

CANADIAN RAILWAY OBSERVATIONS

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AUGUST

Updated July 29, 2010

CANADIAN NATIONAL

CN Locomotives retired: NIL

CN Locomotives Sold: Former CN SW1200RS shop switcher #CS-03 (ex-1387) arrived at Woodcrest Shop in mid-July. She has been relettered LTEX 1213 for it new owner Larry's Truck Electric, in McDonald, OH. This switcher was retired by CN eleven years ago and had been stored in Winnipeg, MB.

SFEX 4202 (ex-CP 1102 control cab C424) was sold to West Chester Railroad in PA (WCRL) and was in-transit on CN in late July 2010.

Listing of some of the known 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

In mid-July CN began receiving the first 27 ex-BNSF C40-8Ws at the CN Yard in Memphis, TN. There have been photos of them with "BNSF" patched over, and the CN Noodle logo in its place. It is expected that CN will be receiving up to 67 of these widecab units that have cab A/C and are to be numbered CN 2135 –2161 following the 35 former ex-UP/CNW C40-8's (CN 2100-2134). Most of the units purchased had been stored in Los Angeles and Barstow, CA, and were moved in mid July to the BNSF (ex-ATSF) Saginaw Yard in Fort Worth, TX. CN will be only receiving the "even numbered" units from the ATSF's first order. The numbers are 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, and 852 which will be CN 2135-2161 inclusive. When these were built (late 1991, early 1992), mandatory event recorders were a couple of years in the future (11/93). ATSF saw that coming and ordered event recorders in half the units (to save money), the even numbers, which were delivered first. At this time the odd-numbered BNSF C40-8W's are not for sale, but in December 2010 they will come off lease. (Thanks to Bill, Ed, Craig, Ken and others)

<http://www.locophotos.com/PhotoDetails.php?PhotoID=111182> CN 2156 & CN 2141

<http://www.locophotos.com/PhotoDetails.php?PhotoID=111183> CN 2146

<http://www.railpictures.net/viewphoto.php?id=332214&nseq=16> CN - BNSF Wedge "patch".

Craig Walker verified the following former BNSF Railway Dash 8-40CWs marked for Canadian National he spotted in July enroute to CN. This list is incomplete but as BNSF did a poor job covering the old numbers on many of the units, Craig was unable to provide the old BNSF number and new CN number on some units:

CN 2135 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2136 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2138 is the former BNSF/ATSF (unknown) - Premium Heritage (Heritage 2)
CN 2139 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2140 is the former BNSF/ATSF 810 - Phase 3 / 2005 Wedge
CN 2141 is the former BNSF/ATSF 812 - Premium Heritage (Heritage 2)
CN 2142 is the former BNSF/ATSF (unknown) - Premium Heritage (Heritage 2)
CN 2143 is the former BNSF/ATSF 816 - Premium Heritage (Heritage 2)
CN 2146 is the former BNSF/ATSF (unknown) - Premium Heritage (Heritage 2)
CN 2148 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2150 is the former BNSF/ATSF 830 - Premium Heritage (Heritage 2)
CN 2151 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2152 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2153 is the former BNSF/ATSF (unknown) - Premium Heritage (Heritage 2)
CN 2156 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2157 is the former BNSF/ATSF 844 - Phase 3 / 2005 Wedge
CN 2158 is the former BNSF/ATSF 846 - Phase 3 / 2005 Wedge
CN 2160 is the former BNSF/ATSF (unknown) - Warbonnet
CN 2161 is the former BNSF/ATSF (unknown) – Warbonnet

<http://www.locophotos.com/Search.php?SearchRoadID=42&SearchModel=GE+C40-8W+%28Dash+8-40CW%29&Search=Search>

in mid July BNSF Moved three trains of these Dead-in-Tow C40-8W's from Los Angeles to Saginaw TX plus some others moved in 'normal' manifest trains. These units are not for CN and are going back into storage after arrival in Texas. One, however, has been sent to Minneapolis to be shrink-wrapped. Apparently, this is a test. Here is the complete unit listings and ex-BNSF units moving DIT photo and video

<http://www.railpictures.net/viewphoto.php?id=331559&nseq=23>

<http://www.youtube.com/watch?v=p7kL3diwaQM&feature>

<http://www.canadianrailwayobservations.com/2010/08/BNSFconsistc40.pdf> (BNSF DIT list)

ATSF-CN Vignette: Ironically Jason Jongen caught an ATSF C40-8W already leading a CN Freight! BNSF 832 came up on 451(Toronto - North Bay) on November 30th, 2005 4 unit out, and came back south as the lead unit on 450 on December 1st 2005.

<http://www.canadianrailwayobservations.com/2010/08/c408wsantafejj.htm>

At the end of June C40-8 2105 was released and was seen service in Wisconsin on June 27th. CN 2125 went to Symington Yard Winnipeg, MB in late June. CN 2127 the third in service is shown in a photo from July 6th at Neenah, Wisconsin. As well on July 13th CN 2131 arrived in Winnipeg Symmington Yard and. To recap, as of July 27th, painted units observed at Centralia Shop include: 2103, 2106, 2112, 2122 and units confirmed in service: 2105, 2111, 2114, 2115, 2123, 2125, 2127 and 2131.

<http://www.canadianrailwayobservations.com/2010/08/henrynye.htm> 2127

<http://www.canadianrailwayobservations.com/2010/08/mattcn2105.htm> 2105

<http://www.flickr.com/photos/sdp45/4770087892/> 2127

<http://www.canadianrailwayobservations.com/2010/08/breterdmann2127.htm> 2127

<http://www.flickr.com/photos/loadstone/4769407247/in/photostream/> 2127

<http://www.rrpicturearchives.net/locoPicture.aspx?id=139258> 2105

<http://www.rrpicturearchives.net/locoPicture.aspx?id=139925> 2114

<http://www.rrpicturearchives.net/locoPicture.aspx?id=140876> 2125

<http://www.canadianrailwayobservations.com/2010/08/cn2123james.htm> 2123 leading!

<http://www.youtube.com/watch?v=lle8K18DvwM> 2123 leading video!

On July 17th George Redmond caught 2114 at Effingham and Neoga, IL enroute to Winnipeg. MB.

<http://www.canadianrailwayobservations.com/2010/08/cn2114georgeredmond.htm>

At the IC's Centralia Shop on July 5th CN 2128 was seen outside still in the CN Patched UP yellow and CN 2114 was also seen outside in CN paint but not yet in service. As of July 13th there were 27 units at Centralia, some in the B yard and about 10 more near the CN engine facility that are to be sand blasted and painted. <http://www.canadianrailwayobservations.com/2010/08/cn2128up.htm>

Glen Mounk caught CN 439 at Fort Frances Yard with CN 5703, IC 1026, CN 8892, CN 2123, CN 2668. Another consist with five different locomotive models and different cabs. (Shots are of 2123). <http://www.canadianrailwayobservations.com/2010/08/cn4372123glenmounk.htm>

Patrick De LaRue caught CN C40-8 2127 in Joffre, QC arriving on M30511-25. On July 26th she is Montreal-bound on A40121-26 for Taschereau Yard as trailing power. <http://www.canadianrailwayobservations.com/2010/08/cn2127patrickdelarue.htm>

On July 9th, two ex-UP C41-8's are seen at the IC's Centralia Shop awaiting CN paint. This is the north end of the paint shop at Centralia. We are looking across the southbound main. The photo was taken by Davis Stowe. <http://i156.photobucket.com/albums/t16/bayviewmofo/DS278C1.jpg>

James Wasney reported CN 2123 heading west into Edmonton, AB On July 14th while switching in Clover Bar Yard and a second 2100 was close by. Here is a trace of the CN 2100 fleet as of July 14th: <http://www.canadianrailwayobservations.com/docs/CN21xxservicelog.doc>

CNW FANS: Exercise caution opening this link! Former UP/CNW C41-8 8575 awaits its turn in the paint booth while sporting markings for CNW, UP, and CN! Shortly, she will become CN 2122! <http://www.railpictures.net/viewphoto.php?id=330638&nseq=12>

A CN 2100 leading for the first time! On July 20th CN M31331 had the following consist CN C40-8's 2114, 2111 and CN GP9RM 7279. This train left Toronto for Capreol, ON. <http://www.youtube.com/watch?v=1XMEiZZv1BQ> Video by Colin Tytler.

CN are also going to receive new power later this year in the form of GE-built ES44DC GEVO's (2310-2344) and more EMCC-built SD70M-2's (8915-8949).

The repair parts for CN M636 2338 arrived via truck and the repairs have been nearly completed at Mac Yard on the trucks/suspension. CN M636 2338 (which was sold to WNY&P) has been spray painted "RRPX" under the number, in preparation for movement from MacMillan Yard. The unit is expected to move by the time you read this. (CRO is seeking photos during the move). <http://www.canadianrailwayobservations.com/2010/08/rrpx2238jamesgardiner.htm>

CN GP40-2LW 9566 and 9590 were released from the Woodcrest paint shop in late June. In July EJ&E SD38-2 668 became the first Elgin Joliette & Eastern painted unit in the CN livery. Chris Gertz caught GP40-2LW 9568 going through Paris, Ontario on July 5th. As well, Henry Nye caught CN SD70I 5620 in fresh paint on July 7th out of Woodcrest Shop. <http://www.canadianrailwayobservations.com/2010/08/repaintgp40-2w.htm>
<http://www.canadianrailwayobservations.com/2010/08/cn5620henrynye2.htm>

While the GM&O SD40's are all off the CN roster, there are still some former GM&O GP38-2's in service as evident in this photo of IC 9565, which is ex-ICG 9565, nee-GM&O 745. (Froth) <http://www.rrpicturearchives.net/showPicture.aspx?id=2008007>

Henry Nye clicked IC SW7RM 1202 heading north from Chicago on 335 July 8th. <http://www.canadianrailwayobservations.com/2010/08/ic1202henrynye.htm>

Visible carnage following CN train 120's derailment at Estcourt QC, (West of Edmundston), on July 2nd 2010. <http://www.canadianrailwayobservations.com/2010/08/edmunstonderailment.htm>

On July 2nd Dean Brown caught the CN Test Evaluation Budd 1501 at St. Catharines (Mile 11.8 CN Grimsby Sub) heading to Niagara Falls and Fort Erie, Ontario.

<http://www.canadianrailwayobservations.com/2010/08/cntesttrainniagara.htm>

Terry Illingworth clicked lone CN SD70M-2 8851 and an empty tank train at Belleville, ON in July,

<http://www.canadianrailwayobservations.com/2010/08/cn8851belleville.htm>

Jay Brooks caught East Jersey Railroad and Terminal Company SW8 321 on train CN 422 at Mile 30 on the Halton Subdivision, on June 25th. The Shipper and Consignee was IMTT – Bayonne, NJ and is enroute to Limoilou, QC.

