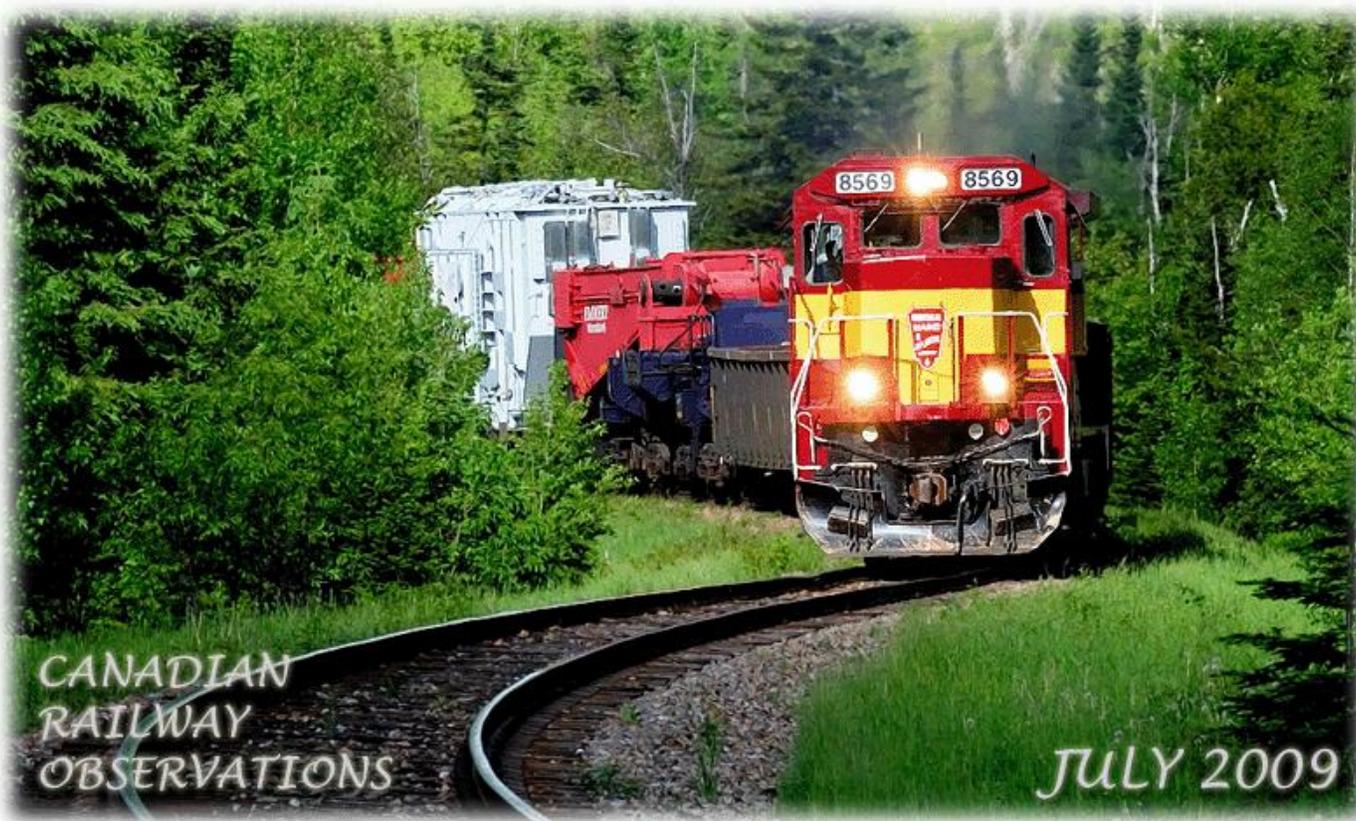


# CANADIAN RAILWAY OBSERVATIONS

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[www.canadianrailwayobservations.com](http://www.canadianrailwayobservations.com)

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## ***JULY 2009***

*Updated 07/06/09*

[www.canadianrailwayobservations.com](http://www.canadianrailwayobservations.com)

# CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last retirement was April 15<sup>th</sup>)

CN SW1200RSm 7309 on May 1<sup>st</sup>  
CN SW1200RSm 7305 on May 27<sup>th</sup>  
CN S3 Slug 269 on May 27<sup>th</sup>.

Due to the economic downturn as of June 1<sup>st</sup>, 2009 CN had 276 units stored serviceable across their system: CN-150, IC-76, GTW- 26, WC-12, DMIR- 6 and BLE- 6.

CN Locomotives Sold: Former New Brunswick East Coast (NBEC) RS18u's 1813, 1814, 1816, 1818, 1834, 1840, 1851 and 1854, BCOL RS18CAT's 604, 617, and 630, BCOL SD40-2's 754, 762 as well as CN SD40-2W 5294 and CN SD50F 5401 which had recently been stored at IC-Woodcrest and available for auction, were all sold during the first week of June. These 15 units were waybilled to Chicago Heights (consignee SIE Demolition LLC), and have been sold to J.L. Consulting. They were all re-lettered JLCX, and are destined for scrapping. Later in mid-June, JCLX purchased another 13 more CN units, but as CRO went to press their identities are still unknown. RS18u 1819 has been spotted at CADRail on July 5<sup>th</sup>.  
[http://www.myrailfan.com/collection/RIP-SHORT/RIP\\_1819/img.aspx?ID=RIP\\_1819\\_3.jpg](http://www.myrailfan.com/collection/RIP-SHORT/RIP_1819/img.aspx?ID=RIP_1819_3.jpg)

Also purchased in June was ex-BCOL RS18CAT 629, which will be going to the Northern Illinois and Western (NIWX) and who are leasing the unit to a firm in Rock Springs, WY. In late June NBEC SD40 6905 (ex-CN 5010) had been sold to a grain elevator on the DMVW and the locomotive is expected to move from Woodcrest via the CP under DMVW initials sometime in early July.

On May 23<sup>rd</sup>, retired CN SD50F's 5411 and 5437 were sold to HELM and were re-lettered HLLX at the IC Woodcrest Shop. At month end, they moved to Metro-East Industries for the locomotives to be parted out, in preparation for their eventual scrapping. The storage lines at Woodcrest are still filled to bursting with long lines of black and red CN units and of course a smattering of their other lines colors. Many of these stored units are for sale. Some of the CFMG/NBEC RS-18u/C424 units have already been cannibalized of parts and others are stored serviceable. There are numerous IC SD40-2 units in the 6000 and 6100 series in storage, as well as DMIR, WC and BCOL units, and the GTW 5900 series, seven ex-UP/MP units, 21 ex-KCS nee-CN units, and some EJ&E slugs are being stored at Woodcrest.

In May 2009 we learned the following EJ&E SD38-2's had been added to the CN roster as follows:

March 18<sup>th</sup>: 661 and 669-673.

April 24<sup>th</sup>: 662, 665, 666, and 674 (Moved to DMIR for service).

Also scrapped at Campbellton, NB, in May: NBEC RS18u's 1809, 1830, and 1855, along with one CN Plow, Spreader and Flanger.

While monitoring his scanner, Jason Jongen headed trackside June 1<sup>st</sup> at Washago, Ontario after hearing the dispatcher talking to the crew of Train 314 about a possible triple meet at "Small" with Train 451. (These are all Jason's images taken that day)

CN 450 By Mile 99 Newmarket Sub. @ 16:31  
CN 2518 C44-9WL  
CN 8856 SD70M-2  
72 Cars

CN 314 By Mile 89 Bala Sub. @ 17:03  
CN 2248 ES44DC  
CN 5718 SD75I  
CN 2602 C44-9W  
CN 5613 SD70I  
CN 5693 SD75I  
SKTX 289 F40PH  
SKTX 283 F40PH  
113 Cars

ON 698 By Mile 99 Newmarket Sub. @ 17:05  
ON 1806 GP38-2  
ON 202 EGU  
ON 614 Coach  
ON 602 Coach  
ON 703 Snack Car

CN 451 By Mile 99 Newmarket Sub. @ 17:24  
CN 2509 C44-9WL  
IC 1035 SD70  
41 Cars

CN 314 By Mile 89 Bala Sub. @ 17:03  
CN 2248 ES44DC  
CN 5718 SD75I  
CN 2602 C44-9W  
CN 5613 SD70I  
CN 5693 SD75I  
SKTX 289 F40PH  
SKTX 283 F40PH  
113 Cars

<http://download.canadianrailwayobservations.com/CRO/2009/7/ski1.jpg>

<http://download.canadianrailwayobservations.com/CRO/2009/7/ski2.jpg>

On June 25<sup>th</sup> Ray Ferand caught a CN inspection train rolling through the Ottawa area which had come up via Coteau, QC. The train overnighted in Pembroke and then returned to Montreal the next day as W97021-26. <http://www.canadianrailwayobservations.com/2009/7/tt.htm>

G-P Arcouette caught the inspection train in St-Henri (CN Montreal Subdivision MP 2.92) earlier on the 24<sup>th</sup>: <http://www.youtube.com/watch?v=Xaf2tw5Shms>

Mike Berry caught the second IC SD70 painted into the CN livery (IC 1012), which had stopped for a crew change at Turcot West, in Montreal in early June. Leading the train was CN ES44DC 2237. <http://download.canadianrailwayobservations.com/CRO/2009/7/1012.jpg>

On Canada Day, Glen Mounk caught CN Train 439 arriving at Fort Frances, Ontario from the USA. The train had CN 2571, IC 1000, IC 6204 (with dynamic brakes), and RSSX 102. The latter unit is another LEAF single engine genset rebuild by Railserve in Bodie, TX. The LEAF program was highlighted in last months Green Locomotive Roundup (CRO June 2009). RSSX 102 was built from former Norfolk Southern TC10 102, which was originally converted from Norfolk & Western GP9 520. The new genset locomotive was consigned and enroute to Dow Chemicals in Prentiss, AB. So far, Railserve has done at least four confirmed LEAF conversions - TC10 RSSX 102, GG10B's RSSX 103 and 106, and an unknown EMD SW, RSSX 1220. <http://www.canadianrailwayobservations.com/2009/7/439.htm>

On June 3<sup>rd</sup> W.D. Shaw photographed CN GP38-2 4700 and GP9RM 4018 setting out empties for the Ford plant at Oakville, Ontario. The grade the units are on actually slopes upward from right to left although it appears the opposite here due to angle perspective. <http://www.railpictures.net/viewphoto.php?id=287110>

### Joe Zika's CN-MacMillan Yard Report:

My buddy Phil Hall submitted these photos for my column this month. Waybills for the ex-Waterloo and St. Jacobs passenger cars are WCXX 3218 and 3223 and they are destined to Squamish, BC, with the shipper and consignee as the West Coast Railway Association but at mid-July were still here. They originated at Ottawa off the Ottawa Central, where they were used for their family days last year as well as a commuter special to Arnprior, Ont. trying to drum up business for Ottawa commuter traffic. When CN acquired the Ottawa Central that quashed those discussions of commuter service. <http://tinyurl.com/l9owme>

The lines of stored locos are longer these days with many SD40-2's, SD60F's and Dash 8's joining the ranks. Phil got a nice surprise when he showed up for work on June 4<sup>th</sup> and found the NRE hybrid power on the shop track in full sunlight after arriving from Capreol On. It was to depart on Train 376 for Montreal and was waybilled to Riviere-des-Prairies, QC, with shipper and consignee was NRE - ALCO Locomotive.

