



## CRO JANUARY 2011

### CANADIAN NATIONAL

On December 23rd, CN C40-8W #2141 was released from Woodcrest, and is the very first of the former BNSF GE's repainted into CN livery and to enter service. This locomotive is ex-BNSF nee-ATSF C40-8W #812, and was done at Woodcrest Shop because the Centrailia Shop are still completing the last of the ex-UP (nee-CNW) C40-8's. There were at least two other ex-BNSF C40-8W's at Woodcrest as we went to press.

Christian White caught CN 2141 on CN E251 on one of her first runs.  
<http://www.canadianrailwayobservations.com/2011/jan11/cn2141exbnsf.htm>

Walter Pfefferle caught 332 with CN 8914 - CN 2330 - CN 5511 - CN 2141 between the raindrops in Woodstock Ontario December 30<sup>th</sup>. CN C40-8W 2141 is sure to be photographed a lot over the next few weeks!

<http://www.canadianrailwayobservations.com/2011/jan11/cn332cn2141.htm>

The keen eye of Mike Robin noted in this shot of new Great Lakes Central GP38-2 #396, no one had mentioned or noticed the first CN painted ex-ATSF C40-8W in the background, CN #2141!

<http://www.railpictures.net/viewphoto.php?id=349505&nseq=0>

As well just before Christmas, CN SD70M-2's 8945 and 8946 were released from EMCC London, ON, and are in service. To date all units from 8915-8946 have been delivered and are all in service over the system. CN Train A442 South (Edmonton, AB to Calgary, AB general merchandise service), is seen passing through Hubalta, MP 124 on the Three Hills Subdivision, two miles from Sarcee Yard on Dec 13<sup>th</sup> with one of the earlier group of units: CN SD70M-2 8927. Up until a couple of years ago, A442 was a daily train but now is operated only as needed. CN typically places any General merchandise freight on the headend of daily IMS train Q115, rather than running a separate train consist. (Cor van Steenis photo).

<http://www.canadianrailwayobservations.com/2011/jan11/cn8927cvs.htm>

On December 5th Jesse Acorn clicked brand new ES44DC 2340 at Mile 6 on the CN Edson Sub Edmonton, AB.

<http://www.canadianrailwayobservations.com/2011/jan11/cn2340jesseacorn.htm>

As of December 18th, 30 of 35 ex-UP C40-8's were in CN livery and in service: CN 2101, 2103, 2104, 2105, 2106, 2107\*, 2108, 2111, 2112\*, 2113\*, 2114, 2115\*, 2116, 2117, 2118, 2120, 2121, 2122, 2123, 2124\*, 2125, 2126, 2127, 2128\*, 2129, 2130, 2131, 2132, 2133, 2134. The asterisk signifies the 15-year artwork.

CN C44-9W 2587 arrived in Chicago, IL December 22nd with heavy fire damage to the engine area of the long hood. For now she is at Homewood Shop, but may end up at Relco in Albia, IA., or possibly another repair shop.

On December 22nd George Redmond reported only a few ex-UP C40-8 units remain to cycle through the IC Centrailia Shop with the five (CN 2100, 2102, 2109, 2110, 2119), in various stages of prep for repaint. Here is a shot of CN 2101, CN 2104, and UP yellow 2110 taken in the first week of December.

<http://www.canadianrailwayobservations.com/2011/jan11/cn2101georgeredmond.htm>

December 21st, George Redmond caught CN 2108 running in fresh paint at the Diesel facility at Centrailia, IL. He clicked ex-UP Yellow 2109, and CN 2119 and ex-BNSF 2138 parked by the coal chute. The same day George Redmond spotted GP38-2 Great Lakes Central 396, freshly painted at Paducah, as the 3rd unit on NB CN train M335. Built in 1972 as Penn Central 8012 - it most recently wore UP 448 before heading to its

new assignment in Durand MI. The following day at the Centralia Diesel shop, he reported GTW 5821 and CN 2133 awaiting light and number board installation, and BRC 211 genset at NRE in Mount Vernon, IL.

