

CANADIAN RAILWAY OBSERVATIONS

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Updated 09/03/08 – “Our biggest issue ever!”

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CANADIAN NATIONAL

CN Locomotives retired since last issue: Nil (Previous retirement July 18th)

In early August CN sold the following retired units and had them hastily relettered MMA and HLMX at the IC's Homewood Shop: Retired BCOL SD40-2 758, and CN SD40-2's 5364, 5374, 5382, and 5387 have been sold to RAILWORLD (lettered MM&A and going to the shop in Derby, Maine). As well, retired CN SD50F's 5421, 5422, 5442, 5446, 5447 and 5456 have been sold to HELM. Note: This may be the first time HELM have ever used this HLMX "freight car" designation on a diesel. This also may give us an idea what these retired and stripped down engines actually are now ... simply rolling stock! Photos: (Alex de Léry, Robby Cragg, Marc Malnekoff & Ken Lanovitch)

<http://www.rpicturearchives.net/showPicture.aspx?id=1276106>

<http://www.rpicturearchives.net/showPicture.aspx?id=1276106>

http://csxchicago.gotdns.com:6003/CN_Trains/Roll83/0019250-R1-052-24A.jpg

<http://www.canadianrailwayobservations.com/2008/9/hlmx1.jpg>

<http://www.canadianrailwayobservations.com/2008/9/mma1.jpg>

Karen Buckarma photographed retired DM&IR SD-M 316 (which is essentially an SD18R) on July 23rd, 2008 in Neenah WI., enroute to the IC's Homewood Shop in Illinois. It was retired on June 17th. There is only one DM&IR SD-M left in service numbered 308.

<http://www.canadianrailwayobservations.com/2008/9/316.jpg>

In late-July, IC SD70 1039 made another rare visit to Canada. This unit is special because IC 1039 is the only ILLINOIS CENTRAL SD70 that has been repainted into current CN livery, and was photographed by several CRO readers. While she has visited Toronto before, IC 1039 has never been seen in Western Canada! IC 1039 passed through Saskatoon on July 28th, trailing CN 2274 on the CN Train 314, a train that only recently began running out of Scotford, Alberta. Elijah Hall caught Train 314 with this rare locomotive in Saskatoon, Saskatchewan.

<http://www.railroadforums.com/photos/showphoto.php/photo/55962/ppuser/4974>

<http://www.railroadforums.com/photos/showphoto.php/photo/55936/ppuser/4974>

Glen Mounk was another CRO reader who kindly sent images of this unit. Here Glen caught IC SD70 1039 on train 118 heading back towards the US July 30th. Then Ken Lanovitch reported on July 31st, IC 1039 was back in the USA and heading south on home rails out of Chicago.

<http://www.canadianrailwayobservations.com/2008/9/1039.jpg>

In mid-August GATEWAY RAILWAY SERVICES in St. Louis, Missouri released rebuilt CN (Budd) Rail Test Car CN 15016. It was originally built by BUDD as CNR RDC1 no. D108, then renumbered CN 6108. When it went to VIA in 1978, it became VIA 6108 and was retired by VIA in 1990. It has been stored at the VIA Montreal Maintenance Center at Pointe-St-Charles for over a decade and was covered in graffiti. Last year, it was purchased back by CN and then sent to St. Louis to become this new Rail Test Car. It was released in mid-August and here is the first photo we have seen:

<http://www.pbase.com/golden1014/image/101805326>

In August, CN announced their CN operations center at Homewood, Illinois was expanding. New construction has begun on the office building that houses operations and dispatching functions for IC, and more recently for WC. This office building was completed only a few

years ago, but has already outgrown the available space. There is a rumor CN may wish to migrate the GTW dispatching and operations to Homewood, IL from Troy, MI, as well as include their planned future EJ&E operations here. As well, CN announced August 20th, that it will seek "legal relief" to ensure a decision by December 31st, 2008 on its request to acquire the ELGIN, JOLIET & EASTERN. Relief will be required now that the Surface Transportation Board has declined CN's request for a fixed timetable that would complete the regulatory review by the end of the year, and the seller, United States Steel Corp., has informed CN that it will not extend the Stock Purchase Agreement (SPA) for the transaction beyond Dec. 31, 2008." CN and U.S. Steel announced an agreement on Sept. 26, 2007, under which CN would acquire most of EJ&E for \$300 million. CN noted that the transaction would permit it to "reroute its trains along the EJ&E arc around the periphery of the Chicago area," reducing rail congestion in Chicago's inner core while "significantly improving" the flow of CN rail operations in the area.

Paul Morgan clicked IC GP38-2 9601 in very fresh paint at CN's Jackson Yard, in Jackson, Mississippi on August 9th, 2008. (Via Froth).

<http://www.railpictures.net/viewphoto.php?id=246299&nseq=31>

Craig Konopski and Dave Young were "Kashabowie Sub scouting" of various potential spots to shoot the "rare daylight movements" between Neebing Yard as far west as Kashabowie. And caught CN train A43741-31 ("437") with CN 5642, CN 2225, BCOL 4651 and about 30 cars. All units are 'elephant style'. The two trailing units were off of coal empties C76941-31 which was annulled up at Neebing Yard. Here's Dave Young's photo taken from the Hwy 11/17 overpass of Train 437

<http://www.canadianrailwayobservations.com/2008/9/437.jpg>

On July 31st, CN train M30351 at Jasper, Alberta had CN Dash8-40CM 2405 and BCOL SD40-2 4604 for power and 114 cars (17 mixed-/44 autoracks-53mixed). The interesting car was HTTX flat car 93064, with 3 pieces (the cab and 2 hood sections) of wrecked (and now retired) CN C44-9W 2584 which was wrecked back in 2007 in a washout derailment near Rockyford, Alberta. In mid-August it had arrived at destination, CEECO in Tacoma, WA who have purchased the remains of the locomotive. <http://tinyurl.com/68j6lu>

<http://www.railpictures.net/viewphoto.php?id=244807&nseq=43> (Tim Stevens)

<http://www.canadianrailwayobservations.com/2008/9/2584.jpg> (Doug Cumings)

On August 3rd, Ron Viockis clicked this pair of CN SD70M-2's (8806 and 8814) passing through Belleville, Ontario on a very rainy and overcast day. Ron wrote it was nice to get a change from SD75I's and C44-9W's!

<http://www.canadianrailwayobservations.com/2008/9/8806.jpg>

Ken Lanovitch was very fortunate to catch this impressive consist. Freshly repainted GTW GP38-2 6228 leads Inspection Train R980 east through Evergreen Park mileage 14.30 on the Elsdon sub, August 14, 2008.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll83/0019250-R1-072-34A.jpg

CN Business train X61851 arrived in Jasper, Alberta from North Vancouver the week of August 18th Then after a short lay-over, it departed for Prince George, BC, down the former BC Rail to Whistler, and then finally back to North Vancouver the following day. The impressive consist was as follows: CN ES44DC 2290, CN 1061 "Coureur des Bois", BCOL 1710, CN 99 "American Spirit", CN 100 "Pacific Spirit", IC 800210, CN 1059 "Tawaw" and CN 1060 "Sanford Fleming".

Don's "Froth" pointed out these new vent modifications on some of the CN SD70M-2's that have been spotted in recent months.

<http://www.rpicturearchives.net/showPicture.aspx?id=1273604>

<http://www.rpicturearchives.net/showPicture.aspx?id=1273605>

With so many SD50F's being sidelined and retired over the last 6-months, Mark Forseille provided these images of CN SD50F's 5402, 5451, 5444, and 5458, for CRO readers to enjoy and appreciate. These were all taken in Port Coquitlam, BC in May, June and July 2007.

<http://www.canadianrailwayobservations.com/2008/9/sd50.htm>

For the second time in two months another CRO reader confirmed a pairing of SD50F's. On August 20th, Jason Bucknell of North Battleford, SK. caught 5403 and 5427 together on CN Train 452. He took the photo while the train was waiting for the crew change.

<http://www.canadianrailwayobservations.com/2008/9/5403.jpg>

On August 6th, Glen Mounk caught this odd pairing: IC SD70 1033 and CN GMD1m 1439 in the Fort Frances, Ontario Yard.

<http://www.canadianrailwayobservations.com/2008/9/1033.jpg>

In July, CN eliminated intermodal & manifest trains 122 and 123 due to decreasing container cargo at the Port of Halifax, Nova Scotia. These trains operated between Montreal, Quebec and Halifax. The remaining intermodal traffic will be added to trains 120 and 121, which operate between the same two cities. CN said that it would only have one intermodal train a day serving the Halifax port instead of two. CN spokeswoman Julie Senecal said the elimination of the trains started immediately in July.

Glen Mounk clicked CN Train 439 meeting 198 at the crossovers at Duluth Junction, ON. Glen wrote this was the seventh Train 198 that he had seen in eight days. (*Due to the opening of the new Prince Rupert Intermodal Terminal in BC*).

<http://www.canadianrailwayobservations.com/2008/9/439.jpg>

On August 3rd, Ken Lonovitch reported seeing BCOL SD40-2 751 dead at the CSX Barr yard, and was most likely enroute to NRE Dixmoor for repair work.

On July 25th, Tim Stevens photographed sleek-looking ES44DC 2305 leading a past its prime CN SD40-2W at CN Jasper East on the CN's Edson Subdivision in Alberta.

<http://www.railpictures.net/viewphoto.php?id=247840&nseq=24>

<http://www.railpictures.net/viewphoto.php?id=247840&nseq=24>

Video of a CN stack train being pulled by an SD70M-2 and an SD75I destroying a tractor and flatbed trucktrailer driven by an idiot. A brand new SD70M-2 paint that's scuffed already!

<http://www.break.com/index/semi-truck-tries-to-outrun-train.html>

Joe Zika's CN MacMillan Yard Report:

<http://www.canadianrailwayobservations.com/2008/9/j.htm>

CN train 422 arrived on August 8th at Mac yard with CN 8808, 5280, 5655 and radio controlled shunter SELX SW900 6092. It was lettered LAKE ERIE WORKS with 459 stenciled under the cab window with a flat top roof and painted in bright yellow with red handrails and black

trucks and fuel tank, single stack and shown in Umler with 900 HP, shown destined for Nanticoke, ON and moved a week later.

Aug 7th found CN GP9RM 7227 at the shop, with sister 7272 hiding behind her, (fun with numbers)! BCOL SD40-2 752 and BCOL Dash8-40CM 4624 were also in town, I noticed BC rail specified twin sealed beam back up light's on their GE's compared to single sealed beam back up lights on CN's 8-40CM's as noted on the unit coupled ahead of her.

On Aug 3rd, BCOLSD40-2 759 at the shops, and I took a closer look at those Helm (HLCX) units on that GEXR 432 that brought in the Export train. HLCX 6061 is listed as a SD40M-3 and is Ex-CR 6318 Ex-PRR 6065, and HLCX 6522 also a SD40M-3 which started out as D&RGW SD45 5334. Also seen at MacMillan Yard in August was JLCX SW7 1500. The Shipper was J&L Consulting from Cleveland, Ohio and Consignee was US Steel Corp in Nanticoke, Ont.

July 30th had CN SD60F 5502 being shuttled around with CN SD70I 5614 with tiny "GT" Letters on her battery box below her cab numbers, I don't recall seeing that before on that group of units, even though they are supposed to spend a majority of their time on GTW lines or in the states at least for their tax incentives to work or kick in.

