

# CANADIAN RAILWAY OBSERVATIONS

Since 1989

FEBRUARY 2011

## CANADIAN NATIONAL

As of January 30th, 34 of the 35 ex-UP, nee-CNW C40-8's were in CN livery: CN 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107\*, 2108, 2110, 2111, 2112\*, 2113\*, 2114, 2115\*, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124\*, 2125, 2126, 2127, 2128\*, 2129, 2130, 2131, 2132, 2133, and 2134. The asterisk signifies the 15-year artwork. The final one to be completed is 2109, which at press time was inside the CN shop in Centralia, Illinois. CN 2128, which suffered fire damage in November, was moved from Winnipeg to Chicago on January 8th.

On January 27th the newest one, CN 2119 popped out from the Centralia paint booth leaving only CN 2109 to be unveiled in our March 2011 CRO issue! (George Redmond)  
<http://www.canadianrailwayobservations.com/2011/feb11/cn2119georgeredmond.htm>

On January 4th, Chris Bodkin shot CN 2108 with UP SD70M 4573 and CN 2114 at Mount Vernon and Benton, Illinois.  
<http://www.rrpicturearchives.net/showPicture.aspx?id=2359162>  
<http://www.rrpicturearchives.net/showPicture.aspx?id=2359178>

George Redmond photographed several newly CN uniformed C40-8's, and ex-UP and ex-BNSF GE's around the CN facilities at Centralia, IL. On January 25th, he caught CN C40-9W 2146 and CN C40-8 (ex-UP) 2110. CN (ex-BNSF) 2146 is yet to cycle through the paint shop, and 2110 is seen in fresh paint just after release.

<http://www.canadianrailwayobservations.com/2011/feb11/bnsf2146gr.htm>  
<http://www.canadianrailwayobservations.com/2011/feb11/cn2110gr.htm>

CN 2102 was released on January 21st, and shot by George Redmond at the CN engine facility in Centralia, IL. Outside the shop were CN (ex-UP) C40-8 2109 and CN (ex-BNSF) C40-8W's 2155 and 2138.  
<http://www.canadianrailwayobservations.com/2011/feb11/cnnewsgegr.htm>

On December 30th CN C40-8 2108 was released in new paint and seen running at the CN engine facility in Centralia, IL. (George Redmond)  
<http://www.canadianrailwayobservations.com/2011/feb11/cn2108gr.htm>

George Redmond was one of the first to catch CN Class unit #2100 fresh from the Centralia paint shop on January 5th, 2011.

<http://www.canadianrailwayobservations.com/2011/feb11/cn2100georgeredmond.htm>

On January 14th George clicked #2100 again, seen being prepped for active service outside the CN engine facility in Centralia, IL.

<http://www.canadianrailwayobservations.com/2011/feb11/cn2100georgeredmond2.htm>

James Humbert submitted this flashback photo showing how the CN 2100-series looked when still on her home road. James was a hogger on the C&NW Fifth District in those years and was actually quite fond of these locomotives. He said they were great pullers and could make a giant fire at the stack under load! CNW C40-8 #8539, looks beautiful in her yellow and green livery at Dupo Yard, Dupo, IL April 1996, (James Correll photo, submitted from James E. Humbert Collection).

<http://www.canadianrailwayobservations.com/2011/feb11/nw8539jameshumbert.htm>

Loco trace of the first 27 CN (Ex-BNSF) C40-8W's received, as of January 11th, 2011:

- CN 2141: Active and entered service December 23rd, 2010.
- Stored in Memphis: TN: CN 2135, 2140, 2146, 2149, 2155, 2161.
- Awaiting work at Woodcrest, IL: 2148 and 2152.
- Awaiting work at Centralia, IL: CN 2136, 2137, 2138, 2139, 2142, 2143, 2144, 2145, 2147, 2148, 2150, 2151, 2153, 2154, 2156, 2158, 2159, and 2160.

Brian Thompson caught CN 2141 leading IC 2466 on train #392 at Hardy (Brantford, ON) on January 24, 2011. CN 2141 was the first of the ex-BNSF CN C40-8W's to enter service after release from Woodcrest Shop at the end of December 2010.

<http://www.canadianrailwayobservations.com/2011/feb11/cn2141brianthompson.htm>

George Redmond clicked (ex-BNSF) CN C40-8W 2151 at the CN Centralia Shop ready for primer and CN paint on January 10th 2011.

<http://www.canadianrailwayobservations.com/2011/feb11/cn2151georgeredmond.htm>

In early January 2011, BNSF had sold another group of C40-8W's to Canadian National. In total, CN has acquired 67 C40-8W's (BNSF 800-866), with #866 being the last ATSF C40-W from that particular GE order from 1992.

The CN C40-8W's numbers are as follows:

Ex-BNSF 800-852 - Only the "Even" numbers and assigned as CN 2135-2161, Total 27 units and in order.

The 40 additional C40-8W's are ex-BNSF 801-865 ("Odd" numbers only), as well as ("Even" numbered) 854-866. These new arrivals will be assigned to the CN 2162-2199 series. As the CN 2100-2199 series is complete with these 65 C40-8W's and 35 C40-8's, the remaining two C40-8W's will be numbered CN 2098-2099 (as per UMLER).

On January 28th, George Redmond caught GTW 5836 and EJ&E 670 with new CN arrivals BNSF 811 and 817 dead in tow at the CN B yards. (1/28/2011 Du Quoin, IL).

<http://www.canadianrailwayobservations.com/2011/feb11/cnbnsfgeorgeredmond.htm>

Soon after their arrival at Centralia, George Redmond shot three pair of former BNSF C40-8W's January 14th in CN B yards. The six together were 855, 825, 861, 835, 853 and 866, none assigned a CN 2100-series number.

<http://www.canadianrailwayobservations.com/2011/feb11/6pakgeorgeredmond.htm>

Also in the B yard January 19th, George caught four more arrivals, ex-BNSF 865-837-821-849. None have been re-numbered.

<http://www.canadianrailwayobservations.com/2011/feb11/6pakgeorgeredmond.htm>

Regarding our January CRO report on IC SD70's receiving Distributed Power (DP) upgrades at Quality Rail in Illinois, here is a summary of CN's DPU plan for 443 selected locomotives in their fleet:

BCOL C44-9W 4645-4654, (10 modified to CN standard 2009/10)

CN C44-9W 2200-2205, (6)

CN ES44DC 2220-2344, (125)

CN C44-9W 2523-2538, (16 - retrofitted 2006)

CN C44-9W 2653-2666 & 2668-2727 (74 - retrofitted 2009/10)

CN SD70M-2 8000-8024, 8800-8964, (190)

IC SD70 1000-1005, 1007-1012, and 1015 (13 upgraded 2010). See control stand modifications, and DPU equipment on IC SD70 1015.

<http://www.canadianrailwayobservations.com/2011/feb11/cnicdp.htm>

If required, an 23 additional IC SD70's (thru 1039), and the Locotrol-equipped BCOL Dash 9's could also be retrofitted if DPU demand increases. The ex-UP C40-8's (35) and ex-BNSF C40-8W's (67) acquired recently could also be retrofitted at a later date.

Upgraded IC SD70 1000 has the new Marker light visible above the ditch light. The engine shown is pushing this CN iron ore train from Duluth to Gary, IN on New Years Day. (Wm. Beecher Jr.)

<http://www.canadianrailwayobservations.com/2011/feb11/ic1000williambeecher.htm>

Brand new London-built CN SD70M-2's 8950-8954 arrived in January with 8955 through 8964 still to come. CN 8952 traced to Edmonton on January 20th, CN 8949, 8950 and 8951 were noted in Neenah, Wisconsin the same week with 8950 and 8951 mid train DPU's. Jesse Acorn caught one of the newest, SD70M-2 8952 looks great at mile 6 CN Edson Sub, Edmonton, AB on January 22nd.

<http://www.canadianrailwayobservations.com/2011/feb11/cn8952jessiacorn.htm>

CRO Co-Editor Walter Pfefferle caught CN 393 with shiny new CN SD70M-2 8932 leading. The train is seen westbound after working in Ingersoll, Ont. on Dec 12th in factory fresh paint!

<http://www.canadianrailwayobservations.com/2011/feb11/cn8932walterpfefferle.htm>

Two ex-hump (trail-only) GP38-2's CN 7507 and 7515 have received their GE RCL modifications at Industrial Rail Services, a contract shop in Moncton, NB. Both are currently in Edmonton, AB. CN 7505 is the only GP38-2 with the CN "15 Years" Anniversary decal, and is currently lined up to get the same GE RCL system installed. Mark Perry caught CN 7505, soon after her "15-Years" repaint late last year.

<http://www.canadianrailwayobservations.com/2011/feb11/cn15yearmarkperry.htm>

CN SD40u's 6023, 6025 and 6028 have been released from the NRE shops in Capreol, ON, and are now in Vancouver. The first 6000-series SD40u that received the GE RCL system was CN 6027 which is presently in Edmonton, AB. CN 6022 is presently at the NRE shops currently having the mods done. These CN SD40's were rebuilt in the early-1990's at Alstom (Pointe St-Charles Shop) in Montreal, QC.

Still a stand-out in her classic Grand Trunk Western blue and red livery, George Redmond caught GTW GP38-2 5848 (the fourth unit), on Southbound CN train A432 at Centralia, Illinois December 30th.

<http://www.canadianrailwayobservations.com/2011/feb11/gt5848gr.htm>

On January 23rd, the Woodcrest Shop released B&LE SD4T-3 904 following repairs and has returned the unit to service.

George Redmond caught EJ&E 670 moving southbound with cars lifted from the BNSF yard at Centralia, IL, on January 25th

<http://www.canadianrailwayobservations.com/2011/feb11/eje670gr.htm>

In mid-January three retired CN units were sold to Indiana Box Car (IBCX). CN GP9RM's 4029, 7042, and EJ&E (ex-DMIR) SD-M 814 were moved from the storage tracks and then relettered "IBCX" at the Woodcrest Shop in Illinois.

It is expected that up to 75 retired CN units could be scrapped at the Woodcrest Shop during 2011. Likely candidates are IC SD40-2's and some units from last years CN auction sale.

On January 9th, some of the motive power stored in the CN dead lines in Homewood, IL included this group of ex-GEC-Alstom SD40-3's (Photo by Saul Camargo)

<http://www.canadianrailwayobservations.com/2011/feb11/cnhomewoodsaulcamargo.htm>

<http://www.railpictures.net/viewphoto.php?id=351334&nseq=13>

Mike Garza was fortunate to catch two WABASH painted F-units at the CN Woodcrest Shop on January 7th. The F7A's were being moved as (CENTRAL STATES RAIL ASSOCIATES) CESX 1950 and 1951, and are repainted into the 1950's-era WABASH livery. The F7A's were originally built by EMD for the Great Northern. CESX #1950 was: GN 364A, then BN 704, and S&NC 103. CESX #1951 was: GN 464A, BN 684, S&NC 102. The pair had been used on the defunct Traverse City, Michigan dinner train. The train set, two ex-SP articulated coach pairs and a kitchen car (from a converted baggage?), are also repainted in Wabash colors. Equipment is waiting for updated air before moving to Columbus, MO. The line which is now owned by the city, is former Wabash trackage.

<http://www.canadianrailwayobservations.com/2011/feb11/cnsouthkenlanovich.htm>

On January 28th, George Redmond caught ICG caboose 199576 at the CN yard in Du Quoin, IL.

<http://www.canadianrailwayobservations.com/2011/feb11/caboosegr.htm>

In Early January, IC GP40R 3110 was returned to service in fresh CN livery following release from the Woodcrest paint shop at year end,

Ex-CN GMD1u WRIX 1403 (Western Rail Inc) was in transit at the IHB yard Riverdale, IL. January 25th, 2011. Billed to WRIX in Sandpoint, ID., it is moving over BNSF.

Sold in 2009, WRIX GMD1u 1441 is seen in Wendover, Utah at Imsamet on August 1st, 2010 far from her CN home (M.J. Scanlon).

<http://www.canadianrailwayobservations.com/2011/feb11/wrix1441mjscanlon.htm>

<http://www.railpictures.net/viewphoto.php?id=351074>

A small derailment involving 12 freight cars in Shiawassee County's Vernon Township in mid-Michigan forced crews to work overnight January 6, 2011 to clear up hydrochloric acid that leaked from a tank car. 35 people were evacuated from nearby homes as a precaution until the next day.

<http://www.canadianrailwayobservations.com/2011/feb11/5063tank.htm>

On January 4th a westbound CN coal train derailed near McBride BC, with about 30-35 coal hoppers coming off the rails. No injuries were reported.

John Eull caught IC painted SD70's 1003 and 1030, eastbound and "elephant style" at Burlington West, Ontario on January 25th.