[AMBX 283 and 289](#) (two of the recently purchased Ski Train F40PH-2's) arrived at Mac Yard on M 31451 on May 29<sup>th</sup> for wheel work and departed Mac Yard on M 30131 06 June 6<sup>th</sup> at 1032. The whole time at Mac Yard they were elusive and remained inside the shop as Phil couldn't even catch a glimpse, never mind a shot of them. The train coaches numbered in the AC 5700 series still shows at Sault Ste Marie, Ontario. Again, many thanks to Phil Hall for including his photo's.

On June 8<sup>th</sup>, GEXR #432 delivered another export unit train of [Egyptian JT42CWR's](#) arriving Mac Yard at 2142-08. HLCX 6091, HLCX 6522, EMDX 11001, EMDX 1000 thru to EMDX 1009, and EMDX 11002. All ten of the EMDX's 1000 to 1009 are waybilled to Montreal, PQ shipper is Electro-Motive Canada and consignee is Empire Stevedoring Co.

[CEMR 4003](#) was caught at Mac Yard as well on June 8<sup>th</sup> heading from Ernestown, ON to Winnipeg, MB. Shipper is Cando Contracting and Consignee is Central Manitoba Railway. It left Toronto June 8<sup>th</sup> on M 31331-08 behind CN 8868 IC 2724 and BCOL 4648. The previous day train 148 to Montreal had an interesting consist: Originating at BIT, I caught at Mac Yard with [CN 2660, IC 2459 and GTW 4930](#), a GP38-2 which is an ex-Mopac.

Odds and ends: [IC 2462](#) in the pouring rain arriving at Mac yard. CN 1394 aka RT 110 came out of hiding for maintenance and some added reflective stripping on her sides. An oops

with a Multi Level ... must have been one big can opener to open it up like that. Also a shot's of the buisness end of that CWR rail train that's been unloading on the Oakville sub in the last week, They finally emptied her out on Monday night.

The Canac ([CANX](#))S13u 8700 that arrived on June 22nd, departed June 29th on 368, She was waybilled From Marathon, ON to St. Laurent, QC, Shipper: Savage Services Corp'n and Consignee was Canac Inc.

There have also been quite a few Dimensional Loads moving as well in the last two to three weeks on the system, Everything from transformers, boilers, heat exchangers, construction equipment to pipes and steel beams requiring idler cars for the overhang.

I managed to catch two of them: [BAWX 107](#) loaded with a Boiler originating at West Point, MS - Shipper was Babcock and Wilcox Co. and destined to EME Homer City Generating in Homer City, PA, it was classified as a D-5R Wide Load. [QTTX 130701](#) was loaded with a transformer moving from Varennes, QC – Shipper was ABB Inc and destined to American Electric Power in Moundville, WV. This was also classified as a D-5R Wide Load. - Joe

CN C44-9W 2551 leads Train 149 through Belleville, ON, and captured from a birds-eye view by Ron Visockis on June 3<sup>rd</sup>.  
<http://download.canadianrailwayobservations.com/CRO/2009/7/2551.jpg>

Colin Tytler sent this great shot of CN 301 with CN 5666 leading thunderously crossing the home town of Bobby Orr (Parry Sound) across the high bridge at MP 22.64 on the Parry Sound Subdivision on June 16<sup>th</sup>. <http://www.railpictures.net/viewphoto.php?id=287459&nseq=0>

The Rocky Mountaineer, which in 2008 ran with up to 13 cars (generator, 7 coaches and 5 Super Domes) has more recently (due to the economic downturn), been running with 11 or as few as 9 cars (generator car, 5 coaches, 3 Super Domes) between Kamloops and Banff. These photos were taken by Cor van Steenis on June 26th at the world famous Morant's Curve. <http://www.canadianrailwayobservations.com/2009/7/curve.htm>

The Rocky Mountaineer with (former CN GP40-2LW's) RMR 8015, 8016 and 11 cars (including 4 super dome cars) running eastbound from Vancouver (via Kamloops, BC) and arriving at (CP) Banff, MP 81.9 on the Laggan Subdivision on May 29<sup>th</sup> 2009; After the passengers disembarked at Banff; AB the train is seen empty going through Exshaw, AB on its way to be serviced in Calgary. The Rocky Mountaineer makes 3 trips in each direction each week through Banff.  
<http://www.canadianrailwayobservations.com/2009/7/r.htm>

On June 6<sup>th</sup> after experiencing a mechanical problem with one of the RMR units, CN (ex-BCOL) Dash 8-40CM 4606 was called upon to rescue the RMR passenger train. CN (BCOL) 4606 was taken from the consist of a W/B CN Intermodal train that was stopped at Jasper, and once coupled up to the RMR train, hauled it W/B to Kamloops. The next day The RMR train continued to Vancouver with RMR units, and CN (BCOL) 4606 ended up going back E/B in the consist of an empty CN grain train. (Tim Stevens photo)  
<http://download.canadianrailwayobservations.com/CRO/2009/7/4606.jpg>

On June 4<sup>th</sup> CN operated a three-car business train from North Vancouver to Squamish, BC, and later returned that evening with CN SD70I 5601 and passenger cars BCOL 1710, CN 99 and CN 100.

Another terrific photo from Tim Stevens, twin CN ES44DC's with 2304 at the point lead CN Q11131 31 as it thunders by on the north track (CN-Henry House), June 2<sup>nd</sup> on the Edson Sub near Jasper, AB). <http://www.railpictures.net/viewphoto.php?id=286212&nseq=6>

Clayton Chaloner caught Train 852 at Grandview, SK with CN C44-9W 2615, and IC SD40-2u 6200 on May 31<sup>st</sup> hauling 81 grain hoppers eastbound. <http://www.railroadforums.com/photos/showphoto.php/photo/59951>

Ex- BCOL RS3-Slug 410 which was sold to Western Rail Dismantlers earlier this year, was enroute to destination for scrapping, but suffered a broken draw bar after arrival at Saskatoon. It has now been re-directed by WRIX, and instead will be scrapped on site in Saskatoon, SK.

In the late afternoon of May 24<sup>th</sup>, 2009, BC Rail Dash 9-44CWL 4649, Illinois Central Dash 8-40CW 2459 and CN SD75I 5788 with a general merchandise freight have come off the Three Hills Subdivision from Mirror, AB., and are on the diesel ready track at Sarcee Yard, Calgary, AB., ready for the return northbound journey. (Cor van Steenis) <http://download.canadianrailwayobservations.com/CRO/2009/7/cnbcol.jpg>

### CN Vignettes:

On June 28<sup>th</sup>, 1985, Aleks Stefanovic caught CN 420, a Windsor to Toronto freight passing the east end of the Brantford Yard at 07:38 with CN M420W 2579, 2513 and GP40-2LW 9483. 78 cars with van 79621 bringing up the rear. <http://www.railpictures.net/viewphoto.php?id=284667>

Aleks Stefanovic also provided this great April 14, 1974 image of CN 407 also taken in Brantford, ON with a CN long hood first GP9 4527, RS18 3630 and GO GP40-2W 9810. <http://www.railpictures.net/viewphoto.php?id=285000&nseq=0>

CN GP38-2's 5530, 5529 and 5516 is the perfectly matched motive power for this loaded sulphuric acid train of 36 tank cars and CN van 79278 passing the east end of the yard in Brantford, ON (Mile 22.8 Dundas Sub) on April 7<sup>th</sup> 1983. The conductor is leaning out the window to grab a set of orders that will be hooped up by the CN Operator based here. <http://www.railpictures.net/viewphoto.php?id=288725&nseq=6>

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

As Mark is on vacation this month, he sent along these images to enjoy. Though they aren't too recent (Feb-Mar-Apr 2009), and not class units, they are interesting roster shots which he took at Port Coquitlam and New Westminster, BC. He'll be returning next month with another Class Units Column. In the mean time here's CP ES44AC #8776, CN ES44DC #2281, IC/CN C40-W #2456 (Ex LMS #729) and BNSF GP39M #2743, a rebuilt BN GP30. <http://www.canadianrailwayobservations.com/2009/7/cu.htm>

# CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (The last CP unit retired was on April 27<sup>th</sup>)

CP has sold the following 21 SD40-2's to RB Recycling in Montreal, QC, and were waybilled to St-Luc Yard on June 26<sup>th</sup>. The units are: 5585, 5604, 5609, 5625, 5629, 5641, 5657, 5662, 5674, 5711, 5724, 5754, 5762, 5770, 5801, 5802, 5806, 5811, 5814, 5822, and 5836.

CP have also sold nine 4-axle units to Rail and Motor International (RIMX) in Winnipeg, MB, for parts removal and final scrapping at General Scrappers nearby in Transcona: SOO GP9R's 4201, 4202, 4203, 4204 ([See Pictures](#)), CP GP7u 1504, CP GP9u's 1551, 1556, 1558, and CP SW1200RS 8131. (Note: This unit (8131) was to be sold to Larry's Truck Electric and may end up going there. It has been stored outside in Calgary for three years). CP SW9u 1203, built at GMDD London in 1953 and which was reported in CRO retired June 6<sup>th</sup>, 2008 was moved from the CP deadline at Ogden and was seen by Kim Piersol on CN enroute to CSX and destined for Larry's Truck & Electric, in Ohio via CN on June 19<sup>th</sup> 2009. <http://kpiersol2.rpicturearchives.net/showPicture.aspx?id=1654103>

On the early afternoon of June 5<sup>th</sup>, CP Train 235 derailed some of its locomotives and 27 cars on the Belleville Sub in a residential area in the northeastern part of Oshawa, ON. The train had seven units, SD40-2 5773, SD40-2F 9014, SD40-2 5648, GP40-2 4652, and SD40-2F's 9001, 9000, and 9018. GP40-2 4652 caught fire as it appears the fuel tank split open. The fuel tank on one of the SD40-2F's was ignited and was burning as well. The accident occurred when the fourth unit's (CP 4652), traction motor seized up, causing the wheel set and truck to jump the rails when it hit a turnout. A total of two locomotives and 27 of the train's 111 cars derailed within feet of trackside backyards and a neighboring school during recess. Hundreds of nearby residents were evacuated as a precaution as one of the derailed cars contained hydrogen peroxide. Also, several box cars, lumber cars and auto racks were seen strewn behind backyards and under an overpass following the derailment. Incredibly, there were no injuries in the incident. While some nearby residents complained the train was travelling too fast, De Ciccio said the on-board computer indicates it was going "less than 50 miles an hour." The Belleville Subdivision is part of the railway's mainline that runs from Toronto, Ontario to Montreal, Quebec. The CRO Photos are courtesy Jacques Leroux and LBC.

<http://www.canadianrailwayobservations.com/2009/7/oo.htm>

<http://www.canadianrailwayobservations.com/2009/7/o100.htm>

<http://www.flickr.com/photos/trainquy999/sets/72157619491137947/> Doug Renshaw's photos (Froth)

As of June 1<sup>st</sup> the following CP locomotives were documented stored in Mtl St-Luc Yard:

AC4400CW: 8554, 8557, 8560, 8562, 8566, 8567, 8578.

