

## CRO APRIL



### CANADIAN NATIONAL

Loaded rail train U780 is seen on the CN Waukesha Sub ducking under the UP bridge (Former CNW Adams Line) at Sussex, Wisconsin. This US Steel unit rail train for Gary, Indiana was photographed by William Beecher Jr. on March 11th.

<http://www.canadianrailwayobservations.com/2011/apr11/cn2242wb.htm>

Joe Ferguson clicked CN C40-8W 2145 in BNSF paint with CN "Noodle", in Du Quoin, IL and CN 2146 fresh from the paint shop at Centralia on March 1st 2011.

<http://www.canadianrailwayobservations.com/2011/apr11/cn2146joeferguson.htm>

CN C40-8 2148, (which had been heavy bad-ordered at Woodcrest since received from BNSF), finally entered service February 27th sporting full CN livery. As seen in the photo, prior to her Woodcrest repaint, CN 2148 was one of the better looking ex-BNSF units still in the warbonnet paint. She now sports the thick CN cab numbers, gold Scotchlite and the web address tight to the CN Noodle. Larry Amaloo snapped the loco working in Kirk Yard just after her release.

<http://www.canadianrailwayobservations.com/2011/apr11/cn2148larryamaloo.htm>

Rob Smith took this shot of CN 2141 leading train 392 as it passes 385 on the adjacent track in Brantford, ON, January 24th. CN 2141 is significant as it was the first of the former ATSF/BNSF C40-8W's to be repainted at Woodcrest Shop. On March 3rd CN 2141 was noted at the SOO/CP Humboldt Yard.

<http://www.canadianrailwayobservations.com/2011/apr11/cn2141robertsmith.htm>

On March 4th George Redmond clicked CN C40-8W 2138 at Centralia in fresh paint, looking like a model with no windshield wipers and detail.

<http://www.canadianrailwayobservations.com/2011/apr11/cn2138georgeredmond.htm>

On March 3rd the following CN/UP locomotives were noted at the Quality Rail Service shop in Madison, IL: Arriving: CN C40-8W's 2176, 2177 and 2193 all still in BNSF H3 paint with CN markings; Outbound: fresh Union Pacific SD40-2R rebuilds 1597 and 1582. (Mark Mautner).

On March 2nd, Ron Visockis snapped CN C40-8 2101 on #369, and SD70M-2 8817 rear end DPU on train #305 at Belleville, ON.

<http://www.canadianrailwayobservations.com/2011/apr11/cn21018817rv.htm>

**CN ex-BNSF C40-8W roundup as of March 20th:**

(Photo by Shawn Levy)

<http://www.canadianrailwayobservations.com/2011/apr11/cn2175shawnlevy.htm>

**In full CN Livery and in system-wide service:**

2138 - NEW (painted at Centralia in March)  
2141 - (painted at Homewood)  
2144 - (painted at Centralia)  
2146 - NEW (painted at Centralia in March)  
2148 - (painted at Homewood)  
2151 - (painted at Centralia)

**CN "Noodled" in BNSF paint in service in USA except two noted.**

2137 -  
2145 - (in Canada in March)  
2149 -  
2154 -  
2159 - (In Canada in March)  
2175 -  
2189 -  
2195 -

**CN "Noodled" in BNSF paint moved to various contract shops (some moved with BNSF number boards but patched CN numbers on the sides):**

2176 - Quality Rail (Madison, IL)  
2177 - Quality Rail (Madison, IL)  
2193 - Quality Rail (Madison, IL)

**CN Renumbered and at CN shops awaiting work excluding Centralia:**

2140 - Memphis  
2152 - Markham  
2164 - Woodcrest  
2171 - Memphis  
2194 - Woodcrest

**BNSF numbered and painted, moved to contract or at various CN shops with no CN patches: (excluding Centralia)**

801 - Metro-East Industries (E. St. Louis, IL)  
805 - Markham  
807 - NRE - Dixmoor - renumbered to CN 2165  
811 - Quality Rail (Madison, IL)  
813 - NRE - Dixmoor - renumbered to CN 2168  
817 - Metro-East Industries (E. St. Louis, IL)

**856 - Quality Rail (Madison, IL)**

**859 - Markham**

**861 – Note: this unit may have been renumbered /patched to CN 2196 at the Memphis, Shop in mid-March as this number was in service.**

**On March 12th CN 2159 became the first C40-8W with CN patches and in BNSF H3 paint to enter Canada and in service on CN Q14891 behind leader CN C40-8M 2407 over the Halton and Dundas Subs. James Gardiner snapped it at Hardy Road in Brantford, Ontario March 12th. The second CN patched ex-BNSF unit (CN 2145), arrived in Canada on March 22nd and was noted on CN 308.**

**<http://www.canadianrailwayobservations.com/2011/apr11/cn2159jamesgardiner.htm>**

**CN 2100-series C40-8W Paint Schemes:**

**In CN livery (All as of late March, 2011):**

**2138, 2141, 2144, 2146, 2148, 2151**

**In ATSF Warbonnet (with BNSF sublettering):**

**2135, 2136, 2151, 2152, 2155, 2156, 2160, 2161, 2173, 2174, 2181, 2182, 2186, 2190, 2198, 2199**

**In BNSF Warbonnet:**

**2139, 2148**

**In BNSF Heritage 2 (pumpkin with large yellow BNSF on side):**

**2098, 2099, 2137, 2141, 2142, 2143, 2145, 2146, 2150, 2153, 2159, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2175, 2177, 2178, 2179, 2180, 2183, 2184, 2185, 2187, 2189, 2191, 2193, 2194, 2195, 2196, 2197, 2198**

**In BNSF Heritage 3 (pumpkin with black BNSF and black stripe on side, sometimes referred to as the "Swoosh" or "Powerbar" scheme):**

**2140, 2147, 2149, 2154, 2157, 2158, 2176, 2188, 2192**

**All sold for stripping and scrapping at the last CN auction sale, the following units were moved onto the scrap track at Woodcrest shop in mid-March: CN SD40-2W 5241, IC SD40-2s 6114, 6132, and 6142. Also added to the scrap track was EJ&E control cab (remote control unit) CC1.**

**On March 29th, Ken Lanovich noted CN 5302, CN 5359, IC 6110, and IC 6120 had been added to the Woodcrest scrap track, and they had begun the cutting on EJ&E CC1.**

**On March 29th Woodcrest Shop had moved B&LE 907 into the storage**

**lines and appear to be in no hurry to repair it. It is now stored with GP38-2's GTW 4921 and IC 9607, both waiting on shop space.**

**Other units sold at the auction sale were CN SD40-2W's 5315 and 5342 which were relettered twice at Woodcrest Shop in March. First lettered to WHRR, on March 14th they were relettered to NHRR (New Hope & Ivyland).**

**As well in March at the Woodcrest shop ex-GTW GP9R's 4612, 4624, 4628, and 4630, were all relettered to Carolina Coastal Railway (CLNA) with the same numbers. Three CN GP9RM's were sold to Savage, relettered, and renumbered. CN 4022 to SVGX 8627; 4108 to SVGX 8629; and 7074 to SVGX 8630 and all enroute to the Burlington Junction RR.**

**CN has relettered CN GP9RM 4111 and IC SD40-2 6128 for MALX – Mid America Locomotive. They are going there for work and then to another buyer.**

**Former WC/Alstom SD40-3 6930 (a former CN SD40) was at the BRC diesel shop on March 26th relettered to MVPX 6930.**

**In March, three additional ex-GCFX/Alstom SD40-3's (numbers unknown) had been sent to the new owners; the Minnesota North Shore RR and re-numbered 658, 659 and 660.**

WC SW1500's 1559 and WC 1560 were added to the Woodcrest storage lines in March. Two of the few remaining WC SW1500's (1563 and 1565) still in Wisconsin Central paint continue to operate around the shops and yard at Fond du Lac, Wisconsin, and were snapped by Wm. Beecher Jr. on March 9th.

<http://www.canadianrailwayobservations.com/2011/apr11/wisconsinwb.htm>

During the first half of March, the former EJ&E utilized some of the more unusual locomotives still on the CN roster. The last EJ&E yellow-liveried SW1001 446; GTW GP40-2 6420 which is the last GP40-type left in service still in GTW blue. (GTW 6401 and 6425 are in storage at Woodcrest). IC GP38-2 9628, which is the last IC GP38-2 in IC paint, and the last three IC SW14 in service, 1497, 1506, and one other.

Outside Chicago Illinois on March 13th Larry Amaloo clicked CN(ex-BNSF) 2149 and EJ&E 660 at Homewood and SSW GP60 9652 at the CN Woodcrest Shop following a transfer run from UP Proviso to CN Markham. This GP60 is one of only a nine without a UP patch and one can still make out her faded COTTON BELT lettering on the long hood.

<http://www.canadianrailwayobservations.com/2011/apr11/cn2149larryamaloo.htm>

On March 28th CN GP38-2 4705 was released out of the Woodcrest paint shop in fresh paint.

The IC SD70's that now have DPU equipment installed are the only standard cab six-axle locomotives in the US and Canada to have this feature and which can only be added to locos with electronic air brakes. CN have installed PTC equipment, microwaves, hot plates, refrigerators and stretcher cabinets and can now lead in Canada. . Walter Pfefferle caught an example of this as CN 392 with IC SD70 1001 leading, rolls through Woodstock Ont. March.

<http://www.canadianrailwayobservations.com/2011/apr11/ic1001wep.htm>

Bill Gates now owns 10% of CN! Cascade Investment LLC., whose sole member is Microsoft founder Bill Gates, has acquired 35,784 common shares of Canadian National Railway Company. With this purchase, Cascade now holds 37,392,378 shares, representing approximately 8.14% of the outstanding shares. In addition, Bill & Melinda Gates Foundation Trust, a charitable trust for which Gates serves as a co-trustee, owns 8,563,437 shares CN representing 1.86%.

Long before CN's ex-BNSF C40-8W's ever appeared on the radar - there was WC SD40-3 6918, the only one in Alstom grey and orange to ever get a "black" CN noodle on the long hood. 39 others got relettered and re-numbered in white - and 10 never made it to WC lettering. (Jon Hall photo).

<http://www.canadianrailwayobservations.com/2011/apr11/wc6918jonhall.htm>

Darren Doss had an opportunity to get a night photo of GTW 4620 at Fulton, Kentucky on February 21st. The locomotive is currently assigned to the locals working out of Fulton.

<http://www.canadianrailwayobservations.com/2011/apr11/gtwdarrendoss.htm>

Walter Pfefferle caught GTW 4919 on CN 332 at Woodstock, Ontario March 4th.

[http://railfan.thegrebs.com/CN/GT\\_4919\\_Woodstock\\_Ont\\_3\\_4\\_2011](http://railfan.thegrebs.com/CN/GT_4919_Woodstock_Ont_3_4_2011)

At Belleville, ON, Ron Visockis caught two of the newest Electro-Motive Diesel locomotives in the fleet: CN SD70M-2 8959 heading to Montreal, QC, March 4th, and CN 8958 also eastbound on March 15th.

