

# CANADIAN RAILWAY OBSERVATIONS

**Editor**  
William H. Baird

**Collaborators**

Marc Chouinard (Co-Ed, Website & Prod)  
Don McQueen (EMCC Diary)  
GR17f (Coordinator)  
Roman Litarchuk (Western Coordinator)  
Sean Graham-White (US Coordinator)  
Terry Muirhead (VIA News)  
Joe Zika (MacMillan Report)  
Craig Konopski (Lakehead Report)  
Jody Moore (Green Locomotive Roundup)

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**OCTOBER 2009**



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# CANADIAN NATIONAL

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

CN SD40-2W 5334, on Sept 21<sup>st</sup>.

In September, CN donated (retired) IC SD40X 6071 to the Montecello Railway Museum in Montecello, Illinois. This unit was retired earlier this year and happily, as very few were ever built, we can thank Canadian National this unique EMD locomotive will now be saved.

**CN Locomotives Sold:**

In late August and early September, 52 CN locomotives had been sold to ASDX, and were being moved to Georgiana, Alabama for parts stripping and scrapping. However, as the Houston Group-owned facility has become overcrowded with units for scrapping, some of these locomotives ended up being diverted for temporary storage on the Three Notch Railroad on a long siding at East Andalusia. The units sold to ASDX are as follows:

BCOL SD40-2's: 743, 750, 759, 765 and 766.

CN SD50F's: 5400, 5402, 5403, 5405, 5407, 5409, 5410, 5412, 5414, 5415, 5416, 5419, 5423, 5425, 5427, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5440, 5441, 5444, 5445, 5449, 5450, 5452, 5453, 5455, 5457, 5458 and 5459.

NBEC-CFMG SD40's: 6902, 6903, 6906, 6907, 6908, 6909 and 6910

IC SD40A-2R's: 6003, 6009\* and 6014\*.

Note: BCOL 754 and 762 reported in the September CRO as having been sold by JLCX to ASDX ended up being refused by JLCX as they had too many parts already removed. These two locomotives are now back in the dead line at Woodcrest and are for sale again from CN. At this writing, all of the remaining CN SD50F's have been sold and have gone to ASDX for stripping and scrapping. Over the next few months, IC SD40A-2R's 6009, 6014 from this list above are actually owned by IBCX (Indiana Box Car), but are lettered ASDX, and we are still looking into this. (Ken Lanovich)

[http://csxchicago.gotdns.com:6003/CN\\_Trains/Roll96/0027038-R1-016-6A.jpg](http://csxchicago.gotdns.com:6003/CN_Trains/Roll96/0027038-R1-016-6A.jpg)

CN has sold GP9RM 4122, and GTW GP9R 4621 to MJRX (Railway Service Contractors Inc), a broker who is sending them to East Metro Industries in Kansas City, MO for repairs and painting. The two are sold to S&S Railroads, with 4621 going to Nevada, and 4122 going to another unknown location. By the first week of September, they had their CN markings painted out, and MJRX stenciled on their cabs and were being prepared for movement. Also In August, CN sold DMIR SD38 200 and WC SD40-2 6006 to the WISCONSIN GREAT NORTHERN, which is a working rail yard and museum in Spooner, WI.

On September 21<sup>st</sup> National Railway Equipment purchased three RS18u's from CN stored at the Woodcrest shop. They are former Ottawa Central 1838, and New Brunswick East Coast 1857, and 1867. The MLW trio are headed to NRE-Silvis, for ASDX and at press time there were no plans for resale. Also in late September, DM&IR SD38 214 was scrapped at CN's Woodcrest shop this past week. This unit was originally built as EJ&E 655.

On September 6<sup>th</sup> Joe Zika had the perfect chance to record the CN paint modifications, when CN F40PH 104 finally rolled out of the Toronto Yard Diesel Shop, after a few weeks correcting some mechanical issues. On September 12<sup>th</sup> the CN F40PH departed Mac Yard on CN Train M31331 with CN 2686, 5697 and 104 trailing.

<http://www.canadianrailwayobservations.com/2009/10/104.jpg>



CN has begun to retrofit their first order of CN SD70M-2s (8000-8024) with Distributed Power Equipment (DPU), much like CN did on their IC C44-9W's (2697-2726). Tim Stevens photo shows CN 8022 as the lead unit on an empty coal train (C766) just west of Jasper, Alberta on the Albreda Sub.  
[http://i363.photobucket.com/albums/oo79/tim\\_d\\_stevens/2009-08-30/cnr2.jpg](http://i363.photobucket.com/albums/oo79/tim_d_stevens/2009-08-30/cnr2.jpg)  
[http://i363.photobucket.com/albums/oo79/tim\\_d\\_stevens/2009-08-30/cnr1.jpg](http://i363.photobucket.com/albums/oo79/tim_d_stevens/2009-08-30/cnr1.jpg)  
[http://i363.photobucket.com/albums/oo79/tim\\_d\\_stevens/2009-08-30/cnr3.jpg](http://i363.photobucket.com/albums/oo79/tim_d_stevens/2009-08-30/cnr3.jpg)

On September 4<sup>th</sup>, CN SD70M-2's 8830 and 8831 arrived at EMD-McCook, IL for emissions testing.

On September 24<sup>th</sup> CN announced the completion of the \$100 million multi-year construction project to reconfigure and modernize its Memphis classification yard and has named the facility after retiring CN President CEO, E. Hunter Harrison. "This project transformed an aged, inefficient rail yard into a state-of-the-art, effectively designed major terminal capable of handling existing and future traffic quickly and efficiently," said CN executive vice-president Claude Mongeau, who will succeed retiring president and chief executive officer E. Hunter Harrison on Jan. 1, 2010. "Today's yard can handle nearly double the traffic the old facility could in a 24 hour period." Memphis, Tennessee is on the former ILLINOIS CENTRAL and is a major freight distribution hub on CN's North American network and the gateway to CN's rail operations in the Gulf region. The city is also the largest U.S. location (outside of Chicago) where CN interchanges traffic with the big four U.S. Class 1 railroads. The new yard in Memphis is CN's second largest classification yard in the United States. It has a capacity of more than 3,100 freight cars with 45 tracks in the classification yard. It also has 12 receiving and departure tracks ranging in length from 5,000 to 10,000 feet. The revised operation can handle 35 or more freight trains per day. The configuration of the old Johnston Yard created operational challenges that at times affected CN's ability to efficiently meet customer needs. The new yard removes those challenges, creating a terminal that optimizes the ability to move traffic in and through the yard. At a ceremony September 24<sup>th</sup> at the yard in Memphis, CN announced the renaming of the facility as "Harrison Yard". E. Hunter Harrison has served as President and CEO of CN since January 1, 2003. He will retire at the end of 2009 after a railroad career spanning five decades. Mr. Harrison's railroad career began in 1963 when he joined the Frisco (St. Louis-San Francisco) Railroad as a Carman in Memphis while still attending school. The original Memphis yard was constructed in the early 1900s on roughly 345 acres of land and named for former Illinois Central president Wayne A. Johnston (president 1945-1966). CN acquired an additional 88 acres of adjacent property for the yard upgrade project, which broke ground in early 2006. (Jason Noe)

On September 21<sup>st</sup>, Michael Berry photographed a CN train (possibly 308 or 400) at St-Henri, QC heading eastbound with 9 units! CN 5693 and BCR 4612 up front, and seven behind in an impressive power move: CN 7233, CN 2280, CN 2538, CN 8847, CN 2531, CN 2250 and CN 8801.  
<http://www.canadianrailwayobservations.com/2009/10/m.htm>

August 30<sup>th</sup> Glen Mounk clicked CN Train 301 with BC RAIL Dash 8 40CM 4621, and IC SD60 1009. There was also a BC unit on 346, and two CN 24XX-series. The BC unit was part of the distributed power. Glen saw four Canadian "Draper Tapers" in one day at his trackside spot in Fort- Frances, Ontario! <http://www.canadianrailwayobservations.com/2009/10/4621.jpg>

## **Joe Zika's MacMillan Yard Report**

Since my CRO report last month, things have quieted down a bit. On Aug 21<sup>st</sup>, I caught CN Dash 8-40CM 2432 as a trailing unit (missing part of the CN logo), arriving at Mac Yard just past the "A" building. This year's CN MacMillan Yard Family Day was held on Aug 23<sup>rd</sup> and was mainly geared towards the kids. Activities held at the "A" Building included kids rides and games, entertainment, educational displays and a BBQ. However, there were no bus tours of the Locomotive or Car Shops as in the past, not sure why, but it was a unusual omission as they were always popular attractions for both young and old. This years CN charity fundraiser was in support of the York South Association for Community Living.  
<http://www.canadianrailwayobservations.com/2009/10/21-1.jpg>

Somehow, I managed to miss yet another GEXR Export train. It arrived Mac Yard Sept 3rd at 21:43 behind HLCX 6091 and HLCX 6522. It departed Mac Yard as X 31631 14 Sept 4th at 16:13 with CN 2290, idler EMDX 11001, 16 Egyptian units: EMDX 3016 to EMDX 3001 and 3 Veolia Transport units: GMDX 2003 to GMDX 2001, both JT42CWRM, and idler EMDX 1102 bringing up the rear, (the train consist reversed from arrival at Mac Yard off the GEXR). CN had the Export units at the Port of Montreal on Sept 4th by 23:25, a pretty decent trip I might add. Empire Stevedoring Co. was the Consignee and Electro-Motive Canada the shipper.

On Sept 6<sup>th</sup>, I came across elusive F40PH CN 104 at last outside the shop. Also parked in the sun were SD60F CN 5508, 9-44CW BCOL 4642 and 8-40CM CN 2423 awaiting their next trip to the outbound ready-tracks. In the yard I caught QTTX 130745 loaded with a transformer moving from Fort Rouge, MB to the NS at Flat Rock, MI. BCOL 2821 in Ballast service, talk about a major graffiti job on that one. LAFX 720003 and 720002, ex-BCOL pressure differential hopper cars in Fly Ash Service for Lafarge North America / Lafarge Canada moving from Wellswill, OH to Montreal East, QC. On Sept 7<sup>th</sup> CN 104 had not moved, and this time with doors wide open, guess another problem cropped up. GTW GP38-2 4918 (Ex-MoPac 2056/905) was also in town, and still sporting her GTW blue and Morency orange.  
<http://www.canadianrailwayobservations.com/2009/10/6.htm>

Sept 9th had me in downtown Toronto running errands, so I used the opportunity to check out what CP had to offer, starting with a stop on the North Toronto Sub just east of the Weston Sub Interlocking. They are building a GO Transit underpass at this location, with about 150,000 pilings of a planned 250,000 and the pile driver pounding away in the back ground, i decided to relocate a bit farther east to Bartlett Ave to preserve my sanity! After a short wait at Bartlett Ave, I was rewarded with four eastbounds: a stack train with CP 8739 and 9707, two freights, one with CP 9662, CEFX 1042 and CP 9632 and the other with CP 9003, CP 5746 and CP 5743. Two interesting cars in this train: SOO 125053 a blue ex Pillsbury cylindrical hopper and a CPAA 205240, note the added horizontal reinforcing bars in the car ends. Bringing up the rear was a local road switcher with CP 8201 and 8211 and a hand full of cars, with that i called it a afternoon and headed north, nothing doing at Mac Yard, so i thought of getting a shot of the first Barrie GO train at Snider north coming off the York Sub overpass, much to my surprise, he detoured up the Bala Sub, west on the York Sub and through the north connecting track at 10 mph, thinking there might be more. I headed to the Keele street overpass for a shot of the second GO train, much to my surprise, he went the regular way up and over and was by before i was able to get stopped for a shot. I believe the detour was the result of some sort of crossing accident on the Weston sub, but they cleaned it up rather fast.