<http://www.canadianrailwayobservations.com/2011/jan11/cn210891938.htm>

<http://www.canadianrailwayobservations.com/2011/jan11/gtw5821georgeredmond.htm>

<http://www.trainweb.org/emdloco/7354.htm>

On December 8th George Redmond shot the newly released C40-8's 2101 and 2104 at the CN engine facility in Centralia, Illinois. The same day, he noted three UP Armour Yellow units at Centralia: CN 2119, 2110, and another, 2109 down by the coal chute.

<http://www.canadianrailwayobservations.com/2011/jan11/cn21012104georgeredmond.htm>

Earlier in the month, George clicked units CN 2101 (12/2/10), CN 2104 (12/1/10) and UP liveried CN 2102 (12/1/10) outside the engine facility in various stages of the Centralia Shop cab upgrade and to get their CN repaint.

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

On November 26th, Jeff Robertson caught CN A411 departing Jasper, Alberta out of the south yard while the VIA "Canadian" rests at the station.

<http://www.railpictures.net/viewphoto.php?id=346981&nseq=260>

During December, 13 Illinois Central SD70's, IC 1000-1005, 1007-1012 and 1015 were moved to Quality Rail in East St. Louis, IL, to receive DP modifications. So far IC 1000, 1003, 1007 and 1008\* (CN painted on 5/2010), have been completed and returned to service. Note the red DP marker above the left ditch light in Chris Bodkin's photo Eventually all 36 IC SD70's (from series 1000-1039), will be modified and out of service for several weeks for their upgrades. Note: IC SD70's 1006, 1013, 1014 and 1023 all wrecked/retired in a 2005 Mississippi IC/BNSF head-on on the Illinois Central. Joe Ferguson provided these shots of all four SD70's that were wrecked and scrapped

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

IC SD70 1008 was the first released from Quality Rail in December 2010, was painted in CN livery at the Woodcrest Shop in May 2010 - and wears the telltale fat cab numerals. (Marc Malenkoff).

<http://www.rpicturearchives.net/showPicture.aspx?id=2061111>

Another shot of IC SD70 1008 after DP upgrade at Quality Rail and shown in service December 18th (Chris Bodkin).

<http://www.rpicturearchives.net/showPicture.aspx?id=2339933>

Class leader IC SD70 1000, still in her black deathstar scheme is seen with her new red marker lamp above the left ditch light after the distributed power hardware was recently installed at Quality Rail. All 36 locos in this class will eventually be re-painted into CN livery as IC 1008 was in May 2010 at Woodcrest. Captured December 27th mid-consist in train X347 by Henry Nye at Neenah WI.

<http://www.canadianrailwayobservations.com/2011/jan11/ic1000edweisensel.htm>

Here is a nice shot of an IC SD70 as they look in original IC paint: (Ed Hopson).

<http://www.rpicturearchives.net/showPicture.aspx?id=24256>

On December 17th Ken Lanovich reported retired CN GMD1m 1403, and SW1200RS 7306 had arrived at Markham Yard for the CN auction, which has now ended. Before the retired GMD1m was moved to Chicago, IL, Jesse Acorn clicked CN 1403 in the Edmonton, AB dead-line October 31st, 2010.

<http://www.canadianrailwayobservations.com/2011/jan11/cn1403jessiacorn.htm>

On December 7th, Ken Lanovich noted the following locomotives at Woodcrest Shop: IC E9Au's 100 and 101 were being moved around the south side of the Shop with B&LE SD40-3 904 sitting just outside near by. In December IC 9602 was assigned to the 2010 CN Santa Train, with one of the E-units on the other end. IC 3103, which is still sporting the IC color scheme (Black with white frame striping) was the power for CN Test Train December 7th at Markham Yard (Chicago) pulling cars 15007 (box), and IC observation car 15008. IC 3133 in CN colors was switching the yard mated with an EJ&E SD38-2. YPRCN (392's connection) from UP's (ex-CNW) Proviso Yard arrived with CN C40-8 2124 leading and wearing the CN's 15-Years livery. (Ken Lanovich)

Mike Garza took these shots of the CN/IC 2010 Santa Train departing Markham southbound on December 10th. The sleek IC E9 is seen on one end with IC GP38-2 9602 looking outstanding with the handsome passenger consist.

<http://www.canadianrailwayobservations.com/2011/jan11/cnnews4kenlanovich.htm>

On November 27th, Gerry Miller clicked GTW GP38-2 5834 in the yard at Dubuque, IA.