<http://www.canadianrailwayobservations.com/2011/apr11/cn8959rv.htm>

<http://www.canadianrailwayobservations.com/2011/apr11/cn8958rv.htm>

On March 27th westbound CN freight 305 derailed about 25 cars of the 116-car train on the Kingston Sub three km east of Port Hope, Ontario, (about 100 km east of Toronto). The derailed cars were about a third of the way back on the train, and carrying mixed cargo from Montreal to Toronto and several empty cars. With mainlines blocked, VIA Rail ceased passenger service in both directions on the busy Toronto-Montreal corridor, and on the Toronto-Ottawa routes. Passengers on one VIA Rail train enroute to Toronto and blocked by the derailment were bussed to

destination. CN had no comments as to what caused the derailment and is investigating with the Canadian Transportation Safety Board. This was the fifth major track derailment this year in CN's eastern region, which stretches from Halifax to Winnipeg, By comparison, last year CN had 15 major track derailments in their eastern region. The line was reopened on March 30th.  
<http://www.canadianrailwayobservations.com/2011/apr11/cobourgjs.htm>

John Soehner was at the VIA Cobourg Station as CN Manifest #305 ambled through the area on the south tracks on March 27, 2011. At 12:07 the mid-train DPU rolled through. Not much later there was "Emergency, emergency, emergency" over the scanner by the one of the crew, repeated shortly thereafter by the second crewperson. Some chatter about Coport which is the cross-over area between Cobourg and Port Hope. John shot these photos first at Cobourg Station before the incident and then in the Coport area, stopping on the Overhead Bridge that spans the CP line. I got out with the 200 mm lens and shot a few photos Very quickly they tell everyone to get in their cars and get out of the area. At 12:23 there were visible flames coming from near one of the tank cars. However by 12:29 the flames had subsided somewhat. The first 15 or 16 cars of the train were pulled clear of the derailment. It looks to me like the derailment occurred west of the cross-overs. The train was on the south track as it passed through Cobourg Station, and later the front portion of the train had already passed over the cross-over onto the north track at Coport when the incident occurred, therefore the crossover may have been a factor in the derailment. No one was injured in the derailment. As the derailment of CN #305 at Coport is only 1/4 mile from the CP mainline, CP operations were suspended for about 27 hours. As aviation fuel, propane and jet fuel loaded tank cars were involved in the derailment, for safety reasons CP trains did not pass through the area. On March 22nd a CN train collided with a semi trailer stuck on black ice at a level crossing on Highway 15 near Ituna, Saskatchewan. The truck driver suffered minor injuries, but his rig obviously did not fair so well. The lead CN locomotive 2631 is reported to be badly damaged, but we have no repair assessment or evaluation details.

Earl Roberts corrected an error in our March issue about the 11 remaining BCOL B39-8Es (1700, 3900-3910) being retired. These have NOT been retired ... at least not yet. Most are stored at Woodcrest and were still on the roster as of February 28th, 2011. Wm Beecher 's photo shows some of these stored BCOL B39-8E's at Woodcrest on Feb 7th, 2011.  
<http://www.canadianrailwayobservations.com/2011/apr11/bcrailwilliambeecher.htm>

#### CN VIGNETTES:

On October 25, 1988 Patrick De Larue caught CN M636 2334 and a pair of M630's leading train 305 at CN West Jct in Charny, Québec.  
<http://www.canadianrailwayobservations.com/2011/apr11/cn2334pd.htm>

Jason Noe submitted shots of Class unit #6000 taken by his friend J.P.Rhéaume (now deceased) at CN Joffre Yard, QC in 1992. Shown sporting the brand new CN North America paint scheme, CNNA SD40u #6000 had just entered service following overhaul at the AMF Point St-Charles Shop in Montreal. .  
<http://www.canadianrailwayobservations.com/2011/apr11/cn6000jasonnoe.htm>

Aleks Stefanovic submitted this great shot of CN "cowls" Dash8-40CM 2452 and SD60F 5510 departing Paris after running around of their train of 17 empty bulkheads. On August 12, 2010 This train is shown operating with CN management personnel in training to prepare for a potential strike at Mile 30.9 on the Dundas Sub. It would run as 907 to Paris where it turned to become 908.  
<http://www.canadianrailwayobservations.com/2011/apr11/cn2452aleksstefanovic.htm>  
<http://www.railpictures.net/viewphoto.php?id=356094&nseq=5>

Marc Caya submitted this video featuring terrific sound from this pure CN GP40-2LW duo pulling and pushing, and both in nice paint. Filmed near St-Jean-sur-Richelieu (Rouses Point sub.) Qc, Aug. 2007.  
[http://www.youtube.com/watch?v=YM1xtiBLt4g&feature=player\\_embedded](http://www.youtube.com/watch?v=YM1xtiBLt4g&feature=player_embedded)

## CANADIAN PACIFIC

Canadian Pacific Railway will be receiving 60 ES44AC units this year, 40 in August-September and another 20 in December. The ES44AC's will all be built at the General electric plant in Erie , PA with an option for more in 2012 and are all expected to be numbered in the CP 8900-series.

On March 4th in Philadelphia, Pennsylvania, D&H train 158 cruise west along the ex PRR / Conrail high line on the Trenton Sub behind a pair of clean CP / CEFX SD40-2's.

<http://railpictures.net/viewphoto.php?id=356048&nseq=1>

In March the following CP-leased locomotives were on the property:

CEFX (AC4400CW) 1002, 1006, 1007, 1014, 1018-1020, 1023, 1024, 1026-1059,

CEFX (SD40-2) 2786, 2790, 2791, 2797, 2802, 2803, 3121, 3127, 3130, 3160, 3163-3165, 3168, 3172, 3173, 3175, 3176, 3181, 3183, 3184

CITX (SD40-2) 2783, 2785, 2792, 2794, 2796, 2799, 2804, 3008, 3024, 3026, 3036, 3053-3067, 3070-3075, 3077-3083, 3088-3093, 3095, 3097-3102, 3105, 3110, 3157, 3170, 3177

HLCX (SD40-2) 6204, 6206, 6299, 6340, 6341, 6844, 7003, 7008, 7009, 7161, 7191, 7193, 7205, 7230, 7231, 7233, 8033 (JFDX) 8045, (HLCX) 8085, 8089, 8139, 8163, 8176

NREX (SD40-2) 4403, 5542, 5568, 5581, 5661, 5668, 5777, 5823, 6301, 6309, 7212, 7237, 7246, 7275, 7287, 7349, 7356, 7360, 7368, 7370, 7374, 7931, 8092, 8096, 8099, 8401, (One new addition 7275)

NREX (SD45T-2) 9402

In March, a few of the HELM locomotives on lease to CP were sent to Montreal for repairs; St-Luc Diesel Shop (if minor), or to CADRAIL (if somewhat major). One of these, HCLX SD40-2 7161 was noted at CADRAIL March 24th.

CP 642-806 cleared Belle River on March 26th with CPRS 6066, ICE 6439, NREX 7212, and CITX 3066. (Geoff Elliott).

<http://www.canadianrailwayobservations.com/2011/apr11/cp6066ge.htm>

Following another late snowstorm, Bob Heathorn clicked these HELM leased SD40-2's at Smiths Falls, Ontario March 6th. Still showing there heritage, the westbound Expressway had HLCX 6844 (middle unit), and CP train 235 with HLCX 7009 second unit in the consist.

<http://www.canadianrailwayobservations.com/2011/apr11/hlcbobheathorn.htm>

Ken Goslett caught this notable power on CP's Xpressway trains: During February, DM&E SD40-2 6413 ran back and forth on the Montreal -Toronto run for a full week, and Ken caught her approaching Cedar Park, QC on Feb 13th. Leased CITX SD40-2 2790 (an ex-SD45) was clicked at Bruce, QC on Feb 20th and HLCX SD40-2 (ex-BNSF) 6844 was shot at Ste-Anne-de-Bellevue, QC on Feb 27th.

<http://www.canadianrailwayobservations.com/2011/apr11/expresskengoslett.htm>

Ex-CP SD40-2's (JLCX-owned) 5683, 5684, 5696, and 5709 all arrived in Coquitlam BC in early March, leaving only three SD40-2's remaining 5611 in Calgary. AB and 5806 and 5830 at Pasqua, SK destined to JLCX.

In March, JLCX sold ex-CP GP7u 1510 and 1520 the Northern Plains RR in the USA. At press time, it was unknown if these will move from Vancouver via BN or CP.

JLCX sold ex-GP9u 1589 (nee-TH&B 402) to the Belvedere and Lehigh River RR and will be entirely repainted and renumbered BDRV 1889 in Sand Point, Idaho. When completed it will then move to northeastern USA. Due to its TH&B heritage many railfans have been following the disposition of this locomotive.

At Galt, ON Bill Miller caught both CP's gensets out on the road leading train 440 (CP 2100-east) on March 15th . CP 2100-2101 are NRE-built 3GS21B-DE testing long-term and work mostly out of Toronto Yard, but once in a while the pair get to stretch their legs and get evaluated on a main line assignment.

<http://www.canadianrailwayobservations.com/2011/apr11/cp2100billmiller.htm>

Michael K. Fair submitted this shot of CP 9622 and CP 9704 about to lead CSX train Q231-11 in Lima, Ohio on the CSX Toledo Subdivision on March 11th. One of the new CSX crew is checking water in the prime mover and going through the safety checklist, regulatory on CSX after a crew change. He also caught CSX SD40-3 4000 (a rebuilt SD40-2 with modified nose and cab), leading CSX Q375 on March 10th.

CSX 4000 is the class unit of the first nine rebuilt CSX SD40-3's, and CSX intends to upgrade more of their SD40-2 fleet to DASH-3 standards. The new look cab was built by MPI, and the units are rebuilt at Huntington, WV, or the Waycross, GA shop. Here is the current list in service and previous CSX number:

4000 YN3 x8147 SD40-3

4001 YN3 x8142 SD40-3

4002 YN3 x8026 SD40-3

4003 YN3 x8126 SD40-3

4004 YN3 x8021 SD40-3

4005 YN3 x8115 SD40-3

4006 YN3 x8078 SD40-3

4007 YN3 x8203, xxL&N/3575 SD40-3

\*\*4008 YN3 xCSXT 8045 SD40-3

\*\*4009 YN3 xCSXT 8003 SD40-3

(4008 and 4009 not released yet)

<http://www.canadianrailwayobservations.com/2011/apr11/csxmichaelfair.htm>

Steve Nordahl of Bethlehem, PA wrote: "Every night brings something new when Canadian Pacific ties down here for the night." On March 14th Steve clicked SOO SD60M 6061 in Norfolk Southern's River Yard in Bethlehem, PA along with CP ES44AC GEVO 8853, both in Candy Apple Red. In the background are LVRB (ex- PBNE) switchers #7 and #20 operates by Lehigh Valley Rail Management (LVRB) LLC - Bethlehem Division. LVRB manages all switching operations within NS's River Yard including the origination and receiving of Triple-Crown RoadRailers at the terminal operation HQ, located on the NS Lehigh Line on the south side of Bethlehem, PA.

<http://www.canadianrailwayobservations.com/2011/apr11/soo6061stevenordahl.htm>

On March 22, Bob Heathorn clicked GMTX GP38-2 2663 as the third unit on CP train #666 at Smiths Falls, Ontario destined to the Vermont Railway.

<http://www.canadianrailwayobservations.com/2011/apr11/gmtx2663bobheathorn.htm>

On March 18th Brian Thompson caught this terrific lashup on CP Train #242 with D&H GP38-2 7304, HLCX SD40-2 6340 (SP paint) and SOO SD60M 6062 eastbound at the west end of Nissouri siding.

<http://www.canadianrailwayobservations.com/2011/apr11/dh7304brianthompson.htm>

Gary Melford also shot the unique lashup March 18th heading eastbound on CP 34T at Romulus, Michigan (MP 19 on former Wabash trackage), just before crossing the CSX-NS Diamond.

<http://www.canadianrailwayobservations.com/2011/apr11/dh7304garymelford.htm>

Geoff Elliott caught the same train clear of Belle River on March 20th.

<http://www.canadianrailwayobservations.com/2011/apr11/dh7304geoffelliott.htm>

In late March INRD SD9043MACs 9005 and 9009 were running on CP 182 and 183. These had been the power for a Roseport coke train, but as Roseport could not receive any new loads, the train was tied down in Muskego Yard. In the interim, this pair operated on CP on at least two trains in the Chicago and Rondout area.

Richard Marchi clicked fire damaged AC4400CW 8561 behind the St-Luc Diesel Shop with burned hood in January and then showing the prime mover in the open on March 13th

<http://www.rrpicturearchives.net/showPicture.aspx?id=2369465>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2369483>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2443390>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2443391>

On March 3rd John Peakman caught CPR Script painted GP38-2 3084 arriving at Keith Yard in Calgary, AB. Behind was GP38-2's 3020 and 3050 in Golden Beaver and and CP Rail small multimark.