July 25th had CN 2244 a ES44DC at the shops, as well as IC 1026 a SD 70, which is affectionately nicknamed the "Angry Death Star", if you look closely on her nose, Somebody with a sense of humour drew in a angry face on the dot of the letter " i " in the "death star logo".

Last but not least, July 27th had BCOL (RCL) 743 a SD 40-2 back in town with a recently touched up darker blue battery box door under her cab, CN GP40-2LW 9540 sporting another recent www.cn.ca paint scheme and WC SD40-2 6005 that started out life as Algoma Central 187.

David Young clicked this image of CN Inspection Train 437 leaving Port Arthur, ON, and bound for Neebing, ON with three 6-axle units. (For more see Craig's Lakehead Report).
<http://www.canadianrailwayobservations.com/2008/9/test1.jpg>

On June 5th, 2006, Mike Fair clicked GTW 5935 at CSX's Stanley Yard in 1990's CNNA paint . CSX Stanley Yard is located just outside Walbridge, Ohio.
<http://www.canadianrailwayobservations.com/2008/9/gtw1.jpg>
<http://www.canadianrailwayobservations.com/2008/9/gtw2.jpg>

CN Vignettes: "Fifty years at least!" That was designer Allan Fleming's prophetic pronouncement on the potential lifespan of the new "CN" logo and trademark he created for CANADIAN NATIONAL RAILWAYS back in 1960! Very few corporate symbols achieve anything like that kind of longevity. Yet, these wise words ring true, as on its 48th anniversary in the year 2008, the CN logo (Affectionately known as the "CN Noodle", "Wet Noodle" or "CN Worm" by railfan's), is as bold, fresh, original and evocative as when it first burst on to the scene in the 1960's. This CN logo has one countless artistic awards, and remains one of the most recognized corporate symbols in the entire world. I recall vividly as a toddler the very first time I witnessed the new CN logo on freshly painted 40' and 50' box cars in St-Luc Yard, and then on a passenger train in Montreal in the mid-1960's. A Toronto bound CN passenger train was just arriving from Montreal's Windsor Station in the late afternoon and pulling into Westmount Station adjacent from CP's Glen Yard. My

father and I were standing on the west end of the South track platform. A striking clean A-B-B trio of black and white striped CN F-units pulled up before us on the North track in all their glory, with a perfectly matched set of CN smooth side cars, going back as far as the eye could see. Seeing that CN FP9A and two B's, and hearing those EMD 567-engines go through transition, and slowly throttle-up out of the station is a memory I will cherish forever. No photo sorry but, needless to say, I became a CN fan on that day! You may see the reason for my excitement while viewing this Neil Compton image at at the CN-CP interchange in Dorval, QC. In July 1969 Neil shot this similar looking Montreal bound CN passenger train backing into the CN's Dorval Station from the CP Mainline it just arrived on. This was due to a derailment on the CN mainline to Toronto west of Montreal.
<http://www.canadianrailwayobservations.com/2008/9/dorval.jpg>

Here are some images showcasing the classic 1960's CN "Wet Noodle."
(All photos by Deane Motis, Don Haskel, Jean Patenaude, and Neil Compton).
<http://www.canadianrailwayobservations.com/2008/9/mo1.jpg>
<http://www.canadianrailwayobservations.com/2008/9/mo2.jpg>
<http://www.canadianrailwayobservations.com/2008/9/mo4.jpg>

Rare shots of GMDD-built CN GP35's as well as GP40's with standard cab and nose and the (2nd Generation locomotive) large CN Noodle scheme.
CN.GP35 4000 Toronto, ON .02.01.70.
CN.GP35 4001.05.19.74.
CN.GP40 ex-4011 which was leased and renumbered by ATSF to 4111 to avoid number conflict. Seen here in Pueblo, Colorado on June 27th, 1977. (All Deane Motis Collection)
<http://www.canadianrailwayobservations.com/2008/9/4000.jpg>
<http://www.canadianrailwayobservations.com/2008/9/4001.jpg>
<http://www.canadianrailwayobservations.com/2008/9/4111.jpg>

A pair of Torpedo Geep's power the "Maple Leaf" into Chicago Dearborn Station on July 1965 under a late afternoon blue sky sporting the GTW variation of the "noodle". This scene also shows a Santa Fe and two C&WI RS1's and historic 1965-era Chicago skyline. (Don Haskel Photo) <http://www.railpictures.net/viewphoto.php?id=159871&nseq=138>

The CN U.S. Subsidiary CENTRAL VERMONT's version of the "Noodle" worked very well, especially in the green and yellow livery. Here CV GP9 4447 rests between assignments in Italy Yard in St. Alban's, Vermont (Alan Gains Collection).
<http://www.rpicturearchives.net/showPicture.aspx?id=1029478>

Another fine Don Haskel photo showing A CN Tempo train returning to Toronto in 1980.. 1981. The large logo looked good on a black or red long hood as can be seen on the Tempo Train units. <http://www.railpictures.net/viewphoto.php?id=245585&nseq=28>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: (Previous Retirement June 13th)

CP GP9u 1613 on July 19th
CP SD40-2's 5700, 5754 on July 19th
CP SD40M-2 5494 on July 21st
CP SD40-2's 5599, 5609, 5611, 5683, 5688 on July 21st
CP SD40-2's 5707, 5711, 5712, 5716 on July 21st

CP SD40-2's 5806, 5808, and 5811 on July 21st

Update on last month's report on the units leased to the DM&E: CP has now increased the number to 12. The units currently on lease to DM&E are CP SD40-2 5573, STLH 5593, CP 5612, STLH 5615, CP 5643, CP 5684, CP 5727, CP 5729, CP 5750, CP 5775, CP 5813, and CP 5833. The DM&E now has two of the four remaining STL&H liveried SD40-2's on the CP roster. Here is one reason for the DM&E's critical need for leased power from CP:

DME 6077 (ex CP 5561) <http://www.railpictures.net/viewphoto.php?id=248229&nseq=52>

DME 6079 (ex CP 5563) <http://www.railpictures.net/viewphoto.php?id=248231&nseq=50>

The CP sale closed on August 8th on the following 25 retired CP units, all of which are in stored in Ogden, Alberta: (Unit's dispositions over the next few months)

CP SW7u 1203

CP SW1200RS, 8113, 8131, and 8155

CPRS SD40M-2 5498 (with an ex-SD45 long hood, rebuilt at M/K in the mid-1990's)

CP SD40-2's 786, 5578, 5579, 5584, 5587, 5591, 5602, 5616, 5633, 5639, 5646, 5663, 5673, 5675, 5676, 5758, 5761, 5768, 5817 and SOO 781.

On August 21st John Soehner caught this impressive consist on CP Train #235 at Mud Lake, Ontario. Behind the lone CP AC4400CW 9601 were newly leased CEFX SD40-2's 3166, 3183, 3163, 2802 (in UP paint), 3172, and 3176. CEFX 3183 was assisting the 9613, humming along and smoking!

<http://www.canadianrailwayobservations.com/2008/9/cefx1.jpg>

<http://www.canadianrailwayobservations.com/2008/9/cefx2.jpg>

As was reported a few issues back in CRO, CP is planning to construct their new CP Intermodal complex and terminal at the former site of SOULANGES INDUSTRIES in Les Cedres, QC., which is on the CP Mainline and just west of Montreal. New Information about this planned container facility can be found here: <http://cplescedres.ca/en/project.php>

CP Railway Technology Exhibit Car # 91, originally CP Rail RDC-2 (Baggage-Coach) Dayliner 9108, which was stored at Ogden Yard in Calgary, was finally moved on Aug 15th on CP 8832 North manifest freight on the Red Deer Subdivision. The Budd Car is going to the Alberta Central Railway Museum east of Wetaskiwin, AB. Cor van Steenis' photo shows the outbound freight departing Alyth, Calgary, AB. at 13:15h.

<http://www.canadianrailwayobservations.com/2008/9/91-1.jpg>

<http://www.canadianrailwayobservations.com/2008/9/91-2.jpg>

The Alberta Central Railway Museum: <http://www.abcentralrailway.com/>

No, this is not a CPR 1950's "Vignette"... but it sure could be! Cor van Steenis got up at 4:45am to get this photo as he knew the RCP was leaving Golden, B.C. early in the morning. He arrived at Morant's Curve at 7:30 am and then waited until 11:30 am to get this photo. The year could easily be 1952 and the passenger train could be CPR #7 - #8, the Montreal section of the 'DOMINION', with two F-Units and nine cars in Tuscan Red and gold livery, the photographer could be Nicolas Morant (Nicolas Morant's *Canadian Pacific*, J.F. Garden, pg. 193). Repeating now over 50 years later on the Laggan Subdivision with the Royal Canadian Pacific, FP9A's 4106 & 4107 plus ten cars follow the Bow River eastbound at Morant's Curve on July 31st, 2008

<http://www.canadianrailwayobservations.com/2008/9/cvc.htm>

Cor van Steenis also provided these spectacular photo's the Royal Canadian Pacific with FP9A's 4106 & 4107 on the Crowsnest Subdivision on 22 July 2008 on a fly-fishing excursion; guests are taken off the train to go fishing for a day in the Porcupine Hills.

<http://www.canadianrailwayobservations.com/2008/9/cc.htm>

Craig Konopski's CP Lakehead Report:

On August 4th, 2008, CP train 220-03 was involved in a derailment near mile 127.5 on the Kaministiquia Subdivision just east of 'Bonheur'. Initial reports suggest a broken wheel as the possible cause of 16 freight cars derailing on the tail-end of the train (mostly grain loads). The train departed Ignace with 93 cars and SD9043MAC's 9155 and 9128, and SD40-2 6076 for power. The line was been re-opened to traffic the next day and the first trains to pass through (other than "trapped" 115-02 and 223-02 at 'Martin') were westbound 103-03 ex-Thunder Bay (ordered-up at 2000 Tuesday) and eastbound 104-02 ex-Ignace (ordered-up at 1900 Tuesday). A total line outage of approximately 36 hours.

On August 8th, 2008, eastbound CP train 102-06 derailed the lead unit and approximately 15 cars (all intermodal) at mile 134.5 Ignace Sub, just west of Scovil, Ontario on the double track east of Kenora, ON. There were no injuries or dangerous commodities involved. Initial reports indicate a washout as the apparent cause. The line was re-opened a day later, Train 102-06 had CP 9751 as the lead unit with CP 9718 as the tail-end remote.

On August 13th Craig's pal Dave Young went out as far as Upsala , Ontario to shoot some CP mainline action. Enroute, at Mile 47 Dave shot one westbound and two eastbounds plus the Sperry Rail car. CP Train 345 had some pulling issues at Savanne, no wonder ... a single SD9043MAC(U) pulling 10800 ft of grain empties. Dave sat around waiting for CP 441 to show up with CRO's Craig Konopski at the controls. After that he headed back to Thunder Bay and thought a drive by at Port Arthur was in order. I seen a pair the pair of Geeps sitting at the west end of the yard, at the east end the tailend of the other crew was the cow and calf set hauling grain cars for UGGA in Current River and 3 boxes of the packaging plant on the Kinghorn sub. Also, caught an extra that was switching Pool 7 leads with 3 big CN units. One unit was off the CN Test Train (see CN News) and the other two off the previous nights Train 436. (All photos by David Young)

0605- CP 101 grinds upgrade with graffiti on the headend car.

