

# CANADIAN RAILWAY OBSERVATIONS

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## CANADIAN RAILWAY OBSERVATIONS SEPTEMBER 2009



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

# CANADIAN NATIONAL

CN Locomotives retired since last issue: NIL (Last retirement was June 14<sup>th</sup>)

CN's newest SD70M-2's (numbered 8875-8914) are expected from EMCC–London over a six-month period between October 2009- March 2010. They are reported to be similar to the previous series.

CN Locomotives Stored Serviceable due to the economic downturn: (Unavailable)

On the morning of July 26<sup>th</sup>, CN C44-9W 2576 and SD75I 5796 (leading) had set a grain train off on the Mobile Sub and were heading back to Jackson, Mississippi, when they were involved in a crossing accident with a tanker trailer containing a form of explosive material. Note: The GE was leading on the return. The explosion blew out the cab windows and doors on 2576 and blew a large hole of the unit. The crew escaped with only minor injuries. The trailing unit 5796 only sustained minor damage.

Over the last month, CN removed all Ski Train markings from the recently acquired equipment, and has renumbered their new Ski Train (nee-Amtrak) F40PH's from 242, 283, and 289, to CN 104, 105 and 106. This number series was assigned to the F40PH's to follow the number series of their four IC and CN E9Au's 100-103. For now at least, they are still painted in the attractive D&RGW livery, as are the coaches. CN F40PH 105 was on the point of the Agawa Canyon Tour Train on July 27, 2009, and was photographed in Sault Ste. Marie, Ontario. The Agawa Canyon Tour Train was short with a total of four coaches, a lounge car, a diner and a parlour car and included CN F40PH 105 (ex-283); Coaches 5701, 5705, 5706, 5704, Lounge 5703, Diner 506, Parlour Club 5713, F40PH 106 (ex-289). Besides the road numbers of the 106, a small CN was also added right below the cab window, above the numbers. (Photo from Pierre Ozorak) <http://www.canadianrailwayobservations.com/2009/9/105.jpg>

CN Locomotives Sold:

In August, the following 34 units have been sold to ASDX, which is a scrap dealer called The Houston Group located in St. Lucie, Florida. They have purchased these retired units for stripping of all useable parts to resell and then scrapping the hulks in Alabama. Some of these retired units purchased had already been spray-painted JLCX at Woodcrest, but have since been relettered ASDX. These include: BCOL SD40-2's 750, 754, 762, and 765, CN SD50F's 5400, 5402, 5403, 5407, 5409, 5410, 5415, 5423, 5425, 5426, 5427, 5428, 5430, 5431, 5432, 5433, 5434, 5436, 5440, 5452, 5453, 5457, 5458, 5459, NBEC-CFMG SD40's 6903, 6906, 6907, 6908, 6909 and 6910. ASDX has directed all the units from the above list to be routed via CN to Mobile, AL, then CSXT to Georgiana, AL for interchange to the Three Notch Railroad for their eventual scrapping. CRO has learned that over the next few months ASDX will be purchasing another 32 retired CN units as well. As of August 21<sup>st</sup>, 750, 6903 and 6906 to 6910 were the first few showing to be interchanged from CSX to Three Notch RR (TNHR) in Alabama. ASDX (ex-CN) SD50F's 5403, 5415, 5431 (and GTW GP38-2 5827), are seen far from home in Mobile, Alabama on August 22<sup>nd</sup>. Todd Templeton photo (Froth). <http://www.canadianrailwayobservations.com/2009/9/5403.jpg>

Walter Pfefferle took these terrific CN images in early August showing CN #148 rolling through Ingersoll, Ontario with 116 cars, CN 2582 and 8816 lead CN Train #398 through Woodstock, and CN Train #301 at Paris, Ontario.

<http://railpast.host56.com/cn080209.htm>  
<http://railpast.host56.com/cn080109.htm>

On August 21<sup>st</sup> about 15 cars of CN train A43841-21 derailed along the Rainy subdivision of the CN main line at Ike, Minnesota (Mile 147 just south of Rainier), at approximately 14:30hrs Central Time. The incident affected CN trains running between Chicago, IL, and Winnipeg, MB.

CN Geometry Car 1501 is tied down in the controlled siding west of the diamonds at Durand, Michigan. The Budd car was going to head east the following day, towards Detroit and continue to points east. (R.W.T. Photo)

<http://www.railpictures.net/viewphoto.php?id=292897&nseq=50>

Gerry Miller sent us these three videos of CN action south of the border:

In August 2009 CN M-337 has a terrific consist with CN 5785, 2507, 5740, and IC 2462 at Dubuque IL.

<http://www.rail-videos.net/video/view.php?id=6580>

Also from August 2009, an extra east is seen with IC 2462, CN 5740 and IC 1021 at East Dubuque IL.

<http://www.rail-videos.net/video/view.php?id=6551>

GTW GP38-2 4905 exits the tunnel at East Dubuque, IL (From April, 2009).

<http://www.rail-videos.net/video/view.php?id=5452>

A rare all blue ex-Conrail liveried consist arrived on NS Train #931 via CP and interchanged to CN Taschereau Yard at Parsley on August 7<sup>th</sup>.

<http://www.railpictures.net/viewphoto.php?id=293462>

On July 26<sup>th</sup> W.D. Shaw photographed CN GMD1m 1423 in the early evening light in Oakville, Ontario. As the thunderstorms break up two of 557's four CN GP9RM's move into view with a rainbow in the background. <http://www.railpictures.net/viewphoto.php?id=291931>

Aivo Merimets sent the following CN shot he took of IC blue leading at Woodstock, Ontario on August 10<sup>th</sup>. The train was westbound G872, with grain loads for Limoilou, QC, and rolling e/b through Woodstock. <http://tinyurl.com/lmorv6>

On June 30<sup>th</sup>, W.D. Shaw clicked CN 106 at Washago, ON with a trio of Dash 9's including BC Rail 4650 leading on the Bala Sub. The trailing unit was CN C44-9W 2529.

<http://www.railpictures.net/viewphoto.php?id=292599>

### Joe Zika's MacMillan Yard report (August)

I'll start with a shot of LLPX 1513 which visited Mac yard on July 13<sup>th</sup>. It's a GP15-1 (ex-CNW 4413) that started from Freeport Illinois on June 22<sup>nd</sup> destined to the CPR at Sudbury, final destination was unavailable by the time managed to get into the system to trace it, Interchange delivered to CP July 18<sup>th</sup> at 1508. July 16th found BCOL 4615 in a storage line at Mac Yard, and painted in the latest CN website paint scheme, her storage time would be short lived however, as the newer GE ES44DC's would soon find themselves sidelined awaiting inspections of their turbochargers, most of the stored 8-40CM's and SD 60F's would also find their way back out onto the mainlines as well leaving mostly 645 powered

GP and SD 40W-2's stored at Mac Yard. July 17th, speaking of.....I found ES44DC's CN 2265 and 2286 at the shop, as well as GP38AC GEXR 3835 awaiting a trip to North bay on 451, recently transferred from the GEXR to the Ottawa Valley in North Bay to help out with their power crunch.

July 18th was the official start to what George affectionately called the "Babcock Caper", I loved that, it was so appropriate. That was supposed to be the day the first D-9R was to come off the GEXR to Toronto ahead of VIA No 84. So not having much planned, I figured I would drive down to Georgetown, Ontario just east of the junction switch and catch a shot or two of the move, it's a ideal place, 10 mph through the turnouts at Silver, up hill to the station, great location at the VIA station, Parking lot next to the tracks, relatively unobstructed view, not too busy, perfect. So i checked out my angles of view, sun location, etc. got comfy and waited and waited. Train 148 with CN 2685 and 2556 passed through Georgetown at 0818, not a bad start to the day. CN 8844 goes by at 0832 with the IC 1002 trailing, grab a shot or two, wait some more, then 277 goes by at 0900 with the CN 5669, wait some more, I start getting concerned as it's getting close to No 84's time, No GEXR, humm, something must be wrong, no emails before I left home cancelling the move, oh well, wait some more, 301 shows up with CN 5652 and BCOL 4602 at 1011 on the south track minutes before No 84 and don't you know it, goes into emergency, Kicker, The Railroad Gods are grinning again, 301 just recovers his air as No 84 with VIA 915 slowly creeps by at 1032 up to the platform on the north track as 301 starts to make his way out of town. 301 had a few interesting cars on his train, Articulated Hopper CN 398000 destined to Melville, SK. Viterra Inc is the consignee, CN 911 a CN / Transcaer Training car moving from London, ON to Fort Rouge, MB via Mac yard, 12 axle depressed centre flat KRL 300301 destined to Fort Rouge, MB to lift a transformer load destined to Westar Energy in Hutchinson, KS. as well as WSJR coaches WCXX 3218 and 3223 destined to West Coast Railway Assoc in Squamish, BC. On a side note, i made a trip by the VIA TMC at Mimico on Aug 8th and only the two FP9u units 6508, 6520 and one psgr car ( number unkown ) remain at the TMC. At 1149 384 showed up on the north track with CN 5625 and CN 2596 as VIA No 85 arrived Georgetown on the south track at 1154 with VIA 6424 and psgr cars 8140, 4122 and 4113 making up a classic looking train of Budd stainless steel equipment. That 384 had a interesting SP 65 foot mill gondola with a Southern Pacific Lines logo, haven't seen one of those for a long time! 1226 had another eastbound with CN 5630, 9427, 7255 and 7027, think it was 422, then at 1306 CN 8016 with 2563 rolled thru town, after going thru my photo's, i noticed the hogger on the 8016 was taking my picture as well on his cell phone as i was taking his, smile ! It was decided that it was time to get to work with the drive back home to Maple, grab my lunch and try to find out what happened to the Dimensional Load Train at work. Guess there was a communication mix up, CN didn't know the D-9R was coming so the move was stalled, try again on Sunday AM again ahead of the Passengers. Sunday, July 19th rolls around, after the long day yesterday, it was tough getting out of bed, but i figured I'll give it another try. Checked my email, nothing about any cancellations so off we went back to Georgetown. Typical quiet Sunday morning. 0927 No 84 with VIA 910 arrives Georgetown, dull overcast skies to start the day.

I have also included a photo of CN 1501 the Budd RDC test car quietly sneaks thru town testing the north, got me thinking, how did that email go about it's testing schedule, tomorrow on the Dundas and Chatham subs. As well, Train 394's IC 2698 grinding upgrade with IC 1001 and CN 5715 trailing. 1054, VIA No 85 arrives with the VIA 6424, same consist as yesterday. 1131, 338 goes by with CN 5559, 4710, 9427 and 2534.

<http://www.canadianrailwayobservations.com/2009/9/mac.htm>

So I stuck around until about 13:30, again no Dimensional Load train, so i call it a day and go back home to get my stuff for work. It appeared CN has decided that they only wanted to have that train run during the night, guess somebody forgot to ask for " Daylight Movement " only on the Dimensional Movement File, so next weekend it will have to be. On the way in at Mac Yard i find KRL 163200 and 163201, both on the same train, both consecutively numbered 16 axle depressed centre flats loaded with transformers moving from ABB in Varennes, QC to ABB ICM Luminant in Tolar, TX This year must be open season for Dimensional Load movements again. |July 20th finds a weary looking GP 40-2W CN 9601 basking in the sun, she'll sit there for a good week and a half or two awaiting the call to duty. In the yard i find sister articulated hopper car CN 399000 painted in a different variation of CN paint with Canpotex Ltd on one half, this car again, just like her sister 398000 is also running in fleetmanager service assigned to Viterra Inc. This one I've been trying to get a decent shot of her for a few years, what's the chances off seeing both within a few days of each other, yes i did buy a lottery ticket, but unfortunately, no i didn't win anything, (LOL-Joe)

Also of notable mention that i forgot to include in part 1: This one eluded me and Tim's camera, but Tim did catch LLPX 3000 at Mac Yard July 16th on it's way from Vale Inco Canada in Sudbury, Ont. via NRE Alco Capreol and destined to Paducah, KY. Friday, July 24th found SD 70M-2's NS 2652 and NS 2696 as trailing units on 372 hightailing out of Mac Yard destined for Montreal as Saturday, July 25th rolled around, I was awakend by some pretty good thunder and lightening in the morning, paused for a few moments and decided it wouldn't be worth driving all the way out to Georgetown again to see if i could catch a shot of that D-9R move in this weather, so i rolled over and went back to sleep, worst case scenario I'll make a quick drive to Snider on my break at work if the train did run. Well don't you know, the silly thing did run and guess what i found in the yard at Mac of all places here it wasn't supposed to end up minus the GEXR power of course, the first D-9R complete with a whole bunch of guys piled in the Van waiting on CN to get them to their final destination ! A bit more background info on these two D-9R dimensional moves, They moved from the Babcock & Wilcox Canada Facility in Galt, Ont. via the GEXR and CN to dock W52 at Toronto's ( Port Authority ) Harbour. Supposed to be routed via the Halton, York and Bala Sub according to the first set of dimensional messages. The D-9R's are comprised of two 505-ton steam generator vessels / boilers? Destined to Progress Energy Florida Inc.'s Crystal River Nuclear 3 Facility to be handled by MS Jumbo Spirit to Tampa Florida. Mississippi State Port Authority is the consignee for the van MAMX 42002, which by the way, started all of the commotion in the first place. Many thanks to Jon, George and Tim for the updates into the progress of both D-9R movements off the GEXR Guelph sub to MacMillan Yard.