<http://www.canadianrailwayobservations.com/2011/apr11/cp3084johnpeakman.htm>

For St-Patrick's Day Andy Cassidy caught CP GP38AC 3005 still sporting her E&N two-tone green colours with patched Canadian Pacific lettering. She is shown with CP 3001 looking a little grimy and sitting idle on TU2 at the west end of the dispatch area, in Port Coquitlam, BC on March 18th. As well Andy shot the yard assignment with CP GP9u's 1620 and 1580 working X42 switching some grain cars. The 1620 is puffing a little blue on initial throttle-up in the second photo with a snowy local mountain backdrop. For readers wondering, that black box atop the old bell mount in front of the

number boards is an antenna for the Version 2 Lat-Lon remote Locomotive Monitoring Unit, (LMU). That system is no longer functioning in favour of the Version 3 system that uses a separate antenna (a small white dome at the back centre of the cab roof but not visible in the photo). Basically it's a GPS unit and records a number of locomotive functions, all remotely viewable by computer. For those further wondering where the bell went. All our yard units are equipped with E-Bells mounted in those A-Frames atop the middle of the unit where the old Dynamic Brake Fan was located. The DB blister remains but the DB was removed when the units were rebuilt for yard service many years ago.

<http://www.canadianrailwayobservations.com/2011/apr11/coquitlamandycassidy.htm>

CP GP38AC 3013 leads Technical Evaluation Consist #63 with Accommodation Car 65, Gauge Restraint Measurement Car #424993, and Track Evaluation Car # 63 eastbound on the Taber Sub, AB, (at the Junction with the Turin Spur) on 16 Mar 2011. What is different about this consist? The stainless steel Accommodation Car # 65 is normally on CP's other TEC Train (#64); the tuscan coloured Accommodation Car # 68 is usually on this TEC train.

<http://www.canadianrailwayobservations.com/2011/apr11/teccorvansteenis.htm>

#### CP VIGNETTES:

CPR Extra 2206 West is seen just west of Leaside with Automobile box cars (CP 294893 next to engine). These are 40 foot cars with 15 foot double doors. Hundreds were built in 1957 and those with white stripe on door indicates equipped with Evans Auto Loader device which raised an automobile up towards the roof in each end of car to doubledeck them. This is likely the Trenton Pickup returning home. 2206 was the regular engine on this assignment with engineer Alf Moore. Taken August 22, 1957 W. G. Carruthers photo from the collection of Ray L. Kennedy.

<http://www.canadianrailwayobservations.com/2011/apr11/oshawaraykenedy.htm>

In the 1960's passenger service was on the decline and beginning to prove very costly and CPR began to cut back on their train service. Bill Thomson recorded these last CPR trains in April 1964 on the Galt Sub. The final Train #360 had CPR 9051 leading the RDC trio at Campbellville, and the

last Train #21 with “head-end” Express cars behind the A and B is making the station stop at Guelph Junction.

<http://www.canadianrailwayobservations.com/2011/apr11/cpvignettebillthomson.htm>

What a day to be at the St-Luc Diesel Shop during 1966! Doug Hatley clicked these unusual bed fellows sitting on the ready tracks: NYC Alco RS3 5302 and 5332, two UP Alco C630's demonstrating on CP with Dynamometer car 62, and C424 4210 alone showing the home road colours!

<http://www.canadianrailwayobservations.com/2011/apr11/nycdoughatley.htm>

This photo was submitted by Doug Leffler, but was shot by Dave Sweetland. It shows CPR Alco RS-2 #8400 in Newport, Maine during June 1969 sporting markers, a winter hatch and the great looking CPR Script paint scheme.

<http://www.canadianrailwayobservations.com/2011/apr11/cp8400davesweetland.htm>

Terry Juuti submitted this photo of Train # 1 “the Canadian” with a pair of CP Rail Gp9's at Lake Louise, Alberta in the summer of 1977. CP had Geeps outfitted with steam generators for passenger service and although CP primarily used their F units, during times when an F was unavailable due to maintenance, the Geeps were the head end power on occasion. These particular units were notorious for making a lot of Smoke when they throttled out of the station as can be seen here.

<http://www.canadianrailwayobservations.com/2011/apr11/cpvignetteterryjuuti.htm>

Doug Leffler photographed this meet at Kent Bridge, Ontario in July, 1977. The westbound, headed by 4236 stopped short of the siding at Kent Bridge Road to wait for an eastbound out of Windsor. The set of C424's on the westbound, while being a welcome set of engines for myself and the other photographers that day, was overshadowed by the surprising lead engine on the eastbound; CP Rail's unique M640 no. 4744!

<http://www.canadianrailwayobservations.com/2011/apr11/kentbridgedouglasleffler.htm>

The CPR Ogden Yard Locomotive Shop opened in March of 1912 and was named after I.G. Ogden, CPR Vice-President. With over 26,000 sq. yards of space, 35 locomotive pits and four overhead cranes capable of lifting from 10 tons to 250 tons, the shop handled steam locomotive repairs until 1957, with a break during World War II to manufacture 3" naval guns. After 1957, the shop handled diesel locomotive repairs and overhauls. It is interesting to see the contrast between the steam era Ogden Shop and diesel era overhead crane photo from almost the same view point. (Thanks to Cor van Steenis and Arthur Wieckowski for the photos).

<http://www.canadianrailwayobservations.com/2011/apr11/cpvignonname.htm>

VIA RAIL CANADA

VIA News Editor (East) Tim Hayman

VIA News Editor (West) Terry Muirhead:

[vianews@canadianrailwayobservations.com](mailto:vianews@canadianrailwayobservations.com)

In 2009, VIA announced that they had awarded a contract to IRSI Moncton to rebuild its 98 LRC passenger cars. Five LRC coach cars (3315, 3317, 3319, 3349 and 3382) and one LRC Club (3601) were transferred to IRSI, and have been undergoing rebuild. On March 4, 2011, LRC coach car #3315 became the first rebuilt coach to be released from IRSI. 3315 was moved from IRSI to the Moncton VIA station by CN 2204, and was coupled to the rear of VIA 15 for transport to Montreal (VIA 15 was operating with an all Budd consist).

Externally, the major modifications to the car include removal of the end marker lights (which are no longer required under new transport Canada regulations), removal of the external PA speakers, and a new keyless entry system for the vestibule doors. The car is also in new paint, with Renaissance dark green replacing the blue, and a second yellow stripe added near the roof to match

the Renaissance painted locomotives and coaches. Also of note is that there is no Canada flag or "Canada" wordmark on the car, simply the newer VIA Rail Canada logo.

Wendell Lemon caught the new car while it waited for VIA 15 to arrive in Moncton.

<http://www.canadianrailwayobservations.com/2011/apr11/vialrcwendellemon.htm>

Donald Thivierge got a look inside the new coach and submitted photos of the interior and the "IRSI remanufactured" tag. The interior is certainly colourful! Notice that VIA has now added individual curtains in the coach, a feature that was previously only found in the Club cars.

<http://www.canadianrailwayobservations.com/2011/apr11/lrcdonaldthivierge.htm>

The car arrived in Montreal, and has entered its testing period.

The car is expected to be traveling throughout the Corridor over the next several months, for testing and crew training. On March 6, VIA delivered another LRC coach to Moncton on VIA 14, to enter the IRSI rebuild program. It is expected that more of the coaches currently at IRSI, and the first Club car, will be released some time in the near future.

On March 18, VIA Train 61 struck a dump truck near Belleville. The crash happened around 3:30 p.m. at Airport Parkway east of Elmwood Drive, in a rural area in the northeast corner of the town. The truck was being operated by a contractor working on one of CN and VIA's current track improvement projects. Unfortunately, the driver of the truck was killed, and one member of the onboard crew of 61 was hospitalized for a cut above her eye. Five passengers were also hospitalized with minor injuries. VIA provided bus transportation for passengers on to their final destinations. The train remained on the tracks, but the lead locomotive, P42DC #903, suffered significant damage, as shown in the photo below. 903 will likely be out of commission for some time, as it will definitely require at least a nose and pilot rebuild. It is unclear yet if there is frame damage. If this were to be the case, this could be the end for 903. The lead LRC club car also suffered significant damage, with a piece of debris puncturing the side of the car right under the "VIA" logo. It is likely that it will enter the LRC rebuild program a little earlier than planned!

Here are some more close-up photos of the damage to 903, and to the lead Club car.

<http://www.canadianrailwayobservations.com/2011/apr11/via903nn.htm>

Rob Gearns took this photo of 903 after the wreck, showing the extent of the damage.

<http://www.canadianrailwayobservations.com/2011/apr11/via903robgearns.htm>

Shortly before the wreck, John Morin caught VIA 61 with 903 leading at Kingston station at 2:42 pm, less than an hour before the wreck. John never thought at the time what fate the train he photographed was about to face.

<http://www.canadianrailwayobservations.com/2011/apr11/via903jm.htm>

Moncton, NB was a busy place in March, as VIA RDC-4 #6250 arrived in Moncton on VIA 14, headed for IRSI. VIA 6250 was removed from service on the Sudbury-White River route following a collision with an MTO truck earlier this year. 6250 had had its fuel tank and motors removed. VIA is in the process of "exchanging" RDCs with IRSI. Old VIA RDCs will be sent to IRSI, and replaced by newly rebuilt RDCs from the IRSI collection, with one already delivered to VIA (see below). Chris McMahan caught 6250 as it was being dropped off of VIA 14 at Moncton station. Note the missing pilot.

<http://www.canadianrailwayobservations.com/2011/apr11/rdcchrismcmahan.htm>

Wendell Lemon caught the first of the IRSI rebuilt prototype RDC's (6202) being moved on CN L539 from Gordon Yard to the VIA station and then leaving Moncton, NB on the tail end of VIA 15 March 25th for delivery to VIA's White-River- Sudbury line.

<http://www.canadianrailwayobservations.com/2011/apr11/irsims.htm>

F40PH-3 #6425 has been released from CAD, and is the most recent rebuilt unit to be delivered to VIA. Pierre Fournier caught 6425 trailing 6429 on VIA 22 at Drummondville, QC, on March 11.

<http://www.canadianrailwayobservations.com/2011/apr11/via6425pf.htm>

It didn't take long for 6425 to make it to the Toronto – Windsor section of the Corridor. On March 20, CRO Photo Editor Walter Pfefferle caught 6425 leading VIA 70 at Ingersoll, ON.

<http://www.canadianrailwayobservations.com/2011/apr11/via6425ingersollwep.htm>

On Feb. 27, VIA 14 "The Ocean" struck a snowmobile at Folly Lake, NS. A group of snowmobilers were attempting to cross the tracks where there was no marked crossing, and the lead snowmobile got stuck on the tracks. Both the driver and passenger were able to jump clear of the machine before it was struck by the train. The snowmobile was destroyed, but all involved were thankful there were no injuries. The lead locomotive sustained no significant damage. The train remained stopped while police were called to the scene, and departed 90 minutes later. Coupled with an earlier delay caused by a moose on the tracks, train 14 was a full 2 hours late arriving in Truro.

Here is the Truro daily news story about the accident:

<http://www.trurodaily.com/News/Local/2011-02-27/article-2285317/Snowmobile-%26lsquo%3Bdemolished%26rsquo%3B-after-being-hit-by-a-passenger-train/1>

At the station in Belleville, ON Mar 14th, Ron Visockis clicked VIA F40PH-3 6449 on train #57 and VIA F40PH-2 6426 on #60. The yellow-faced F40s are quickly becoming a less common sight.

