

# CANADIAN RAILWAY OBSERVATIONS

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**Editor**  
William H. Baird

**Collaborators**  
Walter Pfefferle (Photo Editor & Web Assistant)  
Daniel Dell'Unto (Consultant)  
Don McQueen (EMCC Diary)  
GR17f (Coordinator)  
Roman Litarchuk (Western Coordinator)  
Sean Graham-White (US Coordinator)  
Jody Moore (Green Locomotive Roundup)  
David Othen (Atlantic News)  
Terry Muirhead (VIA News)  
Joe Zika (Diesels & Dust Report)  
Craig Konopski (Lakehead Report)  
Mike Pebesma (Modeller's Corner)  
Mike Robin (Ontario Northland News)



**HAPPY CANADA DAY!**

**JULY 1<sup>st</sup> 2010**

*Updated June 30, 2010*

<http://www.canadianrailwayobservations.com>

# CANADIAN NATIONAL

## CN Locomotives retired

CN has started to retire the IC 6100 series SD40-2's. Most of these had been through major overhaul and rewiring just 4-10 years ago. With all of the new power, and the used UP's, there is just too much surplus power laying around. The unit numbers will be posted CRO soon.

## CN Locomotives Sold

CN is holding an auction with the following 47 retired units, however nothing has been sold from the storage lots in the last two months, and some units have been added with others removed from the auction list (See updated chart below).

## Updates on some of CN's Retired units for Sale

<http://www.canadianrailwayobservations.com/2010/07/chartjulysurplus.pdf>

RR	NUM.	LOCATION		HP	MODEL	BUILT
CN	226	VANCOUVER	BC	0	GP9 Slug	1955-59
CN	241	TORONTO	ON	0	GP9 Slug	1955-59
SFEX	4202	WOODCREST	IL	2000	C424M	1963
SFEX	4204	WOODCREST	IL	2000	C424M	1963
IC	6108	CENTRALIA	IL	3000	SD40-2	1976
IC	6064	FOND DU LAC	WI	3000	SD40-2R	1966
IC	6066	FOND DU LAC	WI	3000	SD40-2R	1966
IC	6134	MEMPHIS	TN	3000	SD40-2	1976
IC	6127	WINNIPEG	MB	3000	SD40-2	1976
IC	6136	WINNIPEG	MB	3000	SD40-2	1976
CN	5334	WINNIPEG	MB	3000	SD40-2W	1980
CN	5384	WINNIPEG	MB	3000	SD40-2	1973
IC	6004	HOMEWOOD	IL	3000	SD40-2R	1967
IC	6006	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6007	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6011	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6013	HOMEWOOD	IL	3000	SD40A-2R	1969

IC	6015	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6016	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6017	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6018	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6030	HOMEWOOD	IL	3000	SD40-2	1975
IC	6032	HOMEWOOD	IL	3000	SD40-2	1975
IC	6050	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6054	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6056	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6058	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6059	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6063	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6068	HOMEWOOD	IL	3000	SD40-2R	1966
IC	6072	HOMEWOOD	IL	3000	SD40-2	1979
CN	5248	HOMEWOOD	IL	3000	SD40-2W	1975
IC	6008	HOMEWOOD	IL	3000	SD40A-2R	1969
IC	6101	HOMEWOOD	IL	3000	SD40-2	1976
IC	6104	HOMEWOOD	IL	3000	SD40-2	1976
IC	6113	HOMEWOOD	IL	3000	SD40-2	1976
IC	6117	HOMEWOOD	IL	3000	SD40-2	1976
IC	6122	HOMEWOOD	IL	3000	SD40-2	1976
IC	6123	HOMEWOOD	IL	3000	SD40-2	1976
IC	6124	HOMEWOOD	IL	3000	SD40-2	1976
IC	6126	HOMEWOOD	IL	3000	SD40-2	1976
IC	6140	HOMEWOOD	IL	3000	SD40-2	1976
IC	6141	HOMEWOOD	IL	3000	SD40-2	1976
CN	5301	TORONTO	ON	3000	SD40-2W	1978
NBEC	1845	MONTREAL	QC	1800	RS18u	1957
NBEC	1856	MONTREAL	QC	1800	RS18u	1958
NBEC	1835	MONTREAL	QC	1800	RS18u	1958

**Note: All EJ&E units have been removed from last months list and the SFEX C424m 4202 and 4204 are new additions.**

**Woodcrest Shop is currently painting the first EJ&E unit into CN colours. EJ&E SD38-2 668 was being sand blasted in early June. It is evident that CN intends to keep their EJ&E SD38-2 and SD38-3's which are in very good shape. As well EJ&E SD38-2 658 has been upgraded to a -3. and this will be the first to be repainted CN. CN will retain 20 SD38-2's and dash 3's numbered 656-675 on the roster. Currently EJ&E SD38-2/-3's 660, 662, 666, 667, 672 and 673 are assigned to IC Markham Yard.**

**We have more information on the CN's ex-UP Dash 8's: CN paid about \$100,000 US for each of the UP units. Some of these units have the modified version of the EPIC 3102 Air Brake system. There are two currently being prepared at Woodcrest but we do not have the numbers. One was in UP paint and one was in CNW paint. The first C40-8 to enter service in service is CN 2125 which worked train 343 (Memphis-Symington) north as the second unit leaving Markham Yard on the 21<sup>st</sup> of June. It was the first ever CN C40-8 in Canada and arrived in Symington Yard in Winnipeg, Manitoba on June 22<sup>nd</sup>. Here are some great shots by Jason Jongen of 2125 on train 314 Sparrow Lake ON.**

**<http://www.canadianrailwayobservations.com/2010/07/cn2125-3.htm>**

**Colin Tytler caught CN Dash 8-40C 2125 at Parry Sound ON on June 28<sup>th</sup>:**

**<http://www.railpictures.net/viewphoto.php?id=329784&nseq=30>**

**CN GP40-2LW 9590 was repainted at Woodcrest Shop and released fresh out of the paint shop on June 18th. One week later GP40-2LW 9566 was released from the Woodcrest paint shop. And at month end, as we mentioned above EJ&E SD38-2 668 will become the first "J" unit in CN colours.**

**Currently in the Woodcrest storage lines are the entire roster of BCOL ex ATSF B39-8E's, all retired in number series 1700, 3901-3910. As well EJ&E slug T-2 and CC1 are stored here. Many of the IC 6000 series SD40R's and 6100 series SD40-2s stored here. Several have been sold and shipped including the 6003. GT 5930, 5933, and 5937 are also stored here. Several of the IC 6100 series were returned to service on CN for a few weeks (including 6127 and 6135). However 6127 was back in storage by mid-June. IC 6017 was also briefly returned to service but it too is back in storage. The 6132 was used for training for a mock train/school bus collision in Schererville, IN on the EJ&E for emergency responders to get training. It now has been returned to the Woodcrest boneyard.**

**CN has moved some of the IC SW14s were to the EJE's Kirk Yard and Joliet. Several others are stored at Woodcrest including 1477, 1496, 1497. and the former EJ&E 446 is at Joliet, and the yellow painted SW1001. 444, and 445 were sold to Larry's Truck Electric (LTE). IC black GP38-2 9628 is assigned to the Kirk hump yard. I believe they have CN-IC 9615 with it operating in remote control at times.**

Six DMIR SD-Ms are stored: five at Kirk yard, and one at Joliet. The one at Joliet is the high nose version.

The IC GP38-2's were sent to NRE Cappel and Progress Rail for major work; rewiring, new paint, refurbished cabs, the addition of alertors and cab crash cameras. Program is essentially complete. Although I did spot the 9628 still in sorry looking IC black paint, but now sporting RCL equipment. The spotting difference in who did which ones is in the orange paint on the cabs. The NRE done units have a more red orange and the Progress Rail ones have a more yellow tint to the orange paint.

Painting of the GTW GP38-2's is stepping up. Some of the 4900 series have been repainted into CN as have several of the former Rock Island units in GTW 5850-series recently.

None of the remaining IC GP40R's have been repainted and they are pending retirement. None of the WC GP40's have received new paint and also be pending retirement. However, in June a couple of them have been placed back into service as well including the WC 3027.

The IC 6100's that were rewired were upgraded to SD40-3s and renumbered into the 6200 series (about 15 units) will not be retired for some time. The 6100s are the ex BN units the IC acquired in two separate purchases in 1990 and 1991. These are to be retired now.

EJ&E SD-M 809, 813, 815 and 818 were all stored at Kirk Yard . The 818 was the only one still in EJ&E orange, the rest still in DMIR (Missabe) colours. And those have been on the EJE since 1993.

At the peak of the recession, there were 197 units stored at Woodcrest. I believe 132 of them were stored serviceable. A lot of the units acquired with the acquisitions of the short line groups in Canada were also stored here with most of them being sold off.

GTW 5930, 32, 34, 36 and 37 all stored at Woodcrest along with a couple of the "gray ghost" (ex-KCS) GT units, the power by the mile units still in gray paint. These are the ex KCS, original CN units that CN and KCS split the lease for several years. The GT 5930-37 and all of the 4900 series GP38-2s are ex- MP units.

We learned in June that some of the CN wide car body (2400 and 5500-series) high horsepower units with mechanical governors will not be allowed to operate in the US next year. This is part of the EPA's crackdown on exhaust emissions. That means all the of the 2400 series Dash 8s will not be allowed to work in the US. The full body units will not be missed here when they go. These, and the 5500 series SD60Fs are not well liked by US crews.



Spotted DMIR SD38-2 211 in fresh CN paint at Woodcrest today. CN removed the bell from above the end of the long hood and placed it under the deck on the fireman's (left) side. They have done this with all the DMIR SD38-2s. This is the first DMIW SD38 I have seen repainted.

In June, CN started operating officer trains out of Taschereau Yard, aiming to familiarize its managers with train handling operations. Several of those trains have been sighted on the St-Laurent and Joliette Subdivision starting in early June. The train typically head North to St-Justin in the morning, following 460 (Taschereau - Garneau), and then reverses the power and heads back to Taschereau mid-afternoon. The train is 39-cars-long, comprising empty centerbeams and cylindrical hoppers. Now, what really makes things interesting is that the train typically runs with Norfolk Southern power that would otherwise sit dormant at Taschereau between runs on trains 328-329 (CP 930-931). On June 4th, the officers train was observed heading back to Taschereau led by NS C40-8W 8459 (Conrail paint), C40-9 8864 and C40-9W 9084. On June 15th, the train was observed heading back to Taschereau led by NS C40-9W 9428, C40-9 8830 and C40-9W 9064. On June 16th, the train was observed heading toward St-Justin, Quebec led by NS C40-9W 9084 and C40-9 8836.