<http://www.canadianrailwayobservations.com/2010/08/eastjersey.htm>

After departing Mac Yard on July 10th Thomas Blampied saw CN 5714 east through Whitby which was hauling East Jersey Railroad and Terminal Company SW8 number 321 enroute to Montreal. Unfortunately a few hours later EJR 321 had to be set off at an industry in Cornwall, Ontario with mechanical issues when she started to smoke while in transit. Grease or oil dripped down onto one of the truck assemblies and was set off as a precaution pending further inspection. See Raymond Farand's photos on the Kingston Sub. <http://thomasblampied.fotopic.net/p65882000.html>

<http://www.canadianrailwayobservations.com/2010/08/cn372raymondfarand.htm>

In early July GMTX GP38-2 2193 (In Armour yellow and gray paint) was moving on CN Train 386 with CN 5679-2573-GMTX 2193 in London, Ontario. GMTX 2193 is enroute to the Roberval – Seguenay and was once a Penn Central / Conrail 7940-8039-series that later was purchased by UP. (John Allen)

<http://www.canadianrailwayobservations.com/2010/08/gmtx2135johnallen.htm>

<http://www.railpictures.net/viewphoto.php?id=320637>

A CN train derailed (CN SD40-2W 5268 leading) at Sylvan Lake July 19th. The derailment resulted in the closure of several railway crossings in the town for several hours. The crossings were re-opened later that evening, Pictures by Mabel Stuart and R.W. Lucas, and read more here:

<http://www.canadianrailwayobservations.com/2010/08/cn5268derailmablestuart.htm>

<http://www.canadianrailwayobservations.com/2010/08/cnderailrwlucas.htm>

<http://www.edmontonjournal.com/news/Gallery+Sylvan+Lake+train+derailment/3299410/story.html#ixzz0uFtsJBcv>

http://www.albertalocalnews.com/reddeeradvocate/news/CNR_officials_onsite_at_Sylvan_train_derailment_98841229.html

Walter Pfefferle sent this photo report of the project to eliminate the Hale Street crossing in London Ontario. There have been a number of fatalities as well as long delays as CN performed switching duties. The crossing is being replaced by the an elevated roundabout, likely the only one in existence.

<http://www.canadianrailwayobservations.com/2010/08/halestreet.htm>

Patrick DeLarue and Jean-Francois Dumont made a visit to CN Prince George (ex BC Rail) shop on July 12th and documented the following snapshot of motive power on site:

BCOL C40-8M's 4601, 4603, 4606, 4610, 4611, 4612, 4614, 4620, 4625. (All stored).

BCOL 4608 was in service and was coupled to BCOL B39-8E 3911 (the last one in Canada?).

Also on their property on July 12th: CN GP9 slugs: 202, 251, 255, 260, 262, 271, 273, GMD1u 1437, C40-8M's 2410, 2422, 2433, 2449, C44-9's 2508, 2613, GP38-2 4707, SD50F 5432, SD60F 5520, SD75-I 5736, 5782, GP9RM's 7008, 7043, 7045, 7051, 7064, GP9RM's 7203, 7207, 7223, 7251, 7258, 7267, SD70M-2 8835, 8853, 8859, 8912, IC SD70 1037, IC C44-9W 2702, and retired SW1200RS 1379.

CNR Vignettes:

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Derek Henderson shared his shots of EE-built CNR Z4-a Box Cabs #180 and #187 at Mount Royal Station (north of Montreal on the Deux-Montagnes Line), taken in August 1965.

<http://www.canadianrailwayobservations.com/2010/08/cn180187.htm>

CNR SW1200RS 1577 and CLC H12-44 1659 (all the following photos from Peter Cox with thanks)

<http://www.canadianrailwayobservations.com/2010/08/cnold.htm>

CN action including a Rocky Mountain “meet”!

<http://www.canadianrailwayobservations.com/2010/08/cnnew.htm>

Passenger car perfection: CN ex-Milwaukee full length dome “Fraser” on the “Super Continental”.

<http://www.canadianrailwayobservations.com/2010/08/vistadome.htm>

My friend Earl Roberts kindly replied to my question on these unique CN cars: There were only three (61200-61202) built at Hawker Siddeley (finished at Point St-Charles Shop) as CN Superintendent's cars for the west. CN 61200 and 61201 were built in 1976 and 61202 was built in 1977. As of 1996 they were assigned to Kamloops, Prince George and Edmonton respectively. 61200 was retired about 1997. (Derek Henderson Photo)

<http://www.canadianrailwayobservations.com/2010/08/transfervandh.htm>

Would any of our readers be interested to send Toronto area Vignettes or write a CRO Special Report for CRO on your CN Toronto and Spadina Memories? Drop us a lineYou could use my GLEN YARD MEMORIES as a template. These 1970's Spadina shots are all by Derek Henderson.

<http://www.canadianrailwayobservations.com/2010/08/spadina.htm>

James Blunt emailed this classic image of CNR Kingston Sub in 1950's at Brockville Ontario.

<http://www.canadianrailwayobservations.com/2010/08/stationnn.htm>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (Last retired was 5713 on April 15th 2010).

CP Locomotives sold: NIL

CP held a locomotive sale from June 23rd to July 23rd with the following 15 units which are all in Winnipeg Weston Yard. As of July 26th no units were Sold.

- GP9u 1576, 1595, 1695,
- SD40M-2's 5494, 5495, 5497
- SD40-2's 5566, 5576, 5669, 5700, 5713, 5721, 5733, 5748, and 5804.

Update on CP SD9043MAC's: There are 38 in service with 23 stored. As of June 24th 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 are 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 10th: 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.

CP's only two gensets (2100 and 2101) had been assigned to Agincourt Yard and spent more than a year of service in and around Toronto. They have since been split up. #2100 had been utilized for a few days in Oshawa, ON to switch the GM plant but failed and is now Bad Order at the Toronto Shop.

#2101 was assigned to Sudbury, ON for transfer service, however on April 21st it failed and was moved to NRE in Capreol for repairs. NRE was unable to repair the engine and June 25th was returned back to Toronto and is now Stored Unserviceable. On June 19, 2010, Bill found #2101 out of service outside the Sudbury yard office after returning from Capreol. On July 14th both units were returned to service and worked three transfers around Toronto together. CP 2100 was then used to Windsor and return. CP 2101 was used to Montreal and return on July 17th. Bob Heathorn's photo shows CP 3GS21B-DE #2100 at Smith's Falls, Ontario on July 17th on CP train 233 heading back to Toronto. Built by National Railway Equipment (NRE) at VMV, Paducah, KY, they are testing on CP with a long-term lease through Canada EcoFreight but over several weeks have been in and out of service with some sort of issue. On July 22nd, 2101 arrived in Montreal St-Luc Yard from Windsor and returned west to Smiths Falls the next day and suffered a failure enroute! It was shut down at the Falls and replaced with the Smith Falls wayfrieght Geep!

<http://www.canadianrailwayobservations.com/2010/08/cp2100bobheathorn.htm>

Built by National Railway Equipment in September 2008, the units are designated Model 3GS21B-DE and are equipped with three 700HP Cummins QSK19C diesel engines which can be brought on line as needed depending on the service the unit is being used for at the time. (Bill Sanderson)

<http://www.canadianrailwayobservations.com/2010/08/billsandersongenset.htm>

Kevin Dunk submitted this great shot of UP SD9043MAC 8278 which the day before was leading an eastbound 268 on June 25, 2010. The next day, UP 8278 is shown here on the point of CP potash train 673 assisted by three CP GE's (2 DPU) westbound at MP86.9 HBD (Hot Box Detector) on the Cranbrook Sub. To explain the quick turnaround, UP engines are turned at Kipp Yard near Lethbridge, Alberta to make their return trip home to the US.

<http://www.canadianrailwayobservations.com/2010/08/up8278ftsteele.htm>

"Beauties and the Beast" – On July 15th, Jason Jongen headed down to Toronto yard to catch the new railfan favourite CP train 666 (Ethanol train) depart for points east with a trio of SOO SD60's. To bad they weren't all in the white and red but we won't complain. CP 666 Departed Toronto Yard 14:55 SOO 6030 SD60, SOO 6046 SD60, SOO 6045 SD60, one buffer hopper and 80 Tank cars.

<http://www.canadianrailwayobservations.com/2010/08/cp666jasonjongen.htm>

Gary Knapp took this masterpiece of the same train on July 16th at his favorite location the D&H Station Plattsburgh, NY. <http://www.canadianrailwayobservations.com/2010/08/cp666encoregk.htm>

Craig Konopski's CP/CN Lakehead Report:

As part of the 125th anniversary of the last spike (Craigellachie, BC in 1885), Canadian Pacific operated a special heritage train running across parts of it's Canadian network this summer. Actually, there are two separate trains with a 'west train' operating in parts of Alberta and British Columbia using their steam locomotive #2816 and an 'east train' operating from Saskatchewan east using some 'F' units and GP38-2. Both trains have various 'employee specials' from various terminals as well as special events for communities during their tours. Through ticket purchases and donations on the train rides, proceeds go to the Children's Wish Foundation.

On July 12th..... what I call the 'east train', (originating in Calgary on the July 8th) CP #28B would be making an "employee special" run from Thunder Bay to Hurkett on the Nipigon Sub and return, a distance of approximately 52 miles with the following consist: CP FP9Au 1401-CP F9B 1900-CP GP38-2 3084, CP 96, CP 110, CP 103, CP 99, CP 104, CP 101, CP 100, and CP 77. It shows as a community tour train celebrating the 125th anniversary of the Last Spike at Craigellachie. It is venturing east to do a couple tours around the Schreiber, Ontario area, as the town is celebrating it's 125th as well. The train went right through to Schreiber, and on the return stopped at Thunder Bay, Ontario. At Schreiber the train was parked in 'depot 1' track to board passengers which consisted of various CP employees and their families. At the end of this 'stub track' was the 3 cars off the TEC train #64 consist (without the CP GP9u) which would depart the following morning to test the Kaministiquia

Sub. At 1030, the train slowly backed out of the depot, entered the north main track at mile 0.3 Kam Sub (equivalent of 133.2 Nipigon Sub) and would depart eastbound using the north track to the diamond (Port Arthur interlocking with CN) at mile 130, then cross-over to the south track and take the south to the end of the double track at 'Current River' at mile 126.6 Nipigon Sub.

