

CANADIAN RAILWAY OBSERVATIONS

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CANADIAN RAILWAY OBSERVATIONS NOVEMBER 2009



Picture by C. van Steenis

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CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last retirement was September 21st)

CN GP9RM 4143 on July 1st (a late report).

CN 4143 is currently SUS in Moncton, NB with a badly bent frame, and is not likely to move again. This following a roll-over in a derailment while on a local way freight this summer.

CN announced in mid-October they have placed orders for 70 new locomotives with GE Transportation (Erie, PA), and Electro-Motive Diesel (EMCC London). CN will acquire 35 ES44DC 4,400-horsepower locomotives (nos. 2310-2344) from GE beginning in fourth-quarter 2010 and 35 SD70M-2 4,350-horsepower units (nos. 8915-8949) from EMD starting in January 2011. These 35 SD70M-2's are a portion of CN's option for 50 units, and are in addition to the 40 already being constructed on their previous EMD order. These latest motive-power orders are part of CN's multi-year locomotive-renewal program aimed at increasing fuel efficiency, improving service reliability and reducing greenhouse-gas emissions. The new units are designed to cut fuel usage up to 20% and reduce air emissions compared with their older units. The new GE and EMD locomotives will be equipped with distributed power (DPU) capability, which have proven to be very efficient.

On September 12th, CN SD75I 5717 was involved in a derailment near Chibougamau, QC on a CN Internal Shortline in Northern Quebec. The lead unit on Train L56321-11, CN C44-9W 2528, did not derail but the trailing unit 5717 came off the rails and was further damaged when several cars on its own train rolled into it. The wrecked unit was moved to Montreal (Sept 26th) and then Toronto and is seen here (Sept 27th) at MacMillan Yard. Two days later, it was moved to Symington Yard in Winnipeg for evaluation at Transcona Shop, arriving October 1st.

<http://www.canadianrailwayobservations.com/2009/11/5717.htm>

Walter Pfefferle submitted these terrific CN action shots from Woodstock and Paris, Ontario. These were all taken on October 1st: <http://mytrains.50webs.com/cn100109.htm>

Four shots from October 8th including CN 5636, 5721, 2585 and SD60F 5549 leading #398:
<http://mytrains.50webs.com/cn100809.htm> <http://www.canadianrailwayobservations.com/2009/11/5549.jpg>

Walter caught Train #148 with tough looking CN SD70M-2 8015 and 5763 heading through Woodstock, Ontario. Posted some shots of the containers as well a well car used to transport wheel sets: <http://daytrips2.50webs.com/cn101509.htm> With the installation of new three light signals on October 18th, Walter caught CN #302 with 5684 and 2426 crawling through Woodstock.
<http://daytrips2.50webs.com/cn101809.htm>

On October 4th, Mike Robin clicked CN (Test Track Evaluation Systems) RDC 1501 at Ontario Northland's Cochrane Yard following a day of testing on the Kapuskasing Subdivision. There was a CN crew operating the Budd car, with an ONR Pilot.
<http://www.onrgallery.com/200928.html>

Check Marc's report for more pictures at:
<http://www.myrailfan.com/news/1030/index.htm>

CN Locomotives Sold:

The following CN auctioned locomotives have now all moved to destination in Georgiana Alabama, for stripping of parts and scrapping: Ex-CFMG SD40u's 6902, 6903, 6906, 6907, 6908, 6909, 6910; Ex-IC SD40u 6003; Ex-BCOL SD40-2's 743, 750, 759, 766; and Ex-CN SD50F 5400, 5402, 5403, 5405, 5407, 5409, 5410, 5412, 5414, 5415, 5416, 5419, 5423, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5440, 5441, 5444, 5445, 5449, 5450, 5452, 5453, 5455, 5457, 5458, and 5459. These units were all waybilled as ASDX and routed CN to Mobile, Alabama, and then interchanged to CSXT for Georgiana and the Three Notch Railroad (TNHR) for storage if required.

As well ASDX (ex-OCRR - NBEC) RS18u's 1838, 1857, and 1867 arrived at National Railway Equipment in Silvis, Illinois on October 2nd. They are to be stripped at NRE, have their Alco/MLW engines removed, and the hulks cut up for scrap.

Joe Zika's MacMillan Yard Report

I finally got around to sitting down and labelling a few photo's on the computer. I've been trying to get as much work done outside as possible with the few days of nice weather that we've had in the last month or so, been a mixed bag with quite a few rainy and overcast days as well, where did the summer go?

<http://www.canadianrailwayobservations.com/2009/11/mm.htm>

In the last month on Desk DI , CN has reinstated trains 330 and 331 Sarnia to Port Robinson and return, as well as 387 and 386 London to Detroit Via Sarnia - Port Huron and Return. The recession i think we can say is safely over and the recovery has begun, things are starting to get busy again, CN will acquire 35 ES44DC locomotives from GE starting in the fourth quarter of 2010 and 35 SD70M-2s from EMD beginning in January 2011. The GE locomotives rated at 4400 horsepower and the EMD's at 4350 horsepower. This will most certainly be the doom some of the SD 40-2's which were stored during the short lived recession.

There have been quite a few SD40-2W's pulled from the storage lines as well as a influx of 5300 series ex MoPac SD40-2's and a pair of GTW ex MoPac GP38-2's, which is nice to see for a change. Sept 24th had SD40-2W's CN 5295, 5269 and SD40-2 CN 5373 (MoPac 3106) sitting out in the sun on a perfect day.

Sept 26th brought with it overcast skies, but I found ex CN&W 40 Foot Covered Hopper 169183 with RCLX reporting marks, also parked just past the "A" Building was an inbound with a interesting consist, BCOL 4623 and 4603 sandwiched between CN 5619 and CN 2541 waiting to yard their train.

Oct 4th, still overcast, but with a dash of "GTW blue" GP 38-2 4911 (ex MoPac 2042) coupled up to Booster/slug CN 257 and SD 40-2W CN 5277. Also in town was SD40-2 CN 5379 (ex MoPac 3097) and SD40-2W CN 5325. Oct 5th the sun showed up and I caught GP38-2 GTW 4904 (ex-MoPac 2053) rolled out of the shop after a bit of minor work and looking resplendent in the latest red, black and white.

Oct 8th, back to overcast skies, the weather was pretty well like a roller coaster. SD 40-2 CN 5366 was in town as well as GP 40-2 GTW 6420 still in blue and playing hide and seek behind GMD1u CN 1423, Dave mentioned that 1423 was sent up to Huntsville for 595's crew to try out, didn't take long for her to stall on the mainline with a few cars, needless to say i think they'll be getting their GP 9RM back real soon.

Ever wonder what those QTTX 12 axle flats looked like with out that blue banana from a few weeks ago, caught this pair of flats QTTX 131112 and 131124 from the first shipment, they've been hanging around the last few weeks, note the yellow saddles and how they have had metal plates welded to their bases to prevent the saddles from swinging around while in transit, interesting little detail.

Oct 12th had GP9R GTW 4619 parked at the shop and Oct 15th had the first of three FEC SD 40-2's arrive, 709 is destined for the GEXR to eventually replace the HLCX units according to Jon. Hurricane season has arrived! You gotta love FEC's little Hurricane logo on the nose, those AC units on the roof might give a new meaning to cold cabs come mid-january and as for that hydro post at Mac Yard, well, lets just say i like my job for now! That FEC 709 came up via the NECR from Huntingdon, QC to Montreal, then Toronto, I suspect the other two will come via the same routing as well sometime in the near future.

Oct 16th had C40-8W IC 2456 (LMS 729) in town, also found a few of those remote controlled unloading ore cars, SSAM 208074, and loaded with stone. Oct 17th had GP 38-2 GTW 4904 reappear from the shop, also spotted was GP 38-2 CN 4711 (GTW 4911 on the 4th - Coincidence ? Maybe) as well as SD 70 IC 1009. Spotted in the receiving yard was Flat car LTTX 142377 moving from Halifax, NS to Eugene, OR , makes a interesting looking car with those huge racks or bunks to hold long hydro poles. Oct 19th had passenger car AC 5654 moving from Sault Ste Marie, ON to CAD Railway Industries in Montreal, QC. Shipper was CN Supvr Great Lakes and Consignee is CAD Railway Industries. Oct 22nd had SW 1200 CCGX 1003 in town, Thanks to Don for the heads up on her, she was moving from Ernestown, ON to Winnipeg Symington Yard, shipper was Cando Contracting and consignee was Central Manitoba Rlwy.

CCGX 1003 left Mac Yard Oct 24th on M 31331 24 behind CN 5695 and BCOL 4642 as the third unit, checking 313's journal, I noticed TBPX 7, a ex CN steel van or caboos headed from CN's Metal Distribution centre at Mac Yard and destined to Keefer Terminal in Thunder bay, ON. If memory serves correct, that van is painted dark blue and black. Oct 23rd's blustery winds brought F40PH CN 106 into town for some maintenance work, had to wait a few days to get some sun out from behind the clouds, but eventually good things come to those who wait. Notice CN's attempts at removing the Ski Train and Rio Grande lettering, road grime adhearing to the glue residue, the ghostly lettering is starting to regenerate itself! A nice looking pumpkin just in time for Halloween! Also shots of 9-44CW CN 2538 and one of the newbies, ES44DC CN 2241 both basking in the warm sun along with CN 106, nice to finally get some road grime on those ES44DC's, you can actually see some detail on them now ! Last but not least, a few photo's from Frank, he took some great photo's of what was left of SD 75I CN 5717 on Sept 27th at MacMillan Yard.