July 27th found GP40-2W CN 9618 and 9-44CW BCOL 4646 sitting in the sun. July 31<sup>st</sup> found a short empty four-axle depressed centre flat QTTX 130528 in the yard. Aug 7th found another empty eight-axle flat, KRL 50802 at Mac yard. Saturday Aug 8th had me make a quick trip to downtown Toronto to see if the JUMBO SPIRIT had arrived to start loading the first D-9R, not yet, so i made a detour by VIA's Toronto Maintenance Facility in Mimico to check on the status of the Waterloo - St Jacob's FP-9's 6508 and 6520, both were still there along with one remaining passenger car, all tucked in behind a couple of stored VIA RDC's, i did manage to get some decent roof shots of No 697/698's power laying over at the TMC as the train doesn't run on saturdays, GP 38-2 ON 1808 and APU - Auxiliary Power Car or ( Electric Generator Unit ) ON 202 which once upon a time started out as Milwaukee Road F-7B 114B, looks more like a F3B nowadays. Well, i got some word that the 2nd D-9R was to move on Sunday, so Aug 9th had me out at Georgetown again,

determined to get a shot or two for the records of these moves, got there early, overcast, hot and humid, not exactly ideal weather for photography, but then again we take what we can get. As i arrived a westbound was already pulled down to Trafalger road west of Silver waiting on a eastbound lead by CN 8815 at 0735. At 0810 the blasts of a horn for a crossing echoes under the clouds, 0815, lo and behold, GP 9 RLK 4001 is leading GP 38-2 LLPX 2236 and the 2nd D-9R on flats QTTX 131107 and 131126 seperated by 5 gondolas full of gravel as idler cars for weight distribution over bridges. A few quick shots at the station at Georgetown and off it was to try and catch the train going through the Mount Pleasant GO Station, no such luck as they say, as they were already slowing for the platform fence restrictions and i was nowhere near in position to take any shots without getting run over, a quick glance to the right spotted another overpass, at that point i had to wing it, as i had no clue how to weave through the new subdivisions, but eventually i managed to find the Williams Parkway overpass, parked and in position at the last second to grab a few shots, Mission accomplished, never mind that it took a couple of weeks, lol. Anyway, seeing as i wouldn't be able to chase the train through Brampton in traffic and i was already out this way, i figured i'd return back to Georgetown for a few more train pictures, the weather was slowly deteriorating, At 0914 9-44CW CN 2521 went by leading a westbound on the south track, 0929 had VIA No 84 arrive behind F40PH-2 VIA 6421, then by about 0945 all hell was starting to break loose weather wise, the black clouds rolled in, Lightning, thunder, high winds, I figured i'll stay put at the station under cover while my truck got a good wash at the far end of the parking lot, when at 1031 SD 70M CN 8006 with SD 70 IC 1012 comes rolling through town in the thick of things, No sooner than it arrived, the storm blew over and all that was left was the odd siren from a emergency vehicles here and there. 1101 brought No 85 with VIA 6448 and three cars, 1114 had another eastbound lead by SD 75I CN 5761,with 2425, 5771 and 5782 trailing, with that i called it a day and headed back home to get ready for work as the weather didn't show any signs of improvement. At Mac Yard on the way in however, the clouds broke a bit and i did find SW-8 NREX 412 at the shops, she actually arrived the day before on the 8th but was tucked away on the shop arrival tracks amongst the road units. She's waybilled from NRE-Alco Locomotive in Capreol, Ontario to Arcelor Mittal Dofasco in Hamilton, Ont. fresh from an upgrade and repaint. She briefly disappeared from view by Aug 9th, she needed a mandatory axle/traction motor assembly change out due to a failed bearing, she reappeared on the outbound shop tracks by the 16th, and was still there at last check on Aug 17th. Aug 10th had SD 40U CN 6012 in town. Aug 12th i made a trip down to the docks to get a shot of MS JUMBO SPIRIT, hopefully loading those D-9R's, but looks like that happened on the 11th, as only a span rigger was left on the dock to be loaded, all the flats were already empty and waiting to be marshalled up for their move to Tampa, Florida to meet the JUMBO SPIRIT to be reloaded with the same D-9R's and moved to their final destination. Aug 17th found GP 38-2 GT 5853 still in blue paint at Mac Yard, she started out as CRI&P - Rock Island 4371. - Joe-

<http://www.canadianrailwayobservations.com/2009/9/mac2.htm>

At Dorval, QC on August 19th, Nicolas Houde photographed this e/b CN freight with five varieies of locomotive: [http://www.railfanqc.com/cn\\_1419.jpg](http://www.railfanqc.com/cn_1419.jpg) [http://www.railfanqc.com/cn\\_4102.jpg](http://www.railfanqc.com/cn_4102.jpg)

August 22nd, Roman Litarchuck caught CN train #347 a Chappell Jct, SK with CN 5614 and NRE Genset, NREX 2008 <http://tinyurl.com/NREX2008>

On August 22nd, CN Train M 35451-21 departed Ruby Creek, BC with a nice consist : CN 8836, BCOL 4649, CN 2309, and IC 1003.

## CN Vignettes:

Streamlined CNR 4-8-4 #6402 was doing the honours on Toronto-Hamilton commuter train #79, seen here Oakville Ontario on 06-04-1959. A far cry from the expresses it was built for, but at least it was still in steam. A couple of weeks earlier it was in Stratford MP shop for minor throttle repair, as condemned steamers were being scrapped all around her. (James A. Brown photo) <http://www.canadianrailwayobservations.com/2009/9/6402bw.jpg>

Fred Oltmann photographed these amazing CNR diesels back in June 1959. The first shows (passenger liveried) CNR 6773 FPA-4 coasting through the station at Dundas, Ontario. The second image shows a (freight liveried) CNR C-Liner (CFA16-4) 9314 hauling a freight through the same location.

<http://www.railpictures.net/viewphoto.php?id=293204&nseq=34>

<http://www.railpictures.net/viewphoto.php?id=293034&nseq=88>

Nice Shots! On June 3<sup>rd</sup>, 1983 Aleks Stefanovic photographed CN 392 passing by Brant Jct at 08:04 with CN C630M 2042, M636 2339 –and HR616 2113, 105 cars with CN van 79732. The lead unit 2042 was the 2nd to last C630M in CN's roster built in 1968 while the 2339 built in 1971 was the last M636 on CN's roster. Check out those ATSF 57-foot reefers!

<http://www.railpictures.net/viewphoto.php?id=294009&nseq=44>

CN 392 again at Brantford, Ontario in 1983 with SD40 and Big M's!

<http://www.railpictures.net/viewphoto.php?id=293831&nseq=43>

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

### BC Rail Class unit: Dash 8-40CM #4601:

With the arrival of #4601 in April 1990 it was BC RAIL's largest one time order of locomotives. BC Rail initially took delivery of twenty-two of this GE cowl unit. This wouldn't be the company's first GE locomotives. Back in 1948 to 1950 while named the Pacific Great Eastern, the PGE bought one 65-tonner, and six 70- tonner locomotives.

The Dash 8-40CM units would be equipped with universal Locotrol II to run as lead or a remote unit. Also these Dash 8's would have the distinction of being the only BC Rail locos to be delivered in this paint scheme, Upon delivery of these units on the BC Rail, this ended the era for the railway's Big Alco fleet. All 29 remaining C-630M, M-630, and M-630W's were traded in for this order to GE. Most of the Big Alco's went to Mexico, and some were scrapped. Only the former BCR #705 remains active as the DL 3000 today. BC Rail never started their class units with a double zero at the end. They preferred to start at 01. Why 4601 for a number?

I was told by a BC Rail Locomotive Foreman the 4 stood for the 4000 HP, 6 was for the axles, and 01 the first unit.

<http://www.canadianrailwayobservations.com/2009/9/4601-1.jpg>

<http://www.canadianrailwayobservations.com/2009/9/4601-2.jpg>

In 1996, BC Rail started an upgrade program on their Dash 8's. All units would be upgraded to 4400 HP. The photo taken by Claude Prutton in 1990 shows the 4601 as delivered. Notable changes easily seen to these units after delivery would be the front door window, the horn was moved back to the middle area of the roof from above the bell, a larger radiator

would be added to the back of the roof, and one of the air intakes was covered up on each side (located just over the round side window 2/3 back from the front).

<http://www.canadianrailwayobservations.com/2009/9/4601-3.jpg>

<http://www.canadianrailwayobservations.com/2009/9/4601-4.jpg>

BC Rail would later take delivery of four more Dash 8's in 1993 for a total of twenty-six. All twenty-six units remain on CN's roster today. Only the CN and QNS&L were the other buyers of this uniquely Canadian model

# CANADIAN PACIFIC

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

CP Locomotives Stored Serviceable due to the economic downturn:

Total units as of August 1<sup>st</sup>, 2009: 328 locomotives

106 - GE's, 61 - SD9043MAC's, 36 - SOO SD60's, 61 -SD40-2's, and 64- GP7u's, GP9u's, GP38-2's, and slugs.

Mark Forseille caught the following CP stored power at Port Coquitlam, BC on July 4<sup>th</sup>, 2009  
CP 8204, 1244, 1583, 1237, 1239, 1620, 1580, 1582, 1685, 3005, 3010 and 3001

<http://www.canadianrailwayobservations.com/2009/9/stored.htm>

Regarding the 21 ex-CP units in Toronto sold to RB Recycling (Lachine, QC), we have an update: 12 are stored at St-Luc Yard (SD40-2's 5604, 5609, 5625, 5657, 5674, 5711, 5724, 5754, 5762, 5770, 5801, and 5836), all are missing their number boards. In mid-July and early August nine others arrived at CADRAIL (RB Recycling) for Scrap: SD40-2's 5585, 5629, 5641, 5662, 5802, 5806, 5811, 5814, and 5822.

The following retired units were sold to Rail and Motor International (RIMX), will be salvaged for parts in Fort Gary, (at a scrap salvage yard on the CN in Winnipeg), and are all going to be scrapped at General Scrappers which is on the CP in North Transcona, (Winnipeg, MB). A total of 13 units were sold in May, nine units were sold in June, and 11 more were sold in July.

A tally of the units: CP 1151, (ex-SW9R 7400 hump controller), GP7u's 1504 and 1506, GP9u's 1524, 1537, 1551, 1556, 1558, 1561, 1584, 1586, 1593, 1613, 1693, SD40-2's 5392, 5398, 5419, 5496, 5640, 5666, 5679, 5688, 5701, 5707, 5712, 5716, 5753, 5829, SW1200RS 8131, SOO GP9 4201, 4202, 4203, and 4204. However it has been determined that SW1200RS 8131 is in too poor a condition to leave Calgary and may be substituted.

On August 6<sup>th</sup>, Engineer Tom Felchle survived one of a locomotive engineer's worst nightmares. This BLET member with 31 years of experience was the engineer on an eastbound CP freight when it collided with an empty crude oil tanker truck five miles west of Bowbells, N.D. The accident happened at approximately 12:10 p.m. on the CP's Portal Subdivision. After placing the train's brakes into emergency, Brother Felchle and his conductor dropped to the floor of the locomotive and used their jackets to cover their heads prior to the collision. The empty tanker truck, which was traveling southbound over a Burke

County railroad grade crossing, exploded on impact with the lead locomotive. The tanker truck was shoved eastward for some distance down the track before the emergency brakes stopped the train. The explosion melted plastic bags on the back wall of the lead locomotive cab and caused a fire that scorched paint on the side of the locomotive consist and trailing cars. The Bowbells Rural Fire Department soon extinguished the fire from the demolished and burning truck tanker. Miraculously, the tanker truck driver also survived the fiery collision. He was initially treated at the scene by CP Rail Maintenance of Way employees, who happened to be working in the area of the accident. The site was cleared by August 22nd.

