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CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last retirement was May 27th)

CN GP9RM 7203 on June 14th.

CN units Stored Serviceable:

Unfortunately, we have no report available for this month, however the following is applicable: Due to the fact that there are over 50 (GEVO) ES44DC's which have been removed from service for turbo charger inspections, CN has returned to service almost all of their Dash 8-40CM's (2400-series) and most of their SD60F's (5500-series), along with many SD40-2W's (5200 and 5300-series).

CN Locomotives Sold:

CN has sold ex-NBEC RS18u 1818 and CN SD40-2W's 5271 and 5360 to JL Consulting (JLCX), and they are going to Chicago Heights to consignee SIE Demolition LLC for scrap. As well in July, 11 other units were sold to JLCX, but their identities are still not known. As well, CN has sold ex-Ottawa Central (OCRR) RS18u's 1828 and 1865 to the Grenada Railway (GRYR), in Grenada, Mississippi. Previously reported in CRO as "Sold" units, RIMX ex-WC GP40 3025 finally shipped from IC Woodcrest to Tacoma, Washington. As well, in July JLCX ex-NBEC RS18u's 1818 and 1851, and ex-CN SD40-2W's 5294 and 5360, also left IC-Woodcrest for Chicago Heights for scrap. During early July CN relettered (spray painted) ex-BCOL SD40-2`s 754, 762, ex-CN 5271, and ex-NBEC RS18u 1813 to "JLCX" at the Woodcrest Shop. Also in July, former NBEC SD40 6905 was relettered DMVW and also finally left Chicago in July and moved over CP enroute to destination. It is consigned to Farmers Elevator Co-op in Westby, MT on the west end of the DMVW railroad.

In late June Ken Lanovich shot (ex-NBEC, nee-CP) JLCX RS18u 1816, which was sold to JL Consulting in early June. Here is our final look at the RS18u prior to the unit being forwarded for scrapping at Jabco in Chicago Heights, IL.
http://csxchicago.gotdns.com:6003/CN_Trains/Roll95/0025602-R1-020-8A.jpg

Ken also took this shot of "eye-catching" EJ&E GP38-2 703, and CN GP9RM 4028 ready to depart Markham yard June 8th, 2009.
http://csxchicago.gotdns.com:6003/CN_Trains/Roll95/0025602-R1-032-14A.jpg

By now, many of you are already aware about GE's problems related to the air compressors on some of the "GEVO" (ES44) units on the CN, CP and on some US railroads, but more recently there have been serious issues with the turbochargers. The excerpt from the local CN Daily Operating Bulletin reads as follows: "CN has been advised of the possibility of turbocharger failure on GE Evolution series locomotives (road numbers 2220 through 2309). Two such failures have been reported by other railroads. One occurred when the diesel engine was restarted after shutdown, and the other when the locomotive was running under load. Accordingly, operating crews must not start or re-start these engines without first consulting the MSREP (diesel doctor). Before authorizing the crew to restart the engine, the MSREP will ensure that the shutdown was not caused by a turbocharger problem or related issue. Additionally, operating crews must avoid standing beside or walking past the mid

section of the carbody of these locomotives (the area just forward of the rear trucks) while they are under load, or in high throttle position." At press time CN had already begun sideling the GEVO units for inspection and modification.

On June 28th, 2009 CN C44-9W 2695 was wrecked in a rear end collision with another train at Jones, Ontario. According to photographer Gord Hilderman, the unit is to be sent to the Transcona Shops in Winnipeg for evaluation and (possible) rebuild. (Posted in Froth).
http://www.cnrphotos.com/gallery2/main.php?g2_itemId=55596
http://www.cnrphotos.com/gallery2/main.php?g2_itemId=55600
http://www.cnrphotos.com/gallery2/main.php?g2_itemId=55604

On July 19th, Jean-François Turcotte spotted a Herzog ballast train on former CFMG territory in St-Simon, QC (mile 152 Mont-Joli sub). The consist included CN 8838, 2676 (SD70M-2, C44-9W), 120 Herzog ballast cars, and CN 5703 and 2243 (SD75I, ES44DC) pushing at rear. First time we hear of DPU operations in these parts! No photo however, as he was driving.

On July 19th Jason Jongen was waiting for trains 697/698 at Washago and while CN 314 was passing him at mile 89 on the Bala Sub, he caught another one of the Ski Train units! The unit has received some CN modifications since acquired by CN as evident in the photos. The train consisted of CN SD70M-2 8812, SD75I 5674, ES44DC 2246, ES44DC 2289, and CN F40PH 104, (which was moving as AMBX 242). F40PHs 283 and 289 are now CN 105 and 106.
http://www.canadianrailwayobservations.com/2009/8/104.htm

Joe Zika's CN-MacMillan Yard Report:

Well here we are, the first week of July already, amazing how time flies! Not much new at Mac yard in the last week, The Tie and Lift gangs have finally made it off the Grimsby Sub and over the Halton Sub up to Mac Yard. They've been focused on the Halton Inbound and Outbound tracks, and headed off for a much deserved couple of days off before moving on up North to the Caramat Sub. Needless to say, i can use a break as well. I think I've rewritten half the slow orders on the Halton sub in the last two weeks at least three times, lots of work. I think the crews will be glad to see those 10 and 25 mph temporary slow orders disappear as well, wondering why they are always travelling over them when the track beside them is empty and good for track speed. General rule of thumb, if the lift gang doesn't have a stabilizer with them, they need 100,000 tons of freight to pack a lift down, with a stabilizer, they only need about 11,000 tons, then again hot weather will also keep slow orders on as well with the instructions to reduce heavy braking over the slow orders under certain conditions. I've also noticed the downgrade at the Dual Hump at MacYard getting some tender love and care as well in the last two days with some track and switch and retarder maintenance on both sides which should end some of the congestion experienced in the last two days while trying to yard trains.

June 29th had GEXR 432 bring in a pair of Steam Generator Modules on two Heavy Duty Flats: KRL 127004 and KRL 127005 from IST in Cambridge. Waybills and Dimensional message shows them as D-5R wide loads destined to the Port of Toronto via Don Yard, Shipper is Sea Cargo Air Cargo Logistics and the Consignee is Logistec Stevedoring, I got lucky and caught them on a sunny day on July 5th at Mac Yard.

CN 622371 and CNIS 621215 were part of a string of Bulkhead Flat's loaded with some steel pipes. These were also listed as D-5R's, waybills show them moving from Richmond, QC to

Brownsville Branch, BC, Shipper is Spiralco, Inc. and the Consignee is Dominion Pipe and Piling, Interesting loads.

July 5th also had me shooting some plain old CN power, CN 7076 a GP9RM with 48" cooling fans, (gotta love those saw dust burner fan grills/covers). Also on site, BCOL Dash 8-40CM 4612, in the red, white and blue livery. CN SD40u 6027 in the later CN paint Scheme, no CN North America logo here. Check out those 48" Dynamic Brake fans borrowed from the GP9 parts shelf, they are best seen from the rear 3/4 view, I only noticed them while editing the photo's and so far the only SD40u so equipped. There is a SD40-2W with a pair of saw dust burner grills as well, the very elusive CN 5330 … she also has a replacement longhood with mismatched stripes on the Engineers side, behind the cab as well as mismatched paint on the cab nose (Conductor's side), indicating she was involved in a collision or derailment. I've included attached a grab shot of her from Oct 16th 2006, while she was making her escape!

CN 5611, an SD 70I whose paint seems to be holding up pretty well so far, at least compared to some of her sister SD75I's over the last few years.

Last but not least, the surprise visitor in town was St Lawrence and Atlantic (SLR-painted) LLPX GP40 3003. Her waybill shows her moving from the Huron Central Railway (Shipper) in Sioux Sault Ste. Marie, ON, to the Providence and Worcester (Consignee) at Willimantic, CT.
http://www.canadianrailwayobservations.com/2009/8/mac.htm

Craig Konopski and Dave Young updated CRO on the Kinghorn Abandonment: As of the end of this week July 12th 2009, approximately 40 miles of the old CN Kinghorn Sub have now been ripped-up by the work train (W905). Most recently, approximately 20 miles of rail from (just west of) the Pass Lake trestle westward to 'Kohut' (mile 193) was taken away. So, rails are now gone from Dorion to Kohut or from about mile 153 to mile 193. The CN Kinghorn Sub, which runs 195 miles from Longlac Jct. to Current Jct. (Thunder Bay North), last hosted regular freight train service back in May 2005 and was used for storage of the infamous "lemon lime" hopper cars for a couple of years as well. For a few years dating back to the late 90's and early 2000's, it even hosted the American Orient Express ('AOE') passenger excursion trains. From Mile 195.5 to Mile 193 will be retained according to the abandonment plan. CN still regularly runs out to service Thunder Bay Packaging. As for the rail train beginning work on the eastern section of the line, when the rail train went out last week I got talking with a foreman and he said the plan is to put the sled in the ground at the Station Name Sign Dorion which is about Mile 147. From Mile 153 to that point the contractor has and is ripping it up. The contractors are pulling the rail down the RoW to Mile 153 and "stock piling" it, so it can be trucked out. In The photos below show CN rail train O49141-12 approaching the James Street X-ing at mile 5.77 Kashabowie Sub on July 12th, on Thunder Bay's south side. CN SD70I # 5613 was the solo power on the train that included veteran CN conductor and famous curler Al ("Iceman") Hackner on-board. This train would have included approximately 20 miles of rail from the western end of the sub from (just west of) the Pass Lake trestle near mile 174 to Kohut by mile 193 through some of the most scenic portion of the 195-mile long sub that hugs the shoreline of Thunder Bay on Lake Superior passing by many camps and cabins. Trace cars CN 46565 and CN 44288.
http://www.canadianrailwayobservations.com/2009/8/r1.jpg
http://www.canadianrailwayobservations.com/2009/8/r2.jpg
Here's a shot of Mile 153 last year:
http://s217.photobucket.com/albums/cc68/Daveyy46/Kinghorn/?action=view&current=DSC_3784.jpg