CN temporarily suspended operations along the Saint-Maurice Subdivision of its main line in the early evening of May 26th. This service interruption was caused by a major forest fire in the area. Due to safety concerns, CN main line trains are currently not operating between Quebec, PQ and the Abitibi region. Qualifying as a CN publicity photo, on May 30<sup>th</sup> James Lalande shot CN 364 detouring as a result of the massive forest fires in Quebec. CN SD70M-2's 8832 and 8825 are seen with brand new CN box cars northbound on the Ontario Northland at mile 11.5 Temagami Sub., south of Widdifield Ontario.

<http://www.canadianrailwayobservations.com/2010/07/cn8832.jpg>

At MacMillan Yard in Toronto on June 5<sup>th</sup> and 6<sup>th</sup> Joe Zika clicked the following power: CEFX AC4400CW's 1008, 1009, 1010, 1011 and 1016; RBRX F59PH 18539, BHP Billiton Iron ore Co. "tarped" SD70ACe's: GMDX 1000 - BHP 4356, GMDX 1001 - BHP 4357, and GMDX 1002 - BHP 4358 and TR SW1500 1583.

<http://www.canadianrailwayobservations.com/2010/07/cnmacyardupdate.htm>

TR SW15001583's shipper is the Buffalo & Pittsburgh RR, and was waybilled from Butler, PA., and destined to Tomahawk, WI.. The unit went west on June 5th aout of Mac Yard on M 39331 05 via Battle Creek, MI.

<http://www.canadianrailwayobservations.com/2010/07/cnmacyard1500.htm>

<http://www.youtube.com/watch?v=GoUeBiM8Jdq>

Arcelor Mittal ES44AC's 301 and 302 travelling under reporting marks GECX 301, 302 departed Mac Yard June 26th on M 37231 26 at 1310-26, shipper is General Electric ex Erie, PA. and consignee is General Fibre De Verre in Becancour, QC. East Jersey Railroad and Terminal Co. EJ 321 a SW 8 arrived Mac yard on A 42231 25 at 1643-25, Shipper and Consignee is IMTT - Bayonne, it originated in

Bayonne, NJ and is destined to Limoilou, QC. Builder number should be 16196 built 2/53 as per 5th American Shortline Rlwy Guide. DAWX 1407 PS Diner Apollo Ex ONT 904 Exx BC Rail 155 ( 800352 ) Shipper and Consignee is Walmsley D A & Co. originated at North Bay, ON and destined to Guelph, ON, arrived Mac yard on A 45031 25 at 1314-26 (Joe Zika):

<http://www.canadianrailwayobservations.com/2010/07/cnnewsgecx.htm>

G-P Arcouette submitted the following photos taken on June 6th at St-Henri, QC with CEFX AC4400CW's 1008 and 1011 on a CN eastbound to the Port of Montreal. The locomotives are enroute to the Arnaud Railway.

<http://www.canadianrailwayobservations.com/2010/07/cefxmontreal.htm>

On June 14<sup>th</sup>, CEMR GP9RM 4014 arrived at Mac Yard enroute to the Central Manitoba Rlwy via Symington Yard in Winnipeg via M 37321 13 CN 8908 CN 5667 CEMR 4014 arrived Mac Yard 0815-14. Also arriving in Toronto from Chicago were IC SW7M 1201 and IC GP38-2 9614 on June 14<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/07/40141021.htm>

On June 2<sup>nd</sup> Roman Litarchuk caught potash unit-train CN #786 at Saskatoon, SK., 2010 with 10 former CNWX hoppers now sporting NDYX reporting marks. These are ex- Candian Wheat Board hoppers that were sold to First Union Rail (FURX). All Canadian Government ownership info has been crudely patched out with purple CN paint. Some #s: NDYX 814354, 814466, 814452, 814351 – and assigned to potash service.

<http://www.canadianrailwayobservations.com/2010/07/cwbhopper.htm>

Mark Forseille submitted these seven shots from May 14<sup>th</sup> at CN's Cisco Bridge: CN SD70M-2 heading West at MP 104 after coming off the Cisco bridge; Still sporting the old livery, the Rocky Mountaineer is seen westbound on Cisco bridge with RMR 8015 and 8016; RMR GP40-2W 8015 (former CN 9635); and RMR GP40-3 8016. The CP Thompson Sub shots show CP 9592 and 9607 on the CP Cisco bridge heading east. The next eastbound had CP ES44AC 8861 still in her 2010 Vancouver Olympic Games livery and AC4400CW 8507 on the CP's Cisco Bridge. <http://www.canadianrailwayobservations.com/2010/07/ciscocnrockymtn.htm>

Do you prefer CN or CP? On May 14<sup>th</sup> Mark caught CP 8740 and 8631 on CN's bridge over the Thompson River where it meets up with the Fraser River at Lytton, BC. The river in the background of photo shows the Fraser River coming from Lillooet. CN going over that same bridge in Lytton shortly after the CP 8740. CN SD75I #5684 and ES44DC #2303 on the point.

<http://www.canadianrailwayobservations.com/2010/07/lyttonbostonbar.htm>

## CNR Vignettes:

Peter Cox kindly allowed us to post these classic imges CN RSC-24 1800 - probably the most unusual domestic product to come from MLW. One of them,

1802, was selected by CN to introduce engine crews to the then-new 26L brake, and visited many terminals in that role. I encountered it at, believe it or not, Winnipeg. CN H16-44 2200 - a while back, many scans were circulating of Canadian Pacific H16s. Let us not forget that Canadian National had 18 of them.  
<http://www.canadianrailwayobservations.com/2010/07/cnvignettepetercox.htm>

CN "MOUNT ROBSON" - this all-room sleeper is stopped at the Mount Robson viewpoint on the Albreda Sub. Look closely and you can see the great mountain reflected in the side of the car. (Peter Cox)  
<http://www.canadianrailwayobservations.com/2010/07/mountrobson.jpg>

Peter Cox also submitted these gorgeous panoramic photos CN 5338 - On the Ashcroft Sub in the desert approaching white canyon. You didn't know there is a desert in Canada? CN 9038, and CN GP38-2 5583 A bit farther east at Martel, this shows power commonly used in 1966 and 1981.  
<http://www.canadianrailwayobservations.com/2010/07/martelbcpeter.htm>

Marty Bernard caught GTW F3A 9023 and 9027 in both CN liveries in Chicago, Illinois on December 31<sup>st</sup>, 1964. (Froth)  
<http://www.railpictures.net/viewphoto.php?id=327383&nseq=151>  
<http://www.railpictures.net/viewphoto.php?id=327069&nseq=8>

"Those were the days" In November 1970 a trio of GTW F-units are seen highballing a GTW freight through Chicago, IL . (A Jerry Carson scan via Pierre Fournier with thanks) Note the orange beacon on the roof!  
<http://www.canadianrailwayobservations.com/2010/07/chicago.jpg>

CNR FM H16-44 #2203 at Toronto in the late-1950's.  
<http://www.canadianrailwayobservations.com/2010/07/cnr2203.jpg>

Don McQueen sent us these great shots of CNR GMD1 1914 taken on a fantrip to Huberdeau, Quebec 10/15/60. This trackage was abandoned many years ago.  
<http://www.canadianrailwayobservations.com/2010/07/gmd11914.htm>

Bill Crago took this fine shot of "Noodle painted" CN GP38-2W 5524 and recently delivered M420(W)'s 2515 and 2501 crossing the Musscrat River Bridge near Pembroke ON in May 1977.  
<http://www.canadianrailwayobservations.com/2010/07/cnvignettespembroke.htm>

CN SD40-2W 5334 in the EXPO '86 Candy stripes livery (Derek Henderson).  
<http://www.canadianrailwayobservations.com/2010/07/cn5334.jpg>

# CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (Last was in April 2010)



## CP Locomotives sold: NIL

**SD9043MAC update:** 38 in service with 23 stored. As of June 24<sup>th</sup> the following were in service. 9100, 9101, 9102, 9103, 9104, 9105, 9107, 9109, 9112, 9113, 9114, 9116, 9117, 9118, 9120, 9124, 9125, 9126, 9128, 9129, 9130, 9131, 9133, 9134, 9137, 9139, 9140, 9142, 9143, 9144, 9145, 9147, 9148, 9150, 9152, 9253, 9155 and 9160. Of the 23 units out of service 9108 is in Ogden stored Unserviceable, the rest at Weston Shop and 9158 is Stored Unserviceable. Unit 9159 sporting United Way colours was in service for a while but failed and is SUS.

The following 51 CITX SD40-2's leased to CP were all "In Service" as of May 10<sup>th</sup>: 2783, 2785, 2792, 2794, 2799, 2804, 3053, 3054, 3056, 3057, 3058, 3059, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3070, 3071, 3072, 3073, 3075, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3088, 3089, 3090, 3091, 3092, 3093, 3095, 3097, 3098, 3100, 3102, 3110, 3157, 3170, 3177, 3183, and CEFX 3164, CEFX 3166, CEFX 3173, and CEFX 3184.

In June, CEFX has taken nine AC4400CW's off lease from CP and they are already on the BNSF: CEFX 1002, 1006, 1007, 1014, 1018, 1019, 1020, 1023, and 1024. The following CEFX AC4400CW's are currently on lease to CP: 1026-1059 inclusive.

On June 28<sup>th</sup> the section of the CP main line east of Medicine Hat, AB was reopened to traffic soon after reopening of the southern line between Lethbridge, AB and Swift Current, SK. The one in 100 year rainfall event (one in 500 year event in some locations) that washed out portions of the CP main line in Southeastern Alberta and Southwestern Saskatchewan caused widespread flooding and resulted in the closure of the TransCanada Highway and the declaration of states of emergency in nine municipal jurisdictions. During the 11 day outage CP utilized both secondary network routes and detour routes on other railways to minimize impacts to domestic and international supply chains. With the resumption of normal traffic routing CP will work closely with its customers and supply chain partners to reschedule and expedite shipments that may have been delayed by the temporary outage. On June 19<sup>th</sup> CP trains came to a complete halt late in the evening of June 19<sup>th</sup> with trains parked on the main line from Brandon, Manitoba to Medicine Hat, Alberta due to the severe flooding on the CP in Alberta and Saskatchewan. Maple Creek, SK and Medicine Hat, AB have been declared desastre area's. CP then detoured some trains over CN's Wainwright, Watrous and Rivers Subs and over CN and BNSF. Several photos of the washed out CP mailline from June 20<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/07/cprailwashout.htm>

<http://www.cbc.ca/calqary/photogallery/2401/>

Jeff Robertson shot one of the detouring CP trains at Pedley, AB:

<http://www.pbase.com/image/125827221>

Jeff Keddy submitted this historic photo of CP detouring over CN as far east as Winnipeg and passing the CN Symmington Yard sign. This photo was taken the evening of June 21st and shows a detoured eastbound CP intermodal at CN Symington (Winnipeg). The engines had to run around the train in order to be facing in the right direction for continuing on to the CP mainline.