On July 22<sup>nd</sup>, the 2nd unit on a CP southbound out of South Edmonton Yard caught fire. The train was stopped along side a city street, and the local fire department responded. The unit number appears to be AC4400CW 9712. The locomotive was returned to Calgary Alyth Yard for evaluation.

<http://www.edmontonjournal.com/news/Locomotive+fire+south+Edmonton/1816591/story.html>

Sometime after September 2009, CP Trains 112, 113, 114,115 and all the unit grain trains are to be DPU equipped on the Belleville Sub. Ideal for long trains (DPU) Distributed Power Units are placed on the tail end (or 2/3<sup>rd</sup> back in the consist), and act as one unit controlled from the head end. These trains have been very successful on both CP and CN.

CPR FP9A 4107, which has not been seen in action on the Royal Canadian Pacific since a Calgary-Vancouver charter on June 19<sup>th</sup> 2009, has been undergoing repairs at Alyth Diesel Shop in Calgary, and was, according to a reliable source, used as the point locomotive on the Keith Road Switcher for 3 days this past week getting "broken in" following repairs. On July 24<sup>th</sup> it was at the west end of the Alyth Yard (near 12th Street Tower), idling on a diesel track. Note how the front yellow reflective tape strip has already come off (above front truck spring). <http://www.canadianrailwayobservations.com/2009/9/alyth.jpg>

On August 1<sup>st</sup>, Cor Van Steenis caught the Royal Canadian Pacific on the Aldersyde Subdivision north of Lethbridge on the first day of a 5 day Rockies excursion. I believe that the picture at Carmangay may be rare on two counts: It is rare that GP38-2 3084 has been seen in the motive power lash-up on the RCP in the company of both FP9A units (4106 & 4107), and the first image of the Royal Canadian Pacific on the Carmangay bridge (at least I have never seen another, published or on the web). It took the train 4 1/2 hours to travel the 89 miles from Calgary to Carmangay as the track speed on the Aldersyde Subdivision is 25 mph and it had to wait for a northbound freight, CP 9750 NORTH, for a meet at Vulcan; the images are therefore taken in the late evening light, about an hour before sunset at Carmangay and 20 minutes before sunset at Nobleford. Cor suffered to get these images. It was 30 degrees in the shade and, as you can see, there is no shade; I estimate it was 40 degrees in the sun. Walking through the prairie grass to get to the Carmangay bridge raised clouds of mosquitoes; it was even worse along the track at the Barons elevator. Thanks to Tim Stevens who was so kind as to find out the RCP Calgary departure time for Cor <http://www.canadianrailwayobservations.com/2009/9/rcp.htm>

CPR Train 11B continued its journey, from Golden to Lake Louise yesterday (03 Aug 2009). With three CP units in the Tuscan and grey livery, the train looks magnificent as it climbs the grade from the old station at Hector, B.C., to the Great Divide.

<http://www.canadianrailwayobservations.com/2009/9/57.htm>

Kevin Andrusia took these great shots of CP FP9A 4106 on the move.

<http://www.railpictures.net/viewphoto.php?id=293398&nseq=36>

<http://www.railpictures.net/viewphoto.php?id=293393&nseq=41>

<http://www.youtube.com/watch?v=qyF4yEzIjU>

Mark Forseille caught this nice lash up with freshly shopped CP GP38-2 4525. Built by EMD as Southern GP38 #2773 (11/1969), renumbered to NS #2773. Sold to National Railway Equipment and renumbered to NREX #2773. Acquired by CP through a trade in 2005, and repainted and renumbered to CP 4525. Does anyone know what that white rectangular sticker is under the CP on the nose of the 4525?

<http://www.canadianrailwayobservations.com/2009/9/4525.jpg>

To date the only GE retired by Canadian Pacific has been AC4400CW 8644. This photo by Roman Litarchuk shows its current condition stripped of parts at Ogden. It has been over two years since this AC4400CW was wrecked beyond repair. CP SD90MAC 9108 is in the background. <http://tinyurl.com/mez4c7>

Aivo Merimets sent the following CP shots that he took all within one hour trackside on July 31<sup>st</sup>:

Train #: 424 with 9017, 6615, 9002, 8248 on the Coakley Siding, Galt Sub:

<http://www.railpictures.net/viewphoto.php?id=292727&nseq=0>

Train #: Unknown with 5999, 5972, 5993 at Coakley Siding, on the Galt Sub:

<http://cp9524.rpicturearchives.net/showPicture.aspx?id=1697762>

The Loram Grinder deadheading from London to Toronto, as it is seen passing through Coakley Siding: <http://cp9524.rpicturearchives.net/showPicture.aspx?id=1697759>

The Zorra Turn after having done work in Woodstock on July 29<sup>th</sup>, had scale test cars on the end as it was heading back to London at Location: Mile 92.2 Galt Sub.

<http://cp9524.rpicturearchives.net/showPicture.aspx?id=1697763>

<http://cp9524.rpicturearchives.net/showPicture.aspx?id=1697764>

<http://cp9524.rpicturearchives.net/showPicture.aspx?id=1697753>

August 16<sup>th</sup> was a hot, humid, do-nothing kind of day at the lake for the most part. Around 17:50 hours John Soehner headed over to Bolingbroke Station to see if the signals were lit up. An westward arrived about minutes later, #235 with 8752 & 5918 on a long drag manifest. On two bulkhead cars an interesting piece of equipment with numerous roller wheels. <http://www.canadianrailwayobservations.com/2009/9/cp.htm>

Motive Power at CP St-Luc Yard in Montreal, QC on August 21, 2009:

CP AC4400CW's in storage or for other reasons (repairs):

CP 8554 Arr. Montreal, Qc March 23

CP 8557 Arr. Montreal, Qc March 30

CP 8560 Arr. Montreal, Qc March 21

CP 8562 Arr. Montreal, Qc April 1

CP 8566 Arr. Montreal, Qc March 21

CP 8567 Arr. Montreal, Qc March 29

CP 8578 Arr. Montreal, Qc March 29

CP 8700 Arr. Montreal, Qc July 17

CP 8710 Arr. Montreal, Qc June 5

CP 8723 Arr. Montreal, Qc July 8

CP 8727 Arr. Montreal,Qc May 23  
CP 8735 Arr. Montreal,Qc June 10  
CP 8736 Arr. Montreal,Qc May 23  
CP 8737 Arr. Montreal,Qc May 13  
CP 8738 Arr. Montreal,Qc April 29  
CP 8747 Arr. Montreal,Qc April 21  
CP 8756 Arr. Montreal,Qc June 28  
CP 9528 Arr. Montreal,Qc July 19  
CP 9531 Arr. Montreal,Qc April 13  
CP 9532 Arr. Montreal,Qc April 4  
CP 9533 Arr. Montreal,Qc April 7  
CP 9534 Arr. Montreal,Qc April 5  
CP 9535 Arr. Montreal,Qc April 10  
CP 9542 Arr. Montreal,Qc April 11  
CP 9544 Arr. Montreal,Qc April 3  
CP 9548 Arr. Montreal,Qc April 13  
CP 9551 Arr. Montreal,Qc April 19  
CP 9555 Arr. Montreal,Qc April 19  
CP 9557 Arr. Montreal,Qc April 6  
CP 9558 Arr. Montreal,Qc April 14  
CP 9563 Arr. Montreal,Qc April 10  
CP 9566 Arr. Montreal,Qc April 10  
CP 9568 Arr. Montreal,Qc April 19  
CP 9569 Arr. Montreal,Qc April 15  
CP 9570 Arr. Montreal,Qc April 19  
CP 9571 Arr. Montreal,Qc April 18  
CP 9572 Arr. Montreal,Qc April 10  
CP 9574 Arr. Montreal,Qc April 16  
CP 9575 Arr. Montreal,Qc April 19  
CP 9576 Arr. Montreal,Qc April 15  
CP 9577 Arr. Montreal,Qc April 5  
CP 9578 Arr. Montreal,Qc April 19  
CP 9579 Arr. Montreal,Qc April 4  
CP 9580 Arr. Montreal,Qc April 19  
CP 9581 Arr. Montreal,Qc April 20  
CP 9582 Arr. Montreal,Qc April 12  
CP 9635 Arr. Montreal,Qc July 28  
CP 9650 Arr. Montreal,Qc March 18  
CP 9653 Arr. Montreal,Qc March 14  
CP 9664 Arr. Montreal,Qc July 30  
CP 9667 Arr. Montreal,Qc April 15  
CP 9678 Arr. Montreal,Qc March 21  
CP 9716 Arr. Lasalle,Qc July 8  
CP 9717 Arr. Montreal,Qc March 21  
CP 9718 Arr. Montreal,Qc April 1  
CP 9719 Arr. Montreal,Qc April 4  
CP 9720 Arr. Montreal,Qc April 8  
CP 9721 Arr. Montreal,Qc March 31  
CP 9722 Arr. Montreal,Qc April 3  
CP 9726 Arr. Montreal,Qc March 24  
CP 9729 Arr. Montreal,Qc April 3  
CP 9730 Arr. Montreal,Qc April 11  
CP 9737 Arr. Montreal,Qc April 3  
CP 9740 Arr. Montreal,Qc April 3  
CP 9803 Arr. Montreal,Qc July 23  
CP 9808 Arr. Montreal,Qc April 4  
CP 9821 Arr. Montreal,Qc April 3  
CP 9823 Arr. Montreal,Qc April 1

### Other units in Montreal yard on August 21:

CP 3111 Arr. Montreal,Qc August 17  
CP 5746 Arr. Montreal,Qc August 20  
CP 5966 Arr. Montreal,Qc March 5  
CP 5932 Arr. Montreal,Qc August 21 at 09:59am  
CP 5918 Arr. Montreal,Qc August 21 at 09:59am  
CP 5940 Arr. Montreal,Qc February 13  
CP 6041 Arr. Montreal,Qc August 20  
CP 6076 Arr. Montreal,Qc February 25  
CP 8618 Arr. Montreal,Qc August 4  
CP 8709 Arr. Montreal,Qc August 20  
CP 8715 Arr. Montreal,Qc August 20  
CP 9501 Arr. Montreal,Qc August 10  
CP 9541 Arr. Montreal,Qc August 1  
CP 9564 Arr. Montreal,Qc August 5  
CP 9583 Arr. Montreal,Qc August 3  
CP 9589 Arr. Montreal,Qc August 17  
CP 9590 Arr. Montreal,Qc August 8  
CP 9600 Arr. Montreal,Qc August 9  
CP 9646 Arr. Montreal,Qc August 8  
CP 9647 Arr. Montreal,Qc July 30  
CP 9648 Arr. Montreal,Qc August 4  
CP 9708 Arr. Montreal,Qc August 16  
CP 9804 Arr. Montreal,Qc August 19\*  
CP 8878 Arr. Rouses Point,NY August 21 at 19:22pm  
CP 9599 Arr. Rouses Point,NY August 21 at 19:22pm

As well, several ex-CP SD40-2 units were seen in a dead line-up for movement for scrapping at CADRAIL including CP 5801 and 5836. Coupled to them were two stored lease units: CEFX 2792(Yellow) & 3007(Green). CP Yard power in St-Luc included 1509, 1547, 1577, 1608, 1612, 1626, 1688, 1690 and 8249. (Luc Lanthier).

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

This month I have included a video clip of a longer than usual CP - TEC (Track Evaluation) train, taken on August 18<sup>th</sup>. "TEC-17" was a double header train movement which I caught at mile 13 on the Kaministiquia Sub with CP GP9u's 8205 and\ 8217 for power and the two TEC train consists in tow... # 63 and # 64. The 8205 and # 64 train went east (currently testing on the Galt Sub), and the 8217 and # 63 train went back west testing on the Kam/Ignace/Keewatin Sub's.... after getting split-up at the Lakehead. My "Handle" is now CP5499.... one of the regular SD40M-2's assigned to Thunder Bay yard service (at least up until the past month or so). <http://www.youtube.com/watch?v=XSZDYGly1Ds>

In late-May during my Midwestern US fan trip, I caught a pair of SD40-2's powering CP train 292 down the Detroit Lakes Subdivision. Of note was the 2nd unit, CP 5911, is only one of two CP RAIL SD40-2's, that still sports the full-sized "pacman" (Multi-mark logo) on the long hood. The other unit is CP RAIL SD40-2 5863. - CK  
<http://www.canadianrailwayobservations.com/2009/9/lh.htm>

### Making the most of Muskoka: (CN-CP chasing by Colin Tytler)

July 18<sup>th</sup>, 2009 being my 17th birthday, I wanted to do something I hadn't done before. With trains 451/450 being on more than odd times lately, with 451 going up in the early morning, I decided a "chase" was in order. Woke up at 06:30 to the sound of an OCS clearance ... e

was at Washago, giving us about a half an hour to get ready. Quickly bolt out the door trying to make up for some lost time, we make it to mile 140 just south of the siding at Martins to catch him for the first time at 07:21.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18061.jpg>

Knowing he had 2 cars to set off at Huntsville, we beat him to the yard. As we pulled up to the yard we noticed a deer on the side of the road, and was able to pull right up beside her!