0665- CP 836 snakes through the curves on it's way to Thunder Bay.

0680- CP 2-108 passes the tamper sitting on the storage track in Upsula

0744- CP 2-106 meets 441 on double track

0761- Craig Konopski notches back on the throttle and horn for the crossing.

0787- CN Geeps rest in Port Arthur while CP 116 runs around the outside on the Nipigon Sub. Note: CNWX hoppers to the left of the frame, on their side, readying for the scrappers torch.

0819- CN 7218 and 268 fill UGGA with grain loads before heading out the Kinghorn to service Thunder Bay packaging.

0846- CN 437 waits for the light to cross the CP with CN 5715, 5755 and 2576.

<http://www.canadianrailwayobservations.com/2008/9/k.htm>

Here are some of Ron Visockis's images of heavy CP mainline action through Belleville, Brighton, Trenton, Grafton and Cobourg, Ontario on July 29th, including Expressway trains and double-stacks.

<http://www.canadianrailwayobservations.com/2008/9/29.htm>

On August 6th, Ron caught three train movements a few miles West of Port Hope on the CP mainline through Wesleyville ON and each had a conventional cab at the point! The Track Evaluation Train was lead by a GP38-2. Typically it's either GP9u 8216 or 8217.

<http://www.canadianrailwayobservations.com/2008/9/cp1.jpg>

<http://www.canadianrailwayobservations.com/2008/9/cp2.jpg>

<http://www.canadianrailwayobservations.com/2008/9/cp3.jpg>

Walter Pfefferle and Lance Gleich caught the CP #142 (Frame Train) in Toronto ON, on Aug 5th CP GP9u's 8239, CP 8200 and 22 cars. (Via Froth)

http://railfan.thegrebs.com/CPR/cp8239a_003

<http://railfan.thegrebs.com/CPR/cp8239b>

<http://members.trainorders.com/bn2189/Toronto/cp8239royalyork.jpg>

<http://members.trainorders.com/bn2189/Toronto/cptrain142royalyork.jpg>

<http://members.trainorders.com/bn2189/Toronto/framesclose.jpg>

On July 20th, 2008 Doug MacKenzie photographed westbound RMR passenger train scooting over the newly installed west turnout at Radnor on the Laggan sub. The switch was changed to a number 16 turnout to allow trains to enter and leave the siding at 30mph. The upgraded signals are in place awaiting the completion of the grading of the siding extension at this location. The current siding length is just over 7000'. Once completed in October, the new siding will be 11500'.

<http://www.canadianrailwayobservations.com/2008/9/b2.jpg>

On July 26th, 2008 an Eastbound CP train is on a double meet at Cochrane, Alberta. The train has just started to pull behind another eastbound as the westbound came to a stop in the siding. The bridge in the distance is one of four bridges that cross the Bow River over the course of 120 miles on this subdivision. (BTW, for those wondering, there are no overpasses at this location.) If you look very carefully, on the hill in the distance on the left, you can see a line climbing the hill from right to left. That is the Copithorn spur that runs 8 miles south on a 3% grade at times. (Doug MacKenzie)

<http://www.canadianrailwayobservations.com/2008/9/b2.jpg>

A CP employee clicked this image on July 23rd, showing beefy CP SD90MAC-H's 9303, 9302, 9301, SD40-2 5834 and 9300, sitting and awaiting their fates at the Winnipeg Diesel Shop. The 9300's future is as uncertain as the prairie sky above them. (Via Froth)

<http://www.canadianrailwayobservations.com/2008/9/9300.jpg>

CP GP9u's 8249 & 8231 derailed in Putnam, Ontario after hitting transport truck on August 22nd (Don's Froth) & a link to the related news article in the London Free Press.

<http://railfan.thegrebs.com/CPR>

<http://lfpres.ca/newsstand/News/Local/2008/08/22/6534246-sun.html>

John Soehner also took this series of photos of CP Expressway trains #121 and #122 with very friendly crews on them. #121 came through Feldspar, Ontario with CP SD40-2's 5735 & 6030 with a good wave from the Conductor. About 45 minutes later the #122 came through with 5912 & 5925 and CP Brakeman Paul Witham.

<http://www.canadianrailwayobservations.com/2008/9/5742.jpg>

<http://www.canadianrailwayobservations.com/2008/9/5745.jpg>

CP 8805 and 8808 lead train #298 down the siding at Portage West on the SOO LINE. (This siding is 31,308 long, and is the old westbound main, that was single tracked back in 1991.

The few stretches of double track left in Wisconsin are referred to as "main 1" and main 2", 1 is westbound, 2 is eastbound. Currently the south rail is welded and the north rail is jointed). This train tied down for 4 hours until the outbound crew was called, then later on when the sun finally came around, SOO LINE SD60 6037/CP 6049/CP 8769 were parked at the west end of the yard in Portage. Unfortunately the crew wasn't called until 19:30 when the sun was too low, and the hazy clouds had moved in. So Nathan had to click these fine "still" images. Nathan pointed out this was the only "non-GE" powered train he photographed out of the 10 CP trains that he saw that day!

<http://www.canadianrailwayobservations.com/2008/9/soo1.jpg>

<http://www.canadianrailwayobservations.com/2008/9/cp11.jpg>

CP Vignettes: Neil Compton took this great photo in July 1974 of what some Montreal railfans called the "Cornwall Swing". A CP RAIL RS2 8407 hauling six 40' and 50' box cars and a caboose makes its way westbound through St-Anne-de-Bellevue, QC, under white flags. How times have changed!

<http://www.canadianrailwayobservations.com/2008/9/8407.jpg>

Minutes out of Montreal's St-Luc Yard, NEW YORK CENTRAL FA2 1069 and an RS11 have just crossed the CP Seaway Bridge over the St. Lawrence River, and are curling around to the NYC-CP Interchange at Adirondack Jct, QC enroute to Messina, NY. This location is just south of the Seaway Tower near the Mercier Bridge, taken 5/4/67 (Bruce Chapman collection).

<http://www.canadianrailwayobservations.com/2008/9/nyc.jpg>

With the mountain scenery CP RAIL SD40-2's and Government grain cars, one must sing out "O Canada!" On July 27, 1993 Bill Sanderson photographed CP train #351, a westbound (Calgary-Vancouver) grain manifest snaking its way through the bowels of the Lower Kicking Horse River Canyon. The 103-car freight was powered by CP RAIL SD40-2's 5869, 6026 and 5723 on the head end and 5708 and 5930 operating under Locotrol at mid-train. The train is passing the west end of Glenogle siding near Mile 29 of the Mountain Subdivision, about six miles east of Golden, B.C.

<http://www.canadianrailwayobservations.com/2008/9/bill.jpg>

VIA RAIL and COMMUTER RAILROADS

AMT Commuter News:

In the last week of August Montreal's AGENCE METROPOLITAINE de TRANSPORT (AMT) received seven locomotives and 14 Comet 1B cars leased from NEW JERSEY TRANSIT. The first five NJT locomotives arrived in Montreal CN- Taschereau Yard on August 24th. (Frank Jolin photos). AMT cannot put this NJT equipment into service right away as the cars and locomotives require some minor modifications, which will be contracted out locally.

<http://www.railpictures.net/viewphoto.php?id=248091&nseq=1> (See the train)

<http://www.railpictures.net/viewphoto.php?id=248005&nseq=2> (See the train)

<http://www.rail-videos.net/video/view.php?id=3510> (VIDEO)

This new equipment will be used to augment service on the AMT's most congested lines and should improve commuter service. The unreliability of AMT's six-leased ex-Amtrak F40PH's led to numerous service outages last winter on the CN line South out of Central

Station With this new lease, AMT has placed a tender for bid's to refurbish their ex-AMTRAK F40PH Fleet (AMT nos. 243, 287, 319, 372, 400, and 411), and received a proposal from CADRAIL: http://www.amt.gc.ca/corpo/Appro/appel/appels_fiche2.asp?fiche=389
The locomotives are still owned by TITAN RAIL LOCOMOTIVE LEASING (Oswego, IL) and were formerly owned and leased to AMT from RAILWORLD in Chicago.

The NJT GP40FH-2's are strange-looking beasts indeed! They feature the standard EMD "Spartan cab" along a full-cowl (ex-BN) F45 long hood which has been shortened to fit the GP40 frame. The rolling stock is all former (Electric) EMU's, which were modified to be hauled by diesels. AMT is currently receiving bids for light work on the locomotives and coaches before they're put in service, most likely the CN Montreal - St-Hilaire and CP Montreal - St-Jerome lines. They will require some modification before actually entering service in September.

The following NEW JERSEY TRANSIT locomotives and rolling stock are involved in this lease:

NJT 4117 F40PH-2CAT Built new at GM-LaGrange in 1981
NJT 4118 F40PH-2CAT Built new at GM-LaGrange in 1981
<http://www.railpictures.net/viewphoto.php?id=77166&nseq=1>
<http://www.railpictures.net/viewphoto.php?id=188638&nseq=7>
NJT 4135 GP40FH-2 ex-New York Central GP40 3070
NJT 4137 GP40FH-2 ex-New York Central GP40 3078
NJT 4140 GP40FH-2 ex-Rock Island GP40 346
NJT 4143 GP40FH-2 ex-Rock Island GP40 361
NJT 4144 GP40FH-2 ex-Rock Island GP40 364
<http://www.railpictures.net/viewphoto.php?id=100004&nseq=32>
<http://www.railpictures.net/viewphoto.php?id=50399&nseq=1>
NJT 5156 Comet 1B Cab Car (All Built by ST. LOUIS CAR CO. with 115 seats)
NJT 5157 Comet 1B Cab Car
<http://www.railpictures.net/viewphoto.php?id=227459&nseq=0> (Cab Car)
<http://www.jefflubchanskycpa.com/NJTCOMET.html> (Assorted Comet 1B photo's)
NJT 5220 Comet 1B (All Built by ST. LOUIS CAR CO. with 121 seats)
NJT 5221 Comet 1B
NJT 5222 Comet 1B
NJT 5225 Comet 1B
NJT 5226 Comet 1B
NJT 5227 Comet 1B
NJT 5228 Comet 1B
NJT 5229 Comet 1B
NJT 5231 Comet 1B
NJT 5232 Comet 1B
NJT 5233 Comet 1B
NJT 5234 Comet 1B

http://www.amt.gc.ca/corpo/Appro/appel/appels_fiche.asp?fiche=DA08-0733 (AMT Tender en francais)
http://www.amt.gc.ca/docs/appel/DA08_0733_DEV01.pdf (en francais)

AMT may eventually also lease up to 12 more Comet 1B cars from New Jersey Transit, as they are made available following the arrival of the new NJT Bombardier-built multi-level commuter coaches.

If this wasn't enough, another huge AMT announcement was made on August 18th, 2008! Montreal's Agence Métropolitaine de Transport (AMT) and New Jersey Transit (NJT) officially placed a common order for dual-mode diesel/electric ALP45DP locomotives to Bombardier Transportation. AMT's share will amount to 20 units priced at \$223 million and NJT's share will be 26 units priced at \$262 million. The deal also includes an option for 10 additional units for AMT and 63 additional units for NJT. They should look similar to NJT's existing straight-electric ALP46 locomotives, but will also include one or more high-rpm diesel engines to operate in un-electrified territory.

