, or weight, or a combination of both. Did the train departing Walker Yard have the only the DPU in the wrong spot, or was the whole train marshaled backwards? Could the Trainmaster have directed the Mechanical Dept to change the control response of the units to reflect this error instead of painful remarshaling, or informed the recipient of the train manifest? Can the Mechanical Dept or Locomotive Engineer apply changes (i.e. upload data to the unit computers) to the control response to ensure proper distribution of in-train forces? Was the Marshalling error itself the prime cause of the identified break-in-two of this DP train?

The author of the article spoke with the authority to make the above quote, but did not explain it in it's entirety. Such unqualified statements stifle rational discussion within the Railfan Blogosphere by imposing upon us the submissions and interjections by the naive and otherwise uninformed "know-it-all" who claim their speculation and external observations are absolute fact. I by no means insist Railfans and Rail Employees posting entries have all the answers, I don't. I issue this email with the understanding that your editorial style encourages constructive criticism. My chief concern is ensuring the inclusion of young and otherwise new Railfans who wish to participate in rational discussion and contribute rational suggestions.

Robert Iwacha,
Winnipeg, MB

Simply put, there have been several instances where DP units have not been placed properly within trains which have resulted in operational problems. I think the author of the letter above is taking "ripped apart" too literally to mean that railcars are being ripped in half -- I took it to mean that it can result in broken knuckles, and other draft gear problems.

Sean Graham-White
Lagrange, IL

Mr. Baird:

I enjoyed reading your June 2008 issue of CRO. However, there is an error in the write-up about BC Rail. In 1972, the Pacific Great Eastern Railway was renamed as the British Columbia Railway, not BC Rail as stated in the article. The BCR became BC Rail in the 1980s.

Regards,
Joe Smuin

The Last Word:

NEW YORK & WESTERN PENNSYLVANIA Alco video, some action and roster shots, and an ex-Canadian C630M that I rode in! http://ca.youtube.com/watch?v=HmeF_999ru8

THANK YOU: Terry Brennan, Giulio Capuano , Bruce Chapman, Marc Chouinard, Ross Davies, Mark Forseille, Raymond Farand, Pierre Fournier, Brendon Frisina, Tony Fusco, James Gardiner, David Garon, Sean Graham-White, Ryan Kertis, Craig Konopski, Ken Lanovich, Don Jaworski, Luc Lanthier, Ron Lipsett, Roman Litarchuk, Robert Lubinski, Don McQueen's "Froth", Ken McCutcheon, Doug MacKenzie, Bruce Mercer, Bill Miller, Jody Moore, Deane Motis, Terry Muirhead, Glen Mounk, Brian Nicholson, Jason Noe, Robert O'Shaunessey, Donna Peters, Walter Pfefferle, Claude Prutton, John Read "GR17f", Earl Roberts, Bill Sanderson, Cor van Steenis, Tim Stevens, Paul Trudel, Ed Van Pelt, Ron Visockis, Joe Zika, Branchline, BLHS, WCRA, the Canadian Trackside Guide, and others.

Un grand merci a Denis, Giulio, Tony et Mohammed a St-Luc Diesel!

* Cover picture provided by Marc Chouinard; M&O sub +/- Mile 13

GOT AN OBSERVATION? New issues of CRO in English and in French are posted each month on our website. News stories pertaining to Canadian railways, photos, comments, favourite links, and questions are always welcome. Please e-mail photos (we prefer links directly on the web but we accept pictures directly), newsworthy sightings and railway stories to williamhbaird@gmail.com and if used, will be placed in the newsletter. Please indicate if you wish your name to be withheld. Please inform us of e-mail address change, or to cancel the announcement mailings. If your own railway website pertains to Canadian Rail, contact us:

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