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18069.jpg>

Shortly after arriving, the power and 2 cars came around the corner to set off in track HB61.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18080.jpg>

As we pace him out Huntsville, a quick call to Desk-B to give an ETA to North Bay, won't be long to Novar. Notice the empty tie gon parked in the back track, as part of a tie-pick up program.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18089.jpg>

A few miles North of Novar, train A45131 18 is seen charging through the former location of Scotia. At one point, there was a wye that connected to the Parry Sound and Armprior railway wich ran westwards to Parry Sound. The Newmarket sub also had a leg to proceed eastwards on the PS&A.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18096.jpg>

Almost 45 minutes later we'd catch up with 451 at Sundridge, a few miles south of South River. Seen here, 8801 and 5608 pulling through and leaving town.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18101.jpg>

10 Minutes North of Sundridge will put you right in South River, where a quick right turn brings you right up to the station, this mornings silence is about to be interrupted by the sweet sound of 2 EMD's under load. 2 more Tie gons can be seen in the back-track.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18118.jpg>

The station in South River has recently been restored in the station section anyway, with the freight shed under renovation. The station lobby hosts a small museum of South River and North Bay's rich railway history.

A quick view of Siding North Switch Ardbeg, wich has been removed from service with the frog at the north end removed, not sure about the south, but access to the wye is still possible if the frog is still in.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18137.jpg>

After getting into Parry Sound around noon, and sitting around in the bay watching boats come in and out, we decide to head down to see what CP had sitting in the yard at MacTier, but before we arrived, CP 9673 North with 221's freight gave a track release, hot on the move out of MacTier. Quick turn-around and cut him off twice before reaching mile 5.

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18153.jpg>

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18158.jpg>

<http://i284.photobucket.com/albums/II39/MuskokaMoFo/July%2018th%202009/DSC18159.jpg>

Next Northbound was a CN 107 at Quaker (100+ miles south), and the next Southbound was still on the CP, or a CN 112 at Stackpool. Time to head in for the night, once traffic picks up again I will certainly take the drive again to shoot some trains at Ardbeg/Waubamik. – Colin

### **STLH Livery Trace: as of August 5<sup>th</sup>, 2009 (by Luc Lanthier)**

STLH SD40-2 5560 Arr. Toronto Yard, ON August 3

STLH SD40-2 5593 (Currently Assigned to Moose Jaw, SK) but on Aug 9<sup>th</sup> was on DM&E in Minneapolis, MN)

STLH SD40-2 5615 Arr. South Edmonton, AB August 5

STLH SD40-2 5651 Arr. Walkerville Jct, ON August 5

STLH GP38-2 7306 Dep. Whitehall, NY July 28

STLH GP38-2 7308 Arr. Saratoga Springs, NY August 5

STLH GP9u 8225 Arr. Toronto Yard, ON April 25 (Stored)

STLH GP9u 8245 Arr. Toronto Yard, ON April 15 (Stored)

Note: (GP9u 1625 is not in the CP tracing system, but is currently located in Coquitlam, BC).

### **STLH Livery Trace: as of August 20<sup>th</sup>, 2009**

STLH SD40-2 5560 Dep. Montreal, QC August 20 at 19:35pm (Assigned to Expressway train)

STLH SD40-2 5593 Dep. Milwaukee, WI August 20 at 18:49pm (still on the DM&E)

STLH SD40-2 5615 Arr. South Edmonton, AB August 19

STLH SD40-2 5651 Arr. Toronto Yard, ON August 13.

It's not often that we see shots of westbound trains on Morant's Curve. However, on June 5<sup>th</sup>, 2008, Bill Sanderson caught CP westbound Train 101 leaning into Morant's Curve at Mile 113.0 of the Laggan Subdivision, about three miles east of Lake Louise, Alberta. The 91-platform freight, powered on this occasion by ES44AC #8846 and AC4400CW #9570, carries high-priority intermodal and automotive traffic between Toronto and Port Coquitlam, B.C. Now begins a 10-mile climb up the eastern slope of the Continental Divide to Stephen (Mile 123.1). Then it's a controlled descent for the next 13.5 miles through the spiral tunnels to the division point of Field, B.C. at Mile 136.6.

<http://www.canadianrailwayobservations.com/2009/9/8846.jpg>

Here is one of Bill's shots of a more common eastbound at Morant's Curve. On June 12, 1998, Vancouver-Calgary daily manifest freight #992 came along at just about the right time of day to get the sun on both sides of the train. AC4400CW's #9661 and #9503 are powering 97 cars. The mountain backdrop is composed of, from left to right, Mount Lefroy, Mount Aberdeen, Saddle Mountain, Fairview Mountain, Mount Whyte and Mount Niblock.

<http://www.canadianrailwayobservations.com/2009/9/2.jpg>

Tuscan Red and Grey FP9Au's, a matching GP38-2 and the CPR's smoothside Royal Canadian Pacific luxury passenger train are videoed by Kevin Andrusia over the scenic CP MacLeod, Aldersyde, Crowsnest and Cranbrook Subdivisions on July 31st, 2009.

<http://www.rail-videos.net/video/view.php?id=6691>

### **CP Vignettes:**

D'Arcy Furlonger submitted this fine black and white photo from his collection. It shows CPR FA1 4015 in the early 1950's on the Heron Bay Sub. The second photo (Jim Brown's) shows the same CPR FA1 4015, some 15 years later, roaring eastbound near Cherrywood, Ontario on the Belleville Sub with train 904.

<http://www.canadianrailwayobservations.com/2009/9/4015.htm>

John Leeming was fortunate to catch CP RAIL SD40 5541 at the Alyth Shop on May 21<sup>st</sup>, 1975. It hadn't been long out of the paint shop in this photo! John also caught the same unit earlier in CPR paint at Coquitlam, BC back in October 1972. Bill Miller informed us that CPR 5541 was the last SD40 to wear the (Tuscan Red and grey) CPR Script livery.

<http://www.canadianrailwayobservations.com/2009/9/5541.htm>

The CN-CP interchange at Dorval Station was an interesting but albeit short section of track between the two mainlines. It was used during the CPR-CNR "Pool train" era (1933-1965), when some CN Toronto-Montreal passenger trains used CP Windsor Station, and since then was realigned somewhat in the 1990's and had only used sporadically, in times of special movements or detours. This interchange is simply called "CN-CP" by the CN (just right of the nose of the CP unit). When a CP derailment occurred at Dalhousie Mills, QC in November 1997, CP had to run some freights over CN's Kingston Sub. Tim Mayhew recorded the detour as an eastbound CP freight with SD40-2's 5855 & 6046 crosses over at Dorval (on CN track) and back home to the CP mainline (the Vaudreuil Sub), and continues enroute to CP's St-Luc Yard. <http://www.canadianrailwayobservations.com/2009/9/tim.jpg>

**UPDATE:** During July 2009, the CP-CN interchange shown above was removed and is now being installed at MP 6.12 on CP (between Valois and Cedar Park Stations) and 12.05 on CN. A "Slow Order" has been valid since August 24th on both lines. The new interchange should be finished by September 1st. <http://www.canadianrailwayobservations.com/2009/9/interchange.htm>

CRO is now seeking your older photos of CP or CN trains on the Dorval CP-CN Interchange for a future article.

## VIA RAIL – Passenger and Commuter

(By Terry Muirhead and William Baird)

### VIA Rail:

On August 21<sup>st</sup>, Guy Pascal Arcouette caught VIA 6457 fresh from CADRAIL- Lachine, QC testing on the CN Montreal Sub and is seen here passing through St-Henri, QC enroute to VIA - MMC. Not counting the prototype #6400, this is the third "extended hood" VIA F40PH-2d (6402, 6452, 6457) that has been released from CAD Railway Industries. (Several views and video) <http://www.canadianrailwayobservations.com/2009/9/6457.htm>  
<http://www.youtube.com/watch?v=ltSdT-s8AYU>

Next units to go out are 6443, 6454 & 6417. Also at CAD pending to be rebuilt are 6433, 6436, 6437 & 6444. Track down the VIA F40 status using Marc's website at: [http://www.myrailfan.com/tables/list\\_F40.aspx](http://www.myrailfan.com/tables/list_F40.aspx)

On August 16th, the locomotive on VIA Train #46 (Toronto - Ottawa) caught fire and made an emergency stop in a field near Richmond, Ontario (southwest of Ottawa). Passenger were evacuated and had to walk 2-km down the CN right-of-way to reach buses. The engine was VIA P42DC #902 and the cause appears to be electrical, with around \$800,000 damage according to an unofficial source. VIA P42DC #915 was called upon to rescue and haul the train to Ottawa. The locomotive with fire damage was photographed in the Ottawa Station the next day was moved to Montreal VIA MMC for evaluation. VIA #902 was the only unit with a blue line along the bottom on both sides. This picture was taken by Charles Gendron the day after the incident and the day before it was moved to Montreal. <http://www.canadianrailwayobservations.com/2009/9/902.jpg>

On August 8<sup>th</sup>, Scott Haskill caught VIA 185 in Sudbury, Ontario with a trio of VIA Budd cars lead by RDC2 6215 enroute to White River. <http://www.railpictures.net/viewphoto.php?id=293695&nseq=42>

On August 8<sup>th</sup>, Yves Cloutier clicked VIA 6424 leading VIA train #603 while on Vacation in Beaumont, QC. The pictures were taken at the wood camp where Yves worked for many years, seven miles north from Fitzpatrick, QC.

<http://www.canadianrailwayobservations.com/2009/9/6424-1.jpg>

<http://www.canadianrailwayobservations.com/2009/9/6424-2.jpg>

On August 23rd Marc Chouinard caught a very odd power grouping at VIA MMC, with VIA SW1000 202, VIA F40PH-2d 6457 and GMTX SW1500 101. The GMTX switcher is leased to Aluminerie de Becancour Inc, and was likely at VIA MMC for wheel turning.

[http://www.myrailfan.com/collection/VIA/VIA\\_202/img.aspx?ID=VIA\\_202\\_MMC\\_1.jpg](http://www.myrailfan.com/collection/VIA/VIA_202/img.aspx?ID=VIA_202_MMC_1.jpg)

[http://www.myrailfan.com/collection/OTHERS/GMTX\\_101/img.aspx?ID=GMTX\\_101\\_VIAMMC\\_1.jpg](http://www.myrailfan.com/collection/OTHERS/GMTX_101/img.aspx?ID=GMTX_101_VIAMMC_1.jpg)

(Via Gary Knapp): This past week I went off on a little trip north into "Oh Canada", hoping to shoot trains crossing above waterfalls in two separate Parc Des Chutes at night in Riviere-du-Loup. Acting on guidance provided by Frank Jolin, I departed from the campground in Bloomfield, VT around 18:30 for the four hour drive up to my first stop at St-Ursule. Arriving at Parc Des Chutes in St-Ursule by 9 PM, halfway through setting up the lights, the westbound, (my train of the night) came by, at 9:30 PM, plenty dark enough for a photo. Remembering Frank mentioning that only one train was scheduled past the falls at night, I took the hint from last night, and picked everything back up to head for the friendly confines of Riviere-du-Loup five hours away! Camping Municipal, is one of my favourite campgrounds, located just outside the city along the St. Lawrence. Recalling all the heavy rain during the week, and he turned the screen to show me. Knowing how quickly the Gaspé weather can turn, I changed my plans and paid for another day. Heading out that night after nine PM produced the same forecast from the gate attendant, so I happily set up the lights around the city's Parc Des Chutes Upper Falls to capture the combined VIA 14 & 16 crossing after midnight, noting that the trailing F40 would be powering VIA 16 on the Gaspé the following day. Anytime I'm near the Gaspé with VIA 16&17 running and it's forecast to be sunny, even night photography takes a back seat temporarily to spending the day following The Chaleur on The Gaspé Coast! Setting up around Upper Falls, one of my all time favourite locations at night, it was here in summer of 2005 (I think) that I first used a telephoto with the lighting system. You can imagine the moment: after a couple hours setting up the lights, standing on the stepladder, the Pocket Wizard transmitter fired all three banks of lights only in certain handheld positions, LOL! You don't want this to be "too" easy. So when VIA 14 came across the bridge that night, it was an unknown, whether everything would work or not. That moment of ecstasy when the system worked to perfection is gratefully relived each time I return to capture this dramatic view! Photo was taken on August 3, 2009, in Riviere-du-Loup, Quebec.