<http://www.canadianrailwayobservations.com/2008/9/amtnew.jpg> AMT ALP45DP

<http://www.hobokenterminal.com/alp46.html> NJT ALP46

Unlike existing dual-mode models operating in the US Northeast (GE P32AC-DM's for Amtrak and Metro North Commuter Railroad, and EMD DM30AC's for the Long Island Rail Road), which are fed on low-voltage DC third rail, these new dual modes locomotives will draw their power from 25kV 60Hz AC catenary, a "first" in North America. All will be built in Germany and Poland, and could begin delivery in very late 2010, or early 2011.

While these new locomotives would be able to operate on any of AMT's lines, AMT initially plans to use the dual-mode units on several lines that would run from Central Station and through the electrified Mount Royal tunnel (originally built by the CANADIAN NORTHERN RAILWAY in 1918), where diesels are prohibited. The first five dual-mode units are expected to enter service on a new line linking Montreal with Mascouche. This line is scheduled to open in 2010, and AMT expects to initially operate it using their diesel's and EMU's until the first ALP45DP's are delivered.. This new line will use CN's St-Laurent subdivision, as well as a completely new rail line to be built along highway 640 between Repentigny (Le Gardeur) and Mascouche (near QGRY's Trois-Rivières subdivision). At some point, AMT also expects to reroute the Montréal/St-Jérôme line through the tunnel to reach Central station, avoiding a circuitous route going around the mountain to underused and poorly-located Lucien l'Allier Station. However, this would require a new rail tunnel connecting CP's Parc subdivision to a point inside the tunnel, south of Jean-Talon crossovers at mile 3.9. Finally, AMT also expects to extend some St-Hilaire / Montréal runs north through the tunnel to reach a new multi-modal underground station to be built under the Édouard-Monpetit Métro station, which is conveniently located directly above the AMT tunnel. This would bring commuter rail service directly to Université de Montréal's main campus. It would also allow for some run-through Deux-Montagnes/St-Hilaire and St-Jérôme/St-Hilaire trains, optimizing equipment utilisation and promoting cross-region service. If required, the new locomotives could also be used on the 100% electrified Montréal / Deux-Montagnes line, although AMT also plans to order 3 straight-electric locomotives to increase service on that line. This link is a good source of information of the Deux-Montagnes line's history with photos of the newer (Bombardier-built) AMT EMU's and the world-famous CN EMU and CN Box Cab Electric's: <http://www.butoba.net/homepage/tmr.html>

During the August press conference announcing this purchase, AMT President Joel Gauthier enthusiastically spoke about gradually electrifying Montréal's commuter rail system over a 15 to 25 years period. On a shorter horizon, he also expects the new ALP45DP's to replace half of AMT's current locomotive fleet, most likely their GP9RM's and leased F40PH's.

Despite apparently being excellent news for Montréal transit users, this order brings a lot of unanswered and some pertinent questions: The first concern is the technical feasibility of packing, under the same European-sized hood, the electrical equipment to convert high-

voltage AC current to DC (and then to tri-phase AC) as well as one or more diesel engines and alternators. Knowing that the new ALP45DP will likely operate in push-pull mode with heavy Bombardier multi-levels (also on order), the diesels would need to develop at least 4000hp to ensure adequate acceleration and power at speed. Overall, this sounds like a tall order. As well high-tech and revolutionary European technology doesn't necessarily mean a good fit for Canadian and American Railroads.

Moreover, the extremely high cost, around \$11 million per unit, is way much more than initially anticipated by AMT. So much more, that one certainly questions if it wouldn't be more economical immediately proceed with electrification of current and future lines. Using conventional straight-electric locomotives would be less costly to buy and to maintain, and would also avoid the use of yet non-existing and potentially unreliable technology. The initial cost of building the catenary could certainly be recovered by saving on fuel costs, although there will be some cost to maintain the catenary.

Finally, the plans to build a new multi-modal AMT Station at METRO Edouard-Monpetit, reroute the St-Jérôme line and extend the St-Hilaire line through the tunnel remain hypothetical for now. No funds have so far been earmarked for any of those initiatives, and AMT also has dozens of other planned and on-going projects which are likely to draw what little funds are made available by Ministère des Transports du Québec. Among those: building an underpass at Jonction de l'Est to allow the Deux-Montagnes subdivision to duck under the St-Laurent subdivision, installing CTC and building new sidings on CP's Parc Subdivision, adding electrified second main track on the Deux-Montagnes Subdivision between Val Royal and Roxboro, building a new heavy maintenance facility, building new mid-day storage facilities near Central Station and Lucien l'Allier Station, and building a new rail spur into Pierre-Elliott Trudeau Airport to complete a needed Downtown - Airport rail link. Considering all those factors, ordering 20 new units without yet having the official funding commitment to expand service seems overly optimistic. Or might this be a way for AMT to force MTQ's hand?"

(Xtra thanks this month to Jean Francois Turcotte, John Duncan, Alex de Léry, Martin Cloutier, and Marc Chouinard for their assistance with the AMT/GO news).

GO TRANSIT NEWS:

In early August two more MOTIVE POWER INDUSTRIES-built GO TRANSIT MP40PH-3C units MPEX 612 and 625, arrived in Toronto over CP trackage from Chicago. Here is a picture of GO 612 in CP's Agincourt Yard August 7th. (see Chris's photos). As well on August 13th MPEX 613 was reported as enroute to Chicago on UP trackage from Idaho and was at CP Toronto Yard on August 19th. MPEX 600 and 614 were on the UP heading for Chicago on August 24th. 615-623 are yet to be shipped from Boise, Idaho.

<http://s8.photobucket.com/albums/a24/CPRchris/GO/>

We are planning to include GO photos at the MPI facility in next month's issue.

In September, GO TRANSIT is planning to open their new GO-Lincolnton Station on the Stouffville line north of Stouffville Station. The agency will make adjustments to some train arrival and departure times, to serve the new stop. As well in August, GO TRANSIT recently completed a series of improvements designed to relieve congestion and reduce delays on the Lakeshore East line, which runs from Union Station east to Oshawa. As part of a \$69.5 million expansion program, the agency added a third track on the main line between the Danforth and Scarborough stations, launched 12-car train operations, expanded several

bridges and a pedestrian overpass, and completed tunnel and platform improvements at several stations. Work began in October 2005.

VIA RAIL NEWS: (by William Baird and Terry Muirhead)

The tropical-like heavy rains during the first weekend of August caused washouts on many lines in parts of Eastern Ontario, Southern Quebec and in the Maritimes, The week of August 4th VIA's Le Chaleur was operating between Montreal & Campbellton, NB, with passengers ticketed to the Gaspé Peninsula and then bused beyond. The bus trip was adventure itself as many roads were also affected by the deluge. Jim Babcock took these amazing photos at the Omer, Quebec bridge wash out on the VIA Le Chaleur route in The Gaspé region.

<http://www.canadianrailwayobservations.com/2008/9/chaleur.htm>

One month earlier, Mother Nature smiled on Gary Knapp as he navigated his way up Quebec's Gaspé Coast under a bunch of clouds! Totally par for the course here, as weather can change drastically on a moment's notice for the rest of the day. Imagine their luck here at St. Therese-de-Gaspé, QC, as Le Chaleur drifts up to a stop on the far side of the trestle over the beach, and starts to move out onto the bridge which has a ten mph slow order....and the sun stayed shining through it all! What a sight and with a dramatic backdrop as well! Another jewel along the route of Le Chaleur on Quebec's Gaspé Peninsula. Shot on July 12, 2008 at 11:29 with Canons 5D, (ISO 100 & 1/500) and Zeiss ZF 28/2 (Nikon) lens set at f8 or 9.5. (Gary Knapp Photo)

<http://www.canadianrailwayobservations.com/2008/9/spiderman.jpg>

VIA #17 ends miles of gorgeous beachfront running here west of Barachois Station on Quebec's Gaspé Peninsula, turning inland to go around the rugged terrain surrounding famous Pierce Rock, QC. Out near the easternmost end of the Gaspé, the peninsulas namesake city and destination for Le Chaleur lies up around the point of land above the 6410. Surprisingly visible on the horizon under the white cloud bank is the land mass forming the tip of the peninsula, where famed Forrillion Park is found. On the far side of this narrow but mountainous piece of land lies the massive St. Lawrence River estuary. (Gary Knapp photo)

<http://www.canadianrailwayobservations.com/2008/9/via17.jpg>

Ron Visockis took this fine series of VIA/CN shots around Belleville, Ontario on July 28th, 2008 including: VIA F40PH-2 6420 with train #60, CN Train #590 with GP9RM's 4018-7082, VIA P42DC 908 with train #57, and VIA F40PH-2 6416 with train #44 passing through Belleville, ON.

<http://www.canadianrailwayobservations.com/2008/9/ron.htm>

Dan Dellunto took this photo a 30 Car VIA "Canadian" Last May. Here is VIA #1 with the head end approaching the Spadina Street Overpass. Dan reported the tail end is just passing under the Toronto Blue Jay's Way Overpass. The 30 Car VIA Train #1 is seen backing into Union Station, with a VIA F40 on the "Park" Car.

<http://hostovsky.com/~mrdan/railmay2007/06279e-EconomyAndFirstClass.jpg>

Dan Dellunto also took this fabulous shot that shows that 30 Car VIA #1 backing into Union Station with a a VIA F40PH-2 coupled to the rear "Park" Car and a GO Transit train taking

the crossovers.

<http://hostovsky.com/~mrdan/railmay2007/06279e-EconomyAndFirstClass.jpg>

Ronald Hovorka took this Photo from the Islington Avenue Overpass which crosses above VIA's Toronto Maintenance Center. This image shows three corridor trains with LRC Equipment powered by General Electric P42DC's. In the top right hand corner of the photo you can also see several Budd RDC's which have been in storage here for several years.

<http://tinyurl.com/6d6yck>

Ron Hovorka also took this photo of a VIA Rail (LRC equipped) corridor train deadheading from TMC and a GO train at Sunnyside destined for Toronto's Union Station with the Gardener Expressway on the right side of the photo. <http://tinyurl.com/6oznf4>

VIA RAILCANADA has recently added this new information to their website where the user can click for features and history of VIA Equipment. The page can be found at http://www.viarail.ca/equipements/en_equipement.html

Gary Knapp wrote: Brian Jennison and I waited after VIA 16 passed over the Upper Falls for VIA "Ocean" consist, counting on the fact it is usually twenty odd minutes behind "Le Chaleur." Twenty minutes later reality began to set in as we realized VIA 14 might be (gasp!) running late. I reassured Brian we could "most likely" catch back up with the *Train De Jour, Le Chaleur* (now speeding away from us) after it began its journey east on the Gaspé itself. The majority of the great photo locations are to be found east of New Carlisle, nearly halfway up the peninsula anyway! After going through one of my more extensive lighting set-ups at any location, (I can easily use up two hours here if I need to start tweaking things) we both deemed it a worthy wait and stopped the pacing and hand wringing! Fifty minutes or so after The Chaleur departed we thought we heard an air horn and shortly afterward our quarry came slowly drifting across the bridge here in PARK DE CHUTES, (park of waterfalls?) a gorgeous park encompassing three waterfalls in the middle of the city of Riviere-du-Loup. Having seen the newly rebuilt and uniquely painted F40 6400 leading the westbound Ocean the previous morning on our drive up here, I was surprised to see two Spiderman painted F40's returning on tonight's train! They look great up there running elephant style above Upper Falls, with "the man" himself checking out the flash units lighting him up! Ah....no nets please, eh?! Within the hour we were departing eastbound up the St. Lawrence River for Matapedia, happy we waited for VIA 14. Shot at 01:32 on July 12, 2008 at PARK DE CHUTES in Riviere-du-Loup, Quebec.