<http://www.canadianrailwayobservations.com/2011/feb11/ic1003johnnull.htm>

On January 7th Ron Visockis shot CN SD70M-2 8920 and CN C44-9W 2532 w/b at Belleville, ON.

<http://www.canadianrailwayobservations.com/2011/feb11/cnronvisockis>.

Ron also caught CN C40-8 #2112 wearing the "15 years" livery on train #305 at Belleville, ON Dec 30th.

<http://www.canadianrailwayobservations.com/2011/feb11/cn2112ronvisockis.htm>

At 15:45 (AST) on New Years Eve, CN Train 406 is seen heading Westbound at mile 61 of the CN Sussex Sub (between Moncton and Saint John, NB) with two new GEVO's: CN 2329 and CN 2337 and CRO reader Luc Doiron was the engineer! If you look closely, you can see him give a wave to the photographer Tim Dryden.

<http://www.canadianrailwayobservations.com/2011/feb11/cn2329timdryden.htm>

CN is planning a new \$100 million Intermodal Facility to be built just east of Calgary, Alberta slated for 2013, (the timeline on CN's website).

In January, CN announced they intend to abandon 177 miles of track between Lyalta, AB and Oyen, SK in 2011. Here is the link: <http://www.railm.ca/> So far there is one potential buyer, the Badlands Railway who are currently raising funds along the line to keep it from going into abandonment.

<http://www.badlandsrail.com/favicon.ico>

In December and January, CP and CN were busy lifting grain from their terminals on the prairies to the export terminals on the coast. Here CN SD40u 6016 (nee-SD40 5026) along with CN SD40-2(W) 5331 switch the Viterra Inland Grain Terminal at Trochu, AB., on the Three Hills Subdivision, Dec 28th 2010. (Cor van Steenis)

<http://www.canadianrailwayobservations.com/2011/feb11/cn6016cvs.htm>

This panoramic shot by Murray D. Adams of Calgary was taken in late September of 2008 in the badlands at Benyon, AB., (between Rosebud and Wayne) at MP 68 of the Drumheller Subdivision, CN Train No. 114 has left Sarcee Yard in Calgary 64 miles behind and is headed to Saskatoon to join the CN transcontinental main line and then proceed on

to Brampton, Ontario. As it heads east it is seen here running through the Benyon Canyon and is about to cross the Rosebud River with CN Dash 90-44CW # 2646 on the point; Drumheller is 16 miles ahead. The area being traversed is an ecological preserve protected by the Nature Conservancy of Canada. The portion of the CNR line through this location was built in 1912 by the Canadian Northern Railway; with a rail siding, a section house, a water tower and two grain elevators at Beynon; there was never a station built at this location. Today only three inhabited houses remain in Benyon. The last CNR freight, southbound Train No. 115 with 143 cars, went through here on 02 Dec 2008. CN applied on 18 Nov 2009 to abandon the line from Oyen, AB., to Lyalta, AB., which includes this section. The replacement Daily Train No. 114 and its counterpart Train No. 115 now use the line from Brampton to Edmonton to Calgary (via the Camrose and Three Hills Subdivisions). Thanks to Cor van Steenis.

<http://www.canadianrailwayobservations.com/2011/feb11/drumhellermurrayadams.htm>

### CN Vignettes:

Streamlined CNR U4a class 4-8-4 Northern #6401 is seen snaking her way through West Toronto, Ontario on May 5th 1956. (Clayton Morgan photo, via Doug Hately)

<http://www.canadianrailwayobservations.com/2011/feb11/cnr6401claytonmorgan.htm>

Kevin Piper submitted his photo of GTW GP38AC 1776, which is one of many locomotives that American railroads painted-up in celebration of the US Bi-Centennial (1776-1976). This loco was nicknamed "The Thunder Chicken" and is a personal favorite of mine and Kevin's! Taken at Bedford Park, IL, on 8-13-1976.

<http://www.canadianrailwayobservations.com/2011/feb11/gtw1776kevinpiper.htm>

CN GP9 4513 was involved in a collision at Mile 2 Dundas sub during the first week of May of 1984. This view by Arnold Mooney shows what little of her remains, seen parked just east of old Dundas station May 6th, 1984.

<http://www.canadianrailwayobservations.com/2011/feb11/cn4513arnoldmooney.htm>

The outside shell of this car was built in 1959 by National Steel Car as CNR Business Car #23, and the interior completed by Point St. Charles Shops in 1960; it was the second CNR Business Car to carry the number 23; it was painted in the olive green and black scheme with yellow lettering adopted for the 1954 Super Continental. In October of 1975 it was re-numbered to CNR Business Car # 93, the ninth car to carry that number. In the first image we see the car at its home base adjacent to the downtown Edmonton station on 12 Apr 1978 painted in the 1961 gray and black scheme with the red CN 'wet noodle'. Later in 1978 it was painted in the blue and yellow VIA scheme although it remained a CNR Business Car and was never transferred to VIA. It is seen in the second image in the blue with yellow stripes being turned on the wye at Jasper, AB., on 18 Aug 1989. At this date it was assigned to the CNR Vice-President Mountain Region and was based in Edmonton, as it was throughout its service with CNR. The car was sold in 1992 to a private owner, restored, and is now named TIOGA PASS (PPCX 800693), based in California for private excursion service at the tail end of Amtrak trains; it is still painted in the blue and yellow scheme. (See more of Cor van Stennis great shots in our "VIA" Vignettes" section).

<http://www.canadianrailwayobservations.com/2011/feb11/cnbusiness93cvs.htm>

The link below shows the car as it is today:

<http://www.rrpicturearchives.net/rsPicture.aspx?id=454936>

## CANADIAN PACIFIC

January 16th, 2011, Kevin Burkholder took this fantastic photo of CP's ethanol train #666 rolling along the frozen Lake Champlain at Port Henry, NY. CP train 666-801 is seen passing through this well-known D&H/CP photo location with SOO SD60 6034 leading the smartly matched trio of ICE SD40-2s, (6215, 6457 and 6413).

<http://www.railpictures.net/viewphoto.php?id=351961>

Sold to RB Recycling in December 2010, ex-CP SD90MAC-H's 9300-9303 will shortly all be delivered to the Lachine, QC facility for stripping and then scrapping. During January only one had been moved by CP from St-Luc Yard to the RBRX facility. Two months ago the quartet had been moved from storage in Winnipeg to Montreal in anticipation of their sale, and Luc Lanthier caught them all together at St-Luc Yard December 27, 2010

<http://www.canadianrailwayobservations.com/2011/feb11/9300luclanthier.htm>

During January, the following National Railway Equipment units were to be leased to CP: NREX SD40-2's 5581, 5661, 5668, 5777, 5823, 6301, 6309, 7349, 7356, 7360, 7368, 7370, 7374, and SD45T-2 9402. At press time, several had already arrived on CP property.

There have been recent rumors that Canadian Pacific is considering closing the Ogden Shop (Calgary, Alberta). ALSTOM and CP who currently share the shop will have no working agreement after 2011 and could part ways. Until recently, Ogden shop has been used for CP's heavy repairs of locomotives and cars, and is their only main shop still equipment-functional for this type of work. CP of course has the Weston Shop in Winnipeg, MB (worked by Progress Rail, now part of the conglomerate that bought EMD, which is now part of Caterpillar). Recently, CP has begun contracting out major repairs to the USA like RELCO in Albia Iowa that repaired CP 9554 and are now is doing an engine change on the D&H GP38-2 7304. As well St-Luc Yard in Montreal can do GE engine change-outs on the GE AC4400CW's. Adding to the rumor mill, last year (Jan 2010) CP built a new brake replacement shop at the Alyth Diesel Shop. Then in March 2010 CP raised the roof over two bays of the Alyth Diesel Shop to install a large overhead traveling crane, and substantial other work was done to the pits inside the building. Also, such a shop closure would seem to fit with the objectives in CP's recently announced capital plan for 2011. One of which is to consolidate repair facilities; as per the quote from CP's capital plan:

"Making strategic and targeted capacity investments to ensure that the efficiencies gained through our long train strategy, repair facility and yard consolidations are sustained as business levels return". <http://www.cbc.ca/canada/calgary/story/2011/01/13/cp-cn-rail-strike.html>

Cor van Steenis submitted these shots of the Ogden and Alyth Shop: <http://www.canadianrailwayobservations.com/2011/feb11/ogdencvs.htm>

On January 26th at about 04:00AM CP train 221-25 struck train 220-24 in the siding at Buckskin, ON (CP - Mactier Sub), derailing 23 of the trains 90 cars. Train 220-24 had 9102-5970-9008 and 62 cars, and departed MacTier Ontario about 02:45AM. Train 221-25 had CEFX 1045-5983 and only 31 grain empties, and had left Elder, Ontario about midnight. CP detour trains over CN began soon after with a CN pilot. Jason Jongen recorded the following detours over January 27-28.

**1st: CP detour 112 through washago (89.1 Bala Sub.) @ 00:24 January 27th CP 8816 ES44AC, CP 8576 AC4400CW, Stacks and a few racks.**

**2nd: CP Detour 111 through Washago (89.1 Bala Sub.) @ 00:47 January 27th CP 9737 AC4400CW, CP 9636 AC4400CW, CP 9767 AC4400CW and containers,**

**3rd: CP detour 118 through washago at 09:28 mile 89 CN Bala sub. January 27th: CP 9100 SD9043MAC, CP 9132 SD9043MAC, CEFX 1047 AC4400CW with Stacks and Mixed on the tail end.**

**4th: CP detour 113 through washago at 14:04 mile 89 CN Bala sub. January 27th: CP 8782 ES44AC, CP 9835 AC4400CW and Containers.**

**5th: CP detour 114 through washago at 19:14 January 27thP: CP 8534 AC4400CW, CP 9801 AC4400CW,CP 8621 AC4400CW**

**6th: CP detour 115 through washago 02:55 January 28th: CP 9700 AC4400CW, CP 8560 AC4400CW, CP 8578 AC4400CW,**

**7th: CP detour 119 through washago at 08:54 mile 89 CN Bala sub. January 28thP: CP 8652 AC4400CW, CP 8575 AC4400CW, Racks and Stacks.**

**8th: CP detour 220 through washago at 13:32 mile 89 Bala sub. January 28th: CP 9125 SD9043MAC, CP 9003 SD40-2F, CP 5765 SD40-2.**

**9th: CP Detour 222 by Washago at 03:19 on January 29th: CP 9105 SD9043MAC, CP 6033 SD40-2, CP 5871 SD40-2, which is believed to be the last of the detours over CN.**

**<http://www.canadianrailwayobservations.com/2011/feb11/balasubjasonjongen.htm>**

**Following an engine fire late last year, on December 28th, burned CP AC4400CW 8561 arrived at St-Luc Diesel shop for major repairs.**

**A Gary Knapp “Night Meet”! Swinging through the broad curve past the station at Port Henry, NY is train 253 with a rare sight these days on CP’s D&H .... four SD40-2s! What used to be an everyday occurrence on the CP 1990’s-era D&H, we can appreciate this January 10th 2011 image when “GE” rule. Former CP Rail RS-18u #1801 dominates the right side of the scene repainted as Lake Champlain & Moria RR. #22, with an ore car and original LC&M caboose all comprise this display train commemorating the hometown iron ore railroad. Now abandoned, the LC&M interchanged iron ore with the D&H for decades here. The area behind 253 hosted a sizable yard during this time. CP train 253 train has CP SD40-2’s 6016, 5910 and 6080, with leased CITX 3095 trailing on 01/10/11 at 04:00AM.**

**<http://www.canadianrailwayobservations.com/2011/feb11/meetgaryknapp.htm>**

**James Gardiner submitted SOO GP40-2 4420 which he caught at Galt, ON., on January 22nd.**

**<http://www.canadianrailwayobservations.com/2011/feb11/soo4420jamesgardiner.htm>**

Former CNR Business Car 93, now named TIOGA PASS, is scheduled to arrive in Canada on CP around the 9th of February from Montana, and will head to the military base at Suffield, Alberta to escort an Army train move later in the month.

<http://www.rrpicturearchives.net/showPicture.aspx?id=1989911>

Deane Motis submitted this terrific shot of CP AC4400CW 9734 at Exshaw, Alberta (2/8/10).

<http://www.canadianrailwayobservations.com/2011/feb11/cp9734deanemotis.htm>

As of Jan. 24th, 2011 - BNSF Powder River Coal started to move North through the Coutts-Sweetgrass border crossing and up to Lethbridge and Calgary, AB on CP. Then move up to Edmonton, AB and then West, on CN, to Prince Rupert, BC. BNSF run through power is expected to be used on these trains.

Peter J. Wilson took these great shots: At Brickburn (Edworthy Park) across the Bow River from Montgomery, AB he shot of AC4400CW 9640. It had just come into Calgary from the west after encountering snow in the mountains. The other photo was taken from the Sarcee Trail, and both shot in early January 2011.