<http://www.canadianrailwayobservations.com/2011/apr11/via64266449rv.htm>

On March 18th, Daniel Dell'Unto snapped VIA train 75 pulling out of the train shed at Toronto Union Station toward the signals at John Street tower. Rebuilt VIA F40PH-3 6449 is on point of the usual Budd HEP consist. In the background is the "headhouse" and train shed of Toronto Union Station, which is undergoing extensive renovation and restoration/modernization work.

<http://www.canadianrailwayobservations.com/2011/apr11/via6449dd.htm>

Peter McGough took these images of ONR 1809 with the Northander and VIA 6402 with No. 86 at Toronto Union Station on February 1st.

<http://www.canadianrailwayobservations.com/2011/apr11/unionpetermcgough.htm>

During the second week of March 2011, Union Pacific SD70M 3981 has been operating on Amtrak 510/517 and is the first UP locomotive to ever operate up to Vancouver, BC on this Amtrak Train. Terry Muirhead's photos show UP 3981 leading train #517 out of Vancouver (at Glen Yard) enroute to Seattle, Washington on March 13th. Behind UP 3981 is Amtrak Cascades F59PHI 468 with the Mount Adams Talgo train set, and on the rear is Amtrak F40 Cab Control Car 90278.

<http://www.canadianrailwayobservations.com/2011/apr11/amtrakterrymuirhead.htm>

VIA's "Loto-Quebec" advertising wrap is still alive on F40PH-2 #6414. On March 19, Terry Muirhead caught 6414 in its grotesque livery at the VMC with rebuilt 6416. It will be a happy day for many railfans when 6414 finally heads to CADRail to be rebuilt!

<http://www.canadianrailwayobservations.com/2011/apr11/via6414tm.htm>

On March 24th "The Canadian" had a repainted Rocky Mountaineer car, RMRX 9527, sandwiched between refurbished VIA 6406 and original VIA 6417. The RM cars are placed between the engines because they only have one HEP circuit and cannot be in the usual deadhead position behind the

engines. The only other place they could be put would be after the Park car, but their bulk would block the view from the dome! RMRX 9527 was built by Colorado Railcar in March 2006 and is a Gold Leaf "B" Dome Coach. This is the third paint scheme the car has worn. It was originally painted in the RM blue and white, then it was wrapped in a light blue scheme as part of the Alberta tourism train for the 2010 Winter Olympics. Steve Boyko took these photos below on the CN Rivers sub by the Fort Rouge yard showing the two engines with RMRX 9527 between them, and 10 VIA cars with no Chateau car:

VIA 6406

RMRX 9527

VIA 6417

VIA 8605

VIA 8119

VIA 8103

VIA 8517

VIA 8412 Kent

VIA 8335 Mackenzie Manor

VIA 8307 Blair Manor

VIA 8312 Butler Manor

VIA 8327 Fraser Manor

VIA 8716 Tweedsmuir Park

<http://www.traingeek.ca/gallery2/v/via/6406-winnipeg-20110324-1.jpg.html>

<http://www.traingeek.ca/gallery2/v/via/6406-winnipeg-20110324-2.jpg.html>

<http://www.traingeek.ca/gallery2/v/via/canadian-winnipeg-20110324.jpg.html>

Bill Crago submitted these VIA F40PH-2's taken at Chalk River and Ottawa Valley in Ontario 22-years back. VIA # 2 The Canadian is seen at Chalk River running late and meeting CP 5798 leading a westbound freight with M636 4557 in the consist on December 30, 1989. VIA 6431 at the front end of the Canadian is engulfed in steam heat during a 10 minute service stop in Chalk River. VIA 6431 is seen one month earlier (November 30, 1989) enroute to Pembroke with a section of the Canadian and with only VIA blue fleet equipment.

<http://www.canadianrailwayobservations.com/2011/apr11/chalkriverbillcrago.htm>

Rocky Mountaineer Vignette: On October 5, 1995, RMR Train #1 is seen at Revelstoke, British Columbia with their ex-ATSF GE units. These are now off the RMR roster. (Patrick De Larue).

<http://www.canadianrailwayobservations.com/2011/apr11/rmrpl.htm>

GO TRANSIT & AMT COMMUTER

GO

GO news editor Daniel Dell'Unto:

GO 563, one of the few F59's still in revenue service, leads GO train 915 westward through Oakville Ontario, after meeting eastbound GO 918. GO Locomotives are always positioned on the east end of trains, with a cab car leading westward. However, GO 563 is leading Cabcar 215, with MP40 607 shoving on the rear. (Rob Eull).

[http://img.photobucket.com/albums/v425/cn\\_bayview/GO563.jpg](http://img.photobucket.com/albums/v425/cn_bayview/GO563.jpg)

Former GO F59PH 540, which was sold to RBRX as 18540, is now renumbered RNCX 1893 and has left Montreal. It had been in storage at the Pointe St-Charles Yard and left February 11th, arriving in Buffalo, NY February 27th via CN. It is enroute to NCDOT in North Carolina and joins three other ex-GO F59's already there: 529, 534 and 535.

Action at the former Cabin D site at Bathurst Street in Toronto on March 7th, Cameron A caught GO 611 whipping up some snow as it races into the USRC passing VIA F40PH-3D 6443 (rebuilt at CADRail).

<http://www.railpictures.net/viewphoto.php?id=356531&nseq=116>

GO MP40PH-3C's 654, 655 and 656 were noted at CN's MacMillan diesel shop in late-February awaiting delivery to GO (moving under MPEX reporting marks). They were delivered on March 2nd to Mimico. In mid-March, the last three MP40's entered daily service paired on trains as: 654/630, 655/607, 656/653. New locomotives typically run with an older unit as back-up during their first weeks of in service reliability evaluation.

GO F59PH 559 was also noted in service in mid-March with another F59PH unit. 559 is the first overhauled unit of roughly half a dozen GO F59's that will be kept in service. Others in the 541-557 series have been noted parked out of service, with GO numbers and markings removed, presumably for resale. However several "newer" units like 559, 563 and 564 have been noted out and about in service.

On March 18th, Daniel Dell'Unto caught GO Lakeshore West 917 departing Toronto Union Station in the afternoon. Brand new GO MP40PH-3C 654 is shown being broken in with older unit 630, both pushing westbound.

<http://www.canadianrailwayobservations.com/2011/apr11/go654dd.htm>

At the end of March, Metrolinx (who run GO Transit) announced they have agreed to purchase CN's Kingston Subdivision between Toronto Union Station and Pickering (where it connects to GO's own line to Oshawa), at a cost of \$299 million.

<http://www.newswire.ca/en/releases/archive/March2011/30/c7899.html>

GO Transit announced it will spend \$125 million to purchase 50 bi-level coaches from Bombardier for its inter-regional commuter service into Toronto. A total of 162 commuter coaches will expand the system's capacity by 8,000 commuters a day. Production of the coaches is scheduled to begin in June at Bombardier's facility in Thunder Bay, Ont., with deliveries beginning in the fall. The Bombardier-designed double-decker coaches have been part of GO Transit's fleet since 1978. Bombardier 's builds the most popular multi-level commuter rail car in North America - in use in 13 major cities, including Montreal, Vancouver, Los Angeles and Dallas. The order will include the 1,000th car manufactured in Thunder Bay. Bombardier's Thunder Bay plant is also building new subway and light rail cars for the Toronto Transit Commission and Metrolinx, the provincial government agency that runs GO Transit and [coordinates with other GTA agencies].

<http://www.theglobeandmail.com/globe-investor/go-transit-in-125-million-deal-with-bombardier/article1941029/>

The new footbridge being built at the Whitby GO Station has been underway for about a year and is scheduled to be completed in a few months. The bridge will give passengers a second route from the platform to the south parking lot. Thomas Blampied submitted this photo of VIA 907 with Train 44 on March 23rd speeding through a light snow shower.

<http://www.canadianrailwayobservations.com/2011/apr11/gowhitbytb.htm>

## AMT

AMT news editor Jean-Francois Turcotte:  
[amtnews@canadianrailwayobservations.com](mailto:amtnews@canadianrailwayobservations.com)

From the Bombardier website, here are pictures of two of the first three ALP45DP pre-production units (AMT 1350 and NJT 4501). Reports indicate that at least one NJT ALP45DP is on American soil and is making its way to TTCI at Pueblo, for testing (cannot confirm if it is NJT 4500 or 4501).  
<http://www.canadianrailwayobservations.com/2011/apr11/8069amtjft.htm>

Low-res pictures:

[http://www.bombardier.com/files/en/supporting\\_docs/image\\_and\\_media/products/BT-4723-ALP45.jpg](http://www.bombardier.com/files/en/supporting_docs/image_and_media/products/BT-4723-ALP45.jpg)

[http://www.bombardier.com/files/en/supporting\\_docs/image\\_and\\_media/products/BT-4724-ALP45.jpg](http://www.bombardier.com/files/en/supporting_docs/image_and_media/products/BT-4724-ALP45.jpg)

Hi-res pictures (2MB each)

[http://www.bombardier.com/files/en/supporting\\_docs/image\\_and\\_media/products/BT-4723-ALP45-HR.jpg](http://www.bombardier.com/files/en/supporting_docs/image_and_media/products/BT-4723-ALP45-HR.jpg)

[http://www.bombardier.com/files/en/supporting\\_docs/image\\_and\\_media/products/BT-4724-ALP45-HR.jpg](http://www.bombardier.com/files/en/supporting_docs/image_and_media/products/BT-4724-ALP45-HR.jpg)

The following is a very detailed and impressive visual presentation of the planned new rail service and light rail line connecting the Pierre-Elliott Trudeau Montreal International Airport in Dorval to the heart of Montreal using new and CP/CN trackage.

[http://www.admtl.com/Site/Gabarits/Globale/FlashPlayer.aspx?fichier=aerotraineur\\_V2\\_ANG.f4v&l](http://www.admtl.com/Site/Gabarits/Globale/FlashPlayer.aspx?fichier=aerotraineur_V2_ANG.f4v&largeur=711&hauteur=475)

AMT is expected to take over Canadian Pacific's M&O subdivision between Dorion (mile 0.0 - jct with the Vaudreuil sub) and Rigaud (mile 16.5 - EOT) on April 15th 2011. It is also expected that CTC will be installed up to Hudson in 2012 to allow an increase in service. For now, only one train pair (#111/112) serves Hudson each weekday. Beyond Hudson, the line up to Rigaud has been out-of-service since June 30th 2010 and will remain dormant for now. CP will likely retain running rights on the M&O to serve a lone customer in Vaudreuil. VIA owns the remainder of the M&O's abandoned roadbed between Rigaud and Ottawa, which last saw a train in 1986.

<http://www.myrailfan.com/News/1034/index.htm>

## Montreal Commuter Vignette:

In the 1980's when Kevin Dunk lived in Montreal, Quebec he would often visit Dorion on a weekend to view the CP's commuter pool of FP7A's, and be entertained with the parade of SD40-2 and MLW M series flying by on the CP Winchester Sub. Kevin noted this is especially pertinent because March 2011 marks the 30th anniversary of when this photo was taken. This image was taken early on in Kevin's photographic days using a used Minolta 'something' camera with K64 film, there's another bit of history. These locomotives have been gone for a while now, the camera died shortly after this photo was taken, and even Kodak K64 film passed away last year.