<http://www.canadianrailwayobservations.com/2009/9/chutes.jpg>

(Gary Knapp #2) Arriving in Matapedia, after my trip along the Gaspé Coast with Le Chaleur, I followed my vision of catching F40s on either side of the station, and began to set up the lighting. The two VIA trains operate combined from Matapedia into Montreal and back. The "unknown", not knowing the whereabouts of VIA 17, the westbound Ocean, added to my focus. I remember reminding myself, more than once, to emphasize indirect lighting. Indirect lighting seems to be more forgiving of mistakes! You can imagine.....up all night in Riviere-du-Loup, then driving over to St. Therese-de-Gaspé, (a matter of six hours) then back down the coast to Matapedia. And now....the fun begins! Within fifteen minutes after I

arrive, VIA 17 pulls in to a stop. The crew gets off and drives off in a pickup while I continue setting up lighting. Two small groups of passengers waiting for VIA 15 spot me, and come down to ask what's going on. Thirty minutes later, I'm doing some fine tuning of the view, moving to the side to include more of the 6405, when VIA 15 arrives. Cutting off from their consist the pair of F40s comes drifting down past the station and myself atop the stepladder, prior to backing down onto the Le Chaleur consist. What a surprise to see the 6400 appear from behind the station! One of two rebuilt F40s! I had no idea! More importantly, the photo is a success, the lighting system picks up another gold star covering for the photographer. Shot in Matapedia, Quebec on August 3, 2009 at 22:13, with the 5D (1/180 & ISO 1600) and Nikon 14 - 24/2.8 zoom set at 20mm and f2.8.  
<http://www.canadianrailwayobservations.com/2009/9/1517.jpg>

On July 26<sup>th</sup> the 350 striking locomotive engineers and yardmasters resolved their dispute and prepared to return to work, avoiding a lengthy strike that would have crippled Canadian passenger travel even further. (On July 23<sup>rd</sup>, VIA Rail locomotive engineers went on strike across Canada when a strike deadline passed without a settlement, in a move that shut down most passenger rail service across the country). They had been without a collective agreement since December 31, 2006. VIA Rail had posted a notice on its website announcing that negotiations with the union were at an impasse and that talks had ended, then they had issued a strike notice earlier in the week, seeking improved wages, benefits and scheduling changes. A federal mediator had been appointed to help in the contract talks in Montreal and the two sides had previously maintained they were hopeful an agreement could be signed before the strike deadline. Also, Canada's tourism industry had said that a lengthy strike, which was scheduled for one of the peak travel times of the year, would have had a ripple effect on businesses, disrupting vacation plans and hurting tourism operators across the country. VIA Rail had begun to cancel its long-distance passenger routes earlier in the week to avoid having passengers stranded mid-route without having alternate transportation. During the morning of the pending strike, VIA Rail had been loading passengers who held tickets for travel onto waiting buses at Union Station in downtown Toronto, Ontario to transfer them to their destinations. During the strike, no alternative transportation was provided however any affected passengers could have obtained a refund for any unused tickets. VIA Rail trains move more than 11,000 passengers daily and the passenger hauler operates 503 intercity, transcontinental and regional trains each week, linking 450 communities across its 12,500-kilometer route. The company last faced a strike during 1995, when conductors from a different union went on strike for a week. VIA's discount appears to be a success as evident in Aivo Merimets photo of a ten car VIA train #75 arriving at Woodstock, Ontario on July 30<sup>th</sup>.  
<http://cp9524.rpicturearchives.net/showPicture.aspx?id=1698124>

On August 8th VIA train #84 failed at Mile 44 on the Strathroy Sub (a mile west of Wyoming, ON) due to a failed fuel pump on VIA "Class" P42DC 900. CN C44-9DC 2639 was removed from CN #509's train and hauled No 84's train (long hood forward!) to the yard at London East as 6-axle locomotives like CN 2639 are forbidden into the station tracks.. Passengers awaiting 84 at London station were put aboard 70, to be carried to Brantford where they would be taken to their respective destinations by taxi.  
<http://www.youtube.com/watch?v=RJSjl0ueKl0>

In Sudbury, Ontario on May 20<sup>th</sup>, Taylor Curry-Moskal photographed Passengers unload their baggage from the only remaining RDC-4 left in service. VIA 6250, is Ex VIA 6450 nee CN 6450, and built by Budd in September 1955. (Froth)

<http://www.railpictures.net/viewphoto.php?id=284428&nseq=49>

Aleks Stefanovic photographed VIA 73 passing VIA 84 at (Mile 22.2 Dundas Sub) Brant Jct. and is only minutes from it's station stop at Brantford, ON. VIA 84's 4 Budd cars, consist of 6210 - 6120 - 6000 - 6109 while VIA 73 has VIA 6760 - VIA 6621, with baggage car 15301, 1 club car, 1 galley car, 5 coaches and baggage car 15300 on the rear. The 2 baggage cars are part of a group of 3 that were modified as power supply cars for the Tempo passenger cars.

<http://www.railpictures.net/viewphoto.php?id=291825&nseq=40>

**VIA #1 Arrival Vancouver Pacific Central Station Saturday Aug 8<sup>th</sup>, 2009**

VIA F40PH-2 6438 Vcwr Assigned Unit

VIA F40PH-2 6434 Vcwr Assigned Unit

8616 Baggage

8104

8101

8103

8512 Skyline

8413 Louise Dining Car "A"

8509 Skyline

8322 Drummond Manor

8319 Dawson Manor

8313 Cabot Manor

8307 Blair Manor

8217 Chateau Maisonneuve

8226 Chateau Salaberry

8503 Skyline

8407 Emerald Dining Car "B"

8337 Osler Manor

8332 Laird Manor

8316 Christie Manor

8718 Yoho Park

2 Units, 19 Cars

**VIA #1 Arrival Winnipeg Union Station Saturday Aug 8<sup>th</sup>, 2009**

6410 Mtrl Assigned Unit

6451 Wpg Assigned Unit

1720 D/H Totem Class Dome Ex BC Rail

8609 Baggage

8117

8100

8107

8506 Skyline

8408 Empress Dining Car "A"

8511 Skyline

8315 Carleton Manor

8340 Stuart Manor

8338 Rogers Manor

8325 Elgin Manor

8221 Chateau Radisson

8205 Chateau Closse

8505 Skyline

8409 Fairholme Dining Car "B"

8326 Franklin Manor

8329 Hearne Manor

8339 Sherwood Manor

8717 Waterton Park

2 Units, 19 Cars

**VIA #2 Arrival Toronto Union Station Saturday Aug 8<sup>th</sup>, 2009.**

VIA F40PH-2 6401 Mtrl Assigned Spiderman  
VIA F40PH-2 6431 Mtrl Assigned Unit  
8613 Baggage  
8122 8129 8131 Ex Amtrak  
8515 Skyline  
8412 Kent Dining Car "A"  
8502 Skyline  
8331 Jarvis Manor  
8330 Hunter Manor  
8314 Cameron Manor  
8318 Craig Manor  
8224 Chateau Roberval  
8207 Chateau Dollard  
8504 Skyline  
8402 Alexandra Dining Car "B"  
8305 Bayfield Manor  
8302 Allan Manor  
8309 Brant Manor  
8707 Kokanee Park  
2 Units, 19 Cars

**VIA #2 Departure Kamloops BC Saturday Aug 8<sup>th</sup> 2009**

VIA F40PH-2 6445 Wpg Assigned Unit  
VIA F40PH-2 6446 Vcwr Assigned Unit  
8612 Baggage D/H  
8605 Baggage  
8139 Ex Amtrak  
8143 Ex Amtrak  
8501 Skyline  
8414 Palliser Dining Car "B"  
8516 Skyline  
8308 Bliss Manor  
8341 Thompson Manor  
8336 Monck Manor  
8301 Abbot Manor  
8211 Chateau Lasalle  
8220 Chateau Papineau  
8510 Skyline  
8411 Imperial Dining Car "B"  
8334 Macdonald Manor  
8335 Mackenzie Manor  
8320 Douglas Manor  
8710 Prince Albert Park  
2 Units, 19 Cars

August 2<sup>nd</sup>, 2009 was the last day for the assignment of Amtrak Superliner Coaches on Trains #510/517 at Vancouver, BC. The train the day before had one extra coach added due to overbooking's. The final two consists were as follows:

Aug 2<sup>nd</sup>:  
AMTRAK 78 P42DC  
37014 Diner Lounge (Used as Coach Service)  
34138 Coach  
33023 Sightseer Lounge  
31017 Coach Baggage

Aug 3<sup>rd</sup> - The very last Superliner Consist out of Vancouver.  
AMTRAK 78 P42DC  
34138 Coach  
33023 Sightseer Lounge

## **31017 Coach Baggage**

**Aug 3<sup>rd</sup> - The First Talgo Train. "Mt. Adams Talgo Set".**

**AMTRAK 78 P42DC**

**7903 Power Car**

**7454 Business Class**

**7455 Business Class**

**7804 Dining Car**

**7303 Bistro Car**

**7504 Disabled Access Coach with Wheel Chair Lift**

**7424 Coach**

**7423 Coach**

**7422 Coach**

**7421 Coach**

**7420 Coach**

**7102 Baggage**

**90253 Cab Control Unit**

**Amtrak Cascades which is funded by the Washington State Department of Transportation operates daily Amtrak Train and Bus Services between Seattle Washington, & Vancouver BC. Amtrak #510 Departs Seattle WA. daily at 7:40am, with stops enroute it arrives at Vancouver's Pacific Central Station at 11:35am. The Return Train (Train #517) Departs at 5:45pm, with stops enroute arrives at Seattle WA. at 10:05pm This Train set uses Equipment which was built in Spain and is the Talgo equipment. Two years ago the Talgo Equipment was removed from service for a complete overhaul. During that time it was discovered some major structural repairs had to be done as well, resulting in the Talgo being delayed from returning back to service. In the meantime, Amtrak Superliner equipment was used. On August 3<sup>rd</sup> the Talgo returned to service on the run, the last Superliner equipment departed Vancouver's Pacific Central Station on Aug 2nd.**

**In 2006 a push was made to fund a 2nd Train between Portland Oregon, and Vancouver, BC on a joint Washington State Department of Transportation and Province of BC funding agreement. In order for the second train to start service the rail corridor (BNSF) need to be upgraded. The Washington State Department of Transportation put the money up front, while the BC Government stalled. Work began in the Spring of '08 of Track, & Crossing Upgrades while the BC Government still continued to stall with the Funding. Finally in early '09 the BC Government decided to hand over their share of Funding for the Service. In the Spring of '09 another Road Block Hit the Service when Canadian Border Services wanted to slap on a Fee to process the 2nd Train. After several Meetings between the BC Government, Washington State Department of Transportation, & The Mayor of Vancouver an agreement was reached in early June for Canada Border to wave the Fee. A start up date was announced for the Service to begin in early Aug, but due to Crewing issues the date has been pushed back 3 Times. The first run of the 2nd Amtrak Train #516 arrived at Vancouver Pacific Central Station on Wednesday Aug 19. Arrival was only 8 Mins Late at 10:53pm. This same train then operated as Amtrak #513 on the return trip back to Portland, Oregon Departing Vancouver's Pacific Central Station Aug 20<sup>th</sup> at 6:40am.**

**Mount Rainer Talgo:**

**AMTRAK 90252 Cab Control Unit**

**7100 Baggage**

**7410 Coach**

**7411 Coach**

**7412 Coach**

**7413 Coach**

**7414 Coach**

**7520 Accessible Coach**

**7502 Accessible Coach**

**7302 Bistro**

**7802 Dining**

**7552 Accessible Business Coach**

7904 Power Car  
AMTRAK 118 P42DC

The New Service will be an extension of Train #516 which currently Operates between Portland Oregon, & Bellingham, WA, and Train #510 will originate out of Vancouver, BC, to Portland, OR.