Settle in for location #3, the tiny community of 'Pearl' and the road crossing at mile 96.5 just west of Bowker on the downgrade. At 1148 the train passes by using the automatic brake to descend the heavy grade into Bowker and making less than 30 MPH by us. By now a few fair-weather cumulus clouds have popped-up dotting the sky. There will be some patchy shadows to deal with the rest of the day, oh well! Aside from some black flies, the conditions were ideal with comfortable temperatures in the low 20s in celsius (low 70's in fahrenheit) and a light NW breeze. Location #4..... a quick grab shot of the 28B at Bowker East by mile 92 about 10 minutes later. We raced ahead of him again for a 5th shot at 'Dorion' by the detector at mile 85.2 at 1209. At 1215 the train arrives at it's easternmost point at 'Hurkett' at mile 81 leaving the train on the main. The crew would change ends, conduct the necessary locomotive brake test, cut-off the power and run past the signal at Hurkett East (mile 80.3) and get a light through the siding to run-around the train. Meanwhile, the road manager would assist the crew in moving the SBU ("rear-end device") from the west end of the train to the east end. Get back on the train, do an SBU & brake test, call the RTC to change their TGBO orders, get the light to proceed east and away we go about a half hour later!..... Apparently the new westbound designation would be "29B-12" although the crew used their same "28B-10" symbol on their TGBO for the return trip..... technical stuff. At 1250 the westbound Heritage train departs Hurkett and should hopefully arrive back at the station in Thunder Bay in an hour and 45 minutes (1430-ish). Kyle & I would set-up for our first shot at the end of the tangent section of rail by mile 87. The block signal lights-up "clear" and a minute later we see the shimmering headlight & ditch lights of the CP 3084 West appear a few miles down the track. About a minute later I hear that distinct "BEEEEEP!" alert tone over the scanner.... Uh oh! The message is broadcast over the airwaves..... "BEEEEEP! CP detector mile 85.2 Nipigon Sub, temperature two nought degrees, total axles 4-8, 4 alarms, 4 alarms, 1st alarm hotbox, north rail axle 34, 2nd alarm hotbox, north rail axle 35, 3rd alarm hotbox, north rail axle 36, 4th alarm hotbox, north rail axle 37, message complete detector out." Not good.... the first of many delays begins for the return trip of the 29B. The crew stops to inspect the train about a mile from our location, nothing found. At 1316 the train passes by our location at mile 87 after a 15-minute delay. Next location..... back to 'Pearl' at 96.5 for the sounds of the 3084 West climbing the Bowker Hill, he passes through at 1333. Our next plan was to try to beat him to Loon East but he was just a bit too quick for us as we could only watch him fly over the crossing as we got to within a 1/4 mile of it... oh well, it was a try. Due to the way the tracks and the adjacent highway run, there are just a small handful of other possible locations to snap the train between Loon and Current River (east side of Thunder Bay). Our thinking was to maybe catch him again around the west switch at Navilus (mile 122) before ending up in town. Here comes the next "twist" for us and also for the train..... we encountered some road construction before reaching the Mackenzie area and this time around there is a long line-up of vehicles and nobody is moving in either direction..... just great! It would be another half hour before our westbound lane would start moving through the work zone. Our chase of the train appeared to be over. But WAIT!..... over the airwaves we hear the 29B go over the HBD at mile 110.9..... "BEEEEEP! CP detector mile 110.9 Nipigon Sub..... one alarm, one alarm, 1st alarm hotbox, north rail, axle 35.....". Wow! The train got nailed again by the scanner, and for the same car. Not good for them, but that's good for us. Maybe we'll have a chance to get ahead of the train afterall?

After a bit of a wait, the crew does it's inspection again with nothing found. They pulled-up a short distance to Mackenzie East at 113.3 and stopped. The train crew has a bit of a dilemma..... according to the CP 'GOI' (General Operating Instructions), under section 5, item 26 it states..... "whenever a car or engine is identified by an alarm for the defect "hot box" at the same axle location twice within 75 miles, and there is no apparent reason for the alarms, that car or engine must be set-off at the designated set-off point." The problem car was CP #99... the 'museum car' with axle 35 getting the 'hot box' alarm over the two consecutive detectors. In both instances when the crew inspected, nothing was found... the wheels, bearings, etc... were "cold" however there are a couple of exhaust

vents from the baggage car blowing hot air directly over the wheels/axles causing the 'false' readings. The crew, in agreement with the road manager, figure the car should be set-off in accordance with the GOI, but with it being a special passenger movement and already being late does the train continue on.... perhaps at a reduced speed? The road manager was going to call the corridor manager or 'OM' (operations manager) for a "higher up" ruling on the matter. Naturally there is no cell service by Mackenzie East so the RTC is contacted via radio and he is informed of the situation. The waiting game begins..... Meanwhile, Kyle & I made it through the construction zone and were able to drive into Mackenzie to catch 29B again. We could see him stopped at the east switch and were closely monitoring the radio to hear what would unfold next. It took 45 minutes before somebody with higher authority was reached and the final decision was made..... OK to proceed, but the train must be stopped and inspected every 5 miles. By now westbound trains 103 and 113 are heard calling signals at Loon and are closing-up behind the Heritage Train..... the congestion begins!

Finally at 1446 the train rolls thru Mackenzie. With a now mandatory inspection stop required around mile 119, we have a chance to get ahead of him again near Navilus on what would otherwise be a useless attempt due to the road system around the area. The crew does their "stop and go" around mile 119, but upon proceeding encounters a 'red one' at Navilus West as the RTC does not have him lined-up into town. While waiting for the RTC to answer the radio and get signals, the crew decides to do another quick inspection (at mile 122 now). We caught him at the crossing just west of there at Spruce River Road (122.68) at 1525. The train does one final inspection at Current River (126.5) before continuing on the north track to the depot. We get an overhead shot from the Central Avenue bridge at the diamond (mile 130) at 1540.

The train finally arrives at the depot and backs into depot 1 track around 1550.... about an hour and 15 minutes late due to all the delays on the westbound trip. After the passengers disembark, the crew pulls the train into Westfort Yard, track AC03, cuts-off the power and runs back thru another clear alley and down to the diesel shops to call 'er a day! I hope the problems with the exhaust vents on car #99 will be fixed for the next trip! Next on the agenda is a run from Thunder Bay to Schreiber the following day (Tuesday the 13th) to take part in some heritage festivities in that community along with some side trips on the east end of the Nipigon Sub and west end of the Heron Bay Sub on arguably the most beautiful & challenging stretches of the Canadian Pacific system east of the Rockies.... the rugged north shores of Lake Superior.

Pictures from my July 12th chase of the CP Heritage Train.....

<http://www.flickr.com/photos/trackside17/sets/72157624361438665/>

'You Tube' video clips:

<http://www.youtube.com/watch?v=lp95lwHDXwl>

<http://www.youtube.com/watch?v=GG7oucDrZyc>

Sound clips:

<http://www.canadianrailwayobservations.com/2010/08/cp1401.mp3>

CP 1401 --Eastbound 28B-10 heard at mile 123 Nipigon Sub,

<http://www.canadianrailwayobservations.com/2010/08/cp3084-1.mp3>

CP 3084 -- Westbound 29B-12 heard at Mackenzie

<http://www.canadianrailwayobservations.com/2010/08/cp3084-2.mp3>

CP 3084 -- Westbound 29B-12 heard at Mackenzie

<http://www.canadianrailwayobservations.com/2010/08/cpmp31.mp3>

Hot Box alarm on car #99 on the w/b Heritage Train at Dorion

CPR 4-6-4 Hudson #2816 is seen moving westbound on the Laggan Subdivision, as it rounds the curve on approach to Gap East, BC on July 2, 2010. (Laurence Lefebvre photo).

<http://www.canadianrailwayobservations.com/2010/08/cpr2816laggansub.htm>

The CPR "Empress" schedule

<http://www8.cpr.ca/cms/English/General+Public/125/default.htm>

On July 21st, CP tipped some cars on the Mission Sub connecting CP's mainline in Mission with the SRY at Huntingdon. The train was southbound and had close to 50 cars. The tail end 11 cars stayed upright and the next 7 derailed with 4 being well buried. The Mission Sub has been around for over 100 years. They used to make a connection to the BNSF at Sumas, Wa but all of that is now done in New Westminster. The CP also has a few customers of their own in Huntingdon. Here are a few pictures of the mess as well as the work train assigned to the cleanup. (A.J. Shewan)

<http://www.canadianrailwayobservations.com/2010/08/cpderailmission.htm>

CP's derailment on their Mission Sub trapped CP power on the south end of the derailment for almost seven days as CP was only doing clean up and repair during daylight hours. During the period of the track closure, CP still had a crew using the trapped power to service the local customers and interchange with the SRY. At the end of the 6 days they had accumulated 63 cars for CP's Coquitlam Yard. Management wanted the cars and the power back in Coquitlam so a deal was worked out to run a detour train west on the SRY's Fraser Valley Subdivision on Tuesday, July the 27th . A.J. had the unique opportunity to chase this for some rare and perhaps historic photos.

<http://www.canadianrailwayobservations.com/2010/08/cpdetoursryajshewan.htm>

On June 13, 2010, CP eastbound Fording-Thunder Bay coal train #858 rolls across the prairie near Mile 118.5 of the Indian Head Subdivision as it approaches the small village of Belle Plaine, Sask. The 115 loaded hoppers are being powered by AC4400CW's 9768 and 9836 on the head end, with ES44AC 8887 operating as the DPU on the tail end. A little more than a week later CP's main line was severed by extensive flooding on the Maple Creek Subdivision east of Medicine Hat and it is easy to see here the amount of water that has already gathered - the ground was simply saturated. This photo location is the abutment which carries the eastbound lanes of the Trans Canada highway over the tracks about 17 miles east of Moose Jaw. Photo by Bill Sanderson.

<http://www.canadianrailwayobservations.com/2010/08/ac4400billsanderson.htm>

John Leeming sent these shots of RMR, CN and CP trains: CN 2617 West (Train 309) at Coho, BC - July 13th, RCP CP 4107 West (Train 31B-12) at Drynoch, BC - July 13th RMR 8013 East (Train 610) at Nepa, BC - July 13th; and RMR 8013 East (Train 610) at Drynoch, BC - July 13th,

<http://www.canadianrailwayobservations.com/2010/08/cppsgr4107.htm>

John Leeming caught CP SD40-2 5960 West (Train 609) at Vinsulla, BC - July 18-10 and at Mile 135 on the Clearwater Sub. Interestingly, CP SD40-2 5960 has been leased to RMR since mid-April.

<http://www.canadianrailwayobservations.com/2010/08/cppsgr5960west.htm>

Deane Motis caught RMR GP40-2LW 8012 getting an assist from CP SD40-2 5960 at Ashcroft, BC (05.28.2010) <http://www.canadianrailwayobservations.com/2010/08/rmrashcroft.htm>

CPR Vignettes:

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Great Shot! Spotless CPR G3 Class Pacific #2465 at the John Street Roundhouse. (Ray Kennedy)

http://www.trainweb.org/oldtimetrains/CPR_Toronto/2465.htm

CP 0-6-0 #6271 was also a John Street engine working out of Parkdale for many years. Ray's father worked on it with I believe Sammy Hicks inc. on the Swansea Transfer which wasn't really a transfer at all. It was an industrial job switching Mimico and New Toronto industries all around CNR Mimico Yard, a joint switching area. They "transferred" between Parkdale and Mimico using the service track only between Cabin D and Mimico Yard.

http://www.trainweb.org/oldtimetrains/CPR_Toronto/john_st_engines.htm

QUESTION: What was the strangest visitor your editor ever witnessed as a toddler in CP Glen Yard (Montreal) in the late 1960's? (from Derek Henderson with thanks). Click on link for the answer:

<http://www.canadianrailwayobservations.com/2010/08/flyingscotsman.htm>

The 'New' CPR Hudson's: (via Bruce Chapman)

<http://www.canadianrailwayobservations.com/2010/08/cptribune.htm>

Terry Juuti submitted this rare this photo of CP GP9u 8634 in 1976 in the CPR Script livery as a test. Three units were chosen (8633 8634 and 8635) and were rebuilt for use on the Alyth Hump. Bruce Chapman provided the following Ogden Rebuild dates: 8633 3/14/71, 8634 into Ogden 4/19/71 and outshopped 5/20/71, and 8635 into Ogden 12/3/70, and outshopped 4/12/71. These three were again rebuilt as GP9u's 1576 1579 and 1580 in that order, and again all at Ogden Shop.