<http://www.canadianrailwayobservations.com/2008/9/via16.jpg>

On August 15th, 2008 Steve Arnot shot VIA RDC-1s 6135 and 6133 heading past SRY GP9 124 as they head for their final stop of the afternoon toward the station in downtown Victoria, BC. <http://www.railpictures.net/viewphoto.php?id=246919&nseq=43>

VIA Vignettes: Claude Prutton provided these four VIA vignettes for September's CRO. Photo #1 shows F-unit powered eastbound "Canadian" rolls just east of Lake Louise, Alberta. Photo #2 shows The Canadian westbound at Spences Bridge, BC. The track on the right was the connecting link to Merritt BC, and to the Kettle Valley Railway at Brodie, BC. Photo #3 has the F40PH-2 powered Canadian near Field, BC, and the first photo shows the eastbound "Canadian" leaving Vancouver, BC, behind VIA MLW-built RS10 8558, and doing what Alco's are famous for!

<http://www.canadianrailwayobservations.com/2008/9/v.htm>

CANADIAN LOCOMOTIVE SHOPS

GTW GP38-2 5819 sustained minor collision damage Stateside, and in August was sent to Sarnia, Ontario for repairs at LAMBTON DIESEL SPECIALISTS Inc.

After arriving at (CADRAIL) RAILPOWER in Lachine, QC, last year following major fire damage, BNSF GG20B 1211 was finally released, and was seen at CP St-Luc Yard on August 23rd and then left for Toronto on the 24th and is waybilled for Haslet, Texas. RAILPOWER has repainted the locomotive back into the BNSF 'Swoosh' livery, and may have been converted it to a genset locomotive. This is big news because it could be the very first Gen. I GG20B to be upgraded to Gen. IV standards! We are still awaiting clarification of this from our sources. Here are some very impressive photos of the "incident" on the Fort Worth (TX) Fire website: <http://www.fortworthfire.com/cgi-bin/gallery.pl?gallery=Haz-Mat>

"Green" Locomotive Roundup: (By Jody Moore)

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

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

Electro Motive Diesel:

EMD's second 710-repowered GP22ECO prototype, CADRAIL-built EMDX 7102, ended its long-term test on CP's Alyth yard in Calgary and in route to BNSF. Aside from being a little undersized in the air conditioning department, the unit is reported to be a strong performer. The 7102 has been in Calgary since late May 2008 and even operated on August 26-27 with competitor RPRX 5407 on "pull-down" service at Alyth Yard! (See Cor van Steenis photos). As reported previously in CRO, the 7102 is right at home in Calgary, having been rebuilt from GP9u CP 1637. Work was completed at CADRAIL in Lachine in April.

In the mean time, GP22ECO prototype EMDX 7101 (based on GP40 KCS 2836) continues to get attention at EMD's facility in McCook, IL. There's no official word on when it will begin its demonstration duties, or where.

There is still some confusion as to the model designations for both units. EMD calls both of them GP22ECO, but has registered the 7101 in UMLER as a GP68, while the 7102 is called a GP67 in UMLER. EMD has also said that the 7102 is de-rated to less than 2,000 hp because of a lack of radiator space. We are still seeking clarification on this.

MotivePower Industries:

MP21B genset demonstrator MPEX 244 has done limited work while up in Calgary, AB on CANADIAN PACIFIC. At the request of CP, the unit is expected to receive modifications to the step wells and handrails. It is not yet known if this work will be performed in Calgary, or if it will be taken back down to MPI's plant in Boise, ID.

National Railway Equipment:

During late July 2008, twin-engine 2GS14B genset demonstrator NREX 2007 moved from California to New Westminster, BC. It promptly went to work on the SOUTHERN RAILWAY of BC, fueling rumors that SRY is studying the unit more closely in anticipation of entering the genset arena with its own entry. As of mid-August, 2008, the 2007 was still working in and around New West.

In early August 2008, a genset type unit was spotted outside NRE's plant in Paducah, KY. The unnumbered unit was lettered NOVA on the side, giving rise to (unconfirmed) speculation that it is intended for NOVA Chemicals in Joffre, AB. NREX 2009 (3GS21B) demonstrated there earlier this year, shortly before they sent back leased RAILPOWER GG20B RPRX 1705. We are working to get confirmation of the unit's model and destination.

<http://www.canadianrailwayobservations.com/2008/9/cv6.jpg>

<http://www.canadianrailwayobservations.com/2008/9/244.jpg>

Railpower Technologies:

RAILPOWER RP20BD demonstrator unit RPRX 5407 was moved from CADRAIL in Lachine to the MM&A on July 25th, and returned to St-Luc on August 1st. On the same day it went to CP Hochelaga Yard, for testing on the Port of Montreal, and then returned to CP's St-Luc Yard on August 9th. It was shipped west less than a week later, departing Montreal on CP train 115-14 on August 14th.

The RPRX 5407 will be demonstrating on CP, and not RPRX 5400 as stated last month's CRO. It arrived in Calgary, AB on Aug. 18. The 5407 should be on CP for three months of testing. As for RPRX RP20BD 5400, it wrapped up two weeks' worth of work on TACOMA RAIL in Tacoma, WA on July 30, 2008. Your editor managed to get photos of it sitting by the TR engine house. <http://www.trainweb.org/gensets/railpower/rprx/5400.html> After Tacoma Rail, RPRX 5400 moved to the Portland and Western railroad in Albany, OR, arriving on Aug. 4. As of Aug. 19, it was still on the PNWR in Eugene, OR.

<http://www.canadianrailwayobservations.com/2008/9/cal.htm>

On July 31, RAILPOWER announced that VIRGINIA INTERNATIONAL TERMINAL (VIT) had purchased two multi-Genset, low emission, fuel efficient, four-axle RP20BD locomotives and one hybrid GG20B locomotive. According to the press release on the 31st, the agreement reached between RAILPOWER and VIT is a three year long term lease with the commitment to purchase at its expiry. The four-axle RP20BD model sold is the first of the low emission, fuel efficient Eco-Motive series of four-axle units to be designed with a new modular platform that was introduced with the RPRX 5407. To begin filling that order, Railpower-owned GG20B hybrid, RPRX 1705, will be sent to VIT. Under that agreement, Virginia International Terminal will receive one GG20B hybrid this month, and two RP20BD gensets next spring.

RPRX 1705 was built for Canadian Pacific, but was never delivered. It made a brief appearance outside the Alstom shops in Calgary as CP 1705 in red paint, but was quickly pulled back inside, re-painted green and given the number RPRX 1705. Prior to being stored in Erie, PA, the 1705 had been on lease to NOVA Chemicals in Joffre, Alberta.

RAILPOWER has rolled ex-AMTRAK 599 back into its Green Goat lease fleet. The unit, which was returned from lease earlier this year, has been renumbered RPRX 2406. It is now on lease to the Union Pacific in California, where it is working alongside UP's ten upgraded Gen. III GG20B's, and a host of NRE Gensets. RPRX 2406 is the third number that this unit has carried as a hybrid: It was originally built as CP 1700, and later leased to Amtrak as AMTK 599, where it worked in Los Angeles until being stored by last year's recall.

In addition to the 2406, UP has leased RP20BD's RPRX 5403-5406 from RAILPOWER for use in California. The RP20BD's were initially leased to BNSF in the Fresno/Stockton area, but

have been parked for some time. Prior to the Green Goat recall, UP had leased RPRX 2401-2404 and UPY 2004. It would seem that the present lease moves would replace those units.

Over the last month, RAILPOWER sent six GG20B's, UPY 2004, and RPRX 2401-2405 to the THOROUGHbred MECHANICAL SERVICES in Altoona, PA. Those six units will all be converted into RP20BD three-engine, four axle genset units. All six units are owned by Railpower - UPY 2004 was on long-term lease to the Union Pacific. What will happen to them after they are converted has yet to be determined, but some of them may be re-sold, while others are put into Railpower's lease/sales fleet.

Interestingly these units were the first six production "Green Goats" ever built and are still Railpower owned. They were built after the prototype, and the first "Green Kid" prototype, which is now at the ExpoRail Museum in Delson, Quebec. Sadly, this marks the end of the hybrid lives for Railpower's initial Green Goat demonstration fleet. With the conversion of these units, Railpower has only two units in its arsenal to tote the hybrid banner: RPRX 2406 is on long-term lease to the UP in CA, and RPRX 1701 (ex-CP 1701) is in Erie, PA awaiting assignment.

In RAILPOWER's 2nd Quarter MD&A report, it was mentioned that they would be completing the upgrade work on all ten of the 2nd Generation GG20B's covered by the recall before the end of the year. Those ten units are UPY 2300-2309, and have been at CADRAIL-Lachine, QC for about a year. In August, CRO learned that UPY 2302 will be the first to depart, and was pending shipment when this issue went to press.

RAILPOWER has said it plans on moving their original prototype Green Goat hybrid locomotive, RPRX 2001, from storage in New Westminster, BC out to display in front of its new plant in Saint-Jean-sur-Richelieu, Quebec. The unit expected to be forwarded east sometime in 2009. On Aug. 12, 2008, Railpower released its 2nd Quarter Results, and an accompanying Management Discussion and Analysis. In it, among other things, they provided an update on the status of the remaining Gen. I and Gen. II GG20B "Green Goats", along with the GK10B and GG10B "Green Kids" affected by last year's recall: "Regarding the Generation II locomotives which all belong to Union Pacific, they are expected to be returned to service by the end of 2008. Certain customers owning locomotives belonging to Generation I and Kids Series are considering their conversion into multi-genset technology and we are currently in discussions with them in this regard." Both documents are available for download from Railpower's website: <http://www.railpower.com>

Union Pacific Railroad - RAILPOWER:

To help showcase its green efforts at the Democratic National Convention, UP dispatched RAILPOWER RP20BD genset switcher UPY 2622 from Fort Worth, TX to Denver, CO. The unit arrived at the former Rio Grande Burnham Shops in Denver on August 12, and was immediately hustled inside for cleaning. The genset remained inside until shortly before the start of the convention, when it was moved to Denver Union Station for display, along with relatively new GE Evolution units UP 7840 and 7710, and Rio Grande heritage unit UP 1989. The centerpiece of the display was UP 4-8-4 steam engine 844, which moved to DUS with a massive 34-car train on the afternoon of August 20, 2008.

<http://www.canadianrailwayobservations.com/2008/9/rp.htm>

Union Pacific Steam #844

Brookville Equipment:

On August 8, 2008, BROOKVILLE EQUIPMENT rolled its first twin-engine genset switcher outside for photographs. The unit, MNRR 401, is powered by a pair of Cummins QSK-19 engines, is rated at 1,400hp. Unlike the three-engine prototype, it is built on an entirely new frame, with a new cab and hoods, etc. It is headed for work train service on the METRO NORTH RAILROAD, along with a soon-to-be-released sister, MNRR 402. Brookville supplied several photos of the brightly-painted MNRR 401:

<http://www.trainweb.org/gensets/brookville/mnrr/401.html>

Brookville has designated this model the BL14CG, which translates roughly as: BL for Brookville Locomotive, 14 as in 1,400 hp, C for CoGeneration (Brookville's name for their gensets) and G for General Purpose. Since the horsepower is more of a range than a specific, the company has designated the three-engine version as BL20CG, while the 2,200hp single engine models being built for Metro North are model BL20GH. (The H indicating that it has HEP-generating capability.)