<http://www.canadianrailwayobservations.com/2010/07/cp9705cn.jpg>

Here is a video of washed out CP Mainline between Medicine Hat and Maple Creek, SK. <http://www.youtube.com/watch?v=d7ZTQXfYptg>

Both sides of CP AC4400CW 9731 were photographed at Port Coquitlam, BC on June 11<sup>th</sup> by Mark forseille. This was one of the former Bio Diesel test units. Four CP AC4400CW's ran between Calgary and Edmonton testing a Bio Blend Diesel fuel a period of time, and have now had the Bio lettering removed and but the Candian Pacific lettering stayed in place creating this odd looking and unattractive unique CP livery.

<http://www.canadianrailwayobservations.com/2010/07/cp9731portcoquitlam.htm>

CP GP9u 8205 and test cars CP 64 and 65 arrived in St-Luc Yard on May 28<sup>th</sup>. From Cartier, Ontario, they travelled east on the OVR to North Bay and then tested on the ONR in mid May. When they returned to North Bay they went through to Ottawa and tested on all VIA trackage to Smiths Falls and return and from Ottawa to Coteau before coming in to Montreal. The CP TEC train with CP 8205 arrived in Gatineau, QC June 16<sup>th</sup> and returned to Montréal the next day. It continued contract track evaluation of the Quebec-Gatineau's Lachute Sub. The CP TEC train went to Quebec city on June 16<sup>th</sup> in order to do the QGRY Trois-Rivieres Sub. The following week, the CP TEC train went to the MMA and at press time will also be doing the New Brunswick Southern Railway.

Jeff Portelli submitted these fine shots from May 23<sup>rd</sup>, CP train 124, CP 113, and CP 223 (Toronto – Winnipeg) with CP SD40-2 5755, ES44AC 8736 and an SD9043MAC, and CEFX 1037.

<http://www.canadianrailwayobservations.com/2010/07/cpfullerton.htm>

Jim Dorst clicked clean and bright AC4400CW 9758 bringing up the rear of an empty southbound CP coal train near Golden, BC on the Windermere Sub. It of course is one of the four repainted after being used in the movie "Unstoppable".

Ron Visockis clicked some nice CP second generation power at Trenton, Ontario on June 3<sup>rd</sup>, including CP RAIL SD40-2's 5870, 6004, and GP40-2 4656 enroute to Toronto from Montreal.

<http://www.canadianrailwayobservations.com/2010/07/cptrentonron.htm>

Wrecked CP "Olympic liveried" ES44AC 8869, which was involved in a derailment in October 2009 in British Columbia is enroute for repair at Albia, IA. Mike Vandenberg clicked the power (ICE SD40-2 6211) for Chicago Iowa & Eastern train 170 idling in the yard next to her on June 6<sup>th</sup>. Jeremiah Rindahl took the second

photo that morning at Glenwood Yard in Minnesota awaiting transport.

<http://www.railpictures.net/viewphoto.php?id=327212&nseq=0>

<http://www.railpictures.net/viewphoto.php?id=327254&nseq=3>

The backers of the proposed new Detroit River Tunnel, CP, Borealis Infrastructure, and the Windsor Port Authority have joined together to construct a new double-stack high-clearance tunnel to replace the existing 100-year-old Detroit River rail freight tunnel constructed in 1909 for the Michigan Central Railway (NYC-CP). This vital international railroad tunnel connects Detroit, MI with Windsor, ON. The new name for Detroit River Tunnel Project (DRTP) will be the Continental Rail Gateway and the project will take three years to build.

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

Here are two of my SOUND CLIPS (.mp3): CP 222-17 (E/B) – SD9043MAC 9144, SD40-2F 9020, SD40-2 6072 at Kaministiquia MP 23.2) 108 cars, 8900 feet, 33 h/e mix & 75 t/e auto x's, 430 axles and a solo CN Dash 8-40CM 2407 with CWR/work train W906 from Kakabeka Falls, ON.

CP 9140: <http://www.canadianrailwayobservations.com/2010/07/CP9140.mp3>

CN 2407:

<http://www.canadianrailwayobservations.com/2010/07/CN2407b.mp3>

Ian Deck sent these pictures of the CP's former Windsor, Ontario Roundhouse being demolished June 15, 2010. It was one of the last remaining Railroad Historic Buildings in Windsor, Ontario.

<http://www.canadianrailwayobservations.com/2010/07/windsorroundhouse.htm>

Ex-CP caboose 434800 is now at Selkirk, MB, being scrapped at Mandak Metals. This caboose is ex-CNVX 2002, nee-CN 79548 acquired in 2004 and was used for run-thru army train moves over CNR. It has been OOS for a while and a special passenger car is now used for the army moves.

It's 08:15 on 06 June 2010 and the EMPRESS has just arrived in downtown Calgary from its base at Ogden Park to embark passengers for a shakedown run to Bassano on the Brooks Subdivision. The 8 car consist on this day is: CPR TRAIN 28B PASSENGER EXTRA EAST:

CPR 4-6-4 Hudson # 2816

Auxiliary Tender # 35508

CPR FP9A # 1401

CPR # 29114 Box/Tool Car

CPR # 96 Power Generator Car

CPR # 101 Club Car DOMINION

CPR # 103 Coach

CPR # 100 Baggage-Express Car (used as Observation Car)

CPR # 104 Coach

CPR # 110 Sleeper H.B. BOWEN

## **CPR # 99 Archives Display Car**

The CPR EMPRESS with 4-6-4 #2816 is scheduled for four runs this year; the next run being on July 2<sup>nd</sup>, 2010 Calgary to Banff, Alberta.

<http://www.canadianrailwayobservations.com/2010/07/2816empresscalgary.htm>

Cor van Steenis had a half hour wait on the Highway 22X overpass at Indus, Alberta to allow CP high priority eastbound intermodal #110 to pass the "Empress" while it waited in a siding at Shepard on Calgary's eastern city limit. Spotless and shimmering in the early morning sun, 4-6-4 Hudson #2816, FP9A 1401 and eight cars then started across the prairie to Carseland where she stopped for 30 minutes for inspection and servicing, this being her first run in 20 months. With no problems encountered it was on to Strangmuir, Geichen, Cluny and Crowfoot before arrival at Bassano, three hours and 18 minutes after departure from Calgary. On the flat prairie east of Gleichen she was running at 60 mph and so we were unable to catch her at Cluny and Crowfoot as these locations are a few miles off the highway.

<http://www.canadianrailwayobservations.com/2010/07/2816empressquarter.htm>

The Bassano CPR Station, built in 1911 and the only surviving traditional wooden station on the CPR main line through Alberta, has apparently heard that call. From speaking with a couple of oldtimers in Bassano I gathered that the station will be removed from Bassano in August of this year. Perhaps the 06 June 2010 scene (Image 040) of the CPR EMPRESS at this old station will be the last of a passenger train to call here.

<http://www.canadianrailwayobservations.com/2010/07/cpempressbassano.htm>

<http://www.canadianrailwayobservations.com/2010/07/cp2816crowfootcreek.jpg>

A pair of CPR SD40-2's 5742 (Expressway paint) and 5671 shake the ground New Westminster, BC with four AC4400CW's trailing. The four AC units may have been on a power transfer from CN Thornton yard. (Greg Sshevchenko)

<http://www.canadianrailwayobservations.com/2010/07/thorntonyard.jpg>

A fine looking Canadian built locomotive, CP RAIL SD40-2 5713 sits at Port Coquitlam, BC on March 13<sup>th</sup> 2006. However it is now retired as of April 2010. (Mark Forseille).

<http://www.canadianrailwayobservations.com/2010/07/cp5713portcoquitlam.jpg>

On June 14<sup>th</sup> the Rocky Mountaineer from Kamloops to Vancouver, BC had unit problems on the road that couldn't be resolved, so CP ES44AC 8866 was used as a rescue unit. CP 8866 stayed on as leader for the return trip to Kamloops on the 15<sup>th</sup>. Photos of the eastbound by John Leeming.

<http://www.canadianrailwayobservations.com/2010/07/rmcp8866.htm>

Mark Forseille caught several examples of CP ES44AC's in Coquitlam, BC, including #8863 which has had the Olympic Games logos painted off and replaced with the standard CANADIAN PACIFIC logo. The units are 8808 and 8887

taken May 1<sup>st</sup>, 8863 June 15<sup>th</sup> and 8805 taken June 9<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/07/8800portcoquitlammark.htm>

## CPR Vignettes:

Phil Mason took this great shot of "The Canadian" at Dorval Station on February 1th, 1968. CPR FP9A 1414 looks beautiful with the icicle brakera and rooftop gyalite but I note that in 1968, it had taken a significant punch in the nose on the firemans side. It was the lead unit again in December 1971 on Train #1, shown just entering the M&O Sub at Vaudreuil, QC.

<http://www.canadianrailwayobservations.com/2010/07/cp1414dorval.htm>

For the "Varnish" Fans: Beautiful Canadian Pacific dining car "ANTRIM" wears the marker lamps at the tail end of the westbound "Dominion" at Palliser BC. Photo from Peter Cox with thanks.

<http://www.canadianrailwayobservations.com/2010/07/cpAntrimPalliserPeterCox.jpg>

Glen Yard revisited: My favourite shots this month are Kevin Days two night timed tripod exposures at my teenage hangout Westmount Station. These brought back memories of railfanning on hot summer night on the platforms watching the cars get switched and waiting for mainline traffic. These two shots are from the same location on the platform at different angles looking south east and east down the main.

<http://www.canadianrailwayobservations.com/2010/07/westmount.htm>

GLEN YARD MEMORIES (CPR 1950-2010) is on line on our website;

<http://www.canadianrailwayobservations.com>

Kevin also submitted these three gems from the Ste. Annes (Ste-Anne de Bellevue) Station when it still had wooden platforms. Kevin wrote: "You could hear a 251, a 567, and a 244, all chanting in harmony. A terrific Lash-up and with an example of the leased power CP had at the time: A Boston & Maine B-unit!. The passengers catching the train at Ste. Annes were carrying suitcases not briefcases. <http://www.canadianrailwayobservations.com/2010/07/stanne.htm>

The perils of railfanning ... In 1978 CP 4200 West was in the clear at Pembroke in the siding. CP 5628 East came rolling down the grade into Pembroke at track speed, which was 50 mph in those days. Standing on the platform, I fired off this shot as it approached. If any of you recall the old station platform, and as you can see in the photo, it was not very wide, probably no more than 8 or 9 feet. As the eastbound was thundering by, it suddenly occurred to me that 8 feet away from a fast moving freight with a stone wall at my back was not the safest place in the world! At that moment, a station door beside me opened, a CP employee came out, took one look and rapidly disappeared around behind the station. I think he was smarter than I was! I can't recall whether I followed him or not. One way or the other, I survived. (from Bill Crago with thanks).