Here's a shot of Mile 153 last week:
http://s217.photobucket.com/albums/cc68/Daveyy46/Kinghorn/?action=view&current=DSC_3793.jpg
http://s217.photobucket.com/albums/cc68/Daveyy46/Kinghorn/?action=view&current=DSC_3792.jpg

On June 15th Mark Forseille visited Cisco Bridge and caught a CN Westbound at MP 104 on the CN Ashcroft Sub with CN 5633 and BC Rail 4606. The next train was the WB Rocky Mountaineer at MP 49 CN Ashcroft Sub with GP40-2LW 8011 on the point. After that they moved towards Ashcroft, BC (MP 49) and caught a pair of CN/IC GE's heading east, and later caught another pair of CN GE's.
http://www.canadianrailwayobservations.com/2009/8/mf.htm

A Globe & Mail Report on July 16th reported some small communities in BC, were fearing they could lose their only rail link to the outside. The New Democratic Party has called on Premier Gordon Campbell to release the details of the controversial deal that saw BC Rail sold to CN Rail in 2004. Leonard Krog, the NDP's attorney-general critic, said that with the fifth anniversary of the sale reached Tuesday, a clause expired that required CN to keep all of the BC Rail lines operating. Mr. Krog said communities strung out along more than 2,000 kilometres of former BC Rail tracks need to know if their train service is now facing a shutdown. He said although the 600-page contract was released in 2004, in response to a Freedom of Information request by the NDP, large parts of the agreement were redacted because of a confidentiality agreement. "We still don't know the details of the contract. We have no idea [what rail lines might close] … we don't know how many jobs are going to be lost," Mr. Krog said. "I want to know what communities are going to be impacted. … Those communities need to know: Are they on the hit list?" The rail network includes a 1,500-kilometre main line from North Vancouver to Fort Nelson, with branch lines to Mackenzie, Dawson Creek, Tumbler Ridge, Fort St. James and Takla. The B.C. Ministry of Transportation and Infrastructure did not respond to a request for comment. Kelli Svendsen, a media representative for CN Rail, said the company would let the B.C. government reply to the NDP questions about the contract, but added there were no line closures pending. "We have no plans to discontinue lines in B.C. Our focus is on operating the railroad," she said. "There are a lot of rumours circulating [about possible closures]," said Dennis Bontron, the mayor of Lillooet. He said the railway is seen as a vital link to the outside, even though his community sees only one freight train a day because of the slow economy. Mr. Bontron said rail traffic has dwindled because of the collapse of the forest industry, which typically accounted for 80 per cent of rail traffic. In 2002, passenger service between Lillooet and Vancouver was discontinued to cut costs. Mr. Bontron said the freight line might be uneconomical now, but he predicted the resource industries would rebound. "Our fear is that if they shut it down [because of a temporary economic slump], it will be gone for good," he said. "It's a high-maintenance track. If you let it sit for two or three years, the cost of reconditioning it would be astronomical." He said the B.C. government should be looking at ways to revive the passenger service, as a way to stimulate tourism and get more vehicles off the roads. The BC Rail deal is the focus of a long-running political corruption trial in which three former government employees, Dave Basi, Bob Virk and Aneal Basi, are accused of trading confidential information in advance of the $1-billion sale.

CN Vignettes: **The following terrific CN vignettes were all taken by David Howard, who one weekend morning in May 1986 documented and photographed the following action at CN Bayview, one of the best known and busiest railway locations in Canada. We thank Mr. Howard for this glimpse into some of his memories of CN - Bayview in the 1980's!**

CN Bayview GP40-2LW 9400: With white flags, a clean nose, and no ditch lights, CN's first GP40- 2LW makes an impressive site as it rounds the bend at the bottom of the Dundas Sub, with the morning Eastbound Laser train, #238. Of the original fleet of 278 units, 59 remain, the first of the order (9400) having been built in 1974. The North track of the Dundas Sub, on which the Laser train was running, was signaled for reverse running, as indicated by the single head dwarf, although the maximum allowable speed limit would have been 15 MPH. Today, with the upgrades to Bayview Junction, this track has been upgraded to 45 MPH. http://www.canadianrailwayobservations.com/2009/8/b4.jpg

CN Bayview C630M 2036: With a great show of exhaust smoke and that unforgettable MLW sound, C-630M 2036 and a sister lug a long heavy train (note the end under the Bayview sign) up grade out of Hamilton. In the foreground is a bit of history, the concrete base of the original Bayview interlocking tower. http://www.canadianrailwayobservations.com/2009/8/b2.jpg

CN Bayview F3Au 9175: The Railfan favourite, the Nanticoke bound Stelco "Steel Train" operating with first generation diesel power, rounds the "Cow Path" leg of the Bayview Wye. A real treat for the rail buffs was the frequent use of a trio of CN cab units on this train, often operating as an A-B-A set! A caboose was used at both ends of the train, as it changed direction at Brantford, so only the power had to run around the train. Looks the a "Right of Way" fire has cleared out some of the spring vegetation between the CN and CP lines, and in later years the pole lines and M-of-W building towards Hamilton West would disappear, opening up photographic opportunities. http://www.canadianrailwayobservations.com/2009/8/b3.jpg

CN Bayview SW1200RS 1365: A pair of SW1200RS road switchers led a string of trailers on flat cars into Hamilton; having crossed mainlines through Bayview Junction. Dark slag ballast has started to replace the light limestone, and short lengths of jointed rail have been supplanted by continuous welded rail. The way side phone box, as well as the interlocking signal at the junction of the Dundas and Bayview subs are gone... however some things never change, note the railfan's on the RBG footbridge.
http://www.canadianrailwayobservations.com/2009/8/b1.jpg

Phil Mason kindly submitted this image of the Eastbound Edmundston-Moncton with a single CN RDC 6105 throttling past the end of the siding at Cantor, NB, in May 1975 during the early days of CTC installation. It appears that back in the day, the CN section buildings were painted yellow. http://www.canadianrailwayobservations.com/2009/8/6105.jpg

Mark Forseille's Canadian Railway "Class Units"

CPRS AC4400CW #9500: The beginning of the GE invasion!

It had been some time since CP had ordered any new locomotives, the last being in 1988 with the trouble plagued SD40-2F's from GM in London. In 1995, CP surprised many and decided to go a different path all together, and ordered AC powered locomotives from General Electric. CP called upon GM three years later in 1998 with the London-built SD9043MAC(u)'s, but have now pretty much standardized on GE products as the backbone of their huge fleet.

CPRS 9500 was Canadian Pacific Railway's first new AC powered locomotive, and was rated at 4400 horsepower. This series would herald the first time that CP had placed a locomotive order with General Electric. The first order of AC4400CW's from the GE plant in Erie, PA

was for 83 units (nos. 9500 to 9582). This entire order was delivered beginning in 1995 sporting the new CP RAIL SYSTEM livery (often referred to as the "Dual Flags" or "Nafta" paint scheme), and was the only AC4400CW order painted this way. As well, at that time CP was promoting the Royal Canadian Mounted Police, and these units received the RCMP "Musical Ride / Carrousel de la GRC" logo on both sides of the cab, as did some other GM locomotives in CP's fleet. When delivered, they arrived in Canada via Niagara Falls, ON, on the former TH&B line and moved to Toronto for inspection. They were quickly assigned to Port Coquitlam, BC to work on the heavy coal trains out west. In the beginning, the new GE's had Locotrol issues, and in the first few months, the new GE's would be trailing units. An SD40-2F with a GE trailing, and another SD40-2/AC4400 combo would be cut in mid train. Once the kinks were ironed out, most of the coal trains ran with only three GE's per train replacing the usual four to five SD40-2's and SD40-2F's, which in turn reassigned the "Red Barns" and dozens of SD40-2's in the east.
http://www.canadianrailwayobservations.com/2009/8/cpr5000.jpg
http://www.trainweb.org/galt-stn/cproster/locomotive/9500s/cp9501.htm (CPRS 9501 testing at Erie, PA)

CANADIAN PACIFIC

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

In July, "retired"CP SD40-2 5621 has been transferred to the Ogden Shop to become a CP training tool for shop staff and engineers. Interestingly, she still has the CP RAIL Multi Mark! Mark Forseille photographed no. 5621 in 2008, in Port Coquitlam, BC.
http://cprdieselroster.com/Roster%20Archive/CP%205600/CP%205621-5.jpg
http://cprdieselroster.com/Roster%20Archive/CP%205600/CP%205621-4.jpg (Photo by LBC, from the good 'ol days)!

Canadian Pacific Railway has still not found a buyer for there four retired SD90HMAC's. Numbers 9300-9303 remain in Winnepeg, Manitoba, and CP has extended the auction sale once again, this time to September 30th, 2009.

CP Locomotives Stored Serviceable due to the economic downturn:
Total as of July 1st, 2009: 333 locomotives, including 97 - GE's, 61- SD9043MAC's, 41- SOO SD60's, 67-SD40-2's, and 51 GP7u / GP9u's and 2 GP38-2's.

Note: Due to CP sideling much of their ES44AC fleet with the GEVO turbo charger issues, in July many stored GE AC4400CW's returned to service across the system. Between July 16th and July 20th St-Luc Diesel Shop returned 14 AC4400CW's (9541, 9583, 9600, 9625, 9629, 9639, 9647, 9649, 9662, 9715, 9731, 9803, 9813 and 9839 back into service, the most of any CP diesel Shop in Canada! Therefore the numbers of stored motive-power (above) have decreased since the recall.

In a substantial motive power reassignment, in late-June CP transferred AC4400CW's 9750-9784 and 9800-9840 from Coquitlam, BC, to Alyth Yard in Calgary, Alberta. There may be more reassignments over the next months due to the GEVO issues.