<http://www.canadianrailwayobservations.com/2011/feb11/cp9640peterwilson.htm>

At Castlegar, BC on April 10th, 2009, Ruth Parfeniuk shot CP SD40-2 5867 leading SD40-2F's 9022, 9007, and SD40-2 6012 with 65 cars. This daily train services the Teck Cominco smelter at Trail BC (formerly owned by the CPR) and the Celgar pulp mill in Castlegar. The cars on the siding behind are waiting for pickup when this train returns from Trail later the same day.

<http://www.flickr.com/photos/valleyflowerpower/3429997007/in/set-72157616131964611/>

Kicking up the fresh snow, CP SD40-2 6015 is seen leading train 426 on the CP Galt Sub at Mile 9.7 on January 12th, 2011. (Jonathan Matthew Angeles) .

<http://www.canadianrailwayobservations.com/2011/feb11/cp6015jonangeles.htm>

Andy Cassidy submitted this shot taken January 4th at O-Yard on the V&LI (Vancouver & Lulu Island) Line in Vancouver, BC. These CP SW1200RS's (1237-1239) were recently returned to service and continue to be assigned there.

<http://www.canadianrailwayobservations.com/2011/feb11/cpswitcherandycassidy.htm>

Over the next few weeks the majority of the CPR surplus heritage passenger and baggage cars are to leave Ogden Yard, Alberta for Lethbridge, AB. All of the cars are to be moved out, except for four which are to be scrapped on site at Ogden.

The surplus heritage cars at Skiff, Alberta (except for three) were all cut up on site, starting in mid-December 2010 and concluding late-January 2011.

<http://www.canadianrailwayobservations.com/2011/feb11/cpstoredcvs.htm>

The former CPR Bassano station was tentatively scheduled to be moved by road to the railway museum at Beiseker, Alberta on January 10th, 2011.

**CP Vignettes:**

CP train #903 is seen at the Oshawa, ON depot May 18th, 1965 with Bessemer & Lake Erie F7A #717 leading a CP GP9 and FA2. CP had leased 10 B&LE A and B units during the mid-1960's and were often used as leaders on Montreal-Toronto-Windsor trains. (Doug Hatley photo).

<http://www.canadianrailwayobservations.com/2011/feb11/bessiener717doughately.htm>

Ron Visockis submitted this great shot by Tom Farence of (Fairbanks-Morse/CLC) Canadian Locomotive Company-built H16-44 #8716 looking splendid in CP RAIL Action Red at Sudbury, Ontario in 1974.

<http://www.canadianrailwayobservations.com/2011/feb11/cp8716tomfarence.htm>

On a nice warm summer day, Doug Hatley caught Westbound CP Rail M636 4740 leading a pair of leased B&O Geeps, wearing Chessie System paint. The train is seen crossing Scugog Street in Bowmanville, ON, July 10th, 1984.

<http://www.canadianrailwayobservations.com/2011/feb11/cp4740doughatley.htm>

Two terrific slides from Cor van Steenis' collection of the "CANADIAN" at the lower spiral tunnel, (when you could still photograph a train at that location). It was still a CP train at this time, but two months later, (Oct 29th 1978) VIA Rail took over passenger service on this route until that service was abandoned in Jan 1990 and the CANADIAN began to run on the northern CNR route. First photo was taken from the Trans-Canada Highway and the other from the wooden visitor trestle that used to protrude into the Kicking Horse valley from the spiral tunnels viewpoint parking lot. Today the right-of-way is so overgrown that these images can not be repeated and the wooden trestle has been removed by Parks Canada. (See more of Cor's historical photos in our "VIA Vignettes" section).

<http://www.canadianrailwayobservations.com/2011/feb11/spiralevs.htm>

In late-1967 Canadian Pacific operated its first train with robots (remote control radio sending & receiving units) and slaves (radio controlled remote motive power units) to increase its tonnage per train over the mountain ranges of western Canada. These units were intended to replace many of the manned helpers-pushers in this service. The first robot was converted express-baggage car # 4465 (later re-numbered to Robot 1000 and then 1001). It was painted in a tuscan and gray scheme similar to the locomotives of that era (later painted blue). After some trials and tribulations with determining the best location for the slave units, trains of up to 14,000 tons were run over the Mountain Subdivision with the slaves and robot at a mid-train location. A typical consist of that era would be four SD40-2's on the point and two SD40-2's with a robot at mid-train and 100 cars.

CPR built a total of 33 robot cars, painted blue with the multi-mark in red and white: Robot 1001 - 1005 were built from express cars in the late 1960's and were all retired by

1975; Robots 1006 - 1016 were re-built in 1971-72 from retired CPR Canadian Locomotive Company 'B' units (see photo of Robot 1012 at Yoho and Mount Stephen), all were retired by 1985; Robot 1016 was a boxcar type shell built in 1972 on the frame of wrecked CLC H16-44 # 8719, it was retired in 1984; Robots 1017 - 1031 were built in 1974 by CP's Montreal Angus Shops from new boxcars (see photo of Robot 1024 at Field), all were retired by 1991; Robot 1032 was built in 1977 from a converted boxcar, was numbered CPHX 1032 and owned by Ontario Hydro (see photo of Robot 1032 at Field). This robot was used on unit coal trains hauling from the southeastern British Columbia coal fields to Thunder Bay, ON.; it was retired in 1991. Finally, a second Robot 1005 was built in 1978 from retired CPR MLW FPB-2 'B' unit # 4463 to replace the wrecked first 1005; it was retired in 1991. The last robot units on the CPR were leased Remote Control Cars from the British Columbia Railway, such as RCC-3, formerly CPR CPB16-4 # 4455 (see photo of RCC-3 at DeWinton, AB); these were retired by 1990. By 1983, CP had started to place the radio control sending and receiving equipment in the nose of its SD40-2 units and robot cars were phased out of service.

<http://www.canadianrailwayobservations.com/2011/feb11/robotscvs.htm>

#### VIA RAIL CANADA

VIA News Editor (West) Terry Muirhead:

VIA News Editor (East) Tim Hayman:

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

VIA LRC locomotive 6919, which was sold to RB Recycling in Montreal, was cut up for scrap beginning January 15th. The locomotive was previously stripped of its prime mover and generator in Toronto for RB Recycling, and the Toronto Railway Historical Association (TRHA) was allowed to remove any other usable parts (sans traction motors) to help in the effort to preserve recently acquired 6917. As neither CN nor CP would ship the LRC to Montreal due to a defective brake system, the unit was cut up at VIA's Toronto Maintenance Centre by a contractor's demolition excavator.

Of the other remaining VIA LRC units: 6907 (stored in Montreal) and 6914 (stored in Toronto), have now both been shipped to CADRAIL/RB Recycling for scrap. The other (VIA LRC 6917), was acquired for preservation by the TRHA, who still need help acquiring funds in order to move the unit. More details about the TRHA's ongoing efforts to move and restore 6917 can be found on their website: <http://www.trha.ca/LRC/>

On January 16th at the VIA Rail's Vancouver Maintenance Centre Terry Muirhead caught VIA F40PH-2 6424 switching some cars about, including VIA 8342 "Wolfe Manor". This car was then placed on that night's #2 out of Vancouver with lead units 6424 and 6444. Unit 6424 is one of the only F40s to have received the modern VIA Rail Canada logo in place of the typical large "VIA" icon on the sides of the locomotive. Only 6424 and 6446 have received the modern logo while still in the pre-rebuild yellow/grey/blue scheme. 6424 has an interesting history with VIA Rail, in terms of advertising paint schemes. In 2004, 6424 was one of six locomotives outfitted with decals promoting the new film "Spiderman 2", although it did not last long in that scheme. In 2005, the unit was stripped of its Spiderman decals and repainted in all red with Budweiser "Superbowl Tailgate Train" graphics as part of a promotion for Superbowl XL. The locomotive was then repainted back into its VIA livery in 2006, and received the updated VIA Rail Canada logo on its flanks. In mid 2010, the unit was also outfitted with a third headlight, a modification now being applied even to units that have not yet been rebuilt. West Coast express Cab Car 107 sits in the background. VIA Rail has the contract for cleaning and servicing of the

West Coast Express for Translink. VIA FP9Au 6300 is seen outside VMC the same day. She had been the VMC Switcher, but due to mechanical issues VIA 6300 has not turned a wheel in over a year.

<http://www.canadianrailwayobservations.com/2011/feb11/vmcterrymuirhead.htm>

On January 17th a late VIA #1 lead by VIA 6412, 6440, and rebuilt 6433 are shown passing by Spruce Control in New Westminster BC after striking a large boulder at Mile 29 on the CN Yale Sub earlier that morning just West of Yale BC. ("Spruce Control" is the CTC Control point for the Station name Mile 144.5 CN Yale Sub). VIA 8710 "Prince Albert Park" brings up the rear on #1 as it backs into Pacific Central Station at Burrard Inlet Jct. VIA 6412, 6440, & Rebuilt 6433 (ex-Spiderman 2 wrap) are seen later on Track 5 at Pacific Central Station as VMC employees examine plow damage to 6412. F40PH-2's 6412 and 6440 were taken inside the VMC shop, leaving rebuilt 6433 with the remaining consist and 1 deadhead coach. (Terry Muirhead)

<http://www.canadianrailwayobservations.com/2011/feb11/via1terrymuirhead.htm>

On January 7th Ron Visockis shot VIA F40PH-2 6441 leading train #57 and VIA 6419 with train #60 at the station in Belleville, ON. Over the Christmas season, these trains had routinely been under the command of a P42, due to their extra length. Now that the consists have shortened back down, they have once again been turned over to the hands of a single F40.

<http://www.canadianrailwayobservations.com/2011/feb11/viaronvisockis.htm>

A rare VIA F40PH-2 / P42DC combo lead a Toronto-bound train on August 2010 on the CN Montreal Sub through St-Henri, QC. (Guy-Pascal Arcouette).

<http://www.canadianrailwayobservations.com/2011/feb11/via6441gpa.htm>

### VIA Vignettes:

Arnold Mooney took this great shot at Dundas, Ontario on December 5th, 1979. The low mid-day sun is very evident as it casts a long shadow over leader VIA FPA4 6786 moving eastbound toward the next stop at Aldershot. Those in the know will observe there is very little seen in this photo that is still evident today, outside of Hwy 8 climbing the hill at left and of course the CN Dundas Sub mainline. The power is now gone, the station was damaged by fire and subsequently torn down after an attempted deal to sell it to Dundas fell through, the shed opposite is gone, and the track at the lower left was removed (it serviced the quarry facility), all during the mid to late 1980s. The siding to the left of the main is now gone and perhaps even the pole line too. As well, this vantage point is also gone. The landscape is basically unchanged, now part of a preserved area used by hikers on the trails to Dundas Peak and the waterfalls.

<http://www.canadianrailwayobservations.com/2011/feb11/eastboundarnoldmooney.htm>

Great lash-Up! VIA's first 30 F40PH-2's (6400-6429) have been in service for over two years and the next 29 units (6430-6458) have just been delivered but VIA still struggles

with motive power shortages in the west as evidenced by this photo of CPR SD40-2 # 5970, VIA F40PH-2 # 6408, VIA F9B # 6620 (ex-CNR # 6620) hauling westbound VIA Train No. 1, THE CANADIAN, at M 133.5 Laggan Subdivision (between Cathedral and Field, B.C.) on 25 Aug 1989.

<http://www.canadianrailwayobservations.com/2011/feb11/viavignettescvs.htm>

CNR Sleeper-Buffer-Lounge Car 'CAPE CHIGNECTO' was one of eight Cape-series cars built in May 1954 by Pullman Standard. This car was built as CNR #1088 "Cape Chignecto", a 2-compartment, 2-Double Bedroom, Buffet, Lounge Car; the second car to carry that name; it was painted in the olive green and black livery with yellow lettering. It was in service on CNR passenger trains until transferred to VIA Rail in March of 1978. Cor van Stennis photo shows the car in Edmonton, AB., in June 1979 in the VIA fleet, but still in CN livery. In 1986 it was sold back to CN, and became CN #15165 'TAWAW'. It was later re-numbered to CN #1059 "TAWAW" and is used today as a Reception-Marketing Car on CN Executive Trains. After being re-acquired by CN in 1986 it was re-painted into the 1954 era olive green and black livery with yellow lettering (until 2004) and since then has carried the current red and cream business train scheme.