<http://www.canadianrailwayobservations.com/2010/07/pembrookemeet.jpg>



CP donated M630 4563 to the CRHA Museum in Delson in the late 1990's. Here is a photo of the St-Luc Shop volunteers who helped make this possible and a photo of the finished loco at Expo Rail in 2002

<http://www.canadianrailwayobservations.com/2010/07/cprailmlw.htm>

## VIA Rail and Commuter

(By Terry Muirhead and William Baird)

A VIA Strike on June 27<sup>th</sup> was tentatively averted with a new three year contract on June 26<sup>th</sup>. The 2200 VIA employees will now have to ratify the agreement.

On June 1<sup>st</sup>, Tim Stevens recorded the first pure VIA F40PH-2d consist on VIA's Train #1. VIA Rail's "Canadian" pauses in Jasper for a station stop, with CADRAIL-rebuilt F40PH-2d's 6402 and 6452 on their first run on this train.

<http://www.railpictures.net/viewphoto.php?id=326723&nseq=39>

<http://www.railpictures.net/viewphoto.php?id=326715&skip=-1>

On January 6<sup>th</sup>, two more solo F40PH-2d rebuilds were making their way west on #1 to Vancouver, and arrived in Jasper, AB on the June 7<sup>th</sup>, with VIA 6403 (ex-CBC) and 6416. This will mark the 2nd pair of rebuilt F40PH-2d's to be assigned on #1/2. It is important to note the new F40PH-2d's have increased to 3300HP (from 3000HP) and the HEP does not come off the main engine so these have much more power.

On June 7<sup>th</sup> for the first time two rebuilt F40's 6402, and 6452 pulled #1 into Pacific Central Station. 6452 is getting to be a regular visitor to the VMC. The Royal Hudson #2860 has now got it's axle repaired and the driving rods put back on. Here it sits outside the east end of the VMC hooked up to the 6300. It will soon go for a few short test to make sure everything is working well, before being taken back to the WCRA Site in Squamish. (Terry Muirhead)

<http://www.canadianrailwayobservations.com/2010/07/viaupgradesvan.htm>

Three Rocky Mountaineer cars, a dome and two coaches had been at the Vancouver Maintenance Centre during May and June. Two of them went out sandwiched between Train #2s power. The cars were coach 3217 and dome 9503.

Shortly after the train did its double-up:

[http://www.flickr.com/photos/shutter\\_maddness/4713743258/sizes//in/photostream/](http://www.flickr.com/photos/shutter_maddness/4713743258/sizes//in/photostream/)

And from the Grandview Viaduct, just after the train departed Vancouver on-time:

[http://www.flickr.com/photos/shutter\\_maddness/4713104753/sizes//in/photostream/](http://www.flickr.com/photos/shutter_maddness/4713104753/sizes//in/photostream/)

The consist included: 6404 - F40PH-2, 3217 - RMV Coach\*, 9503 - RMV Dome\*, 6408 - F40PH-2, 8609 – Baggage, 8124 – Coach, 8118 – Coach, 8506 - Skyline Dome, Alexandra – Diner, 8509 - Skyline Dome, Amherst Manor, Hearne Manor, Osler Manor, 1720 - Glass Roof Dome Coach, Cornwall Manor, Chateau Lemoyne,

Chateau Closse, 8512 - Skyline Dome, Frontenac - Diner, Chateau Lasalle, Burton Manor, Thompson Manor, Stuart Manor, Tremblant Park. (Chris Wasney)

VIA RDC1 6133 that had come over from Vancouver Island and had been moved to Squamish and then on to North Vancouver, was again on the move. On June 19<sup>th</sup> it was on CN train 302, and was seen passing through Mission, BC, eastbound a few moments ago. It is enroute to IRSI in Moncton for rebuild.

There was no VIA service to Toronto Union Station on June 24-25-26-27 due to possible disruptions of the G20 Summit. All VIA trains were turned at outlying points as follows: trains from the west turned at Oakville and Brampton, and from Montreal turned at Oshawa, and for the "Canadian" at Oriole, ON.

Soon to go from ubiquitous to a rarity in Canada, Ron Visockis clicked this gorgeous roster shot of "standard painted" VIA F40PH-2 6424 leading train #57 through Belleville, ON June 4-10.

<http://www.canadianrailwayobservations.com/2010/07/viabelleville.htm>

Here are photos submitted by our readers of VIA Train #2 with 6418 and 6405 departing Vancouver right on time at 8:30pm June 11<sup>th</sup>. Take note of the different shade of yellow that the 6405 has. Inside VMC are photos of 6416 which has been sidelined due to a major oil leak, and other issues. The 6416 arrived into Vancouver last Saturday after arriving off of #1. It was set to go on Sunday's #2, when the oil leak was discovered. Terry got a photo of the new Caterpillar inside as well. All the rebuild F40's come equipped with a microwave oven inside for the crew as well. Also a couple of photos of the Rocky Mountaineer coaches which will be eventually going out on the tail end of #2 at the end of the Park Car. These three coaches will eventually end up somewhere in Toronto for repaint. (VMC photos) <http://www.canadianrailwayobservations.com/2010/07/via2vmc.out.htm>  
<http://www.canadianrailwayobservations.com/2010/07/via2vmcin.htm>

Ron Visockis photo compares an LRC coach and Budd-built stainless steel car when two of the two pieces of VIA rolling stock are coupled together.

<http://www.canadianrailwayobservations.com/2010/07/LRCBuddcoupling.jpg>

### VIA VIGNETTES:

Derek Henderson provided these VIA Vignettes including the Turbo Train at Spadina and John Street Toronto (Date unknown) and the VIA FP9's F9B, CP GP9 and E8A at Sudbury, Ontario in July 1980.

<http://www.canadianrailwayobservations.com/2010/07/turboderek.htm>

### Montreal AMT Commuter: (By Jean-François Turcotte)

It was decided in late May 2010, that the quartet of AMT GP9r's 1310-1313 will be retired in mid-June 2010. At press time 1310, 1311, and 1312 were at CADRAIL

and 1313 is stored outside at AMT Sortin Yard. Also at Sortin Yard is F59PHI 1320 which has long been out of service.

The other big news this month involves AMT's Sortin Yard. The CP- AMT Passenger Services Yard which is located between Norman Street and St-Luc Yard will soon be under the control of Bombardier. In the next few months, CP employees working at AMT Sortin will be transferred back to CP St-Luc Diesel shop. As well a brand new facility is currently under construction at CP Sortin Yard which will be used to for the maintenance of the AMT commuter fleet.

Ray Farand kindly submitted the following report after a visit to Rigaud, QC June 8<sup>th</sup>. This active AMT trackage will soon be a memory as an additional 8.1 miles of the M&O Subdivision are withdrawn from regular service at the end of June 2010. On July 1st AMT service will be discontinued west of Hudson, QC., with the equipment DH'd the 5.5 miles east to the Vaudreuil storage yard (at MP2.9) upon arrival of 111's train at the new end of the line terminus. Given the short distance between the reasonably new Vaudreuil storage yard at MP2.3 M&O Sub (just south / TT east of the Hwy 40 overpass) and the Hudson commuter stop at MP8.4, it's reasonable to project that the daily backup moves from/to the maintenance facility may be short lived with a road based shuttle service satisfying the future commuting needs of the local citizens. The two trains were Train #112 departing Rigaud at 06:40, and Train #111 returning from Montreal in the evening at 19:01 with an F59PHI with a set of "GO Karts". UPDATE: In late June this service was upgraded temporarily with brand new BBD double decker equipment. <http://www.canadianrailwayobservations.com/2010/07/amtrigaud.htm> (CRO will have more coverage of the last train in the AUGUST issue).

Here is a rundown of some of the AMT, Amtrak, and VIA passenger trains passing the Peel Street basin in Montreal from 8:10am to 9:40am on June 17<sup>th</sup>:

1. 08h10 VIA 57 Backup from MMC to Central Station
  2. 08h12 AMTRAK 694 Backup from MMC to Central Station
  3. 08h15 AMT 807 Arriving
  4. 08h20 VIA 21 Arriving
  5. 08h30 VIA 601/603 Departing
  6. 08h33 VIA 30 Arriving
  7. 08h40 AMT 807 backup and enter the "pocket"
  8. 08h45 VIA 21 backup from Central Station to MMC
  9. 08h50 AMT 809 Arriving
  10. 09h00 VIA 30 On the wye to become train 33
  11. 09h10 VIA 15 Arriving
  12. 09h30 AMTRAK 694 (68) Departing
  13. 09h40 VIA 57 Departing
- VIA #Unkown: F40PH-2 6435, 4004, 4113, 4120, 8316 Christie Manor, 8322 Drummond Manor

- VIA #57: 6440 F40PH-2 6440 and 6424, 8621, 4008, 4000, 4105, 4117, 4102, 4109, 4112, 4103, 4110.
- AMT #807: F40PH 418, 3052, 3046, 3049, 3042, 3047, 3038, 3034, 3032, 3000 and (NJT) AMT GP40 4137
- VIA 601/603 (ex-GO) RBRX 18521 and 18522, 8146, 8608, 8619, 8147.
- VIA 33: P42DC 910, 3468, 3307, 3357, 3369
- AMT #809 AMT Control-Car 3002, 3044, 3043, 3039, 3036,3075, AMT F40 319.
- VIA 15: F40PH-2 6448, F40PH-2d 6406 and 6417, 8623, 8132, 8500, 8412 Kent Diner, 8222 Chateau Richelieu, 8202 Chateau Bienville, 8225 Chateau Rouville
- 8220 Chateau Papineau, 8218 Chateau Marquette, 7003, 7223, 7217, 7227, 7303
- 7401, 7308, 7501, 7502, 7508, 7525, 7500, 7506, 7512, 7524.
- AMTRAK 694 (68) AMTK P42DC 198, 82642, 82635, 43390, 25028, 25090
- VIA #21 F40PH-2d 6403, 3462, 3320, 3302

**AMT (CN Electric) VIGNETTE:** Very few shots of the GE Steeplecabs were taken because most railfans wanted to see and shoot the Z1-A and Z4-A Box Cabs instead! All the twists and turns on the old Canadian Northern tracks were straightened out for the BBD EMU's now running this line. Derek also submitted box cab electrics 6714 and 6715 at Lac de Montagnes Sept 1973. Derek Henderson photos:

<http://www.canadianrailwayobservations.com/2010/07/amt vignette.htm>

### **Toronto GO Transit:** (By Daniel Dell'Unto)

GO MP40PH-3C's 636, 637, 638, 639, 640 and 642 arrived in Toronto the second week of June. These were constructed at Boise, Idaho and are part of an order with five more to come. Myles Roach caught CP 240 with two SOO units leading an MPEX/GO MP40 in Windsor ON:

<http://519myles.rpicturearchives.net/showPicture.aspx?id=2099577>

GO (as MPEX) 636 and 637 were enroute together in late May- early June, coming on the usual routing into Canada on CP 240 to Toronto Yard. They were then brought to West Toronto where they were spotted on June 4th waiting pickup by CN.