<http://www.canadianrailwayobservations.com/2009/10/9.htm>

CN F40PH 104 finally departed Mac Yard on M313 on Sept 12th after repairs and over a month at Mac Yard. Sept 19th found GP38-2 CN 7514 and HBU4 CN 513 sitting in the sun, and in the yard I came across MP 582644 a 4 bay open top hopper car hauling Electrode Binders from Trois Rivieres, QC to Clairton, PA for Fonbrai Inc, Consignee was Canadian National. Also found CNIS 368225 nicely parked, loaded with Aluminium Flouride and moving from Arvida, QC to Anaconda, KY (Alcan being the shipper and consignee). That's it for this month. Enjoy the last few days of summer! ~Joe  
<http://www.canadianrailwayobservations.com/2009/10/19.htm>

On August 22nd, Cor van Steenis was up in Edmonton, Alberta and caught CN GP38-2 7516, a hump mother unit at CN's Walker Yard. Thirty years ago, at this same location (then named Calder Yard), he caught the same locomotive (then numbered CN #216), doing the same hump duties. The unit started life in 1973 as GP38-2 5549 and was converted to hump duty in 1978, and has been working the hump for some thirty years! Cor also clicked retired GTW GP9 4520, as well as IC GP40 3129 and three hump booster (slugs) CN 503, 514, and 518.

<http://www.canadianrailwayobservations.com/2009/10/edm1.jpg>

<http://www.canadianrailwayobservations.com/2009/10/edm2.jpg>

The 7500 series GP38-2 units built in 1973 by GMD were converted to hump mother units in 1978 and are seen here at Walker Yard in Edmonton on 22 Aug 2009; they are mated with 500 series HBU-4's (hump booster units) when working the hump. Note that CN 7510 does not have the Class designation

GH-20b under the cab road name; it was repainted in Paducah KY, December 2001, for use in CN's Wisconsin Central Division; the class marking was replaced by "GP38-2". CN 7503 for some unknown reason has a GH-420b class designation under the cab road number rather than GH-20b. (Cor van Steenis)

<http://www.canadianrailwayobservations.com/2009/10/cor.htm>

As well, Cor submitted the boosters (Aug 22, 2009) at CN Walker Yard in Edmonton. The HBU-4 hump booster units, all built in 1978 by GMD, Class GH-00a, were idle, west of the diesel shops. CN has 22 of these units in their fleet. They are mated with 7500 series GP38-2 hump mother units when working the hump. <http://www.canadianrailwayobservations.com/2009/10/cn5.htm>

Finally here is an older slug booster unit used in yard and transfer service that Cor caught back in 1981 at Bissell Yard in west Edmonton, a cut-down MLW S-3 switcher (originally CN 8464, became Slug B13, then Slug 312, then Slug 354, then Slug 700). It was renumbered in 1991 to CN 269 and was retired in 2008. <http://www.canadianrailwayobservations.com/2009/10/cn354405.jpg>

## CN Vignettes:

These two terrific images at Montreal's Central Station show the hogger aboard CNR 4-6-4T 49 easing his commuter train out from darkness and into daylight. The well-dressed engineer looks back at the photographer John Dziobko as the train steams out under the catenary, toward Wellington Tower on July 3<sup>rd</sup>, 1954.

<http://www.railpictures.net/viewphoto.php?id=292270&nseq=1>

<http://www.railpictures.net/viewphoto.php?id=295923&nseq=0>

Canadian National Railway green and gold RS3 3019 and RS18 3624 are seen at Hamilton, Ontario on an eastbound freight on the Grimsby Sub during September in 1967. The units are switching the east end of Parkdale Yard in this great photo by Dave Burroughs.

<http://www.railpictures.net/viewphoto.php?id=270776&nseq=26>

Long a fixture at the Brantford Yard CN SW9 7000 is seen on the Burford Sub at Grey Street as the 2<sup>nd</sup> trick yard crew has just finished spotting the yellow Railbox 50-foot boxcar at the Gazer Wool Stock plant on June 10<sup>th</sup> 1983. The local is seen backing up to the switch by the bridge in the background to go down the spur for Diamond National to spot the two CN 50' double door box cars. (Aleks Stefanovic)

<http://www.railpictures.net/viewphoto.php?id=296063&nseq=1>

# CANADIAN PACIFIC

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

CP SD40-2 5813 retired on August 4<sup>th</sup>. (Currently stored in the USA)

In August, CP transferred AC4400CW's 9700-9714 from Calgary's Alyth Yard to Montreal's St-Luc Yard for maintenance. Interestingly, AC4400CW 9712 is currently stored "unserviceable" at the Ogden Shop, as it was involved in a fire near Edmonton on July 12<sup>th</sup>. At this writing, it is still being evaluated for a potential overhaul at Ogden.

Due to the economic downturn, on September 1<sup>st</sup> CP had a total of 343 locomotives Stored Serviceable. The units listed were 121 GE's, 61 SD9043MAC's, 51 SD40-2's, and 69 CP GP7u's, GP9u's, GP38-2's, and slugs, as well as 41 SOO SD60's.

On September 28<sup>th</sup>, CP sent SD40-2's 762, 5902, 5948 for lease to the DME. These units had been in storage in Western Canada.

The following retired CP SD40-2's are at St-Luc Yard for movement to CADRAIL (Lachine, QC), for scrapping by RB Recycling: 5604, 5609, 5625, 5674, 5711, 5754, and 5836. The following CP SD40-2's were scrapped at CADRAIL over July, August, and September 2009: 5585, 5629, 5641, 5657, 5662, 5724, 5762, 5770, 5801, 5802, 5806, 5811, 5814, and 5922.

## CP Locomotives Sold:

Over the last month, CP sold the following SOO SD40-2's to the NORTHERN PLAINS RAILROAD in North Dakota: SOO 774, 775, CP 776 and 777. These units were already retired, and had been stored at Thief River Falls, MN.

In August, Rail and Motor Supply (no longer called Rail and Motor International), acquired CP GP7u 1504, GP9u's 1551, 1556 and 1558, and SOO GP9's 4201, 4202 4203, and 4204 and moved them to Searcy Trucking Ltd in Winnipeg for stripping and scrapping. There are also several ex-CP SD40-2's on the property, which have been previously reported in CRO. Rail & Motor has resold ex-SOO GP9 4203 to Savage Services Group and is seen here restencilled SVGX 8625 on September 27<sup>th</sup>. In late September SOO GP9 4203 was sold to SAVAGE in the USA and has been renumbered SGVX 8625.  
<http://www.canadianrailwayobservations.com/2009/10/4203.htm>

During the first week of September, three units at Searcy Trucking Limited in Winnipeg, were sent back to CP for movement elsewhere. These were ex-CP GP7u 1506, and GP9u 1613, which are to be moved to the Northern Plains Railroad Shop for repairs and repainting. As well, ex-CP GP9u 1586 is going to Railserve in Stettler for work. On September 23<sup>rd</sup>, Doug McKenzie caught CP SW1200RS 8131 on the Alyth Shop tracks after having moved last month from storage at Ogden. The unit is still waiting on authorization for the final movement east for scrapping at Searcy Trucking Ltd.  
<http://www.canadianrailwayobservations.com/2009/10/8131.jpg>

During August, (in a six-month lease arrangement) CP AC4400CW's 9758 and 9777 were temporarily repainted as Allegheny & West Virginia (AWVR) 767 and 777 respectively. This special paint job was done for the new Denzel Washington movie "Unstoppable", and the attractive units are shown here filming on the WNY&P at Bruceton Station, Broughton, PA, on September 3<sup>rd</sup>, and heading south at MP 78 on the WNYP's Buffalo Line, headed for shooting in Eldred, PA. "Unstoppable" is a 20th Century Fox drama about a runaway train carrying a cargo of toxic chemicals. The story line pits an engineer

and his conductor in a race against time chasing a runaway train in a separate locomotive in an attempt to bring it under control before the train can derail, and potentially cause a toxic spill decimating a town. There is conjecture that this story may be patterned after the CSX runaway in Ohio, with SD40-2 8888. Four other units (all SD40-2's), were also leased by the movie company: Wheeling & Lake Erie 6351, and 6352, (ex-TFM 1401 and 1402, nee-FNN 13000 and 13001). For the movie they have been lettered AWVR 5580 and 5624 on the cab, and 7346 and 7375 in the number boards. As well, W&LE 6353 and 6354 (ex-KCS 664 and 665), are lettered AWVR for the movie, but numbered 1206 on "both" units. Earlier this year, Denzel Washington starred in another action movie with trains, a remake of the 1970's classic "The taking of Pelham 1-2-3", about the hi-jacking of a New York City subway train.

<http://www.railpictures.net/viewphoto.php?id=295947&nseq=117>

<http://www.railpictures.net/viewphoto.php?id=296307&nseq=38>

<http://www.canadianrailwayobservations.com/2009/10/repaint.jpg>

During late-September CP potash trains were again running to the coast. Cor van Steenis reported at least one or two every week. Certainly not up to the pre-recession levels of a four or so trains per day. Here are shots of one of them he caught west of Lake Louise, Alberta on September 21st with (the standard) 4 locos and 142 cars; it was really labouring to get up that hill at walking pace! It was the only train they saw in 8 hours of 'trainspotting' on the Laggan Sub. (They may have missed some during lunch at Lake Louise), but one of the slowest days they've seen on the Laggan Sub. By the way, yes, that is fresh snow at the higher elevations on Image (2); it fell during the early morning hours; winter can't be too far away in the Rockies.

<http://www.canadianrailwayobservations.com/2009/10/pot.htm>

In August, Bruce Chapmen informed us that all of CP's 9000-series SD40-2F's are currently assigned to the Winnipeg Shop for inspection and maintenance. All except for one unit in the class: CP 9023, which is assigned to Moose Jaw, SK, their lone "red barn"!

On September 11<sup>th</sup>, with CP AC4400CW 9771 leading and CN SD70M-2 8011 trailing, CP Train No. 210, the daily CP Alyth-Winnipeg general merchandise freight departed Alyth Yard, Calgary, with CP Slug 1021 in the consist 26 cars back, sandwiched between two grain hoppers. Slug 1021 is assigned to Toronto Yard and was forwarded to Ogden Yard, Calgary, for major maintenance on 30 July 2009. It is seen here in the consist at Ogden (siding) on its way back east after completion of the work. Slug 1021 (which is ex-SW1200RSu 1246; nee-SW1200RS 8137), is normally mated with CP GP9u 1628.