<http://www.canadianrailwayobservations.com/2011/feb11/cn1088cvs.htm>

The link below shows the car as it looks today:

<http://www.rrpicturearchives.net/rsPicture.aspx?id=110286>

CN had two special compartment Executive Cars built by Pullman Standard in May 1954; 1098 BURRARD and 1099 BEDFORD; The photo shows 1098 BURRARD, a 7 Compartment - Buffet - Observation - Lounge Car; seen here while on the VIA Rail roster in the consist of Train No. 3, the 'Super Continental'; at Jasper, AB., 20 Jul 1979. The two cars were built primarily for CNR charter service but were used in public 'Executive Club' operation on the Montreal-Toronto 'Rapido' trains until 1968. In 1958 it was in the 11 car consist of the Royal Train carrying Princess Margaret from Malton Airport to Halifax on the eastern Canada portion of her Official Visit. In 1959 it was the car immediately adjacent to Government of Canada Official Cars 1 and 2 on the rear of the 16 car Royal Train carrying Queen Elizabeth and Prince Philip to the opening of the St. Lawrence Seaway. It was in the consist of a special train to inaugurate the VIA Rail blue with yellow stripe paint scheme before the car became VIA property in Mar of 1978. The car was retired by VIA in Dec 1982 and sold to a private buyer in California in 1992; it is still in operation there as a private car named BURRARD (PPCX 800591); in 2007 it was re-painted in CNR's 1954 olive green and black scheme, with the CNR maple leaf heralds on the sides and 'Canadian National' on the letterboard.

<http://www.canadianrailwayobservations.com/2011/feb11/via1098cvs.htm>

The link below shows the car as it appears today:

<http://www.rrpicturearchives.net/rsPicture.aspx?id=261953>

The shell of CNR Business Car #92 was built in 1959 by National Steel Car, and the interior completed by Point St. Charles Shops and painted in the olive green and black scheme

with yellow lettering adopted for the 1954 Super Continental. In 1978 it was painted in the blue and yellow VIA scheme although it remained a CNR Business Car and was never transferred to VIA. It is seen here in the blue with yellow stripes bringing up the tail end of VIA Rail Train No. 4, The SUPER CONTINENTAL, behind ex-CN FP9A # 6513, a B-Unit and 10 cars at Bretville Jct., AB., M 260 CN Wainwright Subdivision on 02 Nov 1978. At this date it was assigned to the CNR Vice-President Prairie Region and was based in Winnipeg, as it was throughout its service with CNR. The car was sold in 1994 and is now named SCOTTISH THISTLE (PPCX 800636), based in California for private excursion service at the tail end of Amtrak trains. It is painted in the CNR olive green and black colour scheme of 1954 but without the CNR heralds.

<http://www.canadianrailwayobservations.com/2011/feb11/cnbusinesscvcs.htm>

The link below shows the car as it is today:

<http://www.rrpicturearchives.net/rsPicture.aspx?id=60312>

The cars shell of CNR Business Car #23 was built in 1959 by National Steel Car as CNR Business Car # 23 and the interior completed by Point St. Charles Shops in 1960; it was the second CNR Business Car to carry the number 22 and was painted in the olive green and black scheme with yellow lettering adopted for the 1954 Super Continental. In October of 1975 it was re-numbered to CNR Business Car # 93, the ninth car to carry that number. In the first image we see the car at its home base adjacent to the downtown Edmonton station on 12 Apr 1978 painted in the 1961 gray and black scheme with the red CN 'wet noodle'. Later in 1978 it was painted in the blue and yellow VIA scheme although it remained a CNR Business Car and was never transferred to VIA. It is seen in the second image in the blue with yellow stripes being turned on the wye at Jasper, AB., on 18 Aug 1989. At this date it was assigned to the CNR Vice-President Mountain Region and was based in Edmonton, as it was throughout its service with CNR. The car was sold in 1992 to a private owner, restored, and is now named TIOGA PASS (PPCX 800693), based in California for private excursion service at the tail end of Amtrak trains; it is still painted in the blue and yellow scheme.

<http://www.canadianrailwayobservations.com/2011/feb11/cnbusiness93cvcs.htm>

The link below shows the car as it is today:

<http://www.rrpicturearchives.net/rsPicture.aspx?id=454936>

#### ROCKY MOUNTAINEER VIGNETTE:

With leased Santa Fe B36-7 #7498 on the point, the Rocky Mountaineer (during its fourth year of operation), is seen at Banff, Alberta about to depart for Kamloops and Vancouver, British Columbia on July 7th, 1993.

<http://www.canadianrailwayobservations.com/2011/feb11/rmbanffcvcs.htm>

GO TRANSIT & AMT COMMUTER  
GO news editor Daniel Dell'Unto:

(with thanks to B.Frisina, D.Garcia and B.Miller).

GO Transit is rebuilding several of their remaining F59PH units. As of early/mid January, unit 559 has been overhauled and repainted at the VIA TMC and is almost ready to go. Also noted there for rebuild were units 558, 561 and 562. It is clear GO intends on keeping some of their F59PH units, although the exact amount is still unknown at this time. Units stored in the yard in mid January were GO F59PH units 543, 544, 548, 549, 550, 552, 553.

Many GO F59PH units are now sporting an electronic bell, replacing the mechanical ones they have had for years. All the MP40s were delivered with electronic bells, and all the cab cars were refitted over time a number of years ago. It appears many (but not all) F59's were retrofitted over Spring/Summer 2010.

Brand new MPEX (GO) MP40PH-3C 652 was spotted on an eastbound CP train in southern Ontario on January 23rd. MPEX 653 is also reported as on the way.

GO Transit bicycle cars 2745 and 2746, used for storing bicycles on the seasonal Niagara Falls trains, have been converted back to regular coaches. It is unknown if 2743 and 2744 have been converted back as well.

A new commuter rail station is planned for east Hamilton, Ontario when GO Transit gets its Niagara expansion project off the drawing board. According to reports, GO Transit is looking at constructing a station on the CN line at Centennial Parkway and would be naming it Confederation Station, as it would replace a station proposed for Fruitland Road in Stoney Creek, Ontario. Also, GO Transit would possibly shift all-day rail service between the Hamilton area and Union Station in Toronto, Ontario, which sees approximately 20 trains a day to the new station from Aldershot, Ontario. The agency had originally wanted to build a new station at James Street North in Hamilton. GO spokesperson Vanessa Thomas said the change in station sites is a result of comments the agency received from the public during summer information meetings in Hamilton and other communities. GO Transit had originally rejected Centennial Parkway because it could not be accommodated by a developer near the rail and road junction, east of the Centennial Parkway location. Currently, GO Transit is fine-tuning an environmental assessment and design study on a Niagara rail expansion, which it had launched during the start of 2010.

While in Oshawa, Ontario in early-January, Rob Gearns caught a GO Train departing Westbound with GO 651 pushing on the tail end.

<http://www.canadianrailwayobservations.com/2011/feb11/go651robgearns.htm>

#### AMT

AMT news editor Jean-Francois Turcotte:

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

d'électrification du réseau AMT de train de banlieues. COMING

In recent weeks, AMT has been double-heading their ex-GO Transit F59PH's on the Montreal CP lines, pairing the GO Transit painted units, and the two repainted AMT units. Michael Berry caught a westbound AMT commuter train passing through Montreal West Station on Dec. 24th, 2010 with two repainted units. On Dec. 31st he caught another

westbound AMT commuter train at the Westminster level crossing in Montreal West with two RBRX leased units in their former GO livery.

<http://www.canadianrailwayobservations.com/2011/feb11/amtnewsmichaelberry.htm>

Plans are in the works for a new Light Rail System from Montreal to the South Shore. Montreal's Champlain Bridge is to be replaced by a new structure crossing the St. Lawrence River. The current structure, hosting 6 road lanes (of which one becomes a bus lane during rush hour), is quickly reaching the end of its useful life. Work would start on a replacement bridge by 2019. While the bridge falls under Federal jurisdiction, Quebec's Minister of Transportation (MTQ) is pushing to integrate a new light rail line on the new structure to replace the unreliable and troublesome bus lane. This light rail line is expected to link the South Shore community of Brossard with downtown Montreal. It's been floating around since the early 2000's and the original routing would have it using the nearby ice boom to cross the river. As its name implies, the ice boom is a structure that breaks the ice floating on the river to prevent ice jams further east. However, the ice boom doesn't cross the St. Lawrence Seaway (which is closed during winter), requiring an additional and very expensive structure to get across. The expected one billion \$ price tag put the project in limbo. Routing the light rail line on the new bridge would be much simpler and cheaper, as costs would be shared.

#### AMT Vignettes:

Marc G. Vallieres clicked these Hawker Siddeley-built former GO Transit Cab Cars (AMT 103 and AMT 203) in Downtown Montreal at Lucien L'Allier Station 8/18/2010 as well as AMT 109 on 4/6/2010. As Tim Organ pointed out, all have several sets of air horns. All AMT cab rolling stock are getting equipped with two sets of horns, we believe they are standard K3L or perhaps K3LA. One reason is St-Antoine residents (near St-Jérôme, QC), loudly complained about trains sounding their horn prior to departing the yard to test them. AMT agreed not to perform the 4am horn checks by providing a second set of horns as a backup on each locomotive and cab car. The AMT 3000's (and the future 1350's), will have a total of 10-chimes!

<http://rrpicturearchives.net/showPicture.aspx?id=2192847>

<http://rrpicturearchives.net/showPicture.aspx?id=2009242>

Now retired, Bi-Level Gallery Cab Car AMT 901 was built in 1969 by Canadian Vickers for CP Rail's Montreal - West Island commuter service. Marc G. Vallieres photo shows it at Lucien-L'Allier Station about to depart on its last trip of the day up to St-Jerome, QC.

<http://rrpicturearchives.net/showPicture.aspx?id=2036349>

Marc Chouinard wrote this report on the (ex-GO) AMT cars:  
[http://www.myrailfan.com/collection/AMT/AMT\\_1000/AMT\\_1000.aspx](http://www.myrailfan.com/collection/AMT/AMT_1000/AMT_1000.aspx)

#### CANADIAN LOCOMOTIVE SHOPS

Global Railway Industries: (RB Recycling / CADRAIL):

Retired CP SD90MAC-H's 9300-9303 were sold to RB Recycling (Montreal, QC) in December 2010, and in January 2011 were beginning to be delivered to the Lachine facility for stripping and scrapping. Tim Mayhew clicked the quartet at CP's St-Luc Yard in Montreal on Christmas Day 2010.

<http://www.canadianrailwayobservations.com/2011/feb11/9300timmayhew.htm>

Rebuilt VIA F40PH-2d 6458 is the latest to be released from CAD, and was seen outside at the Lachine, QC facility on January 8th.

Following repairs, New Brunswick Southern GP38-2 2318 was noted sitting on the CAD spur in Lachine, QC, for pickup by CP January 8th, and at press time was home, and mated to NBSR road slug 008.

Previously stored at MMC ex-VIA LRC 6907, and from TMC ex-VIA LRC 6914 arrived at RB Recycling in Lachine, QC for scrapping.

#### CANAC / Savage

Richard Marchi caught (Canac/Savage) CANX S13m 8700 sporting her new blue livery. The former CN switcher was photographed December 12th, 2010 outside the CANAC shop in Montreal, QC coupled to the two Pennsylvania lettered coaches reported in our CRO December issue. In late- December the switcher was sold by Savage to Fibreck Ltd, a pulp mill at St-Felicien, QC. and was delivered to destination in early January.

<http://www.canadianrailwayobservations.com/2011/feb11/canx8700richardmarchi.htm>

#### Lambton Diesel Services

During December 2010, Lambton Diesel Services (LDSX) in Sarnia, Ontario returned Ontario Southland Railway (OSRX) GP7 383 to the shortline. The unit received a reconditioned engine block from a Canadian Pacific unit and was way-billed to Woodstock, Ontario where OSR lifted the unit and returned it to their shop at Salford, Ontario. Walter Pfefferle caught the unit from his window on Jan 11th in Beachville, ON as they were heading to Ingersoll from Woodstock, ON.

<http://www.canadianrailwayobservations.com/2011/feb11/osr383wep.htm>

#### IRSI – Moncton, NB

CN GP38's 7507 and 7515 (ex-hump trail-only units) have received their GE RCL modifications at Industrial Rail Service and are now currently in Edmonton. CN 7505 (which has the 15 Years anniversary logo) is earmarked to get the same GE RCL system installation.

#### NRE – Ccapreol, ON

IN January, CN SD40u's 6023, 6025 and 6028 were released from the NRE shops in Capreol, ON and sent to Vancouver, BC. Now in Edmonton, AB, CN SD40u 6027 was the first of the series to receive the GE RCL system, with CN 6022 still at the NRE shop for this mod.