GEVO's sidelined: A CP bulletin from GE regarding the "GEVO" turbo issues: As was previously issued by Safety Alert on July 13th, a railway recently experienced two turbocharger failures on GE Evolution Series locomotives that resulted in portions of the

turbine rotating assembly penetrating the turbocharger case and exiting the locomotive engine cab. GE Transportation has been diligently working with all class 1 railways to identify the suspect locomotives and arrange for repairs on an expedited schedule.

At CP, we have identified a possible 47 locomotives of our GE Evolution Series locomotives (CP ES44AC 8700-8899). Arrangements were made to remove the suspected locomotives from service for inspection. As a precautionary measure, employees are advised to avoid entering the projected area zones as indicated below, on all GE locomotives when operating at high RPM's (including leased units and those of other railways). A further update will be released when this issue has been resolved. Turbochargers running under high RPM produce a significant amount of kinetic energy. A turbocharger failure may occur that can cause rupture at high RPM's. In rare cases, internal parts may be ejected from the turbocharger. To avoid unnecessary exposure to unsafe conditions, avoid entering the projected area of the turbocharger rotation plane when the engine is operating under high rpm and abnormal engine noise is detected. Over the last month CP has sidelined the GEVO units for inspection and modifications, which may include a software application to monitor turbo charger heat, and can shut down the engine if needed.

On July 8th, GE Transportation announced a deal with CP to equip 200 of their locomotives with its new Trip Optimizer fuel management system. This GE software solution would generate a 10% fuel savings on fast intermodal freight trains and even higher fuel savings for the heavier bulk commodity trains. If every train in North America used Trip Optimizer it would save approximately 630 million gallons of fuel per year, the equivalent of eliminating more than one million cars from the road. Trip Optimizer can be deployed on ES44AC's locomotives today and will be available on older AC4400CW's beginning in 2010. Trip Optimizer, a product of Ecomagination, is an advanced energy management system that optimizes fuel consumption based on a specific train's makeup and the route being traveled. The system calculates a fuel optimal speed profile for the trip and then automatically controls the throttle to maintain that planned speed. Trip Optimizer uses GPS, a digital track database and advanced algorithms that automatically learn the train's characteristics throughout the trip to achieve the fuel savings. The system evaluates train length, weight, grade, track conditions, weather and locomotive performance to calculate the most efficient way of running the train while maintaining smooth train handling. The pilot testing was conducted in three CP subdivisions that have significantly different geographical characteristics including mountainous regions in British Columbia, the Saskatchewan prairies and undulating, winding track in Northern Ontario.

On July 24th two unusual units came up to Montreal from Binghamton, NY as the sole power of D&H train 251. The units were UP C44-9W 9671(ex-CNW 9607) and SD70ACe 8595, the later only a year old and sporting the US flag livery. UP 9671 was originally a CNW locomotive and this could the first time either of these UP models has been in Montreal. The units were to return to D&H as trailing power with CP units on the lead, and will likely return non operating to avoid paying H-P-H to UP. Marc Chouinard took the following shots of your editor and the two Armour Yellow beasts.
http://www.canadianrailwayobservations.com/2009/8/up.htm

On June 16th, Canadian Pacific leased out CP GP38-2 3110 to the Great Western Railway in southwestern Saskatchewan. (See Shortlines)

Assigned to the Royal Canadian Pacific and sometimes used on CP business trains, CPR FP9Au's 4106 and 4107 have had anti-glare paint applied to the nose in front of the

windshields. This was obviously completed in the past few months, as Cor van Steenis photo shows they did not have this feature back on March 11th, 2009.
http://www.canadianrailwayobservations.com/2009/8/4106-2.jpg
http://www.canadianrailwayobservations.com/2009/8/4107.jpg
http://www.canadianrailwayobservations.com/2009/8/4106.jpg

After her final run of 2008 (in October), CP 4-6-4 Hudson H1b # 2816 is undergoing months of extensive maintenance before going back into service as Canadian Pacific's roving ambassador. Due to the generosity of CP's staff at Ogden Shops in Calgary, AB., Wilco van Schoonhoven, on his tenth tour to western Canada from the Netherlands, (and our own Cor van Steenis), had the privilege on 14 June 2009 of seeing the EMPRESS during its long hiatus from active service. The staff have completed repairs to the boiler and are in the midst of installing additional firebox plates before continuing on with further preventative maintenance. Canadian Pacific has not announced any dates for a return to service but one travel agency web site is accepting bookings for a Calgary-Vancouver-Calgary charter in September 2010. It is not expected that CP 2816 will be available for the 100th anniversary celebrations of the opening of the spiral tunnels in early September of 2009. CP 96, the generator car for the EMPRESS consist, was also in the shop undergoing maintenance work, as was Baggage Car # 99, used as an archives car during the 2008 'Spirit of 150' tour through British Columbia. Some of the passenger equipment was scheduled to go into Alyth shops for wheel truing in the coming week. When you see the steamer again, retired from active service in May of 1960 and returned to CP service only eight years ago, one certainly can appreciate the pride that the CPR staff show in maintaining this remarkable piece of equipment, originally built by Montreal Locomotive Works in December of 1930, at a cost of $116,555!
http://www.canadianrailwayobservations.com/2009/8/2816-2.jpg
http://www.canadianrailwayobservations.com/2009/8/2816.jpg

Not only was CPR's 4-6-4 Hudson #2816 undergoing extensive maintenance at the Ogden EMPRESS compound in Calgary, but during our shop visit on June 14th 2009, we learned a number of cars that have been, or may be destined for use on the EMPRESS consist were on site been evaluated for refurbishment, or removed from the property.

Leased Business Car NSRX 800702 'LAMBERTS POINT', which was the tail car on the EMPRESS during 2008, was removed from the property on 02 Feb 2009 and headed east from Calgary on a freight (PHOTO) and returned to the owner in Minneapolis on 06 Feb 2009, to reduce lease costs since the EMPRESS will in all likelihood not be operating until sometime in 2010.
http://www.canadianrailwayobservations.com/2009/8/ogd1.jpg

The former Union Pacific Lunch Counter Car # 4001, currently lettered RPCX 4001 'LAKE ERIE' was moved into the CP EMPRESS compound in August of 2008 for the intended purpose of conversion to a dining car to be used on the EMPRESS. It has been seen on a eastbound through Winnipeg last week. No clue about target destination. The car was sitting in the Ogden compund without being painted in CP colours or modified for that use.
http://www.canadianrailwayobservations.com/2009/8/ogd2.jpg

CP Business Cat # 76 'SHAUGNESSY', one of the oldest cars in CP's heritage fleet, which had been stored at Alyth Yard for a number of years, was moved to the Ogden EMPRESS compound in August of 2008 and still sits there today (PHOTO). It was built in 1917 by Pullman/CPR as a private car named "Cromarty" for J.K.L. Ross. Ross was a CPR director and the son of James Ross, the contractor who built the CPR mountain section of the CPR,

and acquired by CP in 1921. It could be considered as the unit that could replace LAMBERTS POINT on the tail end of the EMPRESS consist in the future but would require extensive/expensive restoration so that seems unlikely in the current economic downturn. It certainly would be fitting to have a CPR heritage car on the tail of the EMPRESS consist rather than a leased foreign car.
http://www.canadianrailwayobservations.com/2009/8/ogd3.jpg

The Spiral Tunnels: On June 14th, 2009, a reliable CPR source stated that CP was considering running the Royal Canadian Pacific consist through the Spiral Tunnel area with both FP9A units and new ES44AC units in early September 2009, in celebration of the 100th anniversary of the opening of the Spiral Tunnels on September 1st 1909 to represent the present and the past It appears that on July 10th 2009 CP held a media photo opportunity at Field, BC, to generate publicity for that event, as Cor van Steenis caught CP ES44AC's # 8860 & # 8711 (both clean as a whistle) passing through Cochrane, AB., for Field in the morning and later that day caught the Royal Canadian Pacific with CP FP9Au # 4106 and GP38-2's # 3084 & #3064 at the Storm Mountain Lookout at M 101 of the Laggan Subdivision returning from Field to Calgary. CP radio traffic indicated a media photo op was being held. The spiral tunnels in BC were constructed in 1907 & 1908 through Mount Ogden (lower spiral) and Cathedral Mountain (upper spiral) and the new line with a reduced grade replacing the 'Big Hill' was opened for traffic on 01 Sep 1909, 100 years ago. The photo of the freight with nine SD40-2's taken 30 years ago shows both the upper and lower portals; this photograph can not be repeated today as the right-of-way is overgrown with spruce trees. The photo of 'THE CANADIAN' at this location likewise cannot be repeated as scheduled passenger on this line ended in Jan 1990.
http://www.canadianrailwayobservations.com/2009/8/tcp.htm
http://www.pc.gc.ca/pn-np/bc/yoho/natcul/natcul12_e.asp

On July 7th, during a railfan outing with his mates, Glen Mounk took several shots of the CP Winnipeg Shops including Rugby Tower and some of the stored and active power onsite.
http://www.canadianrailwayobservations.com/2009/8/wsr.htm

Craig Konopski's CP/CN Lakehead Report:

The following are images were taken July 8th: Head-end of CP e/b grain loads # 346-021 with 8751 + 9010 pulling down the south main by the Jacknife Bridge after making a 50-car set-off in Westfort. http://www.canadianrailwayobservations.com/2009/8/742.jpg

Right on the tail of 346 (literally 20 car lengths behind creeping down inside cautionary limits) was this nice train 440-04 with CP 5870, D&H 7303, CP 5847.
http://www.canadianrailwayobservations.com/2009/8/747.jpg