<http://www.railpictures.net/viewphoto.php?id=348402>

After record snowfalls in the US Midwest trains and crews had to plow through huge drifts on their way to Ontario. Walter Pfefferle caught CN 392 with CN 2112 leading 2680 as it fought its way through Beachville Ontario on December 13th. CN 396 was not far behind with BCOL 4602 leading CN 5500 as it crawled its way through Woodstock Ontario.

<http://www.canadianrailwayobservations.com/2011/jan11/cn2112bcol4602.htm>

CN RDC (Track Evaluation Budd) 1501 examined the EJ&E mainline between Joliet and Kirk Yard on December 8th; Ken Lanovich also reported GTW GP38-2 4901 working the Kirk Yard to Chicago Heights local (L514) the same day.

In early December, William Beecher caught Budd RDC 1501 at Ackerville (Waukesha Sub) in the hole waiting on a northbound, with the Wisconsin and Southern (WSOR) Milwaukee job alongside. He later spotted it plying the rails of the Chicago Terminal, shot in the Chicago, IL suburb Forest Park at Madison Street.

<http://www.canadianrailwayobservations.com/2011/jan11/cn1501testcarwilliambeecher.htm>

On December 17th George clicked GTW GP38-2 5821 fresh out of the Centralia paint shop and parked near the engine facility. The unit is shown missing lights and number boards but was completed, prepped and in service at press time.

<http://www.canadianrailwayobservations.com/2011/jan11/gtw5821georgeredmond.htm>

Terry Redecker clicked CN GP40-2LW 9515 sporting fresh CN paint in Memphis, TN., on December 4th.

<http://tkredecker.rpicturearchives.net/showPicture.aspx?id=2328302>

The current CN roster of active SD40-2(W)'s stands at 75 units, out of the 123 locomotives the railway acquired. The numbers are: CN 5242, 5244 5245 5246 5250 5258 5261 5262 5263 5264 5265 5266 5267 5268 5269 5270 5272 5273 5274 5275 5276 5277 5279 5280 5281 5283 5284 5286 5287 5288 5289 5291 5293 5295 5296 5298 5299 5303 5304 5305 5316 5317 5318 5319 5320 5321 5322 5323 5325 5326 5328 5329 5330 5331 5335 5336 5337 5338 5339 5340 5341 5343 5345 5346 5347 5348 5349 5350 5351 5352 5354 5356 5357 5358 5362. CN 5244 at Burnaby, BC Nov 22 2010 by Mark Forseille.

<http://www.canadianrailwayobservations.com/2011/jan11/cn5244markforseille.htm>

The most recently retired SD40-2W's are: 5241 5248 5249 5251 5260 5252 5254 5257 5259 5271 5290 5301 5302 5307 5310 5312 5315 5324 5327 5334 5342 5353 5359 5361 5363 (All retired between 2007-2010 due to various mechanical problems) .

Nick Hart found CN 2123 making some switching moves in Joliet, on December 17th At South Rowell Avenue in Joliet Nick photographed C40-8 2123 leading M390 up the grade bound for the former GTW mainline in Griffith, IN.

<http://www.canadianrailwayobservations.com/2011/jan11/cn2123nickhart.htm>

On December 18th, (former ATSF) CN C40-8W 2151 was seen in the CN yard at Du Quoin, Il. the unit was not running. (George Redmond Photo).

<http://www.canadianrailwayobservations.com/2011/jan11/cn2151georgeredmond.htm>

Note the cab different sized numbers on CN 2117 and 2124. Woodcrest Shop applied numbers look about 25-33% thicker than digits applied at Centralia. See attached photos by George Redmond. (Thanks to Ken, Ed and George)

<http://www.canadianrailwayobservations.com/2011/jan11/cn2100classgeorgeredmond.htm>

The following five CN and NBEC, (nee-CP) MLW's have been sold to these railroads during the last two months:

RS18u 1819 - to Societe de Chemins de Fer de Gaspesie (Sold by NBEC)

RS18u 1835 - Still for sale by CN and not sold to the ADCR as previously reported.