## **GreenRailNews.com “Green” Locomotive Roundup**

Edited by Jody Moore

<http://www.greenrailnews.com>

**Photo of the month #1:** US Army’s first pair of 3GS21B gensets, USAX 6500 and 6501, cooling their heels after an early morning switch at Fort Bliss in El Paso, TX on Nov. 16, 2010. Photo by Jody Moore. <http://www.greenrailnews.com/nre/usax/6500-6501a.jpg>

**Photo of the month #2:** Union Pacific RP20BDs UPY 2655 and 2639 wait to get on the main at Roanoke, TX while working the local there on Jan. 17, 2011. Photo by Jody Moore. [http://www.greenrailnews.com/railpower/upy/2655\\_2639a.jpg](http://www.greenrailnews.com/railpower/upy/2655_2639a.jpg)

After a few month period filled with two job assignment changes, countless 80 hour work weeks and over 10,000 miles driven, the GreenRailNews Green Locomotive Roundup returns with a massive edition. We hope it was worth the wait!

### **BROOKVILLE EQUIPMENT:**

Green Rail News had the opportunity to visit Brookville Equipment’s facility back in October. The shop is in a non-descript part of the town of Brookville, PA, nestled between a quiet residential neighborhood and the Buffalo and Pittsburgh’s Brookville yard.

Though Brookville isn’t a dedicated genset locomotive builder, they are still a busy facility. During our visit, we noted at least 16 different trolleys being rebuilt for San Francisco, as well as a number of mining vehicles, and one Metro North BL20GH that was in for repair work following a collision. Also noted as BUFFALO & PITTSBURGH BL14CG BPRR 1400 which was built by BPRR from a kit, then delivered to the shops for paint.

Photos from the visit:

MNCR 113: <http://www.greenrailnews.com/brookville/mnrcr/113a.jpg>

BPRR 1400:

<http://www.greenrailnews.com/brookville/bprr1400a.jpg> and

<http://www.greenrailnews.com/brookville/bprr1400a.jpg>

Greg Wiltsie caught the BPRR 1400 alone by the engine house in Butler, PA on Dec. 15, 2010:

<http://gwilt33.rrpicturearchives.net/showPicture.aspx?id=2342176>

On Dec. 28, he found the 1400 and 1401 coupled together, again in Butler: <http://gwilt33.rrpicturearchives.net/showPicture.aspx?id=2353465>

On Dec. 15, Railway Age provided additional coverage of the commissioning of BPRR 1400: <http://www.railwayage.com/breaking-news/buffalo-pittsburgh-commissions-second-genset-switcher.html>

The Railway Age article also mentioned that the third BL14CG kit, being built for the Ohio Central Railroad, will be numbered OHCR 1402. That locomotive was spotted working in late January, 2011. Photos will be included in the March 2011 Roundup.

Interviews with the Brookville sales staff included mention of a new BL40PH single engine passenger unit (complete with streamlined body), a proposed high horsepower twin engine passenger genset, and a new three-engine, six axle genset BL20CGC, which has

been designed, and is available for purchase H H.

#### ELECTRO MOTIVE DIESEL:

In October, EMD GP22ECO demonstrator EMDX 7102 was released from MetroEast Industries repainted in FERROMEX colors as FXE 2100. Juan Carlos Tovar caught these photos of the unit, presumably in Mexico, and posted them to his Ferromex page:

<http://ferromex.tripod.com/2100/>

AMTRAK CALIFORNIA F59PHi CDTX 2013 was released from EMD London in October after being repowered with a 710ECO engine. The unit traveled back to California via Amtrak's California Zephyr from Chicago. As of early 2011, the unit still doesn't have any additional markings to indicate that it has been repowered.

GRN has learned that the list of GP22ECO conversions performed by KANSAS CITY SOUTHERN in 2010 includes the following units: KCS 2806, 2811, 2813, and 2814. I have not yet confirmed the last unit, nor the number of the final unit in the group of five units converted at KCS's Shreveport, LA shops.

Altoonaworks.info has reported that NORFOLK SOUTHERN's ECO slug and mother conversion program will include former GP38ACs NS 4105 and 4117, which will be GP22ECO-M mothers NS 5900 and 5901 respectively, and GP38s NS 2888 and 2885, which will be GPTEB slugs NS 600 and 601 respectively.

Altoonaworks' Lance Myers caught this photo of the 4117 and 2888 on shop trucks:

[http://www.altoonaworks.info/pics/l-yers/jbs2/101118\\_5.jpg](http://www.altoonaworks.info/pics/l-yers/jbs2/101118_5.jpg) and this photo of the 4105 during conversion:

[http://www.altoonaworks.info/pics/l-myers/jbs2/101118\\_6.jpg](http://www.altoonaworks.info/pics/l-myers/jbs2/101118_6.jpg)

#### GENERAL ELECTRIC:

On Oct. 21, it was announced that General Electric would be working to repower a number of diesel engines on the Port of Houston, including the PTRAs switcher fleet, with new EPA Tier 4-compliant diesel engines.

GE is investing \$50 million for the locomotive and marine engines to lessen fuel consumption and emissions at the port, according to the Houston Chronicle. The new engines would reduce emissions by up to 90% and save up to 10% in fuel compared to the older locomotives and workboats currently in operation, GE said.

Coverage of the story:

<http://www.chron.com/dispatch/story.mpl/business/7254912.html>

and

[http://www.portworld.com/news/i97382/Houston\\_port\\_upgrades\\_to\\_Tier\\_4\\_engines](http://www.portworld.com/news/i97382/Houston_port_upgrades_to_Tier_4_engines)

#### MOTIVEPOWER:

During the month of October, MotivePower shipped all three of the new MP14B gensets for ARCHER DANIELS MIDLAND from its facility in Boise, ID. First to depart was ADMX 1401, which shipped at the beginning of the month bound for Marshal, MN. In November, ADMX 1401 and 1402 shipped to Cedar Rapids, IA. Photo of ADMX 1401 and 1402 in Cedar Rapids by Buddy Burton:

<http://www.railroadforums.com/forum/attachment.php?attachmentid=110522&d=1290402911>

On Dec. 10, MotivePower's MP21B genset demonstrator MPEX 244 was handed off to the UNION PACIFIC enroute to the GREAT SANDHILLS RAILROAD in Leader, SK.

#### NATIONAL RAILWAY EQUIPMENT:

In early October, GreenRailNews was invited to tour NRE's Mt. Vernon, IL facility. While most of the things we were shown are covered elsewhere in this report, I would like to say that NRE rolled out the red carpet for us. It's obvious that the employees take pride in their work, and though the facility is normally a closed facility, they were eager to show us around the lot. I'd also like to thank everyone who took time out of their days – at shift change no less – to show us around. NRE is definitely a class act.

Under construction at the Mt. Vernon shops were three gensets for the BELT RAILWAY OF CHICAGO. At the end of the year, BRC received their three new locomotives – 2GS14B BRC 140, and 3GS21B's 210 and 211. George Redmond caught a photo of the 211 at Mt. Vernon just before it was delivered:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2344559>

BNSF RAILWAY received the last of its eight 3GS21Cs for California service at the end of the year. Michael Richmond caught BNSF 1300 in Kansas City after leaving NRE Mt. Vernon.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2275533>

GreenRailNews managed to photograph BNSF 1306 in Paducah, KY the day that it was handed off from NRE. The eight locomotives were all built on retired SD40 frames.

<http://www.greenrailnews.com/nre/bnsf/1306a.jpg> and  
<http://www.greenrailnews.com/nre/bnsf/1306b.jpg>

BUNGE NORTH AMERICA has redeployed the first of its 1GS7Bs. With the planned closure of Bunge's facility in Danville, IL, BNGX 8002 was sent to Rose Hill, NC in early November 2010. We managed to get a photo of the unit at the CSX engine shop in Hamlet, NC during the trip: <http://www.greenrailnews.com/nre/bngx/8002e.jpg>

Canfor has received a unique end-cab 2GS14B for use on its NORTHWOOD PULP AND TIMBER DIVISION operations in Prince George, BC. The unit was built on a recycled frame at NRE's Mt. Vernon, IL shops. It was just a bare frame when we visited Mt Vernon in October. Photos of this unique locomotive can be found in the Canadian National section of CRO.

CSX TRANSPORTATION took receipt of four genset units during the last quarter of 2010. Unique to CSX's fleet, the units were built on the frames of retired GE B36-7 locomotives. We were fortunate enough to catch CSXT 1314 inside the shops at NRE Mt. Vernon just before it was delivered. <http://www.greenrailnews.com/nre/csxt/1314a.jpg> and <http://www.greenrailnews.com/nre/csxt/1314b.jpg>

The 1314 went on to gain media attention as CSX's first genset in Maryland, as shown in this Progressive Railroading article from Oct. 27, 2010: <http://www.progressiverailroading.com/freightnews/article.asp?id=24867>

Just a day before, the EPA and CSX announced that a second genset would be built for CSX service in Maryland. Though it's not specifically stated, it is presumed the unit will come from NRE.

<http://yosemite.epa.gov/opa/admpress.nsf/0/EF7B4F9D117D5CA7852577C8005E46D1>

GRN found another new CSX delivery resting between shifts in the Pittsburgh suburb of McKeesport, PA. CSXT 1316 is a 2GS14B-DE convertible locomotive, with the ability to be upgraded with a third genset at a later date if desired. Photos:

<http://www.greenrailnews.com/nre/csxt/1316b.jpg> and

<http://www.greenrailnews.com/nre/csxt/1316c.jpg>

At press time, CSX TRANSPORTATION's first 3GS21C, CSXT 1600 had been released from Paducah, KY. Joe Ferguson snapped these photos of the unit at interchange:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2383873> and

<http://www.rrpicturearchives.net/showPicture.aspx?id=2383874>. The unit was built on the frame of a retired SD40-2. Original core unit number not known at press time.

In early December, KENTUCKY UTILITIES received a 2GS14B-R, numbered KU 2010. It's not known what the -R designation means, as it's a new model designation. But the locomotive is equipped with an extra air compressor for higher capacity, and that could be part of that equation. The locomotive was purchased for use at the E.W. Brown Power Generating Station near Harrodsburg, KY. JL Scott photographed her in Louisville, KY on Dec. 1, 2010:

<http://www.railpictures.net/viewphoto.php?id=347265&nseq=0>

In October, NRE released 2GS14B lease locomotive NREX 2010. The unit is leased to MARATHON OIL in southern Illinois. We were fortunate enough to be able to photograph this unit a few days before it left for Marathon.

<http://www.greenrailnews.com/nre/nrex/2010b.jpg>

MOSAIC PHOSPHATES is now the proud owner of a 3GS21B-DE genset locomotive that was built at NRE Dixmoor. MOCX 3804 was in transit in early December 2010, arriving at the South Fort Meade, FL phosphate mine on Dec. 19.

A 1GS7B for NORTHROP GRUMMAN was delivered in late December. NNSX 507 was built at NRE Silvis, IL, and delivered to Northrop Grumman's Newport News Shipbuilding facility in Newport News, VA. It arrived there in early January 2011. Marc Malnekoff shot the unit in transit on CSX in Riverdale, IL:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2355894>

The US ARMY received two 3GS21B gensets in November and December. The unit acquisitions were detailed in an FBO document posted online. This document also specifies the deployment locations for the new units, and mentions an optional third unit for Fort Sill.

<https://www.fbo.gov/index?s=opportunity&mode=form&tab=core&id=afd6663c262afd3e9c366d0b8a3b2e9&cview=0>

The first unit was USAX 6507, built at Paducah for service at Fort Stewart, GA. The Army made a PR splash when the unit arrived.

<http://www.army.mil/-news/2010/11/26/48647-new-low-emitting-locomotive-pulls-into->

[fort-stewart/](#)

Max Linder caught USAX 6507 in a CSX train headed through Jessup, GA on Nov. 16, 2010:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2311326>

and

<http://www.rrpicturearchives.net/showPicture.aspx?id=2311323>

The second unit, USAX 6508, came from NRE Dixmoor, and was delivered to Fort Bragg, NC. That unit was the first USAX unit to be built with the new hood and engine configurations. Unfortunately, no photos are available yet, but we are working on getting some. The Army also make a PR release when the unit was commissioned:

<http://www.army.mil/-news/2011/01/18/50489-tracking-fort-braggs-newest-engine/>

Not to be left out, the US NAVY's NAVFAC program added a Mt. Vernon-built 1GS7B to its roster at the Naval Support Activity facility, Crane, IN. According to a US Navy press release, the Crane, IN facility plans to add two new locomotives and one more overhauled locomotive to its roster in the next two years. Here's the press release, along with a photo of USNX 65-00072 at work.

[http://www.navy.mil/search/display.asp?story\\_id=58194](http://www.navy.mil/search/display.asp?story_id=58194)

#### PROGRESS RAIL SERVICES:

Progress has been selected to perform the repowering of PACIFIC HARBOR LINE's fleet of MP20B-3 and MP20C-3 single engine locomotives. Work will be performed at Progress' Tacoma, WA shops during 2011. The units are PHL 20-21, and PHL 60-74. They were just rebuilt a few years ago to EPA Tier 2 standards. The rebuild will fit the locomotives with new CAT 3512C HD engines equipped with diesel particulate filters. When finished, the locomotives will be Tier 3 compliant.