<http://www.canadianrailwayobservations.com/2010/08/cp8634gp9u.htm>

During their latter years of operation CP didn't spend a lot of money painting its "Big M's", but when it did the results were worth it. In these two shots, M636 4728 is sporting fresh Multimark scheme on April 20, 1985 while appearing at Smiths Falls on a westbound freight. She was officially retired on July 25, 1992 after a water coolant leak destroyed her engine. Only a handful of them got repainted after the multimark logo was discontinued in 1987. Sister 4718 has a red dip job and no multimark image at Smiths Falls on February 23, 1991. First retired on November 11, 1993, she was "un-retired" six months later on May 3, 1994 due to a shortage of power. She would end her days as one of the few "big Alcos" to be turned into a trail-only "B" unit with blanked-over windows and stripped cab and was retired for good on August 25, 1995 following bad lab test results. Photos by Bill Sanderson.

<http://www.canadianrailwayobservations.com/2010/08/billsalco.htm>

On June 2nd 1995, Deane Motis photographed CP RAIL SD40-2F 9024 leading CPRS liveried SD40-2's at M.P. 85.6 on the Thompson Sub Near Lytton, BC..

<http://www.railpictures.net/viewphoto.php?id=38640>

CRO Monthly Photo Contest

Canadian Railway Observations is always trying to get our readers involved and are excited to announce their new monthly Photo Contest.

We receive many excellent photographs from our readers and know there are many more taken every day. Each month we will announce a category for that months contest and ask our readers to submit their photos to us.

Two winners, one photo taken in Canada and the second photo from all other locations will be chosen from those that are received and those photos may be used on our web page or as the splash photo on the next issue.

Since we are interested in new photos, the photo must be taken during the contest period which will be from the 21st of the month to the following 20th.

Just email your photos to pictures@canadianrailwayobservations.com but make sure you put PHOTO CONTEST and the MONTH in the subject field.

Full contest details can be found at:

<http://www.canadianrailwayobservations.com/Contest/photocontest.htm>

Our September issue contest category will be **"SUMMER HEAT"** and if August is anything like July, I am sure there will be lots of opportunity to capture that feeling.

Good Luck and look forward to seeing your photos.

Full contest details can be found at:

<http://www.canadianrailwayobservations.com/Contest/photocontest.htm>

SUMMER HEAT

Photo should show crews, equipment or a location in the heat of summer.
Must have been taken between July 20 and Aug 21 2010

Our September issue contest category will be "SUMMER HEAT" and if August is anything like July, I am sure there will be lots of opportunity to capture that feeling. Good Luck and look forward to seeing your photos.

The CRO team

VIA Rail and Commuter

(By Terry Muirhead and William Baird)

On July 6th, a slow-moving CN freight train struck and side swiped a parked Via Rail passenger train sitting at the train station in Jasper, AB. "There were two passengers that were on the one car that was struck. Those two passengers were checked out immediately by the ambulance ... at the scene and they were cleared with no injuries," said Via spokeswoman Catherine Kaloutsky. A member of the crew was treated for shock. The Vancouver-bound "Canadian" as on a planned 1½-hour station stop in Jasper on Tuesday afternoon when westbound freight train missed the set switch and rolled into the back of it between 20-30km/h. Cars involved in the incident were: 8328 Grant Manor, 8309 Brant Manor, 8702 Assiniboine Park. Not all of the train's 270 passengers were on board at the time. The train was also carrying 27 crew members and two engineers. The cars are being inspected to determine the extent of the damage and both CN and VIA are investigating the cause. Doug Hatley submitted Cell phone shots soon after the incident, and Terry Juuti send these detail shots of the damaged cars <http://www.canadianrailwayobservations.com/2010/08/jasperincident.htm>
<http://www.canadianrailwayobservations.com/2010/08/jasperderailjt.htm>
<http://www.canadianrailwayobservations.com/2010/08/viajasperjpc.htm>

One of readers offered this hypothesis: The Canadian took the crossover for the station track at the platform. During summer months the "Canadian" has 20 cars and is too long to permit to the exchange of the lead unit with the spare unit of the "Skeena". So the train pulled ahead to clear the switch of the crossover and changed only the one switch (the mistake) behind the Park Car in order to back up in front of the stored "Skeena". The Westbound CN freight came along on the mainline and did not notice the switch of the crossover who was lined up to hit the VIA sleeper.

Tim Stevens photos of the cleanup: <http://www.railpictures.net/viewphoto.php?id=331583&nseq=26>

The damaged CN SD70M-2: <http://www.canadianrailwayobservations.com/2010/08/cn8904jasper.htm>

TSB Report with detail photos on the VIA Locomotive fire of 16 Aug. 2009:

<http://bst.gc.ca/eng/rappports-reports/rail/2009/r09h0010/r09h0010.asp>

CRO is pleased to announce an update on the status of VIA FP9Au 6300: The GMDD-built cab unit will be soon be operating again as the VMC's shop switcher which will replace the Trackmobile currently used at the Vancouver VIA maintenance shop.

An artist rendering of the proposed new VIA station at Belleville, Ontario. (Ron Visockis & Froth)

<http://www.canadianrailwayobservations.com/2010/08/newviabelleville.htm>

VIA Rail says an investigation is underway after one of its Toronto-bound trains stopped between stations for more than an hour Monday, blocking GO trains on the Georgetown line and delaying hundreds of commuters. VIA spokeswoman Catherine Kaloutsky said a "rule infraction" by a crew member led to the train being stopped on a stretch of single tracks near Bloor St. W. and Lansdowne Ave. at around 8:30 a.m. The train, carrying mostly commuters from London, arrived an hour and 48 minutes behind schedule. According to Kaloutsky, the train wasn't allowed to proceed until crew members were swapped out and relief engineers arrived to bring the train into the station. GO Transit and CN Railway also had to give the go-ahead before service could resume, she said. Kaloutsky wouldn't specify which rule was breached, but said VIA, CN and GO Transit are working together to investigate the incident. VIA passengers weren't the only ones who felt the effects of the delay, as two GO routes were also affected. The 9:20 a.m. Bramalea train to Union Station was cancelled and the 7:43 a.m. Georgetown train was terminated at Bloor station, leaving hundreds of frustrated riders looking for alternate transit downtown. GO Transit shuttled passengers by bus from Bramalea and Malton stations to Union Station, and allowed GO ticket holders to use the TTC for free in order to help ease the busy commute.

July 10th marked the 100th Anniversary of Rail Service on Vancouver Island, BC. Equipment on display at the ceremony was held at the Parksville Depot included (ex-Montana Rail Link) Southern Rail GP9 119, Vancouver Island Heritage Railway had Ex-CN GP9RM 7059 and restored Ex-E&N (Esquimalt & Nanaimo) boxcars, and some speeders as well. Southern Rail operates bi-weekly freight service on the Island. The track in front of the Dayliner is the Port Alberni Subdivision which ends up in Port Alberni and has been abandoned for the past 8-9 years. The Vancouver Island Heritage Railway is hoping to restore Passenger Service on the Alberni Subdivision. The Victoria Station is the only Station on the line that sells VIA Tickets. (Terry's photos)
<http://www.canadianrailwayobservations.com/2010/08/enparksvilletm.htm>

VIA VIGNETTES:

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Tim Ball clicked these images of VIA FP9Au 6300, damaged in the (Dalehurst) Hinton, Alberta head on in November 1986. This engine was Dead-Heading train #6 in the consist of VIA "Super Continental Train #2. The two lead units 6566 and 6633 were destroyed in the collision with CN Potash train #413 with SD40's 5062, 5104 and one other unit, which had not stopped in the siding for the meet. #6300 was moved to Point St-Charles Shop and received the nose of KCS F7A 4062 which was recently brought back to service at VMC.
<http://www.canadianrailwayobservations.com/2010/08/timball6300.htm>

Montreal AMT Commuter: (By Jean-François Turcotte)

As of July 1st, Bombardier is now doing the maintenance for AMT equipment. The changeover did not go without incident as there were many delays for lines Vaudreuil-Hudson (ex Dorion-Rigaud), Blainville-St-Jérôme, and Candiac (ex Delson-Candiac). As BBD got more familiar with daily operations of the Montreal Commuter network, this has improved. There are also complaints about the high step when exiting and boarding the new Bombardier 3000 series using their high doors when stopped at Central Station. This issue is being analyzed by AMT and a solution is forthcoming.

There are now three consists running on the Vaudreuil-Hudson line, and a 4th one to be added next week. The direct effects are the removal of all ex GO cars from this line. There's still one consist on the Blainville/St-Jérôme line, and of course the 3 equipments desserving Candiac. See retired "GO cars" list at http://www.myrailfan.com/collection/AMT/AMT_1000/AMT_1000.aspx

In late-July Normand Paquette submitted these shots showing some of the new construction at Sortin Yard. A new Bombardier car shop, AMT crew facility are coming, and shown are three new storage tracks for storage, cleaning and inspection of the three consists for the Candiac trains.
<http://www.canadianrailwayobservations.com/2010/08/amtgaragenormandpaquette.htm>

More new AMT engines entered service this month, including ex-VRE 33 (now AMT 330) and the firsts F59PH rebuilds (AMT 530 & 532) to be in service! See pictures of new units, tracking of ex GO cars and more at:

http://www.myrailfan.com/collection/AMT/index_AMT.htm

On June 30th AMT operated the very last train to Rigaud train station and G-P Arcouette submitted this video from the cab riding the M&O sub.

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

http://www.youtube.com/watch?v=K_3m5ezjJfY

<http://www.youtube.com/watch?v=bcjnlBbANu0>

Raymond Farand sent these shots of the last AMT #112/111 commuter train to the end-of-track at Rigaud June 30th, on the ex-CP (Montreal-Ottawa) M&O Subdivision. AMT Train 111 arrived at Rigaud Station with F59PHi 1328 and coaches 1076,1099, 1091, 1098,1080, 1054, 1061 and Cab Car 110. Later Ray recorded 111's equipment arriving at the west switch leading to the AMT storage Yard in Vaudreuil. The turnout was lined and locked behind the Work AMT 1328 at 19:36, thus ending a rich 120 year history of railroading to and later through the community of Rigaud, Quebec.

<http://www.canadianrailwayobservations.com/2010/08/lasttrainrigaud1.htm>

<http://www.canadianrailwayobservations.com/2010/08/lasttrainrigaud2.htm>

Here is Marc Chouinard's video presentation of both AMT last trains on June 30th.

<http://www.myrailfan.com/videos/index.html>

Alex de Léry sent us some video shots by a friend on the 29th and 30th of June, including some shots of the deadhead back to Vaudreuil Storage and on the 30th ... Note CRO's Terry Muirhead and Marc Chouinard in the 2nd video.

<http://www.youtube.com/watch?v=66NDOLKVTao&feature=channel>

<http://www.youtube.com/watch?v=6lODOJZEpAk&feature=channel>

Ronald Dawson took the following AMT - Rigaud images from that last day.