D&H GP38-2 7303 apparently just came from Progress Rail in Winnipeg, MB following fuel tank repairs. It was inadvertently forwarded to Glenwood, MN and St. Paul MN in error the week before. Later in the month CP 254-08 was forecasted for 1430 ex-Toronto with 9596, 9614, D&H 7303 showing for power! Remember this was subject to change as usual As an aside, the rest of the consist where the D&H 7303 came down off the Mactier Sub yesterday is heading right back north.... train 221-09 planned with 5870, 5847, 9009, 5903.
http://www.canadianrailwayobservations.com/2009/8/760.jpg

Note the slightly different trucks and single brake cylinder/piston on D&H 7303 (a former Lehigh Valley GP38-2). http://www.canadianrailwayobservations.com/2009/8/761.jpg

CP train 223-03 is coming up the north main track around the Intercity area of Thunder Bay, ON between the New Yard, D, H, and L yards with another nice GM lash-up of 5736, 9005, 5990.
http://www.canadianrailwayobservations.com/2009/8/764766.htm

Some of the CP and leased units in storage on track NT07 in the new yard.
http://www.canadianrailwayobservations.com/2009/8/769.jpg

Unfortunately I had to head back and I would miss-out on catching train 221-04 not too much longer after 223 with 5922, 9003, and 9009 for power (more Red Barn's!). Word is this power off of 221 along with the D&H GP38 will all get lashed-up for Monday's train 220 ex-Thunder Bay (planned for 07:30). D&H GP39-2 7303 was moved to Toronto and Buffalo NY and finally returned home to the D&H in Binghamton, NY, the second week of July. - CK

On July 14th, 2009 the DM&E Clinton local (southbound #911) collided with a standing cut of cars killing the two crew at Bettendorf, Iowa. Tom Farence and Tom McNair took these graphic images of the wreck. The accident happened on the DM&E Davenport Sub at MP 188. Although still under investigation, the train may have been routed off of the main, through the BNSF's yard lead switch that was left in the open position. The train then collided with the string of cars in the siding, which had their hand brakes set.
http://www.railpictures.net/viewphoto.php?id=290607
http://www.railpictures.net/viewphoto.php?id=290620

Chris Wilson caught a unusual unit on CP train 223 on July 12th. The Manifest freight from Toronto Yard to Winnipeg, had 106 cars and CP 9592 (AC4400CW), JLCX 2100 (GP10) and CP 9586 (AC4400CW). The JLCX GP10 was enroute to a grain elevator just outside of Outlook, SK, and which is located on a branchline north of Moose Jaw, SK.
http://www.canadianrailwayobservations.com/2009/8/jlcx.htm
http://www.youtube.com/watch?v=br6u9Y0myCY

Here is a fascinating pamphlet released from CP RAIL in the 1980's showing huge Alyth Yard in Calgary. Alberta It shows the Ogden Shop, and yard tracks with a map. Check out the MLW power on hand and other units like the GP9u/F9B/GP9u yard sets. The VIA F-units, the cabooses and some tracks are now long gone. On page #7, the picture on the left shows the North wye in Calgary. You can see the Calgary to Edmonton Dayliner either heading north or coming in on the west leg (top leg) of the wye. On the last page you can see a map showing how far Alyth Yard is from Ogden shop. Note: Every main street in "cowboy" Calgary is called "Trail"! (William Baird's Collection)
http://www.canadianrailwayobservations.com/2009/8/cpalythyard.pdf

Here are some scenes taken by Cor van Steenis in west Calgary July 9th and 9th. Sunalta, Brickburn and Keith, on the Laggan Subdivision, are all within Calgary city limits. It's hard to believe that Sunalta was once outside of the City of Calgary. The 626 foot (191 metre) high Calgary tower, built in 1967 and then the highest building in Calgary, is now surpassed by higher edifices such as the 197 metre twin 52 storey towers of Bankers Hall (gold roof cupolas in Sunalta photo). Currently under construction is the $1.4 billion, 58 storey, 236 metre high 'The Bow' (EnCana Centre), which will be the tallest skyscraper in Calgary, surpassing the current tallest: Petro-Canada Centre (known as 'Red Square' during the days when it was owned by the federal crown corporation), 53 storeys, 215 metres (not visible in photo). http://www.canadianrailwayobservations.com/2009/8/cal.htm

On July 4th Cor van Steenis chased the Royal Canadian Pacific from Seebee, AB. to Leanchoil, B.C. The consist was the standard 10 Tuscan red heritage cars, and an unusual motive power combination of CPR FP9Au 4106, GP38-2 3084 in the Tuscan and grey livery and CP (red) GP38-2 3064! Two weeks earlier the RCP ran the same Calgary-Vancouver passenger special with FP9Au's 4106 and 4107 (with 4107 on the point). It is unfortunate that the Empress #2816 is out of service this year. it would have been nice if CP had run the RCP with FP9A 1401 or F9B 1900 (regularly used in the steam engine consist), rather than sticking a jarring red engine in the consist. I hope the scenery somewhat makes up for the anomaly. Cor also photographed the Royal Canadian Pacific passenger train at the rock cut on the north track, just two miles west of Lake Louise. Alberta. Cor also visited Hector (about 11 miles from Morant's Curve), which is one of the best places in the Rockies to take photos at almost any time of day. The right-of-way is not overgrown and the sun is on the south; you can get a fairly long consist in the picture here. The white spots on the mountain in the Field shot are not patches of snow but poplar tree fluff blowing thru the air. Thanks to Mark Forseille for giving me the tip on this run of the RCP! My wife and I had a most enjoyable day. Even found a new restaurant in Canmore called the 'Railway Deli'. Great place for sandwiches to go.
http://www.canadianrailwayobservations.com/2009/8/red.jpg
http://www.canadianrailwayobservations.com/2009/8/red2.jpg
http://www.railwaydeli.com/railwayhome.html

In mid-June, Mark Forseille visited the Fraser Canyon for a couple of days and caught the following action at North Bend, BC on the CP side. The CP 5972 leads 9781 & 5999 on the Herzog Ballast train Westward, while CN SD75I 5686, CP AC4400 9775, and CP ES44AC 8864 lead a trio of eastbound trains at the same location.
http://www.canadianrailwayobservations.com/2009/8/p.htm

Trace Locations of CP's STLH-liveried units as of July 7th: (Posted by Luc Lanthier)
STLH SD40-2 5560 Arr. Toronto, ON July 7
STLH SD40-2 5593 Arr. DME Interchange Minnesota, MN March 28 (Stored Servicable)
STLH SD40-2 5615 Dep. Montreal, QC July 7 at 10:59am
STLH SD40-2 5651 Arr. Bensenville, IL June 19 (Stored Servicable)
STLH GP38-2 7306 Dep. Plattsburgh, NY July 7
STLH GP38-2 7308 Dep. Taylor, PA July 7
STLH GP9u 8225 Arr. Toronto, ON Agincourt Yard April 25 (Stored Servicable)
STLH GP9u 8245 Arr. Toronto, ON Agincourt Yard April 15 (Stored Servicable)

Update: On July 20th, two mother-daughter yard sets at Toronto and 10 CP GP9u's in the 8200-series including STL&H 8225 and 8245 were tied up serviceable.

Ex-Toronto, Hamilton and Buffalo (TH&B) geeps on CP (Posted by Adam Meeks in Froth)
There are nine former TH&B units are still in service; six GP7s and three GP9s. Heritage is as follows:

TH&B 72 -- CP 1682 TH&B 73 -- CP 1683 TH&B 74 -- CP 1684
TH&B 75 -- CP 1685 TH&B 76 -- CP 1686 TH&B 77 -- CP 1687
TH&B 401 -- CP 1688 TH&B 402 -- CP 1689 TH&B 403 -- CP 1690

All of these units have been through one or more major rebuilds, and according to Wilco's site have been re-engined with engine blocks from FP9A units, but retain their GP7u and GP9u's (1688-1690) designation. None have been refitted with dynamic brakes.

TH&B GP7 72 http://cprdieselroster.com/Roster%20Archive/TH&B%2070/TH&B%2072.htm

CP RAIL GP7u 1682 http://cprdieselroster.com/Roster%20Archive/CP%201600/CP%201682.htm
TH&B GP7 #77- the West Local near Mohawk Lake on its way back to Hamilton.
http://www.railpictures.net/viewphoto.php?id=289682&nseq=11

On June 27th, Ron Visockis caught this CP Maintenance of Way equipment sitting at Brighton, ON.
http://www.canadianrailwayobservations.com/2009/8/mow.jpg
http://www.canadianrailwayobservations.com/2009/8/mow2.jpg

CP Vignettes:

A beautiful black and white photograph showing hard working CPR 4-6-0 #425 shunting CPR E-8 1801 out from Ottawa Union Station in 1957. (Photo James A. Brown)
http://www.canadianrailwayobservations.com/2009/8/425.jpg

This dramatic shot from July 8th, 1975 shows CP FP9A 4062 in flames near Franz, Ontario after the fuel tank caught fire. The unit was eventually brought to Angus Shops for evaluation and storage. Ironically two weeks earlier on June 26th, 1975 CP #2 'The Canadian', with FP9 1409 hit a tar truck between Haleys and Cobden, Ontario on the Chalk River Subdivision, badly damaging the nose. Later that year the nose of 4062 was put onto the 1409, and this unit is currently at the Cranbrook BC Museum! This picture took the whole inside page of 'Trains' magazine shortly after this incident to 4062.
http://www.break.com/pictures/flaming-train777442.html

Representing the holiday season very well, Doug Mackenzie took this shot showing a sea of "Christmas Red" units at the Alyth Diesel Shops on December 25th,1994.
http://www.canadianrailwayobservations.com/2009/8/vign.jpg

Doug MacKenzie submitted these rare photos of CPR FP9Au 1400 and F9B 1900 inside the Ogden paint shop in September 1998. In 1998 Canadian Pacific acquired 3 F-units from Nebkota Railroad for use on their planned 'Royal Canadian Pacific' luxury train and painted them in the 1950's tuscan and grey heritage colours of the CPR. The units were: CP FP9Au 1400, built in 1953 as CP FP7A # 4099 and renumbered to CP 1400 in 1954, upgraded to FP9A standards, transferred to VIA in 1978, renumbered to VIA 6550 in 1981, sold to Nebkota Railroad in 1994; CP FP9A 1401, built in 1958 as CNR FP9A 6541, transferred to VIA in 1978, renumbered to VIA 6541, sold to Nebkota Railroad in 1994; CP F9B 1900, built in 1955 as CNR F9B 6612, transferred to VIA in 1978, sold to Nebkota Railroad in 1995. Doug McKenzie's photos show FP9Au 1400 and F9B 1900 in grey paint inside the Ogden, Calgary, paint shop in September 1998. On June 22nd 2000 the 3 units made their inaugural 650-mile run with the heritage cars of the 'Royal Canadian Pacific' on a Rockies Tour from Calgary to Golden, south along the Columbia River, through the Crowsnest Pass and back to Calgary through Lethbridge.