<http://www.progressiverailroading.com/freightnews/article.asp?id=25082>

Max Linder caught new NORFOLK SOUTHERN PR43C's NS 4002-4005 moving in a special train through Jessup, GA on Dec. 16, 2010. The four unpainted but otherwise complete locomotives were in a train that was led by PR30C demonstrator PRLX 3001, with PR23B genset demonstrator PRLX 2002 bringing up the rear.

NS 4002:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2337657>

NS 4003:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2337654>

NS 4004:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2337656>

NS 4005:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2337653>

Full train:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2337652>

#### RAILSERVE:

On Nov. 15, 2010, Doug Wolfe photographed previously unseen Railserve LEAF conversions RSSX 1051 and 8345 in Decatur, IL and posted this photo:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2307604>

### RAILPOWER TECHNOLOGIES:

In early October, PORT OF MONTREAL RP20BD POM 1001 was released from TMS. The unit moved to Montreal via Norfolk Southern. Bruce Kerr caught this photo of her in Enola, PA:

<http://www.greenrailnews.com/railpower/pom/1001b.jpg>.

As 2010 closed, RJ CORMAN began collecting GG20B Green Goats and moving them to company facilities in Lexington, KY. Among the units moved were Gen. 1 GG20B's BNSF 1212 and 1213, and Gen. IV upgraded unit RPRX 414, formerly Railserve RSSX 414. RJC also moved the two Railpower units, RPRX 1701 and 2406, to Lexington as well. In early December, the BNSF units were spotted with their hoods removed. They were expected to be scrapped for parts, with their frames possibly retained for RP20BD conversions.

### THOROUGHbred MECHANICAL SERVICES:

In late 2010, TMS commenced work on the Railpower RP20BDs that will become NORFOLK SOUTHERN 102 and 103. The locomotives were originally commissioned by Railpower to be built Norfolk (VA) International Terminal, but were seized by TMS on a mechanics lien when Railpower filed bankruptcy in early 2009, and ultimately went to NS in a three way settlement between Railpower, TMS and NIT.

At press time, the pair was being released from TMS in NIT green paint, with NS logos and numbers. They were reportedly to be leased to NIT in Norfolk, VA.

### ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during December 2010:

Nine SD70M-2's were shipped from the London Ontario plant during December for Canadian National only. Shipped in three batches from CN London East were CN 8939 and 8941 - 8948 inclusive, leaving CN SD70M-2's 8949 - 8964 for delivery in 2011.

The third of six Amtrak California FP59-I's (CDTX 2003), arrived during the month for an ECO repowering.

We now have the renumbering of the London built UP SD60Ms; which were repowered and upgraded to SD59M-2 ECO's –

9900, ex-2489, nee-6334

9901, ex- 2511, nee- 6362

9902, ex-2497, nee- 6345

9903, ex-2473, nee- 6318

9904, ex-2520, nee- 6365

9905, ex-2495, nee-6340

9906, ex-2512, nee-6357

9907, ex-2518, nee-6363

9908, ex-2496, nee-6341

9909, ex- 2508, nee-6354

(1) 2496 assigned; not re# 24xx series.

(from Dave Stowe)

On January 28th Electro-Motive Diesel said it had signed an agreement to supply five new SD70ACe locomotives to Quebec North Shore and Labrador (QNS&L), a subsidiary of Iron Ore of Canada. As well, EMD announced Ferrocarril Mexicano, S.A. de C.V. (Ferromex) has signed a purchase agreement for 44 new SD70ACe locomotives. EMD will deliver the new five locomotives ordered by QNS&L in August. QNS&L previously ordered seven SD70ACe model locomotives (such as shown at left) that were delivered last year.

The SD70ACe locomotives ordered by Ferromex will begin being delivered this April. The contract with Ferromex also includes a 15-year locomotive maintenance agreement. This is the second order by Ferromex of the SD70ACe model. Upon completion of delivery, Ferromex will operate a total fleet of 59 SD70ACe locomotives (such as shown below).

EMD introduced the SD70ACe locomotive in 2005; it incorporates a reliable and energy-efficient EMD two-stroke 710 engine. The QNS&L locomotives will also feature EMD's winterization package, radial trucks, and Q-cab for operator comfort and safety.

"The products purchased from EMD respond very well to the complexities of the QNS&L Railway, namely in terms of our hard winter climate, long 22,000-ton trains and one man crew operations," said Louis Gravel, general manager, Product Delivery, for QNS&L.

"We are thrilled that QNS&L has once again selected the SD70ACe for continued expansion of its mining operations," said EMD CEO Billy Ainsworth. "We greatly value the confidence QNS&L has in EMD and the leading performance of our products."

Seen being delivered to the AAR test track at Pueblo, CO is EMDX #92 am SD89MAC (Carl Wrethwisch photo). > The Chinese are ordering a totally new model, developed for China. The only carryover from the SD90MAC is the 265H engine. I am sure the engine has undergone years of refinement since the SD90MAC. If you go to the EMDiesel website you can see the new locomotive, it looks nothing like the SD90MAC. I think if Caterpillar feels that 6000 hp is going to find a market in this country they will be ready. China intends to spend \$350 million on locomotives.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2362113>

## SHORTLINES REGIONALS & INDUSTRIALS

### WESTERN:

In January 2011, Northwood Pulp & Timber in Fraser Flats, BC. (Prince George, BC) received brand new NREX 2GS14B #104. This model features an endcab design and may have been constructed on a CN GP9RM frame and trucks. Dan Braun caught NREX 2GS14B #104 while in transit on the CN Neenah Sub at Oshkosh, WI, January 9th.

<http://www.canadianrailwayobservations.com/2011/feb11/northwood104.htm>

Former CP SD40-2 was photographed by David Layland in Vancouver at the SRY shop in December 2010, just prior to being shipped up to ABC Metals (J&L Consulting) in Langley, BC. The SRY shop has been cannibalizing all useable parts from several other SD40-2's and GP9u's CP sold last year.

<http://www.canadianrailwayobservations.com/2011/feb11/5714davidlayland.htm>

Ken McCutcheon caught Great Western Railway (GWR) MLW's 2004 and 2000 in a winter wonderland heading Eastbound at Readlyn, SK on January 13th, 2011. The photos show the crew digging out the switch, the train approaching Verwood, and finally showing grain cars set out at the elevator and the power returning to the main.

<http://www.canadianrailwayobservations.com/2011/feb11/verwoodkenmccutcheon.htm>

Ken McCutcheon's wife Pamela took this shot of Ken while railfanning the NREX ex-ATSF GE's on Great Sandhills Railway in 2010. (His photos were in CRO last year) Currently The Great Sand Hills Railway leases two GP38-2's from CP for whenever GSRV loads a 112-car train for the extra power needed. They also lease 2 GP38-2's lease from GMTX (2674 & 2683) with a third LLPX 2267 which is expected to arrive in early February following minor work done at Stettler, AB for GMTX. The (ex-ATSF liveried) NREX B23-7's have of course gone back to NRE in the USA.

<http://www.canadianrailwayobservations.com/2011/feb11/kenmccutcheon.htm>

In December 2010, a consortium of prairie farmers in the Battle River Area in Alberta purchased an 80-kilometre (51-mile) branch line from CN for \$5M. The new railway is called the "Battle River Railway" and runs between Camrose to Alliance, Alberta. They also acquired (ex-CN) SD40-2W 5353 which had been retired in early 2010. In late December the railway hauled their first grain car shipment to Camrose, AB for interchange to CN, for furtherance to Prince Rupert, BC.

Once leased to the Windsor & Hantsport Railway (WHRC) in Nova Scotia, CEMR GP9RM #4013 is coming to the end of its life and is now being used as a parts source at the CEMR yard/shop in Winnipeg. Dec. 28, 2010. (Jeff Keddy photo).

<http://www.canadianrailwayobservations.com/2011/jan11/cn4013jeffkeddy.htm>

When Jesse Acorn visited Alberta Prarie in Stettler on July 17, 2010, he clicked RMAX S-3 #16-52. Formerly used at Lafarge Canada in Exshaw, AB, it now belongs to the Rocky Mountain Rail society.

<http://www.canadianrailwayobservations.com/2011/feb11/rmaxjessiacorn.htm>

#### ONTARIO:

On January 6th at Huntsville, ON, W.D. Shaw caught "The Northlander" with ONR GP38-2 1809 shining in all its tangerine glory on the point, after hitting a brief spot of sunshine before the clouds reclaimed the sky and began snowing again.

<http://www.railpictures.net/viewphoto.php?id=350875>

This is one of those 'nice timing' shots :). While travelling between Kapuskasing and Hearst, the sun popped through the clouds just long enough to lighten up northbound 515 at Mile 82 of the Kapuskasing Subdivision January 2011.

<http://www.onrgallery.com/picoftheday/picarchive118.html>

Now here's a little something extra that was spotted on Thursday, January 20th's 313 (Cochrane to Kapuskasing). Rolling from Xstrata's Copper operations in Timmins, and being shipped to National Railroad Equipment's Shops in Capreol is Xstrata painted GP9

**NREX 1684.** Check out that fancy cab which was created by her original owners, the Santa Fe Railroad.

<http://www.onrgallery.com/picoftheday/picarchive119.html>

**On November 4, 2010.** Ontario Northland's Refurbishment Department celebrated the successful delivery of the 100th completely rebuilt GO Transit double decker coach to Toronto. A special party was thrown to commemorate the milestone at ONR's Refurbishment facility where a special banner was unveiled that read "100 Quality Cars Delivered". The banner now hangs from the ceiling of North Bay's Car Refurbishment Complex. (Mike Robin - ONR News Editor)

**GEXR Motive Power** (revised by Jon Snook January 6th 2011)

**Active:**

**FEC 709 (arrived Nov/09)**  
**LLPX 2210 (currently in Goderich shop for various repair)**  
**RLK 2211**  
**LLPX 2236**  
**GEXR 3821**  
**RLK 4001**  
**GSCX 7362 (arrived Feb/10)**  
**GSCX 7369 (arrived Mar/10)**

**Stored:**

**RLK 1400**  
**RLK 1401**  
**GEXR 3834 (derelict)**  
**GEXR 4046 (out of service since 2008)**  
**CEFX 6537 (out of service since 2006)**

**Transferred:**

**GEXR 4019 transferred to OVR Apr/09.**  
**RLK 4096 transferred to OVR July/09.**

**Returned to Leasor:**

**HLCX 6061, 6091 and 6522 returned off GEXR property Aug/10**  
**CN 5381 returned to CN London East Nov13/10.**  
**CN 5276 returned to CN Mac Yard Jan. 2/11.**

**Peter McGough submitted these two photos of Goderich - Exeter SD40-2 locomotives FEC 709 and GATX 7362 working in Kitchener, Ontario January 19th.**

<http://www.canadianrailwayobservations.com/2011/feb11/fecgscxpetermcgough.htm>

**NREX SD40-2 5644 (ex-CP) and NREX GP40 4631 (ex-SBD) were transferred from the Huron Central (HCRY) to the Ottawa Valley Railway (OVR) on January 25th.**

**The Ottawa Valley January 5th extension for the sale of the Canadian Pacific Chalk River Subdivision between Mattawa to Smiths Falls, Ontario passed with no new buyer. Therefore, possible abandonment by Canadian Pacific in the spring of 2011 is imminent. RailAmerica reported that its subsidiary RaiLink Canada Ltd. had entered into a long term operating agreement with Canadian Pacific Railway (CPR) to continue to operate a portion of the Ottawa Valley Railway (OVR). In December 2009, the company had announced the termination of its lease with CPR of the OVR trackage. As part of the terms of the termination, the company continued to operate 157 miles of the line between Sudbury and Mattawa, Ontario and between Mattawa and Temiscaming, Quebec for an interim period of time. RailAmerica had agreed to continue to operate these segments of the OVR under a new, five year operating agreement with an option for a future extension; however, this did not include the Chalk River Subdivision, which has minimal on-line customers.**

**The Guelph Junction Express (which operates between Campbellville and Guelph on the Ontario Southland) is considering discontinuing their tourist train because of an uncooperative City Hall in Guelph, ON.**  
<http://www.guelphtribune.ca/news/article/226876>

#### **QUEBEC:**

##### **Gaspe Railway reporting marks:**

**Effective December 16th, 2010, SFG are the new reporting marks for the Gaspé railway. Société du chemin de fer de la Gaspésie is the official company name of the railway with SFG used to identify their locomotives and equipment. SFG 1856 (ex NBEC 1856), and SFG 1819 (ex NBEC 1819) identify their locomotives.**

**Bernard Babin caught Société du chemin de fer de la Gaspésie (SFG) RS18u's 1819 and 1856 pulling Chemin de Fer Matapédia et du Golfe (CFMG) Snowplow #002 at Matapédia, QC on January 4th, 2011.**  
<http://www.canadianrailwayobservations.com/2011/feb11/plowbernardbabin.htm>

**Bernard's SFG YouTube video:**

<http://youtu.be/50lroNRR12M?hd=1>

**Last year, eight QGRY lettered SD40-3's arrived in Quebec for the WESTERN LABRADOR RAIL SERVICES (WLRS) Bloom Lake iron ore mine. The iron ore mine traffic interchanges with the Quebec North Shore & Labrador Railroad. Until recently, WRLS had been owned by Consolidated Thompson Iron Mines the company that began production at the Bloom Lake iron ore mine near Fermont, QC. However in January 2011, Cliffs Natural Resources of Cleveland, OH, made a \$4.9-billion all-cash purchase to acquire Consolidated Thompson Iron Mines. As mine production will be increasing, more motive power is needed to move the heavy ore trains. There are currently eight SD40-3's leased in 2010 that are all former CN SD40's rebuilt by GEC-Alstom in Montreal during the late-1980's, and still in the gray paint: ex-WC 6900, 6905, 6906, 6940 and GCFX 6042, 6057, 6062, 6076 now with QGRY reporting marks on the cab. These are Genesee &**

Wyoming units on lease to the mining company. G&W of course owns the Quebec – Gatineau Railway.