From what we've been able to piece together, the unit got damaged on the Cran sub in Northern Quebec on train L56321-11, CN 5717 was trailing behind 2528 sometime around Sept 11th or 12th, 2528 which reportedly has no damage at all according to Bruce, so it sounds like a possible broken rail to me caused by the 2528. CN 5717 left Montreal on M 35121 26 non stop through to Toronto Mac yard arriving on Sept 27th at 1035 departing Sept 28 at 1745 on M 31331 29 and arriving at Symington yard in Winnipeg Oct 1st at 1212, where she'll probably be evaluated and then her fate decided. On that note, have a Safe and Happy Halloween. - Joe

Craig Konopski submitted the following "train music" from his terrific Minnesota railfanning trip in mid-September 2009.

- BLE903.mp3 -- A loaded iron ore train with about 100 jennies, has just started over the rails of the Iron Range Sub and crosses over Highway 7 as it approaches the rail crossing (diamond) with the Rainy Sub at Ramshaw. The B&LE SD40T-3 # 903 and re-painted DM&IR SD40-3 # 409 lead this heavy unit train south/east towards it's destination at Two Harbors, MN on the western shores of Lake Superior. The BLE 903 was ex-SP SD45T-2 # 9351.
<http://www.canadianrailwayobservations.com/2009/11/ble903.mp3>
- BLE909.mp3 -- This one is a beauty! My very first movement caught on the Iron Range on September 17th, 2009 was this northbound local/coal train at Iron Junction, MN. This small, but heavy train, has just come off the rails of the Missabe Sub and takes the connecting track (east leg of the wye) onto the Iron Range Sub. With about 40 loads, this "Keenan switch job" will proceed to Colby, east of Biwabik. The motive power is nicely throttled-up going up the

grade with B&LE SD40T-3 # 909 leading and re-painted IC SD40-3 # 6261 trailing. The BLE 909 was ex-SD45T-2 SP # 6890 & SSW # 9277 originally built back in 1973. The horn on this 909 (and the previous 903) sure sound similar to a good old Burlington Northern SD40-2's though! Note that the B&LE units were relocated after the CN purchase of the DM&IR and B&LE. The 903 and 909 were reassigned to the Twin Ports-Iron Range area a few years ago, and in a Southern Pacific family reunion of sorts, the pair were actually lashed-up together for a short time out of Pokegema Yard (Superior)!

<http://www.canadianrailwayobservations.com/2009/11/ble909.mp3>

On October 17th at Saskatoon, SK, Roman Litarchuk caught the somewhat unique IC 6200 between CN 2449 and CN 5713 on train 304. It was rebuilt into an SD40-3 in October 1997, and is the only IC SD40-3 to have a nose-mounted headlight. <http://tinyurl.com/yh9xou7>

In recent weeks, several BC Rail Dash 8-40CM's have been frequently running on CN Train Q115, a High Priority Daily Service train from Brampton to Calgary (via Edmonton). In late-October, Cor van Steenis caught CN Q115 SOUTH on the trestle bridge at Kneehill Creek, and two BC Rail GE's on the CN Three Hills Subdivision, between Mirror and Calgary, AB.

<http://www.canadianrailwayobservations.com/2009/11/q115.jpg> (CRO Cover)

The 2009 Rocky Mountaineer (RMR) season concluded on October 14th, 2009 when #610 with four units (8019-8018-8013-8011) and 40 cars moved from Vancouver to Kamloops, BC. The train met CP sulphur train 607 running ACOT (against current of traffic) at Kanaka; not often do they meet with a westbound on the CP side. (Photos by John Leeming).

<http://www.canadianrailwayobservations.com/2009/11/rmr.htm>

Under sunny skies on September 23rd, John caught the following locomotives: Train #610 with RMR GP40-2W 8014 and GP40-2 8016, as well as CN SD70M-2 8869 on Train #771 at McLure, BC. Later at Jasper, BC John clicked IC SD70 1021 in the yard, and CN SD70M-2 8840 heading westbound with Train #301.

<http://www.canadianrailwayobservations.com/2009/11/rmr2.htm>

CN Vignettes:

In the summer of 1961, Jean-Guy Hamel caught the last steam engine CNR 4-8-4 U2e Northern 6153 on train #50 (Ottawa to Montreal), and is seen here eastbound at the station at Lachine, QC. Jean-Guy's friend Les Kerr was invited to ride up into the cab by the engineer, and rode in the engine from Lachine to Central Station, a thrilling experience for this young lad!

<http://www.canadianrailwayobservations.com/2009/11/lach.jpg>

<http://www.canadianrailwayobservations.com/2009/11/6153.jpg>

One can only imagine how incredible this moment was on November 7th, 1982 when Aleks Stefanovic photographed CN #415 at track speed with three big M's! The westbound train is blasting through Princeton, ON (Mile 37.6 on the Dundas Sub) with CN M636 2323, and M630's 2012 and 2005 with 81 cars with CN van 79524. <http://www.railpictures.net/viewphoto.php?id=300913&nseq=0>

To the CN fan, nothing say's "Oh Canada" as well as the MLW/GMDD four-piece windshield and Safety Cab. With its white flags and off-centre headlight shining brightly up front, the seven handsome units have things well under control as this eastbound manifest blasts by on May 26th, 1983. The consist is a mix of M420W's and GP40-2L(W)'s: CN 2504 - CN 2516 - CN 9542 - CN 2509 - CN 9532 - CN 9422 - CN 9590, with 119 cars and van 79787 on the tail end. (Aleks Stefanovic)

<http://www.railpictures.net/viewphoto.php?id=291488&nseq=39>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (Last unit retired was August 4th)

The CP Holiday (Christmas) train passenger cars and assigned equipment is being prepared to deadhead out of Calgary, AB around November 13th, and will move to Montreal where St-Luc Diesel employees will get them ready and seasonally decorated for their cross country Christmas runs. Again this year, there will be two Holiday Trains, with one section for the Canadian train, and the other to cover the US lines. The two trains are expected to use the same locomotives as last year: CP AC4400CW's 9815 and 9824. CP box cars for these trains are stored at St-Luc Yard, still sporting some decorations from last year. In addition, CPR 4-6-4 Hudson #2816 and CPR display car #99 will be exhibited in Calgary near the Canadian Pacific's Corporate Offices during the operation of the Christmas trains.

"The Empress" will have a very busy 2010 season. There will be charters from GW Rail Tours (U.K.), as well as some scheduled "Royal Canadian Pacific" luxury rail tours using CPR #2816. The British GW Rail Tours excursion consists will utilize the standard RCP heavy weight observation platform cars stateroom cars and dining car as well as two additional coaches and a stainless steel dome car! Scheduled runs: September 2010: Seven day round trip from Calgary-south to Lethbridge-Crowsnest on the southern BC route to Vancouver October 2010: Seven day round trip from Calgary-Banff-Lake Louise-Vancouver. The Rates:(We presume these are in Canadian Or U.S Dollars), Coach Travel Return: Double: \$9, 695, Single: \$11,500. Dome Car: Double: \$ 11,800, Single \$ 13,400. Rates for staterooms & business car travel should be announced later. This information is available through World-Wide luxury Rail Tours websites.

Over the last month, CP has combined the 'Royal Canadian Pacific' luxury train and the 'Empress' steam program into one 'Heritage' business unit. The first evidence of this realignment was noted on September 5th when the 'Spiral Tunnel Centennial Special' operated six passenger cars from each of the two dedicated trains together from Banff to Field. As well CRO has learned Canadian Pacific is planning to run new passenger specials with CPR #2816 and the heritage cars between Calgary, AB and Vancouver, BC on a regular basis. The train might be named The 'PACIFIC EXPRESS' after CPR's first transcontinental passenger train, which began in 1886. The first run is tentatively planned for September 2010. Meet the Engineer of CPR 4-6-4 Hudson #2816 - Jon Morris: <http://www.youtube.com/watch?v=VCVdPkWChfo>

In the first week of October, CP operated an Intermodal test train from Vancouver to Toronto. Click on the link below for Cor van Steenis's report of CP Test Train No. 110-30 as it passed through Calgary on 01 Oct 1st. Apparently the second locomotive CP AC4400CW 9539, was removed at Medicine Hat, AB, and the train continued on to it's destination with 4 motive power. <http://www.canadianrailwayobservations.com/2009/11/CPINTERMODALTESTTRAIN110-30.pdf>

In late-October, CP began moving CITX and CEFX SD40-2's (stored across the system), to Coquitlam, BC for further disposition. John Leeming caught CITX 2790 and CEFX 3155 on Train 403-20 8548 West at Kamloops on October 22nd. As well, Train 115-18 8708 West with 9770 trailing and remote 8600 is shown leaving Kamloops. 115 had 56 loads, 7 empties and was 8379 feet in length. In late October Roman Litarchuk caught CEFX 2802 (ex-UP/CN SD40 5046), CEFX 3166 an ex-UP SD40-2R, CEFX 3163 an ex-MKT SD40-2, and CEFX 2797 ex SP SD45 in Moose Jaw, SK <http://www.canadianrailwayobservations.com/2009/11/cc.htm>

Two more CP AC4400CW's 9751, and 9782 have been leased to the movie "Unstoppable" currently filming in Pennsylvania. These two newest locomotives have also been renumbered as the

previous two CP units: AWR 767 and 777. The four Ac4400CW's are: CP 9751, 9758, 9777 and 9782. As well, a fifth Wheeling and Lake Erie SD40-2 has also arrived on the movie set and is renumbered as the third #1206. Apparently there is no engine in one of the five W&LE SD40-2's currently being used in the film.