The units made their last run with the 'Royal Canadian Pacific' in 2007 when CP acquired F-units # 4106 and 4107 for this purpose for the 2008 season. CP 1900 has been used for additional power and braking with the Empress on longer trains. Since the first run of the 2008 season, in May, CP 1401 has been used as additional power with CP # 2816 the 'Empress'; CP 1900 was also used for this purpose with 1401 in Sep 2008; CP 1400 was stripped of its stainless steel grills, beaver herald and innards and now sits in dead storage at Ogden Yard. Cor van Steenis photographed the three units in 2008; the photo of CP 1400 shows her just before being placed in the dead line at Ogden. Since the 4-6-4 Hudson #

2816 is undergoing extensive maintenance in 2009, CP 1401 and 1900 have not operated in the 2009 season. Doug McKenzie Ogden paint shop photos:
http://www.canadianrailwayobservations.com/2009/8/paint.htm

Cor van Steenis CPR 1400 and 1900 in service photos:
http://www.canadianrailwayobservations.com/2009/8/cor.htm

Phil Mason was definitely at the right place at the right time to catch CP RAIL SD40 5500 (CPR 's first SD40), on the head end of a Vancouver-Calgary freight 992 at Revelstoke, BC April 21st, 1994. In this photo, the motive power had already been cut away from the train, and was moving to the east end of the yard, in order to switch the train from the west end of the yard. This same loco was donated in 2008 to the railway museum in Revelstoke.
http://www.canadianrailwayobservations.com/2009/8/5500.jpg

It's obviously the 1960's and the Atlantic Limited is passing through Beausejour, QC on the HO scale Canada Central Railway (AMFM Club in Montreal). Robert O'Shaugnessy's twin RS10's (8596, 8577) lead his brass Tuscan Red CPR passenger cars past the crossing. (Photo by Yves Cloutier)
http://www.canadianrailwayobservations.com/2009/8/ho.jpg www.canadacentral.org

VIA RAIL – Passenger and Commuter

(By Terry Muirhead and William Baird)

VIA Rail:

Updates at CAD Railway Industries (www.cadrail.ca): The latest VIA rebuild, F40PH-2d 6452 was released from CAD following testing and was forwarded to the VIA Montreal Maintenance Center (MMC) during the second week of July and 6402 was officially 'unveiled' at MMC July 16th, 2009. VIA 6452 was in Quebec City for crew training on July 16th, and 6457 was scheduled for the paint bay at CAD on the 16th VIA 6454 and 6443 are marked to be the next to follow for painting, and they are well along on their rebuild. VIA 6417 has been stripped down to a shell and is in primer paint, and 6433 was still in the early stages and was being stripped in mid July. As well the components and modules are ready for VIA 6436, 6437 and 6444, CAD expects to have one unit released per month.

Marc Caya was railfanning at CN-Southwark Yard in Longueuil, Quebec, on July 15th. At sunset and already half an hour late, VIA 14/16 is exiting the Southwark Yard in a hurry. The fine looking three unit lash-up is made up of F40PH-2's 6425, Renaissance-liveried 6400 and 6412. It would be wise for you to record pictures of the old VIA livery as the extensive rebuild program is underway for the tired F40PH's. The pedestrian overpass on the left at M.P. 68 on the CN St-Hyacinthe Sub is a favourite among the railfan community, and aside from the wind at times is a good spot to photograph from.
http://www.railpictures.net/viewphoto.php?id=290798
http://bicot.ca/gallery2/v/trains/southwark/

VIA Rail locomotive engineers served 72 hour strike notice against VIA Rail, effective on July 24th 2009 at noon. Some VIA Rail Trains were terminated prior to their final destinations. One example was July 23 departure of VIA #2 out of Vancouver will terminate at Winnipeg. Passengers ticketed beyond Winnipeg will be flown to their closest destination. Train #2 for Friday was cancelled. As of Friday July 24th at noon, all VIA Services has ceased all operations. A list of all cancellations was posted at the link below.

See also the 2nd link for the VIA press release. However as CRO went to press the strike ended on the 25th and VIA trains were rolling again on July 26th.
http://www.viarail.ca/sites/all/files/media/pdfs/Train_plan_for_web.pdf
http://www.viarail.ca/en/update?fe=13484&fp=19446&fr=6855

On July 2nd Jim Doyle photographed The Canadian (Train #1) lead by VIA F40PH-2 6438 crossing the Assiniboine River at St Lazare, MB
http://www.railpictures.net/viewphoto.php?id=289479&nseq=37

In July, VIA Rail Canada renamed several of its trains, and re-branded its service classes, in an effort to clarify what each is. Train names slated for retirement are the Chaleur, Hudson Bay, and Skeena. The trains being renamed will now simply be known by their origins and destinations. For example, the Chaleur, which runs from Montreal to Gaspe, QC, is now called "the Montreal-Gaspe train." The Hudson Bay, which runs from Winnipeg to Churchill, MB, is now called "the Winnipeg-Churchill train." Likewise, the Jasper, AB-Prince Rupert, BC, Skeena, is now "the Jasper-Prince Rupert train." In the service class department, VIA's changes mainly apply to trains in the Toronto-Ottawa-Montreal corridor. The railroad now refers to economy class instead of comfort class, and business class for its premium-class trains with complimentary meals and wide seats. The flagship Canadian and Ocean trains will retain their names, but premier sleeping accommodations names will change to sleeper touring class. That's a change from silver blue class on the Canadian and easterly class on the Ocean. These changes mark the end of the successful Silver and Blue marketing concept, which VIA has invested and promoted the last two decades.

VIA #2 The Canadian Departure Vancouver Pacific Central Station Friday July 10th
VIA F40PH-2 6407 Mtrl Assigned Unit
VIA F40PH-2 6445 Wpg Assigned Unit
8609 Baggage
8117
8107
8506 Skyline
8408 Empress (Dining Car "A")
8511 Skyline
8315 Carleton Manor
8340 Stuart Manor
8338 Rogers Manor D/H to Toronto
8325 Elgin Manor D/H to Toronto
8221 Chateau Radisson D/H to Toronto
8505 Skyline
8409 Fairholme (Dining Car "B")
8326 Franklin Manor
8329 Hearne Manor
8339 Sherwood Manor
8717 Waterton Park
(2 Units, 18 Cars)

VIA Train #1 The Canadian Arrival Into Vancouver Pacific Central Station July 8th
VIA F40PH-2 6407 Mtrl Assigned Unit
VIA F40PH-2 6411 Mtrl Assigned Unit (Operation Lifesaver)
8609 Baggage
8117
8107
8506 Skyline
8408 Empress (Dining Car "A")
8511 Skyline

8315 Carleton Manor
8340 Stuart Manor
8338 Rogers Manor
8325 Elgin Manor
8221 Draper Manor
8505 Skyline
8409 Fairholme (Dining Car "B")
8326 Franklin Manor
8329 Hearne Manor
8339 Sherwood Manor
8717 Cornwall Manor
(2 Units, 17 Cars)

VIA #1 Departure Toronto Union Station July 7th
VIA F40PH-2 6446 Vcvr Assigned Unit
VIA F40PH-2 6410 Mtrl Assigned Unit
8616 Baggage
8125
8101
8512 Skyline
8410 Frontenac (Dining Car "A")
8509 Skyline
8335 Mackenzie Manor
8333 Lorne Manor
8313 Cabot Manor
8307 Blair Manor
8220 Chateau Papineau
8503 Skyline
8407 Emerald (Dining Car "B")
8337 Osler Manor
8303 Amherst Manor
8316 Christie Manor
8718 Yoho Park
(2 Units, 17 cars)

North meets South? (Charles De Jean)
http://www.railpictures.net/images/d1/8/0/1/7801.1087782120.jpg

VIA vignettes: VIA #70 is leaning into the curve in Aleks Stefanovic's great shot taken March 30th, 1983. The train is heading to the Fairchilds Creek Bridge at 10:06 after having passed and trying to get ahead of CN 424 whose headlight appears in the distance back at Masseys, ON. http://www.railpictures.net/viewphoto.php?id=288189&nseq=13

On April 26th,1983, Aleks Stefanovic caught VIA train 78 rolling downgrade from Hardy and passing CN Train 417 going in the opposite direction. VIA FP9A 6529, formerly CN 6529 was retired and re-manufactured as an FP9Au in 1984 as VIA #6311 and upgraded to 1,800 HP. The 2 coaches, 1 galley car, 1 club car & baggage/HEP car 15300 trailing the 6529 are all ex-Tempo equipment. http://www.railpictures.net/viewphoto.php?id=288189&nseq=13

Toronto GO Transit:

GREAT SHOT! On June 13th, Wayne D. Shaw captured this awesome photo at Mile 21 CN Oakville Sub in the middle of the evening rush hour. A GO equipment move led by an MPI-built MP40PH-C3, heads back to Toronto for another load of commuters while a westbound pushed by an F59PH whizzes past into Oakville Station.
http://www.railpictures.net/viewphoto.php?id=290558