<http://www.canadianrailwayobservations.com/2010/08/endofrigaud.htm>

<http://www.westislandgazette.com/news/15735>

AMT Vignettes: FP7A 1303 (ex-CP 4073 class DFA 15f) has always been my favourite cab unit. I own the GMD Builders plate of this girl too thanks to my good friend at St-Luc Diesel Shop. Her gorgeous GMD builders plate says... Built 1952, SERIAL A-374 with the General Motors Diesel Limited logo etched on it and with Model "0-4-4-0"!!! I took the first image while she sported the STCUM paint scheme on the St-Luc ready tracks in July 1992 surrounded by Big M's! The second image should be familiar to railfans, STCUM 1303 is heading eastbound at the CP-CN interchange at Dorval in 1993. The final image shows FP7A 1303 in fresh AMT paint at the St-Luc Diesel Shop in the late 1990's.

<http://www.canadianrailwayobservations.com/2010/08/amtwilliambaird.htm>

Toronto GO Transit: (By Daniel Dell'Unto)

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On July 15th GO Transit posted a tender for 6 F59PH units for sale, these are sidelined because of the new MP40PH-3C deliveries. Units are likely from the GO 541-547 series. MPEX/GO MP40PH-3C 643 was en-route late June, and MPEX/GO 644 was in a CP-SOO-SOO-MPEX consist on CP, July 3rd.

There is a future order for 19 bilevel coaches and one cab car bilevel once the current order of 2700 series coaches wraps up. They will likely not replace any existing bilevel cars, and allow for longer consists and/or extra train sets.

A link to the GO F59PH sale tender:

http://www.gotransit.com/pcs_public/en/CurrentTenders/TenderAds/S-2010-PCS-004.aspx

A photo of them parked at Willowbrook (by Stephen Gardiner)

<http://www.flickr.com/photos/55976115@N00/4792615841>

Stephen Gardiner also caught some of GO's new MP40PH-3C units awaiting assignment at Willowbrook.

<http://www.flickr.com/photos/55976115@N00/4792617027/>

There was much warning beforehand of the possibility of service delays due to the G20 summit in Toronto, and because of protesting and security concerns Toronto Police Services requested GO Transit to suspend its train service on the Lakeshore West and East lines on Saturday June 26th. Trains ended their runs to the west (Mimico Station) and east (Danforth Station). In the downtown core protests and the summit were going on a stones' throw away from Union Station. Bus service was also terminating outside the city. Service started up the next day, on Sunday at 10am.

VIA Rail already announced beforehand that they were going to terminate their trains outside the City of Toronto (in places like Brampton, Oakville, etc), a move likely done to eliminate any security issues with baggage checking. A few trains operated with one locomotive on each end to eliminate the need to turn or wye the train at the end of its run.

Ontario's Provincial Government initiated all day weekend GO Transit service between Toronto and Niagara Falls during the summer of 2009 as an experiment, and exceeded expectations as over 43,000 passengers utilized the service between June 27 and Oct. 12. On the second weekend of operation in 2009 the first GO train out of Toronto passes Mile 39 on the Grimsby Sub in Hamilton at 7:17 AM, as CN #421 completes its work at Hamilton Yard. Railink GP18 1808 awaits duty in the yard in July 2009.

<http://www.canadianrailwayobservations.com/2010/08/gotothefalls.htm>

CANADIAN LOCOMOTIVE SHOPS

GLOBAL RAILWAY INDUSTRIES (RB Recycling / CADRAIL Lachine, QC):

RBRX F59PH's 18536, 18537, 18538, 18539, and 18540 all arrived from Toronto at the Lachine Facility. RBRX 18533 has been at CAD for at least one year, and is the only one RBRX never sold or leased out.

In mid-July VIA 6410 and 6429 were the latest rebuilt F40PH-2d released.

VIA 6429 did her first trip on train #22 on July 27 teaming with 6405.

GreenRailNews.com "Green" Locomotive Roundup

Edited by Jody Moore <http://www.greenrailnews.com>

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during June 2010:

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During June, 15 units were shipped from the London plant. The 11 new units from the order 20098203 for 18 BHP (EDI Rail Proprietary Ltd., Australia for Broken Hill Proprietary) included 4359 to 4369, which were bagged and shipped via GEXR and CN to Montreal wharf. They were loaded onto JumboShips FAIRLIFT and JUMBO CHALLENGER in late June and early July. The last four (UP 2508, 2512, 2518 and 6341) in the Union Pacific SD59ECO repower order were shipped via CN during the month. Remaining about the plant were 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 last four in the BHP order. Saudi SD70ACes detail photos:

<http://dieseldetailer.proboards.com/index.cgi?board=yack&action=display&thread=5765&page=1>

At the right place at the right time, Thomas Blampied was at the Oshawa GO/VIA station July 3rd and saw a series of green tarps on a freight 372, with GMDX 2003, 2002, 2001, 1010 and 1009, SD70ACe/LC diesels headed for BHP Billiton in Australia. The consist: GMDX 1009 = BHP 4365, GMDX 1010 = BHP 4366, GMDX 2001 = BHP 4367, GMDX 2002 = BHP 4368, and GMDX 2003 = BHP 4369.

<http://thomasblampied.fotopic.net/p65713356.html>

<http://thomasblampied.fotopic.net/p65713355.html>

In July Caltrans (CDTX) 2012 is apparently one of six F59PHI's which are to be repowered by EMCC in London. On July 15 it was at GEXR Stratford enroute to London. Amtrak-California 2012 was in GEXR Stratford at 08:40 on July 15th 2010. CDTX F59PHI 2013 will follow. (Bruce Douglas via FROTH)

<http://www.canadianrailwayobservations.com/2010/08/amtrakcalifbd.htm>

London EMCC Plant panorama with Class 66's outside (Walter Pfefferle)

http://railfan.thegrebs.com/Misc/EMD_London_66_7_27_10

50 stored CP SD40-2's will be forwarded over the next several months to be rebuilt into SD32ECO's for CP. The numbers will be posted in CRO as we learn of them.

In the July EMCC section, CRO mentioned UP units that were converted at EMCC and then headed back to North Little Rock. Dave Broughton caught two of these units, UP 2512 and UP 6341 in the London Yard on June 18th.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2149159>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2149168>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2149162>

SHORT LINES, REGIONALS & INDUSTRIALS

Western Canada:

On July 16th, retired BNSF 1685 (ex-BNML 2, nee-Midland Railway of Manitoba 2, a GMD-built GP9 was officially donated to the Vintage Locomotive Society (VLS) in Winnipeg in a handing over ceremony with both BNSF and VLS officials present. She will be used on the VLS Prairie Dog Central tourist train. Those two high hood Geeps can certainly be considered as cousins! (Mark Perry Photo) <http://www.canadianrailwayobservations.com/2010/08/41381685mp.htm>

Early Friday morning, this writer along with noted rail photographer Mark Perry arrived at Inkster Station to witness the day's activities. PDC GP9 4138 was fired up and run down to the CPR mainline to await the arrival of CPR's supplied escort power. CPR moved the 4138 from Inkster Junction east to Rugby junction on the mainline, then westbound on the La Riviere sub. to the start of joint BNSF/CPR track. There, a BNSF pilot crew was stationed to assist the PDC engine crew down to the BNSF yard and shop facility. Upon arriving at the BNSF yard, 4138 and crew had a short wait while the regular BNSF crew completed some switching before putting the engine and caboose away.

Then, 4138 headed directly to the engine house to retrieve their prize. The two units were posed outside the shop for pictures, then on to the official ceremony, speeches, and handover of the 1685 to the PDC. (Paul B. Smith and Mark Perry photos)

- 1) BNSF 1685 on her last day in her home of over 50 years on Lindsay Street.
- 2) BNSF GP40 3028, the replacement for 1685, at work switching.
- 3) BNSF 3028 and caboose head into the engine house.
- 4) PDC 4138 arrives.
- 5) PDC 4138 and BNSF 1685 lock couplers for the first time.
- 6) Two GP9's together, products of London and La Grange.
- 7 and 8) Posed for pictures at Lindsay Street. Bottom Link has more new Paul Smith photos!

<http://www.canadianrailwayobservations.com/2010/08/bnsf1685winnipeg.htm>

<http://www.canadianrailwayobservations.com/2010/08/bnsf1685part2ps.htm>

Former WC SD40-3's 6901, 6934 and 6935 (ex-Alstom / GCFX, nee-CN 5176, 5112, 5199) were sold to the Last Mountain Railway (LMR) in Regina, SK. The Ex-CN gray and orange painted units were purchased from J&L Consulting (JLCX) in British Columbia. LMR had been using two black painted GE B23-7's 1009 and 1010, (purchased from CN last year), and have forwarded these ex-SAR / Alberta Railnet GE's to a grain elevator operation north of Regina. David Slater caught the SD40-3's in Aylesbury, SK in early July enroute to their new home.

<http://www.canadianrailwayobservations.com/2010/08/sd40daveslater.htm>

On June 12, 2010, Bill Sanderson found Parrish & Heimbecker Alco S-3 8454 resting in the company's small yard in Moose Jaw, Sask. The little locomotive is used to move grain cars between the P&H elevator (out of the picture at left) and interchange tracks accessed via CP's Outlook Subdivision. Built originally in January 1952 as CNR #8454, she is now more than 58 years old and has worked for Manitoba Paper/Pine Falls Paper as well as a temporary lease to the Prairie Dog Central since leaving CN in 1963. That's CP's main Moose Jaw yard in the background.

<http://www.canadianrailwayobservations.com/2010/08/p&h8454billsanderson.htm>

On July 9th, MPRX 905 (ex-CN SW1200RS 1328) arrived at Husky Oil in Lloydminster, SK from Greenville, SC. We assume this switcher may now be a genset because that is all this company (MPRX was called RTEK) is now offering.

HLCX GP38-2's 3815 and 3841 from Alaska arrived on the ferryboat at Prince Rupert, BC and are enroute to the Hudson Bay Railway (HBRY) in The Pas, MB.

Pedro Rezende sent CRO before and after shots of former BC Rail B36-7 3601 at the Port of Rio de Janeiro. It was imported, and has been overhauled by Progress Rail of Brazil.

<http://www.canadianrailwayobservations.com/2010/08/bcrail3601.htm>

<http://www.canadianrailwayobservations.com/2010/08/bcrail2601rio2.htm>

CRO - Special Report on BC SHORTLINES (by Mark Forseille) will be On-Line in August at:

<http://www.canadianrailwayobservations.com/>

Western Vignettes: Northern Alberta Railways 2-10-0 #101 was built (together with NAR #102) by CLC. (Canadian Locomotive Company - Kingston, Ontario) in August 1930. Final shopping was done by NAR April 9th, 1960 and was the last steam locomotive to be overhauled and was the Railway's last operating steam loco. She was finally retired September 30th, 1960. In yard service, the last to operate was 2-8-0 #74 which worked until October 22nd 1960. (Peter Cox photo).

<http://www.canadianrailwayobservations.com/2010/08/narloco.htm>

Ontario:

Tim Ball submitted the following railfan report from his June visit to the Goderich – Exeter (GEXR) First stop was Stratford where the morning yard job hadn't started yet.

<http://www.canadianrailwayobservations.com/2010/08/gexrreportaugust.htm>

Tim also took these shots on July 10th in Kitchener Ontario with SD40-2's FEC 708 and GSCX 7362.

<http://www.canadianrailwayobservations.com/2010/08/gexrtimball.htm>

Joe Zika clicked NREX 412:2 / Stelco 85 which arrived at CN Mac Yard on A 43431 on July 19th. NRE-ALCO Locomotive is both the shipper and consignee routing CN Hamilton to Capreol, ON.