RS18u 1845 - to Adirondack Scenic Railroad (ADCR) (Sold by CN)

RS18u 1849 - to Societe de Chemins de Fer de Gaspesie (Sold by NBEC)

RS18u 1856 - to Societe de Chemins de Fer de Gaspesie (Sold by CN).

CN GP9RM 7207 has been sitting in the deadline at Walker Yard for the last year, being slowly stripped of parts. As can be seen the windshield is missing, as is the door and headlight. (Jesse Acorn)

<http://www.canadianrailwayobservations.com/2011/jan11/cn7207jesseacorn.htm>

On December 8th Ron Visockis clicked CN liveried BCOL C40-8M 4618 on #149, and CN SD70M-2 8924 heading E-B back on November 1st, both shots taken at Belleville, ON.  
<http://www.canadianrailwayobservations.com/2011/jan11/cnnewsronvisockis.htm>

William Beecher caught IC GP40R 3133 in this intermodal scene at Schiller Park; recently assigned to switching northwest Chicago in her CN livery.

<http://www.canadianrailwayobservations.com/2011/jan11/cn3133williambeecher.htm>

With the unit now looking a little road-weary Norm Shapland captured uniquely painted GP40-2 WC 3027 leading in Edmonton, AB November 6th. This loco and WI Sesquicentennial Map sister 3026 (both ex-Milwaukee Road), have been working Alberta assignments since mid-2010. These were shopped at Woodcrest (Homewood IL) thru mid-May 2010 prior to their appearance north of the border, and the second photo shows how she looked when fresh.

<http://www.canadianrailwayobservations.com/2011/jan11/wc3027normshapland.htm>

<http://www.rrpicturearchives.net/showPicture.aspx?id=44600>

December 11th William Beecher caught a former Tunnel Motor in this super lash-up: CN 2677, CN 5553, CN 2227, CN 2130, CN 2106, with the B&LE SD40-3 906 on the tail end. B&LE 906 is shown "running" on the CN Neenah Sub, northbound at Van Dyne. WI, following upgrades in the Woodcrest Shop, including Orinco brake gear. On December 23rd, B&LE SD40T-3 900 was outside Woodcrest Shop being tested and will have returned up to the DM&IR by press time.

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

Joseph Bishop submitted his photo of CN GMD1m 1412 moving through Brantford, Ontario on October 24th, 2010.

<http://www.canadianrailwayobservations.com/2011/jan11/cn1412josephbishop.htm>

Last month, CN announced the construction of a new multi-modal steel trans-loading facility in Chicago, Illinois. This new facility will be located at the Port of Chicago on roughly 190 acres of land located on an the Lake Front Line (sub) around 10 miles from Kirk Yard, and about 13 miles south of downtown Chicago. The facility will offer producers multi-modal transportation options including, rail, truck, intermodal container, inland barge and ocean-going boat for steel coil, sheet, plate, bar, structural, pipe and tube products, as well as dimensional loads and heavy equipment. CN estimated that the trans-loading compound could start receiving customers as early as January 2011. The railway will serve the facility directly. Also, CN recently announced the acquisition of 200 standard gondolas and 200 more open coil gondolas to expand and improve the quality of its freight car fleet that serves the steel industry in Canada and the U.S.

A listing of current CN Letter Codes which prefix the CN Train number:

- A- 400 series short haul freight
  - B- 700/300 series potash trains
  - C- 700 series coal trains
  - E- 200 series priority freight/automotive
  - F- foreign detours/running rights
  - G- 800 series grain trains
  - H- CPR, shared running
  - K- 500 series transfer runs
  - L- 500 series locals
  - M- 300 series long haul freight
  - P- 001-099/600 series passenger (VIA)
  - Q- 100 series intermodal
  - R- 900 series roadswitchers (Illinois Central)
  - S- 700 series sulphur trains
  - U- 700 series units trains other than potash, coal, sulphur
  - W- work trains
  - X- extra trains
- CN Vignettes:

Great Shot! (From the collection of Art Peterson via Jim Brown and LBC with thanks). Only info Art has on the location is that it's between Toronto and Montreal, on Nov 27, 1957.

<http://www.canadianrailwayobservations.com/2011/jan11/cn6226wcjanssenhtm>

An amazing shot by Peter Cox of CNR FA-1 9403, seen posing at Charny, QC, 6-29-1962.