Two more terrific VIA images from Wayne D. Shaw – (Froth)
http://www.railpictures.net/viewphoto.php?id=289508
http://www.railpictures.net/viewphoto.php?id=289585

Montreal AMT Commuter:

AMT 270 was finally released the second week of July. On July 15th on its 2nd day of service the new unit is on AMT train #816 to St-Hilaire, Quebec, with ex-NJT 4135 on tail end.
http://www.myrailfan.com/collection/AMT/AMT_270/img.aspx?ID=AMT_270_STHUBERT_1.jpg
http://www.myrailfan.com/collection/AMT/NJT_4135/img.aspx?ID=AMT_4135_STHUBERT_1.jpg

AMT 270 and AMT 293 are the first two Railworld F40PH's which were rebuilt at Altoona, PA. They arrived in Montreal back on April 29th. AMT 271 is the first of 10 Railworld F40PH's rebuilt at the MM&A Derby shop. The others to follow are to be numbered 274, 301 & 302. Rod Bushway took these fantastic shots of the ex-Amtrak F40PH's being rebuilt for AMT. While F40PH 271 (ex-OHCR 271) is ready to go, 274, 301 & 302 are in the last steps of being rebuilt. These units were purchased by Rail World, for rebuild at MMA Derby Shops. Once completed, the units will be inspected by AMT officials from Montreal. A huge thank you to Rod for sharing his photos with us, and Rod has promised a CRO more photos are to come! (Please see "South of the Border" as well as F40PH FLNX 418 is also moving to the Derby Shop and may also become an AMT unit). These photos by Rod Bushway show AMT (ex-AMTK) F40PH's in various stages at the erecting and paint shops at the MM&A Derby Shop. One photo shows the transfer table and one when the engine was removed from ex-Amtrak 302. In the background is a former GO Transit F59PH 530 in the background that will also be rebuilt. http://www.canadianrailwayobservations.com/2009/8/amt.htm

Now, take a look at #301 back in July 2005!
http://www.myrailfan.com/collection/AMT/AMT_301/ex301.jpg
(Thank you to Nate Mazo from www.clevelandtrains.com)

On July 15th, Marc Caya clicked these shots of AMT and leased NJT equipment and several train sets at the American Motive Power Canada facility, which is located at the former Alstom shop in Pointe St-Charles, QC.
http://bicot.ca/gallery2/v/trains/ptstcharles/

CANADIAN LOCOMOTIVE SHOPS

Here is a July 20th update on the units at CAD Railway Industries, Railpower and RB Recycling inside the Lachine, QC facility.

At CAD: NBEC RS18u 1819, owned by the Société de Chemins de fer de la Gaspésie for turbocharger repairs. CP AC4400CW 9716 for repairs and a group of dozens of ES44AC's in the 8700 series for GEVO turbocharger repairs, including CP 8743. GE C44-9 899 test bed stored, AMT 372 and of course VIA 6457, 6454, 6443, 6417, 6433, 6436, 6437, and 6444.

At RB Recycling: Apparently GO Transit 520 and 524 were not the two units that went to North Carolina DOT as reported last month. Instead GO 529 and 534 were the units sent to

NC-DOT but were renumbered before they left to RNCX 1810 and 1859 (or 1859 and 1810). The other GO units currently at the facility have no dispositions at present. Of the 21 ex-CP SD40-2's sold to RB Recycling this year, eleven are now at CP St-Luc Yard and six are still in Toronto., Four are now at CAD (RB Recycling): ex-CP 5685, 5802, 5814 and 5822 and will be cannibalized for parts and scrapped. This will also be the same fate for the other CP units.

At Railpower: RPRX RP20BH 5401 and the incomplete UPY GG20B's 2307 and 2308 are stored outside in different areas in the back of the shop. RTEX U18B's 404 and 407 (ex-MEC) are stored in the dead line near the CP trackage.

Back in July 2007, David Howard shot CP MP15DC 1440, an EMD-built 1500 HP switcher and one of five of the series to be sent to the OSR Salford Shop for installation of a "Smart Start" by ZTR Control Systems. This application allows the unit to automatically shutdown to conserve fuel, reduce emissions, and restart to maintain a safe temperature in the winter, and charge the batteries. Details of the MP15DC (Wikipedia):
http://en.wikipedia.org/wiki/EMD_MP15DC

ZTR Control Systems, in London, Ontario has information on their "Smart Start" system:
http://www.ztr.com/content/view/11/81/ The fleet is now assigned to Vancouver, BC.
http://www.canadianrailwayobservations.com/2009/8/1440.jpg

Jody Moore's "Green" Locomotive Roundup

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

Not Available

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of activity during June 2009:

The only units shipped from the plant during the month were ten JT42CWRs for Egypt Railway, (order 20078963). The two-toned blue units (2134, 2137, 2138 and 2142 to 2148) left on June 8 via GEXR for CN MacMillan yard. They then went via CN to Montreal wharf to be loaded onto JumboShip FAIRLOAD. This still leaves 2149 to 2163 to be delivered.

Still to be shipped are 16 white Euro Cargo Rail units JT42CWRM 77045 to 77060 (in order 20068864); the three white and red JT42CWRMs 77501 to 77503, in order 20078941 for Veolia Transport; the seven JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (20078968) and another four in order 2008076. 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. Static testing continued both at the Test Building and on the test track south of the plant. Three were shipped in early July.

On July 2nd Ex-KCS GP40-3's 2842, 2843, 2840 were delivered to CN London East at 14:40 and departed 05:49 on July 4th on CN Train 509 to Sarnia, Ontario. These are indeed

GP22ECO's as they match the numbers designated for the rebuilds. And they arrived Sarnia 08:14, and were still in Sarnia as of 22:33. They are destined for East St. Louis, IL to the Kansas City Southern via CN Chicago -NS. They have NOT been repainted but are touched up where new equipment was added. From what we have learned none of the units that are being rebuilt at London will be repainted here. On July 10th GEXR #433 took KCS GP22ECO 2852 into CN London East from EMCC. It left on CN #509 to Sarnia, ON the following day.

Keith MacCauley took this digital at Hamilton's SOR Stuart Street Yard on June 18, 2009. Note the 'CLASS' stamping on the builder's plate from RaiLink GP40 4057, its Class 1 heritage being CSXT 6636, nee B&O 4061. Note the Steam engine heritage continued on the class wheel arrangements as an 0-4-4-0 built in 1971, a practice which continued GM for many years. (FROTH) http://www.canadianrailwayobservations.com/2009/8/bp.jpg

SHORT LINES, REGIONALS & INDUSTRIALS

Western Canada:

BNSF - Manitoba received new replacement power in early July when BNSF GP38-2 2016 arrived in Winnipeg. This loco sports the newest BNSF colours with swoosh logo and is an NRE rebuild from ex-N&W hi nosed GP40 1385. BNSF GP39-2 2710 is being sent back south to BNSF in Grand Forks, ND.

Southern Manitoba Railway (SMNR) HR412 3536:2 (nee-Bombardier 7000) has been sold to A+K Materials and is moving to the Natchez Railway in Mississippi. This is a former Illinois Central branch line and A+K Materials has been contracted to dismantle a few miles of track on the line. The remaining parts of the line have been sold to another shortline operator. As well, about 100-miles of the Southern Manitoba Railway trackage has been dismantled by Cando Contracting from Morden, Manitoba to Morris, Manitoba. This is all former CN trackage encompassing the Miami and Hartney Subdivisions.

Glen Mounk took some shots July 4th while at the CEMR yard showing the shop and power on hand. The CP SD40-2 unit and CN GP9RM are for sale. As was reported, in June CEMR 4003 which was waybilled to Winnipeg - Symington Yard, (Consignee Central Manitoba Railway) passed through Toronto Mac Yard on June 8th enroute to Winnipeg.
http://www.canadianrailwayobservations.com/2009/8/cemr.htm

In mid July ADMX GP10 8316 was transferred from CN's Symington Shop to Railside Locomotive Service in Winnipeg, MB. which is off the CP.

Great Western Railway (GWR) finally repainted the M420W's 2003 and 2004 into their green and white scheme during June. The green is reported to be slightly darker than the other three units. The duo made their maiden voyage on a westbound out of Assiniboia on June 9th. The two CP leased GP38-2's Now gone back to CP. However as GWR still is power short and as is reported above in CP news, on June 16th, CP sent GP39-2 3110 to assist the GWR.

Mark Perry reported on July 24th OMLX GP9's 34 - 3757 were moving to The Pas, MB for service on the HBR during the Churchill grain rush. OMLX 34 (ex-Ashland Ry 34, exx-CNW 4560, nee CNW 1733) had frame number # 7542-9 while OMLX 3757 (ex-SP 3757, exx-SP

3621, nee SP 5680, was on New Brunswick Southern and Great Western Railway) had frame number # 5516-51. No idea of the history of these units. Here is a shot he took of the units on the shop track at CN's yard in Canora, SK.
http://www.canadianrailwayobservations.com/2009/8/3757.jpg

Northern Alberta Railway (NAR) Vignette: A great shot from Phil Mason of spotlessly clean NAR power in 1976 with their newest power … the SD38-2's. NAR SD38-2 404 is shown heading north from Edmonton with what looks like a pair of geeps behind. CN bought out CP's share of the NAR, operated it is part of the CN only to Location is at Callahan, immediately north of Dunvegan Yards on the NAR Westlock Subdivision. This track is still in use today as CN's Westlock Sub and is still the route to northwestern Alberta.
http://www.canadianrailwayobservations.com/2009/8/404.jpg

Two great shots by Pierre Ozorak: The WP&Y photo was taken on July 11th, 2009, in the railway yards of the White Pass and Yukon Railway in the city of Skagway, Alaska, WP&Y number 98, a GEX3341 type locomotive built in December 1956, sits in fresh paint, awaiting its next assignment up north. Number 98 recently returned from having its engine replaced with a Cummins engine at Coast Engine and Equipment (CEECo) in Tacoma, Washington having left there on June 27th. The SRY GMD1m 1201 is former CN GMD1m 1116 and now sports the blue and white of the Southern Railway of British Columbia and has been renumbered 1201. The unit was photographed at the company shops in New Westminster, B.C., July 3, 2009.
http://www.canadianrailwayobservations.com/2009/8/wpy1.jpg
http://www.canadianrailwayobservations.com/2009/8/rl.jpg

***COMING SOON IN CRO*: Deane Motis is preparing a WHITE PASS & YUKON article, which will cover some history and his recent rail fan trips. This US narrow guage railway operates in Canada in the Yukon Territories and in Alaska. Deane's WP&Y report will appear over several issues later in the year. Here is a sample photo just to whet your appetite !**

Ontario:

LLPX GP15-1 1513 is moving to Diesel Electric Services (DESX) in Sudbury Ontario. The unit is ex-UP 1544, (California Northern) CFRY 103, nee-CNW 4414.