Dan Tweedle caught D&H GP38-2 7312 at Kinnear Yard in Hamilton, on the 10th of October 10th after coming up from Buffalo, NY. It arrived in Winnipeg, MB on October 14th and is at Progress Rail (the former CP Weston Shop) for repairs.

<http://www.canadianrailwayobservations.com/2009/11/dh.htm>

On October 10th Kyle Stefanovic caught CP Train 441 leaving Thunder Bay, ON with CP ES44AC 8877 (Olympic paint), CN C44-9W 2657 and D&H GP38-2 7312 enroute to Winnipeg, MB. We concur with Kyle's caption, this is a fabulous lash-up!

<http://www.railpictures.net/viewphoto.php?id=300346&nseq=5>

CP Locomotives sold:

Ex-Soo Line SD40-2's (SOO 774, SOO 775, CPRS 776 CPRS 777) that were previously stored at Thief River Falls, MN and/or Glenwood, MN (now part of CP) have been sold to Northern Plains railroad. Brian Switzer photographed the storage line in Thief River Fall on May 24th 2009 just before the purchase went through.

<http://tracksidelog.blogspot.com/2009/05/trackside-log-for-sunday-may-24-2009.html>

Former CP SW1200RS 8131 arrived in Winnipeg the second week of October after being moved from Alyth Yard in Calgary with a brake line draped alongside the engine. 8131 was interchanged to CN's Symington Yard on October 9th to be forwarded to Searcy Auto in Winnipeg, MB for scrapping.

On October 1st Walter Pfefferle photographed CP GP9u's 8233 and 8251 at several locations out of Woodstock, Ontario struggling with their London bound train.

<http://mytrains.50webs.com/cp100109.htm>

Craig Konopski's CP/CN Lakehead Report:

Here are some CP notable consists reported from across the province of Ontario (by various correspondents) during the first week of October:

Thunder Bay/NW Ontario area:

343 with 5994 + 5923

440-30 with CN 8011 solo

222-02 with 6042, 5959, 5901

223-04 with CN 2657 + 5900 *2nd round trip for this CN Dash 9 between WPG and Toronto

223-05 with 5976, CN 8011, 6041 *Several trips for CN 8011 between WPG and T.Bay and Toronto as well

223-07 with 6031, 9009, 6030

440-07 with 6004, 5988, 5904

TEC-07 with 6047 'solo' (*TEC # 63 testing WPG to T.Bay)

Southern Ontario area:

437-01 with 6000, CN 2657, 5773

123-07 with 5918 + 5735

235-07 with 5583 + 6078

421-07 with 5990, 5867, 5763

422-07 with 8823, 5863, 5914

423-07 with STLH 5651, 9003, 5642

As reported above, in mid-October CP began to move stored CITX and CEFX SD40-2's to Coquitlam, BC for further disposition. Some examples at Thunder Bay, Ontario:

- Oct. 22nd -- CP 111-21 with 8826, CITX 3026, CEFX 3172, CITX 3095 up front with 9767* mid-train*.
- Oct. 23rd -- CP 111-22 with 8816, 9768, CITX 3090, CEFX 3183, CITX 3008, CITX 3057 up front with 9811* mid-train*.
- Oct. 23rd -- CP 441-23 with 9594, CEFX 2802, CEFX 3166, CEFX 3163, CEFX 2797.
- Oct. 24th -- CP 111-23 with 8867, 8505, CEFX 3182, CEFX 3175, CITX 2804 up front with 8509* mid-train*.

During the month of October, CN 2657 and CN 8011 had both been providing services on many different assignments on the CP system, across the prairies and in Ontario. While mostly operating as trailing units in CP lash-ups, both were used as the 'solo' power on some CP trains.

On October 13th, D&H 7312 was a surprise visitor to Northwestern Ontario after arriving on train 223. It then departed on train 441 the same morning, behind CN 2657 (as mentioned above), and CP 5963!
<http://www.canadianrailwayobservations.com/2009/11/imgx.htm>

At the end of September CP began their "winter rail" program. Their eastbound grain trains for southern Ontario and Quebec which by-pass the Port of Thunder Bay have begun to roll. The first one was a 320-001 on September 29th with CP 8701 front / CP 9825* mid-train* and 75 loads. A 2nd one, a 320-002, headed east on October 8th with CEFX 1030 + CP 8861 up front / CP 9501* on the rear* and 112 loads. Of note on this 320-002 was a block of 22 'SKPX' (Saskatchewan) hoppers on the tail-end! Both trains originated at Thunder Bay and were destined for Quebec City. As well, CP operated monster-sized 110 car train across Canada with 5 units set up 2+1+1+1 and nearly 12,000 feet of train. CP normally keeps them at the 10,000 foot length with 3 units set up in a1+1+1 robot arrangement.

Chris Wilson caught the following moves on October 5th on the CP mainline (MP 63.0 CP Heron Bay Subdivision), at Marathon, ON:

- 16:22 CP 222-04 [Manifest: Winnipeg, MB - Toronto Yard, ON] 106 cars with CP 9014 (SD40-2F) CP 9506 (AC4400CW), CP 8576 (AC4400CW), CP 5763 (SD40-2), and CP 9700 (AC4400CW).
- 19:02 CP 113-04 [Intermodal: Montreal St. Luc, PQ - Vancouver Coquitlam, BC] 105 platforms with CP 8631 (AC4400CW), CEFX 1048 (AC4400CW), CP 9622 (AC4400CW), -76 platforms- CP 8707 (ES44AC) with 29 platforms on the tail end.
- 19:43 CP 4WHB-05 [OCS CWR: Schreiber, ON - White River, ON] 35 cars: CP 5901 (SD40-2), and CP 5958 (SD40-2), http://www.youtube.com/watch?v=Y7qol2D_zLE
- 20:00 CP 223-04 [Manifest: Toronto Yard, ON - Thunder Bay, ON] 115 cars, 25 mixed/90 grain empties: CN 2657 (C44-9W), and CP 5900 (SD40-2).
<http://www.youtube.com/watch?v=vyUaqReeMI4>

October 11, 2009 was the official date in which CP operating systems were integrated into the Dakota Missouri & Eastern (DM&E). Effective October 05, 2009 the following trains were added account increase in US Steel traffic ex Hamilton (loads empties) and increased auto traffic:

- 421 - Toronto - Windsor (7 days per week) - New train (second 423).
Planned departure ex-Toronto at 11:05.
- 422 - Windsor - Toronto (7 days per week) - New train (second 424).
Planned departure ex Windsor at 06:00.
- 426 - Toronto Yard - Buffalo (7 days per week) - Now reinstated.
- 427 - Buffalo - Toronto Yard (7 days per week) - Now reinstated.

On September 29th 2009, Philip Banks caught CP ES44AC 8848 and AC4400CW 8602 leading three BNSF units hauling autoracks near Kingman, Arizona! Bill Miller added that BNSF often uses CP power on their grain trains out of St. Paul, MN, and CP power can end up as far as Texas and Arizona. This occurs on every Class One Railroad in North America. However great shots like this with CP power leading on BNSF trains is less common to see.

<http://www.rpicturearchives.net/showPicture.aspx?id=1779084>

CP units in STL&H-livery trace (As of October 5th by Luc Lanthier):

STLH SD40-2 5560 Arr. Sudbury, ON October 3 at 01:05am
STLH SD40-2 5593 Arr. Woodstock, ON October 3 at 23:59pm
STLH SD40-2 5615 Arr. South Edmonton, AB October 3 at 01:51am
STLH SD40-2 5651 Arr. Montreal, QC October 2
STLH GP38-2 7306 Arr. Bluff Point, NY September 6
STLH GP38-2 7308 Dep. Saratoga Springs, NY October 2 at 09:00am
STLH GP9u 8225 Arr. Toronto Yard, ON April 25
STLH GP9u 8245 Arr. Toronto Yard, ON October 5th

CP units in STL&H-livery trace (As of October 14th by Luc Lanthier):

STLH SD40-2 5560 Arr. Sudbury, ON October 13
STLH SD40-2 5593 Arr. Interchange Minneapolis, MN October 11
STLH SD40-2 5615 Arr. South Edmonton, AB October 14 at 03:02am
STLH SD40-2 5651 Dep. Chatham, ON October 14 at 08:20am
STLH GP38-2 7306 Arr. Saratoga Springs, NY October 11
STLH GP38-2 7308 Arr. Saratoga Springs, NY October 14 at 01:48am
STLH GP9u 8225 Arr. Toronto Yard, ON October 6 (Returned from storage to active duty)
STLH GP9u 8245 Dep. Toronto Yard, ON October 13 at 18:36pm

On the weekend of October 3rd, the Track Evaluation Train consist (CP #64) was parked adjacent to the 12th Street Wye in Calgary, AB. It departed Calgary on October 5th at 07:00 for Moose Jaw, SK, and then moved southeast into the United States. (Cor van Steenis)

<http://www.canadianrailwayobservations.com/2009/11/tec.htm>

On October 17th, Cor van Steenis and John Soehner headed out for a day of photography on the Laggan Sub before winter's arrival. As you can see, the white stuff has begun to arrive in the Rockies. <http://www.canadianrailwayobservations.com/2009/11/2009-10-17LagganSub.pdf>

Correction: CRO failed to credit Ross Harrison with several CP photos in the October 2009 edition of the CRO. Our apologies to Ross. <http://www.canadianrailwayobservations.com/2009/10/4203.htm>

CP Vignettes:

At the east end of the Drake Street complex in Vancouver, BC was Smythe Street, and just beyond that was the old Cambie Street Bridge. The picture shows CPR Royal Hudson #2863 in 1953 crossing Smythe Street and taken from this bridge. The engine has no doubt just dropped a passenger train off at the Vancouver station, and is making its way through the Dunsmuir Tunnel to the Drake Street Yard for servicing. This area is totally different now with all the post Expo '86 development. Lots of good old cars I wish I had now in that shot. Note the kerosene targets and the flagman's shack. (Andy Cassidy Collection)

<http://www.canadianrailwayobservations.com/2009/11/2863.jpg>

It is June 22nd 1959, and CPR 4-6-4 Hudson #2816 has arrived at Montreal West with a downtown bound commuter train from Rigaud, Quebec. Bob Krone also photographed #2816 on the turntable

later that day at Glen Yard. CPR 2816's final assignment before its retirement was in Montreal-Rigaud commuter service and according to the gospel of LBC and Earl Roberts, 2816's last run as a commuter engine was on May 28th, 1960. Earl Roberts swears he saw it sitting at the Glen that day following its commuter run. It is interesting to note #2816 and 11 other stored steam engines were fired up in February 1961 in order to heat the Glen when their boiler either failed or had to be changed out. (Bob Krone photos).