As well, four new QGRY SD40-3's are to be leased for the Bloom Lake Mine ore trains on the QNS&L, and are being repainted at the Paducah, Kentucky Shop. The four units are former WC 6904, 6908, 6913, and 6920 also rebuilt from CN SD40's. Joe Ferguson caught the first one on January 12th in Paducah, KY. QGRY SD40-3 #3327 is wearing the G&W family paint scheme with Quebec - Gatineau Railway lettering and new number.

<http://www.canadianrailwayobservations.com/2011/feb11/3327joeferguson.htm>

On January 28th Electro-Motive Diesel said it had signed an agreement to supply five new SD70ACe locomotives to Quebec North Shore and Labrador (QNS&L), a subsidiary of Iron Ore of Canada.

Two former Amtrak baggage cars were seen in Belleville, ON January 9th on CN train 368. They were enroute to Montreal and then sent north to the CROI in Jonquière, QC., and are to be refurbished for a tourist train operation next summer on the Charlevoix Sub. (Ron Visockis).

<http://www.canadianrailwayobservations.com/2011/feb11/amtrakronvisockis.htm>

Quebec- Gatineau Vignette:

Philippe Julien caught QGRY train #729, lead by GP40 #3800, RM-1 #800 and SD40-3 #6042 (ex-GCFX), enroute to Trois-Rivieres, QC and seen here passing through Deschambault, QC on July 21st, 2010.

<http://www.canadianrailwayobservations.com/2011/feb11/qgryphilippejulien.htm>

**ATLANTIC REPORT:** (By David Othen)

A series of severe winter storms have hit Atlantic Canada over the last month. In late December both VIA's westbound and eastbound Oceans were delayed by 5 hours because of the weather. On January 22 the weather caused two locomotives on CN # 120 to fail east of Moncton with electrical faults - the lead locomotive and the mid-train DPU. Eventually a locomotive was taken off westbound CN # 407 and added to the front of CN # 120 so that it could continue to Halifax.

Matt Landry (Saint John Railfan) has posted a video of CN 8641 and three other locomotives hauling a long CN # 406 (143 cars) westbound at McCullys New Brunswick on January 15 See <http://www.youtube.com/watch?v=xaTSxuHd5zc>

Note that CN trains westbound between Moncton and Saint John have even not odd numbers because they have come east from Montreal through Moncton where they turn back west for Saint John, New Brunswick.

The Rail Grinder RG309 was serviced at Halifax Ocean Terminal yards after the Christmas layover and left early on the morning of January 6. Then on January 11 the rail train that sets out lengths of rail went to have a wheel changed out at Halifax Ocean Terminals. After that it was reported to have delivered rail to the Dartmouth subdivision.

The Gypsum Centennial loaded gypsum at Hantsport Nova Scotia on January 2. This may be the last shipment for many months because on January 21 Fundy Gypsum announced that they were suspending all operations until further notice. This will effectively shut down the Windsor & Hantsport Railway because Fundy Gypsum is now their only customer.

On January 23 the New Brunswick Southern road slug 008 was back in operation with NBSR GP38-2 "mother" 2318, which has just returned from repairs at CADRAIL in Lachine QC.

A new run through agreement between New Brunswick Southern and Pan Am Railways is reported to have been signed. The first Pan AM locomotives to run through onto the NBSR were PAN AM 516 (lettered MEC - ex CN 9657) and Guilford 319 (lettered MEC). They arrived at McAdam, NB on January 25th and after a stopover continued to Saint John, NB.

NBSR Vignettes: This New Brunswick Southern painted GP9 (ex-NBSR 3735), appeared at Vernon BC in 2002 and was shot by Phil Mason. The OKAN (railway) tried to get it running without success, it sat around until 2004 when it was scrapped in Kelowna, with select portions being shipped off for re-use. The story Phil heard was that this was one of several GP9's leased to NBSR at startup by Omnitrax. Several were returned by NBSR to Omnitrax because they were very unreliable. About this time, OKAN was losing motive power for the same reason, worn out but nicely painted Paducah GP9's simply not working. As well a collision with the KPR in Vernon, BC sidelined their two ex-CN HBRY M420W's.

<http://www.canadianrailwayobservations.com/2011/feb11/nbs3735philmason.htm>

George Pitarys caught NBSR GP9 3735 in much better days, back on Jan 4th 1997. It is seen with matching sisters crossing the Penobscot River at Mattawamkeag, Maine with NBSR train 280. The CP had only been gone at this point for 2 years. George added that he can't really speak as to these units reliability, except for what he observed when he was employed there working for CP: "There would not have 6 DRS units "working" on line, and maybe there aren't in this shot either!"

<http://www.canadianrailwayobservations.com/2011/feb11/nbs3735georgepitarys.htm>

## CRO MONTHLY PHOTO CONTEST

### JANUARY CONTEST WINNER

#### NIGHT MOVES

Our celebrity judge this month Gary Knapp picked Marc Caya's photo of the "Ocean leaving Montreal" as the winner in the Night Moves contest.

Marc will receive the CN Eastern Division Timetable 41 as his prize.

Well Done

A big thank you to all those that sent in photos as there were many great ones and it was tough choosing just one winning photo.

Congratulations to Marc and thank you to all that submitted photos.

Winning photo and runner up photos can be seen at  
<http://www.canadianrailwayobservations.com/contest/janwinner.htm>

All entries can be seen at  
<http://www.canadianrailwayobservations.com/contest/janentries.htm>

Just email your photos to  
[photoeditor@canadianrailwayobservations.com](mailto:photoeditor@canadianrailwayobservations.com)

### FEBRUARY PHOTO CONTEST

February can be even worse than January with many days that are dark and gloomy.  
The contest for February will be based on that and will be called

#### BLACK and WHITE

We are looking for black and white photos or photos that have been converted to black and white.

#### IMPORTANT

Remember, the photo must have been taken in the same month as the contest (Feb 2011).  
[To make sure your photos are not rejected, read the photo submission guidelines](#)

[Prize to be Announced](#)

Good Luck.  
The CRO team

### MODELLER'S CORNER (Edited by Mike Pebesma)

#### Announcements and Updates

Atlas O scale has announced a 40' steel reefer with Canadian National as one of the roadnames. Delivery is expected in May.

<http://www.atlaso.com/osteelreefer8.htm>

Athearn has announced an improved HO scale SW1500 switcher in various roadnames including CN. Improvements include etched metal grilles and road specific details. Delivery is expected in June

<http://www.athearn.com/Search/Default.aspx?SearchTerm=SW1500+RTR&CatID=THLD>

Exactrail has released an HO scale 72' plate deck girder bridge with railroad logos, including CN.

[http://www.exactrail.com/model-trains?product\\_type=1478](http://www.exactrail.com/model-trains?product_type=1478)

Rapido has now released all of the additional road numbers of ready-to-run LRC coaches and the LRC club car. They are in stores now.

[http://www.rapidotrains.com/schemes\\_ho/scllrcvia.html](http://www.rapidotrains.com/schemes_ho/scllrcvia.html)

As well for our VIA modelers, Ron Visockis submitted roster shots showing the paint scheme variation and rear end differences on the standard and rebuilt F40's. in a few months we will be unable to photograph any F40PH-2's in the older VIA paint scheme.

<http://www.canadianrailwayobservations.com/2011/feb11/viacomparerv.htm>

MIke Zollitsch is working on a pair of SP-painted SD45's for his BUFFALO & PITTSBURGH (BPRR) HO layout. He has nine of them modeled already, so what's two more? One (with the roof beacon) will be the B&P 463, and the other (with the winter window) will be Huron Central 460. Both will be tattered and weathered heavily. Note the relocated airhorns with air lines, various antennae and so many other details unique to each unit. Both are factory painted Athearn. Actually, accurate SP models of the real ones were just recently announced by Athearn. Darn it. Oh well, its more fun making it the way it should be than just buying it that way!

<http://www.canadianrailwayobservations.com/2011/feb11/modelmikezollitsch.htm>

Paul Trudel took these shots of his beautiful custom painted HO Scale CP RS10 and RS18 models on the Canada Central layout, in Montreal.  
<http://www.canadianrailwayobservations.com/2011/feb11/modelpaultrudel.htm>

## CANADIAN RAILWAY HISTORY

### TRHA

As briefly reported in last month's CRO, The Toronto Railway Historical Association ([www.TRHA.ca](http://www.TRHA.ca)), operators of the Toronto Railway Heritage Centre in downtown Toronto, launched a very successful fund raising campaign last year to save one of only two surviving LRC locomotives, VIA #6917.

The LRC (Light, Rapid, Comfortable) was a truly Canadian development as it was built by Bombardier (MLW), Alcan and Dofasco in co-operation with CN and later VIA Rail Canada as a higher speed rail option for the busy Quebec City - Windsor Corridor. The locomotives were capable of travel up to 125 MPH (limited to 100 MPH in service) and powered VIA's Metropolis express train between Toronto and Montreal. These locomotives were a common sight throughout the Corridor from their introduction in 1981 until their retirement in 2001.

As reported in TRHA News postings beginning here (<http://torontorha.blogspot.com/2010/12/salvaging-parts-for-lrc-6917.html>), the TRHA have spent the last month removing parts from sister LRC locomotive number VIA #6919, which was damaged in a sideswipe accident several years ago. This locomotive was owned by RB Railway Group (<http://www.rbrailwaygroup.com/>) in Lachine. Their president, Gerry Rosen generously gave the TRHA unfettered access to #6919 to take whatever parts we needed for the restoration of #6917. The remains of #6919 were finally scrapped on Friday 14 January, 2011. Over the next few months we will be working with VIA mechanics who have volunteered to help us on their days off to fully restore #6917 to operating condition.

The TRHA continues to welcome "Save the LRC" Campaign donations as they must continue to raise funds to make the LRC operational. Click on the "Save the LRC" banner on this page ([www.TRHA.ca](http://www.TRHA.ca)) to invest in the future of LRC #6917.  
<http://www.canadianrailwayobservations.com/2011/feb11/trhalrcrussmilland.htm>

## Southern Ontario Locomotive Restoration Society (Windsor, ON)

In January 2011, a former CP baggage car (long stored at St Luc Yard) was acquired by the Southern Ontario Locomotive Restoration Society - Windsor Chapter. The 81' smooth side baggage car was built in 1953 by Canadian Car & Foundry (CC&F) in Montreal as CP 4769. In the late 1970's it was reassigned to work train service as a Tool Car and renumbered to CP 404938. When retired in the 1990's and was stored in Montreal for many years. In early January 2011 it was moved to Toronto and on to Windsor, ON, and interchanged on January 7th with the Essex Terminal Railway, who moved the car to Don Hearn and Sons Amherstburg Location for restoration by SOLRS-W.

<http://www.canadianrailwayobservations.com/2011/feb11/solrscoach.htm>

Here is a photo of MLW-built S-3 #300 currently undergoing a cosmetic and operational restoration by SOLRS-W in Amherstburg, ON This unit was built in 1952 for the Essex Terminal Railway as #103. The diesel locomotive work is over-and-above the restoration of ex-CNR 4-6-2 5588 currently underway by SOLRS-W in Windsor which is in a park currently downtown.