<http://www.canadianrailwayobservations.com/2009/10/slug.htm>

End of an era? CP 1627 seen here at Coquitlam, BC was the last GP9u to be overhauled at the CP Ogden Shop in 2008. Other CP Geeps in need of overhaul were scheduled, such as the 1589, but all have been cancelled in favor of looking to newer technology. Perhaps Gen-Sets or something new is on the horizon at CP yards. Thanks to Andy Cassidy and a photo of CP GP9u 1627 looking good after return from overhaul from Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/10/1627.jpg>

The Canadian Pacific Railway has purchased three passenger cars for its heritage fleet based at Ogden Park in Calgary, Alberta. The cars were previously leased by CP and were used in the EMPRESS steam program until October of 2008. The cars are:

- CP 100 BAGGAGE-EXPRESS; used by CP as a passenger observation car, it has wire mesh gates in front of the opened baggage doors for passenger safety (built in 1946 by American Car & Foundry as New York Central Baggage 9107; leased for the past few years by CPR from North Star Rail as NSRX 9107 Shoreview)
- CP 103 COACH (built in 1960 by St. Louis Car Company as Union Pacific Coach 5503; previously leased by CPR from Rail Journeys West as RCPX 5503)



- CP 104 COACH (built in 1964 by St. Louis Car Company as Union Pacific Coach 5534; previously leased by CPR from Rail Journeys West as RCPX 5503)

All three cars had their inaugural run under CPR ownership on 05 Sep 2009 in the consist of the CPR Spiral Tunnels Centennial Special and were photographed at Banff in their new CP lettering (3 PHOTOS). They match very nicely with the former CNR 1954-era coaches and sleeper in the CP heritage fleet (CP 101 Dominion, CP 102 Smoky Smith & CP 110 H.B. Bowen).

<http://www.canadianrailwayobservations.com/2009/10/cp100.htm>

Over the sunny Labour Day Holiday September 7<sup>th</sup>, John Soehner was able to catch these roster shots at Smiths Falls, ON. Near the re-fueling area was CP GP40-2 (ex-Guilford) 4656 along with Smiths Falls Yard engines CP GP38-2's 3135 (Moose Jaw Assigned), 3031 and 3042.

<http://www.canadianrailwayobservations.com/2009/10/sm.htm>

Bob Heathorn caught the following units at Smiths Falls on September 16<sup>th</sup>: VIA F40PH-2 6403 (CBC) and CP ES44AC 8795 with two SD40-2's.

<http://www.canadianrailwayobservations.com/2009/10/ne.htm>

#### STLH liveried power trace (Luc Lanthier) as of September 21, 2009:

- STLH SD40-2 5560 Dep. Oshawa, ON September 21 at 23:52pm
- STLH SD40-2 5593 Dep. Bredenburg, SK September 21 at 21:10pm
- STLH SD40-2 5615 Arr. South Edmonton, AB September 19
- STLH SD40-2 5651 Dep. Scarborough, ON September 21 at 21:52pm (Expressway)
- STLH GP38-2 7306 Arr. Bluff Point, NY September 6
- STLH GP38-2 7308 Dep. Albany, NY September 21 at 22:08pm
- STLH GP9u 8225 Arr. Toronto Yard, ON April 25
- STLH GP9u 8245 Arr. Toronto Yard, ON April 15

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

I finally got out to do some railfanning in September, with mainly sunny skies and warm temperatures. The train action was a bit slow however, but the ones that did show up offered some nice "old school" power. Here are a couple of examples:

CP 441-07 (freight) with 7 units (6 SD40-2's and a GP38-2)

[http://www.youtube.com/watch?v=W\\_gDJ4uVCCQ](http://www.youtube.com/watch?v=W_gDJ4uVCCQ)

CP 966-07 ("Herzog" rock train) with 3 units (all SD40-2's)

<http://www.youtube.com/watch?v=rBscokhU6R0>

You may click on the "more info" link on the right-hand side for more info on these two trains. Of note, the middle unit of 7 on 441, STL&H 5593, was the leader on train 223-05 earlier in the morning but the train terminated at T-Bay. Those Nathan 3-chime horns on those Dash 2's sounded not too shabby either! Here are two "fresh" mp3's from CN train 437 (September 8<sup>th</sup>):

- Sound File #1 CN2453a.mp3 -- CN 437 is just out of Port Arthur and complies with CROR rule 14(l) for the grade crossing at mile 1.9 Kashabowie Sub, known locally as Fort William Road. The head-end restriction of 10 MPH then the locomotive engineer can bring the train up to 15 per for the next couple of miles. After Kevin blows for this (always bad) crossing, he starts to take a few notches on the throttle of this fine C40-8M locomotive and gets his small train up to speed quickly. <http://www.canadianrailwayobservations.com/2009/10/cn2453a.mp3>
- Sound File #2 CN2453b.mp3 -- CN 437 again with the rest of his train out of Neebing.... about 24 cars tonight. I have situated the video/audio recorder between the crossings at Twin City (Hwy 130) and Rosslyn Road by mile 12.5 Kashabowie Sub. No "chugging action" this time but

that beautiful 'doppler effect' on the Dash 8 horn. CK  
<http://www.canadianrailwayobservations.com/2009/10/cn2453b.mp3>

Chris Wilson's CP Heron Bay Subdivision OS report ~ (MP 63.0 Marathon, ON) of some of the trains he caught on September 10<sup>th</sup>. It was very busy with work trains in the area.

CP 223-08 Manifest, (Toronto Yard, ON - Winnipeg, MB) 117 cars, 39 mixed/37 grain empties/41 mixed, CP 9624 (AC4400CW) and CP 6034 (SD40-2) <http://www.youtube.com/watch?v=nC2KTURRSIs>

CP 111-09 Intermodal, (Toronto Yard, ON - Vancouver Coquitlam, BC) 115 cars  
6 racks/109 platforms, CP 9772, 9539 and 8540 (three AC4400CW's)  
<http://www.youtube.com/watch?v=xvu9rv8ly6I>

CP 9WHB-09 (OCS Ballast train, Schreiber, ON - White River, ON) 61 cars, 60 HZGX ballast gons, CP caboose 422999 and CP 5993, 6604, 5914 and 5953 (All SD40-2's)  
(\*CP 966-07 (Dyment, ON – Thunder Bay, ON), \*\*CP 9WNI-08 (Thunder Bay, ON – Schreiber, ON), \*\*\*CP 966-09 (White River, ON – Sudbury, ON)  
[http://www.youtube.com/watch?v=sy36E\\_wzQQw](http://www.youtube.com/watch?v=sy36E_wzQQw)  
<http://www.railpictures.net/viewphoto.php?id=296858>

CP 222-09 Manifest, (Winnipeg, MB - Toronto Yard, ON) 112 cars, 1 rack/23 CN mixed/30 mixed/23 racks/33 mixed/BBRX 113/1 hopper and CP AC4400CW's 9611 and 8647.  
<http://www.youtube.com/watch?v=R4sCe6zeanc>

CP 112-07 Intermodal, (Vancouver IMS, BC - Montreal Hochelaga, QC) 105 cars  
96 platforms/9 racks with CP 8809 (ES44AC) and CP 9769 (AC4400CW)  
<http://www.youtube.com/watch?v=v-n8UXiiuAQ>

Three photos from Chris's September 9<sup>th</sup> report:

- Train 9WHB (966) makes its way through Marathon with 4 SD40-2's on the point  
<http://www.canadianrailwayobservations.com/2009/10/5993.jpg>
- One of TTX's newest addition's, the Unilevel rack replaces the ITTX model and note you can't see the contents! (ie: buses, chassis, delivery trucks, etc).  
<http://www.canadianrailwayobservations.com/2009/10/ttx.jpg>  
Info: <http://www.ttx.com/Equipment/listingtype/automotive/uni-level/unilevel-videos-eng.aspx>
- And UTA 113 trailing on the tailend of 222 heading for Plattsburg, NY ; the Northstars seem to get the 100% @ TB and head west to WPG and south to MPLS.  
<http://www.canadianrailwayobservations.com/2009/10/passenger.jpg>

On September 14<sup>th</sup> Cor van Steenis caught CP ES44AC 8899, (the last GE unit purchased by CP) seen here leaving the Alyth Yard westbound behind CP 9826 and CN 2657. CP 8899 is one of the ten CP ES44AC's (8890-8899) that have been modified for use exclusively on the ECP braking coal trains running from the coal fields of southeastern B.C. to Roberts Bank on the Pacific coast. It was released from the Alyth Diesel Shop following repairs as the Port Coquitlam shop has recently only been doing local fleet repairs and now most of the western-assigned road units now being repaired at Alyth Shop.  
<http://www.canadianrailwayobservations.com/2009/10/8899.jpg>

## **CP Vignettes:**

**GREAT SHOT!** July 4<sup>th</sup>, 1954, was alive with action at the CPR's Windsor Station including outbound Budd RDC 9053, and CPR #2471's crewman giving it a roll-by, oilcan in hand. The man on the left may be one of John Dziobko's NYC railfan buddies whom he traveled with for this Canadian railfan weekend: Bill Rosenberg, Martin Shacknee, Arnold Joseph, all mentors to the 22-year old photographer. The CN sleeper in the CP consist is evidence of the CN-CP Pool Train years.

<http://www.railpictures.net/viewphoto.php?id=298078&nseq=0>

John Dziobko's photo of CPR 2471: <http://www.canadianrailwayobservations.com/2009/10/2471.jpg>

On the same day as above, John Dziobko caught a handsome A-B set leading Tuscan red "headend" cars and arriving at Montreal's Windsor Station. At first thought to be "The Dominion" It was unclear what train this is. Therefore I wanted to include this informative reply from our readers. The head-end make-up is not quite typical of CPR Train No. 8 "The Dominion" for the summer of 1954 as "Train No. 2" and Train No. 10 handled most of the head-end traffic at that time. Put simply, there are too many head end cars for Number 8 and it is actually the second section of Train No. 22 ex-Toronto as CPR had introduced a cycle pattern for these locomotives the summer of 1954. The main function of second sections of 21 and 22 was to handle the express and bulk mail, Montreal-Toronto and Windsor plus any over-flow and extra traffic. Beginning in late May 1954, dieselization of Montreal-Toronto trains by the Canadian Pacific had resulted in the utilization of an interesting operational pattern for the units each night, for two units assigned to each of the two sections of trains 21 and 22 respectively, from Montreal and from Toronto. When the four units arrived in Toronto in the morning on the two sections of 21, two of them continued as far as Windsor, Ont. One unit went to Owen Sound on train 705. The final unit returned to Montreal on day train 36. In the evening, the two units returned on train No. 22 from Detroit, and continued with the train to Montreal. The unit which went to Owen Sound on train 705 returned on train 708, and combined with the unit arriving from Montreal on day train No. 35, returned overnight to Montreal on the second section of train No. 22. With the arrival of both sections of No. 22 in Montreal in the morning, both units from one section and one unit from the other section combined, to handle train No. 354 to Quebec, while the remaining unit went on train No. 36 to Toronto. In the evening, the units which went to Quebec on No 354, returned on No 355, and combined with the unit arriving on day train No 35 from Toronto, returned overnight on both sections of No 21 to Toronto, two units per section. Although 1400's and 1900's could be found on trains 7 and 8 periodically outside the pattern, this cycle lasted until introduction of the Canadian and a new more complicated cycle was introduced. (from Ray Kennedy, LBC and Jim Brown with thanks)

<http://www.canadianrailwayobservations.com/2009/10/dom.jpg>

John Mellow kindly submitted the following images: CPR Budd car 9049 is seen stopped at the station in Smiths Falls in the late 1960's. On September 2nd, 1965, CPR RS18 8794 and Alco FB and FA-2 highballs a westbound Train 903 past the east switch Tichborne on the Belleville Subdivision. During August 1968 John photographed CPR RDC-2 9110 passing Cabin D near Toronto Union Station. As well, here is a later shot of Toronto's Cabin D showing a hard working CP RAIL S2 (7024) shuffling through with a train of CP box cars during Aug 1978, in a shot taken by William Miller.