ES44AC: 8704, 8709, 8712, 8714, 8715, 8719, 8723, 8724, 8725, 8726, 8729, 8732, 8733, 8737, 8738, 8743, 8744, 8747, 8749, 8751, 8759

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

On April 5<sup>th</sup> CP leased GP38-2's 3061 and 3094 to the Great Western Railway in South Western Saskatchewan, and the units were returned the first week of June.

On June 19<sup>th</sup>, Greg Sherwood caught CP FP9Au's 4107 and 4106 hauling CPR Tuscan Red cars just west at Canoe, B.C.

<http://www.rpicturearchives.net/showPicture.aspx?id=1644188>

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

CN Units repaying H-P-H in early June: SD70M-2 8020, SD75I 5681, and C44-9W's 2529, and 2531 and all returned to CN by mid-June.

From the CN newswire: Trains M30131-27 and Q10131-27 were involved in a minor collision along the Redditt Subdivision of CN main line. The incident, which occurred at approximately 0755hrs EDT on Sunday, June 28th, is currently affecting our trains running between Toronto and Winnipeg. CN crews responded to the scene and according to current estimates at the time, the site was expected to be cleared and traffic should be ready to resume its normal pattern by June 30th. In the interim, detouring of affected traffic was done to minimize any inconvenience to our customers. The five tailend cars on 301 were on the ground and the lead unit on 101 was on the ground at Favel. The first CN detour was an eastbound taking the Sprague, Fort Frances and Kashabowie Subs to Thunder Bay, then getting on the CP and heading all the way to the south end of the DRZ. According to sources, there was a possible rear-ending of M301 by Q101 with some injuries to the crew and word that the tailend 5 cars on M301 and lead unit of Q101 were on the ground at 'Favel'. Regarding the detours, trains M304, M314, and M301 are also detouring but over the southern routing via Chicago, Superior, and Fort Frances according to the CNR Yahoo group list. No other details at press time. Another CN train detoured over the CP on Monday, June 29<sup>th</sup> CN F10251-28 running on the CP as 'GZE-28' with CN 8021 + CN 2501 and departed Thunder Bay at 1115 EDT Monday morning.

Dave Young provided the following Lakehead news photos all taken June 4<sup>th</sup>:

CN 2531 sitting on the coal track in CP's Westfort yard:

<http://www.railpictures.net/viewphoto.php?id=286136&nseq=0>

CP 441, CN 2531 West under way on the CP Kaministiquia Sub, just west of Dexter:

[http://s217.photobucket.com/albums/cc68/Daveyy46/DSC\\_2672.jpg](http://s217.photobucket.com/albums/cc68/Daveyy46/DSC_2672.jpg)

CP 347 lifting 40 grain empties out of the south storage track at Kam with D&H 7303 trailing.

[http://s217.photobucket.com/albums/cc68/Daveyy46/DSC\\_2769.jpg](http://s217.photobucket.com/albums/cc68/Daveyy46/DSC_2769.jpg)

D&H GP38-2 7303 is one of only three left in the lightning stripe livery and is unique with yellow D&H lettering on the long hood. D&H 7304 and 7312 have the blue lettering, and all were painted at CP's Ogden Shop. Here is another shot of the unit while enroute on CP train #347 with SD40-2's 5959, 5971, D&H 7303 and 112 empty grain cars. D&H 7303 arrived in Winnipeg on June 5<sup>th</sup> destined for repairs at the Weston shops.

[http://s217.photobucket.com/albums/cc68/Daveyy46/DSC\\_2766.jpg](http://s217.photobucket.com/albums/cc68/Daveyy46/DSC_2766.jpg)

On May 31<sup>st</sup> Cor van Steenis visited at the west end of Alyth Yard (Calgary, Alberta) where there was a work block on the east side of Calgary (at Shepard) so therefore no through trains. However here is some of the action he observed from 10:00 to 15:00.

CN8020 & CN5681 were on the headend of train 356 on May 31st out of Alyth.

CP 9750, CN 2529, CP 8632 manifest freight eastbound arrived at Alyth from Coquitlam, B.C. and stopped on the main for a crew change.

CP GP38-2 3081, after being turned on the 12th Street Wye, was coupled to CP GP38-2 3084 in her Tuscan Red grey and yellow script livery paint and these units headed west to switching duties at Keith.

CP 8877 Olympic unit arrived from Coquitlam, B.C. with a priority intermodal (with a rear DPU).

CP 3054, 3055 & 3063 (GP38-2's with 3063 repainted in CP red with beaver shield) hauled a manifest freight westbound (probably only as far as Keith).

CP 1601 & 8218 hauled 4 empty gondolas to Calgary Metals (recycler) on the MacLeod Subdivision

The two sets of hump units each made a push over the hump (6612 & 5795; 6603 & 5853)

UP SD9043MAC 8282 was at the diesel fuel racks (photo from last year)  
<http://www.canadianrailwayobservations.com/2009/7/ccc.htm>

Cor van Steenis also caught CP GP38-2 4508 (former SOO 4508 which was repainted in November 2008, on the Exshaw switcher with CP 3107 and 3064, and taken June 2<sup>nd</sup> at MP 57 at Exshaw, Alberta on the Laggan Subdivision. The units look very smart in their matching paint schemes! <http://download.canadianrailwayobservations.com/CRO/2009/7/4508.jpg>

Trace locations of STLH-liveried Road Power as of June 10, 2009 (by Luc Lanthier)

STLH SD40-2 5560 Arr. Oshawa, ON June 10 at 22:58pm  
STLH SD40-2 5593 Arr. DME Interchange Minnesota, MN March 28  
STLH SD40-2 5615 Arr. Hochelaga, QC June 10 at 04:05am  
STLH SD40-2 5651 Arr. Toronto Yard, ON June 10 at 16:41pm  
STLH GP38-2 7306 Arr. Bluff Point, NY May 17  
STLH GP38-2 7308 Arr. Albany, NY May 19  
STLH GP9u 8225 Arr. Toronto Yard, ON April 25  
STLH GP9u 8245 Arr. Toronto Yard, ON April 15

Trace locations of STLH-liveried Road Power as of June 30, 2009 (by Luc Lanthier)

STLH SD40-2 5560 Arr. Toronto Yard, ON June 28  
STLH SD40-2 5593 Arr. Inter.DME Minnesota, MN March 28  
STLH SD40-2 5615 Arr. Hochelaga Yard, QC June 30  
STLH SD40-2 5651 Arr. Bensenville, IL June 19  
STLH GP38-2 7306 Dep. Plattsburgh, NY June 30  
STLH GP38-2 7308 Dep. Binghamton, NY June 30  
STLH GP9u 8225 Arr. Toronto Yard, ON April 25  
STLH GP9u 8245 Arr. Toronto Yard, ON April 15

On November 9<sup>th</sup> 2007 Bill Sanderson clicked NREX SD40-2 #5431. This is a former CP SD40-2, one of the ex-GATX yellow ones that ran in UP paint and CP RAIL lettering

operating west out of Montreal and on the D&H for several years.

<http://cprdieselroster.com/Roster%20Archive/CP%205400/CP%205431.htm>

<http://www.canadianrailwayobservations.com/2009/7/5431.jpg>

## CPR Vignettes:

CPR 4-6-2 Pacific 2465 is being prepared at John Street for a passenger run out of Toronto during the 1950's. This photo is part of Ron Visockis Collection and he sent it as his Canada Day post card. The next day we learned the identity of the 'Unknown Photographer'. The photo was taken by James A Brown, who kindly submitted two more from that day! He wrote: "We used that shot for the cover photo of Railfare's publication of the January 1945 CPR locomotive diagram book ... and sadly the slide was lost somewhere in the reproduction process. At least I have the other two shots of 2465 taken the same day. (Of course as I was a student of modest means, I couldn't afford to take any more)

<http://www.canadianrailwayobservations.com/2009/7/v.htm>

I vaguely remember this train as a toddler ... The Expo "Limited" operated over the summer during the 1967 huge Worlds Fair in Montreal with a park car on the tail and blue "Expo Express" drum head! Always a great mix of Tuscan Red and stainless steel CP equipment too! Ron Visockis captured RS10 8472 leading the Expo Express during the amazing summer of 1967, at Dorval, QC. <http://www.canadianrailwayobservations.com/2009/7/8472.jpg>

While visiting North Bay, Ontario in October 1973 Aleks Stefanovic caught these CP locomotives lashed up and prepared for it's next assignment with CP RAIL FA-2 4089, FB1 4404 and RS18 8767. Wouldn't we all like to be the engineer at the throttle in the cab on this day!!!! <http://www.railpictures.net/viewphoto.php?id=284689&nseq=0>

This train photographed at Brampton, Ontario on March 5<sup>th</sup> 1983 by Aleks Stefanovic, is lead by lone CP RAIL C424 4225 and is southbound on the Toronto Hamilton & Buffalo Waterford Sub at 09:28 with 15 fairly new WSOR & UMP gondolas and a South Branch Valley box car. CP van 434129 is on the tail end. <http://www.railpictures.net/viewphoto.php?id=288047&nseq=39>

# VIA RAIL and COMMUTER News

(Terry Muirhead - With thanks to Terry Brennan, Don McQueen and W.D. Shaw)

## VIA Rail:

Modified and upgraded VIA F40PH-2's 6400 and 6402 were testing June 2<sup>nd</sup> on the Alexandria Sub, and then on June 3<sup>rd</sup> with VIA 6402 and VIA 904. The two GMs arrived in Ottawa June 5<sup>th</sup> for crew and staff familiarization. 6402 was on the West end and 6400 on the East end with 4 HEP 2 cars. Both 6402 and 6400 had sensors and wires running out the back into the stainless steel coaches. It is interesting to note that 6402 now has the new VIA class GPA-30H on its cab side. 6402 has a new light near the horns which flashes during a bell/horn application. The old class lights are now removed (-which was done at CADrail), and there now is a single headlight at the new rear end positioned off-centre on the engineers side. VIA 6400 is expected to receive the same upgrades that 6402 has received,

including having its long hood extended and separate HEP and HID (third headlight) installed. A new decal with the words "A Green Choice/Un Choix Vert" now adorns the sides of the locomotive. He tested in the night time between Calsbad Springs and Limoges, Ontario doing wheel slip tests on rails that had been covered with industrial soaps. Here are some of Terry Brennan shots of the two Renaissance-liveried units in Ottawa station. 6402.....

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0566.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0567.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0568.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0569.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0571.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0572.jpg>

6400.....

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0573.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/SSPX0574.jpg>

VIA 6402 was on "The Ocean" (#14 ex-Mtl) on June 19th and arrived into Halifax on 14 at 2115 June 20th as a trailing power. The next day (06/21/09) the unit was put on the lead for the very first time out of Halifax, NS on #15 with a CADrail rider also on board. Here is a shot of VIA 6402 leading train 15 and about to depart the Halifax terminal.