<http://www.canadianrailwayobservations.com/2011/jan11/cn9403petercox.htm>

Arnold Mooney submitted this vignette from May 1st, 1977, standing where an old MoW structure used to be. It was a good spot because one could be on the south side of the tracks here and be safely back enough from the rails. Today this location is socked right in with foliage, rendering it an impossible shot, as are so many other locations along this line. Note the people up on Dundas Peak taking in the view. This lookout is even more popular today. CN GP9's 4585, 4516, 4563 and 4560 lead this westbound early afternoon train.

<http://www.canadianrailwayobservations.com/2011/jan11/cn4585arnoldmooney.htm>

First delivered from GMDD in 1985 as model SD60AF (one of four), Pierre Fournier clicked one year old #9900 at St-Leonard, QC on the Drummondville Subdivision on 17/5/86 leading CN train 207. The CN 9900-9903 number series existed for only three years and in 1988 these four SD60AF's were renumbered to the 5500-series as they still are today.

<http://www.canadianrailwayobservations.com/2011/jan11/cn5000markforseille.htm>

Peter Cox submitted these three shots from 50 years ago: GTW F3A 9007 in 1964; CN Crane #50359 was the centre-piece of the Winnipeg auxiliary work train back in 1963, and is seen here in fresh paint sporting the brand new CN noodle; CNR GP9 4103 leads the overnight train to Regina past Subway on its way out of Winnipeg. Note all the head-end express cars on this train.

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

The class unit CN SD40 #5000, is shown at the CP yard at Port Coquitlam, BC on August 19th 2005. Mark Forseille recorded the unit which is now sadly scrapped.

<http://www.canadianrailwayobservations.com/2011/jan11/cn5244markforseille.htm>

## CANADIAN PACIFIC

The following CP locomotives were retired since the last issue:  
CP SD9043MAC's, 9129, 9133 and 9138, all on December 2nd.

The following ex-CP locomotives arrived at the CP yard in Coquitlam, BC in November and December: GP7u 1510, GP9u's 1520, 1583 and 1689, SD40-2's 5599, 5643, 5692, 5702, 5714, 5720, 5772, 5778, 5808, 5816, 6057, and GP9u 8235, all purchased by J&L Consulting (JLCX). Another unit, ex-CP SD40-2 5715 is currently at Calgary defective, and had to be set off during its move. During December, JLCX SD40-2's 5702, 5599, 5692, and 5816 were scrapped on the J&L's siding inside the CN yard in Langley, BC. On December 18th, JLCX SD40-2 5643 was prepped and shipped to the POVA RR Shops (via BNSF), for qualification and repairs for Lease. JLCX GP9u 8235, has been sold to a shortline in Ontario and is currently being prepared at the (Southern Railway of BC) SRY shop in Vancouver, BC, for delivery to the new owners in January 2011.

JLCX SD40-2 5720 will be sent to the SRY for dismantle preparation, and then is to be scrapped at CN-Langley yard. J&L Consulting will send the other ex-CP units from CP-Coquitlam to the SRY as available shop space opens up. On arrival, each will have their condition evaluated to determine whether they will be repaired, or scrapped. Others are still enroute too. As of December 18th, seven more remain stored at Moose Jaw, SK: SD40-2's 5611, 5683, 5684, 5696, 5709, 5805, and 5830. J&L Consulting informed CRO in the marketplace for 2nd hand power, the GP9u's are more in demand than SD40-2's, but can be expensive to get them in running condition, and fully compliant. Therefore, depending on their ROI, some geeps may end up being scrapped as well.

Update on the four retired ex-CP SD90MAC-H's 9300-9303: They were to be sold in December 2010 to the Saudi Arabia Railway (SAR), but we learned the deal had fallen through. Prior to this news, the first week of December CP had moved them all to Toronto. On December 5th Train 232 lifted 9300 and 9301 enroute to Montreal St-Luc Yard for storage. On December 8th Train 234 had 9302 and 9303 for Montreal. Unit 9303 had no functioning air brakes between Winnipeg and Montreal. SAR had been spending lots of money in Canada this year having ordered a fleet of SD70ACe's from GM and double stack cars from National Steel Car. There are still no buyers for this CP quartet. Bob Heathorn clicked Train 234-07 out of Smiths Falls, ON with 9303 and 9302 already on the move when he got to the station. He clicked two fast shots and then Bob highballed to Merrickville, ON for the photo on the bridge. (Mark Forseille's photo is from 2001).