MPEX 638 and 639 were on CP 240 on 06-05-2010, and MPEX 642 is in-transit on CP 240 for delivery mid-June. On June 12<sup>th</sup>, SOO SD60 6037, SOO SD60M 6060 lead MPEX (GO) MP40PH-3C 640 and 642 through Windsor Ontario, leaving only 641, 643-646 for delivery, the last five of the current order.

<http://519myles.rpicturearchives.net/showPicture.aspx?id=2099577>

GO 633, one of the newest units from the current order being delivered, in service trailing westbound at Bathurst Street. The usual procedure is to operate any new units with F59PH's for backup until the unit is thoroughly broken in:

<http://www.railpictures.net/viewphoto.php?id=327877&nseq=0>

The RBRX ex-GO F59PH units involved in the March CN derailment have almost all been shipped to Quebec for RB Leasing. RBRX 18538 was noted in Oakville yard awaiting movement to MacMillan Yard, and 18539 was noted in MacMillan Yard earlier in June awaiting forwarding and Joe Zika photographed her there.

<http://www.canadianrailwayobservations.com/2010/07/cnmacyardupdate.htm>

GO Transit/Metrolinx have created a short promotional video for the new PRESTO electronic fare card system, which will be implemented on transit systems around the Greater Toronto-Hamilton Area and phase out traditional fare media (paper tickets and passes).

<http://www.youtube.com/watch?v=TcnaQ3R3ej0>

During the G20 summit in downtown Toronto on June 24-27, GO Transit continued to operate trains through Union Station (as opposed to VIA who is terminating/scheduling trains from outlying points outside of Toronto).

CRO Reader Cameron Thompson-Applegath submitted his first Railpictures photo! GO cab 231 leads a Georgetown bound 269 past the Weston Rd. / Junction Rd. level crossing at West Toronto. In the background, pile drivers and cranes are working on the West Toronto Grade Separation project that will see the GO tracks duck under CP's North Toronto Sub (around the 5th car back).

<http://www.railpictures.net/viewphoto.php?id=329205>

## **CANADIAN LOCOMOTIVE SHOPS**

### **GLOBAL RAILWAY INDUSTRIES (Rosen Beaudin Recycling / CADRAIL)**

Among the many units noted at Cadrail-Lachine, QC in mid-June was NBSR GP38-2 2318 went to CAD May 27th to have a crank shaft repaired. We will likely have an update all the units next month.

Wayne Shaw caught (ex-GO) RBRX F59PH 18539 in Oakville Yard on June 14<sup>th</sup>, which is destined for RB Recycling in Lachine, QC for resale.

<http://www.railpictures.net/viewphoto.php?id=328107>

### **GreenRailNews.com “Green” Locomotive Roundup**

(Edited by Jody Moore)



### **ELECTRO MOTIVE DIESEL:**

On June 1, the Green Rail world was rocked by the announcement that EMD had been purchased by Progress Rail Services, a subsidiary of Caterpillar, and builder of genset and single engine ECO locomotives. The definitive agreement to purchase Electro-Motive Diesel was reported to be valued at \$820 million in cash. No word yet on what this will do to the locomotive lines of either company, but this is almost certainly going to change the complexion of the market.

The planned deal would double the size of Caterpillar's rail franchise, and represents a successful second attempt for the diesel equipment manufacturer to purchase the storied locomotive builder. Cat was blocked from its attempted purchase of EMD from GM in 2005 by strong union opposition. The division was eventually sold to Greenbriar Equity, while Cat went on to purchase Progress Rail the following year.

News coverage of the acquisition can be found at the following links:  
<http://www.smartmoney.com/news/on/?story=on-20100601-000295> and  
<http://finance.yahoo.com/news/Progress-Rail-Services-to-prnews-3579641158.html?x=0&.v=1>

At the beginning of June, five SD32ECO repower locomotives for UNION PACIFIC were handed off to UP for movement to North Little Rock, AK. Former SD60M's UP 2473, 2495, 2497, 2511, and 2520 were all forwarded to Jenks Shops for final finishing, including truck rebuilds, paint, and renumbering. Initial conversion work was performed on the locomotives at EMD's London, Ontario shops.

The locomotives are being classified by UP as SD59M's by UP, and will be numbered in the 9900-9909 series. More information on specific renumberings, as well as photos of the repowered units, can be found at  
<http://www.greenrailnews.com/owners/up1.html>

At the end of the month, three additional units were delivered to UP in Chicago for forwarding to North Little Rock. They were UP 2489, 2512 and 6341.

### **MOTIVEPOWER:**

The first two MPI gensets built for AMTRAK have been completed and deployed to two of the passenger carrier's busy California terminals. AMTK 590 is a twin-engine MP14B genset. It is now in use at Amtrak's Oakland, CA yard. AMTK 591 is a three-engine MP21B, and is in use at the 8<sup>th</sup> Street Yard near LAUPT in Los Angeles, CA.

Matt Adams photographed the 590 at MPI prior to its trip to the paint shop, and shared this photo with us:

<http://www.rpicturearchives.net/showPicture.aspx?id=2036565>

We also found a photo of the 591 in Nampa, ID when it was handed off to Union Pacific. Credit to "Northern Snowman":

<http://www.rpicturearchives.net/showPicture.aspx?id=2088866>

### **NATIONAL RAILWAY EQUIPMENT:**

At press time, BSNF 1293 and 1294 were being readied for shipment from NRE Paducah. It's not yet known what model these two new locomotives are, though they are in sequence with the previous 72 3GS21B four axle gensets ordered by BNSF in 2006-2008. Paducah is also working on at least four units for the 12-unit BNSF order for 3GS21C six axle gensets

UNION PACIFIC 3GS21B UPY 2737 made a surprise appearance at UP's Davidson Yard in Fort Worth, TX at the end of May. At press time, it still wasn't known what the California-based genset was doing in Texas.

At the end of June, NRE's 1GS7B single engine genset demonstrator NREX 700 was spotted at CANADIAN NATIONAL's Woodcrest Shop in Homewood, IL.

DALLAS, GARLAND & NORTHEASTERN 2002, the last of three 3GS21C six axle gensets converted from retired DGNO SD20's, was delivered to the railroad in Carrollton, TX on June 4, 2010. Terry Cantrell provided three photos of the unit on its way to Texas via UP:

<http://www.greenrailnews.com/nre/dgno/2002a.jpg>

<http://www.greenrailnews.com/nre/dgno/2002b.jpg>

<http://www.greenrailnews.com/nre/dgno/2002c.jpg>

The foreign reach of NRE's N-ViroMotive genset line expanded to its third continent with the recent announcement that Australian builder DOWNER EDI will market the line to its customers down under. According to the press release, the locomotives will be built by NRE in the United States to Australian specifications. Interestingly, Downer EDI is also the Australian partner of EMD. Full text of the press release can be found at RailExpress.com:

<http://www.railexpress.com.au/archive/2010/may/26-10-10/other-top-stories/downer-to-bring-n-viromotive-loco-to-australia>

### **NORFOLK SOUTHERN:**

On June 10, NORFOLK SOUTHERN announced that it was working with Axion Power International Inc. to develop a battery management system designed to operate locomotives on battery power and recharge their batteries through regenerative braking. The system would feature Axion Power's PbC batteries to enable selected locomotives to operate without diesel generator sets, helping make NS' trains the "cleanest in North America," according to Axion Power. The press release can be found on Progressive Railroading: <http://www.progressiverailroading.com/prdailynews/news.asp?id=23543>

### **PROGRESS RAIL SERVICES:**

The purchase of EMD by Progress (See the ElectroMotive Diesel section of this month's Roundup for more details) could signal a revival of the locomotive builder's fabled La Grange plant in McCook, IL, according to a June 21 article in Crain's Chicago Business. According to the article, EMD would need a U.S. facility to assemble locomotives to qualify under the "buy America" provision of the federal stimulus program. The full text of the article can be found here: [http://www.chicagobusiness.com/cgi-bin/article.pl?article\\_id=33571](http://www.chicagobusiness.com/cgi-bin/article.pl?article_id=33571)

The need for a manufacturing facility outside of EMD's primary plant in London, Ont. could be the root of recent unconfirmed rumors that Progress was amassing resources at the former CEECo facility in Tacoma, WA. Progress purchased the former CEECo at the end of 2009. See the Dec. 2009 issue of CRO for additional details.

### **RAILPOWER TECHNOLOGIES:**

The first RP20BD being built by TMS for Railpower sister company RJ CORMAN RAILROAD is reportedly nearing completion in Altoona, PA.

Railpower's former Canadian Pacific GG20B 1700, now RPRX 2406, appears to be out of service for the long run. The unit, in service for RJ Corman, has been taken out of service and is reported to be serving as a parts source for Railpower's only remaining GG20B hybrid, RPRX 1703, which is working for RJC in Berea, KY.

*Thanks for their assistance in assembling this month's roundup goes out to: Ken Lanovich, Brian Tindle, Mike Murray, Terry Cantrell, Ken Larson, Bruno Berzins, SmartMoney.com, Lynn Powell, and Bruce Mercer.*

# ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

## Summary of EMCC activity during June 2010:

The new number series to be assigned for UP's SD32ECO units will be 9900-9909. Classified as SDM59-2's by UP, these are rebuilt SD60M's that were done at EMCC London in 2009 and 2010.

In late May Walter Pfefferle caught brand new BHP Billiton Iron Ore SD70ACe's at EMCC London.