### CP Rail's (F-Unit) Montreal Locomotive Commuter Pool:

4040\*\*GMDA24410/1951FP7aCoe Rail 1306 (Walled Lake, Michigan)

ex-AMT 1306, 4/2003; exx-STCUM 1306, 1997; exxx-CTCUM 1306, 1985  
exxxx-CTCUM 4040, 1983; exxxxx-CP 4040, 1982; exxxxxx-CP 1433, 5/1960  
nee CP 4040

4070"A3719/1952"Quebec Central Railway 1300 (2008)

ex-AMT 1300, 4/2003; exx-STCUM 1300, 1997; exxx-CTCUM 1300, 1985  
exxxx-CTCUM 4070, 1983; exxxxx-CP 4070, 1982; exxxxxx-CP 1426, 1/1966  
nee CP 4070

4071\*\*\*A3729/1952"Sold to Durbin & Greenbrier Valley Railroad in 2007

ex-Trains Touristiques de Chaudière-Appalaches 1301  
exx-AMT 1301, 4/2003; exxx-STCUM 1301, 1997; exxxx-CTCUM 1301, 1985  
exxxxx-CTCUM 4071, 1983; exxxxxx-CP 4071, 1982; exxxxxxx-CP 1427, 2/1966  
nee CP 4071

4072"A37310/1952"Quebec Central Railway 1302 (2008)  
ex-AMT 1302, 4/2003; exx-STCUM 1302, 1997; exxx-CTCUM 1302, 1985  
exxxx-CTCUM 4072, 1983; exxxxx-CP 4072, 1982; exxxxxx-CP 1428, 1/1966  
nee CP 4072

4073\*\*"A37410/1952"Scrapped in 2006  
ex-Trains Touristiques de Chaudière-Appalaches 1303  
ex-AMT 1303, 4/2003; exx-STCUM 1303, 1997; exxx-CTCUM 1303, 1985  
exxxx-CTCUM 4073, 1983; exxxxx-CP 4073, 1982; exxxxxx-CP 1429, 10/1965  
nee CP 4073

4074\*\*"A37510/1952"Coe Rail 1304 (Walled Lake, Michigan)  
ex-AMT 1304, 4/2003; exx-STCUM 1304, 1997; exxx-CTCUM 1304, 1985  
exxxx-CTCUM 4074, 1983; exxxxx-CP 4074, 1982; exxxxxx-CP 1430, 12/1965  
nee CP 4074

4075"A37610/1952"Quebec Central Railway 1305 (2008)  
ex-AMT 1305, 4/2003; exx-STCUM 1305, 1997; exxx-CTCUM 1305, 1985  
exxxx-CTCUM 4075, 1983; exxxxx-CP 4075, 1982; exxxxxx-CP 1431, 1/1966.

<http://www.canadianrailwayobservations.com/2011/apr11/cpkevindunk.htm>

## CANADIAN LOCOMOTIVE SHOPS

### Global Railway Industries: (RB Recycling / CADRAIL):

On March 13th Richard Marchi clicked the remains of ex-CP SD90MAC-H 9302 (being stripped and scrapped by RBRX) at the Cadrail facility in Lachine, QC.

<http://www.canadianrailwayobservations.com/2011/apr11/cp9302rmarchi.htm>

Former GO F59PH RBRX 540 is now renumbered RNCX 1893, and has left Montreal. Since mid-2010, it had been stored at the Pointe St-Charles Yard, and left February 11th arriving in Buffalo, NY on February 27th via CN.

Brendan Frisina took this great shot of GO 540 while still in Toronto commuter service. Her history is RNCX 1893, ex-RBRX 18540, nee-GO Transit 540 (GMD A-4879, built in Jan-1990).

<http://www.canadianrailwayobservations.com/2011/apr11/go540bf.htm>

Marc Caya shot the unit while stored at the former CN Pointe St-Charles Shop Yard last year in September 2010.

<http://www.canadianrailwayobservations.com/2011/apr11/rbrxmc.htm>

CITX (CEFX) GP40-3 6537 has moved to Cadrail in Lachine, QC for repairs after being stored unserviceable on the GEXR for over a year.

CP SD9043MAC 9157 and HCLX SD40-2 7161 were noted at Cadrail on March 24th

Rebuilt VIA F40PH-3 6425 was released from Cadrail in March with 26 of the remaining 53 units now rebuilt. On March 1st these F40PH-2's were undergoing rebuild at the facility: 6407, 6409, 6411, 6418, 6448 and 6449.

### Industrial Rail Services (IRSI) – Moncton, NB

The first of the rebuilt LRC coaches, #3315, was photographed by Wendell Lemon. On March 4th it moved to Montreal on the rear of VIA 15, out of Moncton, New Brunswick.

<http://www.canadianrailwayobservations.com/2011/apr11/vialrcwendellemon.htm>

Industrial Rail Services in Moncton received RDC 6250 which had been on the Sudbury-White River, Ontario run, and arrived at Moncton, New Brunswick last wee. VIA will receive the "prototype" RDC #6202 (ex-VIA) owned by IRSI, for temporarily and fully lettered for VIA while RDC 6250 gets rebuilt. Chris McMahon submitted these photos he took of IRSI #6202 a few years ago. It was rebuilt a few years back and is kept at their shop in Moncton, and used as a demo unit and on various special runs such as CN's Safety Days for the kids. When ready, she will move on the tailend of VIA 15, enroute to Ontario. As of March 17th there were five RDC's in the shops getting stripped down/rebuilt, numbers are unknown, but 6250 will eventually return to service following repairs and rebuild at IRSI.

<http://www.canadianrailwayobservations.com/2011/apr11/irsichrismcmahon.htm>

In mid-March IRSX released RDC-2 6202 destined to Sudbury to relieve the wrecked 6250. VIA RDC-4 6251 (ex CP 9251) currently undergoing rebuild at Industrial Rail in Moncton, and may be completed by the end of April.

Diesel Electric Service (DESX) - Sudbury, ON

DESX GMD1m 1127 arrived at Agrium in Kapuskasing in mid-March. It will be used at Agrium temporarily, relieving AGRX SW8 7732 which arrived at DES for maintenance in late-March.

DESX 8705 (ex AGRX S13m 8705, nee-CN 8705) was sold to K&K recycling, and cut up on site (Diesel Electric Service).

Dear CRO readers ...

We are looking for accurate current news (emailed updates, sightings with locomotive numbers or photos), for the following Canadian repair shops: (Email

NRE – Capreol, ON

CANAC / Savage

Lambton Diesel Services -Sarnia, ON

GreenRailNews.com “Green” Locomotive Roundup

Edited by Jody Moore

<http://www.greenrailnews.com>

### BROOKVILLE EQUIPMENT:

As promised in February's Roundup, we have a photo of OHIO CENTRAL's kit-built Brookville BL14CG CoGen genset, OHCR 1402. The unit was built in West Lafayette, OH and released last month. Benjamin St. Jean found the unit working near Mt Vernon, OH and sent us this photo: <http://www.greenrailnews.com/Brookville/ohcr/1402a.jpg>

On Feb. 27, a Broward, Fla. County circuit court upheld the \$109 million award by Florida Tri Rail to Brookville for the purchase of ten locomotives for the commuter agency, with an option for up to 13 additional locomotives. Following the controversial original award by Tri-Rail on Feb. 25, the bid had to survive a lawsuit filed by MotivePower, the only other bidder on the project.

At contention was the Brookville design's use of D/C traction power rather than A/C, and what the MPI filing called inconsistencies in the bidding process. In addition to the challenge from MPI, the higher of the two bidders, the decision faced opposition from within the Florida state government and the State Chamber of Commerce on the grounds of potential additional operation costs, and the inefficiencies of the older D/C technology.

Delivery of the new locomotives is slated for 2013.

More coverage of the controversy from the Sunshine State News: <http://sunshinestatenews.com/story/109-million-tri-rail-contract-awarded-after-challenge> and the Miami Herald: <http://www.miamiherald.com/2011/02/23/2084183/south-floridas-tri-rail-set->

[to.html](#)

Brookville has released an artist's rendering of the new model BL36PH locomotives: <http://www.brookvilleequipment.com/images/newspics/BrookvilleCommuterTri-RailLG.jpg>

In addition, they also added their own press release on the subject on March 1. In addition to the details already known, the release states that the option is for 17 locomotives, not 13, with the extra four locomotives earmarked for Sound Transit in Seattle, WA. The press release can be found at <http://www.brookvilleequipment.com/forum/viewtopic.php?f=12&t=20&p=20 - p20>

On March 7, a special ceremony was held to celebrate the commissioning of OHIO CENTRAL 1402, the third kit-built twin-engine genset locomotive built by shortline conglomerate Genesee & Wyoming, Inc. The OHCR 1402 joins Buffalo & Pittsburgh 1400 and 1401 on the roster. The Zanesville Times Recorder attended the ceremony, and filed the following story online, along with photos:

<http://www.zanesvilletimesrecorder.com/article/20110308/NEWS01/103080312/Revolutionary-GenSet-locomotive-run-Licking-County>

As of early March, BL20CG genset demonstrator BMEX 259 is testing on the UNION RAILROAD in the Pittsburgh, PA area. The URR is also testing Railpower RP20BD RPRX 2010.

#### ELECTRO MOTIVE DIESEL:

In late February, UNION PACIFIC SD59M-2 ECO rebuild UP 9907 was reportedly headed from EMD London to the AAR Transportation Test Center (TTCI) in Pueblo, CO.

#### NATIONAL RAILWAY EQUIPMENT:

The last unit in the current US ARMY order, USAX 6509, was released from NRE Mt. Vernon in February. The unit was expected to be sent to Fort Sill, OK, where it will replace a retired GG20B hybrid locomotive at the site.

The first 3GS21B for INDIANA HARBOR BELT is currently under construction at NRE Dixmoor. A second IHB locomotive is to be built there as well. IHB has placed orders for four 3GS21Bs from NRE. The other two units are to be built at Mt. Vernon. The units are to be numbered IHB 2140-2143.

We've found a much better photo of US NAVY's 1GS7B USN 7 taken by Flickr user Alcophile: <http://www.flickr.com/photos/alcophile/5362359631/sizes/l/in/photostream/>

Jeff Carlson captured photos of all three new BELT RAILWAY OF CHICAGO gensets on a recent visit to the railroad. He was kind enough to share the following photos:

BRC 140 (2GS14B): <http://www.rrpicturearchives.net/showPicture.aspx?id=2456395>

BRC 210 (3GS21B): <http://www.rrpicturearchives.net/showPicture.aspx?id=2456396>

BRC 211 (3GS21B): <http://www.rrpicturearchives.net/showPicture.aspx?id=2456397>

and <http://www.rrpicturearchives.net/showPicture.aspx?id=2456393>

#### PROGRESS RAIL SERVICES:

PROGRESS RAIL SERVICES PR30C demonstrator PRLX 3006 has been sent to Tacoma, WA for a demonstration on TACOMA RAIL, according to reports. The unit was seen headed north through Oregon in early January 2011.

In early March, PACIFIC HARBOR LINE was testing PR22B genset demonstrator PRLX 2006. PHL

is already having Progress repower its recently acquired fleet of MP20B and MP20C single engine locomotives. In addition, PHL rosters six NRE gensets.

#### RAILSERVE:

According to a recent report on Progressive Railroading, two additional LEAF locomotives are currently under construction at Railserve's facility in Longview, TX. Here's the brief – mention is in the third item: <http://www.progressiverailroading.com/freightnews/article.asp?id=25809>

#### RAILPOWER TECHNOLOGIES:

RJ CORMAN RP20BD RPRX 2010 has been released from painting by American Motive Power in Dansville, NY and was at Cresson, PA on the Norfolk Southern in late February. (Note: There is some confusion on where this unit was painted at, with some reports putting it at Brookville, PA for paint.)

Mike Stellflug took photos of the unit at Silver Springs, NY (lending credence to the AMP report, as that's the location that the Rochester & Southern RR, which serves the AMP plant, interchanges with the Norfolk Southern) Here's two of Mike's photos showing the unit in its new all-red paint scheme similar to the other RPRX units painted so far.

Rear view: <http://www.rrpicturearchives.net/showPicture.aspx?id=2404761>

Front view: <http://www.rrpicturearchives.net/showPicture.aspx?id=2404765>

The 2010 was noted testing on the UNION RAILROAD in Pittsburgh, PA in early March.

The first of five new locomotives for the MODESTO & EMPIRE TRACTION was spotted at TMS in Altoona, PA in early March, and moved west shortly thereafter. The unit was reportedly built on the frame of former GG20B hybrid BNSF 1210.