<http://www.canadianrailwayobservations.com/2011/jan11/9300bobheathorn.htm>

<http://www.cprdieselroster.com/Roster%20Archive/CP%209300/CP%209302.htm>

During December 2010, CP retired three of their Stored Unserviceable SD9043MAC's 9100-series, 9129, 9133 and 9138 retired on December 2nd. The units are being stripped of all usable parts by CP and then scrapped at Mandak Metal Processors. Mandak is a division of Gerdau Ameristeel who own the steel mill

in Selkirk, Manitoba. CP 9133 has been earmarked as the first to be cut up, followed by 9138 and 9129 with the locomotive trucks returned to CP. It is interesting to note while these 9100's are being cut up, CP is considering an overhaul of the remaining SD9043MAC fleet, more on this if we get confirmation. The Canadian Pacific Railway has announced their schedule for 2011 for the "ROYAL CANADIAN PACIFIC" train:

- "Royal Pacific Express" - July 1-5, 2011 scheduled to coincide with the 125th anniversary of the first transcontinental train arriving at Port Moody, July 4 1886
- "Royal Canadian Rockies Experience" - July 24-30, 2011 and August 10-16, 2011. (Photo by Cor van Steenis).

<http://www.canadianrailwayobservations.com/2011/jan11/cp2011cvs.htm>

The former CP Glen Yard in Montreal, QC, is the future site for the new super hospital, and will include a makeover for the health-care system in the city, and the latest in medical and environmental technologies. However before the McGill University Health Centre can begin plowing ahead with construction, it was important to take a look back, to peer into the Glen's past lives as a pristine prehistoric wilderness, a family homestead and a bustling rail yard. Archaeologists from Ethnoscop, the firm hired by the MUHC and its partners, began work at the Glen Yard in 2005. The most important discoveries by the Ethnoscop teams in spring 2005 and spring 2006 were the remains of an ancestral home and nearby brick-manufacturing facility belonging to the Décarie family, the vestiges of a home built in the mid-19th century, the remnants of rail equipment used by CP beginning in the late 19th century, and a junkyard used by CP to dispose of supplies from its passenger cars. The remains of the rail yard's roundhouse were located, as was a CP dump containing everything from dinnerware to a spittoon. The Ethnoscop team compiled its findings in a 223-page report, but did not suggest preserving any of the dig sites. "However, we recommend a display be created in the new hospital that would allow (the public) to view some of the artifacts unearthed in the house on Lot 188A, the Décarie home and in the CP dump." (Edited from Montreal Gazette 101207)

CPR GLEN YARD historic photos 1950-1990 and many railfans memories.

[http://www.canadianrailwayobservations.com/PDF/CRO\\_glen2010.pdf](http://www.canadianrailwayobservations.com/PDF/CRO_glen2010.pdf)

In December a pair of (Norfolk Southern leased) HLCX ex-BNSF SD40-2's graced the D&H North End by leading CP 931/930. This great shot was taken by Gary Knapp on Rogers Island in Fort Edward, NY on December 17, 2010 at 04:44AM.

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

Paterson Global Foods Inc. (Paterson Grain Co. prior to 2005) is constructing a new state-of-the-art inland export terminal (their ninth on the prairies) in Gleichen, Alberta. The "Long Plain Terminal" will offer 28,000 metric tonnes of storage and the fastest loading of any prairie terminal. The new terminal is located in the heart of Wheatland County, at M 123 of the CPR's Brooks Subdivision, one mile south of the Trans-Canada Highway on the Siksika Trail (Hwy 901), some 50 miles east of Calgary, AB. It will include the first grain loop track in Canada — an innovative way to load grain cars. The loop track is designed to allow locomotives to remain connected to a train, providing for continuous and timely loading of rail cars. The Gleichen loop track will be built for 130 rail cars that will load in almost half the time of a comparable traditional prairie terminal rail car spot.

Walter Pfefferle caught one of the empty ethanol trains December 30<sup>th</sup> as it headed eastbound on the Galt sub toward Woodstock Ontario. A wet and cloudy day as CEFX 1024 led CP 8815 with it long strings of tank cars.