<http://www.railpictures.net/viewphoto.php?id=298098&nseq=14>
<http://www.railpictures.net/viewphoto.php?id=298094&nseq=11>

Doug Hately shared this great shot from December 1963 of CPR GP30 8200 in the as delivered paint scheme, with an FB at Toronto's Agincourt Yard. The unit was later renumbered 5000 and the livery modified, with the unit number moved up to the grey area just under the cab window. Note the stock car up front and piggy-back trailers. This image was polished up quite nicely with the photo-shop talents of Ron Visockis.

<http://www.canadianrailwayobservations.com/2009/11/doug.jpg>

Our Illinois Central Alco Vignette last month was well received by our readers. James A. Brown uncovered this classic shot from his archives showing the IC Alco's actually in service on CP. CPR RS18 8772 and IC C636 1100 are seen here in a "meet" with IC C636 1105 - 1101 at Lobo, Ontario on February 3rd 1970 ... 50% of the IC's C636 fleet in one photo, and on a foreign railroad!

<http://www.canadianrailwayobservations.com/2009/11/alco.jpg>

In July 24th 1974 Ron Visockis caught this line-up of F-units on the passenger engine ready-track at St-Luc Yard. The locomotives are CP RAIL FP9A's 4069-4070-1432 (1432 has the icicle breakers on the roof). The CPR RS10 on the far end was the through power for Train #55, AKA: the Cornwall 'Swing'. After setting off the three F-units at Vaudreuil for Monday morning's commuter runs, the RS10 and its freight cars would then continue west to Cornwall, ON as #55, and then return to St. Luc Yard hours later as #58. <http://www.canadianrailwayobservations.com/2009/11/4069c.jpg>

Bruce Chapman took this great photo of CP RAIL 4069 four years later taken under the watchful eye of the old coal tower at Glen Yard, on 4/10/78. Ex-CPR 4069 and the large apartment block on the left are the only two things still in existence today in this shot of CP's Montreal passenger yard. Bruce also submitted this beauty of 4069 in new paint with RS3 8439 at Smiths Falls, ON, taken much earlier on 4/5/71. <http://www.canadianrailwayobservations.com/2009/11/4069b.jpg>
<http://www.canadianrailwayobservations.com/2009/11/4069.jpg>

11 years ago on October 9, 1998, the fall colours were well under way in eastern Ontario when Bill Sanderson took this shot of CP westbound intermodal train Second #509 as it crossed the Mud Lake Trestle. The bridge is centered at Mile 27.33 of the Belleville Subdivision and is located between the sidings of Elliott and Bolingbroke, Ontario. SD40-2's CP 5624, STLH 5651 and CP 5596 are powering the 98-platform freight, which carries containers between Montreal's Hochelaga Yard to interchange with CSX at Detroit. Of the three locomotives, only STLH #5651 remains on CP's roster in 2009. #5624 was sold to National Railway Equipment in 2004 while #5596 went to Alstom via East Coast Motive Power in 1999 where it was rebuilt into GCFX #3056.

<http://www.canadianrailwayobservations.com/2009/11/bill.jpg>

VIA RAIL – Passenger and Commuter

(By Terry Muirhead and William Baird)

Pursuant to the Canadian Federal Government Economic Action Plan, \$407 Million in funding has been directed to VIA Rail several projects including the overhaul of 78 cars and 21 locomotives. In late-October, VIA MMC received F40PH-2d 6443 following its complete rebuild at CADRAIL in Lachine, QC. The unit did a one way trip to Moncton NB and has been shutdown at station for almost a week. While on Vacation in Montreal, Terry Muirhead caught CIA Sleeper Burton Manor the VIA's Montreal Maintenance Centre. This is the first car to be rebuilt in the program conducted at VIA's MMC shops. The cars are being outfitted with completely new interiors. VIA is expected to do several cars per month, and are looking at several contract shops for the work. When the Manor Series are completed, the Chateau Series, Skyline Series, Dining Cars, 87xx Series Park Cars, and the coaches will follow. The IRSI shop in NB has the contract to do the VIA's LRC fleet and CADRAIL is completing the F40's. Here is Burton Manor at VIA MMC in late October.
<http://www.canadianrailwayobservations.com/2009/11/8311.jpg>

VIA 6443 sleeping at Moncton, NB. (Thanks to Pete Briggs)
<http://www.canadianrailwayobservations.com/2009/11/6443nb.jpg>

Details VIA's recent press release on the funding for upgrades to the HEP-1 and P42DC fleet:
<http://www.viarail.ca/en/pressreleases/view/1387>

In mid-October, VIA leased CN GP40-2LW 9416 for about four weeks for Trains 16 and 17 between Matapedia and Gaspé. The reason is the single F40PH-2 is unable to handle the train due to the fallen autumn leaves on the rails.

On October 14th the VIA RDC on Train #198 collided with a car at a crossing on its southbound trip from Courtenay to Victoria, BC, just North of the Nanaimo Station. Regrettably, two occupants in the car lost their lives and one person was badly injured. The Budd car only sustained some damage to the pilot and diaphragm on the left side.

On October 1st, Walter Pfefferle caught a nice variety of VIA action including trains 70, 71 and 72 at Woodstock, Ontario. <http://mytrains.50webs.com/via100109.htm>

Thomas Blampied sent along his photo of VIA P42DC 919 with train #66 at Whitby on October 6th, with the last eastbound bike train of the year. <http://thomasblampied.fotopic.net/p61459299.html>

VIA #1 "The Canadian" consist at Toronto Union Station on Sept 29th:

F40PH-2 6449 Vcwr Assigned Unit
F40PH-2 6418 Mtrl Assigned Unit
8616 Baggage
8118
8103
8509 Skyline
8413 Louise (Dining Car "A")
8512 Skyline
8322 Drummond Manor
8319 Dawson Manor
8313 Cabot Manor
8307 Blair Manor
8212 Chateau Latour
8219 Chateau Montcalm
8226 Chateau Salaberry
8503 Skyline

8407 Emerald (Dining Car "B")
8337 Osler Manor
8332 Laird Manor
8316 Christie Manor
8715 Tremblant Park
(2 Units, 19 Cars)

VIA #2 "The Canadian" Vancouver Pacific Central Station on Sept 29:

F40PH-2 6427 Mtrl Assigned Unit
F40PH-2 6404 Mtrl Assigned Unit
8717 Waterton Park D/H
8218 Chateau Marquette D/H
8221 Chateau Radisson D/H
8224 Chataeu Roberval D/H
8222 Chateau Richelieu D/H
8613 Baggage
8106
8107
8515 Skyline
8410 Frontenac (Dining Car "A")
8502 Skyline
8340 Stuart Manor
8330 Hunter Manor
8314 Cameron Manor
8318 Craig Manor
8205 Chateau Closse
8207 Chateau Dollard
8215 Chateau Lemoyne
8504 Skyline
8402 Alexandra (Dining Car "B")
8324 Dunsmuir Manor
8310 Brock Manor
8309 Brant Manor
8716 Tweedsmuir Park
(2 Units, 24 Cars, including the Dead Heading "Chateau" Sleepers heading to Montreal).

VIA Vignettes:

Gary sent this photograph from August 12, 1988, in Chandler, Quebec. Masquerading as the Chandler Paper Mill switcher was CN RSC-14 1757, leased for the short time while their GE 44 tonner was down for repairs. You can imagine my delight, setting up for the 6783s appearance here and noticing 1757 working down in the adjacent yard. I remembered being so enamoured with CN's unique A-1-A trucked RSC-14s in Halifax the summer before, I went out into the night to do available light night photos of two that were switching the lower yard, Halifax Ocean Terminal. 1757 was one of the two I shot that night! I always liked the more muscular appearance of the six axle RSC-14s, which were in essence RS-18s with A-1-A trucks for branchline duty. As 6783 pulled up to a stop at the station here, we were all set to run up to the diamond when I suggested to Doug we wait a minute and see where the 1757 would move to, as it sat far away down in the yard. Lo and behold if 1757 doesn't run up toward us and pull alongside 6783!! Here is the sight, now you have to imagine the MLW music! <http://www.canadianrailwayobservations.com/2009/11/6783.jpg>

One more terrific FPA4 shot: On April 9th, 1983 Aleks Stefanovic caught VIA Train 75 passing through Paris Jct. on CN's Dundas Sub with three ex-CN coaches. FPA4 6785 is sporting the earlier paint scheme with red VIA lettering on the nose.