Note: Stelco 85 was part of a bunch of GMD SW900 units built with a special low clearance cab

<http://www.canadianrailwayobservations.com/2010/08/nrex412stelco.htm>

Ontario Vignette: What a 3-Way! A state-of-the-art commuter rail visitor from Southeastern Pennsylvania Transportation Authority (SEPTA) visited Ontario in July. The 'Silverliner V' is an electric multiple-unit (EMU) self-propelled passenger rail car. here is a collection of images by Ray Farand as the Silverliner made its way to the NRC, and was greeted by a senior citizen in the form of MLW S-3 6593, a former CPR switcher out-shopped in August 1957. 6593 was acquired by the National Research Council in November 1986.

<http://www.canadianrailwayobservations.com/2010/08/ontariovisitorsepta.htm>

ONR Report (by Mike Robin): Bad News: Mike Robin who edits ONR REPORT and has been posting those great ONR photos on CRO Facebook and on his ONR gallery website two days ago suffered a major fire at his apartment and Mike lost everything including his cat "Horton" and his computer, camera and all other belongings. Let's show him some support and help him out any way we can. If you would like to make a donation to help replace his belongings, Contact me at

williamhbaird@gmail.com

Thomas Blampied caught train 698 (the southbound "Northlander") heading to the VIA TMC after arriving in Toronto 15 minutes early! This train is almost always delayed so it was a surprise to see it early. The shot was taken from the Bathurst Street bridge and the angle is only possible thanks to the long summer evening. The train is often photographed but rarely in Toronto.

<http://www.canadianrailwayobservations.com/2010/08/ontnorthlandto.htm>

Quebec:

Brand new GECX 301 ES44AC was moved from GE-Erie to the Becancour Dock for loading aboard the ship with sister 302 in June. The unit is now on the Cartier.

<http://www.railpictures.net/viewphoto.php?id=329163&nseq=30>

In June 2009, Steve Morris captured the Orford Express with ex-CP RDC's 9302 & 9199 nearing the end of its mid-day "brunch run" between Sherbrooke and Eastman, QC. The train is on the western trestle at Eastman and will stop and reverse ends a couple of hundred yards west of the trestle (less than half a mile west was the original Eastman Station which had a junction with the line that went down into the Town of Eastman and on to Valcourt). The original trestle was built in 1887 and destroyed by a wind storm in 1888. The trestle then collapsed with a train on it in Nov. 1907. Much of the trestle gap was filled in with terrain leaving only two smaller sections of the trestle to span.

<http://www.canadianrailwayobservations.com/2010/08/cp9302eastmantrestle.htm>

Saudi (SAR) SD70Aces units at Becancour, QC July 19th. (Julien Boiley)

<http://www.canadianrailwayobservations.com/2010/08/quebeccdefer.htm>

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

CN has extended train 148 (Chicago – Montreal) to Halifax because of the lockout of the longshoreman at the Port of Montreal. Oceanex and several other container lines are re-routing their ships to Halifax. This means that direct train service between Halifax and Chicago on train 149 has been restored, at least temporarily, and there are now two intermodal trains to Halifax – 120 & 148 and two departing – 121 and 149. There is also a report that a CP container train may be on its way to Atlantic Canada, possibly to Halifax.

The CN freight from Moncton to Saint John New Brunswick has recently been powered by two rebuilt SD40u's 6020 and 6021. 6020 has now broken down and is on its way back to Montreal and has been replaced by 2578. These SD40u's may not remain in service for much longer. (Matt Landry)

CN SD40u's 6020 & 6021 on train # 306

<http://www.youtube.com/watch?v=qH3Zw8ZFrk&feature=digest>

CN 149 passing Berry Mills

<http://www.youtube.com/watch?v=0LNZKlwvxU0&feature=digest>

CN has reduced the speed that VIA's Ocean can travel on much of its recently acquired trackage in the Campbellton area of New Brunswick from 60 mph to 30 mph. VIA has added 35 minutes extra to the eastbound schedule and 41 minutes extra to the westbound schedule. Despite this the Ocean usually arrives in Halifax at least one hour late and sometimes is up to three hours late.

Cape Breton and Central Nova Scotia Railway has re-introduced the coal train from Tupper to Trenton Nova Scotia (previously coal cars were carried on the daily freight). This extra train made CB&CNS short of power and on July 9th they began to lease SD40-2 5279 from CN.

The Windsor & Hantsport Railway has now made about five trips from Windsor to Windsor Junction to collect loaded feed grain cars. Usually B23-7 1968 has made the trip alone though on two trips 4079 has accompanied it. On one trip 1968 stalled because of the grass covering the track and the maintenance of way department had to bring in 10 bags of sand! On two other trips there have been derailments. David Othen's photo shows soya meal being pumped from the derailed car into another car at Mount Uniacke. The transfer took almost three days.

<http://www.canadianrailwayobservations.com/2010/08/whrcderaildo2.htm>

After unloading, the car was re-railed using a front end loader and the two locomotives. The second photo shows the two locomotives approaching St Croix with 11 empty grain cars and an empty tank car (used to carry vegetable oil).

<http://www.canadianrailwayobservations.com/2010/08/whrcderaildo1.htm>

"Modeller's Corner"

(by Mike Pebesma)

Athearn has released their HO scale Ottawa yard tractor in both CN and CP current paint schemes. Also in HO scale is a TH&B 50' gondola that comes with a scrap load.

Athearn has also announced a CP high hood SD 40-2 in CP dual flags scheme in three road numbers (5481, 5478 and 5475). These units are the former Norfolk Southern locos bought second hand by CP and run as B-units with their windows covered over and high short hoods intact. Delivery is scheduled for March 2011. <http://www.athearn.com/Default.aspx>

Bachmann has released a "basic" GP30 at a lower price point with various paint schemes including CP grey and maroon.

At the NMRA National Convention in Milwaukee this month, there were a couple of notable Canadian announcements and updates: True Line Trains had hand painted, pre-production units of their upcoming MP 40PH-3C locomotives in GO Transit colours

<http://bnsfsd70.rpicturearchives.net/showPicture.aspx?id=2142088>

Canadian Model Trains was taking reservations at their booth for a ready to run plastic CN Point St. Charles van to be done as a joint project with Rapido Trains and CMT has placed the announcement <http://www.modeltrains.com/WEB%20-%20CMT/Rapido/Pointe%20St%20Charles/rt-pointe-st-charles.htm>

<http://www.modeltrains.com/PICTURES/PICTURES%20-%20Non-brass-1/CMT%20Trailer%20and%20Booth/nmra-2010-11-adj.jpg>

Rapido Trains interview: <http://www.blip.tv/file/3929479>

Quick “Canadians”: Trying to model a Canadian railway somewhat prototypically has always resulted in challenges for modellers as most Canadian railway equipment was built by Canadian companies and is different from commercially available models which are normally based on American prototypes. While recent products have started to more commonly include Canadian built freight cars and locomotives, there is still a great variety of items that have not been covered. While I enjoy scratchbuilding and kitbashing, the logistics of creating a decent sized collection this way mean a great amount of time is required. Over the years, I have looked for projects which can be done with a smaller amount of work and result in a car which is a fair representation of a Canadian prototype. These would be somewhere between a commercially available “stand-in” and a complete rebuild or scratch build. I refer to these as “Quick Canadians”.

One such project I have been working on is a CN gondola built by Hawker Siddley in Trenton Nova Scotia between 1973 and 1975. These cars have a 52'-6" inside length, 4'-5" inside height and fixed ends, in number series 136000 and 137000. Similar cars were built by National Steel Car in 1981 under number series 188000 (re-numbered to 135000 series in the late 1980's). The base for this car is one that can be used for a stand-in, the 52' gondola which has been marketed by LBF, E&C shops and H&D Trains. By comparing the model and its dimensions to photos and data of CN cars, I concluded that with new ends and some relocated side ribs, I could create a car that was “90%” accurate. Start by removing the cast on grab irons, end rib and first rib at each end of both sides of the car and sand smooth. Cut out the original ends of the car using a razor saw by cutting along the inside of the side walls and across the floor. Sand the open ends of the carbody and check to ensure that the remaining shell is a scale 52'-6" long. New ends were made from .020" styrene sheet with a .040" x .080" top chord and 5 ribs of .060" x .040" styrene with scale 6" spacing between. The new end is glued over the existing side walls and when the glue dries, sand the edges to match. Some cars have the ends of the end ribs exposed; others have a thin steel plate welded down across the ends. I chose to model the plate using styrene 1 x 6 with the bottom corner sanded to an angle.

Two new ribs are required for each end of each side of the car. To match the profile of the existing ribs, new ones are made from scale 1 x 6 styrene with scale 4 x 4 on top. The ribs should be a scale 3'-6" on centre starting from the end of the car. Sand a bevel in the bottom of each new rib to match the existing ones.

http://s221.photobucket.com/albums/dd145/rallyboy905/?action=view¤t=IMG_2885.jpg

http://s221.photobucket.com/albums/dd145/rallyboy905/?action=view¤t=IMG_2886.jpg

The supplied weight and floor of the car can now be installed, or to simulate a wood floor, I replaced the original floor with sections of v-grooved styrene set in cross ways. Install the supplied underframe and brake gear, or upgrade brake gear such as Detail Associates or Tichy parts. Rope pulls are needed for each side, which can be made from .010" styrene sheet or use Detail Associates parts. Add four rung ladders, end brake wheel and platform and grab irons and stirrup steps which I bent from brass wire.

http://s221.photobucket.com/albums/dd145/rallyboy905/?action=view¤t=IMG_2883.jpg

The car was painted with Polly Scale mineral red, ‘faded’ with some reefer white, and decaled with Microscale’s CN Gondola set. Walthers roller bearing trucks, Intermountain wheels and Kadee couplers along with generous weathering complete the car.

http://s221.photobucket.com/albums/dd145/rallyboy905/?action=view¤t=IMG_2882.jpg

Avid HO modeler and real-life hogger Ed Weisensel sent these hints on constructing an ex-SOO nee MILW CP SD 10, starting with an SD7 model: An article in the October 2008 *Model Railroader* shows how one modeller did a similar conversion of an SD 10 from a P2K SD7. The modifications involved are to cut down the fuel tank, chop the short hood and add details as needed. Atlas makes an SD24 and SD26 which could also be used as a starting point

<http://www.trains.com/mrr/default.aspx?c=i&id=269>

Co-incidentally, one of the first run numbers that P2K did on the SD7s in Milwaukee paint was 2209. This was one of 3 MILW SD7s that came with 2 1200 gallon fuel tanks. The rest came with one tank, for lightweight loading on 60 lb rail. During the rebuild into SD10s, forward tanks were removed on those that had them.

<http://www.canadianrailwayobservations.com/2010/08/cp534rv.htm>

The HO Scale Richelieu Valley Railway is a newly formed railway Club in Montreal currently beginning layout construction in east end Montreal. It will feature DCC walk-around operation and single track mainline with passing sidings. It will cover a freelanced Quebec railway operating a shortline on CP's line in Maine and between Saint Jean and Megantic, QC. It will run the same equipment that CP ran during August 1959 and will have the same schedule of operation for freight and passenger equipment in Saint Jean it will also connect to the Vermont and Essex Railway (The HO Club next door) at their St Albans (VT) Yard running east of the Richelieu River on the old Central Vermont right of way. There is also a north easterly connection with the Québec Central in Mégantic running through Courcelles, Tring junction, Valley junction and on to Québec City.