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

Nice shot! CP GP38-2 3037 is seen picking up freight cars at the Celgar pulp mill in Castlegar, BC, on May 9, 2010 (Ruth Parfeniuk photo).

<http://www.canadianrailwayobservations.com/2011/jan11/cp3037walterparfeniuk.htm>

In December, even more snow accumulates on the eastern side of the Elko grade, and on November 29th, Kevin Dunk clicked CP AC4400CW 8530 about to crest the Elko grade with early snow. This westbound general manifest freight has CP 8754 trailing and is passing near the location of the old Elko Station, which was moved a number of years ago to the Canadian Museum of Rail Travel in Cranbrook, BC.

<http://www.canadianrailwayobservations.com/2011/jan11/cp8793kevindunk.htm>

Jason Maino sent us this photo of CP 9824 posing at Scranton PA with the Holiday Train on November 27, 2010.

<http://www.canadianrailwayobservations.com/2011/jan11/cp9824jasonmaino.htm>

Jeff Keddy submitted this video taken Dec. 5th at Marquette, Manitoba (MP 27.1 west of Winnipeg on the CP Carberry Sub), showing an eastbound CP freight along with a westbound empty coal drag and the westbound CPR Holiday Train. <http://www.youtube.com/watch?v=ybnAdwm8azE>  
December 5th at Mile 168 on the Scotford Sub, (Edmonton, AB) Jesse Acorn caught very rare CP RAIL-liveried SD40-2 5911. It is one of only two still wearing the full-sized "Multi-Mark".  
<http://www.canadianrailwayobservations.com/2011/jan11/cp5911ja.htm>

In December, three units previously based in Winnipeg were reassigned into hump service at Alyth Yard in Calgary; CP 6607, 6609 and 6616. All three are former SOO SD40-2's acquired in 1991, that were repainted and fitted with remote control equipment about five years ago. (C. van Steenis)  
<http://www.canadianrailwayobservations.com/2011/jan11/cp6616cvs.htm>

It is not often that a pure SOO LINE lash up is the motive power on a CP train in the west, but that was the case on CP No. 460 from Alyth Yard to Moose Jaw (SK), on December 13th. SOO 6045 and 6033 are seen the way SD60's look best (back to back), approaching the switch at Ogden, Calgary, AB. (Cor van Steenis Photo).  
<http://www.canadianrailwayobservations.com/2011/jan11/soo6045cvs.htm>

Years after CP AC4400CW 9554 was wrecked near Dresbach, Minnesota, in Nov of 2007, the unit was repaired at Relco Locomotives in Albia, Iowa, and released in early 2010. It is seen here at Ogden, Calgary, on 27 Nov 2010 on the point of CPR Train No. 198, the daily intermodal service from Coquitlam, B.C., to Bensenville, Illinois (near Chicago) waiting for a clear signal to head east on the Brooks Subdivision. The unit was delivered to CPR in 1995 in the dual flags paint scheme and now sports the current red with white lettering scheme.

Cor van Steenis caught the 2010 CPR Holiday Train after it left Alyth Yard in Calgary at mid-morning of Dec 9th 2010 heading for Edmonton and Fort Saskatchewan. he caught the train under overcast winter skies at Beddington (in north Calgary, AB.) on the Red Deer Subdivision.  
<http://www.canadianrailwayobservations.com/2011/jan11/cpalbertacvs.htm>

On December 2nd, Cor van Steenis caught CP Track Evaluation Train No. 63, with CP GP9u 8205 on the point. After arrival in Calgary it was put into the Remington Spur adjacent to the 12th Street Tower for the afternoon and prepared for its next destination: Field, B.C.  
<http://www.canadianrailwayobservations.com/2011/jan11/cptechtraincvs.htm>

During mid-December 2010, CPR FP9A #1400 (only a shell) and two privately owned units: FM H16-66 #7009 and CP CPA 16-4 #4104, were moved within Ogden Yard, Calgary, AB. Cor van Steenis' photo shows them on a storage track beside Ogdendale Road. Canadian Pacific has decided to keep the shell of FP9A #1400 (note the word 'KEEP' painted on the unit below the 'CANADIAN' lettering). The two privately owned units were to have been removed from Ogden Yard by December 15th 2010, but the owner had not yet found a suitable site to re-locate the locomotives. When he does, the units are to be relocated. <http://www.canadianrailwayobservations.com/2011/jan11/cptuscancvs.htm>