<http://www.railpictures.net/viewphoto.php?id=299103&nseq=56>

AMTRAK:

Frank Jolin took these shots of the Amtrak Great Dome in late October 18th. Bound for New York City, the Amtrak Adirondack departs Montreal on time on a cool & crisp fall morning with Downtown Montreal as the backdrop.

<http://www.railpictures.net/viewphoto.php?id=300829>

<http://www.railpictures.net/viewphoto.php?id=300887>

Any Jim Shaughnessy, Gary Knapp or D&H fans out there should be familiar with this terrific spot! Amtrak Train 68 skirts Lake Champlain south of the border, above Willsboro Bay at the "Red Rocks" in New York on October 23rd.

<http://www.railpictures.net/viewphoto.php?id=301483>

Montreal AMT Commuter:

CRO has obtained more details concerning the new dual-mode locomotives ordered by Montreal's Agence Métropolitaine de Transports (AMT) and New Jersey Transit (NJT), the ALP45DP. Suffice to say that these will be very interesting beasts, full of high-tech gadgets seldom found in North American locomotives.

- Two Caterpillar 3516B high-rpm diesel engines, each developing 2250hp, with 3600hp available for traction
- In electric mode, 5350hp will be available for traction
- A powerful head-end power system that will feed up to 12 Bombardier Multilevel cars
- Top speed in diesel mode: 100mph
- Top speed in electric mode: 125mph

The first three units are expected in first quarter 2011, and will head straight to Pueblo, Colorado for testing. More information can be found in the following PDF:

<http://www.ble272.org/09-03-25%20Transprotation-Safety%20Presentation.pdf>

Still, the ALP45DP project represents an enormous technological gamble for Bombardier, AMT and NJT. While the technology is widely used in Europe, past experiments with European railway technology in North America often proved inconclusive or unsuccessful because of different infrastructure qualities, equipment weight, weather and operating practices. At \$12 million per unit, it may have been more prudent to instead buy two locomotives per train: one conventional electric and one conventional diesel-electric locomotive. NJT is already doing this for its ACES service between New York City and Atlantic City, using an ALP44 electric locomotive on one end and an ex-Amtrak P40-8BWH on the other.

Beginning in late-August, Montréal's Agence Métropolitaine de Transport (AMT) started receiving the first batch of 30 Multilevel cars from Bombardier, part of a 160-cars order. The cars travel from Bombardier's La Pocatière plant in eastern Québec and arrive in Montreal on CN train 401 (Joffre - Taschereau yd). At this stage, the cars, which do not have their wheels yet and are riding on TTX 89' flatcars, are billed to Bombardier's Plattsburg plant for finition. They are then brought back on their own wheels to CP's St.Luc yard, and then forwarded by CN to AMT's train storage facility in St-Eustache. The new cab cars are numbered 3000 and above, and the regular cars 3030 and above. So far, the following cars have been sighted: 3000, 3002, 3030, 3031, 3033, 3034, 3035, 3038, 3041, 3043, with possibly more already on property.

http://www.myrailfan.com/collection/AMT/AMT_3000/img.aspx?ID=AMT_3xxx_1.jpg (Unit on flatcar)

AMT began testing the new cars on the Deux-Montagnes subdivision starting on September 7th, with the following consist: AMT 1323 (F59PHI) and cars 3000, 3031 and 3034. The tests would

typically occur during the midday off-peak period, back-and-forth between St-Eustache and Val Royal. However, by the end of September, several mishaps had occurred. First, due to a handbrake release error when testing several cars suffered severe flat wheels that will require complete replacement. Then a tall riding AMT F59PHI (1323) somehow snapped the catenary and is now out-of-service for some kind of electrical problems. It was substituted by good ol' GP9RM 1311 (ex-CN GP9 4307, built in 1959). AMT next attempted to pull the Multilevels through the Mount Royal tunnel and into Central Station, an exercise from which they emerged with a lot of cuts and bruises because of close encounters with concrete platforms, walls and posts. Apparently, even the Multilevels are a bit too clumsy for very tight clearances AMT's system's underground sections. Some concrete trimming may be in order to allow a smooth Multilevel ride! Another blow is that the cars high doors are standing 12 inches above the platform level, which is 5 inches higher than specified by AMT. All this makes it doubtful that the cars will be put in-service as originally scheduled in November 2009. The remaining 130 cars are planned for delivery starting February 2010. The plans for the whole 160-cars fleet is the following:

- 4 cars to replace 70-or-so worn-out ex-GO Transit Hawker-Siddeley coaches (in the 100's, 200's, 1000's and 1200's), which are used on the St-Hilaire, Vaudreuil and St-Jérôme lines;
- 54 cars to increase service on the Candiac, St-Jérôme and Vaudreuil lines (and possibly to get rid of the leased New Jersey Transit Comet cars)
- 30 cars for the planned Train de l'Est (a project that, for now, is still going nowhere - see story in July 2009 CRO);
- 22 cars to increase service on the Deux-Montagnes line (using ALP45DP locomotives in electric mode).

- (*Jean-François Turcotte*)

In late October, AMT received more F40PH-2's from Derby, Maine. The last units to arrive, 274 & 301, are still at AMP. Units 271 and 293 were transferred to CP St-Luc Yard and are running on the Dorion-Rigaud line. We have an update on the ex-GO F59PH units at Derby: 526, 530 & 532 are waiting for parts but 530 is ready for the paint shop just as soon the parts arrive. (Thank you to Rod Bushway). http://www.myrailfan.com/collection/AMT/index_AMT.htm

AMT 4137 (ex-NJT), damaged by the fire at the old Alstom shops in November 2008 is now in service on the St-Hilaire line. New paint and handrail at the front but still "smokey" number boards. http://www.myrailfan.com/collection/AMT/NJT_4137/AMT_4137.htm

Toronto GO Transit:

Four tracks-Four trains, a Full House at Aldershot! On the left, Westbound freight #435 is on Track 1, and will head up the Dundas Sub at Bayview. Train #394 is parked on Track 2, while the front end works Aldershot Yard, on the left, before heading to the Halton Sub at Burlington West. VIA #92 from Niagara Falls has arrived a few minutes late for a passenger stop, and GO Train #919 is just arriving at the station from points East. (David R. Howard) <http://www.canadianrailwayobservations.com/2009/11/got.jpg>

Former GO 515 (Amtrak 415) is now operating in Panama as their 1861 (Martin Baumann).

CANADIAN LOCOMOTIVE SHOPS

A former CP RDC4 retired by VIA over 15 years ago and then sold to a private individual in Montreal, and now has a new lease on life. VIA has purchased it back and has been sent to IRSI (Industrial Rail Services of Moncton, New Brunswick), for a complete rebuild and likely renumbered 6251, to match 6250, a former CN RDC4 already in service and used on VIA trains 185 and 186 (Sudbury to White

River in Ontario). VIA intends to assign two baggage Budd cars on this train with the two passenger RDC2's. There were only 14 RDC4's ever built by Budd, CP had three and CN had four. On October 12th DAWX RDC4 9251 without it's wheels and loaded on a flat car, was moved to IRSI on CN Train 308 out of Joffre Yard in Quebec. DAWX RDC4 9251, DAWX RDC9 6002 and the ex-CN caboose DAWX 79872 were moved from Soulanges Industries to Walkley Yard in Ottawa in March 2007. http://www.myrailfan.com/collection/RDC/CP_9251/img.aspx?ID=CP_9251_WALKLEY_1.jpg

This is the press release for the IRSI contract for upgrade of the LRC and Renaissance fleets: <http://www.canadanewswire.ca/en/releases/archive/May2009/04/c8010.html>

Stored outside at NRE-Alco at Capreol Ontario are Minnesota Commercial RS3 307, HCRY GP9 208, and ex-CP SD40-2's 5567, 5607, 5619, 5629, 5644, 5665, and 5719. Units 5644 and 5665 are painted grey in one of the NRE lease fleet colour schemes.

By early October all of the former CP SD40-2's sold to RB Recycling had arrived at CADRAIL in Lachine, QC for stripping at scrapping. 5836 was the last to arrive on October 27th from the St-Luc Yard dead line.

Jody Moore's "Green" Locomotive Roundup

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

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

BRANDT ROAD-RAIL:

One year ago, Brandt gave CRO an exclusive look at its upcoming genset program. (See Roundup in the December 2008 edition of CRO.) Though the 1,800 hp prototype has yet to make a public appearance, work is still progressing on the locomotive. It is currently still undergoing internal testing. According to Brandt, we should get a chance to see the prototype at work on Canadian Pacific early next year.

The prototype still has no official number or model designation.

BROOKVILLE EQUIPMENT:

Brookville's CoGen demonstrator BMEX 259 has been working its way around California lately, to rave reviews. After finishing a turn on the MODESTO & EMPIRE TRACTION, the BL20CG genset moved to the CENTRAL CALIFORNIA TRACTION where it went head to head against the CCT's "new" SW1500's. The visit generated this press release from Brookville:

<http://www.brookvilleequipment.com/forum/viewtopic.php?p=177-177>

According to the press release, "Dave Buccolo, General Manager of CCTC, instituted the locomotive into service on the Port of Stockton line and saw 43% fuel savings over his current SW1500s. "On the CCTC Lodi Line," Buccolo said, "the BMEX 259 archived a 49% fuel savings over one of the lines where GP1800 (ed: GP18?) locomotives handled the daily trains duties and car counts on the main line at 25 mph." He also noted "CCTC saw the locomotive's dynamic braking system add to the fuel and brake shoe wear savings." "

After wrapping up its demonstration on the CCT, the 259 moved on to the SIERRA RAILROAD. It was spotted in Oakdale, CA on Oct. 24, shortly after its arrival. The unit was also used in passenger service on the Sierra that weekend.