<http://download.canadianrailwayobservations.com/CRO/2009/7/6402.jpg>

### Hot News:

On July 2<sup>nd</sup>, after being rebuilt, modified and painted VIA F40PH-2d 6452 was seen testing on CN Westbound through St-Henri, QC on the Ste-Ambroise Crossing, at 11:30AM



(Click for video)

Over the last year a third headlight was installed to the front of several VIA F40PH-2 units: (6402, 6420, 6434, 6452 and 6453 are some), in order to test the safety effectiveness of increased visibility at level crossings. Following this evaluation and if successful VIA would install them on their entire fleet. So far the tests have not been conclusive, but VIA is still equipping more units with the 3<sup>rd</sup> headlight. As well some of their GE-built P42DC are now being tested with five headlight beams including 904, 910, 911, 912, 913, and 918. As well, VIA is continuing to try out different bug deflector screens under their windshields of the P42DC with all sorts and shapes of different apparatus. VIA has not been satisfied with any of the test results so far, and it may be some time before they find a standard to implement on the P42DC such as the plexiglass triangles now standard on the VIA F40PH-2 nose.

\* VIA 6411 has had the nose modified for the third light (including a hole), but has not yet had the light installed in the opening.

Two fine VIA shots by Wayne Shaw:

<http://www.railpictures.net/viewphoto.php?id=286360>

<http://www.railpictures.net/viewphoto.php?id=286357>

Marc Chouinard caught this unusual VIA 635 (Mtl-Ottawa) at Coteau, QC on June 21<sup>st</sup>

[http://www.myrailfan.com/collection/VIA/VIA\\_6411/img.aspx?ID=VIA\\_6411\\_COTEAUX\\_3.jpg](http://www.myrailfan.com/collection/VIA/VIA_6411/img.aspx?ID=VIA_6411_COTEAUX_3.jpg)

[http://www.myrailfan.com/collection/VIA/VIA\\_6405/img.aspx?ID=VIA\\_6405\\_COTEAUX\\_2.jpg](http://www.myrailfan.com/collection/VIA/VIA_6405/img.aspx?ID=VIA_6405_COTEAUX_2.jpg)

### VIA #1 Departure Toronto Union Station June 25

VIA F40PH-2 6410 Mtrl Assigned Unit

VIA F40PH-2 6411 Mtrl Assigned Unit (Operation Lifesaver)

8609 Baggage

8117

8107

8506 Skyline

8401 Acadian (Diner "A")

8511 Skyline

8315 Carelton Manor

8340 Stuart Manor 8338 Rogers Manor

8342 Wolfe Manor

8505 Skyline

8409 Fairhlm (Diner "B")

8326 Franklin Manor

8329 Hearne Manor

8339 Sherwood Manor

8717 Waterton Park

(2 Units, 16 Cars)

### VIA #1 Arrival Vancouver Pacific Central Station June 24

VIA F40PH-2 6439 Vcvr Assigned Unit

VIA F40PH-2 6434 Vcvr Assigned Unit 8612 Baggage

8129 8131 Ex Amtrak

8515 Skyline

8412 Kent (Diner "A")

8502 Skyline

8320 Douglas Manor

8331 Jarvis Manor

8330 Hunter Manor

8314 Cameron Manor

8220 Chateau Papineau

8332 Laird Manor

8504 Skyline

8402 Alexandra (Diner "B")

8305 Bayfiled Manor

8302 Allan Manor

8309 Brant Manor

8707 Kokanee Park

2 Units, 18 Cars

### VIA #1 Departure Toronto Union Station June 23

VIA F40PH-2 6409 Mtrl Assigned Unit

VIA F40PH-2 6401 Mtrl Assigned Unit (Spiderman)

8605 Baggage

8100

8109

8516 Skyline

8414 Palliser (Diner "A")

8501 Skyline  
8308 Bliss Manor  
8341 Thompson Manor  
8336 Monck Manor  
8301 Abbot Manor  
8221 Chateau Radisson  
8205 Chateau Closse  
8510 Skyline  
8411 Imperial (Diner "B")  
8334 Macdonald Manor  
8318 Craig Manor  
8321 Draper Manor  
8715 Tremblant Park  
(2 Units, 18 Cars)

**VIA #2 Departure Vancouver Pacific Central Station June 23**

VIA F40PH-2 6446 Vcwr Assigned Unit  
VIA F40PH-2 6406 Mtrl Assigned Unit (Spiderman)  
8616 Bagagge  
8142 Ex Amtrak  
8101  
8512 Skyline  
8410 Frontenac (Diner "A")  
8509 Skyline  
8335 Mackenzie Manor  
8333 Lorne Manor  
8313 Cabot Manor  
8307 Blair Manor  
8503 Skyline  
8407 Emerald (Diner "B")  
8337 Osler Manor  
8303 Amherst Manor  
8316 Christie Manor  
8718 Yoho Park  
(2 Units, 16 Cars)

Marc updated his website and added 2 new features; a VIA rolling stock information page and F40PH page for mobile phones.

From your computer:

VIA F40PH-2 info: [http://www.myrailfan.com/tables/list\\_F40.aspx](http://www.myrailfan.com/tables/list_F40.aspx)

VIA rolling stock info: [http://www.myrailfan.com/tables/list\\_VIACars.aspx](http://www.myrailfan.com/tables/list_VIACars.aspx)

From your mobile phone:

VIA F40PH-2 info: [mobile.myrailfan.com](http://mobile.myrailfan.com)

## **Toronto GO Transit:**

At the end of May, former GO F50PHs 525, 527 and 528 were moved from storage at Mimico Yard on CN Train 422 over to Mac Yard. In the first days of June they were moving again this time from Toronto to Chicago on Train 395. In Chicago they were interchanged to BNSF and by the second week of June had arrived in Irving, TX for deliverance to their new owners: Trinity Railway Express. This was not the first business deal between these commuter rail systems. Back in 1997 GO Transit sold four surplus F59PH's (nos. 565-568) to the Fort Worth Transit Authority in Texas, along with 14 GO bilevel coaches. Five of these were later traded back for GO cab cars 223 and 224.

The first official GO Transit commuter trains rolled through The city's of St. Catharines, Ontario and Niagara Falls on June 27. In early June, Toronto, Ontario commuter agency GO Transit announced that they would add a new eastbound morning train departing the Milton, Ontario GO Station at 8:08a.m., making all stops to union station in downtown Toronto. Also, GO Transit will add a new westbound afternoon train that would depart union station at 5:40 p.m. and make all stops to Milton. The GO Trains operate over Canadian Pacific Railway's Galt Subdivision, which is their Milton line.

## **Montreal AMT Commuter:**

Montreal's Agence Métropolitaine de Transport's (AMT) new baby, the planned Montreal - Repentigny - Mascouche "Train de l'Est", has hit some predictable snags. First was the report from Quebec's Bureau d'Audience Publiques sur l'Environnement (environmental public hearing board) on May 8th, which severely criticized the planned line's roundabout route, the lack of adequate coverage of several residential areas, the questionable need and feasibility of building a new Repentigny - Mascouche rail line along highway 640, and the expected increase in greenhouse gases and atmospheric pollution from the train's diesel locomotives.

AMT had originally sought to build two new commuter rail lines: Montreal - Repentigny, using an all-CN routing from Central Station through the Mount Royal Tunnel, and Montreal - Laval - Mascouche, using a CP/QGRY (Québec-Gatineau Rwy) routing from Lucien l'Allier Station, branching off the existing Montreal - Laval - St-Jerome line at St-Martin Jct. Later on, both projects were combined as a single Montreal - Repentigny - Mascouche line, requiring a brand-new rail line connecting CN's Joliette subdivision in Repentigny (about half-a-mile west of Le Gardeur station) to QGRY's Trois-Rivières subdivision at Mascouche, running in the middle of highway 640. The motivation behind this fusion of two planned rail lines remain unclear so far, as the combined project exhibits several planning and technical flaws. Among them is the complete bypass of the rapidly-growing eastern part of Laval and old Terrebonne, both areas located along the QGRY line. The combined line would also bypass the eastern side of Repentigny/Le Gardeur and would also prevent future extension to l'Assomption and Joliette, both located along the CN line. Moreover, with a planned run time of 65 minutes, it remains doubtful whether the train would save Mascouche riders any time over buses or driving. Express buses on highways 25 and 440 already run to Montmorency metro station in 20 minutes, and the soon-to-be-completed highway 25 bridge will allow potential riders a direct drive to the planned L.H. Lafontaine station. As a result, the project has drawn a lot of criticism. Rail advocacy group Transports 2000, as well as irate Laval and l'Assomption citizens called for AMT to review its plan and to revert back to

two separate lines. So far, the agency has stubbornly dismissed those requests and stated its intent to stick with the current project.

The second issue had surfaced even before the public hearings, as a portion of the planned Repentigny - Mascouche connector would have to skirt a large General Dynamics ammunition and explosive plant. General Dynamics, a National Defence supplier of ammunition, has repeatedly refused to allow AMT to built a rail line on or near its own land, because doing so would bring the commuter trains too close to several explosives storage facilities, breaching the federal regulation on explosives material handling. Closing the facility is also out of the question, since it would prevent General Dynamics from honouring existing supplying contracts with the National Defence. AMT is reportedly still negotiating with General Dynamics, but its bargaining position may prove insufficient to overbear a National Defence supplier. As a result, several observers expressed doubt the project would be completed on-time (late 2010) and within budget (390 millions C\$).

Montreal's Agence Métropolitaine de Transports (AMT) announced on May 5th its intention to gradually electrify its whole commuter train network over a 15 year period. The project would start in 2011 and would proceed at a rate of more-or-less 10 miles per year. When completed, electrification would save up to 20000 tons of greenhouse gases per year and would also reduce both noise and atmospheric pollution. For now, only one of AMT's five-lines network is electrified (Montreal - Deux-Montagnes). AMT has 20 dual-modes ALP45DP locomotives on order from Bombardier, with an option for 10 more. When delivered starting in 2012, these locomotives will allow AMT to undergo a gradual transition from diesel to electric operations, without needing to electrify the whole network at once, the cost of which would be prohibitive. No comment on the subject has so far been emitted by CN and CP, which own most rail lines used by AMT's trains. One has to expect that the freight carriers will not surrender their high vertical clearance which allows them to handle tri-level autoracks and doublestack containers (AAR Plate F and G), which could mean the catenary will be deployed much higher than usually seen in the US Northeast.

For the first time since in service for AMT, leased NJT 4117 has been removed from St-Hilaire service to replace AMT GP9u 1312 on the Delson train.

The set of engines assigned to Delson as of July 6<sup>th</sup> is F59PHI 1326, F40PH-2CAT 4117, GP40FH-2 4140.



# CANADIAN LOCOMOTIVE SHOPS

In June, former GO F59PH's 521 and 524, which had been at the CADRAIL facility in Lachine, QC (RB Recycling), have now been resold to the North Carolina DOT, which operate commuter trains. At press time they had not moved and still remain outside at the CADRAIL repair shop along with their sisters: ex-GO 520, 522, 523, 529, 531 533, 534, and 535.

Industrial Rail Services (IRSI) in Moncton, NB has purchased LDSX SW8 8620 for their shop locomotive. The switcher is ex-Conrail exx-PC nee-NYC 8620.