<http://www.canadianrailwayobservations.com/2010/08/richelieutrackplan.htm>

CANADIAN RAILWAY HISTORY

INCo #102, the final NSC/Westinghouse 50 ton electric at NRE in Capreol has been relocated as of Thursday July 15th to the Niagara Railway Museum located in the former CN Diesel Shop in Fort Erie, ON. Locomotive #102, or HEPC E-7 as it was originally, was acquired by the NRM from the Northern Ontario Railroad Museum & Heritage Centre, which also owns sister #101. The E-7 will be restored to HEPC lettering and black in the coming months. E-7 was used in the construction of the Queenston-Chippawa Project along with their 1920 Alco 0-4-0ST steam engine #46, already at the shop. Also on site is ex-Ontario Hydro Plymouth MDT40t, recently moved from storage in Welland to the NRM shop. More equipment will be arriving shortly, but we are pleased to have our 3 locomotives finally under one roof. First shot is our steam locomotive, second is the Plymouth diesel 3rd is the new arrival. The final shot is our 2 HEPC locos that have not been together since 1922. They, as I mentioned, share shop space with the Ontario Hydro Plymouth diesel. I have also included a few shots from Capreol, the NORMHC, with the sister to ours, #101, their ex-CN plow, and a shot of NRE's GMD-1 #1901. The Niagara Railway Museum website: www.nfrm.ca

<http://www.canadianrailwayobservations.com/2010/08/nfmuseumkenjones.htm> (Photos)

Just days after the volunteers had worked so hard to move the Fort Erie museum's collection to its new home, vandals have struck twice. They punched a hole through a brick wall and broke windows on most of the equipment store inside. The Niagara Railway Museum had just started to put their collection in top shape at the old CNR Diesel Shop that was built in 1950. CRO wish them the best on making the facility secure and catching the vandals. An article published in the Niagara Falls Museum July 7th can be found here: <http://www.canadianrailwayobservations.com/2010/08/forterie.pdf>

Dean Brown's photos from three days before this took place.

<http://www.canadianrailwayobservations.com/2010/08/deanbrownforterie.htm>

Elgin County Railroad Museum is now the proud owner of ELGX 2841 ex LIRR 2841. It was owned by Trains Touristiques De Chaudiere-Appalaches who purchased it in 2000. It was built in 1955 by Pullman Standard Co. Two of our readers caught it in this area as it was heading to London. James Gardiner caught it as it passed through Brantford and Walter caught it as it was brought in to use for "Day Out with Thomas" which was in July which was sold out and also some movie shoots. It is ECRM first real passenger coach. Walter Pfefferle caught it as it passed through Beachville Ontario on CN 435 on July 6th, 2010. Then one evening around July 13th ECRM's new coach was sitting at the end of the St Thomas sub waiting to be trucked to the museum. Many windows are broken and the museum has been working on it to get it ready.

<http://www.canadianrailwayobservations.com/2010/08/elgx2841.htm>

Exporail is pleased to report that National Harbours Board S3 locomotive 1002, built by MLW in 1951 is back in service! After major engine work and a general tune up, the 1002 is once again hauling our Sunday train ride from Hays Station to Des Bouleaux Station in Delson. The weekend of August 21 – 22 is our annual Model Train Weekend and Used Book Sale, AMT's Museum Express train will operate on Sunday, August 22. Depart Lucien- L'Allier at 11 AM, return at 4 PM, Telephone reservations call AMT at 514-287-7866. In the attached photo, motorman Robert Fortin observes as the AMT Museum Express pulls into Barrington Station on July 11, 2010. Passengers can transfer from the Museum Express to the tram for the ride to the Angus Pavilion. Photo Stephen Cheasley.

<http://www.canadianrailwayobservations.com/2010/08/exporail.htm>

Exporail Schedule for August 2010: All month Temporary exhibition *Pack Your Bags*, a travelling exhibition produced by the Canadian Museum of Civilization. Exporail opens everyday 10:00 to 18:00. Exporail and Canadian Rail Magazine are projects of the Canadian Railroad Historical Association (CRHA), founded in 1932.

An historic day for WCRA occurred Wednesday, June 23 when the first car, the 1890 built CPR 16 British Columbia, was turned on the newly installed turntable and moved into track 2 of the new CN Roundhouse and Conference Centre. As the first piece ever acquired for the WCRA's collection, this was a most appropriate move to be made. An account of the move by CMO Russ Grycan with photos follows. Everyone is reminded that the grand opening of the new roundhouse will occur on June 30 at 11:30AM. Well a safe, historical move was made at the WCRA's West Coast Railway Heritage Park in Squamish, BC Wednesday. A group of professionals did their best to position the 1890 vintage British Columbia Business Car through the turnouts, onto the new turntable and into Track # 2 of the CN Roundhouse and Conference Centre. The move was made under the direction of Conductor Roy Crowston and Engineer John Jellis. Lloyd Daniels (carman) and Randy Lucas offered guidance during the move as did Mike Lloyd. Andy Faris assisted with spotting # 2 during the move and watching the coupler joints.

Toronto Roundhouse RR Museum – Track their progress! <http://www.trha.ca/news.html>

Last month last month CNR 6167 was moved to the other side of the tracks in Guelph to facilitate a new transit terminal hub, Here is an article from the Guelph Mercury about the move:

<http://news.guelphmercury.com/News/article/647741> Youtube video of CNR 6167 crossing the CN/GEXR tracks in Guelph to its new location: <http://www.youtube.com/watch?v=DRM3SLIImWA>

SOUTH OF THE BORDER

The NRHS convention kicked off on June 22nd with an excursion they called The Susquehanna Limited. The train travelled over CP's Sunbury Subdivision from Scranton to Sunbury PA and return. Our train was powered by two D&H GP38-2s (7312-7304). The train left from the Lackawanna Hotel, passed by Steamtown, and came to a halt on the wye just past Steamtown. The second GP38-2's truck had derailed. They disconnected the train and used Steamtown's NKP geep to pull it back to Steamtown. They told us all to look around Steamtown and the trip would resume at noon. They were ready to go much sooner but everyone had scattered so they did wait until noon to

resume the trip. They hooked up the GP38-2's to the other end of the train and backed down the other leg of the wye. That explains why the first class cars are right behind the locos at the runby. At the (double) runby, they had us all lined up along the road until they got permission from the property owner to go on to his lawn. The trip went on as planned. We left 4 hours late and arrived back about four hours late. <http://www.canadianrailwayobservations.com/2010/08/nrhsday1.htm>

Here are some of Warren's photos of CPR 4-6-2 2317 and CNR 2-8-2 3254 in service at Steamtown in June. The 2317 had only a few days left on its operating certificate. They used it three days during the convention and will use the last two days during their Railfest on Labour Day weekend. Then it will be into the shop. Before they do any work on CPR 2317, they plan to finish the #26, their 0-6-0, and then the 3713, the B&M Pacific. It will probably be sometime before the 2317 runs again after Railfest. The 3254 will be their main operating steamer for now.

<http://www.canadianrailwayobservations.com/2010/08/cncpsteamerswm.htm>

Warren also rode the "The Pocono Express". We travelled from Scranton to Delaware Water Gap and return. Our motive power was a mixture of RS-3s and CN 2-8-2 #3254. Our train left Scranton pulled by the 3 Delaware-Lackawanna RS-3s. We had one runby on the outbound portion of the trip. At the Delaware Water Gap the 3254 was cut in behind the RS-3s. We stopped at East Stroudsburg for lunch and servicing the 3254. The tower was open for visitors so you could get pix from above. The train stopped again at Tobyhanna for 3 runbys. The first with the RS-3's leading the 3254 and 2 with the 3254. A proper photo line was set up. After the runbys they serviced and watered the 3254. There was a delay leaving Tobyhanna because some truck had smashed into one of the RR bridges between there and Moscow and they wanted to make certain the bridge was safe to cross. We finally got the approval. Our train crossed the bridge at walking speed. It was an enjoyable trip and we did not arrive back too late. <http://www.canadianrailwayobservations.com/2010/08/nrhsday3.htm>

Warren Mayhew took these images of CPR Pacific #2317, CNR Mikado 3254, New York, Chicago and St. Louis Railroad GP9 514, and DL&W (Lackawana Railroad) F3 664 at the Steamtown night photo shoot at the roundhouse: <http://www.canadianrailwayobservations.com/2010/08/nrhsnightwm.htm>

CNR 2-8-2 #3254 in action at Steamtown:

<http://www.railpictures.net/viewphoto.php?id=329926&nseq=105>

Last month we reported Pan Am Railway had traded two geeps for the two ex-VIA Conway Scenic Railway FP9Au's (Ex-CN / VIA 6506 and 6516). Martin Baumann corrected an error we made. The two locomotives they got in trade for the Fs are: GTI 216 hi nose GP35 ex- NS 1328 and GTI 252 GP38 ex-GTI 252 nee-MEC 252. We can now show you the results of this trade. PAR 1 and PAR 2 have been repainted into the Pan Am corporate livery, and Conway Scenic GP38 252 was painted into this beautiful Maine Central image harvest yellow livery. (via George Pitarys with thanks).

<http://www.canadianrailwayobservations.com/2010/08/panam.htm>

Denver & Rio Grande Western SD40T-2 "Tunnel Motor" 5401 (UP 9871) was donated by Union Pacific in July to the Colorado Railroad Museum. The locomotive was scheduled to be part of more than 50 locomotives auctioned by the Union Pacific on July 14. The museum communicated its interest in Locomotive 9871 (D&RGW5401) to the UP in early July and received notice of the donation shortly thereafter. These locomotives were the premier heavy diesel power for the D&RGW railroad, representing the ultimate in D&RGW locomotive development and were among the last purchased by the D&RGW. The locomotive is over 70 ft. long and weighs nearly 350,000 lbs. This is a significant addition to the collection of Museum locomotives. The Museum now has among the first (1881 no. 346) and last of the D&RGW locomotives that worked in Colorado. The BNSF has agreed to transport the locomotive to MillerCoors, where it will be stored temporarily until a suitable display track can be built and the Museum can find the funding to move it to the site.

<http://www.canadianrailwayobservations.com/2010/08/532drqw5401.htm>

The first BNSF GP60B (170, ex-347) rebuilt with a cab from UP SD40-2 3751 awaiting final touches:

<http://picasaweb.google.com/neokrrfan/FormerGP60BNowAGP602RInTulsaOK#5499024346669360162>

Amtrak announced in late July 2010 they are purchasing 130 new passenger rail cars to support their long-distance train services. The new single-level cars include sleepers, diners, baggage and baggage/dorms. They will replace and supplement the existing fleet and enable Amtrak to meet passenger's expectations for quality service.

Reading Railroad Vignette: Bob Wanner forwarded us these great shots from his friend Dennis Tiley showing Reading locomotives taken back in the early 1990's when the Reading Company Technical & Historical Society had a short term lease on the former RDG Locomotive Shops at Reading, Pa. They soon vacated when a lessee, a local heating and air conditioning company, was found that paid big bucks to use the shops. It was nice while it lasted. There's a 250-ton overhead crane in that shop. These photos were taken at an Open House.