<http://railfan.thegrebs.com/BHP-Billiton-Iron-Ore>

Three BHP Billiton Iron ore Co. SD70ACe's were moved to Mac Yard the first week of June: GMDX 1000 - BHP 4356. GMDX 1001 - BHP 4357 and GMDX 1002 - BHP 4358

<http://www.rrpicturearchives.net/showPicture.aspx?id=2084502>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2084521>

The BHP Billiton SD70ACe's left on M37631 on June 7<sup>th</sup> with CN 2611 CN 2254 hauling tarped GMDX 1002, 1001, 1000, 1006, 1003, GMDX 1004. Then M37431 with CN 2634 CN 2404 on June 9<sup>th</sup> moved GMDX 1008, GMDX 1007, GMDX 1005. G-P Arcouette clicked EMCC units (GMDX 1003 and 1007) at the Port of Montreal June 18<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/07/gmdxmontreal.htm>

Geoffrey Williams (1<sup>st</sup>) and Bill Cresswell (2<sup>nd</sup>) took these great photos on the EMCC Test Track of brand new Saudi SD70ACs 4002 on June 11<sup>th</sup> 2010.

<http://www.canadianrailwayobservations.com/2010/07/saudilondon.htm>

<http://www.canadianrailwayobservations.com/2010/07/saudibill.htm>

Walter Pfefferle took this video of Saudi Arabia Railway SD70ACs's Power Testing London, ON in mid-June. Nos 4002 and 4005 being pitted against each other. One unit is in full power while the other tries to stop.

<http://www.youtube.com/watch?v=dDddsk0dQDA>

<http://railfan.thegrebs.com/Saudi-Arabia-Railway-SD70ACs>

Progress Rail Services announced June 1<sup>st</sup> it will purchase Electro-Motive Diesel Inc. (EMD) for \$820 million from Berkshire Partners L.L.C. and Greenbriar Equity Group LLC. The acquisition is expected to close by year's end pending final regulatory approval. EMD would become a wholly owned subsidiary of Progress Rail, which is owned by Caterpillar Inc. EMD would maintain its LaGrange, Ill. headquarters and John Hamilton would continue to serve as the company's President and CEO. Progress Rail provides various rail and transit products in North America, including locomotive upgrades and repairs, rail-car

remufacturing, trackwork, rail welding and repair, and signal design and installation.

[http://www.breitbart.com/article.php?id=xprnw.20100601.CG12502&show\\_article=1](http://www.breitbart.com/article.php?id=xprnw.20100601.CG12502&show_article=1)

**CAT may add locomotive capacity to EMD McCook, IL. (Froth)**

[http://www.chicagobusiness.com/cgi-bin/article.pl?article\\_id=33571](http://www.chicagobusiness.com/cgi-bin/article.pl?article_id=33571)

### **EMCC activity during May 2010:**

Eight units were shipped from London. New units included three (4356, 4360 & 4362) from the order 20098203 for 18 BHP (EDI Rail Propriety Ltd., Australia for Broken Hill Propriety). They were bagged for shipment to Montreal wharf. Another five in the Union Pacific repower order were shipped (UP 2473, 2495, 2497, 2511 & 2520). Initially identified as SD32ECOs, the model is now officially given as SD59ECOs. When repainted by UP, it is believed they will be renumbered into the 9900-9909 series. Work continues on the last four units. More information can be had at <http://www.greenrailnews.com/owners/up1.html>

Remaining about the plant were four UP SD59ECO's and the unnumbered 15 JT42CWRM units originally ordered by Dillen & LaJeune (D&L) Cargo, as well as the 25 SD70ACes for Saudi Arabia (SAR) and the remaining 15 BHP SD70ACes. - Another former European customer CBRail (ex Porterbrook) has become Ascendos Rail Leasing, changing its name at the beginning of 2010. The company found that its preferred new name Eurorail was protected so the company has now chosen to call itself Ascendos Rail Leasing. The company is now painting its locos in a dark green livery lined in lighter green and yellow. PB 02 (numbered by Porterbrook - the initial purchaser) works number 20008254-2, 2001, formerly with Rail4chem, was at the HGK works at Brühl-Vochem in February for its repaint..

## **SHORT LINES, REGIONALS & INDUSTRIALS**

### **Western Canada:**

Central Manitoba Railway (CEMR) GP9RM 4011 (ex-CN) left the Windsor & Hantsport (WHRC) in Nova Scotia and headed home to the CEMR in the first week of June via CN. CEMR 4014 had been sitting at Rockingham, NS, since May 6<sup>th</sup> and left on June 11<sup>th</sup> and is likely in Winnipeg as you read this.

### **Ontario:**

Walter Pfefferle caught CP 4600 at Woodstock, ON on June 7<sup>th</sup>. It was here for upgrades at Ontario Southland (OSRX) Shops at Salford Shop. Auto start and



ZTRBOA Traction Control were installed in the unit as well as some other upgrades. The unit is back on the SOO. As of June 29<sup>th</sup>, remaining at the OSR Shop is CITX SD40-2 2811. In late June ,CP GP40 4602 and CP 4618 were removed from the OSR Shop and were placed in tempory storage on CP in London and Toronto. They will likely return to the SOO in the nect few weeks.

[http://railfan.thegrebs.com/OSR/CP 4600 OSR 378 CP 1614 Beachville](http://railfan.thegrebs.com/OSR/CP_4600_OS_378_CP_1614_Beachville)

[http://railfan.thegrebs.com/OSR/CP 4600 OSR 378 CP 1614 Ingersoll](http://railfan.thegrebs.com/OSR/CP_4600_OS_378_CP_1614_Ingersoll)

CRO “Modellers Corner” Editor Mike Pebesma chased the Ontario Southland daily train from Ingersoll, ON to Woodstock Ontario, and took several shots including one on the return trip crossing the diamond at CN Carew, on the west side of Woodstock with the OSRX GP7 leading! Included are photos of the train pulling autoracks from the CAMI plant yard in Ingersoll and running toward Woodstock, east of Beachville. They were operating GP7 378 and CP GP40 4602, which they recently completed retrofit work on and were road testing the unit. At the shops that day were another CP GP40 in progress and an ex-UP SD45 (CITX SD40-2 2811) which according to an employee Mike met, is now owned by ZRT and is being outfitted as a demonstrator. Interestingly if you look at the dynamic brake blister on 4602, is still carries the metal plate where it wore its Milwaukee Road number.

<http://www.canadianrailwayobservations.com/2010/07/ontariomp.htm>

Chris Wilson clicked HCRY GP40-3 3802 and Slug 802 at Espanola, Ontario on the Little Current Spur on May 30<sup>th</sup>, 2010.

<http://www.canadianrailwayobservations.com/2010/07/hcryespanola.jpg>

Contrary to many reports, leased CEFX GP20D's 2014 and 2019 are still in use on the SOR – RLK (near Hamilton, ON) on May 31<sup>st</sup> and for now are staying put. RMPX (nee CN) GP40-2LW 9431 arrived in Hamilton for the SOR in late March, and is still in service. In Service out of Garnet, Ontario on the SOR Hagersville Sub.

Two units have been leased to the Vermont Railway System: LLPX GP40 3003, which came from the Huron Central, and GMTX GP40 3105 which came from the Quebec-Gatineau. Both units came off these lines some time ago.

The Port Colborne Harbour Railway, a division of Ontario short line operator Trillium Railway, serves various industries on the Niagara Peninsula along the Welland Canal. Start-up was in 1997 using trackage of CN's former secondary and branch lines. In June 2009 we see a 1944 vintage ALCO (American Locomotive Company) S-2 7024 doing the switching duties. Originally delivered to Canadian Pacific as CP 7024, it was sold to pulp mill James River-Marathon in 1986, and then to Trillium in 2004. (David R. Howard).

<http://www.canadianrailwayobservations.com/2010/07/PCHRalco.jpg>

**ONR Report** (by Mike Robin):

CN suspended operations along the Saint-Maurice subdivision of its main line early Wednesday evening, May 26th. The service interruption was caused by a series of major forest fires in the area. In an effort to keep trains moving, a detour route was developed utilizing ONR Trackage between North Bay, and Noranda P.Q.

Pictured below is CN 364 northbound at Mile 11.5 on the Temagami Subdivision. The detour route will have this train back on CN rails at Noranda Quebec. Powering this particular train are CN SD70m-2's 8832 and 8825. Photo courtesy of James Lalande. <http://www.onrgallery.com/news1.htm>

Ontario Northland's Maintenance of Way Department took on the task of rescuing dogs in early June belonging to a man who died in late May at his remote home in Wurtele which is located at Mile 26 of ONR's Island Falls Subdivision. There is no road access to this area, so a hi-rail pickup and 5 ton hi-rail boom truck were dispatched for the rescue out of Cochrane Yard. Volunteers from the Northern Ontario Animal Welfare Society (NOAWS) rode the northbound Polar Bear Express to the site. After 2 rescue attempts, 32 dogs were rescued and have been placed for adoption in shelters across Ontario. If you would like to donate to NOAWS who are still running Dog Rescue trips to Mile 26, or perhaps adopt a dog, send an email to [adoption@noaws.com](mailto:adoption@noaws.com)

The Ontario Northland Historical & Technical Society held it's Annual Convention in New Liskeard, Ontario (Mile 112 of the Temagami Sub) June 10th to June 13th 2010. The first night was scheduled for "Meet and Greet" with the remaining 3 days filled with excellent photo opportunities, powerpoint presentations, and presentations of collections of Society Members. A grand time was had by all with next year's Convention scheduled for early June 2011 in Kirkland Lake, Ontario. Here are some of the photos captured by yours truly during the convention:

It's a beautiful Friday morning in the Village of Cobalt on June 11th where myself and other members of the Ontario Northland Railway Historical & Technical Society catch the morning's 113 thundering her way north to Englehart. <http://www.onrgallery.com/news2.htm>

Thundering across the Montreal River at Latchford, 214 throttles up southbound from Englehart to North Bay, ON. <http://www.onrgallery.com/news3.htm>

Southbound 222 "The Northlander" from the Earleton Highway 11 overpass. <http://www.onrgallery.com/news4.htm>

Cobalt Ontario is echoing with the sound of prime movers and traction motors as southbound 214 works the grade enroute to North Bay June 12<sup>th</sup>. <http://www.onrgallery.com/news5.htm>

**Ontario Northland Vignette:** Frank Vollhardt took this photo in 1968 of the ONR Progressive colour scheme. (thanks to Jim Parker)

<http://www.canadianrailwayobservations.com/2010/07/onr6233.jpg>

**ONR Steam Vignettes:** (Thanks to Jim Parker)

<http://www.canadianrailwayobservations.com/2010/07/onrvignette.htm>

## **Quebec:**

Six CEFX AC4400CW's are being leased to the (Wabush Lake) Arnaud Railway, they are moving via Matane, QC. The numbers are 1008, 1009, 1010, 1011, 1016, and 1017. Unit 1017 is already on the Arnaud Railway. Two others CEFX 1021 and 1025 are currently on the AMMC (QCM).