Here is more information on the consist of the second to last and final run of the Superliners from Vancouver, BC and the first Talgo Train consist:. I use the term "Vancouver, BC, as there is also a "Vancouver, Washington". (See announcement on WSDOT). [http://www.wsdot.wa.gov/News/2009/08/08122009\\_AmtrakCascadessecondtrain.htm](http://www.wsdot.wa.gov/News/2009/08/08122009_AmtrakCascadessecondtrain.htm)

Ohio Central private car "Sugar Creek" adorned the northbound Amtrak Adirondack on August 13<sup>th</sup> and overnighted in Montreal. [http://abpr.railfan.net/abprphoto.cgi?may05/05-12-05/NS\\_0305\\_410\\_OC\\_Sugar\\_Creek\\_Pittsburgh\\_PA.jpg](http://abpr.railfan.net/abprphoto.cgi?may05/05-12-05/NS_0305_410_OC_Sugar_Creek_Pittsburgh_PA.jpg)

**VIA Vignettes:** VIA's FOUR TRANSCONTINENTAL TRAINS 1978-1990: For 11 years, from November 1978 until January 1990, VIA Rail operated four transcontinental trains each day between Montreal-Toronto and Vancouver, two westbounds and two eastbounds. When VIA took over passenger service from CNR and CPR in 1978, it changed the numbers of the former CNR 'SUPER CONTINENTAL' from Train No. 1 and Train No. 2 to Train No. 3 and Train No. 4 so as not to conflict with the numbering of the former CPR 'CANADIAN', which retained the Train No. 1 and Train No. 2 designation under VIA auspices. In early 1990, the VIA 'SUPER CONTINENTAL' was dropped due to budget cuts; the VIA 'CANADIAN' was from that point forward operated on the former northern 'Super Continental' route, as it still is today, and passenger service on the CPR southern route was dropped. The four 30 year old images show Trains 1, 2, 3 and 4 in the early days of VIA operations, with an eclectic mixture of head end power reflecting the paint schemes of the parent railways as well as the new VIA blue and yellow. Today of course, VIA's transcontinental trains operate with F40PH-2 locomotives and the stainless steel equipment of the former CPR 'Canadian'.  
<http://www.canadianrailwayobservations.com/2009/9/vv.htm>

**VIA Vignette:** During the mid 1990's, power short CP had over 200 units on lease from HELM, GATX and others including a small group of VIA F40PH-2's! Tim Mayhew clicked CP Train 921 with VIA 6449, CP 4715 and CP 1822 eastbound at Dorval Station, soon after leaving St-Luc Yard. Interestingly, with their Head-End-Power not needed, these passenger units (happily) sounded more like standard GP40-2's on freights than F40's, and were certainly liked as leaders by railfans, and apparently by some CP crews. Unfortunately compared to the rent-a-wrecks, these were very expensive to lease, and therefore the VIA leasing arrangement with CP did not last very long.  
<http://www.canadianrailwayobservations.com/2009/9/6449.jpg>

**VIA Vignette:** In October 2006, VIA listed the following fleet assignments: The keen eyes of Dan Del'Unto caught a small error in it however: VIA 6403 should be the CBC unit, 6411 is the Operation Lifesaver "Safety" unit, and 6414 is the Lotto Quebec, etc. - Looks like a column inadvertently became shifted. Interesting none the less.  
<http://www.canadianrailwayobservations.com/2009/9/via-assg.jpg>

## **Montreal AMT Commuter:**

Two of the six of the units being leased to Agence Métropolitaine de Transport (AMT) from Railworld are former Amtrak F40PH's 270, 293, which entered service in early August. They

join Railworld leased former Amtrak F40PH's 243, 287, 319, 372, 400 and 411. The units 271, 274, 301, and 302 all still to come and will sport the AMT livery. Another four units that are likely coming are still at the MM&A Shops at Derby Maine are F40PH FLNX 418, (ex-AMTK 318), and the three ex-GO Transit F59PH's (still unconfirmed). AMT 271 was in transit but suffered from mechanicals problems on her way to Montreal. Photo by Marc Caya.

<http://www.railpictures.net/viewphoto.php?id=294265>

In August, the first of the new Bombardier-built AMT commuter cars began arriving in Montreal. The first of the series have both low and high platform doors, are numbered in the 3000-series and are painted in the latest AMT livery. These cars are expected to be assigned to the (CN) St-Hilaire line, and entering service October 2009. The second batch of coaches will have low platform doors only, and will be assigned to the (CP) Dorion-Rigaud line, and (CP) Blainville line and are to be delivered around April 2010. *C.R.O. cover photo by Marc Chouinard (Control car #3000)*

Over the summer, AMT Auxiliary power car #602 was repainted at CANAC into the newest AMT livery, the first in the fleet to be done this way. For comparison, see #602 at CANAC on April 2009 still sporting the previous AMT paint scheme.

<http://www.canadianrailwayobservations.com/2009/9/602.htm>

The Hawker Siddeley ex-Go Transit (Series 1000/1200) commuter coaches are expected to be removed from service over the next few months because of thermal crack problems on wheels sets (a recurrent problem with the ex-Go). When the news cars will go on St-Hilaire line, AMT will reassign to CP lines the Comet cars and the Bombardier 700-series which are now used. As of August 26th, more NJT commuter cars entered service on AMT's CP lines. These are the Bombardier built single level cars that are the same as the AMT's 700-series ... obviously a perfect match! The first consist was 1313, 60x, 721, 5731, 731, 707.

<http://www.canadianrailwayobservations.com/2009/9/mc.htm>

(Also included, for the first time in 10 years, a set of refurbished 900 series on Vaudreuil line!)

On August 19<sup>th</sup> during a family visit to Montreal, Raymond Farand managed to slip away to catch a few snaps at Canora (Formerly called Portal Heights) a commuter stop on the Deux-Montagnes (old Mont-Royal) Sub at the north entrance of the Mont-Royal Tunnel that leads under the mountain to the downtown CN Central Station. With trains operating on hourly noon day headways I was only able to stick around for a couple of southbounds and one northbound, but that should be enough to give you an idea of what the place looks like at train time during off-peak hours. In the distance (looking North) behind 940's train you might just be able to see the platform at Mont-Royal station, the location of Ray's CN Box Cab image taken on a July morning a little over 20 years ago. Quite an evolution in terms of equipment and infrastructure! <http://www.canadianrailwayobservations.com/2009/9/amt.htm>

## Toronto GO Transit:

On August 4<sup>th</sup>, former GO F59PH's now relettered RNCX 1810 and 1859 were waybilled to American Motive Power (AMP) in Dansville, NY and were moved to Rochester Yard, (via Dewitt Yard) over CSX. They should both have reached destination by press time. Just to confirm the former ex-GO numbers in last months CRO: NCDOT F59PH 1810 is ex-GO 529, and NCDOT F59PH 1859, is ex-GO 534.

GO Transit's excursion train between Niagara Falls and Toronto continues to exceed the provincial transit agency's expectations for passengers, though it appears to be losing

more money than the rest of GO's system. More than 23,000 passengers have used the train to travel between Canada's biggest city and the Honeymoon Capital, Niagara Falls Mayor Ted Salci reported during Monday's council meeting. "This is triple what the expectations were," Salci said, adding he hopes the response will bode well when GO officials consider whether or not to make the service permanent. The trains have carried an average of 1,473 people a day since the service began on June 27. There have been 16 days of train service, including Canada Day and Civic Holiday, since GO began its weekend and holiday service. The train also makes stops in St. Catharines. GO is running four trains in each direction Saturdays, Sundays and holidays until Thanksgiving. Last Saturday, the first day of the August long weekend, was the busiest day with 2,902 passengers. However, GO management hasn't yet decided what to do with the Niagara Falls excursion train after Thanksgiving, whether to run it again next summer, or to run it through the fall and winter. (Froth)

## CANADIAN LOCOMOTIVE SHOPS

Contract work is progressing on the "prototype" LRC Coach rebuild at Industrial Rail Services of Moncton, New Brunswick which is to refurbish and repaint the VIA LRC fleet. If these improvements are satisfactory to VIA the others will be done the same. In late April, the first group of VIA Rail LRC coaches were at the facility to be remanufactured and included coaches 3315, 3317, 3319, 3328, 3339, 3346, 3348 and 3362 as well as club car 3601.

In Montreal during August, CADRAIL (Lachine, QC) had the following new locomotives on the property: CP ES44AC's 9716, 8710, and 8738, and CEFX SD40-3's 3112 and 3117. American Motive Power (AMPX) in Pointe St-Charles, QC, had the following equipment visible outside in August: AMT F59PHI 1321 (the compressor's drive shaft is broken), and stored CEFX SD40-3's (3137, 3109, 3130, and 3113). During August CANAC had CANX S13m 8708, and released the AMT Auxiliary power car #602.

Lambton Diesel Services (LDSX) in Sarnia, ON have renumbered their ex-CN SW1200RS from 1285, to LSDX #0179. This number series is sequential with the other SW1200RS they have, LSDX #0178 which is former CN SW1200RS 1218.

## Jody Moore's "Green" Locomotive Roundup

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

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

### BROOKVILLE EQUIPMENT:

BROOKVILLE BL20CG CoGeneration demonstrator BMEX 259 has been demonstrating on UNION PACIFIC. The unit was seen on the Roanoke switcher (the same job that hosted MotivePower MP21B demonstrator MPEX 244 earlier this year) on Aug. 2 coupled to UPY 2655 and another UP Railpower RP20BD.

### **ELECTRO MOTIVE DIESEL:**

On July 22, CalTrans and EMD unveiled the first 710ECO-repowered passenger locomotive in Sacramento. The locomotive is an EMD F59PHI, and was converted in London, Ontario earlier in the year. According to a press release, Amtrak California operates 15 F59PHI locomotives, and the goal is to convert the entire fleet, eventually reducing operating emissions by nearly 50%. Full text of the press release announcing the unveiling event can be found on Railway Age's website at: <http://www.railwayage.com//content/view/1031/217/>

On July 19, the first of the KANSAS CITY SOUTHERN 710ECO rebuilds from London was spotted in KCS' Knoche Yard in Kansas City, MO. According to Bruce Sebring's report to the Loconotes Yahoo group, KCS 2840, 2842, and 2843 "had modifications to the long hood in the electrical cabinet and air compressor areas, new 48" Q Series radiator fans, and exhaust silencers... The only painting done was in the areas that were modified, and some touch-up around battery box door hinges, etc. as needed. Unlike the other units done so far, none of these units have cab air conditioning installed."

Several 710ECO rebuilds for KANSAS CITY SOUTHERN de MEXICO have also been released from EMD subcontractor MotivePower in Boise, ID. Unlike the units being rebuilt for domestic use, the KCSM units have been completely repainted in the attractive new Southern Belle paint scheme. Zach Pumphrey caught several of the new KCSM rebuilds in Kansas City, MO on July 23: KCSM 2504:

<http://uptrain.rpicturearchives.net/showPicture.aspx?id=1686355>

The KCS order is for 11 units – nine GP22ECO's from GP40's and two SD22ECO's from former TFM SD40's – funded by TERP, or the Texas Emissions Reduction Plan. Those units are to be left unpainted. The KCSM order is for 16 units, – two SD22ECOs from SD40's, five GP22ECO stand alone units, five GP22ECO-M slug mothers from GP40's, and four TEBC slugs from GP38's. Those units are being built from GP38 cores.

### **MOTIVEPOWER:**

After wrapping up a demonstration for Union Pacific, MP21B demonstrator MPEX 244 was handed off to BNSF in Fort Worth, TX on July 23. The unit went north to Kansas City, MO in mid-August, then moved into Denver, CO on the M-KCKDEN early on Aug. 22. It departed later that day on the H-DENLAU-1-22, bound for Laurel, MT. Where it was headed from there wasn't clear at press time.

### **NATIONAL RAILWAY EQUIPMENT:**

Additional photos of the export gensets built for Codelco's El Teniente mine in Chile have been published on the Tren Chile message boards. The units are numbered 661 and 662, and are on the frames of retired EMD G12 locomotives. The photos and discussion can be found here: <http://www.trenchile.com/smf/index.php?topic=6718.0>

NRE's 3GS21B-DE demonstrator NREX 2020 is now on the FORT WORTH & WESTERN RAILROAD after returning to NRE's Paducah, KY facility for work in July. The FWWR already rosters a pair of NRE 2GS14B's that were purchased using TERP funds in 2007, but

has been evaluating other builder's models as well. They recently hosted PRLX 2005, one of the PR22B demonstrators from Progress Rail Services.

NRE rolled out demonstrator NREX 2014 in grey primer from its plant in Paducah, KY. The unit – a model 3GS21B sporting an older style long hood – showed off for the PADUCAH & LOUISVILLE in late July and early August, then returned to Paducah. A second demonstrator, numbered NREX 2015, was spotted inside the Paducah plant.

According to the Journal of Commerce, “National Railway Equipment booked 14 orders for new N-ViroMotive genset locomotives, with much of that business fueled by federal stimulus money and state aid. NRE, based in the southern Illinois city of Mt. Vernon, said the orders for the ultra-low-emission, fuel-stingy power units include five each for CSX Transportation and RailAmerica's California Northern Railroad, one to Canadian shipper Alliance Grain and three to the US Army. Jim Wurtz, VP of marketing and sales for the private equipment manufacturer, said each of the locomotive sales supports 15 to 16 jobs for National and its sub-contractors.”