## Jody Moore's "Green" Locomotive Roundup

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

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

### BNSF RAILWAY & VEHICLE PROJECTS, LLC:

On Monday, June 25, BNSF, VEHICLE PROJECTS LLC and the DEPARTMENT OF THE ARMY unveiled the fruits of their joint project to develop a hydrogen fuel cell-hybrid switching locomotive, in Topeka, KS. Check the link below for the full story including video from WIBW.com. <http://www.wibw.com/localnews/headlines/49459622.html>

The locomotive, BNSF 1205, was built at BNSF's Topeka, KS shops using former CANADIAN PACIFIC Railpower GG20B CP 1704 as a platform. Complete roster info can be found on this page: <http://www.trainweb.org/greengoats/bnsf/1205.html>

The unit will be testing at the Transportation Test Center (TTCI) in Pueblo, CO until late summer or early fall, when it will move to the Los Angeles Basin and enter regular service.

### BROOKVILLE EQUIPMENT:

As the only genset builder other than superpowers NRE and Railpower to sell genset locomotives, BROOKVILLE is continuing to shop its CoGeneration demonstrator, BMEX 259 to various potential buyers. After showing off for NS and BNSF earlier this year, the 3-genset BL20CG locomotive turned wheels on Pacific Harbor Lines in Los Angeles. Then the unit returned to Texas, where it is currently demonstrating for Union Pacific.

According to Brookville's Sales & Marketing Specialist, Michael White, the demonstrator has shown "significant increases" in performance over competitors, including faster loading, lower fuel usage, and better emissions controls. On PHL, the locomotive performed head-to-head against PHL's new NRE 3GS21B gensets – and the results were admirable.

White gave CRO a quick rundown of the performance numbers gathered by the company and PHL. On the key items – fuel usage, emissions levels, loading, etc. – the CoGen unit offered some advantages. Though the companies have chosen not to publish the exact results, they are giving lip service to the advantage. And in a crowded market where three of six builders are using the exact same Cummins QSK-19 engine package, and advantage gained by a smaller company is important.

“It’s been a real pleasure to have some of these testimonials coming in from the customers,” White told CRO. “The unit loads faster, performs better. It’s cheaper, and faster running.”

In addition to whole locomotives, Brookville is offering kits for repowering conventional locomotives with the CoGeneration genset package. White said shortline operator Genesee & Wyoming has purchased a kit package for a repower program.

“The Class 1’s, and railroads like the G&W have a shop that they can do the work,” White said. “In most cases, they can turn around a unit a lot faster than we can. But they don’t have the intellectual property available. We can help by supplying that.”

White said that the BMEX 259 will travel back to California once it is done on Union Pacific. Plans are to show off the unit to Modesto & Empire Traction (already the owner of two Railpower RP20BD’s) and Central California Traction. Other demonstrations are likely to follow but haven’t been finalized at this time.

For more on Brookville, check out their website at: <http://www.brookvilleequipment.com/>

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

On June 16, the Tacoma News Tribune reported that CEECo of Tacoma, WA has pushed out its planned closure date from July 3 to July 31 due to the volume of work remaining to be done. According to the article, “Dave Swanson, CEECO president, said finishing up commitments to several customers will take that long to complete.”

[http://blogs.thenewstribune.com/business/2009/06/16/ceeco\\_postpones\\_closure\\_until\\_july\\_31](http://blogs.thenewstribune.com/business/2009/06/16/ceeco_postpones_closure_until_july_31) (complete article on the closure date)

The first of the Cummins-repowered narrow gauge Alco locomotives for WHITE PASS and YUKON was pulled from CEECo’s plant in Tacoma on June 27<sup>th</sup>. WP&Y 98 was loaded on a Tacoma Belt Line flat car, and pulled by TMBL mid-day. A second locomotive, WP&Y 90, is also being extensively rebuilt by the company. Both units received new Cummins power plants, microprocessor controls, and rebuilt traction motors and alternators. Despite getting a 60 percent horsepower increase to 900 per unit, the locomotives are expected to be 30 percent more fuel efficient than they were prior to being rebuilt. They are the first two of 11 locomotives that the WP&Y had hoped to have rebuilt.

#### **ELECTRO MOTIVE DIESEL:**

EMD’s first two SD22ECO locomotive rebuilds have been released from Metro East Industries in East St. Louis, IL. KCSM 2650 and 2651 were built under contract for EMD by MEI, and are for KANSAS CITY SOUTHERN de MEXICO. KCS and its Mexican sister railroad will be receiving a total of 27 ECO repower units – 11 for KCS, and 16 for KCSM. According to the EMD press release, “The 710ECO™ Repower units will enable KCS to update 40-year-old yard and road switchers with the latest microprocessor-controlled locomotive engine technology to reduce emissions, increase fuel economy and reliability, and cut maintenance costs. The locomotives are designed to reduce greenhouse gas emissions by 70 percent, lower lube oil usage by 50 percent and cut fuel consumption by 25 percent compared with conventional switchers.”

Check <http://www.progressiverailroading.com/freightnews/article.asp?id=20706> for the full text of the press release.

CADRail-built GP22ECO demonstrator EMDX 7102 tested on the DALLAS, GARLAND & NORTHEASTERN RAILROAD in the Dallas, TX area. The unit began service by working the Miller Turn between UP's Miller Yard and DGNO's Mockingbird Yard in Dallas on June 8. DGNO has two NRE 2GS14B's on the roster already.

### MOTIVEPOWER:

MOTIVEPOWER MP21B genset demonstrator MPEX 244 is testing on UNION PACIFIC in Texas. The unit was spotted in a light power consist in Roanoke, TX on June 23. On the 24<sup>th</sup>, it was in between two Railpower RP20BD's, UPY 2636 and 2655, on the local switch job out of Roanoke. That job has regularly drawn the Railpower gensets since they were delivered in 2007. Below are links to several photos by Chris Palmieri:

<http://www.rpicturearchives.net/showPicture.aspx?id=1650576> – Front view

<http://www.rpicturearchives.net/showPicture.aspx?id=1650587> – Rear view

<http://www.rpicturearchives.net/showPicture.aspx?id=1650583> – Working with UPY 2636 and 2655

### NATIONAL RAILWAY EQUIPMENT:

CALIFORNIA NORTHERN RAILROAD 3GS21B-DE 501 was delivered to the CFNR on June 10, 2009. The unit was built at NRE's Dixmoor, IL plant, and shipped via Union Pacific. For photos and builder's data see <http://www.trainweb.org/gensets/nre/cfnr/501.html>

Back in April, NRE shipped two (possibly three?) genset locomotives from its Mt. Vernon, IL plant for export to CODELCO, a state-owned copper mining operation in Chile. According to a recent posting in the Spanish language publication La Estrella, the units are model NROOB 3100 year 2009. They weigh 100 tons each, and were built on the frames of retired EMD G12's. One unit was photographed at NRE in April by George Redmond:

<http://www.rpicturearchives.net/showPicture.aspx?id=1569712>

Two units recently arrived at Valparaiso, Chile, where they will be trucked to the El Teniente mine at Rancagua, Chile, in the Andes mountains southeast of the capital of Santiago. El Teniente is the largest underground mine in the world. It's likely that these workhorses will spend the majority of their time underground. Here's a link to the La Estrella article on the arrival of the units. It is in Spanish, and will require translation:

[http://www.estrellavalpo.cl/prontus4\\_noticias/antialone.html?page=http://www.estrellavalpo.cl/cgi-bin/prontus\\_search.cgi?search\\_prontus=prontus\\_searchengine&search\\_idx=all&search\\_texto=CODELCO&Buscar.x=0&Buscar.y=0&Buscar=Buscar](http://www.estrellavalpo.cl/prontus4_noticias/antialone.html?page=http://www.estrellavalpo.cl/cgi-bin/prontus_search.cgi?search_prontus=prontus_searchengine&search_idx=all&search_texto=CODELCO&Buscar.x=0&Buscar.y=0&Buscar=Buscar)

The first of CSX TRANSPORTATION's three new twin engine 2GS14B genset locomotives was recently unveiled in Trenton, NJ. CSXT 1317 was purchased under a partnership between the railroad and PSEG Power, a New Jersey utility company. According to a press release published by Reuters, "the GenSet locomotives will be used to switch cars within CSXT's yards in New Jersey and can also be utilized for road switching service."

Prior to its unveiling, the 1317 was spotted working out of Woodbourne, PA. Steve Heelis sent the photos that are included on this page: <http://www.trainweb.org/gensets/nre/csxt/1317.html>

The unit is built on a new frame, and appears to have the option of adding a third genset if desired. <http://www.reuters.com/article/pressRelease/idUS172582+09-Jun-2009+PRN20090609> has the full article from Reuters.

CSX's green power PR machine is moving at full force right now. After touting the first genset introductions in the states of Michigan, Illinois and New Jersey, the railroad will make New York its next green power field. On Monday, June 29, CSXT will hold a ceremony at Oak Point Yard in the Bronx to introduce four genset locomotives for service there. <http://www.progressiverailroading.com/freightnews/article.asp?id=20743>

Two new genset demonstrators have been churned out by NRE's Paducah, KY shops. NREX 2012 reportedly left the plant in late May or early June. It was reported in the Fort Worth suburb of Mansfield, TX. Its model and configuration isn't known yet.

Another new unit, NREX 2014, was spotted at Paducah in primer on June 22. The unit is a 3GS21B, but surprisingly has the older generation long hood configuration. Here's a link to a photo of the unit: <http://www.rrpicturearchives.net/showPicture.aspx?id=1647972> Credit for the pic goes to Eugene Howard.

### **PROGRESS RAIL SERVICES:**

New PR22B genset demonstrator PRLX 2006 has been seen testing on RailAmerica's FLORIDA EAST COAST RAILWAY. Kevin Andrusia photographed it at FEC's Bowden Yard in Jacksonville, FL on May 30. <http://www.rrpicturearchives.net/showPicture.aspx?id=1623965>

Another new demonstrator, PRLX 2005, spent some time testing in Fort Worth for BNSF. Afterward, it moved to the FORT WORTH & WESTERN RAILROAD. The FWRW previously purchased a pair of 2GS14B's from NRE. The 2005 was spotted in service on the FWRW on June 26. The unit's frame number is reportedly covered by the white reflective frame stripes that are now mandated by the FRA.

### **RAILSERVE:**

Another LEAF-repowered ex-Green Goat has been spotted. RSSX 103, which was a former GG10B, was spotted on a Union Pacific train in Shreveport, LA. Bryce Denny nabbed some great photos of the unit, including an overhead shot showing that the unit still has the battery vents on top of the hood. (Though that doesn't necessarily mean that the unit is still a hybrid.)

<http://www.rrpicturearchives.net/showPicture.aspx?id=1631373>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1631374>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1631375>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1631378>

### **RJ CORMAN RAILPOWER:**

On June 18, RJ Corman announced in a press release that they had completed their acquisition of Railpower Technologies and its US subsidiary, Railpower Hybrid Technologies.

**“We are pleased and honored to be able to continue the development and production of the Railpower Gen-Set locomotives for the railroad industry,” owner Rick Corman said in the release. “The combination of the R.J. Corman Railroad Group service orientation and the demonstrated technical leadership of the Railpower team will result in Gen-Set locomotives being designed and built by a company that operates railroads.”**

It appears that the new company will be called Railpower, LLC. Here’s a link to the press release from RJC: [http://www.rjcorman.com/RJ\\_Corman\\_Railpower\\_Press\\_Release.pdf](http://www.rjcorman.com/RJ_Corman_Railpower_Press_Release.pdf)

Even before the acquisition had been announced, one of the locomotives caught in the aftermath of Railpower’s financial woes was on the move again. As reported in the June installment of the Roundup, UPY 895 was being held by American Motive Power in Dansville, NY for an outstanding debt of approximately \$241,000 CDN. That unit was part of the RJC/Railpower transaction.