Shortly after the MET 2002 made its appearance outside TMS, another locomotive made a shocking appearance. CSX TRANSPORTATION has ordered four RP20CD six axle gensets from Railpower. The first, CSXT 1601, is nearing completion at TMS and was spotted outside in early March.

#### THOROUGHbred MECHANICAL SERVICES:

NORFOLK SOUTHERN's embattled pair of RP20BD locomotives, NS 102 and 103, have finally been released from TMS. The units were originally being converted under contract for Railpower for least to NORFOLK INTERNATIONAL TERMINALS in Norfolk, VA, but were seized by TMS for unpaid bills after Railpower filed for bankruptcy in 2009. Now, painted in green NIT livery but bearing NS logos and numbers, the units have been completed and will be leased to NIT. They were on the move from Altoona, PA in Mid-February, and James Kerr shot these photos of the locomotives in Enola, PA on Feb. 19:

NS 102:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2411660>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2411649>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2411645>

NS 103:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2411659>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2411650>

## **ELECTRO-MOTIVE DEISEL (EMD Inc.)**

**Summary of EMCC London activity during February/March 2011.**

**(By Don McQueen)**

**During February six new SD70DCes and four ECO repowered units, for a total of ten, were shipped from London:**

**CN SD70DCes 8959, 8960, 8961, 8962, 8963 and 8964 completed order 20096294.**

**In February UP SD59-2MX units, 9904 & 9908, were shipped to Progressive Rail at Mayfield, Kansas. UP 9907, waybilled to the Transportation Technology Center (the former AAR Test Track) in Pueblo, was shipped out of the plant on March 13th.**

**In February, ECO repowered F59PH-I CDTX 2003 was shipped to Amtrak-California.**

**In late-February, painted Norfolk Southern units began to appear about the plant: NS SD70ACe 1000, 1001, 1004 and 1005 (all from order 20106377).**

**On March 3rd, the first NS SD70Aces 1000-1001 were released from the plant and Geoffrey Williams caught them moving via the GEXR in East London, to CN.**

<http://www.rrpicturearchives.net/showPicture.aspx?id=2427987>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2427989>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2428002>

**Then on March 8th Walter Pfefferle caught several new NS SD70ACes 1002, 1003, 1005, 1010, 1011 and 1012 being shuffled outside the EMD plant in London:**

<http://www.canadianrailwayobservations.com/2011/apr11/nsldnwep.htm>

**On March 13th NS SD70ACes 1002, 1003, 1007, and 1008 were released from the plant. NS 1011 and 1012 were released from EMD March 18th, and NS 1009 was shipped out the afternoon of March 28th.**

**The five remaining JT42CWRMs were finally shipped out of EMD London on March 4th. GMDX 96801, 96803, 96804, 96806, and 96807 were moved to Halifax, NS, for shipment to Rotterdam, NL in Europe. As well, two of these units (GMDX 96802 and 96805) were already shipped last year in November, making a total of seven overall. Built back in 2006 an initial order placed by Dillen & Le Jeune Cargo (DLC) in Belgium, was acquired in the amalgamation with CrossRail Benelux.(Belgium arm of the Swiss owner Regionalverkehr Mittelland (RM) / BLS Lotschbergbahn) Since then these locos were rebuilt to European international standards - so as to operate in France, Benelux, Netherlands, Germany, Poland, Czechoslovak Republicthe locos have been put out for lease in Europe. HHPI = Heavy Haul Power International (Germany), WM = Wagon Management (Netherlands).**

## **SHORTLINES REGIONALS & INDUSTRIALS**

### **WESTERN:**

**Brandt Energy hybrid unit BRTX 2009 is shown parked at Lajord Saskatchewan on March 6th, 2011. It is an 1800 HP 3-engine genset locomotive. The engine ihas been testing on the Stewart Southern Railway and is shown in Cal Murray's photo still on the property. This shortline operates over the former CP Tyvan Subdivision.**

<http://www.canadianrailwayobservations.com/2011/apr11/brtx2009calmurray.htm>

Keewatin Railway Company (KRC) 2403 GP38-2M arrived in Winnipeg on the tail end of CN #533 coming from Noyes MN. The rebuilt unit was originally B&O GP38. Destined for The Pas for service on the mixed train running between The Pas and Pukatawagan MB, Mark Perry snapped KRC 2403 at CN's Symington yard on March 15th.

<http://www.canadianrailwayobservations.com/2011/apr11/keewatinmarkperry.htm>

John Hill was first to catch the KRC GP38M in the new livery on March 1st at the BNSF Northtown Diesel Shop in Minneapolis, MN.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2425436>

Grant McVittie shot these Hudson Bay Railway (HBRY) SD50's, GP20E's, OmniTRAX GP38-2's, and one of the two Keewatin Railway Company (KRC) M420W's and at The Pas, Manitoba on March 10th, 2011. The KRC MLW's would look sensational painted in the new livery on KRC 2403 above! Most of the stored units shown here are "hibernating" for the winter when regional freight traffic drops. However there is a great demand for locomotives between July and November when the heavy grain trains are running to the Port of Churchill.

<http://www.canadianrailwayobservations.com/2011/apr11/pas1grantmcvittie.htm>

<http://www.canadianrailwayobservations.com/2011/apr11/pas2grantmcvittie.htm>

Mark Forsielle submitted these new additions to the (Southern Railway of British Columbia) "SRY RailLink" locomotive roster, all shot in February 2011 at the SRY Shop in New Westminster, BC. The photos show SRY GP9 121 (a Cab Control "Daughter" mated to "Mother" SRY 135), SRY Slug 002 (which is former CN Slug 226 and which will be mated with SRY 106), and the last photo shows SRY GP9 135.

<http://www.canadianrailwayobservations.com/2011/apr11/srymarkforsielle.htm>

NRE 700 (a 1GS-7B N-VIRO switcher) was noted in the SRY yard in Burnaby, BC on March 25th. (Greg Shevchenko).

<http://www.canadianrailwayobservations.com/2011/apr11/nre700gs.htm>

[http://www.nationalrailway.com/1GS-7B\\_Spec%20ad.pdf](http://www.nationalrailway.com/1GS-7B_Spec%20ad.pdf)

#### **ONTARIO:**

Paul Tatham caught GSCX SD40-2's 7369 and 7362 just west of Mileage 44 on the GEXR Guelph Sub and are seen approaching Jones Baseline overpass - bridge is 44.8 on March 6th This westbound 431 is led by these former UP, nee-MP SD40-2's lettered for GATX Capital Corporation and is hauling a consist of mainly empty salt hoppers.

<http://www.canadianrailwayobservations.com/2011/apr11/gexrpaultatham.htm>

In early March, CEFX GP20D 2019 was moved via UP and CN from Chicago to Hamilton for the SOR. On March 3rd, 2011 Brian Switzer clicked this colourful SOR consist on the daily southbound freight at Garnet, Ontario. RMPX GP40-2LW 9431, RLK 4057, NECR 3840, and CEFX 2014 lead tank cars destined for Esso in Nanticoke. This train often carries coil cars for Lake Erie Steel as well. As we reported last month, the NECR GP38-2 in the consist had just arrived on the SOR February 24th. <http://www.canadianrailwayobservations.com/2011/apr11/sorbrianswitzer.htm>

Walter Pfefferle caught Ontario Southland Railway RS23 503 (ex CP 8029), and OSRX GP7 378 (ex-SOO 378) heading out of Ingersoll heading to Woodstock, Ontario with a long string of autoracks on 3-13-2011. He caught them again heading over the Thames River in Woodstock Ontario 3-14-2011.

<http://www.canadianrailwayobservations.com/2011/apr11/osrwep.htm>

Aleks Stefanovic photographed the same pair OSRX RS23 503 and GP9 378 entering the eastern end of Ingersoll, Ontario on the St-Thomas Sub with 50 empty autoracks destined for the GM - CAMI plant back on August 7, 2010.

<http://www.railpictures.net/viewphoto.php?id=356169&nseq=110>

The Barrie-Collingwood Railway (BCRY) a shortline in Ontario has hit an an impass. Collingwood Council voted in February to discontinue the rail service. Collingwood currently operates rail service from Collingwood to Utopia, Ontario and is used by two local industries: Canadian Mist and Amaizeingly Green Products. The railway is projected to have an operating deficit of about \$325,000 in 2011.

CAO Kimberly Wingrove said the town would have to give six months notice to its contractor - Cando Contracting - who operates the service. She said the town could save about \$100,000. However, public works were proposing upgrades for the line including lighting at railway crossing, which would be put on hold and save more money. Councillor Sandy Cunningham said council needs to make a decision, "serve notice and get rid of it." Wingrove said in order for the service to be viable, there would need to be significant upgrades to the rail line Councillor Kevin Lloyd suggested the town could sell off the rails. "I think it's seen its day," he said. Councillor Dale West doesn't believe it's worth spending this much money on the railway. "I think many of us have said, the days of big factories are gone," West said. "It's going to have to attract an awful lot if we keep spending \$400,000 a year on future dream."

In March, the Huron Central Railway received another mother and road slug set from the Quebec Gatineau, QGRY 3800 and 800.

ONRAIL (ONR) SD75I 2104 is seen getting routine maintenance in the ONR Shops in North Bay, ON. William D. Shaw took this photo with permission during a tour put on by Ontario Northland. Participants wore regulation safety equipment and were supervised by ONR Staff. This photo was Uploaded from Northlander 698 on his way back home.

<http://www.canadianrailwayobservations.com/2011/apr11/onr2104wshaw.htm>

<http://www.railpictures.net/viewphoto.php?id=356297>

In the early 1980's, the Essex Terminal Railway of Windsor, Ontario hosted an excursion over its line from Windsor to Amherstburg. The railway borrowed passenger equipment from a variety of sources, including VIA Rail. The engine for the trip was none other than Alco C420 no. 106 which was sporting a new paint scheme. The day was cloudless with deep blue sky, contrasting strongly with the bright yellow of no. 106. Douglas Leffler submitted his photos from the excursion, including (former PRR) caboose no. 54 which was in the ETR's yard in Windsor, ON.

<http://www.canadianrailwayobservations.com/2011/apr11/etrdouglasleffler.htm>

**QUEBEC:**

This is the month where signs of Spring start to appear around Vermont. Montreal, Maine & Atlantic (MM&A) train 710 with B39-8 8569 seemed like an obvious night photo candidate, and Gary Knapp waited in Richford until he heard them departing from Farnham, Quebec before heading over to this spot in Newport, Vermont to set up. Just look at the result!!!! Shot in Newport, VT March 1st, 2011 at 04:10, with the 5D and Zeiss ZF 35/2 lens.

<http://www.canadianrailwayobservations.com/2011/apr11/mmagaryknapp.htm>

Still painted in Alstom-gray, QGRY SD40-3's 6042 and 6076 will soon become Buffalo & Pittsburgh (BPRR) 3330 and 3333. They were on CN #565 ex Port Robinson to Buffalo, NY in mid-March destined to the Buffalo and Pittsburgh RR. QGRY 6042 was lifted from Mount Joli, QC and 6076 from Pointe St.Charles, (both) on March 11th.

Following their release from NRE in Paducah, Kentucky, the first three Quebec - Gatineau (QGRY) SD40-3's moved via PAL, CN and CP to destination in Quebec Joe Ferguson shot QGRY SD40-3 3325 at Madisonville, KY on February 21st, beginning her transit to QGRY.

QGRY 3325 left Paducah 2-23 and arrived Quebec City 3-04-2011.

QGRY 3326 left Paducah 2-21 and arrived Quebec City 3-05-2011.

QGRY 3327 left Paducah 2-21 and arrived Quebec City 3-01-2011.

<http://www.canadianrailwayobservations.com/2011/apr11/qgry3325joeferguson.htm>

Darren Doss took these great shots of QGRY SD40-3 3325 at Fulton, KY on February 26th. The QGRY unit was picked up by CN A431 and shipped north. As well, GMTX 500 was picked up by CN A432 and shipped to Memphis, TN, and believed destined for NUCOR Steel.