US ARMY (USAX) 6506 was spotted inside NRE's Paducah, KY plant on Aug. 17, 2009. The previously delivered units include USAX 6500-6501, which are deployed to Fort Bliss, TX, and 6502-6503, which are deployed to Fort Lewis, WA. Presumably 6504 and 6505 are still to come.

#### **RAILSERVE:**

On July 26, Doug Hailey caught RSSX 2605, a former GG20B Green Goat rebuilt as LEAF genset, in La Porte, TX. Like the RSSX 103, which was mentioned in the previous Roundup in the July CRO, the 2605 still has its hybrid battery vents, but isn't necessarily a hybrid.

Photos: <http://www.rpicturearchives.net/showPicture.aspx?id=1689128>

<http://www.rpicturearchives.net/showPicture.aspx?id=1689129> and

<http://www.rpicturearchives.net/showPicture.aspx?id=1689130>

#### **RAILPOWER TECHNOLOGIES:**

RP20BD prototype and demonstrator RPRX 5400 has been moved from the Finger Lakes Railway home to RJ Corman in Louisville, KY via CSX. Like the units that have arrived before it, the 5400 will receive a coat of RJC red paint before going into service on RJ Corman.

Former CANADIAN PACIFIC GG20B, now lease unit RPRX 1701, was moved to RJC's Kentucky lines in July. The unit was spotted in Russelville, KY in the wee hours of July 24 painted in RJC red similar to RPRX 2009. <http://www.trainweb.org/greengoats/rprx/1701.html>

RJC will also be bringing former CP GG20B RPRX 2406, (originally CP 1700 and later Amtrak 599) The unit was handed off to CSX from Union Pacific at Memphis, TN on Aug. 13. RP20BD's RPRX 5403-5406 have been in storage in Stockton, CA since mid-May. The units (including the 2406) were leased to UNION PACIFIC but have been idled as UP weathers the economic downturn.

*Thanks for their assistance in assembling this month's roundup goes out to: RJ Corman*

*Railpower, Bo Gray, Tren Chile, Railway Age, Bruce Sebring, Loconotes Yahoo Group, Progress Rail Services, Mike Murray, Sean Graham-White, Mark R, Union Pacific Railroad, Doug Hailey, Doyle Massey, Ken Lanovich.*

## **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

### **Summary of EMCC activity during July 2009:**

Only four units were shipped from the London plant during the month. The units were the first of the nine Kansas City Southern GP40-3 rebuilt into GP22ECO with 2200hp Tier 2, 8-cylinder 710 engines. KCS GP22ECO's 2840, 2842 & 2843 left London on July 2<sup>nd</sup>, and 2852 followed on July 10<sup>th</sup>. Another ECO contract was also announced, in late July. This one for a similar conversion of ten Union Pacific SD60M models originally built in London in 1992. As many as 10 UP units are to be rebuilt into SD32ECO's. The first two, Union Pacific SD60M's 2489, 2497 arrived in London on July 29<sup>th</sup> via CN 508 and will be used for the GM SD32ECO series.

In mid-July, brand new and impressive SD70MACel/c 4347 and 4350 are seen under going the commissioning process at Boodarie Shop of the BHP Billiton Iron Ore Railway in Australia, These shots were taken by Phil Melling on July 15<sup>th</sup> with other recently delivered Canadian-built locomotives all part of last order of SD70ACel/c's. (CRO would like to thank [www.Westernrails.com](http://www.Westernrails.com) a weekly West Australian motive power magazine published by Jim Bisdee)

<http://www.canadianrailwayobservations.com/2009/9/cover.jpg> (BHP SD70MACel/c 4347 and 4350)

**August EMCC news:** On August 4<sup>th</sup>, (rebuilt) TFM SDP40's 1319, 1320 were photographed at CN-IC Markham Yard. The units arrived in London EMCC plant a few months back for the SD22ECO program and moved from CN to NS and then interchange to KCS- IIRC. They are destined for Mexican yard service - IIRC. None of the ECO-series are to be repainted at London and are released in the paint scheme they arrived in. (Robby Cragg photos) On August 21<sup>st</sup> the two SD22ECO's from London (EMCC) were seen at the GWR/KCS engine facility in East St Louis, Illinois. TFM SDP40's 1320 is in the two tone blue and 1319 is in KCS grey.

<http://www.rpicturearchives.net/showPicture.aspx?id=1702261>

<http://www.rpicturearchives.net/showPicture.aspx?id=1702262>

The following UP SD60M units have arrived at EMCC London: UP 2473, 2489, 2497, 2511, 2512, 2518, 2520 and the never re-numbered 6341. All are for the UP SD32ECO program. UP 2495 was at CN Woodcrest August 21<sup>st</sup> and is coming to EMCC London. UP SD60M 2508 was on IHB enroute for emissions testing EMD-LaGrange in McCook, IL and may also come to EMCC at a later date. On August 16<sup>th</sup> Union Pacific SD60M's 2473, 2520 and 2511 were tucked behind GEXR's HLCX 6091 & 6522 as it moved through CN London Jct to spin north to Stratford before being brought back to London's EMCC plant. (Froth - Bob Thompson photo). The trio (UP 2512, 2518 and 6341), which were lifted the night before by GEXR and were set off at the plant after leaving London East. The 12 cylinder 710 prime mover will be re-powered to make them all SD32ECO's. <http://www.canadianrailwayobservations.com/2009/9/c.jpg>

# **SHORT LINES, REGIONALS & INDUSTRIALS**

## **Western Canada:**

Almost two months ago JL Consulting leased out JLCX GP10 2100 to Gardner Dam Project in Strongfield SK. The lease was to be on temporary basis while another locomotive was being prepared for purchase. After several weeks using this unit, the Gardner dam Project were so impressed with the operating abilities of GP10 2100, they have decided to purchase the locomotive from JLCX. JL Consulting: <http://www.jlconsulting.ca/index.php>

Mark Perry reported BNSF GP38-2 2016 is being sent back to the USA, and replacing it in Winnipeg will be BNSF GP39-2 2743, a BN painted GP30 rebuild.  
<http://www.flickr.com/photos/28041550@N05/3472806230/>

On August 7<sup>th</sup>, Tim Schwartz caught an all green HBRY lash-up train at the HBM&S plant in Flin Flon. Manitoba. The consist included Central Kansas GP20 2506, Central Kansas GP9 2509 and Hudson Bay Railway GP40-2LW 4200.  
<http://www.canadianrailwayobservations.com/2009/9/hbry.jpg>

RLCX 1401, an SW1000 built in 1972 was moved from Relco to Dunmore, Alberta (Midway between Swift Current, SK and Medicine Hat, AB (on the CP Mainline), for switching at the James Richardson Grain elevators.

Neptune Bulk Terminals in North Vancouver, BC, have received a Genset and booster from NRE, and as result have sold their only two Alco's on the roster. Neptune Bulk Terminals T6 803 (ex-Portland Terminal) and Neptune Bulk Terminals S6 804 (ex-SP) have been sold to the Kettle Valley Railway but as they do not have roller bearing trucks, CP refused to move them and they now must be moved by truck to destination. The Kettle Valley Railway is a world famous scenic tourist line in the central interior of British Columbia that operates over a section of former CP mountain trackage. The railway rosters two steam locomotives, Shay #3 and leased (BC Provincial Government owned) ex-CPR 2-8-0 #3716. These two Alco's will be the lines first diesels.

**COMING SOON IN CRO:** Deane Motis has completed his WHITE PASS & YUKON article, which will cover some history and his recent rail fan trips. This US narrow guage railway operates in Canada in the Yukon Territory, and in Alaska. Deane's WP&Y report will appear beginning in next months issue.

## **Ontario:**

Dofasco Steel (NREX) SW8 412, is seen fresh from a rebuild from NRE-Alco (Capreol, ON) and in new paint at CN Mac Yard on 8-09-2009. It was waybilled from NRE-Alco Locomotive in Capreol to Arcelor-Mittal-Dofasco in Hamilton, ON. Note: This livery is not the "official" Mittal paint scheme which has adorned their other locos in the USA). GMDD-London originally built it for Stelco and numbered it #12. Now after her rebuild, it is a Belt Pack Remote Controlled unit, with built out engineers cab side, plated over fireman's side window, remote control status lights, very unique chain link handrails and an electronic bell, and a ton of added steel in the form of handrails. (Photo by Joe Zika and background

from Bruce Mercer and CTG) UPDATE: The picture below in Toronto Yard is now very valuable, as the unit arrived in Hamilton via CN, but was refused by the Southern Ontario Railway due to the unit receiving sideswipe damage. The damaged unit is being evaluated. <http://www.canadianrailwayobservations.com/2009/9/412.jpg>

**GEXR Motive-Power changes in August (Jon Snook):**

- HLCX 6091 was at the shop for traction motor work and exhaust stack work at the end of July.
- HLCX 6061 returned to service on 432/431 and 581, replacing 6091.
- RLK 4001 is back in service, currently assigned to Kitchener while the LLPX GP38's are cycled thru the shop for inspection.
- LLPX 2210 was at the shop for inspection and other miscellaneous work on Aug 7th.

In July, Dow Chemicals in Sarnia, Ontario has sold DOW SW1200 1007 to the Vidal Industrial Park, which is also in Sarnia.

LLPX GP40 3000 was released from Vale-Inco Canada (Steel) in Sudbury, Ontario, and has been sent to NRE-Paducah, KY. This locomotive started life as MKT GP40 186.

LLPX GP15-1 1513, after receiving repairs at Diesel Electric Services (DESX) in Sudbury, moved on the Ottawa Valley to North Bay, ON. The unit was removed from its trucks and placed on two flatbed trailers and moved a short distance north of North Bay for lease to Mine Steel Fabricators which has no rail connections. This locomotive will be used to test narrow gauge mine cars that are built at this facility, and this company has set up a special test track on their property. [www.minesteel.com](http://www.minesteel.com)

**Ontario Northland Railway (ONR) Train 698 at Huntsville & Washago, Ontario.**

<http://www.railpictures.net/viewphoto.php?id=292594>

<http://www.railpictures.net/viewphoto.php?id=292596>

<http://www.railpictures.net/viewphoto.php?id=292517>

### Vignettes:

On July 5, 1997, Algoma Steel's SW900 #51 pulls a cut of unique Algoma Central Railway ore cars from the company's works in Sault Ste. Marie, Ont. to the Wisconsin Central interchange (WC purchased the Algoma Central in 1995). The actual location is railway name Steelton at Mile 2.0 of the AC's SOO Subdivision. #51 was acquired new from GMD in 1964 and has been ballasted to 130 tons. She has a low-clearance cab to work within tight spaces in the steel mill and is also equipped for remote-control operation. (Bill Sanderson) <http://www.canadianrailwayobservations.com/2009/9/algo.jpg>

### Quebec:

In mid-August Ron Visockis was railfanning in the Province of Quebec, and not surprisingly returned home to Belleville, ON with over 100 train pictures! These shots he submitted to CRO show the new improved Orford Express (Dinner Train) which operates from Sherbrooke to Eastman, QC. Yes Alco fans, #26 is indeed former Roberval-Saguenay M-420TR #26, one of only two ever built by MLW in 1972!

<http://www.canadianrailwayobservations.com/2009/9/orford.htm>

On August 10th, LLPX GP15-1 1507 which had been operating on Ferroviaire de L'Estuaire, was transferred to the QGRY interchange, and forwarded back to Limoilou, QC. QGRY GP40 3102, which is billed to the St-Lawrence & Atlantic moved on August 11<sup>th</sup> on CN 520, and then on 401 (Joffre–Montreal), and then set off at Ste-Rosalie, and then later moved on CN 394 to Richmond, QC.