Railink's Hamilton-Hagersville (railway) has transferred GP38-2 3835 to the Ottawa Valley Railink to assist the railway which is powershort. Both railways are part of RailAmerica.

Chris Wilson sent these Video's and photos of the last operations of Canac S13m (CANX) 8700 at Marathon, ON:
1. CP 104 passing the CANX 8700
2. CP 220 arrives to pick up the CANX 8700

3. Passing over the lower crossing
4. Upper crossing
5. Chris Wilson and CANX 8700 outside of the shop
6. At the control... I drove from the upper crossing, down the tailback and then out the east end.
http://www.canadianrailwayobservations.com/2009/8/8700.htm
http://www.youtube.com/watch?v=kmEcbtuKozw
http://www.youtube.com/watch?v=-DjZ-31xpw0
http://www.youtube.com/watch?v=fOML5zU0als
http://www.youtube.com/watch?v=aGevV_WmPR0

In mid-July S13m 8700 was returned home to Montreal, QC at Canac (Hickmore Street), with sister CANX 8708. Then for some reason It was moved 200 yards from Canac to the CN interchange on July 24th. We will update you when we know more.

In early June HLCX 6091 was stored at the shop in Goderich pending work and HLCX 6061 is back in service after new traction motors and wheel turning at CN-MacMillan Yard.

Huron Central Vignette: With the demise of the HCRY this year, Arnold Mooney sent us this shot of HCRY GP40-2LW's 3012, 3010,and 3011 with the westbound daily train #911, seen here crossing over the Spanish River bridge, about halfway between Nairn Centre and McKerrow, Ontario on April 21, 2007. As reported last month, the Genesee & Wyoming Inc.(GWI) announced in late June that its subsidiary Huron Central Railway (HCRY) intends to discontinue operations. The downturn in the economy has caused the Huron Central's traffic to decline substantially over the last 12 months, to the point that the railroad is not economically viable to operate for the long term. HCRY has operated the 173-mile railroad from Sudbury to Sault Ste. Marie, Ontario, under a lease agreement with Canadian Pacific Railway since 1997. The companies are working closely together and with customers to effect an orderly cessation of operations. HCRY will cease operations between McKerrow and Sault Ste. Marie on August 15, 2009. It will continue operation of the eastern segment of the railroad from Sudbury to McKerrow and Espanola until October 31, 2009. The closure will ultimately eliminate 45 jobs at HCRY.
http://www.canadianrailwayobservations.com/2009/8/hcry.jpg

Quebec:

We have confirmation through Don McQueen that Quebec North Shore & Labrador have ordered seven SD70ACe's from EMCC in London, Ontario. The QNS&L order is 20086094 and the seven units are to be numbered 501-507 and possibly shipped during November or December 2009.

In addition to LLPX GP40 3105, which moved to the Providence and Worchester, in the second week of July,LLPX GP40 3003 (in SLR paint) was moved from Sioux Sault St. Marie, ON over CN, NECR and CSX to the P&W in Connecticut. Patrick Taillon caught this multi-coloured CN consist at MP 40 on the Rouses Point Subdivision near St. Hubert, QC. The locomotives were BC RAIL 4645, CN 5683, and LLPX (SLR) GP40 3003 and the train was southbound enroute to St-Albans, VT. http://www.canadianrailwayobservations.com/2009/8/4645.jpg

On July 16th, LLPX GP15-1507 moved from the Québec-Gatineau interchange at Allenby and went to the wharf at the Port of Québec for service at Bunge Canada. QGRY are expected to bring around 60 grain cars through here this summer.

Atlantic Canada:

In June, NBEC scrapped the last two MLW units in Campbellton, NB. The units were ex-NBEC (nee-CP) C424m's 4219 and 4243.

CANADIAN RAILWAY HISTORY

Ex-CN 9171 at the CRHA ExpoRail is to be prepared for movement to the Elgin County Railway Museum, The (upgraded) F3Au is non-operational and still in its "as retired" CN stripes livery, but as it was stored outside at the CRHA grounds for years, it is in a dilapidated condition. It will take a lot of work to get it to be road worthy for safe movement in the months to come. Even though it has been displayed at ExpoRail at St-Constant, Quebec for over a decade the locomotive actually belonged to the CRHA's Toronto & York Division who have now officially transferred ownership to the Elgin County Railway Museum. http://bicot.ca/gallery2/v/trains/exporail/cn9171.jpg.html (Marc Caya photo).

Dave Burroughs kindly submitted these recent photos of the John Street Roundhouse in Toronto, ON. The locomotives are ex-CNR GP7 4803 and their newest acquisition ex-CNR 4-8-2 #6213 which was moved here last month from outdoor display at the Canadian National Exhibition grounds. The base of the CN tower is in the background.
http://www.canadianrailwayobservations.com/2009/8/rh1.jpg
http://www.canadianrailwayobservations.com/2009/8/rh2.jpg

Ron Vicsokis sent us these two prints from his collection of classic Canadian steam! Two Toronto images: Handsome CPR 4-6-2 "Royal Hudson" 2857 rides the turntable at John Street during the Winter of1957-58 and the photographer is CP brakeman Bob Shaw. (Thanks to R. L. Kennedy). As well CNR 4-8-2 U-1-a 6002 looking fabulous at Spadina, complete with handsome Smoke deflectors! Don McQueen speculated the date for the CNR photo to be between 1940 and 1944 based on the smoke lifter style and location of the number lamp. The Mountain received its first set of smoke lifters (with perpendicular edges) at Stratford during January 1936 - but with a trim line which followed the running board and steps down to the pilot plate. The earliest "hook" style of trim appeared after April 1939, and after mid-1944 the "bullet" style of trim was applied, and the number lamp removed to below the Elesco feedwater heater. A major shopping took place during November 1939 and another minor one in January 1940, with no other until February 1944 - likely when the lifters were sloped to 9-degrees. As to location, Don McQueen believes the water tank style and ash pit house really do look like Toronto's Spadina engine terminal.
http://www.canadianrailwayobservations.com/2009/8/hist.jpg
http://www.trainweb.org/oldtimetrains/CPR_Toronto/john_st_engines.htm
See more Toronto steam on R. L. Kennedy's Website.

WCXX 3218 and 3223 departed Edmonton at 2324K/24th (2:09 L) on train A 41141 24 in positions 121 and 122 of 123 cars. They are preceeded by box car LW 50368 and followed by a hopper of rapeseed CNWX 100193. Train is now estimated to ar/dp Kamloops 1612-1642, and arrive at Thornton at 0200K Sunday. Archives picture: http://www.myrailfan.com/news/1015/wy3f.jpg

SOUTH OF THE BORDER

Long stored at Coast Engine and Equipment Company (CEECo) in Tacoma, Washington, FLNX F40PH 418 was on the move in July and was reported on an E/B freight July 8th at Grand Forks, ND, only a few miles behind E/B SP GS 4 #4449! The 418 sporting an all green paint job was photographed in Canada by Bob Heathorn as it passed through Smiths Falls, Ontario on a CP freight enroute to the MMA Shop in Derby, Maine, likely for the AMT program. Unit was in St-Luc yard in Montreal on July 25th (last 3 pictures by our Co-Editor). This F40 was part of the ill-fated 2100 Steam Excursion venture in Washington State using the big Reading T1 Steam Engine a few years back.
http://www.canadianrailwayobservations.com/2009/8/f40.htm

A report we received in July stated the Milwaukee Road (UP-liveried) E unit, was still onsite at CEECo (disposition unknown), and the Curtis Milburn & Eastern ALCO C-415 road switcher hds been repainted and was sitting in the CEECo yard July 5th.
http://www.ceeco.com/

Colorfully painted in its Southern Pacific Daylight livery, SP 4-8-4 GS-4 #4449 was fired up ready to head East for Michigan on July 3rd, 2009. The excursion train arrived in Portland, Station and then continued on the next leg to Spokane. It will be truly an historic event to have the "World Famous" SP #4449 in Michigan. A GPS tracking unit on the Daylight train for fans to track the train at the Train Festival 2009 website and follow the Daylight cross-country on their computer. The photos by Dan Walker show SP 4449 and former CZ Dome Observation in Havre, MT Kevin Chain took several shots of SP 4449 when it rolled through Washington on July 3rd. He and a friend of his actually chased it from Connell to Spokane! This is a shot he took out near Ritzville. Here is fine photo while enroute to Spokane. For full information on "America's Largest Celebration of Railroading in 2009", click here:
http://www.trainfestival2009.com/
http://www.canadianrailwayobservations.com/2009/8/csp.htm