<http://www.canadianrailwayobservations.com/2010/08/usardq5308.htm>

SOO / NP Vignette: Peter Cox sent these two classic EMD-built locomotives: SOO F7A #500A and Northern Pacific passenger GP9 on a freight (NP #228).

<http://www.canadianrailwayobservations.com/2010/08/soo.htm>

Milwaukee Road Vignettes: These are absolutely amazing shots! Sent by my friend WK.

<http://www.canadianrailwayobservations.com/2010/08/milwvignette.htm>

D&H The Bridge Line: Derek Henderson caught D&H liveried business car #500 was on the end of The Ocean? CN FPA4 6777 St Lambert QC Oct 1972 When I inquired to the D&H Bulletin about this car, BLHS Columnist Steve Ross wrote back the roofline and window arrangement were an exact match for the #500 as shown on page 28 of the Morning Sun "D&H Color Guide to Freight and Passenger Equipment". According to the caption data it was built by Pullman in 1917 for president Loree. In 1967 it was restored to its original "berry red" paint, but had been repainted to blue and gray with a yellow letterboard by 1970 when the book's photo was taken. There is a blue "500" low on the center of the car and it should read "DELAWARE AND HUDSON" in blue on the letterboard in the typical passenger car Roman font. That may not be readily visible due to a trick of the exposure? It was sold to the NdeM in late 1978. The dates all fit. D&H Business car #400 was built by Pullman in 1911 as #500, but was renumbered in 1917. It was donated to the National Museum of Transportation in St. Louis, MO in 1962. It had Ward roof vents and cut glass in the upper portion of the windows. D&H Business car #300 (Pullman 1928) was the other D&H car with a clerestory roof. It was purchased from the NYC in 1955 and went to the EL in 1967. Numbers 200 and 100 both had turtle roofs. Number 100 was not purchased from the NW until 1976.

<http://www.canadianrailwayobservations.com/2010/08/cn6777dhbusinesscar.htm>

Delaware and Hudson also submitted D&H PA #16 departing Whitehall, NY on May 1st 1971, and another photo with paired PA's head south from Montreal. (Derek Henderson)

<http://www.canadianrailwayobservations.com/2010/08/dhwhitehall.htm>

An oil soaked D&H RS3 4118 in the blue dip paint scheme sits underneath the "WHERE BIG THINGS HAPPEN" sign at the Colonie Shop in the 1980's. D&H 4118 was built by Alco Schenectady, NY in October of 1952. It was from the next to last RS3 order for the D&H. Given the condition of the paint scheme, I would think the picture was taken in the early 1980's, possibly the late 1970's. This is the second dip blue paint scheme. The first, or "Altschul Blue" debuted in late 1977 and was all blue with silver trucks and yellow lettering. This didn't last long and by April 1978 all Altschul Blue engines and new repaints got the "Yellow Nose" scheme. Dip blue body; black trucks and underframe; yellow ront hood (nose), frame stripe, and lettering. Since the RS3's were set up to run long hood forward they didn't get a yellow nose. By the time this picture was taken there were only about 20 of the original 102 RS3's still owned by the D&H. All the rest had been traded to Alco or GE, or sold to shortlines. The 4118 was sold to now defunct Pennsylvania shortline Anthracite Railway in 1984. It bounced around to several other shortlines, and was eventually acquired by Genesee Valley Transportation in

2000. GVT rebuilt it and painted it in a variation of the original D&H black with yellow chevron stripes on the ends and lettered for their Delaware-Lackawanna Railway operating out of Scranton Pennsylvania. It is running there today. Thanks to Steve Ross (BLHS) and Derek Henderson photo. <http://www.canadianrailwayobservations.com/2010/08/dh4118dh.htm>

Letters:

Dear Mr. Baird,

Re-“Glen Yard webcam”: Your recollections of the Glen Yard 1950-2000 in pdf download from <http://www.canadianrailwayobservations.com/> were thoroughly enjoyable. You are no doubt already aware of this, but in case not, the MUHC now have a series of webcams in place to chronicle the just-started construction of the superhospital. The cameras are mounted on the south side of the Air Canada building adjacent to Vendôme metro station, and three of the four afford a series of views that include the AMT tracks and platforms. GLEN YARD STORY: http://www.canadianrailwayobservations.com/PDF/CRO_GLEN2010.PDF

The views are similar to your Glen Yard photos taken from atop the apartment block on de Maisonneuve in the 1970s, though they certainly lack the clarity of your photos, and the active rail element is almost only incidental across the bottom of the frames. That having been said, one is able to spot the AMT equipment heading to and from Lucien l'Allier, according to schedule. The webcam images are updated every two minutes and can be accessed at: <http://assets.muhc.ca/misc/display1.htm>

We lived on the West Island until 2008, and I enjoyed 15 years on the Lakeshore commuter train, the trips downtown beginning in 1994 just after the temporary terminal went up at Mountain St., and the single-journey tickets were still being hole-punched by the CP conductor. Latterly I was saddened by the removal of the CC&F Series 800s but then actually very much enjoyed the replacement air conditioned ex-GO Hawker-Siddley. We're living in Ontario for the time being.

I found these photos in the Quebec provincial digital archive. All are attributed to Conrad Poirier. The first two were taken in April 1946, the view from the tail end of an inbound train departing Westmount station, showing the passenger platforms and then on the left, the busy yard:

http://pistard.banq.qc.ca/unite_chercheurs/Anq_Afficher_image?p_page=1&p_anqid=20100427113459240&P_cote=P48,S1,P14050&P_codedepo=06M&P_numunide=818890&p_hauteur=945&p_largeur=1664

http://pistard.banq.qc.ca/unite_chercheurs/Anq_Afficher_image?p_page=1&p_anqid=20100512132010387&P_cote=P48,S1,P14047&P_codedepo=06M&P_numunide=818880&p_hauteur=1035&p_largeur=1832

The third was taken in 1952, the view is of passengers funneling off Westmount station's outbound (north) platform past the tunnel entrance. As they are all adults and have no baggage I assume that it's a weekday afternoon rush hour stop. To me, this view of the tunnel stairs building really shows how the same look was incorporated into the Dorion-Rigaud line station shelters during their 1980s renovation:

http://pistard.banq.qc.ca/unite_chercheurs/Anq_Afficher_image?p_page=1&p_anqid=20100723093119102&P_cote=P48,S1,P20249&P_codedepo=06M&P_numunide=828036&p_hauteur=774&p_largeur=1356

The archive contains many more rail photos by this same gentleman, though mainly at Montreal West station and then the CP tracks to the west (Vaudreuil sub) and north (Adirondack) of town. Based on both the location and subject matter of so many of his thousands of archived photos, I would venture a guess that Mr. Poirier resided in Montreal West during the 1940s and 1950s.

Also, here's a non-rail photo but since the building was sited (I think) next to the CP tracks where St. Catherine curves to become Claremont, I thought it might be of interest to you. It's from 1938, again attributed to Conrad Poirier:

http://pistard.banq.qc.ca/unite_chercheurs/Anq_Afficher_image?p_page=1&p_anqid=20100508141138324&P_cote=P48,S1,P2784&P_codedepo=06M&P_numunide=805489&p_hauteur=1169&p_largeur=2084

By the way, I only learned of the St. Henri spur through reading your Glen Yard recollections. Am I correct in deducing that spur traffic began the inclined descent in a westerly direction? *“Yes and thanks for this–WB”*

Tim Quetton - Montreal, QC

William,

Happy Canada Day a day late to you and yours – happy to pass along info about CRO any time – I really enjoy the publication both for its content and professional appearance. Keep up the good work!

Regards,

Brad Wind
HELM Financial Corporation
<http://www.hlmx.com/>

Hi Will

Here's a link to photos taken during the weekend of June 12/13 of our annual Live Steam and Diesel meet at our model RR club here in Quebec City. <http://smfq.fotopic.net/c1867650.html>

Voici un lien de photos prise durant notre fin de semaine de rencontre d'amateur ferrovoaire Vaporiste et Diesel a notre club a Québec la fin de semaine du 12/13 juin. <http://smfq.fotopic.net/c1867650.html>

Ronald Pelletier
Quebec City, QC

Via Bruce Chapman: Bruce:

Here are a few photo's of the CNR steam engine my Grandfather spent the better part of his career with working as a locomotive engineer out of Saskatoon, SK. Had to clean out my Dad's basement over the past several weeks (moved them into a home) and found a lot of great old photo's and other collectibles.

Grant Bailey photos <http://www.canadianrailwayobservations.com/2010/08/cn5140grantbailey.htm>

The Last Word:

We received a lot of comments on the photo of the three trains shot at Bayview for Dan Tweedle's RAILFANNING HAMILTON Report. When I posted last month that it was a masterful Photoshop image, I expected some negative feedback but got none, I guess because it could actually happen. CRO does post a photo shopped image now and then, but we say so in the text. What are your thoughts on PhotoShop photos in CRO?

As well, Walter Pfefferle proved that three trains at one time do occur there! Here is a photo by our friend Arnold Mooney (of Grimsby, ON) with three trains that was not altered. Amtrak #97 is seen enroute to Niagara Falls and passing the slightly late VIA #70 and a westbound CN freight heading up the Dundas sub westbound. Taken on February 2nd, 2009 this image will be hard to beat as 3-way action at Bayview, ON!
<http://www.canadianrailwayobservations.com/2010/08/busybayview.htm>

CRO reader Ronald Pelletier has just completed his QGRYC424 and riding car:
<http://www.canadianrailwayobservations.com/2010/08/qcryronpelletier.htm>

Enjoy the summer, and see you next month.

Will.

THANK YOU: Guy-Pascal Arcouette, Bill M. Baird, Martin Baumann, Michael Berry, Thomas Blampied, Julien Boiley, David Brain, Jay Brooks, Guilio Capuano, Bruce Chapman, Chris Davidson, Michael Da Costa, Andrew Dawson, Ronald Dawson, Alex de Léry, Daniel Dell'Unto, Ray Farand, Joe Ferguson, Mark Fjaagesund, James

Gardiner, Sean Graham-White, Doug Hately, David Howard, Terry Illingworth, Ken Jones, Ken Lanovitch, Bryce Lee, Laurence Lefebvre, Jacques Leroux, Roman Litarchuk, Phil Mason, Tim Mayhew, Warren Mayhew, Don McQueen (Froth), John L. Mercier, Bruce Mercer, Vince Milliken, Jeremy Mobile, Arnold Mooney, Jody Moore, Glen Mounk, Terry Muirhead, Peter Murphy, Jason Noe (Railpace), Normand Paquette, Chris Payne, (Fun Time Trains) Mark Perry, Donna Peters, Walter Pfefferle, John Read "GR17f", Earl Roberts (Branchline), George Redmond, Pedro Rezende, Mark Rushton, Bill Sanderson, Doug Sanford, Wilco van Schoonhoven, Dave Slater, Paul B. Smith, Cor van Steenis, Rob Sterne, Jean-François Turcotte, Ron Visockis, Ed Weisensel, Chris Wilson, Joseph Yarbrough, Joe Zika, The Bridge Line Historical Society, and The Canadian Trackside Guide. Merci: James, John, Michel, Tony, Denis, Richard, Mohammed, et tout mes amis a St-Luc Diesel.

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 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.

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