ELECTRO MOTIVE DIESEL:

According to an article in Progressive Railroading, KANSAS CITY SOUTHERN de MÉXICO (KCSM) held a ceremony in early October in Monterrey, Mexico, to mark the delivery of six 710ECO™ Repower locomotives — the first of 16 KCSM plans to place in service. Three of the units will be used in Matamoros, two in Monterrey and one in San Juan del Rio; the next six to be delivered will be used in Saltillo, KCSM said. The article can be found here:

<http://www.progressiverailroading.com/freightnews/article.asp?id=21612>

After sitting at the La Grange plant for over a year, EMDX 7101 was moved to the TRRA in Venice, IL. It was spotted there on Oct. 4, 2009. It is not known where it went from there, but it doesn't appear to have been used at all by TRRA.

MOTIVEPOWER:

MotivePower's MP21B genset demonstrator MPEX 244 was delivered to the IDAHO, NORTHERN & PACIFIC in Nampa, ID on Sept. 21. After nearly a year's demonstration tour to the Midwest and east coast, the 244 returned to MotivePower in Boise, ID for testing and a few additional upgrades. It is expected to begin a second demonstration tour — this time to genset hotbed state California — soon.

NATIONAL RAILWAY EQUIPMENT:

According to Ken Lanovich, CALIFORNIA NORTHERN 3GS21B-DE CFNR 502 was nearing completion at NRE's Dixmoor, IL facility at the beginning of October. As of Nov. 1, it didn't appear that the unit had been delivered to CFNR yet.

NRE has delivered another 1GS7B genset, this one for ALLIANCE GRAIN TERMINAL in Vancouver, BC. AGT 2605, moving as NREX 2605, was seen on CSX in early October, likely having been delivered from NRE's Mt. Vernon, IL facility. Photos:

<http://www.rpicturearchives.net/showPicture.aspx?id=1791084> and
<http://www.rpicturearchives.net/showPicture.aspx?id=1791102>

1GS7B lease unit NREX 700, is reported to be working at the Waste Management truck to rail trash transfer facility at Annapolis Junction, MD near Jessup, MD. This unit was mentioned last month as being in transit, destination unknown.

On Oct. 9, NRE Argentina and Argentine rail builder Materfer unveiled the prototype for a proposed line of Argentine-built genset locomotives. The prototype model 3GS24C uses a trio of 800hp Cummins QSK19 engines and rides on three axle broad-gauge trucks. The unit, numbered 1000, is the culmination of a technology transfer agreement between NRE and Materfer from 2007. If demonstrations of the unit are successful enough to attract some orders, plans are for Materfer to ramp up production on the units in its former Fiat Rail plant in Ferreya, Cordoba, Argentina. The prototype was built at NRE's Mt. Vernon, IL shops and is painted in a scheme very similar to the paint scheme worn by its North American genset demonstrators. For coverage of the event see the Spanish-language Reiles Multimedia news: <http://www.rieles.com/newsletter/newsletter1306.html> - 14211 and the Gabriel Montecino's Spanish-language blog: <http://misdiasenlavia1.blogspot.com/2009/10/planta-de-materfer.html>

Later in the month, the 1000 made a test run on the between Ferreyra and Santa Fe with 30 loaded hoppers and a passenger car. Photos and video can be found on Gabriel Montecino's blog: http://misdiasenlavia1.blogspot.com/2009/10/las-capturas-de-gabriel-montecino_21.html

PROGRESS RAIL SERVICES:

The first of Progress' PR30C demonstrators for UNION PACIFIC hit a significant milestone during the month. According to a press release that was passed along by Progressive Railroading (<http://www.progressiverailroading.com/freightnews/article.asp?id=21663>), PRLX 3002 surpassed 500 hours of service in Texas. Powered by a 3516 3,005-horsepower Caterpillar engine, the locomotive features a state-of-the-art after-treatment system and provides more power than a typical 2,000-horsepower four-axle Genset switcher, according to the companies. UP plans to operate the prototypes in regional service in the Midwest and California.

The companies plan to continue testing the unit in Texas and work toward the 1,000-hour service mark. The prototype is expected to enter revenue service in California in the fourth quarter.

Progress is producing a total of five of the PR30C demonstrators for service on UP. PRLX 3002 has already been delivered, and PRLX 3004 was sent to San Antonio in August for emissions testing. PRLX 3003 has been spotted working around Waycross, GA on CSX, while PRLX 3006 is coming together at the Patterson, GA facility.

Photos:

PRLX 3003: <http://www.rrpicturearchives.net/showPicture.aspx?id=1801240> (photo by Adam Finger)

PRLX 3004: <http://www.rrpicturearchives.net/showPicture.aspx?id=1695684> (photo by Doug Wooten)

PRLX 3006: <http://www.rrpicturearchives.net/showPicture.aspx?id=1773377> (photo by Dave Mullison)

I'm not sure if PRLX 3005 will also be a PR30C model. The number is currently occupied by an ex-WISCONSIN CENTRAL GP40. What were likely the cores of the UP lease fleet of PR30C's were spotted in primer gray last year carrying PRSX reporting marks. That group included a PRSX 3005.

After being shopped at Progress' Patterson, GA facility, the first PR22B genset, PRSX 2002, has been assigned new reporting marks and given the number PRLX 2002. Additional external modifications include the installation of R/V style air conditioners on the roof, and white chevron visibility stripes applied to the nose and end of the long hood. The unit is now testing with PR30C PRLX 3001 on the FLORIDA EAST COAST. FEC also previously tested PR22B PRLX 2006. Photo by Kevin Andrusia: <http://www.railpictures.net/viewphoto.php?id=302441&nseq=1>

RAILSERVE:

Railserv has released former GP10 RSSX 8321 as a LEAF rebuild. The unit features a lower long hood to accommodate the new engine. On Oct. 10, the unit was in transit on CN in Superior, Wisconsin. Adam Stromquist photographed the unit there:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1790638>

RAILPOWER TECHNOLOGIES:

On Oct. 5, RP20BD lease locomotives RPRX 5403, 5404, 5405 and 5406 were handed off to the MODESTO & EMPIRE TRACTION in East Modesto, CA. M&ET purchased two RP20BD's earlier this year. The RPRX units had been leased to UNION PACIFIC, but were stored in Stockton because of the economic downturn. It's not yet known whether the units are being leased or purchased by M&ET, or are simply being stored on the railroad. The units have been in and out of the shop since their arrival.

On Nov. 1, Lynn Powell caught RPRX 5404 outside the M&ET shops, lined up with M&ET gensets 2001 and 2000. <http://www.trainweb.org/gensets/railpower/rprx/5404d.jpg>

THOROUGHBRED MECHANICAL SERVICES:

On Sept. 28, NS formally presented the battery-powered BP-4 switch locomotive – a joint venture between TMS, Brookville Equipment and Penn State University – to the media, with the help of U.S. Dept. of Transportation Secretary Ray LaHood and Congressman Bill Shuster.

“At Norfolk Southern we strongly subscribe to the view that sustainability and reducing our carbon footprint are solid business objectives that also provide enormous benefits to the communities we serve,” said Norfolk Southern CEO Wick Moorman. “By utilizing regenerated kinetic energy of the train and with no diesel exhaust emissions, NS 999 achieves those goals. This prototype locomotive was developed by Norfolk Southern, with the help of an incredibly creative partnership, including the U.S. Dept. of Energy, the Federal Railroad Administration, and The Pennsylvania State University, for which we are grateful. We must also recognize Congressman Bill Shuster, as without his active interest and participation in this project NS 999 would still be merely a concept.”

As described in the press release, NS 999 is “an entirely electric locomotive that uses a lead-acid energy storage system comprised of 1,080 12-volt batteries to operate in railroad switching applications without the use of a diesel engine and with zero exhaust emissions. The plug-in locomotive also can regenerate dynamic braking energy through a system provided by Brookville Equipment Company. The recovered dynamic braking energy continually replenishes the energy storage system, and uses this recovered energy for tractive effort in rail operations. The batteries are carefully monitored and controlled through an elaborate battery management system to assure safety and maximum battery life, and when fully charged NS 999 is able to operate three shifts before recharging is required.”

Full text of the press release can be found on NS’s corporate website at http://www.nscorp.com/nscportal/nscorp/Media/News_Releases/2009/batteries.html, as well as <http://fastlane.dot.gov/2009/09/norfolk-southern-999-demonstrates-green-commitment.html> for additional details from the DOT’s site. Several photos of the locomotive in its special black, white & green livery are posted online: http://altoonamirror.com/photos/news/lq/523002_1.jpg and <http://usdotblog.typepad.com/.a/6a00e551eea4f588340120a5a806cd970b-pi>.

Tony Kimmel caught the 999 on its first day at work in Altoona, PA’s Rose Yard on Oct. 1 and set the following photos: <http://www.trainweb.org/gensets/brookville/ns/999c.jpg> and <http://www.trainweb.org/gensets/brookville/ns/999b.jpg>.

US ARMY:

It appears that 1st generation Railpower GG20B hybrid USAX 6002 has joined the 6000 at Hill Air Force Base near Ogden, UT. The unit, which was formerly stationed at the US Marine Corps Logistics Center at Yermo, CA, will likely be rebuilt similar to the 6000. Reports are now that all three of the 1st generation units are at Hill. Exactly what that rebuild will entail or what the finished product will be is still yet to be revealed.