<http://www.canadianrailwayobservations.com/2009/10/budd.htm>

Kim Piersol caught Illinois Central C636 1104 at IC's Homewood Yard on March 30<sup>th</sup> 1975 and Alan Gaines caught the same unit, at this time purchased by Precision National Corp (PNCX, nee-IC 1104) on August 31<sup>st</sup>, 1980 in the dead line at Mount Vernon, Illinois. Why are we including an Illinois Central Alco as a "CP" Vignette???? This IC locomotive was one of six C636's (1100-1105), which were leased to CP for 3-4 months during the winter of 1969-1970. The units were painted in the smart looking orange and white livery with the IC "split rail" logo on the nose. They six operated on the CP mainline between Montreal, Toronto, and Detroit, MI, sometimes as the lead unit! Evidently, while in Montreal one of these IC Alco's was involved in a little hostler mishap where one inadvertently rolled into the turntable pit at St. Luc Diesel ...but LBC couldn't recall which one. (Thanks to Tim Organ and LBC).

<http://www.rrpicturearchives.net/showPicture.aspx?id=471209>

<http://bm4265.rrpicturearchives.net/showPicture.aspx?id=770023>

Amongst the oldest railway vehicles in North America, are the original series of Sperry Rail Service Track Inspection Cars, the "Bob Owen" dating back to the St. Louis Car Company in 1927. Originally built as a "Doodlebug" (Self-propelled coach), B&O 6003 was purchased by Sperry in 1934, and rebuilt for internal rail defect detection service. Modernized in 1985 with both ultrasonic and induction test equipment, David R Howard clicked "Bob Owen" testing the Hamilton Subdivision of CP, approaching Vinemount South, (former TH&B) in September 2008.

<http://www.canadianrailwayobservations.com/2009/10/sperry.jpg>

Bill Sanderson wrote "It's all downhill from here!" On July 5<sup>th</sup>, 1995, CP eastbound Vancouver-St. Paul manifest #574 swings around a curve at Divide, Alta. (Mile 121.5 of the Laggan Subdivision) after having crested the Continental Divide at Stephen a couple of miles to the west. This portion of the Laggan is double-tracked from Stephen to Lake Louise. The 93-car train, with a number of cars of B.C. forest products on the head end, is being powered by CPR SD40 #5503, MKCX SD40M-2 #9055 (ex-PLM SD40 #3004, exx-MP #3004, nee-MP #704) and CPR SD40-2's #5968 and #5914. #9055 was one of a dozen locomotives being leased by CP from Morrison-Knudsen at the time. The bulk of Mount Niblock provides much of the backdrop at left center.

<http://www.canadianrailwayobservations.com/2009/10/vign10.jpg>

## The WHITE PASS & YUKON Railroad

(By Deane Motis)

Don't miss the WHITE PASS & YUKON Articles on C.R.O. website by Deane Motis!

The first article "The White Pass Diesel Fleet" will be released **this Friday (October 2<sup>nd</sup>)**. A very interesting article and a lot of pictures!



## VIA RAIL – Passenger and Commuter

(By Terry Muirhead and William Baird)

### VIA Rail:

Roger Lalonde was in the right place to catch VIA train #14 "The Ocean" sporting the newest VIA livery. Two of the CADRAIL rebuilt F40PH-2d's are leading the VIA's European-built "Renaissance" cars at Bathurst, New Brunswick on September 6<sup>th</sup>, 2009. The second unit was recently released from CADRAIL, and was testing behind the prototype 6400.

<http://www.railpictures.net/viewphoto.php?id=296543&nseq=50>

Terry obtained access to shoot these images at Vancouver's Pacific Central Station during September's movie shoot for the TV Series "Psych". The TV Series episode of "Psych" is expected to air in January 2010 on CTV, and in the USA. In order to "Americanize" the train at the least expense, the VIA lettering was simply covered with "Coast to Coaster" decals for the illusion of a US transcontinental. The VIA equipment included F40PH-2 6449 (a Vancouver assigned unit), 812X, 8341 "Thompson Manor" and 8315 "Carleton Manor". For drama and ambience (we assume), steam heat effects were artificially created for the shoot, and can be seen under the sleepers.

<http://www.canadianrailwayobservations.com/2009/10/dsc07.htm>



On September 21st, the Government of Canada and VIA Rail announced a \$20 million program to renew and improve two key components of its nationwide locomotive and rolling stock fleet, funded from the \$407 million investment in passenger rail improvements under the Government of Canada's Economic Action Plan. "It gives me great pleasure to announce the overhaul of 78 (Stainless Steel) cars and 21 locomotives for improved service across VIA Rail's transcontinental network," said the Honourable Rob Merrifield, Minister of Transport) VIA's Chief Operating Officer, John Marginson added "This initiative is creating 58 positions at VIA's Montreal Maintenance Centre (MMC): 51 positions for the HEP 1 project and seven positions for the P-42 locomotives. When coupled with our other fleet renewal programs, it adds up to the largest investment ever in Canadian passenger rail equipment". This project includes the renovation and upgrade of 78 HEP 1 long-haul cars of various types and of 21 P-42DC locomotives. The HEP 1 stainless steel cars are primarily assigned to the Toronto-Vancouver "The Canadian" which is an important contributor to Canada's tourism industry. The P-42DC locomotives haul VIA's fastest trains in the busy Quebec-Windsor Corridor. The first of the 78 HEP 1 stainless steel cars to be overhauled will be 40 Manor sleeping cars, followed by the dining cars, Skyline dome-buffet-lounge cars and other car types within the fleet. The overhaul will include new and brighter interior carpeting, wall designs and upholstery. Mechanical work will include the renewal of the electrical, drinkable water, heating, air conditioning and underframe systems. This overhaul of VIA's long-distance trains will proceed at the rate of seven cars per month. The first cars are scheduled for completion this fall. The P-42DC program includes work on the underframe systems, main diesel engine, alternator and generator. As well, there will be minor structural repairs and touch-ups of the car body, along with winterization programs. This will prepare the P-42DC's for another 1.6 million kilometers or eight years of reliable service. The VIA fleet renewal program is part of an unprecedented investment by the Government of Canada in the improvement and expansion of passenger rail service across the country. It is being funded under a \$516 million passenger rail capital improvement program announced in October 2007 and another \$407 million investment under the Economic Action Plan.

On September 1<sup>st</sup>, VIA Rail Canada announced plans to build a brand new station in Belleville, Ontario on the busy Mtl-Tor Corridor. The existing Station at Belleville is well known by railfans and was opened back in 1856. Unfortunately in spite of its charm and CNR history, it is ill equipped to accommodate the amount of passengers during peak travel periods. As part of a previously announced \$300 million CN-VIA Kingston Subdivision project, the railroad plans to build two new mainline tracks and a second station platform in Belleville. Photo by Ron Visockis.

<http://www.canadianrailwayobservations.com/2009/10/bellv.jpg>

On September 10<sup>th</sup>, at a ceremony in Cobourg, Ontario, Northumberland-Quinte West MP Rick Norlock, Mayor Peter Delanty and John Marginson, VIA Rail Canada's Chief Operating Officer, announced VIA's plans for a new station with improved and expanded facilities. VIA estimates that it will invest as much as \$7 million for the new station and related improvements from recent capital funding for VIA announced by the Government of Canada. \$1 million of the project's cost will come from the government's Economic Action Plan. VIA's new Cobourg station will be a fully-accessible and aesthetically-pleasing structure adjacent to the existing building. VIA is currently studying options for the design of the new station, with the final design to be selected later this year. The existing heritage-designated building, opened in 1911, is no longer large enough to accommodate all customers at peak travel periods. Furthermore, VIA's previously-announced, \$300 million Kingston Subdivision Project will add new main line tracks and will include rearranging the track layout in some locations to increase safety, capacity and service reliability. In Cobourg, this involves adding one new main line track and a second platform, which cannot be done while still making use of the existing station.

On Saturday Sept. 5th, several CRO readers caught VIA Train 93 eastbound on the CN-Grimsby Sub (south of Hamilton, ON) with VIA P42DC 901 and 903 and eight Renaissance cars. The same consist came back through Hamilton as train 92 and was seen at 15:50. It may be the first time Renaissance equipment has been used between Toronto and Niagara Falls. It is also most unusual to see so many cars as the Niagara Falls trains usually operated with about 3 cars plus the use of more than one locomotive on this assignment. Here is the Eastbound Train at Mile 11.8 CN Grimsby Sub:

[http://i566.photobucket.com/albums/ss108/trainsthroughthelens\\_2009/VIA%20Rail/DSC\\_6079.jpg](http://i566.photobucket.com/albums/ss108/trainsthroughthelens_2009/VIA%20Rail/DSC_6079.jpg)

[http://i566.photobucket.com/albums/ss108/trainsthroughthelens\\_2009/VIA%20Rail/DSC\\_6080.jpg](http://i566.photobucket.com/albums/ss108/trainsthroughthelens_2009/VIA%20Rail/DSC_6080.jpg)

[http://i566.photobucket.com/albums/ss108/trainsthroughthelens\\_2009/VIA%20Rail/DSC\\_6081.jpg](http://i566.photobucket.com/albums/ss108/trainsthroughthelens_2009/VIA%20Rail/DSC_6081.jpg)

Here is the Westbound Train at Mile 11.8 CN Grimsby Sub:

[http://i566.photobucket.com/albums/ss108/trainsthroughthelens\\_2009/VIA%20Rail/DSC\\_6098.jpg](http://i566.photobucket.com/albums/ss108/trainsthroughthelens_2009/VIA%20Rail/DSC_6098.jpg)

[http://i566.photobucket.com/albums/ss108/trainsthroughthelens\\_2009/VIA%20Rail/DSC\\_6099.jpg](http://i566.photobucket.com/albums/ss108/trainsthroughthelens_2009/VIA%20Rail/DSC_6099.jpg)

On August 23<sup>rd</sup> Cor van Steenis attempted to chase VIA Rail's transcontinental Train No. 1, the Toronto-Vancouver 'THE CANADIAN', from Edmonton, AB., to Jasper, AB., the full 235 mile length of CN's Edson Subdivision. The train departed Edmonton a 07:37h and arrived in Jasper 10 minutes ahead of its scheduled arrival time of 13:00h. The consist on this day was 2 Locomotives and 18 cars, one of which was being dead-headed to Vancouver; all cars were built for Canadian Pacific in 1954-55 except as shown):

VIA F40PH-2 # 6431 (added to the point at Jasper)

VIA F40PH-2 # 6412

VIA F40PH-2 # 6438 (removed at Jasper)

Baggage Car 8605

Coach 8139 (ex-Conrail)

Coach 8143 (ex-Amtrak)

Coach 8125

Skyline Dome 8501

Dining Car 8414 Palliser

Skyline Dome 8516

Sleeper 8308 Bliss Manor

Sleeper 8321 Draper Manor

Sleeper 8336 Monck Manor

Sleeper 8301 Abbot Manor

Sleeper 8220 Chateau Papineau (dead-heading to Vancouver)

Skyline Dome 8510

Dining Car 8411 Imperial

Sleeper 8334 Macdonald Manor

Sleeper 8335 Mackenzie Manor

Sleeper 8320 Douglas Manor

Sleeper Buffet-Lounge Dome Observation 8710 Prince Albert Park

On the Edmonton-Jasper leg of the trip Cor was able to photograph the train at Carvel (M32), Magnolia Trestle (M61), Evansburg (M69), Wildwood (M72) and Jasper (M235) (see photos) only because of meets with CN eastbound freights slowing it down; at Edson and Hinton Cor was unable able to keep up with the train, which we estimate was travelling at 70+ mph! In both cases they saw the tail end disappearing ahead of them as they drove up. The only non-scheduled station stop made by Train No. 1 was at Hinton; passengers can pre-arrange intermediate station stops to disembark between Edmonton and Jasper.