Destined for service in Quebec are two ES44ACs fresh from GE's Erie, PA plant. Numbered GECX 301 and 302 and are lettered for Arcelor Mittal. Arcelor-Mittal owns Quebec-Cartier-Mining. These two GE's with numbers 301 and 302 were ordered for a railroad in Africa who could not take delivery. CEFX AC4400CW's 1021 and 1025 leased to the Cartier Railway are expected to return upon arrival. Here is the unit at Aldershot, ON, June 23<sup>rd</sup>. (Brendan Frisina)

<http://www.railpictures.net/viewphoto.php?id=329163>

Patrick Taillon provided the following super photos and info on the Montreal Maine & Atlantic: MMA Freight Traffic increased on the Québec portion of the railway in May 2010. Since the 2009 economic crisis, the MMA ran only one train per day (#2: Sun / Tue / Thu and #1: Mon / Wed / Fri), between Farnham, Mégantic and Millinocket, QC. However since mid-May, MMA returned to running there back at two trains per day (One in both direction) and with longer trains. As well MMA have signed a new transport agreement with KIA Motors for moving their auto products between Montréal and Maine. In other news, there has been discussion that MMA intends to sell their St-Guillaume Sub and are in discussions with interested parties. As well, MMA will soon replace the train conductor position by a remote control caboose between Millinocket and Mégantic, and eventually between Mégantic and Farnham, QC. Here is a shot of a their remote control caboose: (Click the hyperlink and then scroll down).

<http://www.mmarail.com/derbysops.php>

Why do railfan's like the MMA? Check out Patrick Taillon's MMA shots from April 30<sup>th</sup> 2010 showing classic GE power and paint schemes rolling through great scenery! MMA Train #1 has C30-7 3609 leading a colourful five-unit GE consist crossing Route 210 in Birchton, QC; MMA #1 is rounding the Johnville Loop, just east of Sherbrooke, QC; MMA #1 approaching the diamond at Lennoxville, QC; MMA #610 with B23-7 2003 (ex-BNSF) working the Sherbrooke yard; and MMA Train #811 is seen on St-Guillaume Sub between L'Ange Gardien and Farnham, QC., with an ex-LMX B39-8E.

<http://www.canadianrailwayobservations.com/2010/07/mmaquebec.htm>

Here is a great MMA shot by G-P Arcouette of a trio of ex-BN C30-7A's switching Farnham on June 6<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/07/5026montreal.jpg>

During May 22-24, the official NARCOA-Railcar Quebec Excursion operated on the Chemin de Fer Charlevoix (Railway). Here is a shot submitted by one of their members, Michael Lussier.

<http://www.canadianrailwayobservations.com/2010/07/crqspeeder.jpg>

### **Eastern Canada - "Atlantic Report" (By David Othen)**

CN GP9 4121 is now on lease to National Gypsum and is in use at the Dartmouth (Wright's Cove) ship loading and storage facility. The National Gypsum belt pack operated SW900 has been sent for rebuilding.

Jim Babcock reported that the Ocean which had departed from Montreal on June 20 had a Park Car on the rear when it passed Tide Head the following morning. This would indicate that the summer season of Sleeper (Touring Class) – formerly Easterly Class - has begun. Ticket prices include meals, access to the Park Car and a learning co-ordinator.

Both Nova Scotian shortlines have had derailments. The most severe occurred on the Cape Breton & Central Nova Scotia Railway near Avondale siding in a sparsely populated, wooded area on Sunday June 13th. 16 cars of a 72 car freight train derailed with several loaded tank cars of propane and butane overturning. Seven houses within a 1.6 kilometre radius had to be evacuated and about 20 people were out of their homes for almost a week while the propane and butane were pumped into other railcars and the derailed cars were righted. Peter Touesnard, VP of Rail America said the derailment was probably caused by defects in the wheels or suspension of a freight car. A few days later there was another minor derailment in the town of Stellarton. Both derailments attracted considerable local press coverage.

The Windsor and Hantsport Railway (WHRC) also had a couple of minor derailments but these were not reported by the press. I am told that Transport Canada has placed some 5 mph speed restrictions and banned the use of the St Croix River Bridge (near the gypsum mine at Mantua) even by a 44 ton locomotive. Maintenance of Way staff have almost completed work on the bridge timbers and are also replacing track ties so that these restrictions can be lifted.

While not the first time, on June 22 both WHRC B23-7s operated together for what is believed to be their run together on the WHRC. They brought 8 empty grain cars from Windsor to Windsor Junction and returned with 12 loaded cars. The photo by David Othen shows the two locomotives and eight empty cars at East Uniacke. <http://www.canadianrailwayobservations.com/2010/07/whrcb23-7.htm>

New Brunswick Southern Railway operated two fundraiser train trips on Saturday 19 June from Harbour station in Saint John to Welsford and back. All proceeds went to the Saint John Regional Hospital Foundation in support of The Give 2010 for ER and Trauma.

## **"Modeller's Corner"** (by Mike Pebesma)

Modeller's Corner returns next month.

## **CANADIAN RAILWAY HISTORY**

The Prairie Dog Central posted this press release about ex-BNSF GP9 1685:

On July 16, 2010 at 11:00 a.m., the BNSF Railway will be presenting their GP9 #1685 to The Vintage Locomotive Society Inc., operators of the Prairie Dog Central Railway. This donation presentation will be held at the BNSF facilities located at Taylor Avenue and Lindsay Street. Locomotive #1685 is significant because it served all of its time operating in and around Winnipeg from when it was built and delivered as Midland Railway #2 in March 1957 to October 2008 when it was retired as BNSF #1685. It has been a Winnipeg railway icon for over 50 years. This locomotive will be preserved in operating condition by the Society as part of its vintage train operations. The Vintage Locomotive Society Inc. is a non-profit all volunteer organization which operates the Prairie Dog Central Railway which is a vintage tourist operation.

<http://www.canadianrailwayobservations.com/2010/07/bnsf1685.pdf>

Looking lovely in the Canadian National Railways 1950's freight livery, F3A #9000 sits on the Alberta Railroad Museum's "main line", which connects to the CN Coronado Sub in the background at Edmonton, Alberta. Jesse Acorn took this shot on June 5<sup>th</sup>, 2010 and let us post it in CRO.

<http://www.canadianrailwayobservations.com/2010/07/cn9000jesseacorn.jpg>

Grand opening of the Toronto Railway Heritage Centre: Cameron Applegath submitted this great shot taken May 29th, at the Toronto Railway Historical Association (TRHA) - Former CP John St. Roundhouse.

<http://www.canadianrailwayobservations.com/2010/07/4803%206213.jpg>

<http://www.railpictures.net/viewphoto.php?id=327568> (TRHA Birds eye view)

WCRA West Coast Railway Assoc: Squamish, BC.



**A safe, historical move was made at the West Coast Railway Heritage Park in Squamish BC on June 23rd.**

<http://www.canadianrailwayobservations.com/2010/07/bcmove1.jpg>

**A group of professionals used their talents to position the 1890 vintage ex CPR Business Car No 16 (British Columbia) from her home of many years the 1914 PGE Car Shop through the turnouts, onto the new turntable and into Track # 2 of the CN Roundhouse and Convention Centre.**

<http://www.canadianrailwayobservations.com/2010/07/bcmove2.jpg>

<http://www.canadianrailwayobservations.com/2010/07/bcmove3.jpg>

<http://www.canadianrailwayobservations.com/2010/07/bcmove4.jpg>

**The move was made under the direction of a number of WCRA (ex BC Rail) volunteers Conductor Roy Crowston, Engineer John Jellis with Carman Lloyd Daniel, Mechanical Supervisor Mike Lloyd offering guidance during the move as did WCRA's Randy Lucas and Russ Grycan. Royal Hudson Steam Lead Andy Faris assisted with spotting Locomotive PGE# 2 (from her position behind the British Columbia) during the move and watching the coupler joints.**

<http://www.canadianrailwayobservations.com/2010/07/bcmove5.jpg>

**As the electricity is not yet connected the turntable was swung manually, with the assistance Mike Fieldhouse of Duro Construction, from the lead track position to Track 2 (about 6 minutes - time will improve with electricity added).**

<http://www.canadianrailwayobservations.com/2010/07/bcmove6.jpg>

<http://www.canadianrailwayobservations.com/2010/07/bcmove7.jpg>

**The process of bringing car BC into the shop wasn't glamorous (forklift), but the results were spectacular, and a culmination of thousands of hours of work in fund-raising and construction.**

<http://www.canadianrailwayobservations.com/2010/07/bcmove8.jpg>

<http://www.canadianrailwayobservations.com/2010/07/bcmove9.jpg>

<http://www.canadianrailwayobservations.com/2010/07/bcmove10.jpg>

**Photo's by Russ Grycan Chief Mechanical Officer WCRA**

**Exporail – The Canadian Railway Museum: Saint-Constant, QC.**

Not available

**Elgin County Railway Musuem St Thomas ON.**

**July 19<sup>th</sup> 2010 ECRM Photos by Walter Pfefferle:**

<http://railfan.thegrebs.com/St-Thomas-June-19th-2010>

**Niagara Railway Museum (via Froth)**

**The Niagara Railway Museum has a new home and a new locomotive, but there's nothing new about both those acquisitions which have been around for decades. Both will need a lot of work to bring them back into shape, but it's a challenge**

**this group of railway enthusiasts is ready to tackle head-on. "I'm really pleased with the way things have worked out," said Ken Jones Jr., president and founder of the NRM, after watching an important part of Niagara's railway history finally return home. It's steam locomotive No. 46, which was built by the American Locomotive Company Cooke Works in Patterson, New Jersey, in 1920. It was delivered to the Hydro Electric Power Commission at Niagara Falls for use on the Queenston-Chippawa Project.**

**Once that work was finished, the locomotive was bought and sold a number of times for other operations until the 1960s when it fell into preservation and ended up sitting in a field. The museum has owned #46 for about four years, but it remained in the Orillia area until this week when it was moved to Fort Erie. It was transported to the former CNR Diesel Shop on Warren Street, which has now become the museum's new home. "I'm just really happy that she's back home in Niagara where she belongs," said Jones, who drove behind the tractor trailer truck that transported the engine from Orillia to Fort Erie. "It certainly turned a lot of heads coming down the highway," said Jones. The trip took about three hours. When fully**