Also in August, the prototype BL20CG, BLMX 259, finished up its demonstration on NORFOLK SOUTHERN and moved to CSX. As of August 18, it was still on CSX in Hagerstown, MD. After finishing on CSX, the unit is expected to report to BNSF for a demonstration either in Texas or California.

Brandt Road-Rail:

We are still waiting to see what this new player from Saskatchewan will be offering over the next few months. They currently are constructing their prototype using ex-CP GP9u 1592. A press release is promised to CRO from their PR department.

Thanks for their assistance in assembling this month's roundup goes out to: William Baird from CRO, Michael White of Brookville Equipment, Sean Graham-White, Mark R, Steve Kmit, Ken Perry, Doug Mackenzie, COZephyr, and RailPower Technologies.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC deliveries for July 2008:

During the three weeks of operation in July nine units were seen shipped from EMCC. The nine belonged to the BNSF SD70ACe order (9230, 9236, 9238, 9243, 9244, 9248, 9251, 9252 & 9254). From other sources it is now known London production will end at 9264, and 9265-9304 have been, or are being built at Bombardier Inc. Domicilio Conocido s/n CD Sahagun, Mexico (BCM). Seen painted around the plant more JT42CW units for UK customers Freightliner and Fastline, as well as European orders for Dillen & LeJeune Cargo (DLC) and Euro Cargo Rail (ECR). BNSF SD70ACe production continued as well.

Karen Buckarma sent CRO these images taken on June 30th, of BNSF SD70ACe's at the WSOR shop Horicon, Wisconsin for painting. As Karen mentioned in her letter, and as anyone who has seen the UP "Heritage" paint schemes or Wisconsin & Southern's locomotives will attest, the WSOR does great work!

<http://www.canadianrailwayobservations.com/2008/9/9240.jpg>

<http://www.canadianrailwayobservations.com/2008/9/9250.jpg>

In late-August, Walter Pfefferle photographed a brand new Class 77 (an updated model from the very successful Class 66 Electro-Motive Canada diesel the JT42CWR), for French freight operator EURO CARGO RAIL, which is a subsidiary of UK based EWS. Fitted with AC units and an adapter coupling bar to allow coupling to North American locos. These locos are built to UK loading gauge so the roof mounted a/c units are still within the continental European loading gauge. This is one of 60 locomotives on order.

<http://railfan.thegrebs.com/Misc/euro2>

<http://railfan.thegrebs.com/Misc/euro1>

Dave Parker and Don McQueen's Froth provided this report of the August 3rd EMCC/GEXR "Export train". (EMDX 11001 and 11002 were waybilled for Toronto - Logistec Stevedoring).

The consist was as follows:

HLCX 6061 and 6522

EMDX 11001

Idler Flat / Coupler mate

66303 Fast Line Freight (Dark grey carbody and yellow cab front with no air conditioners)

077024-3 ECR (EURO CARGO RAIL light grey)

Euro Cargo Rail, 077028-4 ECR

DE6313F, D&L CARGO

077023-5 ECR

077027-6 ECR

077025-0 ECR

DE6312F D&L CARGO (Dark grey carbody and yellow cab front, with a/c units)

077026-8 ECR

EMDX 11022 Idler Flat / Coupler mate.

<http://s222.photobucket.com/albums/dd126/RTCDave/?action=view¤t=074.jpg>

<http://s222.photobucket.com/albums/dd126/RTCDave/?action=view¤t=080.jpg>

<http://s222.photobucket.com/albums/dd126/RTCDave/?action=view¤t=076.jpg>

Ron Hovorka took these photos of a group of European Class 66 units at VIA's Toronto Maintenance Center on Aug 6th (via Terry Muirhead)

<http://tinyurl.com/6lzruw>

<http://tinyurl.com/5p9az3>

<http://tinyurl.com/6x3cxh>

<http://tinyurl.com/6ro6x7>

<http://tinyurl.com/5wz474>

<http://tinyurl.com/6qq5v8>

<http://tinyurl.com/6dsere>

SHORTLINES, REGIONALS & INDUSTRIALS

The first photos! As reported in last month's CRO, NATIONAL RAILWAY EQUIPMENT is preparing 10 SD50's for the HUDSON BAY RAILWAY (HBRY). These units have been purchased by OMNITRAX for lease to the HBRY. The first unit is former NREX 5082, is originally CNW, and has been renumbered (The number boards were changed after the photos), and has been completely repainted green and lettered HBRY 5010. Nine others are

expected to follow in the coming months. Ken Lonovitch provided these photos of this unit inside of the shop showing HBRY 5010 partially painted and masked off.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll82/0018644-R1-029-13.jpg (Ken Lanovitch's three photos)

http://csxchicago.gotdns.com:6003/CN_Trains/Roll82/0018644-R1-063-30.jpg

http://csxchicago.gotdns.com:6003/CN_Trains/Roll82/0018644-R1-033-15.jpg

<http://www.rrpicturearchives.net/locoPicture.aspx?id=106756> Completed and looking great, (George Redmond)

<http://www.canadianrailwayobservations.com/2008/9/244.jpg>

Mark Perry photographed another lease unit in Canora, SK, which is leased to the HUDSON BAY RAILWAY. GMTX GP38-2 2686 has been leased to the HBRY for one year and was photographed returning from the CARLTON TRAIL RAILWAY in Saskatchewan to the HBRY. It is interesting to note the (Former CN) KCS GP40-2LW's have high positioned KCS-style headlights and horn cluster. In August more leased units arrived on the HUDSON BAY RAILWAY. Glen Mounk and Mark Perry caught KCS 2911 and 2915 enroute to HBRY on July 31st. Also arriving in August is HLCX GP40 4205. On August 20th CN Train #853 departed Dauphin with KCS GP40-2LW 2903 in the consist enroute to the HBR, and on the 21st was westbound on train #853 enroute to The Pas. Mark wrote: They are going to need all the help they can get. As Mark explained the running time for HBRY trains between Gillam and Churchill over the Herchmer sub is an astonishing 15 hours with 108 miles of 10 MPH including slow orders.

<http://www.canadianrailwayobservations.com/2008/9/kcs.htm>

Here is a recap of units leased to the HUDSON BAY RAILWAY (HBRY):

From HELM: KCS GP40LW's 2901, 2903, 2910, 2911, 2915, and 2917.

From HELM: HLCX GP40's 4204 and 4205.

From LLPX: GMTX GP38-2 2674, 2683, 2686, and 2687.

From CN: CN GP40-2LW's 9452, and 9541.

On August 9th, Tim Stevens took the first photo we had seen of IBS 7024! As reported in July's CRO, (CN-owned) IBS GP9RM 7024 has been leased to STANDARD GENERAL CONTRACTING LIMITED in Scotford, AB for their heavy oil upgrader and mining project. As well, SGC is involved with the heavy oil upgrader project in Slave Lake, AB. As can be seen here, the IC Woodcrest shop has re-painted the CN Geep in light gray and lettered it "IBS".

<http://www.railpictures.net/viewphoto.php?id=247684>

GMTX GP38-2 2680, which was stored on the ROBERVAL & SAGUENAY and then came to CADRAIL for repairs four months ago, has now been leased to the QUEBEC-GATINEAU Railway and moved from CADRAIL- Lachine via CP, to the QGRY in August.

Jon Snook set CRO these images of (GODERICH-EXETER) GEXR train 518 with RLK GP9u 4001 and RLK GP35 2211 as the layover power on August 26th. Note the train included GEXR (ex-CN) caboose 79568, which is occasionally used for back up moves down the Exeter Sub. from Clinton Jct. to Hensall.

<http://www.canadianrailwayobservations.com/2008/9/gexr518.jpg>

This former CP RAIL RS18u looks absolutely superb in Jean Alain's photograph of freshly painted OTTAWA CENTRAL 1859. It was taken at the Ottawa Central Railway's Annual Open House on 2008-05-03 at Walkley Yard in Ottawa, ON.

<http://www.canadianrailwayobservations.com/2008/9/1859.htm>

The Guelph Junction Express is guiding to fruition! Here is a photo of it's first test run, on August 21 2008. The photo is located on the front page of the GHRA website .
<http://www.ghra.ca/> (Steve Host)

On July 15th, 2008. GREAT SANDHILLS RAILWAY LTD (GSRY) announced they intend to acquire CP's Empress Subdivision, Burstall Subdivision and Hazlet Spur (the "Empress Short Line") and the McNeil Spur. The Empress Short Line includes approximately 117 miles of track from just west of Swift Current, Saskatchewan through Leader, to Burstall, and includes the Hazlet Spur south of Cabri. The McNeil Spur runs west 5.4 miles from Burstall into Alberta. As a result of GST's vision and commitment, the Province of Saskatchewan through the Ministry of Highways & Infrastructure has agreed to work with GSRY to apply for loan funding through its short line rail programs. CP's support and commitment to negotiating a sale transaction as well as negotiating haulage services with GSRY bodes well for the future. The purchase price for the Empress Short Line and the McNeil spur is \$6.3 million. The closing of the transaction is subject to numerous conditions, including finalization of formal agreements, sufficient proceeds being raised from equity financing, due diligence, and regulatory approvals. The parties have agreed to work together towards a target closing date of October 12, 2008.

A new Canadian shortline maybe starting up at year's end on the CP's La Riviere Subdivision from Biney Corner, Manitoba, for a 23-mile stretch of the subdivision to Morden. The BOUNDARY TRAIL RAILWAY COMPANY is the name of the new railway with the sale to be completed by November 30th, 2008. In addition, BTRC may acquire the right-of-way on the La Riviere and Napinka subdivisions. If the deal goes through, BTRC will be the first short line railroad established in Manitoba owned primarily by farmers. BTRC have agreed in principle to buy 23.2 miles of track in southern Manitoba from CP at \$4.34 million. The company said in a press release that the purchase would allow southern Manitoba farmers to retain current shipping alternatives and permit the development of new business over time.

QNS&L - CFMG Vignette: After a heavy snow fall December 2nd 2006, five brand new QUEBEC NORTH SHORE & LABRADOR GE-built AC4400CW's are waiting to be moved to Matane over CFMG railway, and then be put on a ferry over to isolated Sept-Isles Quebec. (Both are Rod Bushway photos). <http://www.railpictures.net/viewphoto.php?id=167751>
Then on December 3rd, 2006 ex-CP MLW RS18u's are seen working hard as the CFMG Matane Turn is heading toward Matane, QC with the same five QNSL units hitting the snow at a road crossing going up a steep grade. <http://www.railpictures.net/viewphoto.php?id=167998>

THE BC RAIL STORY Part IV

By Claude Prutton & Mark Forseille

Passenger Service:

On January 12, 1953 the first through passenger service began from Squamish to Prince George. As reported in the July CRO "BCR Vignettes" the train of the period consisted of a few express cars, several coach sleepers, a diner and an open air observation car. The 442 mile trip took over 24 hours. While there was a good market for

passenger service, conventional trains could not maintain a decent schedule over the existing line. In 1955 the PGE met with representatives of the Edward G. Budd Manufacturing Co. who had developed Rail Diesel Cars to replace aging doodlebugs on various North American Railways. PGE officials were impressed & in 1956 the Co. took delivery of 3 RDC-1's numbered BC 10-12 & 4 RDC- 3's numbered BC 30-33. The latter had storage space for baggage & freight & a small kitchen. These units were each powered by two 300hp GM Diesel Engines. The cars were simply referred to as "The Budds" & were ideal in every respect & when the line from North Vancouver to Squamish was completed in 1956 the train made the daily journey of 462 miles to Prince George in just over 12 hours. A downturn in patronage & the loss of BC32 in a grade crossing accident in 1960 caused the Co. to eventually reduce service to triweekly between Lillooet & Prince George but maintained daily service to from North Vancouver to Lillooet. Every 2nd day two or three of the Budds went north from Lillooet & returned the following day for the trip back to North Vancouver. BC31 was destroyed in a wreck on the Lillooet Sub in 1974, but was replaced with an RDC-3 purchased from Amtrak (nee-Great Northern 2350) in 1976.