This is a difficult train to photograph, not only because of its speed, but also, as it is a westbound travelling in the morning, you are always shooting into the eastern sun; the slightly overcast conditions on this day helped somewhat. <http://www.canadianrailwayobservations.com/2009/10/cor23.htm>

After arrival at the nicely restored Jasper Heritage Station (built in 1925) at 12:50h on 23 Aug 2009, 'THE CANADIAN' was prepared for the next leg of its journey to Kamloops North. During the one and one-half hour layover, VIA F40PH-2 # 6431 was added to the point and # 6438 was detached and moved to the house track. The train was cleaned and passengers embarked. At 14:30h the train departed onto the Albreda Subdivision where we caught it at M 34, between Grant Brook and Moose Lake, B.C. The sun finally came out and caused a nice reflection in the still waters! A great way to spend the day... <http://www.canadianrailwayobservations.com/2009/10/200908.htm>

On the way back from following 'THE CANADIAN' on 23 Aug 2009, we followed CN 8846 EAST from Moose Lake, BC., to Henry House in Jasper Park.

<http://www.canadianrailwayobservations.com/2009/10/c.htm>

**VIA #1 Consist Departure Toronto Union Station Aug 29<sup>th</sup>:**

VIA F40PH-2 6412 Mtrl Assigned Unit

VIA F40PH-2 6418 Mtrl Assigned Unit

8605 Baggage

8143 (Ex Amtrak)

8125

8501 Skyline

8414 Palliser (Dining Car "A")

8516 Skyline

8308 Bliss Manor

8321 Draper Manor

8336 Monck Manor

8301 Abbot Manor

8220 Chateau Papineau

8209 Chateau Iberville

8510 Skyline

8411 Imperial (Dining Car "B")

8334 Macdonald Manor

8335 Mackenzie Manor

8320 Douglas Manor

8710 Prince Albert Park

(3 Units, 18 Cars)

**VIA #2 Consist Departure Vancouver Pacific Central Station Aug 30<sup>th</sup>:**

VIA F40PH-2 6410 Mtrl Assigned Unit

VIA F40PH-2 6451 Wpg Assigned Unit

8609 Baggage

8100

8109

8506 Skyline

8408 Empress (Dining Car "A")

8511 Skyline

8338 Rogers Manor

8328 Grant Manor

8342 Wolfe Manor

8325 Elgin Manor

8205 Chateau Closse

8217 Chateau Maisonneuve

8505 Skyline

8409 Fairholme (Dining Car "B")

8326 Franklin Manor

8329 Hearne Manor

8339 Sherwood Manor

8718 Yoho Park

(2 Units, 18 Cars)

Railfanning VIA Rail Canada's Lake Superior (Text and photos from Bill Wood with thanks)

<http://www.billwood.com/trains/superior/>

The full-length dome car will return to AMTRAK (Albany-Montreal) Trains 68 and 69 this Fall.

Northbound: Mon, Thu, and Sat, October 1 thru-November 9, and Southbound Tue, Fri, and Sun October 2 thru-November-10.

**VIA – AMTRAK -GO Vignette:** In March 1995, Scott Haskill photographed the joint Amtrak-VIA overnight train from New York only a few minutes from arrival at Toronto Union Station on a Saturday

morning. The train departed New York on Fridays and Toronto on Sundays, and ran June 1994-Sept 1995. AMTRAK F40PH 271 is at the point with four Amtrak car, three VIA stainless steel cars and VIA F40PH bringing up the rear.

<http://www.railpictures.net/viewphoto.php?id=136433&nseq=1>

## Montreal AMT Commuter:

Marc Chouinard caught some exciting Montreal commuter action when four AMT trains entered Lucien L'Allier Station in downtown Montreal within five minutes! The trains are seen on the Montreal Sub and had originated at Vaudreuil, QC. (Note: #114 with AMT 4117 is actually being pushed by #14 with AMT 1325). They arrived in the following order between 8:42 – 8:48AM on September 11.

#112 (1327 – 7:10 from Vaud)

#114 (4117 – 6:40 from Vaud) Combo

# 14 (1325 – 6:55 from Vaud) Combo

# 16 (4144 – 7:30 from Vaud)

<http://www.canadianrailwayobservations.com/2009/10/amtmyr.htm>

During the summer of 2000 AMT operated “Le Riverain”, a tourist train that ran from Windsor Station out to St Anne de Bellevue on Montreal’s west island a few times a day. The eclectic train-set included an AMT F59PHI and an ex-CP FP7A with three ex-GO cars painted at the Montreal ALSTOM Shop in this fancy AMT wave paint scheme. Tim Mayhew was visiting St-Luc Yard in Montreal in August 2000, and caught the train at Ballantyne. At this time AMT 1326 was one of their newest locomotives and AMT 1306 their oldest. This covered wagon was the oldest former “CPR” diesel locomotive in daily service!

<http://www.canadianrailwayobservations.com/2009/10/1326.jpg>

<http://www.canadianrailwayobservations.com/2009/10/1306.jpg>

In late September more cars in the AMT 3000 series arrived at St-Luc Yard. Check out Marc’s website for tracking of these units: [http://www.myrailfan.com/collection/AMT/AMT\\_3000/AMT\\_3000.aspx](http://www.myrailfan.com/collection/AMT/AMT_3000/AMT_3000.aspx)

Here’s a look at the car’s interior: <http://www.canadianrailwayobservations.com/2009/10/3000.htm>

## Toronto GO Transit:

The GO Transit Station in Whitby has a new 900-car parking garage being built and the storage yard is being expanded. The new storage tracks at Whitby are used at night and on weekends:

<http://thomasblampied.fotopic.net/p60809627.html>

A terrific aerial overview of Mimico Yard in Toronto taken September 10, 2009, showing the TMC with VIA and GO equipment galore. The photographer Ian Duke says at least another seven GO Trains were outside of frame! <http://www.railpictures.net/viewphoto.php?id=296808&nseq=34>

# CANADIAN LOCOMOTIVE SHOPS

On September 15<sup>th</sup> CADRAIL in Lachine, QC released VIA F40PH-2d 6454 and it was moved to the VIA’s Montreal Maintenance Center for evaluation and testing. Work is continuing on the other VIA F40PH-2’s at CADRAIL. The VIA units currently at CADRAIL are expected to be completed, and released in the following order: 6443, 6417, 6433, 6436, 6437 and 6444.

On September 24<sup>th</sup>, a CP westbound (Train #235) with CP 8700 leading was seen leaving St-Luc Yard with Huron Central (HCRY) GP40-2W 3011 and UPY 2307 and 2308. These UPY units had been stored at



the CADRAIL facility for some time. HCRY 3011 arrived at Mactier, ON on September 27 @ 22:29pm. Picture in Belleville (ON) by Ron Visockis.

<http://www.canadianrailwayobservations.com/2009/10/8700.jpg>

At press time, CN Train #509 from London on September 24<sup>th</sup> with CN 2504 and 5631, and included dead in transit, LDSX SW1200RS 0178, which is owned by Lambton Diesel Specialists Inc. in Sarnia, Ontario, destination unknown at press time.

## Jody Moore's "Green" Locomotive Roundup

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

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

### BROOKVILLE EQUIPMENT:

BL20CG CoGen demonstrator BMEX 259 tested on the MODESTO & EMPIRE TRACTION in Modesto, CA in early September. The M&ET recently purchased two RP20BD's from Railpower to augment its aging but very popular fleet of GE 70-tonners, and is reportedly interested in additional low emissions locomotive purchases.

After wrapping up the M&ET demonstration in mid-September, the 259 was handed off to the CENTRAL CALIFORNIA TRACTION in Port Stockton, CA for testing on that railroad. The CCT has also previously tested NRE's 2GS14B NREX 2007 and Railpower's RP20BD RPRX 5400.

Lynn Powell caught this photo of the 259 between shifts on the M&ET:

<http://www.canadianrailwayobservations.com/2009/10/259.jpg>

### ELECTRO MOTIVE DIESEL:

KANSAS CITY SOUTHERN of MEXICO's first GP22ECO slug and mother set was moved from MotivePower to the AAR's Transportation Test Center (TTCI) in Pueblo, CO. The pair, KCSM 2400 (mother) and 402 (slug) shipped west from Nampa, ID late in the evening of Aug. 27, and were noted in Pueblo on Sept. 4. Nathan Zachman caught this excellent photo of the pair at that time:

<http://www.railpictures.net/viewphoto.php?id=295994&nseq=0>

Meanwhile, GG22ECO demonstrator EMDX 7102 moved east for a test on NORFOLK SOUTHERN. Mike Ray caught the unit in Chattanooga, TN on Sept. 1 and captured this photo:

<http://nsrayman.rpicturearchives.net/showPicture.aspx?id=1736187>. According to the AltoonaWorks.info website, NS is interested in doing ECO conversions on five GP38's at the railroad's Juniata Shops in Altoona, PA. Chattanooga seems to be a popular deployment spot for NS's small fleet of gensets. 3GS21B NS 300 was in the yard at the same time as the 7012, and RP20BD NS 101 was noted there a few weeks earlier. The author caught the 301 in Chattanooga back in January.

### MOTIVEPOWER:

MotivePower's MP21B genset demonstrator MPEX 244 spent a little over a month taking a wildly circuitous trip from Fort Worth back to its Boise, ID home following a demonstration on UNION PACIFIC. In mid-August, UP handed off the unit to BNSF, who moved it up through Denver, CO to Laurel, MT, where it went to Montana Rail Link. MRL moved it to Spokane, WA on a BNSF through freight. BNSF then handed the unit back to UP in Spokane on Aug. 28. After sitting in Spokane for a few days, UP moved the unit to Hinkle, OR on Sept. 2. Nearly home? Not quite. The 244 moved in

consist from Hinkle to Proviso, IL (where it passed right through its expected interchange point of Nampa, ID). After being taken to North Platte, NE, the 244 finally made it back west to Nampa, where it was handed off to the IDAHO, NORTHERN & PACIFIC for the final leg of its journey back to MPI's plant.