**equipped, the locomotive weighs about 45 tons. "There were some people pacing us along the way wondering just what it was," said Jones. The arrival of the locomotive and securing the new home for the museum, mark important milestones for the organization. "This is really the start of something big for us, getting our facility and finally getting our number one engine home," said Jones. "We will be doing the cosmetic restoration on it first and that will make it look just like it did in 1920." He admits it doesn't look like much right now, but that will change once their members begin working on this project. They have all the parts, but removed them once they purchased the locomotive so that no one would be able to steal**

**them before it could be moved back to Niagara. Most of the parts, which are made of brass, have been restored and will be put back into the cab once it has been rebuilt and a new floor installed. We have secured a lease agreement with the owner of the former CN diesel shops in Ft Erie On and started a major clean up program in and around the property. The shop has been closed for 20 years so it is in need of a lot of cleaning and repair but the progress we have made in the past 2 months is unbelievable, but we still have a long way to go. We have introduced ourselves to the Fort Erie Council and have been well received and already commended for the clean up we have done, something the Town has been trying to get the owner to do for years.**

**On June 1<sup>st</sup>, the first locomotive (HEPC #46) arrived on the site. There are still 2 locos to come, one of which should be arriving on June5. The date for the 3rd loco will be announced when confirmed. Then we have our 3 box cars to move and our cabooses which is in Brantford. All of this is expected to be done within the next 2 months if all goes well.**

**<http://www.canadianrailwayobservations.com/2010/07/niagaramuseum.htm>**

Douglas Smith reported the Brockville Museum (in Ontario) is sponsoring a dinner the night of July 8th to celebrate the 150th anniversary of Canada's first railway tunnel. To get in the mood, the dinner will be served in the tunnel. Its a sit down meal, complete with wine, musical accompaniment and a visit by Francis Keefer to discuss his famous mid-nineteenth century thesis on "The Philosophy of Railways". CP is acting as the major corporate sponsor. The event starts at 6 pm in the Brockville City Hall and then moves down to the tunnel. Tickets are \$100 with a tax receipt for part. Orders can be called in to the Brockville Museum at 613-342-4397.

## SOUTH OF THE BORDER

Former CN / CANAC CANX SW1200RS 1341 was sold to Larry's Truck Electric (LTEX) and was moved to destination at McDonald, Ohio in mid June. Former GTW CANX SW1200 1517 was repainted red and gray in May, and is now Larry's Truck Electric LTEX SW1200 1209.

Ex CN SW1200RS 1327 which was sold to Ohio Central in 1994, and was resold to LTEX and renumbered 1212. The unit has now gone to Axis, Alabama to a steel Company.

In the USA, Georgia Southwestern has sold two former VIA FP9A's, nos. 6302 and 6308 to Larry's Truck Electric (LTEX).

The Conway Scenic Railway received two much needed EMD units with Dynamic Brakes in the form of high hood ex-NS GP40 and GP35 from Guilford. This will be done through a trade for their (Ex-VIA) Conway Scenic FP9A's 6505 and 6516. The cab units will become the new power for Guilford's (Pan Am Railway) Business Train and will be repainted in PAN AM colors.

<http://www.railpictures.net/viewphoto.php?id=28155>

Union Pacific Locomotive Sale: Lots of Tunnel Motors and SW1500's:

<http://www.blackmonauctions.com/?Auction=107>

Bill Sanderson wrote: "It's too bad CP didn't see fit to refurbish their fleet of GP35's rather than sell most of them off." Of the 24 units (5002-5025), two were retired and four rebuilt into CPR control cab slugs. The remaining 18 were sold to Helm in 1998/99 and many were rebuilt and found new homes. Five of these were rebuilt into GP38-2's by Progress Rail and sold to BNSF. BNSF GP38-2 #2034 (ex CP #5017) was photographed by Paul Wester in Galesburg, Ill. on September 21, 2007. <http://www.canadianrailwayobservations.com/2010/07/paulwesterbnsf2034.jpg>

Here are some great photos from Geoff Elliott's recent Wyoming, South dakota and Minnesota trip. Look for locvomotives from ICE, DME, CP, MSWY, BNSF

and some rarely photographed shortlines: and the remains of a former SOO GP30! <http://www.canadianrailwayobservations.com/2010/07/sob.htm>

The following comes from a DART (Dallas, TX - Commuter) meeting on June 23<sup>rd</sup> 2010: "We are into the last few months of RDC operations on the TRE. They are currently using one set per day and a second set only if a diesel locomotive is down. Their air conditioners are not holding up as well as the ones on the high-levels. When another locomotive is returned from overhaul in late September, the RDCs will be taken out of service and prepared for transfer to the DCTA. The DCTA will maintain them at their own facility and will repaint them in an A-Train scheme." Budd RDC operation on the A-Train, a commuter rail system now under construction in Denton County, TX, is to be temporary. DCTA has ordered Stadler GTW 2/6 Diesel Multiple Unit cars as their permanent fleet. It is possible that a set of RDCs will be maintained for backup use.

#### D&H – The Bridge Line:

Phil Miller submitted these shots of a PA powered Adirondack at Whitehall, NY, on June, 1975 (and an NYC RS3 and Budd Car)!  
<http://www.canadianrailwayobservations.com/2010/07/philmillerd&h.htm>

On March 6<sup>th</sup> 2007 D&H 7304 is seen leading a CP train at Guelph Junction, ON:  
<http://www.railpictures.net/viewphoto.php?id=178228>

## Letters:

William,

I just read the Special Report on Hamilton by Dan Tweedle and Bob Chambers. I am an employee of the Southern Ontario Railway and just wanted to offer some clarification on a few points.

Railink did not own the Goderich-Exeter Railway. It was a RailTex subsidiary which was also acquired by RailAmerica. Parkdale Yard is a joint SOR - CN facility. It consists of 14 tracks. Track #1 - 7 are for CN Steel Centre traffic and #8 - 14 are used as a SOR plastic transfer facility. CN utilizes a contractor to switch the Hamilton Distribution Centre and the SOR services the plastic transfer facility direct. National Steel Car and Stelco are not exclusive to CP. They are jointly served by both SOR and CP.

Lance Brown,  
Hamilton, ON

Will,

When I read the CRO June update I noticed (on page 4) in the section "CN's ex-UP Dash 8's" you mention the only two units remaining in CNW livery being CNW's 8646 and 8701. These two are actually C44-9Ws, not AC4400CWs.

Thanks!  
Dan Braun  
Oshkosh, WI.

Hi Will,

What are chances of getting the Northern Ontario Railroad Museum & Heritage Centre (NORMHC) listed in CRO?

Our website is [www.northernontariorailroadmuseum.ca](http://www.northernontariorailroadmuseum.ca) for inspection of what we're all about and email is [normhc@vianet.ca](mailto:normhc@vianet.ca) We're open seven days a week, 10 a.m. to 4 p.m. until the end of August, and after that by appointment. Postal address is 26 Bloor Street, Capreol, ON, P0M 1H0; museum phone is 705-858-5050.

Dale Wilson  
Nickel Belt Rails, Sudbury, ON,

Hi Folks.

My wife and I went on the Whistler Mountaineer on June 10th for the day. Was a nice trip. A little pricey, but we got a cut rate... In any event, on the way back we were approaching Porteau Cove, and I decided to stand in the WCRA open observation car, "Henry Pickering" to get a few photos. I saw this big cloud of steam at the cove and thought, "this has got to be the Hudson". Sure enough it was, and I got a couple of shots. Nobody on the train knew it was there, so nobody else was in a position to get any pictures. I lucked out.

<http://www.canadianrailwayobservations.com/2010/07/whistlermountain.htm>

Cheers  
Andy Cassidy  
Vancouver, BC

Hi Will,

I just got through reading your excellent article on the Glen. As a child I lived in Cote St Luc and we had a railway line that ran at the bottom of our street. Being born in 1949 I missed the days of steam, although I can remember them passing by. All of my exposure came later with the excursions of 6218 and later 6060 as well as visits to the Delson museum. We moved to Pointe Claire and I remember taking the CP dayliners to Westmount in hopes of catching the D&H PA's. I have slides, which I'll post on CRO Facebook.

I would like to comment on your excellent CRO Facebook page. It's nice to have a place where we can post our shots and have them seen by other railfans.

Thanks again,

Derek Henderson  
Brampton, ON

## **The Last Word:**

*Happy Canada Day to our readers,*

*Now it can be told: Our CRO report RAILFANNING HAMILTON, ON, posted June 11<sup>th</sup> had an amazing cover shot of three units at Bayview, ON. It was photoshopped. Most believed it was real because it was so well done. See the page and report here: <http://www.canadianrailwayobservations.com/>  
<http://www.canadianrailwayobservations.com/2010/07/09bayview.jpg>*

*Re- MLW video "Montreal's Machines - Last Stand of the 251" (Part 1). The Broken Knuckle Video Productions DVD*

*<http://www.canadianrailwayobservations.com/2010/06/montrealmachine.jpg>*

*<http://www.canadianrailwayobservations.com/2010/06/mmposter.pdf>*

*In my review last month, I misspelled Jerry's last name as "Bertie" ... It should be "Jerry Albertie"... My apologies Jerry.*

*Thanks to all of the efforts from our contributors and columnists last month, the June issue of CRO was extremely well received. We had many positive comments and only had two small errors, which were corrected quickly on line. We also are enjoying a steady increase in subscribers daily, which in previous months only occurred the weeks around the posting of each new issue. CRO on Facebook is part of this change but it is also due to our improved and pertinent content.*

*We will again post a Special Report between the July, August and September issues (These are by Mark Forseille and will include a photo essay on the CP and CN GP35 model and the CN GP40-2LW). Special reports have been very popular and may account for our daily new subscribers between the monthly issues.*

*Here is a great shot of some of our readers and staff: Iain Tugwell, Walter Pfefferle (CRO - Photo Editor), Bob Chambers and Dan Tweedle (CRO - Railfanning Hamilton, ON) at Bayview, ON in mid-June 2010.*

*<http://www.canadianrailwayobservations.com/2010/07/bayviewgroup.jpg>*

*Until next month ... Cheers!*

*Will*

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**Submitting photos to CRO?** We encourage our readers to forward current pertinent news photos, and historical material as well. Please include the Loco #'s, Train # or Direction, Date, Location, etc, and send to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) NOTE: As we get a lot of mail, please Indicate "CRO Photo" in the subject line. Please send your photos in jpeg format, but make sure the size is not exceeding 1Mb. Walter Pfefferle is now our CRO Photo Editor.

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