<http://www.canadianrailwayobservations.com/2011/feb11/solrs300.htm>

SOLRS Windsor hopes to start an excursion program as early as 2012, as long as passenger-carrying equipment can be acquired and suitably restored. The Hearn engines (S-3's #300, #317 and S-1 #200) are to be considered as possible motive power for these excursions. SOLRS is always looking for enthusiastic volunteers and funds to carry-out the restoration efforts.

For further information please contact SOLRS-W Vice President Anthony Clark at 1 519 562 5593 or at:

[AnthonyClark5588@hotmail.com](mailto:AnthonyClark5588@hotmail.com)

[www.steam-train.org](http://www.steam-train.org)

## Galt Historic Railway Park (Stirling, AB)

Former CPR RPO #401807 is destined for the Galt Historic Railway Park at Stirling, Alberta. Built at the Angus Shop this former CPR Railway Post Office car was loaded onto a flatcar January 5th at Ogden Yard, with the trucks placed on an adjacent bulkhead car.

<http://www.canadianrailwayobservations.com/2011/feb11/workcarcvs.htm>

For more Canadian locomotive historical societies, preservation news and updates ... please visit the CRO "MUSEUMS" PAGE.

(If your group is not on our page ... contact us).

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

## **SOUTH OF THE BORDER**

Gary Knapp submitted this great photograph he captured on January 14, 2011 at 06:12AM. He had set up for a Vermont Railway System night shot of leased GATX #3105 in the lead, and look at the incredible result as the VRS train drifts through the opening between the

pine tree and the church. In a flash this surreal moment is captured ... the long wait and preparation well worth it!

<http://www.canadianrailwayobservations.com/2011/feb11/bluegaryknapp.htm>

On Jan 12th, CSXT train Q335 delivered orange and black LTEX Gp15-1 1419 to the Jackson and Lansing railroad (JAIL), a subsidiary of the Adrian and Blissfield, which runs over the former NS/CR/NYC Lansing secondary between Jackson and Lansing MI. (Photo by Steven McKay).

<http://www.canadianrailwayobservations.com/2011/feb11/ltexstevenmckay.htm>

As 2010 rolled to a close, Great Lakes Central took delivery of GLC 395-399, 5 leased GMTX-owned Gp38-2's, which were built by EMD in 1972 for Penn Central. GLC 395 was born PC 7950, 396 nee PC 8012, 399 PC 8015, 398 PC 8021, and 399 originally PC 8031. Freshly painted by NRE/VMV at Paducah KY, they were shuttled to Durand MI via CN in December and January. George Redmond captured 395 and 396 on their pilgrimages thru southern Illinois just before Christmas.

<http://www.canadianrailwayobservations.com/2011/feb11/ltexgeorgeredmond.htm>

George Redmond clicked TGM GP38-3 #G320 at the Total Grain Marketing/FS Elevator Casey, IL. 1/5/2011.

<http://www.canadianrailwayobservations.com/2011/feb11/tgmgp38georgeredmond.htm>

NREX SD40-3 #2001, lettered for Northshore Mining (NSM), was spotted at NRE Dixmoor, IL, December 27th by Mike Garza. It moved to CSX Barr Yard (Riverdale, IL) Jan. 4th. Sunday the 9th it was shuttled on train A447 to Stevens Point WI. Early Tuesday 1/11 it headed north in train A403 to Superior WI and late that day Proctor MN. Its first service was Thurs 1/13. Upon arrival, some grumbling was heard - as the loco is equipped with desktop controls. As it trailed the A447 6-unit consist Sunday, Dan Braun snapped this sunny portrait in Oshkosh WI of NREX #2001 with Northwood #104 on CN.

<http://www.canadianrailwayobservations.com/2011/feb11/nrexdanbraun.htm>

In January, CN handled the delivery of genset NREX #104 to the Northwood Pulp and Timber (a division of CANFOR) in Prince George, BC. This is the first 2GS14B built by NRE in an endcab switcher configuration - which echoes the NW-3's built decades ago for the Great Northern. Dan Braun caught NREX 2GS14B #104 in transit thru Oshkosh WI (Neenah sub) on January 9th.

<http://www.canadianrailwayobservations.com/2011/feb11/northwood104.htm>

The delivery sparked a search for other power used in that service - and we've uncovered the predecessors. Sw1200 103 was delivered as Milwaukee Road 2045 in November 1954. Mark Forseille shot 103; it will be the backup power for Northwood operations. Sw900Rm 102 was upgraded to 900 hp as Rock Island Sw900Rm 901 in April 1959. It was built March 1938 Rock Island 517, a 600 hp EMC SW switcher. Joe Ferguson sent a 1982 slide shot for this Blue Spruce (note their logo) safari. 102's days are not finished.

<http://www.canadianrailwayobservations.com/2011/feb11/northwood1023.htm>

Northwood reports more than one group is interested in the grizzly veteran. At the Prince George Railway and Forestry museum rests number 101, a GE 65-tonner, seen in this William Rogerson photo.

<http://www.rrpicturearchives.net/showPicture.aspx?id=1330236>

The Northwood Pulp and Timber NREX 2GS14B #104 is a very different model design from the NREX 3GS21B seen here as Norfolk Southern #300 at the Franklin Railroad Days event a few years back.

<http://www.canadianrailwayobservations.com/2011/feb11/northwoodns.htm>

Northrop-Grumman 1GS7B #507 was seen at the IHB East Yard in Riverdale, IL on Dec 28th, 2010. This genset was built at NRE Silvis in November 2010 on an SW1200 switcher frame. (#4491-7, weight 247,000lbs).

Boston's commuter railroad MBTA is receiving new MP36PH-3C's from Motive Power in Boise ID. MBTA #10 is seen at the MPI facility December 23rd and subsequent pickup by the BVRB in these great shots by Matt Farnsworth. (Note the MPEX posted in the cab window for movement).

<http://rrpicturearchives.net/showPicture.aspx?id=2351753>

<http://rrpicturearchives.net/showPicture.aspx?id=2351762>

In celebration of the AMTRAK 40th Anniversary, an Amtrak P42 (some suggest maybe #822) has been repainted at the Beech Grove, IN facility into an AMTRAK phase 3 style retro paint scheme with the red, white, and blue stripes. (IT IS ON THE LEFT SIDE OF THIS PHOTO) The front windshield area is black and beneath the stripes platinum mist. The engine wears an early-Amtrak logo, not used for some time. (Nick O'Dell photo ).

<http://www.canadianrailwayobservations.com/2011/feb11/amtraknickodell.htm>

Wallowa Union Railroad in Oregon has placed their three former BC RAIL RDCs in an auction sale in January. These are the BC RAIL Budds that were used on the Lewis and Clark Explorer train between Portland and Astoria, Oregon. Mark Forseille submitted some terrific shots of the BCOL RDC's while still in service on BC RAIL.

<http://www.canadianrailwayobservations.com/2011/feb11/bcraillrdcmarkforseille.htm>

### Delaware & Hudson Vignette:

D&H 1976 is a "souped up" Alco RS-3, rebuilt with a 2000 H.P. 12-251C engine, and chopped short hood. There were eight "RS-3M's" numbered D&H 501-508. 1976 is one of their two D&H Bicentennial locomotives, the other was a GE U23B. Taken by Kevin Piper at Bedford Park, IL, 8-13-76. Colonie started a "RS3M" type project in 1973 using parts from BM and EL RS3's, but it was never finished. Morrison-Knudsen of Boise, Idaho created the eight 500's with 251C engines and bodies from D&H RS3's that were shipped west. They were M-K model TE56-4A (continuous Tractive Effort of 56,000 pounds, 4 axles, Alco Prime mover). The 1976 was released in February of 1976 and hauled the first westbound D&H Apollo TV train into Buffalo in April of 1976. Bedford Park, IL is the

location of the Belt Railway of Chicago's Clearing Yard. The 1976 must have been there in August on a run through train. (From Kevin Piper and Steve Ross with thanks).

<http://www.canadianrailwayobservations.com/2011/feb11/dh1976kevinpiper.htm>

#### LETTERS TO THE EDITOR

Hi Will,

The Forest City Railway Society Annual Slide Trade & Sale Day and Slide Show Evening will be on SATURDAY APRIL 9, 2011 at the Campbellville Lions Community Centre in Campbellville, ON.

(Guelph Line at the CP Galt Sub crossing).

The Slide Swap will be held between 11:30 and 16:00. (Dealer set up at 11:00 ). After the swap there will be a Slide Show evening at the Lions Club from 18:00 to 23:00, with four formal presentations followed by an open session -- participants may bring up to 20 of their favourite images or a mini-program to share, and we'll get as many on as we can. The 4 feature presentations are TBA. Admission is \$5 for the swap; \$7 for show, \$10 for both. Information poster at:

<http://i156.photobucket.com/albums/t16/bayviewmofo/2011Poster2.jpg>

Or contact: Dave Stowe and Ian Platt at [tempo.jr@sympatico.ca](mailto:tempo.jr@sympatico.ca)

Hi Will,

Here's a link to our fotopic album that takes you directly to pics taken during our open house (Quebec) back in October 2010. The descriptions are in French but the pics speak for themselves. Enjoy !!

<http://smfq.fotopic.net/c1932146.html>

Ronald Pelletier  
Quebec City, QC.

Our good friends Bill Linley and George Pitarys have each announced their newest book releases:

Canadian Pacific in Color, Vol. 2 Western Lines.

To order a copy, please contact Bill Linley at [bill.linley@gmail.com](mailto:bill.linley@gmail.com)

George Pitarys new book is Seasons of Trains, and features beautiful colour images of MEC, NBS etc

See my new book Seasons of Trains :

<http://railroadexplorer.com/seasons>

To order your copy, contact “Mike” at: [railroadexplorer@comcast.net](mailto:railroadexplorer@comcast.net)

CRO in 2011... The new year is typically a time to change and improve, and we will be implementing many innovations to CRO in the months to come. This month for example, we improved the CRO Home Page appearance and its functionality. As well, Tim Hayman joined the CRO team as our new VIA NEWS Eastern Editor. Terry Muirhead will remain as our VIA NEWS Western Editor. Tim brings to CRO his passion for all things VIA and passenger trains, and of course his expertise on the subject. CRO’s VIA RAIL NEWS will soon feature more news from coast to coast, and much more background on VIA RAIL equipment and locomotives. Tim’s first report will be in the March issue.

Chris McNahon sent me this Canadian train station picture website which covers current/former stations coast to coast with many in the east.  
<http://yourrailwaypictures.com/TrainStations/>

Cheers,  
Will

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

THANK YOU:

Jesse Acorn, Murray D. Adams, Jonathan Matthew Angeles, Guy-Pascal Arcouette, Bernard Babin, Wm Beecher Jr., Michael Berry, Christopher Bodkin, Dan Braun, Guilio Capuano, Andy Cassidy, Saul Camargo, Clayton Chaloner, Bruce Chapman, Anthony Clark (SOLRS-W), Patrick DeLarue, Daniel Dell’Unto, Tim Dryden, Joe Ferguson, Brendan Frisina, Dan Garcia, Mike Garza, Sean Graham-White, Tim Hayman, Doug Hately, Bob Heathorn, Jason Jongen, Jeff Keddy, Gary Knapp, Massey F. Jones, Ken Lanovich, Luc Lanthier, Jacques Leroux, Bill Linley, Roman Litarchuk, Richard Marchi, Phil Mason, Peter McGough, Ken McCutcheon, Don McQueen (Froth), Bruce Mercer, Russ Milland (TRHA), Arnold Mooney, Jody Moore, Glen Mounk, Deane Motis, Terry Muirhead, Peter Murphy (CRHA) Jason Noe (Railpace), Henry Nye, Nick O’Dell, Mark Perry, Donna Peters, Kevin Piper, George Pitarys, Walter Pfefferle, John Read “GR17f”, Earl Roberts (Branchline), George Redmond, Bill Sanderson, Peter Skretting, Jon Snook, Wilco van Schoonhoven, Cor van Steenis, David Stowe, Brian Thompson, Jean-François Turcotte, Marc Vallieres, Ron Visockis, Craig Walker, Ed Weisensel, Christian White, Chris Wilson, Peter J Wilson, The Bridge Line Historical Society, and The Canadian Trackside Guide. Un grand merci a Mike, James, John, Michel, Tony, Denis, Mohammed et tous mes amis au St-Luc Diesel Shop.

SUBMITTING PHOTOS:

We encourage our readers to forward current pertinent news photos, and historical material as well. Include text with loco #'s, train # or direction, date, and location, and send to CRO at:

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

NOTE: Please read the [photo submission guidelines](#) before sending in your photos in order to prevent any from being rejected.

**Note: Photos submitted to CRO should be 1000 pixels wide max and no bigger than 500 K in size.**

**GOT AN OBSERVATION?**

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

**CRO is also on FACEBOOK!**

**You can visit us at:**

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