Dave Schaaf caught the 244 in Denver shortly before it left town on the DENLAU for Laurel, MT:  
<http://www.railpictures.net/viewphoto.php?id=295047&nseq=1>

The 244 concluded a demonstration tour that began in July 2008, and has taken the well-traveled prototype to BC, Alberta, and the better portion of the Midwestern and eastern United States including Illinois, Virginia, Texas and Florida. The unit has demonstrated for CP, UP and NS as well as a number of smaller railroads and industrial operators. So far, no orders have been received for MPI's MPEX low emissions switcher line. The unit also hasn't yet visited California, a hotbed for low emissions locomotive orders.

### **NATIONAL RAILWAY EQUIPMENT:**

On Sept. 4, 3GS21B lease locomotive NREX 2008 was on a northbound CANADIAN NATIONAL train through Grayslake, IL. It was spotted again on CSX in Bedford Park, IL headed east later that day. The unit had been sent to NRE in Capreol, Ontario earlier in the year, and was apparently headed to Dixmoor. Marc Malnekoff caught her in Riverdale, IL and again in Dixmoor:  
<http://www.rpicturearchives.net/showPicture.aspx?id=1758617>

Early in September, NRE and CALIFORNIA NORTHERN celebrated the rollout of the California shortline's first 3GS21B-DE genset, CFNR 501. The rollout was covered by a local CBS television affiliate, who provided the following video report:  
<http://cbs5.com/environment/green.diesel.locomotives.2.1148603.html>

Our official Paducah observer, Mark R, spotted CALIFORNIA NORTHERN 502 in near-complete state at the Paducah, KY NRE plant on Sept. 24. Also present at Paducah was 2GS14B demonstrator NREX 2007, and another 3GS21B in primer.

Speaking of California Northern's genset order, Ken Lanovich sent us this observation from NRE's Dixmoor shop on Sept. 24: "I saw CALIFORNIA NORTHERN 3GS21B-DE 502 at NRE's Dixmoor shop today. The unit wasn't in a position for a photo, but I was able to get the information off of the builders plate, and emissions sticker. Both show a built date on 10/09, serial number 058-0188, weight 279000. The next gen-set out of Dixmoor will be for CSX, and is just about complete. I noticed another gen-set cab has arrived, so it looks good for NRE's Dixmoor employees."

On Sept. 18, 3GS21B-DE demonstrator NREX 2020 arrived in Taylor, TX via UNION PACIFIC. According to reports, the unit is going to the AUSTIN WESTERN. As of Sept. 26, it was still reported in Taylor on UP.

All three of the US Army gensets in the order mentioned in last month's roundup have been delivered or are close to their final destinations. USAX 6504 was spotted in Arkansas by Ken Z mid-month on its way to Fort Riley, KS. According to other sources, the unit was built at Mt. Vernon and carries the builder's number 058-0185.

Roger Daniels photographed USAX 6505 in Saginaw, TX on Sept. 20. The unit is headed to Fort Hood, TX. <http://www.rpicturearchives.net/showPicture.aspx?id=1766166>

And finally, Nathan Zachman and Colorado Zephyr both caught USAX 6506 as it was moved by the BNSF's Big Lift local from Big Lift (south of Denver, CO) to Kelker, CO (in Colorado Springs) to be handed off to the folks at Fort Carson, CO. Here's a photo of Nate's:  
<http://www.trainweb.org/gensets/nre/usax/6506a.jpg> and one from COZephyr:

<http://www.trainweb.org/gensets/nre/usax/6506b.jpg>. CZ also found that the builder's number was 058-0176, and the build date was Dec. 2008.

1GS7B lease/demonstrator NREX 700 was on the move again, though it's not clear if it was coming from or headed to Dow Chemical in Plaquemine, LA. I will try to find out more before the next issue.

### **PROGRESS RAIL SERVICES:**

PR22B demonstrator PRLX 2005 wrapped up a demonstration on the FORT WORTH & WESTERN and was handed back to BNSF in Fort Worth, TX on Aug. 22. A week later, it was in CSX's Barr Yard in Chicago along with a Metra F40PH, no. 107, which was billed to Progress' shops in Mayfield, KY. But the 2005 didn't go to Mayfield with the 107. Instead, it spent the bulk of the month demonstrating for the INDIANA HARBOR BELT. Mike Rapchack, Jr. caught the 2005 between shifts in Hammond, IN: <http://www.rpicturearchives.net/showPicture.aspx?id=1767854>

Shortly after the 2005 left FWWR trackage, Mike Murray was surprised to spot PRLX 2006 there. The unit, along with single engine PR30C six-axle unit PRLX 3002, were together on the Fort Worth and Western for a presentation on Sept. 23 and 24. Mike Murray got several photos of the two: <http://www.rpicturearchives.net/archivethumbs.aspx?id=49082>

### **RAILSERVE:**

RAILSERVE has released another LEAF genset repowering of a Railpower hybrid. RSSX 1077, formerly a GG10B Green Goat, was spotted on Union Pacific at the Englewood, TX locomotive facility near Houston. According to Doug Wooten, "It came in on the MSHEW-24 (Manifest Shreveport, LA-Englewood Yd.) and was scheduled to depart on the MEWFP-27 (Manifest Englewood Yd.-Freeport, TX) to go to Dow Chemical Plant." The unit was deployed at DOW in Freeport before it was rebuilt. <http://www.rpicturearchives.net/showPicture.aspx?id=1774190>

### **RAILPOWER TECHNOLOGIES:**

In September, RJ Corman Railpower launched an all-new website reflecting the locomotive builder's new life under the RJ Corman banner. The site – complete with photo gallery and quite a bit of new data – can be found at <http://www.railpower.com>.

The final two GG20B upgrades for UNION PACIFIC finally moved out of CAD Rail in Lachine, Quebec at the end of September. UPY 2307 and 2308 departed Montreal on CP on Sept. 24. The units are the last of the group of ten units, UPY 2300-2309, that were upgraded from Gen. II to Gen. IV as part of the hybrid recall of two years ago.

During a recent visit to the SOUTHERN RAILWAY of BC's Trapp Yard in New Westminster, BC, Mark Forseille ran across IDC 001, an unrebuilt GK10B "Green Kid". Why the unit was outside the shops is not yet known. <http://www.canadianrailwayobservations.com/2009/10/001.jpg>

For the second time this year, a Railpower genset served as a helper for a steam-powered movement. This time, RP20BD RPRX 2009 got to stretch its legs on RJ Corman as a helper for Chinese-built class QJ 2-10-2 RJCC 2008 during a series of excursions and displays on the railroad in Kentucky on Sept. 19-20. RP20CD UPY 899 helped out UP 844 during excursions in California earlier this year.

## **THOROUGHbred MECHANICAL SERVICES:**

The prototype BP-4 battery-powered four axle switcher – a joint venture between TMS, Brookville Equipment and Penn State University – was released from TMS on Aug. 18. The unit, NS 999, is a completely battery powered electric switcher, using 1,080 truck batteries and carrying no onboard generator. It will be plugged in to charge between shifts. The unit was built on the frame of NS GP38 2911. Additional details of the project were featured in the May 2009 Roundup.

Keith Burkey caught the 999 in primer and provided several photos to AltoonaWorks.info:  
[http://www.altoonaworks.info/pics/k-burkey/keith\\_1.jpg](http://www.altoonaworks.info/pics/k-burkey/keith_1.jpg) / [http://www.altoonaworks.info/pics/k-burkey/keith\\_2.jpg](http://www.altoonaworks.info/pics/k-burkey/keith_2.jpg) / [http://www.altoonaworks.info/pics/k-burkey/keith\\_3.jpg](http://www.altoonaworks.info/pics/k-burkey/keith_3.jpg)

With new paint: <http://www.canadianrailwayobservations.com/2009/10/999.jpg>

Incomplete NORFOLK SOUTHERN-owned RP20BD gensets NITX 1706 and NITX 1707 were still at TMS as of Sept. 26, where they had sat untouched for at least five months. NITX 1707 is still not painted, and displays its former heritage as GG20B RPRX 2403 on the cab. The units were being rebuilt for Railpower to fill an order to Virginia International Terminals in Norfolk, VA but were seized by TMS earlier this year for unpaid bills. In a three-party deal outlined in the June 2009 Roundup, NS acquired the units in relief for the money owed. Their future is still not known.

*Thanks for their assistance in assembling this month's roundup goes out to: RJ Corman Railpower, Mike Murray, Ken Lanovich, Jeff Carlyle, Union Pacific Railroad, Lynn Powell, Marc Malnekoff, Doug Wooten, Mark R, Bruce Mercer, Mark Forseille, Colorado Zephyr, Nathan Zachman, LocoNotes Yahoo Group, Roger Daniels, Sean Graham-White, Lance Meyers, Mike Ray, Tony Kimmell, Marc Malnekoff.*

# **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

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

Only four units were shipped from the London plant during the month of August. Two of these were the Kansas City Southern de Mexico: (TFM) SDP40 (1319 & 1320) repowered into SD22ECO; and the remaining two, (2818 & 2820) were Kansas City Southern GP40-3 repowered into GP22ECO units. None in the order have had their paint schemes altered. In the other ECO repowering contract, another six of the ten Union Pacific SD60M models, originally built in London in 1992 have arrived. The latest arrivals included 2473, 2511, 2512, 2518, 2520 and un-renumbered 6341. All were stored in GEXR's Stratford yard by the end of the month. They, along with UP 2489 & 2497 which arrived at the end of July, and 2508, currently at LaGrange, will eventually emerge as SD32ECO units.

In September, another UP SD60M (2495) had come to EMCC London for ECO-rebuild. It arrived September 4<sup>th</sup> on CN Train #509 from Sarnia, ON, and was delivered to the plant on GEXR train #433 a week later with all four UP units (2518, 2512, 6341 and 2495) from storage in Stratford, ON.

As well during September, 19 JT42CWRM (Export) units (16 blue Egypt and three white and red Veolia) left the EMCC plant in London over the GEXR to CN Mac Yard, enroute to Montreal. For the record the 19 export units shipped on September 3rd were: 16 Egypt JT42CW 2149-2163 & AAST2; and three Veolia Transport 77501-77503.



# SHORT LINES, REGIONALS & INDUSTRIALS

## Western Canada:

Railserv (RSSX) Alco S-6 #1008 is seen here switching the MEGlobal Ethylene Glycol Transfer Facility at Blackfalds, AB. on 18 September 18<sup>th</sup>. Access to this facility is from Mile 11.6 on the CP Leduc Subdivision. This switcher was built in 1956 as Southern Pacific 1065.

(Cor van Steenis photo)

<http://www.canadianrailwayobservations.com/2009/10/1008.jpg>

Over the last year, the Southern Railway of British Columbia has been repainting their locomotive fleet at their SRY shop in Vancouver. The first of up to six more GP9's will be painted from a group they purchased in 2005 from their sister company - Montana Rail Link (MRL). Here are Marc Forseille's photos of 124, 129 and 902. SRY 910 and 911 are also repainted, but we have no photos of those yet. We have included shots in the earlier paint scheme for comparison..