On June 11, Union Pacific announced that the railroad “is on schedule to put a sixth "next-generation" ultra-low emitting Genset switching locomotive (*ed: UPY 895*) into service at its Roseville, Calif., rail yard. The Genset will be field tested at Union Pacific’s Fort Worth, Texas, rail yard before being deployed in Roseville in July. This locomotive’s arrival brings Union Pacific’s genset fleet to 165, the world’s largest and almost one-half of all built.”

Check [http://www.uprr.com/newsinfo/releases/environment/2009/0611\\_genset.shtml](http://www.uprr.com/newsinfo/releases/environment/2009/0611_genset.shtml) for the full press release from UP. Also, here’s a link for photos and more information on the UPY 895: <http://www.trainweb.org/gensets/railpower/upy/895.html> The unit arrived in Fort Worth for shakedown testing on June 23, 2009.

The status of the other four locomotives that are being held as a result of Railpower’s woes – UPY 2307, UPY 2308, NITX 1706 and NITX 1707 – is not known at this time, though the two NITX locomotives are still at TMS in Altoona, PA. NITX 1707 is still not painted. For photos of these two units follow these links: <http://www.trainweb.org/gensets/railpower/nitx/1706.html> and <http://www.trainweb.org/gensets/railpower/nitx/1707.html>.

RAILPOWER RP20BD demonstrator RPRX 5407 is still on RJ Corman Railroad. It was sighted in Frankfort, KY in solid grey primer. Possibly to be painted into RJC’s standard red and silver paint scheme? Railpower’s other RP20BD demonstrator, RPRX 5400, is still reported to be stored on the PROVIDENCE & WORCESTER RAILROAD in Worcester, MA.

UNION PACIFIC has stored its Railpower lease locomotives in Stockton, CA. GG20B hybrid RPRX 2406, and RP20BD gensets RPRX 5403, 5404, 5405 and 5406 are all reported to be at the UP engine terminal in Stockton as of June 14. UP has 2,100 locomotives stored system-wide according to Progressive Railroading.

NORFOLK SOUTHERN also appears to be storing at least one of its Railpower gensets as part of the 400 locomotives that have been idled by the recent economic downturn. RP20BD NS 101 was spotted at the head of a dead-end of stored locomotives in Chattanooga, TN on June 4.

**Late News:** In late June we learned RAILPOWER RP20BD demonstrator RPRX 5407 is still on RJ Corman Railroad, but it has given up its Railpower green paint for a coat of RJ Corman red. The unit was sighted on June 25 in Frankfort, KY in solid grey primer, and again on

June 30 painted solid red and lettered for RJC Railpower. The unit was lettered RJC 2009, representing the formation of the new company in 2009. But the unit will continue demonstration and work around Lexington, KY under its former number. Here's a photo of the unit by Bo Gray:

<http://www.railroadforums.com/forum/attachment.php?attachmentid=101408&d=1246423509>

Railpower's other RP20BD demonstrator, RPRX 5400, is still reported to be stored on the PROVIDENCE & WORCESTER RAILROAD in Worcester, MA.

*Thanks for their assistance in assembling this month's roundup goes out to: RJ Corman Rail Group, Progressive Railroad, Railway Age, Union Pacific Railroad, LocoNotes Yahoo Group, Christopher Palmieri, RJ Corman Yahoo Group, Joe Ferguson, Ken Lanovich, Ron Chouinard, George C. Manley, Mike Murray, NSRayman, Bo Gray, Sean Graham-White, ElectroMotive Diesel, Reuters, CSX Transportation, Kevin Andrusia, Michael White, Brookville Equipment, GN Goat, Yahoo GreenGoats Discussion Group, Eugene Howard, Mark R, George Redmond, John Regan, Steve Heelis.*

## **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

### **Summary of activity during May 2009:**

All nine in the current order 20088019 for Broken Hill Propriety (BHP) (4347-4355) were bagged and shipped (as GMDX 1000-1009) in four lots via GEXR and CN to Toronto Harbour for loading onto JumboShip JUMBO VISION. Euro Cargo Rail units 77045 to 77060 in order 20068864 (77030 to 77060) have been spotted in paint. It has been reported that when ECR units in European service used German (DB) rails the traction motor wiring fields interfered with the German signaling system. To solve the problem, all units are being rewired, both in London and on the continent. Also spotted around the plant and on the test track in white and red paint were JT42CW RMs in order 20078941 for Veolia Transport, numbered 77501 to 77503.

Most of the JT42CW Rs for the Egyptian Railway, (order 20078963) have been seen in two-toned blue paint during the month. Nine units were shipped to Montreal in June leaving 2149 to 2163 still to be completed and delivered. The seven JT42CW R-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (20078968), moved to GEXR Stratford storage on December 6, 2008 under temporary numbers 96801 to 96807 were moved from north of Oxford St to storage south of the plant.

Work continues on 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. Some have been seen at the Test Building.

*Today's Railways (Europe)* has reported leasing company HSBC Rail sold all of its continental European units on March 24, 2009 to Beacon Rail, a leasing company created in 2008. The London-built JT42CW R involved in the sale include Cargonet, Norway (CD401-

CD406); TGOJ Sweden (66713-66714); HGK, Germany (DE668-DE672); and ERS Netherlands, now off lease (6606-6610).

FREIGHTLINER - London-Built JT42CW (Class 66): Changes have already seen Freightliner 66586 sent from England to their operation in Poland in November 2008. Now they are modifying 66582 and 66583 to also go to Poland shortly.

Last month the EMD Electro-Motive sign was dismantled at Lagrange, and donated to the Illinois Railroad Museum. <http://www.irm.org/gallery/EMDsign?page=1>

## SHORT LINES, REGIONALS & INDUSTRIALS

### Western Canada:

CANAC has lost the contract to switch Dow Chemical at Prentiss, Alberta, to Rail Switching Service (RSSX). It is expected that Canac will move some units out of Edmonton, Alberta. Canac moved their S13m 8700, from Marathon, Ontario to Montreal, Quebec and was interchanged to CN in West Toronto on June 21<sup>s</sup> for movement to Montreal.

Archer Daniels Midland ADMX GP10 8316 has moved from Lloydminster, Alberta to Railside Loco Service in Winnipeg.

CEMR GP9 #4081 was scrapped in early June outside Dominion Bridge, in Winnipeg, MB. The frame, battery box, and part of the cab still remained as of mid-June. CEMR GP9RM #4013 is at the CMER shops Winnipeg and is currently unserviceable.

Athabasca Northern GP9RM 4010, has been moved from Edmonton to Central Manitoba Railway. ANY GP9RM 4008 is working in contract switching for Imperial Oil in East Edmonton, AB. Cando Contracting owned Athabasca Northern (now CN) and still own Central Manitoba Railway and have the contract to switch this facility.

JLCX GP10u 2100, a 2000HP (essentially a GP38-2 with a 645-engine installed) moved in June on the CP to a grain elevator in Strongfield, SK on the former CP Outlook Subdivision. The branchline has been sold to new operator. JCLX GP10-u 2100 is leased short term to the Gardiner Dam Terminal also in Strongfield, SK.

Clayton Chaloner caught CN 853 at Grandview, SK on the Togo sub June 10<sup>th</sup> with units CN 2511, with brand new HBR SD50 5007 and 38 cars. The HBR Unit is another SD50 for The Pas to run up to Churchill. As the HBR SD50's are heavy 6-axle units they are only allowed to go operate on the line running between The Pas and Churchill and are not permitted on the branchlines to Flin Flon and Thompson.

<http://www.railroadforums.com/photos/showphoto.php/photo/60031>

On June 12<sup>th</sup>, HBRY GP40-2LW 3003 was seen arriving CN Symington Yard in Winnipeg, from the west and was to be interchanged to CP supposedly destined to HELM at East St-Louis, MO. However the unit was never sent there and instead moved to CN Symington Shop for repairs. The locomotive was returned to The Pas in the last week of June.

Central Manitoba GP9RM 4003 has moved from Milhaven, ON which had been working at Ivasta, back to the Central Manitoba Railway. At Belleville on June 9, Ron Visockis photographed Cando's CEMR GP9R 4003 as the third unit with CN 4100 & 4132 in (westbound) CN #590. <http://www.canadianrailwayobservations.com/2009/7/4003.jpg>

## Ontario:

RailAmerica Motive Power - GEXR and OVR summery (by Jon Snook, with thanks to Bruce Chapman and Jason Noe)

In mid-May, Goderich-Exeter Railway (GEXR) transferred GP40 4019 to the Ottawa Valley Railway (OVR) in North Bay, Ontario.

On early June GEXR transferred GP40 4096 to the Ottawa Valley Railway on 432-11. CN 451-13 took it north on June 13th to North Bay for furtherance to the OVR. In May it was learned that OVR would be operating trains 430 and 431 between North Bay and Sudbury, Ontario with their own motive power, instead of with Canadian Pacific Railway units, as was previously done since 1997 when OVR began operations. GP40's 4019 and 4096 were transferred as OVR only rosters five other units and the railway needed the extra power to operate trains 430 and 431. Their current active roster includes; LLPX GP38AC 2221, LLPX GP38-2 2241, RLK SD18R 1800, RLK GP38 2008 and RLK GP35 5006. In April, it had been reported that CPR was ceasing the operations of all bridge traffic across the OVR lines from Smiths Falls to Sudbury, Ontario. This move affected more than 30 OVR employees in the North Bay, Ontario area as well as track maintenance workers, which are also based out of North Bay. OVR crews had operated CPR trains over their lines, between Smiths Falls and Sudbury, Ontario, which they lease from CPR.

During May, the Goderich-Exeter Railway (GEXR) was only utilizing seven active units to operate the railway's trains. The active units include LLPX GP38AC 2210, LLPX GP38-2 2236, RLK GP35 2211, GEXR GP38 3821, RLK GP40 4096, HLCX SD40M-3 6091 and HLCX SD40M-3 6522. The following units are stored at GEXR's shop in Goderich, Ontario; CEFX GP38-3 6537, RLK FP9u's 1400 and 1401, GEXR GP35m 3834 (parts source), RLK GP9-4 4001, GEXR GP40 4046 and HLCX SD40M-3 6061.

Unfortunately a major derailment occurred on June 3<sup>rd</sup>, when an Ottawa Valley train was sent east to lift all the remaining cars from any industries or sidings as far east as Cobden, Ontario. The train was westbound at Hodgson with leased units LLPX GP38AC 2221 and GP38-2 2241 when they hit a washout. The train had 29 cars and six of the empty center-beam cars at the front of the train derailed, with the two locos ending upon their sides. The Transport Safety Board of Canada (TSB) confirmed that approximately 20,000 litres of diesel fuel spilled into Ottawa River at the derailment scene at Hodgen, which is approximately 15 miles east of Mattawa, ON. The CP was soon contacted to assist OVR, and sent CP SD40-2 6030 which moved from Smith's Falls to the site of the derailment in order to pull the remaining cars back to the yard at Smith Falls.