<http://www.canadianrailwayobservations.com/2011/apr11/qgrydarrendoss.htm>  
<http://www.canadianrailwayobservations.com/2011/apr11/gmtx500darrendoss.htm>

Ken Goslett submitted these shots taken on March 14th the first with a heavy QGRY freight arriving at Ste-Therese, QC (out of CP St-Luc Yard in Montreal), with two of the repainted SD40-3's. Ken also caught an eastbound grain train enroute to Trois Rivieres for Quebec City, as well as QGRY 801/3801 heading west across the Lachute sub.

<http://www.canadianrailwayobservations.com/2011/apr11/quebeckengoslett.htm>

An update to our March report about Charlevoix RS18u's 1821 and 1868 moved to Jonquière, QC for repaint. The new Charlevoix railway color scheme will be applied to their passenger cars and both MLW's are to be refurbished and painted. The paint livery and colours are still unknown at this time. The tentative schedule for the first train is departure from La Gare du Palais in downtown Quebec City on June 18, 2011 at 8:30AM and is expected to run five days per week but does mention which days, as they will adjust themselves to demand in the first year. The return trip departs La Malbaie around 6:00PM. Breakfast and supper will be served on the train with a cost per person of \$249. There are also considerations for a future Winter Ski Train from Quebec to Petite Riviere St Francois, QC.

This clip by Bernard Babin shows Quebec Central Railway (QGR) locomotives RG5 and SG2 moving south with 16 loaded grain cars toward Saint-Lambert, QC (On the south shore of Quebec City).

Transportation is always done by the Quebec Central Railway and makes three trips a week between Joffre (CN Charny) and Saint-Lambert, QC.

<http://youtu.be/8b4FqYHYrYk>

On March 20th, G-P Arccouette caught Montreal Maine & Atlantic Train #1 on the CP bridge near CADRAIL in Lachine, QC. The MMA train is minutes away from destination at St-Luc Yard in Montreal, and has two ex-LMX locomotives that were leased to BN in the late 1980's.

<http://www.canadianrailwayobservations.com/2011/apr11/mmagpa.htm>

After a surprise late season snow storm, Francois Jolin submitted this photo of MM&A B39-8E 8569 and snow plow extra working upgrade on the Sherbrooke Sub out of Lennoxville and bound for Megantic on March 8th.

<http://www.railpictures.net/viewphoto.php?id=356509>

#### EASTERN:

On March 7th CEFX GP20D 2006 arrived in Truro, NS, following transit via UP and then CN from Chicago, IL for the Cape Breton and Central Nova Scotia (CBNS). Charles Jeffrey took the engine at Stellarton, Nova Scotia on March 10th, 2011.

RailAmerica is leasing eight CEFX GP20D (2000-series) for their Canadian Shortlines in Nova Scotia and Ontario: 2 for CBNS, 4 for OVR, 2 for SOR (one of these CEFX 2014 is being returned, with 2019 destined to SOR. CEFX 2011 and 2028 are currently on the OVR.

<http://www.canadianrailwayobservations.com/2011/apr11/cefx2006davidothern.htm>

NBSR 3700 has been stripped of parts and the engine has already been removed. In late March, they began to cut up the locomotive at the yard in Saint John, New Brunswick.

#### PHOTO CONTEST

<http://www.canadianrailwayobservations.com/2011/apr11/apr11photo.htm>

## **MODELLER'S CORNER**

(Edited by Mike Pebesma)

### **Updates and Announcements:**

Exactrail has released an HO FMC 5277 cubic foot combo door boxcar in CN (ex ABOX), in stores now

<http://www.exactrail.com/fmc-5277-combo-door-box-car-cn>

Walthers has announced a CN painted American crane in HO scale with delivery due in November 2011.

<http://www.walthers.com/exec/productinfo/932-41960>

Intermountain is offering their new HO scale FP9A painted for the (Expo '67) Canada 1867-1967 Centennial train. CP and CN each contributed one F-unit (re-numbered 1867 and 1967) which ran as a pair in this special scheme hauling the Confederation Centennial display train that crossed the country in 1967. Also announced is Railink in two road numbers.

<http://www.intermountain-railway.com/newho.html>

### **Events:**

On March 19, the Railway Prototype Modellers meet for Southern Ontario was held at Humber College in north Toronto. Attendance was over 40 people and as in other years a wide variety of outstanding models was on display. Examples of different eras and railways were represented by models. Clinics were held on Promoting Prototype Modelling Through Our Railway Heritage to the Public, Modelling Accurate HO Scale CPR & CNR Passenger Cars, Canadian Pacific Piggyback in the 1950s and Contemporary Diesel Weathering.

<http://www.canadianrailwayobservations.com/2011/apr11/model1mp.htm>

<http://www.canadianrailwayobservations.com/2011/apr11/model2mp.htm>

### **Prototype:**

Andy Cassidy provided our CP modeler's these current (March 2011) views of CP snow plow 401002 at Coquitlam, BC. Walther's released an HO model in CP paint in the 1990's of a longer snow plow (based on a US prototype) which could be modified to represent the CP version.

<http://www.canadianrailwayobservations.com/2011/apr11/cpplow.htm>

Jim Parker submitted these examples of CPR wood outside-braced and CP RAIL steel 40-Foot Box Cars from the 1950's and early 1970's.

<http://www.canadianrailwayobservations.com/2011/apr11/modeljimparker.htm>

## **CANADIAN RAILWAY HISTORY**

### **TRHA:**

The Toronto Railway Historical Assoc. will be working with a film crew at the site of the John Street Roundhouse where they are erecting a structure for the production of 'The Railway Children'. This production is to run from May to late fall. In late March British steam locomotive Former LSWR T3 4-4-0 number 563 which will be used in the production arrived in Halifax from England, and is being transported by rail to Toronto. The original British film "The Railway Children" is from the early 1970's. More info on the new film can be found at this web site. [www.trha.ca/news.html](http://www.trha.ca/news.html)

<http://www.flickr.com/photos/ralph-dot/4365297613/>

### **EXPORAIL:**

The following special activities will be offered every weekend in March:

**Rotary snow plow** - Visitors can climb aboard the Rotary snow plow and learn how this machine cleared the tracks. Built by the Montreal Locomotive works, this snow plow was used by the Canadian National between 1930 and 1960. Guided tour presented during week ends at 11:30 a.m., 1:30 p.m. and 3:30 p.m.

**Railroad jobs** - Children and their parent learn about the people who make trains work. With a Museum guide, they discover the brakeman's duties like building and taking apart trains or couple cars. Equipped with gloves, they can participate in the inspection of a freight car truck like a carman. They play the trackman and build a section of railroad. They can also imagine themselves at the controls in the streetcar, like the motorman. Presented during the week ends only at 10:30 a.m., 11:30 a.m., 2:30 p.m. and 3:30 p.m.

**Special delivery / Mail Express** - Explore the daily postal service routine aboard a railway mail car by taking part in the "Special Delivery, a brief history of the mail car" activity. Discover the demanding job done by traveling postal clerks. Share the experience with your loved ones by writing them an Exporail postcard that you can mail. Bring your address book and set aside your keyboard for a pen! Presented during the week ends at 11 a.m. and 2 p.m.

<http://www.canadianrailwayobservations.com/2011/apr11/mailcarexporail.htm>

**Chinese Legacies** - Building the Canadian Pacific Railway in British Columbia. Produced by the Revelstoke Railway Museum, the exhibit is presented from January 15 to May 29, 2011. This exhibition explores the fascinating story of the Chinese labourers who contributed to the construction of the Canadian Pacific Railway between Port Moody and Craigellachie. This presentation of their travel to British Columbia, their living and working conditions and the contribution they made to the construction of the railway has been visited by thousands in British Columbia over the last two and a half years.

**April Schedule:**

Winter hours, Exporail is open on Saturday and Sunday only from 10:00 – 17:00.

**Canadian Rail, March - April Issue:**

The March - April issue of Canadian Rail will feature The CPR's Ottawa Valley transcontinental main line 1978 – 2011 and the Disaster at Almonte. Canadian Rail is available at most local hobby shops, at the Exporail Boutique, and is mailed to members of the CRHA.

<http://www.canadianrailwayobservations.com/2011/apr11/canrailcover.htm>

<http://www.canadianrailwayobservations.com/2011/apr11/canrail.pdf>

**YOUR HISTORICAL ASSOCIATION OR GROUP HERE**

Contact William Baird: [editor@canadianrailwayobservations.com](mailto:editor@canadianrailwayobservations.com)

If you are a member of a Museum, Tourist Railway, or Historical Group and have news and photos you would like to post in our CANADIAN RAILWAY HISTORY column, you may contact the Editor. The information must be approved and authorized to post, and be pertinent and of interest to our readers. All posts must follow our CRO Submission Guidelines, located on our home page.

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

**SOUTH OF THE BORDER**

Darren Doss caught very bright and colorful METRA 126 and INRD 9011 at Fulton, KY. On February 17 just before the commuter engine was shipped back to Chicago.

<http://www.canadianrailwayobservations.com/2011/apr11/metradarrendoss.htm>

Belt Railway of Chicago (BRC) Genset 2GS14B 140 is seen at Mt. Vernon, IL March 1st, 2011 in these shots by Joe Ferguson.

<http://www.canadianrailwayobservations.com/2011/apr11/brc140joeferguson.htm>

On March 27th, Ken Borg caught this CN train at Allen Park, Michigan. delivering the first group of brand new London-built SD70ACes to NS.

<http://www.canadianrailwayobservations.com/2011/apr11/nsmovekb.htm>

Darren Doss took these UP units (including ex-SP SDP45 (UP 2759), at Fulton, KY on Feb 13, 2011. These units were in route from NRE/VMV in Paducah, KY. to Memphis, TN where CN handed the units to the UP.

<http://www.canadianrailwayobservations.com/2011/apr11/sp2769darrendoss.htm>

**UNION PACIFIC Roster changes: (By Sean Graham-White)**

**Renumbers in February 2011 (7 units):**

HLCX 1041 (GP38M-2), renumbered from UP 2541 on 2/23/11

HLCX 1080 (GP38M-2), renumbered from UP 2580 on 2/22/11

UP 1599 (SD40-2), renumbered from UP 3353 on 2/14/11 (Note 2)

UP 1600 (SD40-2), renumbered from UP 3390 on 2/7/11 (Note.2)

UP 1602 (SD40-2), renumbered from UP 3344 on 2/18/11 (Note 2)

UP 1603 (SD40-2), renumbered from UP 3349 on 2/16/11 (Note 2)

UP 1604 (SD40-2), renumbered from UP 3393 on 2/28/11 (Note 2)

Notes:

1. Transferred to UP maintenance responsibility at M19A in Chicago due to two Metra units assigned to UP lines going to rebuild program at Progress Rail.

2. Part of SD40-2 Modernization program.

In March, AMTRAK P42DC 156 was released repainted in the Amtrak Phase I livery, and is Amtrak's second Heritage painted 1971-2011 Anniversary locomotive. This shot was taken in Chicago, Illinois on March 16th by Gabe Argenta.

<http://www.railpictures.net/viewphoto.php?id=357124>

In a nice surprise bloody nosed AMTK 156 was the power for AMTRAK #68 up to Montreal and back to Albany, NY), and photographed by Marc Caya on March 20th. Montreal railfans were everywhere on this day as Amtrak Heritage 1 painted #156 was leaving Montreal, busy pulling the Adirondack (AMTK 68). Pic taken on the Taschereau overpass in Longueuil, QC.

G-P Arcouette caught AMTRAK 156 at CN Wellington Tower only minutes after departure from Montreal Central Station on March 20th.