By 1980 BCR wanted out of the passenger business but the public outcry was sufficient to stifle that idea for another 22 years. The Co. acquired 5 more RDC-1's between 1983 & 1990 & an RDC-2 in June 1990. Part of this acquisition was for a source of parts. The fleet was getting old, however the mechanical dept found innovative ways to keep the cars in top shape until the service ceased in 2002. We will have more to say about the passenger business in subsequent editions. Several more pictures showing the different stripe layout in the two tone green scheme accompany this issue.. All three RDC photos are by Claude Prutton.

BCR RDC BC-10 RDC-1 at Lillooet, BC waiting to head Southbound to North Vancouver, BC.
<http://www.canadianrailwayobservations.com/2008/9/bc10.jpg>

BCR RDC BC-30 RDC-3 at the North Vancouver Shops.
<http://www.canadianrailwayobservations.com/2008/9/bc30.jpg>

BCR RDC BC-31 RDC-3 is rounding a curve at Alexandria in the Caribou area of BC
<http://www.canadianrailwayobservations.com/2008/9/bc31.jpg>

In the mid to late 1970's BCR once again found themselves short of motive power especially in the 4 axle category. The RS3's & 10's with their old Alco 244 prime movers were becoming unreliable & so BCR once again went to MLW for 8 2000HP M420W units numbered 640-647. The following year they took delivery of 8 2000HP M420B units numbered RCL 681-688. The latter were equipped with locotrol receivers . The old converted "B" units that once housed this equipment were phased out over the next couple of years. In addition to the foregoing BCR purchased 2 Alco 2000HP C420's from Lehigh & Hudson River in 1972. These units were numbered 631 & 632. They were derated to 1800HP. 632 was Slug Mother equipped & was used in that capacity in North Vancouver when the first RS3 was converted to a Slug in 1981. Both 631 & 632 were eventually transferred to Prince George where they worked until retirement. They were the last of the MLW- ALCO units on the system.

BCR 632 C420 Ex LHRR #26. Photo taken by an unknown photographer courtesy of Deane Motis. Taken at Prince George, BC in the lightning bolt paint scheme. In this photo, for the time being, she also retained her high headlight, and has two ditchlights on her nose. (There will be another photo of her next issue showing some changes)

<http://www.canadianrailwayobservations.com/2008/9/bc632.jpg>

BCR 644 M420W Already 6 years old, this MLW is compared to GMD's GP38AC.model.

Photo taken by Claude Prutton at North Vancouver, BC

<http://www.canadianrailwayobservations.com/2008/9/bc644.jpg>

BCR 647 parked with a pair of Sister M420W units await their next assignment are less than one year old in this photo also by Claude Prutton.

<http://www.canadianrailwayobservations.com/2008/9/bc647.jpg>

BCR 683 M420B at Squamish, BC, just built weeks prior to this photo taken by Douglas Sanford. She's so clean! It is interesting to note the eight BC Rail M420B's are unique, and the only units ever built by MLW in that model type as a "B" unit. All other railroads only purchased the ("A") wide cab version of the M420W.

<http://www.canadianrailwayobservations.com/2008/9/bc683.jpg>

BCR 683 M420B this time captured at North Vancouver, BC and almost one year old. Taken by an unknown photographer courtesy of Deane Motis. This is a more typical photo of an M420B unit situated as a mid train slave unit paired with another.

<http://www.canadianrailwayobservations.com/2008/9/bc683-2.jpg>

BCR 687 M420B caught at North Vancouver by Claude Prutton at about two and half years old. This unit is heavily covered with the elements of railroading. Being winter, that would explain why she's so dirty!

<http://www.canadianrailwayobservations.com/2008/9/bc687.jpg>

BCR 688 M420B also caught just weeks old by Douglas Sanford at Squamish, BC. This was the last of eight units on this order. Note the class lights on a "B-unit" There's a window that opens for the hostler to look out when moving this unit in the shop area. There's also a horn and a bell on the "Conductor's" side of the unit too.

<http://www.canadianrailwayobservations.com/2008/9/bc688.jpg>

Still not satisfied enough 4 axle power existed on the system the Co. purchased 12 2500HP Alco C425's from Erie Lackawanna in 1976 for \$60,000 each. These were pressed into service almost immediately running as 2nd units & one by one over the next few years were overhauled, painted & brought up to BCR standards. They were numbered 801-812.

808 along with 711 hit a slide at & went into Seaton lake on Feb. 29 1980. BCR 808 was recovered & rebuilt at Squamish Shops & renumbered 800.

BCR 802 C-425 By Claude Prutton. Painted in the two-tone green scheme. One of the 12 former Erie Lackawanna units 2451 to 2462 renumbered to BCR 801 to 812. Like this photo, the C-425's spent most of their time once outshopped working North of Prince George, BC.

<http://www.canadianrailwayobservations.com/2008/9/bc802.jpg>

BCR 804 C-425 also by Claude Prutton, taken in North Vancouver still in her Erie Lackawanna livery. As mentioned by Claude, these units were trail only units until they were outshopped for lead position.

<http://www.canadianrailwayobservations.com/2008/9/bc804.jpg>

BCR 810 C-425 by Douglas Sanford in the two-tone green at Prince George, BC. The 810 met an undesirable fate being wrecked on December 22, 1985 with fellow MLW #579 at Squamish, BC Photos and more on this wreck in a future CRO report

<http://www.canadianrailwayobservations.com/2008/9/bc810.jpg>

BCR 811 C-425 by Claude Prutton at Prince George, BC. Still in Erie Lackawanna livery like the 804, but the 811 is now outfitted with ditch lights. From this photo, the 811 would be suitable to be a lead unit on the British Columbia Railway..

<http://www.canadianrailwayobservations.com/2008/9/bc811.jpg>

BCR 559 RS3 By Claude Prutton, at North Vancouver, BC working the yard.

<http://www.canadianrailwayobservations.com/2008/9/bc559.jpg>

BCR 701 C630M by Douglas Sanford at Prince George and recently repainted sports the lightning bolt scheme very well! Also note the new number font.

<http://www.canadianrailwayobservations.com/2008/9/bc701.jpg>

BCR 714 M630 by Claude Prutton also sporting the lightning bolt scheme, with the old block numbers.

<http://www.canadianrailwayobservations.com/2008/9/bc714.jpg>

BCR 723 at Prince George, BC by Douglas Sanford. These M630W's did not receive the lightning bolt scheme as built. The only photo I've ever seen was the repaint of the BCR 736 to get the lightning bolt with the nose and back end stripes of any of the eight M630W units.

<http://www.canadianrailwayobservations.com/2008/9/bc723.jpg>

BCR 724 an M630W taken by an unknown photographer taken in 1980 sporting the two tone green without the lightning bolt.

<http://www.canadianrailwayobservations.com/2008/9/bc724.jpg>

BCR 730 at North Vancouver by Keith Anderson courtesy of Norman Shapland's Collection. It shows the last of M630W's in the old two tone green scheme. *

<http://www.canadianrailwayobservations.com/2008/9/bc730.jpg>

With the acquisition of this new & used power so ended BCR's Love Affair with MLW/ALCO. The next order for power went to GMD for SD40-2's in 1980 & will be covered in the next issue of CRO.

CANADIAN RAILWAY HISTORY

Alberta Railway Museum's Herb Dixon reported that CP GP30 5000 is still preserved at the Museum and is currently as it was received from CP - with some parts missing both inside and out. It currently needs a thorough cleaning, sandblasting, and re-painting in Tuscan Red and Grey with CP script lettering. That will require about \$40,000. The museum will continue to preserve CP 5000, but it is not a priority on our list for restoration. Their mission statement sets out our priorities - CN and NAR equipment in Northern and Central Alberta take precedence. They will leave interpretation of former CP equipment to others. They currently have engine work to be done on CNR 4-6-0 1392, CN NW2 7944 and CN F3A 9000. CN FP9A's 6514 and F9B 6614 (the former Algoma Central locomotives), which are earmarked for attention next. Painting has yet to be completed on 6514. 6614 is scheduled for painting as well. CNR 4-6-0 1392 was steamed and operated on August 2nd 3rd and 4th with record crowds attending. It will be in operation on Labour Day weekend as well. Any visitors who are interested in our plans and present tasks are invited to talk to any of our volunteers to find out the strategies that we are using to continue our preservation and

interpretation objectives. We do respond to emails, so there is ample opportunity to obtain further information. We were not able to recruit summer staff this year so we are open on weekends only. Notwithstanding that, we have had great support from our volunteers. We have had about 1800 visitors so far this year. Website: <http://www.railwaymuseum.ab.ca/>

Here is a fine shot of CP RAIL GP30 5000, taken back in the day:
<http://www.mountainrailway.com/Roster%20Archive/CP%205000/CP%205000-4.jpg>

Cor van Steenis' 1980 shot of CNR Mountain Class U-1f 4-8-2 #6060 "Bullet-Nosed-Betty" which was scheduled to be operational for 4 days (Aug 28-31) hauling the Alberta Prairie Railway excursion train from Stettler to Big Valley, AB.
<http://www.canadianrailwayobservations.com/2008/9/6060.jpg>

CPR 4-6-4 Royal Hudson #2850 will soon be on a special Canadian coin. See link for the description of the coin giving on the Royal Canadian Mint's website www.mint.ca On the pamphlet that comes with the coin it correctly states that the locomotive can be seen at the Exporail Museum in St-Constant, QC

Update to last month's report: In late-August ex-CNR 4-6-0 #531 and CN caboose 79374 was moved from Barrie, Ontario for eventual furtherance to the Midhurst, Ontario Simcoe County Museum. It's currently sitting on newly installed trackage to the east of the old Gilford Station where it will be restored.
<http://www.barrieadvance.com:80/barrieadvance/article/114015>

For all of the latest news from the historical and preservation groups and railway museums in Canada, we invite you to visit the CRO MUSEUMS LIST on our website:
<http://www.canadianrailwayobservations.com/museums.htm>

SOUTH OF THE BORDER

The OHIO CENTRAL RAILROAD SYSTEM, a Coshocton-based owner-operator of several railroads in Ohio and Pennsylvania, announced in August they have executed an agreement to be acquired by the GENNESEE & WYOMING Inc. The price of the deal was \$219 million in cash, according to G&W, the short-line and regional freight railroad operator based in Greenwich, Conn. The Ohio Central Railroad has operated the 160-mile Panhandle Line, connecting Columbus to Mingo Junction, just south of Steubenville, passing through Newark, Frazeyburg and Coshocton. The 10 railroads in the system employ 180 people and operate about 540 miles of railroad daily to serve more than 80 customers. The steam locomotives are not included in the acquisition. They are expected to be moved to Sugar Creek, Ohio for storage. Besides steam engines the OHCR had one of the most interesting shortline rosters, including Alco's and MLW's. OHCR Roster:
<http://www.rpicturearchives.net/locoList.aspx?id=OHCR>