Thanks for their assistance in assembling this month’s roundup goes out to: Railpower Technologies, Doug Cummings, Robert Lehmuth, Lynn Powell, Norfolk Southern, US Department of Transportation, Kevin Andrusia, RJ Corman Railpower, National Railway Equipment, Brookville Equipment, Ken Lanovich, Wayne Toy, Sean Graham-White, Stephie Kolata.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during September 2009:

During the month 22 units were shipped, 19 as new construction and three in the repower programme. The ECO units were Kansas City Southern GP22ECO 2810, 2824 & 3151. As were the previous units, these did not have their paint schemes altered. In the second ECO repowering contract, conversion to SD32ECO models has begun on all nine Union Pacific SD60M models built in London in 1992 (previously reported). The remaining unit, 2508, is still at LaGrange, Illinois. On September 3 an export train lifted 19 units; 16 Egypt JT42CW 2149-2163 & AAST2; and three Veolia Transport 77501-77503. At Montreal they were loaded onto JumboShip JUMBO CHALLENGER and STELLAPRIMA respectively, for Alexandria and Rotterdam.

On September 12th Normand Paquette clicked these images of new JT42CWRM's at the Port of Montreal, Quebec, after being moved from CN Taschereau Yard and were about to be loaded for export to Egypt (blue), and for Veolia Transport in Europe. The deliveries were completed in Holland September 30th and in Egypt October 8th.

<http://www.canadianrailwayobservations.com/2009/11/eg.htm>

SHORT LINES, REGIONALS & INDUSTRIALS

Western Canada:

Vancouver Wharves has placed their SW1500 #820 for sale. This is the last locomotive that they own. It is ex-SSW (SP) 2582 and was rebuilt for VW by AMF in 1995. CN now handles switching duties at the Vancouver Wharves.

NREX Genset 1GS7B 2605 moved on CP in late-October to Alliance Grain Terminals in Vancouver, BC.

Rail Switching Service (RSSX) Genset 8321 was moved to Edmonton, AB in Mid-October. It is former IC GP10 8321, nee-C&O GP9 6005. Clayton Chaloner caught Westbound CN 853 on the Togo Sub with units 2685, 2665 hauling a special load and RSSX (LEAF) hybrid 8321. The train had 120 cars. LEAF is an acronym for Lower Emissions And Fuel. Jody Moore added RSSX 8321 is a single engine re-power job that was done in-house by Railserve with only 550 horsepower. Railserve has been doing this mainly to their Railpower hybrids, but they've done a few other units as well. This is at least the second Geep with this treatment, and this one is quite unique looking with its lowered hood.

<http://www.railroadforums.com/photos/showphoto.php/photo/61042/limit/recent>

<http://www.railroadforums.com/photos/showphoto.php/photo/61043/cat/recent/limit/recent>

In late 2008 Athabasca Northern (ANY) had ex-CN SD40 5232 on the roster and its disposition was unknown. As of October 2009, the unit has appeared on the Central Manitoba Railway (CEMR) in service on their Carman Subdivision. The unit typically now works in between two CEMR GP9RM's. Ex-CN 5232 is still painted in the 1970's CN Noodle paint scheme!

A new Saskatchewan-based shortline, the Last Mountain Railway opened for business August 31st, 2009, and is operating on 68 miles of track between Regina and Davidson, SK.

<http://www.leaderpost.com/news/Last+Mountain+Railway+freight+trains+rolling+between+Davidson+Regina/2107303/story.html>

Railside Locomotive services (Headquartered in Winnipeg, Manitoba) NW2 #415 is to move from Koch Chemicals in Brandon, Manitoba to Parrish and Heinbecker in Hamlin, SK. This switcher is ex-Dofasco #415, Dofasco #15, nee-Jacksonville Terminal (FLA) #30.

Ken McCutcheon photographed this classic Saskatchewan prairie scene at MP 37 on the Expanse Subdivision, (between Crestwynd and Mossbank), with CP GP9u 8205 and the Technical Evaluation Train (# 64) heading to Moose Jaw, SK, on September 10th.
<http://www.canadianrailwayobservations.com/2009/11/tec64.jpg>

Ken also submitted these seldom photographed trains operating in southern Saskatchewan. On September 12th he caught three NRE-leased B23-7's (4227, 4221, 4253) looking terrific in their former Santa Fe livery leading GSR (Great Sandhills Railway) Train #500 at Mile 40 dropping down toward Chokecherry River. The same day he caught two GWR (Great West Railway) M420W's putting up a nice plume of Alco smoke a level crossing at Wymark. The GWR operates over the (ex-CP) Shaunavon, Altawan, Notukeu, and Vanguard Subdivisions. There are several great images included here <http://www.flickr.com/photos/28111442@N02/>

OKAN / HBRY M420W 3550 and OKAN / CTRW GP10 1006, sit behind the Okanagan Valley Railway Company Office waiting to be shipped to their respective owners. OKAN was officially shut down on September 21st. This is HBRY's last M420W. (Mark Perry)
<http://www.flickr.com/photos/okanaganrailfan/3976527348/>

Ontario:

FEC (Florida East Coast) SD40-2 709 arrived in Montreal via the New England Central on CN Train M323, and was forwarded to Toronto Mac Yard on October 14th for forwarding to the GEXR. The unit is ex-UP 3795, and is painted UP yellow with FEC lettering and two more are to follow. This will result in four HLCX units leaving in GEXR which will go off-lease shortly. Here is a October 15th photo from Bruce Douglas of the newest power for GEXR and arrived on the property October 19th. Jon Snook reported FEC 709 working Baden on #433 October 28th.
<http://www.canadianrailwayobservations.com/2009/11/fr.jpg>

On October 27th, Dan Dellunto caught CCGX geep 1000 sitting in track 6 at Streetsville Yard. It will be moved to another Cando operation switching operation in Kingston (LaFarge) off the CN Kingston Sub (Bath Spur).
http://s790.photobucket.com/albums/yy184/trainmaster_2/?action=view¤t=CCGX1000s.jpg

Ontario Northlands' Dream Catcher Express operated on October 3rd, 2009, and we received this link of photos by James Lalande.
http://s152.photobucket.com/albums/s162/Brutus_231/Updates/

On June 12, 2008 Bill Sanderson found Terrace Bay Pulp Inc.'s SW1000 #M-19923 resting on the interchange track which connects the company's mill and CP's yard in Terrace Bay, Ont. The little unit, built by EMD in January, 1968, was obtained in 1988 from its original owner, Houston Belt & Terminal, for which it carried #41 (it still has #41 in its number boards!). Note the large arrester on its stack to prevent the ignition of fires by sparks from its exhaust. The mill was operated by Kimberly-Clark for many years, but has seen other owners such as Longlac Pulp & Paper and Neenah Paper. Currently owned by Buchanan Forest Products, it went into receivership in early 2009 and is currently under bankruptcy protection. Terrace Bay is located at Mile 109.9 of CP's Heron Bay Subdivision, about 10 miles east of the division point of Schreiber, ON.
<http://www.canadianrailwayobservations.com/2009/11/slbill.jpg>

Quebec

Societe du Chemins de Fer de la Gaspé is a shortline on the Gaspé Coast that covers the Caspédia and Chandler Subdivisions. They own ex-NBEC RS18u's 1819 and 1849. However as 1819 is out of service for repairs, they have now leased CN GP9RM 4141.

CANADIAN RAILWAY HISTORY

Peter Whitfield's CNR 4-8-2 Mountain #6069 update (Sarnia, Ontario):

<http://www.canadianrailwayobservations.com/2009/11/project6069.doc>

CN F3Au 9171:

After being moved from the CRHA Exporail Museum in St-Constant, QC to CP-St-Luc Yard in September, former CN F3Au 9171 left Montreal October 3rd on CP Train 233 bound for the St. Thomas Railway Museum. Ex-CN 9171 is seen here on the tail end of CP train 233 at Bedell, Ontario with two CP box cars for braking.

<http://www.youtube.com/watch?v=7DMDOICsHZw>

Walter Pfefferle submitted these great shots of the ex-CN covered wagon as it sat in Woodstock waiting to be taken to St Thomas, Ontario. She may look a little shabby now, but we are sure the dedicated ECRM members and local volunteers will work wonders. The F-unit arrived in St. Thomas on October 7th, and has been moved indoors.

<http://mytrains.50webs.com/CN%209171/cn9171.htm>

Don McQueen's Froth posted this great image of 9171's heritage, as GTW F3A 9013. This shot was taken by Larry Doyle in East Lansing, Michigan in the fall of 1965. The CN "noodle" livery repaints were well underway.

<http://railroadfan.com/gallery/displayimage.php?pos=-41382>

Ron Visokis sent these shots of 9171. He took his first shot of CN 9171 in Vancouver, BC in 1986 and his last shot, last August 15 at the Delson (ExpoRail) museum QC. So here are my last and first shots of CN 9171.

<http://www.canadianrailwayobservations.com/2009/11/9171.htm>

Ron kindly submitted this historic photo from 1918 of Belleville Station in the (pre-CNR) Grand Trunk Railway era. Ron stumbled across this photo in Frankfort, Ontario framed and hanging on the wall of a local restaurant, and asked the owner if he could take picture of it. He removed it from the wall placed it on a table near a window, and took this image. On the back of the picture was written: Keith Thompson Collection (Frankfort, ON).