<http://www.canadianrailwayobservations.com/2009/7/o.htm>

CP provided OVR with the two GP38-2's from the West end of the railroad (Sudbury, ON), These were likely be used on the OVR's only train: the Tembec Turn, which runs between Sudbury and Temiskaming, ON. Then more bad news ... Tembec announced in Mid July the shutdown of some of its sawmills, the company's third shutdown announcement this month. It will temporarily close all four sawmills in northern Ontario, affecting 500

employees for varying lengths of time. It also confirmed that two B.C. sawmills will be idled. This may adversely effect the "Tembec Turn". OVR is a RailAmerica owned short-line with 550 kilometers of track between Coniston and Smiths Falls, Ontario that interchanges traffic with Canadian Pacific Railway at Sudbury, Ontario. CPR owns the rail line, while RailAmerica operates over the trackage.

<http://photos.nugget.ca/mycapture/folder.asp?event=769415&CategoryID=16615&view=1>

The Huron Central Railway has decided to shut down the railway from Sault Ste. Marie Mileage 179.1 to Webbwood milage 48.2 due to lack of traffic on the line. They will officially shut down August 15<sup>th</sup> and from Webbwood to Sudbury on October 31<sup>st</sup>. The line is for sale for 25 million dollars Canadian. But with little business things don't look good. CP has stated without a buyer they will abandon the line. Mayor John Rowswell expressed surprise June 9<sup>th</sup> that Huron Central Railway is pulling up stakes, but remains unbowed as to the city's prospects to one day be a transportation hub. "If it's not possible to get Huron Central to reconsider, it suggests someone else might be looking at this railroad — and there will be someone else — because there will be funding to upgrade the tracks," said Rowswell Tuesday. Genesee & Wyoming, the American parent company for the Quebec-based short-line rail provider, announced late Monday a drop in traffic means the 300-kilometre line between the Sault and Sudbury is no longer economically viable. Operations are to end Aug. 15 on the western segment of the railroad, to McKerrow; the eastern segment, from McKerrow to Sudbury, will continue to operate to Oct. 31 to accommodate the Domtar paper mill in Espanola. Essar Steel Algoma is the line's primary client, and shipments of plate and, primarily, coil recently dropped to two days a week in the wake of the lingering economic recession that has seen demand for steel virtually dry up. Forty-five jobs are at stake, 22 of them based in Sault Ste. Marie. Huron Central president Mario Brault was in the Sault to talk with local workers. Brault said orders are down by half from a year ago. He added volumes were on a steady decline for the last three or four years, well before the slowdown that began in earnest last fall. Indeed, it's "been a difficult railway to operate" ever since Huron Central was created to lease it from Canadian Pacific Railway in 1997. Huron Central reported a \$2.1 million operating loss in 2008, despite generating \$7.4 million in revenue from handling about 16,000 carloads of freight. Part of the problem is the state of the rail bed, which Brault has been calling on the federal and provincial governments to help improve since 2006. The trains have had to slow down considerably to accommodate the railway that, by all accounts, is in great need of repair.

At press time Omni-Trax was moving a unit to the Hudson Bay Railway (HBRY) numbered Central Kansas Railway (CKY) GP9 713. The locomotive is a former ATSF geep.

On June 20<sup>th</sup> LTEX SW900 #2 was seen at CN MacMillan Yard. Waybilled from Warren, Ohio (ex-CSXT Toledo) enroute to Kapuskasing, Ontario via CN North Bay. The Shipper and Consignee was Agrium US Inc. It is a former SW8 that was been rebuilt to an SW900. It was built at GM Lagrange as an SW8 for the Lackawanna RR - DL&W 505. It is expected to become Agrium #7732 upon arrival at the customer. (Paul Shantz and Joe Zika photos from Froth).

<http://www.onrgallery.com/picoftheday/picoftheday.htm>

[http://paullantz.smugmug.com/gallery/770944\\_wNf3b#574165026\\_KVdD8](http://paullantz.smugmug.com/gallery/770944_wNf3b#574165026_KVdD8)

<http://www.rpicturearchives.net/showPicture.aspx?id=1642265>

On May 19<sup>th</sup> Dave Young caught a pair front-to-front Ontario Southland Railway MLW RS23 road switchers chugging through downtown Guelph, Ontario, and over the Speed River. Handsomely painted in their TH&B-like livery this southbound train brings traffic from the interchange at the north end town to PDI at the south end.

<http://www.railpictures.net/viewphoto.php?id=284726&nseq=42>

## Quebec:

In May, Denis Fortier sent CRO these images taken in late April of the three ex-CP RS18u s working in Charlevoix. The former NBEC RS18u 1835 is part of 'Les Services ferroviaires de l'Estuaire' which is the name of the a new company replacing 'Le chemin de fer de Charlevoix' and is a sub-contractor for CN, and handles only the freight service in the region. As well, le 'Train touristique Le Massif' bought two RS18u s 1868 and 1821, which as at the end of May were both stored in the Clermont Yard. The 92.1 miles of track from Domaine Maizerets in Quebec City to Clermont in Charlevoix, QC are owned by Daniel Gauthier. The photos include MLW RS18u 1835 and leased LLPX GP15-1 1511, making up a train that morning for Quebec City with 44 cars to be moved.

<http://www.canadianrailwayobservations.com/2009/7/ch.htm>

Patrick DeLarue updated CRO on the status of LLPX 3105, which has spent the last five years on the QGRY, was moved to Limoilou, QC on Y LU301-09 on June 9th. The unit left Limoilou then on June 10 from on the L52021-10 for Joffre, QC and then left on A40121-10. LLPX 3105 was destined to the Providence & Worcester and had arrived in mid June.

Following repairs at Canac on June 19th, an extra L52022-19 brought back QGRY SW1500 1500 and has moved to the IMTT (the Port of Quebec railway). QGRY 1500 will be replacing CANX 8708 which failed with mechanicals problems. Marc Chouinard caught it during repair at Canac. [http://www.myrailfan.com/collection/QG/QG\\_1500/img.aspx?ID=QG\\_1500\\_LACHINE\\_1.jpg](http://www.myrailfan.com/collection/QG/QG_1500/img.aspx?ID=QG_1500_LACHINE_1.jpg)

Francois Jolin clicked the Orford Express on the Bridge at Eastman, QC with the recently acquired ex-R&S M420TR and ex-NP dome car.

<http://www.railpictures.net/viewphoto.php?id=288761>

Pictures from an unkown source of the inaugural trip of the Orford Express Tourist Train with their recently aquired dome car. It is a good train ride as passengers can enjoy an exquisite dinner while viewing the pastoral scenery between Sherbrooke, Magog and Eastman, Quebec.

<http://www.canadianrailwayobservations.com/2009/7/orf.htm>

Their website is [www.orfordexpress.com](http://www.orfordexpress.com)

## Atlantic Canada:

“Rebuilt” Cape Breton & Central Nova Scotia (CBNS) GP9-4 4004 has moved from the Windsor & Hantsport (WHRC) back to the CBNS. CEMR GP9RM 4012 which also was moved off the WHRC a few months ago, was put up for sale in late-June:

<http://www.candoltd.com/images/equipment/gpr-9%204012.pdf>

# CANADIAN RAILWAY HISTORY

Happy 142nd Birthday, Canada!! (from Bill Sanderson) CPR FP9A #1411 was given a special paint scheme and re-numbered #1867 at CN's Pointe St. Charles shops on December 19, 1966. She along with CN FP9A #6509 (re-numbered #1967) powered the "Confederation Train" across Canada in the centennial year of 1967. The second set of horns visible on #1867's roof was a special application that played the first four notes of "O Canada". It was only used while the train was on display, the standard horn was employed when the train was in motion. This shot was taken by an unknown photographer apparently somewhere in western Canada during the trip. #1411 was re-painted back into CP's then-standard "script" livery at Angus Shops on December 18, 1967. Sold to VIA in September, 1978, she was retired sometime between 1980 and 1983.

<http://www.canadianrailwayobservations.com/2009/7/1867.jpg>

On May 25<sup>th</sup> Robert Sanduskey caught the CNR U-2-g class #6213 Vanderbilt tender being loaded around 14h00. A truck and low bed trailer had arrived and the tender had been loaded onto it and chained down. The tender weighs 63 tons empty and would normally weigh 139 tons (working weight) loaded with water and coal. The Locomotive was at last moved at the end of May and Robert Sanduskey, Jean Guy Hamel and Ron Visockis submitted these shots the steam locomotive and Tender moves loaded on the trucks:

<http://www.canadianrailwayobservations.com/2009/7/6213.htm>

<http://tinyurl.com/r9n6ml>

<http://tinyurl.com/rddcoj>

<http://tinyurl.com/q7hfrg>

<http://tinyurl.com/qr3vix>

<http://tinyurl.com/pf9wm5>

The movers got ready from 23h to 24h and a group of six Metro Police cars turned up as an escort. By 01h00 the tender had been moved to the Prince's Gate archway, there to wait until the last Bathurst streetcar had cleared. Around 13h40 the procession moved out onto Lakeshore Blvd, arriving at Bathurst St. around 02h00. There a waiting TTC line truck moved out under the overhead wires on the south side of the intersection and with its platform simply pushed them up to clear the approaching tender. From there the float proceeded to and over the westbound lane of Lakeshore which conveniently goes over Spadina, avoiding another set of trolley wires and other obstacles. The police fleet was very efficient at facilitating this. At 02h24 the float arrived at the top of the hill at Rees & Bremner (with ground clearance to spare), turned right and proceeded to Roundhouse Park, stopping by a gate by 02h30. No. 6213 finally made its trip Tuesday night/Wednesday morning. Began around 11:30pm and finished around 6:15am with no hitches. The mover did a good job. I have attached some images taken at different locations so you can appreciate the huge moving platform that bore the engine. An account of the move can be found at the TRHA web site.

<http://www.trha.ca/assets/images/menunews.gif>

<http://www.flickr.com/photos/55976115@N00/tags/6213/> (Photos by S.J. Gardiner)

<http://www.railpictures.net/viewphoto.php?id=288383> The John Street Roundhouse Arial view.

(Froth)

Paul Smith submitted this update: After a long wait, the oldest operating steam locomotive in North America is again ready for service. Prairie Dog Central (PDC) 4-4-0 #3 which was originally CPR #22 built by Dubs in 1882 now has a brand new boiler and numerous other repairs. After a successful run several weeks ago, it was discovered that there was a

broken spring on the lead truck. The spring packs were removed and sent to Weston Shops for repair. Work was done in the Blacksmith Shop at Weston. Re-assembly work has been completed and #3 is ready for service with regular runs scheduled beginning at the end of June. These pictures of PDC #3 were taken by Paul Newsome, a longtime PDC member and locomotive engineer.