On July 20<sup>th</sup> Guy Pascal Arcouette caught both CANX MLW S13m's 8700 and 8708, with 8700 at CANAC still parked on CN-Taschereau interchange. Not far from Canac is the CP's Lachine Intermodal Yard, and from the bridge he clicked nicely painted CP GP38-2 3089 shunting double stacks a locomotive that is assigned to Moose Jaw, Saskatchewan!  
<http://www.canadianrailwayobservations.com/2009/9/canac.htm>

## CANADIAN RAILWAY HISTORY

In August, Guy Pascal Arcouette photographed Ex-CN F3Au 9171 coupled to their VIA LRC, CP M630 4563 with a C424, and CPR S4 7077 with a CPR OB 50 box both in Canadian Pacific script all at the CRHA. <http://www.canadianrailwayobservations.com/2009/9/gpa.htm>

The Canadian Mint announced the August 2009 release of a new \$20.00 silver coin featuring the CANADIAN PACIFIC RAILWAY F-2-a "Jubilee" Class 4-4-4 steam engine. This handsome streamlined locomotive was designed by CPR's Chief Engineer of Motive Power, H.B. Bowen and used on a very rare wheel arrangement. Both Canadian Pacific "F classes" were used on short and fast express passenger trains. The five F-2a "Jubilees" (3000-3004) drove on the front driver axle. They preceded the similar but somewhat smaller F-1a type (2910-2929), which drove on the rear driver axle. All the latest labor-saving devices appeared on this quintet: feedwater heaters, roller bearings, Boxpok drivers, mechanical stokers, Canadian all-weather cab, etc. The five engines ran on the "Chinook" (#3001 between Calgary-Edmonton), "Royal York" (3000 and 3002 on the Toronto-Detroit), and 3003 and 3004 between Montreal and Quebec City. One of them claimed the Canadian steam speed record outright when a brake-test train pulling 4 cars (express, baggage-buffet, and two coaches) had reached 181 km/h (112.5 mph) when its brakes were put into emergency stop! <http://www.mint.ca/store/coin/20-fine-silver-coin-great-canadian-locomotives-jubilee-2009-prod660001>

## SOUTH OF THE BORDER

Alex Mayes kindly provided his complete photo report on the spectacular Train Festival in July 2009 at Owosso, Michigan. The star of the show was (SP Daylight-liveried) Southern Pacific streamlined 4-8-4 #4449, and marked her first time in the northeast.  
<http://www.canadianrailwayobservations.com/2009/9/report.pdf>

Robert T. Nordstrom II took this spectacular image at Owosso, Michigan's Train Festival on July 23<sup>rd</sup>. Under a night sky lit up with fireworks, the steam locomotives displayed include Little River 1, Little River #110, handsome Pere Marquette #1225, Southern Pacific 4-8-4 #4449, Nickel Plate 765, and Flagg Coal #75.  
<http://www.railpictures.net/viewphoto.php?id=291750&nseq=4>

In mid-August the Kettle Falls Railroad (KFR) suffered a major landslide/washout shutting down the BN Re-load at Columbia Gardens for about a week. No one was physically injured but the conductor was sent to hospital with severe shock. Both engines went over the bank on unstable ground leaking diesel fuel and battery acid, approximately 750 yards up from the river, 20 minutes south of Northport, Washington. One box car was suspended on a partial retaining wall and the remaining cars were fine, on the track and secured. The slide occurred sometime overnight and washed out the track roadbed. When the train came around the corner they were unable to come to a complete stop and flipped over. I've included a shot of what it should look like! Kettle Falls International Railroad (KFR) is a short line owned by Omnitrix. Headquartered in Kettle Falls, Washington it operates over 160 miles of former BNSF trackage in northeastern Washington State and southeastern British Columbia. (Bill Sanderson and Gord Smith's images)

<http://www.canadianrailwayobservations.com/2009/9/kfr.htm>

Wayne Koch found this great ALCO website that includes US Alco gems like ex-CNW C628's, GTW RS1's, NYC RS2's, LS&I RSD12's, plus Canadian (CP and CN) MLW's roaming south of the border! <http://www.railroadmichigan.com/alco.html>

**D&H - The Bridge Line:** (Via Gary Knapp with thanks) It is April 23<sup>rd</sup>, 1966. We're at milepost 154... 154 miles north of Albany, and deep up into the north country, up along the western shores of Lake Champlain and the D&H's Champlain sub. It's SO QUIET up here that you can hear the melodious chime horn of the approaching RS2 sounding for the grade crossings miles and miles away before the headlight finally rounds a bend to the south, and the Montreal Windsor Station bound "Laurentian" gradually accelerates down the short straight away and heads towards us. Trains were few and far between up here on the northern end of the D&H, but with the beautiful scenery, clean pure air, and the quiet of the north woods, it was well worth the wait for those trains. Train watching in an environment such as this, no matter how long the wait, is, to me anyway, true therapy! One has the chance not only to sit in a totally natural, quiet environment, but when one is receptive, the mind itself starts to quiet down... and this can be quite an experience... especially if it's your first time. There was a campground not too far from this location as well, that overlooked Lake Champlain. We camped out here in the early 1970's on a number of occasions. And if you don't think that a solid lashup of 6-axle GE's going all out in the 8th notch with sparks and flames shooting out of the stacks and pulling a 100+ car northbound freight at 2:00 A.M. in the morning is enough to wake the dead and scare the dickens out of you... then you have another think coming. This is the kind of stuff that, to me at least, makes it all worthwhile. (P. Miller photo). *I agree! -Ed.*

<http://www.canadianrailwayobservations.com/2009/9/bridge.jpg>

## Letters:

Re: CN F3Au 9171 report in CRO

CN 9171 is not in "dilapidated" condition. It is not operational and is only missing some brake parts and traction motors, and it should be moving within the next couple of weeks. A rider car will be wired to it for braking and a run through air hose will go around the locomotive. It obviously needs a paint job, but the body itself is in pretty good shape.

Rob Sterne

William,

Just a minor correction in the August Issue with regards to CP 1400: CP 1400 was sold to VIA, became VIA 1400, and then was upgraded to VIA (CN) standards and renumbered into the 6550 series. VIA was going to rebuild all the ex-CP units to make them more compatible with the ex-CN ones, and renumber them (including the two E8's that became 6598 and 6599). Only five F-units were done (6550, 6553, 6557, 6566, and 6569) before the plan was canned. (*The new VIA F40PH-2's were ordered ... ED*) The grilles of CP 1400 were unique to late FP7's and CP's FP9's, and survive on 4107 (it appears 1400 and 1401 donated their grilles and beaver heralds to the new 4100's, with 1401 getting back grilles off one of them).

Great issue, keep up the good work!

Dan Dell'Unto  
Toronto, ON

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Thought you guys would enjoy my August 2008 (for the August 2009 calendar) picture, can't get that anymore!

Shot on the Labour Day weekend in 2008 for the 2009 limited run calendar, a common pairing in 2008, until the new GO units had all the "Bugs" worked out. Here's the text:: A brand new MP40PH-3C accelerates out of the Burlington GO station with train #912, on the mark at 10:14 AM during the Labour Day weekend. To increase the capacity on the Lakeshore Line, GO elected to increase train length up to 12 coaches, which exceeds the capability of the 3000 HP F59PH units. Locomotive 625 is the second to last (600 - 626) of the new Motive Power Industries deliveries, and is rated for 4000HP and 93 MPH. During an initial break in period, they are paired with the older F59PH units.

<http://www.canadianrailwayobservations.com/2009/9/newgo.jpg>

Enjoy,  
Dave R. Howard  
[morgans.caboose@cogeco.ca](mailto:morgans.caboose@cogeco.ca)

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Hi Will,  
Here is the link to some close-up shots I took of CN's Distributed Braking Container in Symington.  
<http://www.flickr.com/photos/itchycam/3775736756/> More info provided in the description.

Cheers,  
Rob Iwacha  
Winnipeg, MB

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Hi Will,

Here we have Bill Shaw's fine photo of four historic artefacts... all being permitted to disintegrate under the effects of weather and idiot vandals, thanks to the total indifference of the responsible authorities in North Bay. The steam locomotive is a unique survivor with a long and intimate association with the history and development of North Bay and the entire region. The ex-TEE "Northlander" cars are unique in North America, the only genuinely preserved set actually being in Switzerland - restored to their Dutch colours.

And the CP caboose is one of the few survivors of a vanishing icon, not only of railroading but of a whole way of life for railway workers. In Toronto, the rail enthusiast community finally managed to overcome its internal squabbling and the monumental idiocy of successive municipal governments to bring the John Street roundhouse heritage centre project to fruition. We can only hope that our friends and colleagues in the North Bay area do the same. (Bill Shaw) <http://www.railpictures.net/viewphoto.php?id=293220&nseq=6>

David Garon  
Whitby, ON

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Dear CRO, I love your monthly newsletter and would like to submit some photos for the Sept issue.

I was in Revelstoke, BC on July 19th and found CPR SD40 5500 sitting on a siding near the museum coupled to an old steam generator car. I talked to the Revelstoke Railway Museum about the future of 5500. A lady told me they are going to move it to their site and keep it indoors but it is a slow process so I expect it is not going to happen soon. I am not sure about the history of the steam car. One of the photos I took is the label that had been pasted on the side of 5500 while in Calgary.  
<http://www.canadianrailwayobservations.com/2009/9/5500.htm>

Thanks  
Kevin Buffel  
Surrey, BC.

***The Steam Generator car CP 400900 has the following ancestry: ex-CP 400900 was donated to the Revelstoke Museum in 2007. It was CP robot Control Car 1004 in 1976, Before that it was a CP Baggage Express car 4478 in 1971 nee-CPR Silk Car 4935 in 1949, and was built built in 1927. – Will***

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## **Seeking pictures:**

Marc Chouinard is seeking pictures took on the M&O sub (especially in Rigaud) from 1900-2000. Please contact him directly at [marc@myrailfan.com](mailto:marc@myrailfan.com).

## **The Last Word:**

Hi Gang,

Following up on our popular sound clips and videos in last month's issue of CRO, I think we may have a new "winner"!

Some of the things I loved about CN's big HR616's were the full body, the black painted 4-piece windshield, the Draper taper, and that they seemed (at least to me), to be the "loudest" Alco's ever. When railfanning CN in the 1980's, I could call out an HR616 in the loco consist with out actually seeing it! This Youtube clip (sent from my friend Paul Trudel) shows a CN SD40 and HR616 hi-balling out of town during those years. To me the deeply intense, but soprano smooth sound of an SD40 throttling up and going through transition is absolutely heavenly to the soul. Now add that sweet sound with a throaty and syncopated Alco 4-stroke and smoke plume, as in this clip of an SD40 - HR616 combo! ... Two great

diesels in song together should blow your funky minds!

<http://www.youtube.com/watch?v=rw7BSdU7wCQ>

More cool stuff here submitted by our readers:

Purring with classic GM power plants, listen to EMD 567-engines and exhaust plumes at throttle setting Run 8!

<http://www.rail-videos.net/video/view.php?id=116> and <http://www.rail-videos.net/video/view.php?id=115>

A tour of NRE Shop at Dixmoor, Illinois <http://www.youtube.com/watch?v=A0eAlq7HQ6E>

And finally, CN railway modellers can rejoice! <http://www.atlasrr.com/HOLoco/hogp40-2w.htm>

Hope you all enjoyed this summer, even with the wild weather! See you next month....  
Will

**THANK YOU:** Kevin Andrusia, Guy-Pascal Arcouette, Martin Baumann, Jim Brown, Guilio Capuano, Marc Caya, Bruce Chapman, Edward Davis, Patrick DeLarue, Mark Forseille, D'Arcy Furlonger, Sean Graham-White, Rod Bushway, Jean-Guy Hamel, Bob Heathorn, Scott Haskill, Gary Knapp, Wayne Koch, Craig Konopski, Ken Lanovich, Luc Lanthier, Bryce Lee, John Leeming, Wendell Lemon, Roman Litarchuk, Richard Longpre, Tim Mayhew, Doug McKenzie, Don McQueen (Froth), Jim Mcpherson, Phil Melling, Bruce Mercer, Aivo Merimets, Bill Miller, Jeremy Mobile (WCRA), Jody Moore, Arnold Mooney, Glen Mounk, Terry Muirhead, Jason Noe (Railpace), Fred Oltmann, Tim Organ, Robert O'Shaugnessy, Donna Peters, Mark Perry, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17f", Earl Roberts (Branchline), Ed van Pelt, Bill Sanderson, Wilco van Schoonhoven, Doug Seymour, W.D. Shaw, Gord Smith, P.T., Jon Snook, Cor van Steenis, Aleks Stefanovic, Jason Tarasenko, Todd Templeton, Bob Thompson, Paul Trudel, Jean-François Turcotte, Colin Tytler, Ron Visockis, Chris Wilson, Joe Zika, CN lines SIG, The Bridge Line Historical Society, The Globe & Mail and The Canadian Trackside Guide. Merci Aussi: James, John, Michel, Tony, Denis, Richard, Mohammed et tous les gars a St-Luc Diesel!

**Submitting photos to CRO?** We encourage our readers to forward pertinent news photos and historical material for our "Vignettes" series. However we prefer if you upload your pictures to one of the many photo hosting websites and then us send the "link". Please (Include Train #, date, location, etc, to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) As we get a lot of mail please indicate "CRO Photo" in the subject line. If you are really unable to send us your hyperlinked photo and can't put your pictures online, you of course can send them to us in jpeg format, as long the size is not exceeding 1Mb. All the servers and technical operations is graciously covered by our CRO Co-Editor and Webmaster: Marc Chouinard, with thanks.

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