AMERICAN-ORIENT-EXPRESS (GrandLuxe Rail Journeys) is going out of business as of August 29th, 2008. The company announced internally Tuesday morning. Employees were called into a meeting by Tom Rader, chairman and owner of GrandLuxe, who told them the company would cease operations with the return of the train to Tacoma on Aug. 28. In a letter drafted to send to clients, Rader wrote: "We are financially unable to continue operations." Later in the letter, Rader said he was aware that consumers with booked trips will want their money refunded, but, he wrote, "At this time we just do not have many answers to your questions. I am personally deeply sorry that we have failed to provide your

trip." He urged those who paid by credit card to contact the card company for refunds. Evergreen, Colo.-based GrandLuxe, formerly known as American Orient Express, operated train journeys around the U.S. and Mexico. <http://cdnrail.railfan.net/AOE/aoe.htm> (Gordon Hall)

An MRL engineer reported that on August 8th, two former-CN HR412's (ex-CN 3585 and 3586) were on the BNSF's Sandpoint Turn (L-NWE8191-03) being delivered to Pend Oreille Valley Railroad at Sandpoint, ID. for interchange to the (POVA). In 2007 these were sold to Marquette Rail in Michigan, from Ottawa Valley Railway in 2007, and were never used and were still lettered the former name Railink. It is likely that these MLW-units will be stored there, and hopefully will not end up as the ex-CN HR412 in the following story.

On August 11th, 2008 Jim Guest took this image of LAKE STATES RAILWAY (former CN) HR412 698 in Alpena Yard, in Michigan. It's only a matter of time before the job is completed, and no. 698 will be gone forever. Part of the long hood of another fallen comrade already sits nearby. (Via Froth) <http://www.railpictures.net/viewphoto.php?id=246312&nseq=19>

Ed van Pelt caught CN C44-9W 2272 idling outside the GE plant in Erie, PA on July 21st waiting to be picked up by an eastbound NS train after completion of warranty repairs. At the time the photo was taken this NS work train with the 5816 was heading by going westbound.
<http://www.canadianrailwayobservations.com/2008/9/2272.jpg>

Last year RAILPOWER RPRX GG20B 5402 was involved in a front end collision while operating on BNSF. Attached is a post-accident photo of the unit. RPRX 5402 is currently at the RELCO repair shop in Albia, Iowa. She arrived there on a flat car in December 2007. <http://www.rpicturearchives.net/showPicture.aspx?id=906489>

RELCO information <http://www.relcolocomotives.com/about/albia.html>

OZARK MOUNTAIN RAILCAR has (ex-SOO) WISCONSIN CENTRAL GP30 715. The locomotive is depowered, but complete with cab, and could be a candidate for rebuild into a "GREEN" locomotive, parts source, or perhaps an historic static display, somewhere Stateside? <http://www.ozarkmountainrailcar.com>

The ALCO Century 630 – Transients Across the Border (By Deane Motis)

In 1966 the horsepower/reliability race between EMD, GE, and Alco was in full swing. EMD offered the SD40, GE the U28C and Alco offered the C-630. The UNION PACIFIC, ever power hungry sampled the offerings from the three builders: 10 C630's along with 10 U28C's and 40 SD40's. Five units (UP 2900-2904) arrived in May, 1966 followed by the remainder of the order in October of the same year. Before hitting home rails, UP 2903 and 2904 were dispatched to the Canadian Pacific for a two month demonstration tour that would eventually lead to a 10 unit C630M order and subsequent deliveries of the M630. *Note: (UP 2903 and 2904) also tested on CN in the summer of 1966 and this evaluation resulted in CN buying M630's from MLW.-Ed*

Early in their careers, the UP units were assigned to North Platte freight pool operating over the eastern portion of the system. Never popular or reliable, the UP later assigned the C630's to hump and pull down service at their massive Bailey Yard in North Platte, Nebraska.

Meanwhile in the final quarter of 1973, the ore hauler DULUTH MISSABE & IRON RANGE desperate for more power, ordered a fleet of SD38's from EMD. Delivery times were far into the future however and the DM&IR need power immediately. A deal was struck with the UP where title to the C630s would be transferred in November of 1973. The DM&IR renumbered the units 900-909 by simply dropping the number "2." The Missabe, realizing the shortcomings of the troublesome motors, assigned them to the ore docks at Duluth where they could be kept close to home at the Proctor shops.

After delivery of the EMD's, the Alco's became surplus and were subsequently stored. In April, 1976, the Centuries were transferred to another ore hauler, QUEBEC-CARTIER MINING. QCM renumbered the Alco's out of order: 900/33, 901/38, 902/35, 903/36, 904/37, 905/30, 907/34, 908/32 and 909/39.

The QCM retired the units gradually over time, except for the no. 34, which was held as a reserve unit at Mt. Wright, QC. As the new GE's began to arrive, even the 34 became surplus and was subsequently sold to Alco fan Ed Bowers. Transported back to the states, the unit was rebuilt and repainted to Union Pacific C630 2907 and now resides at the Arkansas Railway Museum.

Now, let's take a look at these transients... (All photos: E.D. Motis Collection)
<http://www.canadianrailwayobservations.com/2008/9/alco.htm>

D&H -The Bridge line: In July 1964 Don Haskel photographed a trio of new DELAWARE & HUDSON Alco C628's chugging along Penn Division trackage beneath the Erie-Lackawanna's famous Starucca Viaduct in Lanesboro, Pennsylvania. These handsome beasts were built in Schenectady, NY in 1964.
<http://www.railpictures.net/viewphoto.php?id=191750&nseq=63>

ERIE-LACKAWANNA Starucca Viaduct from the other side. (Also by Don Haskel) Here two U25B's running long hood first look more like helpers than lead power in this shot showing the first few arches of the 17 arch viaduct and the D&H trackage below the span. The 2501 was the flagship of the EL GE's and had its road name painted above the maroon band. Unfortunately it does not show up well in distant views.
<http://www.railpictures.net/viewphoto.php?id=190575&nseq=1>

Letters:
Hey Will!

Having spent the better part of July and the first part of August on vacation it was great to finally have some time to sit down at the computer and catch up on things, the highlight (in my humble opinion, of course) seeing my pic of LTEX 3803 in the August CRO newsletter. Also of great personal interest was Joe Zika's Mac Yard Report which featured not one, but three units that also happen to be in my RP.Net portfolio (including one that also happens to be in Judy's) <http://www.railpictures.net/viewphoto.php?id=206964>
<http://www.railpictures.net/viewphoto.php?id=244471> <http://www.railpictures.net/viewphoto.php?id=245403>
<http://www.railpictures.net/viewphoto.php?id=247842> also caught CN 4700 in Oakville Yard last October while the paint was still fresh. CN 7246 sparkled in the sun for us in Capreol fresh out of the NRE shops in July this year and (GMD GMD1u) 1423 which both Judy and I caught in Oakville Yard, which has replaced 1422 that was here (once again as last year) since March. While you're at it, please check out our latest shots on RP.Net from Sudbury and area (including shots of the VIA Budd car train to and from White River) and a couple of shots in the past couple of weeks from Campbellville/Guelph Junction by clicking on our names in the above pics. Please feel free to use any of these shots (indeed any of our shots, as always) in your newsletter if you

feel them to be relevant. Thanks once again for your fine efforts in promoting and documenting the Canadian railroading scene.

Best Regards,
Wayne & Judy Shaw
Oakville, ON

Hi Will,

A small correction to the August 2008 edition of CRO. Cape Breton and Central Nova Scotia (Leased HATX SD45-2's) 907 and 912 have not yet been scrapped. We thought that 907 and 912 were on their way for scrapping, but they ended up being taken back to Sydney. All four units (907, 910, 912, and 914) are currently in the yard at Stellarton, NS, awaiting disposal. Thanks for an excellent publication!

Charles V. Jeffrey
Stellarton, NS

Hi William,

I've heard, the other two SD45-2's (HATX 910 + 914) from the Cape Breton & Central Nova Scotia (CBCNS) are also gone. (*Not yet apparently Jan! -Ed*) The new Helm-SD40-2's are 7172, 7232, 7869 and 8151. In memoriam I'm sending you a picture I've taken of 907 and 912 at Port Hastings (NS) leaving the Canso Causeway between Nova Scotia and Cape Breton with a train to Port Hawkesbury in October 2006! If it is good enough you may show it at the CRO. <http://www.canadianrailwayobservations.com/2008/9/hatx1.jpg>

Many greetings from Hamburg (Germany),
Jan Poepleu

Hello Will,

I was looking through a box of my father's old stuff (railroad-related of course), and found some of his CP trip planner's and thought I'd share this one with you. On September 26th, 1982, CP train 904 Montreal Que-Newport VT. With all MLW Power: (hi-nosed RS18) 8777, 8738, (RS18u) 1804, 8780, and (C424) 4226 with caboose 434903. 88 loads, 25 Mty's, Ordered 11.00 -Off duty 18.10. Thought you might like to see the "good old days!"

Tim Mayhew
Nepean, ON

The Last Word: Video of CP Expressway train passing through Lisgard, Ontario's GO commuter Station. (via "Froth") <http://www.rail-videos.net/video/view.php?id=3245>

THANK YOU: Jean Alain, Steve Arnot, Jim Babcock, Karen Buckarma, Jason Bucknell , Rod Bushway, Guilio Capuano, Bruce Chapman, Marc Chouinard, Martin Cloutier, Neil Compton, Robby Cragg, Doug Cumings, Nathan Dahms, Herb Dixon, Mark Forseille, Larry Gliech, Sean Graham-White, Jim Guest, Gordon Hall, Don Haskell, Roman Hawryluk, Steve Host, Ron Hovorka, Don Huber, Frank Jolin, Matthew Keoughan, Gary Knapp. Craig Konopski, Ken Lanovich, Roman Litarchuk, Don McQueen's "Froth", Doug MacKenzie, Marc Malnekoff, Bruce Mercer, Bill Miller, Jody Moore, Paul Morgan, Deane Motis, Terry Muirhead, Glen Mounk, Jason Noe, Tim Organ, Dave Parker, Donna Peters, Walter Pfefferle, Claude Prutton, John Read "GR17f", [George Redmond](#), Earl Roberts, Bill Sanderson, Marc

Simpson, Trevor Sokolan, Cor van Steenis, Tim Stevens, Michael Taylor, Jean-Francois Turcotte, Wilco van Schoonhoven, Ed Van Pelt, Ron Visockis, David Young, Joe Zika, Branchline, BLHS, WCRA, the Canadian Trackside Guide, and others.

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

Submitting photos to CRO? We prefer if you upload your pictures to one of the many pictures hosting websites and then us send the link (Include Train #, date, location etc) to CRO at williamhbaird@gmail.com. If you are really unable to do this and can't put your pictures online, you of course can send them directly to us in jpeg, as long the size is not exceeding 1Mb. Operation costs are graciously covered by Marc Chouinard's servers.

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