SOUND FILE: Off of the BNSF Staples Sub radio feed and off of Railroad Radio.net, BNSF 108-5 Staples HBD Hot Journal alarm (mp3) -- The SP GS 4 #4449 East steamer excursion has just passed thru the HBD site near Darling with a hot journal on both sides of axle 6. These types of hotbox/journal alarms are quite common for steam engines as they pass over with their big drivers, plain bearings, etc. Crews then follow their rulebook regulations and communicate special instructions with the Dispatchers. This was just recorded at 1240 EDT July 9th, 2009 off the live feed/website.
http://www.canadianrailwayobservations.com/2009/8/108-5.mp3

D&H - The Bridge Line: A former D&H Alco RS36 starting up:
http://www.youtube.com/watch?v=9zAi7wIgvrk&NR=1

Letters:

Mr. Baird,

After seeing your latest issue of CRO (which was excellent as usual), I thought I'd add my photographs of another former Stelco Switcher--this time the 803--now owned by Larry's Truck & Electric, and currently being used at The Andersons ethanol plant in Greenville, Ohio. The photo was taken on January, 6th 2007 at the CSX yard in Anderson, Indiana while the unit was in transit to its destination. I've also attached a photograph taken on 13Apr09 at CSX Toledo Stanley yard. This is the power for CN 382 sitting in Departure 12, and my power (which I almost fell off of when I rounded the corner and saw the BC Rail logo!) is on D-11. It's the first time I've ever seen (Dash 8-40CM) BC Rail power in person--and I never thought they'd bring it to me (so to speak!) If you want to use these photos, you are more than welcome...thank you for an interesting publication that I wait excitedly for the first of the month for!
http://www.canadianrailwayobservations.com/2009/8/sw.jpg
http://www.canadianrailwayobservations.com/2009/8/4641.jpg

RJ "Kris" Krengel
CSX Locomotive Engineer
Great Lakes Division

Hi Will,

Attached is a better shot of the "Frankenstien" CN (2584) GE cab grafted to UP 6759. It does have the CN contour, note the extra metal below the front windows. The interior of the cab still has a long way to go. No control stand as of yet. CEECo closes in 2 1.2 weeks.
http://www.canadianrailwayobservations.com/2009/8/up6759.jpg

Cheers,
Deane Motis, WA

Hi Will,

Thanks very much for the July CRO; just finished it; was visiting my sister in London Ontario for a week. Further to the CP 1411's demise in the article on the Canadian "Centennial Train" of 1967; At 10:55 on March 12, 1979, train No 1-09 with units 1412-8517-1411 contacted a large rock at mileage 8.5 on the Cascade Subdivision between China Bar and Spuzzum derailing all three units. The rock was approximately six feet by three feet and was lodged under unit 1412 rupturing the fuel tank and engulfing the three units on fire. The fire was extinguished by 13:20. The train consist was pulled back to Lytton where passengers were bussed from that point. Both the Coquitlam and Kamloops auxiliaries were ordered to the scene. After evaluation, VIA decided not to repair the 1411-1412 and they were shown unserviceable 4-18-79, and Ogden cut them up 5/7/82.

Bruce Chapman
Ottawa, ON

Hello all,

So you may be thinking Via's Toronto Maintenance Centre would be stuffed with trains because of the strike. You'd be right. I headed in around noon to see what was around.

Two shots looking west from Islington ave. 912 is the unit in the foreground. The other is too far away to make out.
http://home.cogeco.ca/~trainpics1/HPIM1896.JPG
http://home.cogeco.ca/~trainpics1/HPIM1897.JPG

All the good stuff can be seen from the east side of Islington. Unfortunately the engine numbers cannot always

be made out.
http://home.cogeco.ca/~trainpics1/HPIM1907.JPG
http://home.cogeco.ca/~trainpics1/HPIM1908.JPG
http://home.cogeco.ca/~trainpics1/HPIM1909.JPG
http://home.cogeco.ca/~trainpics1/HPIM1910.JPG
http://home.cogeco.ca/~trainpics1/HPIM1911.JPG
http://home.cogeco.ca/~trainpics2/HPIM1914.JPG
http://home.cogeco.ca/~trainpics2/HPIM1919.JPG

Northlander power on hand was 1800

Now you're probably thinking there'd be a Canadian trainset in all this. Well you're wrong - there's 2 trainsets!
http://home.cogeco.ca/~trainpics2/HPIM1916.JPG
The tailend of the unpowered set
http://home.cogeco.ca/~trainpics1/HPIM1906.JPG

Furthest south are 2 sets of Budd cars led by F40s, one led by 6404, the other being the 2 car Toronto-Sarnia train by way of Guelph (86-87?) powered by 6448
http://home.cogeco.ca/~trainpics2/HPIM1917.JPG
http://home.cogeco.ca/~trainpics2/HPIM1918.JPG

Also of interest is a Western Star truck pushing a GT boxcar off the wye.
http://home.cogeco.ca/~trainpics2/HPIM1915.JPG

And GO action on the mainline.

552 coming in from the west
http://home.cogeco.ca/~trainpics2/HPIM1920.JPG
Passing an eastbound led by 563
http://home.cogeco.ca/~trainpics2/HPIM1920.JPG
The eastbound again, showing GO equip in their yard
http://home.cogeco.ca/~trainpics2/HPIM1922.JPG
And the power for the eastbound
http://home.cogeco.ca/~trainpics2/HPIM1923.JPG

Along with GO movements in their yard as 545 pushes 619 into the shops.

http://home.cogeco.ca/~trainpics1/HPIM1898.JPG
http://home.cogeco.ca/~trainpics1/HPIM1899.JPG
http://home.cogeco.ca/~trainpics1/HPIM1900.JPG
http://home.cogeco.ca/~trainpics1/HPIM1901.JPG
http://home.cogeco.ca/~trainpics1/HPIM1902.JPG
http://home.cogeco.ca/~trainpics1/HPIM1903.JPG
http://home.cogeco.ca/~trainpics1/HPIM1904.JPG

Enjoy!
Neil Renshaw
Burlington, Ontario

Hello,

In the July issue of CRO you mentioned GO Transit's new service to Niagara Falls. You didn't mention that the service is on weekends and holidays only. It is scheduled to run from June 27 to Oct 12 (Thanksgiving Monday). There are four trains in each direction. Stops are made at Union, Port Credit, Oakville, Burlington, St. Catharines and Niagara Falls.

The photo shows the third day of the day ready to Toronto on the first day of operation.

http://www.railpictures.net/viewphoto.php?id=291484

Glenn Courtney, Ontario

The Last Word:

During June, I chanced upon some young railfans at Dorval, QC, who knew of CRO. Between trains we chatted and after a while I began recollecting good old the days of Alco's on CP and CN. I was shocked to learn these kids had never seen, or heard an M420W! This seemed so sad to me, as the sweet sound of reverberating and burbling MLW (and Alco) locomotives was paramount in defining me as a railfan for life! Then two weeks later, Paul Trudel sent me this website that has pretty good audio clips including SLR (ex-CN M420W's) in action. Enjoy Kids! http://trainiax.net/merec-slq-35-87.htm

While surfing YouTube, I found these MLW clips with sights and sounds … and only the diesel fumes are missing!

CP RAIL Sherbrooke Subdivsion in the late 1980's: http://www.youtube.com/watch?v=RkkR-H3IHRU&feature=related

Terrific Alco chug chug with (ex-CP) NBEC RS18u's leaving Bathurst, NB:
http://www.youtube.com/watch?v=vZvhnFaJHAY&NR=1

NBEC RS18u's1866 and 1867 with sensational smoke show!
http://www.youtube.com/watch?v=Im8HNbsm-Eo&feature=related

CP RAIL C424m's, and Big M's galore and t speed in Eastern Canada. Pacing, Alco smoke, and a great meet with the Alco's holding in the siding throttling up back onto the main! I watched this video over and over … Please Play LOUD! http://www.youtube.com/watch?v=b6LfeMYnA20&feature=r1elated

CP RAIL MLW M630 4563 was donated to the CRHA Exporail Museum (St-Constant, QC), back in the late-1990's and came back up to St-Luc Yard two years ago for a special run out to Macadam, NB. As well, the Big M was started up for the St-Luc Diesel Shop 50-plus years Anniversary, and was recorded here in idle.
http://www.youtube.com/watch?v=7cfx_ZJlRZU&feature=related

Cheers!
Will

THANK YOU: Rod Bushway, Guy-Pascal Arcouette, Jim Brown, Guilio Capuano, Marc Caya, Bruce Chapman, Marc Chouinard, Charles De Jean, Jim Doyle, Tom Farence, Mark Forseille, Denis Fortier, Sean Graham-White, David R. Howard, Wayne Koch, Jason Jongen, R. L. Kennedy, Craig Konopski, Ken Lanovich, Nate Mazo, Luc Lanthier, Roman Litarchuk, Ken McCutcheon, Doug McKenzie, Don McQueen (Froth), Bruce Mercer, Phil Mason, Tom McNair, Jody Moore, Arnold Mooney, Glen Mounk, Terry Muirhead, Tim Organ, Robert O'Shaugnessy, Jason Noe (Railpace), Donna Peters, Kim Piersol, Walter Pfefferle, Ian Platt

(Tempo Jr.), John Read "GR17f", Earl Roberts (Branchline), W.D. Shaw, Wilco van Schoonhoven, Paul Smith, Cor van Steenis, Aleks Stefanovic, Pat Taillon, Don Thomas, Jean-François Turcotte, Ron Visockis, Chris Wilson, Dave Young Joe Zika, CN lines SIG, The Bridge Line Historical Society, The Globe & Mail and The Canadian Trackside Guide. Merci Aussi: James, John, Tony, Denis, Richard, Mohammed et tous 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 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.**

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AOL Users: **Finally our AOL users can now receive the C.R.O. newsletter by email. Problem has been fixed. Thank you to our Co-Editor!**