- SRY GP9 119 (SRY 119 MRL 119/MRL 1925/BN 1925/NP 340), at New Westminster, BC August 11 2005.
- SRY 110 (SRY 110 ex-MRL110/IMRL 110/MRL 110/MRL 1897/BN 1897/NP 280. Note that it was lettered IMRL 110 while it was leased to IMRL, but was relettered to MRL following its return from IMRL and before its sale to SRY on 7/1/05). SRY 110 is seen at New Westminster, BC March 21, 2005.
- SRY SW900RS 902 is seen at New Westminster, BC July 16, 2009
- SRY GP9 129. (SRY 129 was MRL 129 prior to SRY's purchase in January '99. Before MRL, it was chop-nosed by CNW 4376 and was originally built as a GP7 for Frisco as their SL-SF 512 and it still retains a GP7 carbody, but is GP9 internally), GP9 129 is seen at New Westminster, BC May 15 09.
- SRY 124 is seen at New Westminster, BC July 16, 2009.
- John Leeming photographed SRY 110 near Nanaimo, BC, on August 15, 2009.

<http://www.canadianrailwayobservations.com/2009/10/sry.htm>

Former Southern Manitoba Railway HR412 3536 was moved south from the SMNR over the CN, (IC) from Markham yard July 4<sup>th</sup>, 2009. The unit is headed to the southern US for another branch line. The unit is former Bombardier Demonstrator #7000. <http://alcoworld.railfan.net/smnr.htm>

Former Hudson Bay Railway GP35 2501 is now in service on the Chicago Rail Link. This unit is still in HBR green, and yellow trim with KFR sub-lettering. Hudson Bay Railway is part of the Omni Trax group of railways who also own Chicago Rail Link, and KFR.

CANAC (CANX) SW1200RS 1391 and SW1200 1515 were seen on CP at Red Deer, AB on August 28<sup>th</sup>. The two locomotives were waybilled from Prentiss, AB, to Yorkton, SK, for lease to LDM Foods (a canola crushing plant). CANX 1515 It is former GTW SW1200 1515 and several years ago it had its cab modified to "low-profile" for tight clearance during the time CANAC had the switching contract at Rouge Steel in Dearborn, Michigan. In the photo, the switcher had been interchanged to the yard, and was being inspected before authorization for the move east. (Doug MacKenzie and Bruce Mercer).

<http://www.canadianrailwayobservations.com/2009/10/1515.jpg>

Bob Gallagher spotted (Central Manitoba Railway) CEMR (former CN) GP9RM 4003 (CN GP9 4598) stationed at the Cheviot Cargill plant near Saskatoon, SK (located on the CP Sutherland sub.) on September 10<sup>th</sup>. As far as he could tell, the Cando Contracting-owned engine still looked stock CEMR.

## Ontario:

On September 21<sup>st</sup> Raymond Farand photographed an OVR Work Train on the North Bay Sub enroute from North Bay to Carleton Place. GEXR 3835 East's crew set off a couple of cars for Pemco Steel at the OVR/CN Pembroke Interchange, then lifted and delivered 5 bulkhead cars to Stafford to be loaded with poles. From Pembroke it was a straight shot to Carleton Place to set off the OCS gondolas, and back to Renfrew. Here are several shots of the train:

<http://www.canadianrailwayobservations.com/2009/10/ovr.htm>

During September, Ontario Southland Railway (OSRX) GP9 175 (still in faded Chessie System paint) was moved from the Guelph Junction railway to Lambton Diesel Services in Sarnia for repairs. Ontario Southland Railway (ex-BC RAIL) M420W's 644 and 646 were moved from the Guelph Junction Railway to the OSR Shop in Salford, Ontario for repairs and arrived on September 12<sup>th</sup>. Also in September OSRX GP 7 383 was sent to LDSX for repairs to a scored crankshaft.

Michael deCosta photographed a pair of RLK geeps along with a pair of Stelco switchers at Mile 4.7 on the Dundas Sub, on CN-SOR joint bottle train. The train is seen moving westbound (not east as in the caption) through Dundas, Ontario. <http://www.railpictures.net/viewphoto.php?id=296600&nseq=48>

Effective on or about December 14, 2009, the St. Thomas Subdivision will be leased to the Ontario Southland Railway (OSR), which will assume control over daily operations (*CP would lose TK12*). Further, the OSR will be granted running rights on the Galt Subdivision between Mile 88.7 and 84. (*i.e. Woodstock and Coakley*). Obviously, when needed Canadian Pacific will retain running rights on the St. Thomas Subdivision.

Ontario Northland Railways "Dream Catcher Express" will be running from October 1 to 6. Departing from The Station in North Bay at 09:30 .., the train arrives in Temagami at 11:30. For approximately 4 hours while in Temagami, a number of unique outdoor activities will be available for passengers. This could include a sampling of Aboriginal culture, a guided tour of the Heritage Train Station, a tour of beautiful Temagami Lake, and the opportunity to witness the stunning scenery from the Caribou Mountain lookout or on a plane. At 15:45 the train departs for the excursion back to North Bay, arriving at The Station at 17:45. The Dream Catcher Express features a dome car for spectacular panoramic viewing from the comfort of your seat, professional entertainment, and a licensed snack coach. With a number of excursion packages, senior, student and group rates, it's a great opportunity to take advantage of nature's beauty in Northern Ontario.

**ONR Vignette:** (Bill Sanderson) It isn't very often you get three locomotives with three consecutive road numbers together at one time. Such was the case on June 18, 1991 when Ontario Northland SD40-2's 1730, 1731 and 1732 were seen resting outside the diesel shop in the company's main yard in North Bay, Ont. #1730 is the only one still remaining on ONR's roster in 2009. #1731 was sold to Progress Rail in 2005, then to GATX Locomotive Group in 2007 as GMTX #6973 which leased it to Prairie Mining & Royalty for service at former Luscar Coal in Coronach, Sask. #1732 was wrecked in July, 1996, officially retired in 2001 and scrapped in 2005. The track in the foreground is part of the CPR's North Bay Subdivision. <http://www.canadianrailwayobservations.com/2009/10/onr.jpg>

Chris Wilson submitted his photo "adieu" to the Marathon Pulp Plant, in Marathon, Ontario which ceased operations this year on May 4<sup>th</sup>, 2009.

- Pulling through the tight curves out of the Kraft Shed/Pulp Storage with 5 loads, and 2 part cars... The final set of cars to depart. There were no other moves since over these rails.
- Inside the now empty warehouse.
- Outside, looking inside. The shed down the dock track was for chlorine car unloading when the chemical plant (behind pulp storage) was in service
- Chris Wilson rides the CANAC S13m for the last time.

<http://www.canadianrailwayobservations.com/2009/10/8700.htm>

## Quebec

On September 4<sup>th</sup>, Gary Knapp visited Rue Du Fleuve in Trois-Rivieres, Quebec, to capture an image of the Quebec-Gatineau Railway "Wharf Job" street running along the St. Lawrence River waterfront. This QGRY train operated at night, and operates street trackage a perfect location to shoot it! While I was setting up the lights, along comes the train! Frank and I agreed they must be coming back around later on into the night, and with the lighting set up, we staked out the scene for over three hours, to no luck. Frank departed for home around 02:30 after helping me retrieve the lights, and as I prepared to head east toward Riviere-du-Loup. Finishing loading the last tripods into the truck, we both are startled to hear flange squeal ... the Wharf Job was returning! The crew remained west of my location here, performing switching duties, and Frank headed for home. Within the half hour, I spoke with the conductor and later the engineer about the chances of them backing into the tunnel here before daylight, they both were doubtful it would be before daylight, as they were about to go for their lunchbreak. I set up anyway, hoping for the best, as the alternative would have been departing for the long drive to Riviere-du-Loup. Four-thirty AM came and then five. I could monitor the crews progress as they worked closer towards my location. I was up on the stepladder around five thirty as they backed down past me onto Rue Du Fleuve and into the tunnel, GP 38 2009 in the starring role. What a view! Yes, it was worth waiting all night for. Coincidentally, 2009 marks the city of Trios-Rivieres 375th Anniversary! Wow! That is a long time. And I thought New England had some history behind it! Another "one photo night" that ends successfully. Shot in Trois-Rivieres, Quebec on September 4, 2009 at 05:31 with the 5D and Zeiss ZF 100/2 (Nikon) lens set at f2. Flash units beside and above the 2009 were erased in Photoshop. <http://www.canadianrailwayobservations.com/2009/10/qgry.jpg>

**QNS&L Vignette:** Check out this Quebec North Shore & Labrador gem from Bob Heathorn's collection: high-nosed Chicago & North Western GP9 4353 is seen in patched (ex-QNS&L) livery at the diesel shop in Oelwein, Iowa, on June 4<sup>th</sup>, 1976. Also included here (just because they are awesome), C&NW high-nosed ex-N&W C628's! (Photos by Roger Bee). <http://www.canadianrailwayobservations.com/2009/10/q.htm>

# CANADIAN RAILWAY HISTORY

## Spiral Tunnels Centennial Special

by Cor Van Steenis

On September 5<sup>th</sup>, in recognition of the centennial of the opening of the Spiral Tunnels, Canadian Pacific Railway operated a 'Spiral Tunnels Centennial Special' from Banff, Alberta, to Field, B.C., and return. The 12 car passenger special on this day consisted of (equipment normally in the consist of the ROYAL CANADIAN PACIFIC shown in brown; normally in the consist of the EMPRESS shown in blue). See complete report : <http://www.canadianrailwayobservations.com/docs/spiraltunnels.pdf>

Charles De Jean sent these images showing CN F3Au 9171 (AARX reporting marks) being prepared for movement to St. Thomas, Ontario and the Elgin County RR Museum. Here are some photos of it with braking cars coupled up, prior to movement from the Exporail Museum at Delson, QC up to CP St-Luc Yard. The F3Au will move over CP the entire way and has been waybilled. <http://www.canadianrailwayobservations.com/2009/10/9171.htm>

After 14 years working on the Kettle Valley Steam Railway at Summerland, BC, two-truck Shay #3 (Built by Lima in 04/24), left on September 17<sup>th</sup> by truck to return to the BC Forest Museum tracks at Duncan, BC on Vancouver Island. The Shay was on loan from the BC Forest Museum since 1995.

The Greater Toronto Area's only tourist railway, the York-Durham Heritage Railway returned back to full service to Stouffville, Ontario on September 12. Mechanical issues with one of the railway's Alco locomotives forced the railway to offer abbreviated trips out of Uxbridge this summer. The heritage train is now operating between Uxbridge and Stouffville each Saturday from Sept. 12 to Oct. 31. The round trip lasts approximately three hours, including time out to explore the towns at either end of the route.

#### Association of Railway Museums Convention - ARM 2009

On September 16<sup>th</sup> – 20<sup>th</sup> the 2009 ARM Convention brought 110 delegates, from Canada, the USA, and for the first time Mexico, to the West Coast Railway Heritage Park in Squamish BC. The theme of the convention was "Changing Scenes" which highlighted the changes in the Heritage Park since ARM's last visit in 1999 and saw different theme set on display at the "Mac Norris Station" each day for photo ops and delegates viewing.