<http://www.canadianrailwayobservations.com/2009/11/gtb.jpg>

Visit our page for updates on each railway museum in Canada:

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

SOUTH OF THE BORDER

Jody Moore | In between making another interstate move and writing CRO's Green Locomotive Roundup, I managed to break away in mid-October for four days in pursuit of famed steamer SP 4449 as it made its way across Montana, Idaho, and Washington during the return leg of its four month trip to Michigan and back. The purpose was to shoot video for Marcam Video's upcoming production on the trip out and back. Look for the video's release in the coming months at <http://www.highdeftrains.com>.

Unfortunately, I got a late start from Washington, and ended up driving all night in order to meet the train in Shelby, MT on the eastern approach to Marias Pass. It was my first trip to Marias Pass, and my lack of experience combined with some equipment problems to make the first day very difficult.

But the trip smoothed out quite a bit as the train made its way back home via BNSF's former Great Northern "hi-line", and the Spokane, Portland and Seattle's route through Spokane and Pasco, WA to its hometown of Portland, OR. Here's a quick selection of photos from the trip, including shots of the train crossing the famed Two Medicine Bridge in Montana, passing Kootenai Falls near Libby, MT, pounding up the eastern slopes of Providence Hill near Lind, WA, and racing along the Columbia River outside of Lyle, WA. Enjoy!
<http://www.canadianrailwayobservations.com/2009/11/4449.htm>

It's also worth noting that the 4449 and its City of Portland-owned roundhouse stablemates, SP&S 700 and UP (OR&N) 197, appear to have secured a new permanent home, courtesy of the Oregon Rail Heritage Foundation. The Oregonian Newspaper reported yesterday that the city had agreed to a \$1M loan to ORHF to help with the purchase of land for the engines' new home. Their current storage spot in the former SP Brooklyn roundhouse has been in danger for some time, and Union Pacific recently notified the city that a deadline had been set for the removal of the locomotives. UP is expanding an intermodal facility near the old roundhouse, and needs the land. Here's the article in the Oregonian: http://www.oregonlive.com/portland/index.ssf/2009/11/portlands_locomotives_will_get.html

- Jody Moore

In mid-October General Electric shipped the first two of its new "PowerHaul" Series freight locomotives to Freightliner in the United Kingdom. The PowerHaul represents GE's first entry to the U.K. and European market. (Canada builds the EMCC's JT42 66-class). The diesels are part of a 30-unit order placed in late 2007, Freightliner's largest single locomotive order. In November 2007, Freightliner and GE announced Project Genesis (unrelated to GE's Genesis series locomotives built for Amtrak). The project saw the design of the PowerHaul that is intended to match older types in terms of haulage capacity while being more fuel-efficient. The project is a collaborative effort, with Freightliner being involved with the design process from the beginning. The new units utilize a diesel engine rated at 3,700 hp and are fitted with air conditioning and acoustic insulation. On October 2nd, Greg Wiltsie caught the factory-fresh Freightliner PH37ACMi's outside the GE plant in Erie, PA.

<http://gwilt33.rpicturearchives.net/showPicture.aspx?id=1782893>

<http://gwilt33.rpicturearchives.net/showPicture.aspx?id=1782895>

<http://www.youtube.com/freightlinergroup#p/a>

Take a beautiful day with fantastic Fall foliage, add in 6-axle MLW's and stir! Kermit Geary Jr. chased the WNYP Hornell turn from Elm Valley, NY to Hornell NY on October 11th. His first photo shows WNYP C630M 630 and train passing through CASS interlocking with Norfolk Southern in Hornell, NY. WNYP 630 is still wearing her Arkansas and Missouri paint scheme and is former CP 4500. The second photo has WNYP 630 switching the interchange at Hornell. Then WNYP M630 637 (Ex-Cartier) is seen passing the former-Erie RR depot and offices at Hornell, The fourth photo shows

WNYP 637 ready to depart Hornell for Olean, NY. On the same day he caught Alstom S6 #1 posed by the shop at Hornell, NY. The S-6 is formerly Morrison-Knudsen 319, and new as South Buffalo Railway 43. The other photos show: WNYP 630 and train passing Canacadea State Forest, Almond, NY; Approaching Tip Top, NY, leading the Hornell Turn at Elm Valley, NY; and WNYP 430 (with yellow ribbon to Support our Troops) at rest in Olean, NY, on 10-11-2009.

<http://www.canadianrailwayobservations.com/2009/11/wnyp.htm>

Mike Zollitsch was at the right place at the right time to photograph a meet between two shortlines at Driftwood, both only make only occasional appearances here. (LVRR being once a week, about 10 weeks in the year. Mike caught both trains in full sun on a 99% overcast day, and only for a moment --the same minute it took for the WNYP power to chug pass by him, and in Fall colors!

<http://www.canadianrailwayobservations.com/2009/11/south.jpg>

On August 22nd, Rob Ball took this terrific shot of WNY&P 630 leading two C430's westbound underneath the B&P mainline at Carrollton, NY headed west towards Meadville.

<http://www.railpictures.net/viewphoto.php?id=241851&nseq=20>

Dean Splittgerber caught the Norfolk Southern Executive F- units and business cars on October 7th, 2009 at Glenville, NY in momentary sunlight with threatening skies above. Pan Am Southern's business cars can be seen in the background with their passengers. The second image shows the NS OCS heading to Harrisburg on October 8th with NS F9A 4270 at the point.

<http://www.railpictures.net/viewphoto.php?id=299812>

<http://www.railpictures.net/viewphoto.php?id=300213>

D&H - The Bridge Line:

Great Shot! Once a common sight along Canadian Pacific's former D&H Albany and Susquehanna Division, SD40-2's have proved harder to come by in what has become a GE dominated world. September 13th proved to be an exception to the rule. Photographed in Esperance, New York, handsome CP SD40-2 5698 has the honour of leading train #252 from Saratoga to Binghamton, New York past one of the many farms that can be found in the Schoharie and Susquehanna Valleys. Normally the 5698 can be found on trains #414 (Saratoga\Kenwood) and #416/#417 (Kenwood\Fresh Pond). (via Dean Splittgerber, with thanks). <http://www.railpictures.net/viewphoto.php?id=297127>

Dean also sent us this beaut! Southbound CP #252 is seen passing under the Signal Bridge at CPF #499 on the former D&H Albany & Susquehanna Division, on October 25th.

<http://www.railpictures.net/viewphoto.php?id=301952>

Letters:

Terry Muirhead received emails from readers wanting his photos of the BC Rail/Pacific Western Rail Systems Grain Hopper. They are posted here:

<http://www.canadianrailwayobservations.com/2009/11/hopper.jpg>

A French Radio-Canada (TV CBC) report of the Canada Central Club in Montreal:

<http://www.radio-canada.ca/emissions/infoman/saison10/Exclusif.asp?idDoc=93305>

Denis Guerin

AMFM – Montreal, QC

The Last Word:

Following our Canada Central club open house in October, we are in the early stages (still in discussions only), of creating a new column in CRO that would focus on Canadian Prototype Modelling. We are seeking a co-editor to compile and produce a monthly column that would focus on new Canadian models available, "how to" construction articles, and Canadian model photos from our readers. If interested, please email us at [williamhbaird @ Gmail](mailto:williamhbaird@gmail.com). Please include your modeling experience, and ideas and suggestions for this column. Our readers may submit comments about this idea too ... what are your thoughts? Here are some shots by Louis Letourneau taken at the Club October 24th of my CP Alco's) <http://www.canadianrailwayobservations.com/2009/11/hopper.jpg>

For those waiting for the ready-to-run LRC here is some very, nice work from my friend Paul Trudel. Captions are in French, but easy to follow. Check out the quality of his modelling in these links:

<http://gumpaul.quebectrain.com/lrc/>

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

<http://www.youtube.com/watch?v=emU7owdLaLc>

The good 'ol days: A leased CP RS18 leads a D&H C424, RS11, and GP39-2 past the station Delson, QC. <http://www.youtube.com/watch?v=-GqQ5H5prkE>

Michael Eby's "Trainiax" website has good photos of Canadian locomotives and rolling stock, nicely sorted by their reporting marks. Also included are shots of preserved engines. <http://trainiax.net/index.php>

As those close to me already know, I fantasize a lot! Some I can mention here, and others I will keep to myself. Over the years I pondered the enjoyment I could have with a locomotive diesel horn installed under the hood, or up on the roof of a pickup truck, or SUV. These fellows actually did it, and checkout the 90 decibels of fun! -Will <http://www.youtube.com/watch?v=BQpa8whzwAE>

THANK YOU: Rob Ball, Pete Briggs, Jim Brown, Guilio Capuano, Andy Cassidy, Clayton Chaloner, Bruce Chapman, Charlie de Jean, Dan Dellunto, Kermit Geary Jr, Sean Graham-White, Bob Heathorn, Yves Lacombe, Frank Henophy, Doug Hately, David R. Howard, Gary Knapp, Craig Konopski, Bob Krone, Ken Lanovich, Luc Lanthier, Louis Letourneau, Roman Litarchuk, Ken McCutcheon, Don McQueen (Froth), Bruce Mercer, Jody Moore, Terry Muirhead, Jason Noe (Railpace), Normand Paquette, Donna Peters, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17f", Mike Robin, Earl Roberts (Branchline), Bill Sanderson, Wilco van Schoonhoven, Don Scott, Jon Snook, Dean Splittgerber, Cor van Steenis, Aleks Stefanovic, Kyle Stefanovic, Tony Synnett, Paul Trudel, Jean-François Turcotte, Dan Tweedle. Ron Visockis, Chris Wilson, Joe Zika, Mike Zollitsch, The Bridge Line Historical Society, 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 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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