<http://www.canadianrailwayobservations.com/2011/apr11/amtrak1mc.htm>

One hour before the scheduled departure time for NYC, on March 20th Frank Jolin shot the Amtrak Adirondack backing up from VIA Montreal Maintenance Center where it was parked overnight, to Central Station in downtown Montreal. The second shot shows Amtrak 156 at Willsboro N.Y

<http://www.railpictures.net/viewphoto.php?id=357729>

<http://www.railpictures.net/viewphoto.php?id=357733>

On March 17th, Bryce Denny clicked KCS SW1500 4339 in brand new Retro Belle paint soon after release from the shop in Shreveport, LA. The sun didn't cooperate much, but Bryce was still able to get some fine pictures:

<http://www.canadianrailwayobservations.com/2011/apr11/kcs4339brycedenny.htm>

Joe Goodrich clicked NS special move 098 lead by NS 7623, with three new Arcelor Mittal GE units (091, 092 and 093) on March 28th. These are reported to be export units for Liberia in West Africa.

<http://www.railpictures.net/viewphoto.php?id=358537&nseq=25>

**D&H Bridge Line Vignette:** Railfans had mixed opinions on this D&H-inspired warbonnet scheme when applied to this former VIA FPA4. While far from a D&H PA, I still liked this retro attempt when the first photos of this loco were posted in Trains Magazine many years ago. In November 1993, John Sesonske took this great picture of the former CN 6777 and VIA 6777 . "Mr. Alco", George W. Hockaday was working on the Ontario Midland at this point and either owned this engine or was in charge of its rebuild. Unfortunately it was never lettered for the D&H. It ran on several Ontario Midland excursions before moving to the Cuyahoga Valley Scenic Railroad as their 6777. They then repainted it to their livery.

<http://www.railpictures.net/viewphoto.php?id=357164>

All Aboard for the fourth annual National Train Day! A coast-to-coast celebration of trains for railfans of any age. On May 7th, hundreds of National Train Day festivities are taking place across the country including four major events in Washington, DC, Philadelphia, Los Angeles and Chicago. More info is on this website:

<http://www.nationaltrainday.com/events>

## ON THE ROAD

### Waterloo Central Railway

Shakedown Run March 19th, 2011

Waterloo Central Railway kicked off their 2011 season with a combination Safety and Rules session aboard the train as they prepared for the Elmira Maple Syrup Festival to be held April 2nd, 2011. There was a large turnout of new and returning volunteers.

The day started out with a session on passenger handling and rules held in the coach Midway making sure all volunteers were aware of their responsibilities and customer handling. Safety was a large part of the meeting covering evacuation, emergency air brake application and other safety issues. All volunteers must be qualified each year and take the rules exam.

#### Photo 1

A surprise visit by the Goderich and Exeter Railway's 2210 and 2263 added to the excitement of being back on the train.

#### Photo 2

After GEXR headed to Elmira, the WCR train led by WCR 1556 headed to St Jacobs where WCR has their newly built shop and storage facilities. Here the train was switched out to the correct consist for the Elmira Maple Syrup runs. Shop safety and a tour of the work being done was also part of the day.

#### Photo 3

GEXR was now heading south and a move requiring them to take the siding and then let WCR pass was completed and the trip continued to Elmira. In Elmira, the final preparations and details of the operations were completed so everything would run smooth on April 2nd.

#### Photo 4

<http://www.canadianrailwayobservations.com/2011/apr11/wcrkickoff.htm>

We then returned the train to Waterloo and parked it at the siding in front of the station. The power was returned to the shop in St Jacobs.

I would like to thank all those involved in the day for an enjoyable and informative session.

Full information about Waterloo Central Railway and the Southern Ontario Locomotive Restoration Society (SOLRS) and how to become a member and volunteer can be found on their web page at [www.steam-train.org](http://www.steam-train.org).

Download the Waterloo Central Railway information brochure.

<http://www.canadianrailwayobservations.com/specials/wcrelmira/wcrackcard.pdf>

SOLRS will also be holding a historical slide show on April 15th in Southampton Ontario.

<http://www.canadianrailwayobservations.com/PDF/bluewater.pdf>

See You on board.

LETTERS:

Great site!

I stumbled upon it this morning and spent several hours reading through it. I recognized several photos by Phil Mason regarding the OKANAGAN EXPRESS of May 1983. I was a passenger aboard this trip. The trip was organized by the British Columbia Chapter, NRHS. The 6 car consist was made up of 4 BC NRHS cars and 2 Mount Rainier Scenic Railroad coaches. From front to back the cars are: BC NRHS combine #301 (ex CNR); BC NRHS First class coach #801 (ex CPR); MRSR coach #901 (ex SP); MRSR coach #902 (ex SP); Parlor service car #741 (ex CPR); and Observation car #601 (ex SP).

CPR GP9 #8839 was the last GP9 delivered to CPR by General Motors. The train ran from Vancouver to Penticton, BC and return over the Cascade Sub, Thompson Sub and finally over the Princeton Sub. It was a 14 hour marathon from 07:00 to 21:00 and the greatest ride of my life!

The trip was repeated in May 1984 for the 75th anniversary of Penticton and that was the final passenger train to run over the Princeton Subdivision. The track was abandoned in 1989 and the rails removed in 1991 with the exception of 10 miles of track now belonging to the Kettle Valley Steam Railway through Summerland, BC.

Brian Peters  
Surrey, BC.

Bill,

Regarding Your CPR Vignette last month: CP E8 1801 was in a head-on collision with RS18 8787 amid of a snow storm at Lachevrotière Quebec in December 1968. I have heard on many occasions about the grade crossing accident, but I do have a photocopy of article published in `` Le Nouvelliste (Trois-Rivières)`` in 1968 along with some photos. I researched the subject some 25 years ago. I even get photo duplicates from the original negatives taken by the photographer on scene.

Francois Jolin  
St-Jean-sur-Richelieu, Quebec

#### From the Editor:

CRO US Consultant Ed Weisensel's Father passed away in Racine, WI on March 20th following a long struggle with emphysema. The CRO Staff offer our condolences and our support in Ed's loss.

From the over 2000 colour photographs that our CRO Eastern news correspondent David Othen has taken of the WHRC, he has chosen 83 for his new book. A selection of pages can be viewed at <http://blurb.com/user/rpics>. Click on the appropriate book at the bottom of the page. Since its inception in 1994, the Windsor & Hantsport Railway has operated fleets of Alco/MLW RS-23s, GM GP9RMs and finally GE B23-7s. The mainstay of the railway has been the haulage of gypsum from two quarries east of Windsor, Nova Scotia to the loading dock at Hantsport, on the Bay of Fundy. The railway has also hauled soya meal and other feed grains, vegetable oil, logs and dust suppressant between the interchange with CN at Windsor Junction and New Minas. By 2010 only the track between the quarries and Hantsport was in use. This book illustrates all of these operations. This is now the fourth book of colour photographs that David has published through blurb.com. The others are Halifax and Southwestern Railway, Newfoundland Railway and Dominion Atlantic Railway. The WHRC book can be ordered by contacting David Othen at: [othend@eastlink.ca](mailto:othend@eastlink.ca) Information on this and his previous books can be found here: <http://www.blurb.com/user/rpics>

The late season March snowstorms in parts of Canada and the USA were chaotic for some, but provided some terrific photo opportunities to those railfans willing to venture out and capture great images of trains in a Winter wonderland. Many were included in this issue and on CRO Facebook. With the April issue of CRO now online, it's time to focus on Spring rebirth. We have several new avenues to inform our readers about in the coming months. We have several new CRO Special Report's forthcoming including: ONTARIO NORTHLAND RAILWAY and SOUTHERN RAILWAY OF BRITISH COLUMBIA / RAILLINK. As well, CRO are in discussions with Canadian Repair Shops, Shortlines, Museums and Model Railway Clubs for exclusive reports as time permits. Our CRO Facebook continues to grow (at last count 1, 786 Fans) and has become a vehicle for CRO readers to post current rail news and recent trackside photos. (PLEASE NOTE: We request you post no more than THREE in a row guys! Thanks!).

CRO Co-Editor/Photo Editor Walter Pfefferle has created a new CRO Yahoo Page as well that we invite you to visit.

<http://finance.groups.yahoo.com/group/canadianrailwayobservations/?yguid=402090572>

**WOULD YOU LIKE TO SUBMIT A SPECIAL REPORT, OR JOIN THE CRO NEWS TEAM?** CRO is seeking potential columnists for CRO. What is missing in CRO? What is your expertise, idea and intention? We have a growing team ... Join us!

CRO is seeking individuals who have accurate, and current news updates and photos for the following Canadian repair shops: NRE - CAPREOL, CANAC/SAVAGE - MONTREAL, LAMBTON DIESEL SERVICES - SARNIA.. Our CRO mandate is to promote all Canadian railway industries by informing our 7500 readers of contracted work in progress and/or completed, and never what is forthcoming or under negotiation. CRO has a proven track record with several repair shops and railways that the information we receive is deemed confidential, or is authorised for us to post in CRO, for the betterment of all concerned. (References are available by request).

We look forward to hearing from you,

Video of a moose running ahead of CN 781:  
(Voici une vidéo d'un orignal qui court devant le CN 781)  
<http://www.youtube.com/watch?v=oGKGDMb3Oyo>

William Baird – CRO Editor:  
[editor@canadianrailwayobservations.com](mailto:editor@canadianrailwayobservations.com)

Please help keep CRO “Free!”  
<http://www.canadianrailwayobservations.com/2011/mar11/crohat.htm>

**THANK YOU:**

Joshua Anderchek, Guy-Pascal Arcouette, Peter Arnold, Bernard Babin, Adrian Badaraco, Tim Ball, Wm Beecher Jr., Ken Borg, Steve Boyko, Dean Richard Brown, J-P Cadieux, Marc Caya, Giulio Capuano, Andy Cassidy, Bruce Chapman, Taylor Curry-Moskal, Patrick De Larue, Daniel Dell'Unto, Darren Doss, Geoff Elliott, Bob Eull, Michael K. Fair, Joe Ferguson, Pierre Fournier, James Gardiner, Rob Gearns, Sean Graham-White, Tim Hayman, Doug Hately, Bob Heathorn, Derek Henderson, Charles Heraver, Charles Jeffrey, Frank Jolin, Jason Jongen, Ray L. Kennedy, Gary Knapp, Ken Lanovich, Doug Leffler, Wendell Lemon, Roman Litarchuk, Michael Marles, Phil Mason, Chris McMahon, Don McQueen (Froth), Gary Melford, Bruce Mercer, Aivo Merimets, Russ Milland (TRHA), Bob Mitchell (SOLRS), Jody Moore (Green Locomotive News), Deane Motis, Taylor Curry-Moskal, Terry Muirhead, Peter Murphy (CRHA), Jason Noe (Railpace), Steve Nordahl, David Othen, Jim Parker, Adam Parsons, Chris Payne, John Peakman, Mark Perry, Donna Peters, Walter Pfefferle, John Read “GR17f”, Earl Roberts (Branchline), George Redmond, Bill Sanderson, Wilco van Schoonhoven, Rob Smith, Cor van Steenis, Aleks Stefanovic, Brian

Switzer, Patrick Taillon, Paul Tatham, Donald Thivierge, Bill Thomson, Brian Thompson, Jean-François Turcotte, Marc Vallieres, Mario Vincent, Ron Visockis, Peter D. A. Warwick , Ed Weisensel, Christian White, Geoffrey Williams, Chris Wilson, Peter J Wilson, Dave Woodall, Ken Ziegenbein, the Bridge Line Historical Society, and the Canadian Trackside Guide. Merci a Mike, James, John, Michel, Tony, Denis, Mohammed et tous mes amis a la St-Luc Diesel Shop.

**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. If your own website pertains to Canadian railways, please contact us.

**SUBMITTING PHOTOS TO CRO:**

We encourage our readers to forward current pertinent news photos, and historical material. Include text with loco #'s, train # or direction, date. Please read our guidelines below.

**CRO PHOTO SUBMISSION GUIDELINES:**

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

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