The theme sets were:

- RS3 PGE561 and the 2 newly arrived CN Coaches WCXX3218 and WCXX3223;
- RDC-1 BC21 and RDC-3 BC33. BC33 is newly painted in 1956 PGE livery;
- RS3 PGE561 and a freight consist;
- F7a CP4069 leading Gen Car WCXX9622, and coaches WCXX3218 and WCXX3223;
- S3 CP6503 and a freight consist;
- 

Thursday afternoon & evening the delegates had the run of the Heritage Park to explore and photograph the collection. On Friday the delegates were boarded on WCXX3218 and WCXX3223, which was attached to the northbound Whistler Mountaineer (along with Gen Car WCXXX9622), at Squamish for the remainder of the trip to Whistler. A highlight of the trip was the opportunity to ride on the CP open Car WCXX598 which is on lease from WCRA to Rocky Mountaineer. Squamish-Vancouver portion of Saturday's scheduled trip to Vancouver with the Royal Hudson (2860) had to be reworked as CN was unable to provide a Pilot Crew as a result of their labour situation. Prior to the trip's departure the delegates were treated to a Royal Hudson steam show, which was enhanced by the cool morning air! <http://www.canadianrailwayobservations.com/2009/10/22.htm>

Don Evans (President of the WCRA), took this shot of RDC 3 BC - 33 (Ex-BC Rail) now restored to it's original PGE (Pacific Great Eastern Railway) livery at the WCRA. <http://www.canadianrailwayobservations.com/2009/10/33.jpg>

Updates from Canadian railway historical organizations and museums can be found by using the CRO museum website listing at: <http://www.canadianrailwayobservations.com/museums.htm>

## SOUTH OF THE BORDER

A terrific new look for an old friend! On August 31<sup>st</sup> Paul Wester photographed and kindly submitted this beauty: Montana Limestone SD50F 5404 is seen in Wischek, ND, in fresh paint! The front of this former CN locomotive is painted red, yellow, and black and has "MLC" lettering on the long hood. Another SD50F, 5438 is also being painted in this livery. The work is being done by a contractor who may also be painting some DMVW units as well, possibly the five ex-CN SD50F's and three ex-WC SD45's. This line also rosters GP35's.

<http://www.railpictures.net/viewphoto.php?id=297268&nseq=9>



Ottawa Central and MLW fans will be pleased to see the Granada Railroad (GRYR) in Mississippi now utilizes a pair of ex-OCRR RS18u's! They have found a good home here. The Ottawa Central lettering is now painted out as can be seen in the pictures. Walter Weart, Chuck Weart, Ian Platt, David Johnston and others assisted me in attempts to track down the American photographer who took these pictures of the Granada Railroad, but no luck. We wish to credit and thank him (Please contact us at CRO, and we will update with your name in the issue on our website). Thanks!

<http://www.canadianrailwayobservations.com/2009/10/granada.htm>

On September 19<sup>th</sup>, the following six SD60s were seen dead in transit at CSX's Barr Yard: CEFX 6000, 6001, 6002, 6014, 6015, and 6020. All were still painted in the SOO livery.

BNSF blues! The BNSF-series 2000-2039 are former GP35, GP38 and GP40 models rebuilt to GP38-2's by NRE. BNSF have had several GMTX GP38-2's on lease for a while and have recently purchased some and renumbered them as BNSF 2040-2049. They are entering service relettered BNSF, but are not being repainted, as can be seen here. They look nice!

<http://www.rrpicturearchives.net/showPicture.aspx?id=1737334>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1737332>

### D&H - The Bridge Line:

CRO is seeking new Delaware & Hudson photos! Common guys ... I need a "fix".

## Letters:

Hi Will,

Many thanks for sharing my photos and trip notes from the recent drive into "OH Canada!" in the latest C.R.O. It was also great to see P. Millers photo story of the D&H RS-2 above Willsboro Bay. I'm happy to see the new VIA F40 rebuilds finally emerging. Good coverage and photos of the 6457.

Here is my night photo of CP 252, taken at 02:20 on May 7, 2008 passing a D&H North End landmark, the Plattsburgh Station, has been chosen to appear in the CP 2010 Calendar! The station with it's towers, provides for quite the backdrop. Local railfans know, this is a wonderful location to watch trains. You can view the photo here: <http://www.railpictures.net/viewphoto.php?id=240449&nseq=16>

All The best,  
Gary Knapp  
Hinesburg, Vermont

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Gentlemen:

As always, I enjoyed the September issue of CRO, but must point out a minor error. You mention some old Alco switchers in North Vancouver being sold to the Kettle Valley Railway at Summerland. That should read as the 'Kettle Valley Steam Railway.' The Kettle Valley Railway operation was absorbed into the CPR in 1931 and to all practical purposes, disappeared at that time. The subsidiary K.V.R. company which remained on the books after 1931 was completely absorbed into the CPR in 1956.

Best regards,  
Joe Smuin – BC

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Hi Will,

In the September issue: The Station at Dawson Creek should be "PGE" and not as listed.

George Elwood  
[gelwood@dnaco.net](mailto:gelwood@dnaco.net)  
<http://www.rr-fallenflags.org>

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**New Website:** Have you seen our new website? Our Co-Editor Marc Chouinard did a terrific job! Send your comments/suggestions to [marc@myrailfan.com](mailto:marc@myrailfan.com)

**The Last Word:** Photographed this summer by Yves Cloutier, CP RAIL RSD17 8921 is seen passing E Hunter Harrison's business train at Carion, QC), a trio of CP units on a grain train is rolling over Stoney Creek Bridge, CNR Geeps and CPR Budd Cars are seen meeting at the Langston Hydro Dam, and an all MLW-power move is seen passing West Waterford Station led by CP RAIL C630M 4505. (These are HO scale models on our Canada Central Ry.)  
<http://www.canadianrailwayobservations.com/2009/10/lw.htm>

The Montreal Railroad Modellers Association's bi-Annual open house will be held on October 24<sup>th</sup> and 25<sup>th</sup>. Our HO Scale Canada Central Railway Club was founded 60 years ago (1950) in Montreal, and has moved only once in its history, and since October 1973 has been located inside the CN viaduct, directly under the VIA approach tracks to Central Station in downtown Montreal. It is one of the oldest, largest and arguably the best known model railway layout in Canada! Our layout has been used as a movie set, and has appeared in several TV commercials. The entire layout has over 4800 feet of track, divided into three major subdivisions, and has 15 sectors. The dimensions of the layout are 123 feet long, and 37 feet wide. The layout is a hypothetical representation of a 1<sup>st</sup> Generation-era Canadian Class 1 railway, operating from the eastern shores of Georgian Bay in Ontario (Port Harcourt on our layout), to Mont Joli in Eastern Quebec, during the Summer of 1959. Throughout the layout are active interchanges with CPR, CNR, ONR and NYC, and D&H. We have also used our modellers licence to incorporate railway backdrops we especially like, such as: Canadian Prairie grain elevators, the Stoney Creek Bridge in BC, and Hells Gate Bridge in New York, none of which of course are in Quebec or Ontario.

The members meet each Monday and Wednesday night (with Sundays optional) and we operate the Canada Central layout twice per month. We use the NCE DCC control system, and have three dispatchers, one for each subdivision. We follow prototype Canadian Railway Rules and Regulations when operating our trains (ie. Blowing whistles at all level crossings, obeying signals, tailend protection, speed restrictions, and following the Dispatcher's radio orders to the letter). We, just like the prototype operate in both French and English, and we use timetables, waybills, train orders, radios. On all local freights and switch jobs, we use both a brakeman and engineer. The three Dispatchers (Western, Central and Eastern Division), authorize all train movements over the entire mainline, and control mainline crossovers, and some passing sidings and signals. The signals that are in use now show track occupancy and switch position and we are currently working to signal the entire layout over the next five years. There are three Yard Masters, one for each of the three main yards, Mont Joli, Wellington, and St. Paul. There is also a mountain branch line on the layout operated by the Quebec Central Railway, a short line that is operated by two or three crews manually (with no dispatcher) from Wellington yard to Grande Prairie and up to the mining region.

Over the 50 years our club has existed, the Canada Central paint scheme and logo has evolved from the CP-CN inspired "Beaver on the Maple Leaf", to our current "Flying Canadian Geese in the oval" logo. Our current paint livery follows the CPR 1950's scheme, and is Great Northern blue, grey and yellow striping, with the CC goose logo applied to nose. Both the CC and QC locomotive rosters include steam engines, Budd cars, and GMDD - Alco - MLW First Generation diesels. Of course, as we are Canadian club, and we are all big fans, CPR and CNR trains are always an important part of the operating sessions! During our Open House twice per year (Feb and OCT), our members run anything

and everything, from the CN Turbo Train to Thomas the Tank Engine, to the delight of younger visitors. They layout utilizes code 100 Peco flex track and switches that is painted and weathered. However we have recently begun hand laying Code 83. We currently have over 30 active members and each has his own unique abilities (wiring, scenery, carpentry, painting etc) and many different interests (prototype railroads, historians, photography, operation, administrative, etc).

One of our more popular exhibits is our special Budd car affixed with an internal colour camera on one end that is used in regular operation sessions and to create club videos, train new crews on the layout, and have a lot of fun with!

<http://www.canadacentral.org/frame.htm>

We are open to having visitors or special groups come to see us, but we do request this first in writing or by phone. We are always seeking new members who share our interests and goals. You can contact our club and see some more photos and videos by visiting our website at

[www.canadacentral.org](http://www.canadacentral.org)

We hope to meet some more of our CRO readers at the event, as we did last year!

-Will

**THANK YOU:** Michael Berry, Thomas Blampied, Dave Burroughs, Steve Boyko, Guilio Capuano, Bruce Chapman, Marc Chouinard, Richard Longpre, Yves Cloutier, Michael deCosta, John Dziobko, Ian Duke, Raymond Farand, Mark Forseille, Sean Graham-White, Scott Haskill, Bob Heathorn, Ray L. Kennedy, Gary Knapp, Craig Konopski, Roger Lalonde, Ken Lanovich, Luc Lanthier, Roman Litarchuk, Doug McKenzie, Don McQueen (Froth), Jim Mcpherson, Phil Melling, John Mellow, Bruce Mercer, Jean Mercier, Bill Miller, Jeremy Mobile (WCRA), Jody Moore, Arnold Mooney, Glen Mounk, Brent Mueller, Terry Muirhead, Jason Noe (Railpace), Tim Organ, Robert O'Shaugnessy, Donna Peters, Mark Perry, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17f", Earl Roberts (Branchline), J.T. Robbie, Bill Sanderson, Fred Shannon, Jon Snook, John Soehner, Cor van Steenis, Aleks Stefanovic, Tim Stevens, Jean-François Turcotte, Guy-Pascal Arcouette, Walter Weart, Wilco van Schoonhoven, Ron Visockis, Paul Wester, Chris Wilson, Joe Zika, CN lines SIG, The Bridge Line Historical Society, and The Canadian Tracksider Guide. Un grand merci aussi: Denis, James, John, Michel, Mohammed, Richard, Tony et a tous les bon 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.

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