<http://www.canadianrailwayobservations.com/2009/7/pd.htm>

The Hull-Chelsea-Wakefield steam train is back in operation once again near Gatineau, QC: [www.trainavapeur.ca](http://www.trainavapeur.ca)

I love this shot! On May 12th, 1967 John West took this incredible photo showing the northbound (Toronto to Gravenhurst) Upper Canada Railway Society special led by CNR 4-8-4 6218 meeting the eastbound CN Super Continental at the station at Washago, Ontario. This area is now down to a single track, and the alternative mainline from Toronto via Barrie is also no longer there. <http://www.railpictures.net/viewphoto.php?id=287860&nseq=10>

On his way to work in Saskatoon, Roman Litarchuk passed a junk yard and discovered a 36-inch gauge 0-4-0 steam engine of 1914 vintage! Originally built a Vulcan 0-4-0ST, the engine worked in Alberta as Hillcrest Collieries #5 until 1920, when it was sold to Natural Sodium Products in Alsask, SK (an Alberta+Saskatchewan name combination with small population - only 129 during 2001). In 1958, the engine was donated to the Western Development Museum, working out of Moose Jaw on the Short Line: <http://www.wdm.ca/mj.html> It now needs boiler work and is currently stored in Saskatoon in a scrap yard full of old steam tractors near the (WDM) Western Development Museum siding.

<http://tinyurl.com/r68ae3>

<http://tinyurl.com/nn339n>

## SOUTH OF THE BORDER

In June Gary Knapp was taking his craft on the CSX and captured this terrific street scene in Lagrange. He wrote: I was happy as dusk fell on East Main St. It had rained earlier making for still wet/reflective pavement. My hopes for a southbound were answered when after ten pm, "the signal" changed to display red. This was the night to attempt this shot, with the pavement still somewhat wet. One of the seductive attractions of night photography for me, is changing from Relative Time, the realm where I am planning, driving down from the state park, deciding what I want to shoot, how to light it up, setting up the lights, judging the overall lighting, into Absolute Time, the realm of time where capturing the moment, the "now".... is all that matters. Past and future disappear along with an awareness of myself waiting. In Absolute Time, the only "time" so to speak, is the present moment looking across the intersection here. I have made discoveries..... back home on the D&H along Lake Champlain, coming upon myself, forty five minutes later, still standing atop the stepladder waiting for a southbound who's plans have been changed by the dispatcher.....by phone,..... while "a bummer" in Relative Time, is nothing, in Absolute Time. Here in La Grange, the southbounds you don't seem to hear until they are already in town, idling in. The headlight glow dissappears as the head end comes up the street at five mph, the rumble of idling prime movers, cooling their heels on the trip down from Cincinnati, is enhanced by the canyon of buildings, the crossing lights, bells and gates are in the background, as the intersection before us empties.....into the moment arrives CSX 4762 to a click! Of a camera shutter. Behemoths are roaming East Main St. again in La

**Grange! Shot on May 8, 2009 at 23:08 with the 5D and Zeiss ZF 35/2 (Nikon) lens set at f2. Flash units erased on the sidewalk in photoshop. Please enjoy!**  
<http://www.canadianrailwayobservations.com/2009/7/4762.jpg>

The Steamtown National Historic Site in Scranton, PA will take one of its two mainline steam locomotives out of service later this year for a federally mandated inspection and overhaul, leaving the park with a single operating steam engine until at least midway through the 2010 season. With the sidelining of Canadian Pacific 2317, the site will make a hard push to complete the lengthy restoration of the Boston & Maine 3713 locomotive and to get its Baldwin 26 locomotive back into service, said Harold H. Hagen Jr., Steamtown superintendent. "We are starting to see daylight when we are going to have a stable of locomotives running out of here," Mr. Hagen said. "It's still a few years down the road." Federal Railroad Administration regulations require operating steam locomotives to undergo a major inspection, which essentially involves stripping them down to the bare boiler, after 1,472 service days, Mr. Hagen said. Steamtown anticipates CPR 4-6-2 2317 will hit that threshold and have to be removed from service sometime this fall. That means Canadian National locomotive – CNR 2-8-2 3254 will be the only working steam engine at the site until the Baldwin 26 comes back into service, probably during the summer or fall of next year, Mr. Hagen said. The Baldwin, a smaller engine used as a yard shuttle at the park, has been out of commission since it went into Steamtown's shops for an FRA-mandated inspection in 2000. Major problems were discovered at that time, including a crack in the crown sheet on the back of the boiler. Mr. Hagen said before Steamtown initiates any major work on CP 2317, it will focus its attention on finishing the restoration of Boston & Maine 3713. The locomotive has been undergoing restoration at Steamtown since 1994 under a partnership agreement with the Lackawanna-Wyoming Valley chapter of the National Railway Historical Society. The volunteer, nonprofit organization has been performing work on the locomotive as it raises money. The restoration of the Boston & Maine locomotive, which will cost well over \$1 million "when it's all said and done," could be completed as early as 2011 or 2012 if everything goes well, Mr. Hagen said. "That's barring any unforeseen circumstances," he said of the timetable. "Sometimes you find problems you didn't anticipate." The park's long-range plan is to have all three mainline locomotives - the Boston & Maine and both CPR and CNR engines in operational condition, he said, "It just takes time, and it takes money!"

<http://www.scrantontimes.com/news/1.34635>

On June 16<sup>th</sup>, two large transformers were moved on a special train through Maine, Quebec and New Hampshire over the MMA and SLR. Frank Jolin kindly submitted his photos of MMA B39-8E 8569 leading a 16-axle depressed center flat car, a Schnabel car with spacer gondolas and safety caboose on the MMA Sherbrooke Sub.

<http://www.railpictures.net/viewphoto.php?id=287833>

See more of Frank's fine shots of the special move here:

<http://frankrailroadphotography.fotopic.net/p59044714.html>

Formerly painted red, lease switcher LTEX 801 SW8 (which had operated in Canada as Stelco 71), was overhauled this year at Larry's Truck Electric (LTEX) in Ohio, and is now repainted blue and renumbered 925. During June, it moved to its new assignment in Colorado.

A sampling of former Canadian FPA-4's now residing in the U.S.A (from, Don McQueen's Froth):

<http://www.railpictures.net/viewphoto.php?id=286962&nseq=3>

<http://www.railpictures.net/viewphoto.php?id=287060&nseq=19>

More Canadian emigrants – submitted by Tim Organ with thanks:

Former BC Rail RDC BC-30 far from home in Rhode Island:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1610835>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1610828>

A former CN “Sweep”, SW1200RSm 7104 and GP9RM 8609, now Savage units in Ohio:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1610658>

Former Roberval - Saguenay R.R. M420TR 27 in Rome, NY.

<http://www.rrpicturearchives.net/showPicture.aspx?id=1610560>

**D&H - The Bridge Line:** These two images kindly submitted this month by Arnold Mooney give as a glimpse back in time to the leaner years on the D&H. Slower track speed, downturn in road traffic and Arnold’s lack of “the old enthusiasm” he wrote railfanning the D&H during this era was less of an adventure. Long gone were the days of the “chase” and the attractive paint schemes of the past were now fading. This can be seen here in this southbound consist of a Binghamton-bound train about to duck under the Route 7 bridge at the south end of Bainbridge, NY on September 10, 1979; an image approaching 30 years distant. D&H 7417, 7316, 7324 and 2305 with mixed freight. This CP line is single tracked here now. The second image shows the train splitting the Signals. Here due to its slow speed Arnold has caught up to the southbound in only a few miles. This shot is at old mile 112.1, as indicated, or now approximately mile 585 as the train is on approach to Afton, NY in this late afternoon scene. <http://www.canadianrailwayobservations.com/2009/7/br1.jpg>  
<http://www.canadianrailwayobservations.com/2009/7/br2.jpg>

## Letters:

I've been reading Canadian Railway Observations for a few months now - while I've been a fan of the railways for some time it is only lately that I have had the time to really enjoy it, learn about it and use my photography skills to record it. Anyway, I wanted to mention that earlier today - June 10th at 4:30 p.m.- I just happened to see some rail grinding taking place on the CP line just west of Guelph Junction - actually between mile 37.02, which is at the 4th Line (Galt Subdivision) & Guelph Junction. They managed to set a couple of small fires along the way which they quickly extinguished. I've never seen one of these trains before - quite an operation. And I couldn't believe the one guy riding up on top, completely surrounded by smoke, and just covered in soot. I've included a few photos I took today - I snapped about a hundred but I'm only sending 5. If you think this is worthy on mention in CRO, please feel free to use it and any of the photos.

<http://www.canadianrailwayobservations.com/2009/7/lor.htm>

Really enjoy CRO - it's a great read!

Dave Broughton  
Guelph, ON

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## **The Last Word:**

With the lazy hazy days of summer now here, your editor has actually become that ... “lazy and hazy”! I apologize for the tardiness of the July issue of CRO, which was to be released June 30<sup>th</sup>. Some how, even though June was a slow news month we have another jam-packed issue, and I will make an effort to release the August issue by August 1<sup>st</sup>.

Do you recall the photos of the sold CN locomotive cab and transported on a TTX flat a few months back in CRO? A creative railroad modeller in the US has made a pretty good facsimile of the load.



Aside from editing his monthly EMCC report, CRO columnist Don McQueen also is the Editor of his own local newsletter “Froth” which is always a good read. Froth recently included these two interesting links:

Canadian Steam: [http://www.youtube.com/watch?v=zyb\\_bfhXO88](http://www.youtube.com/watch?v=zyb_bfhXO88)

ALCO locomotives Historical Images <http://www.flickr.com/photos/lightning72>

Cheers,  
Will

**THANK YOU:** Francois Jolin (Cover Picture), Mike Berry, Terry Brennan, James A Brown, Guilio Capuano, Guy-Pascal Arcouette, Bruce Chapman, Marc Chouinard, Patrick DeLarue, Daniel Dell Unto, Ray Ferand, Mark Forseille, Denis Fortier, Sean Graham-White, Bob Heathorn, Frank Jolin, Jason Jongen, Craig Konopski, Ken Lanovich, Luc Lanthier, Jacques Leroux, Roman Litarchuk, Jim Mcpherson, Don McQueen (Froth), Bruce Mercer, Jody Moore, Arnold Mooney, Glen Mounk, Terry Muirhead, Tim Organ, Robert O Shaugnessy, Jason Noe (Railpace), Mark Perry, Donna Peters, Kim Piersol, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read “GR17f”, Earl Roberts (Branchline), Robert Sanduskey, Joe Santucci, W.D. Shaw, Paul Smith, Cor van Steenis, Aleks Stefanovic, Jean-François Turcotte, Wilco van Schoonhoven, Ron Visockis, John West, Chris Wilson, Dave Young Joe Zika, CN lines SIG, The Bridge Line Historical Society and The Canadian Trackside Guide. Aussi, merci John, Tony, Denis, Richard, Mohammed et les gars a St-Luc Diesel!

**Submitting photos to CRO?** We encourage our readers to forward pertinent news photos and historical material for our “Vignettes” series. However we prefer if you upload your pictures to one of the many photo hosting websites and then us send the “link”.

Please (Include Train #, date, location, etc, to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) As we get a lot of mail please Indicate "CRO Photo" in the subject line. If you are really unable to send us your hyperlinked photo and can't put your pictures online, you of course can send them to us in jpeg format, as long the size is not exceeding 1Mb. All the servers and technical operations is graciously covered by our CRO Co-Editor and Webmaster: Marc Chouinard, with thanks.

**GOT AN OBSERVATION?** New issues of CRO are posted each month 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 own website pertains to Canadian railways, please contact us.