As well, privately owned CP Rail-liveried H16-44 8554 and CP RS-23 8017 were pulled out of the dead line, and in mid-December were moved to Alyth Yard, fueling speculation these were about to head out. Then at month end we learned RS-23 8017 was destined to the railway museum at Beiseker, AB. (Cor van Steenis news photos and Vignette roster shot from Bill Sanderson's photo collection).  
<http://www.canadianrailwayobservations.com/2011/jan11/cpdeadcvs.htm>  
<http://www.canadianrailwayobservations.com/2011/jan11/cp8017billsanderson.htm>

CP has been disposing of some of their stored surplus baggage/passenger cars and posted them for sale on their website [www.cpr.ca](http://www.cpr.ca) Any cars receiving no interest will be scrapped. On December 21 and 22, CP sorted and marshalled a number of 'heritage' cars at their Ogden Yard in Calgary. These former passenger and baggage cars converted to MOW use, stock car, and several bulkhead flats were all marshalled at the west end of the yard, for what appeared to be imminent departure. As well, a number of cars were pushed into a storage track along Ogdendale Road and marked 'SCRAP'. CPR #411714 was advertised for sale in the CP Sale of Surplus Heritage Equipment but obviously found no interested buyer. The other three cars were not listed in that sale. The cars destined to be scrapped are as follows:

- CPR # 401807 WORK SERVICE CAR built in 1918 by CPR Angus Shops, Mtl, as CPR Railway Post Office # 3774, in service until 1959; initially marked 'SOLD', the car now has a line painted through the SOLD
- CPR # 404506 WORK SERVICE BOX CAR built in 1929 by National Steel Car as CP Box Car # 247185; marked 'SCRAP'
- CPR # 411369 COOK-DINER-SLEEPER built in 1926 by CC&F as Sleeper # 6325 PARRY SOUND; marked 'SCRAP'
- CPR # 411714 SUDBURY AUXILIARY BOARDING CAR built 1952 by CC&F as Baggage Car # 4730; marked 'SCRAP'.

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

A new arrival on 21 Dec 21st 2010 to the 'dead' line at Ogden Yard in Calgary was CP #404937 the CALGARY CABLE CAR. Built in 1948 by Canadian Car & Foundry as CPR Baggage-Express # 4225; in 1970 converted to work service as # 404937. After 62 years in service, it is unknown what is to become of this car; there are no markings on this car to indicate its fate but all other cars on the same track are marked 'SCRAP'.

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

Earlier in the month a 90 year old car recently arrived at Ogden Industrial Park (adjacent to the main Ogden Yard), CP Work Service Car #404910 and CP #404113, are believed to be the oldest cars in the operational MOW fleet. The cars were built in late 1920 by Canadian Car & Foundry and CPR as part of the 17 car BE Series 4351-4373 and have seen 90 years of service this month. CP 404910 started as CP Baggage-Express #4365, was re-numbered to #4547 and in 1963 entered work train service. It most recently was part of the Winnipeg Auxiliary. This car was not listed in CPR's recent tender for surplus heritage equipment and the final destination of this car remains unknown at this time. (Cor van Steenis)

<http://www.canadianrailwayobservations.com/2011/jan11/ep404910cvs.htm>

CP Vignettes:

On October 21st, 1979 CP train 942 (The "Salad Bowl Express") is seen in Arnold Mooney's great shot blasting through Zorra, ON. This train (with C&O 3006, 3525, 3529 and 3002), was on a run through agreement with the Chesapeake & Ohio where CP and the C&O got into this hot traffic, basically a train heavy on reefers with fresh vegetable produce from California. (Bruce Mercer added: 942 and 937 matched the C&O hot trains of the day, 42 and 37, between Detroit and Chicago. 37 would later fade into oblivion and 41 would become the counterpart. When the two roads had a falling out, 41/42 would revert to being Chicago/Buffalo all the way via C&O's own rails. There were many rumours about why the C&O power would not go beyond Windsor or London, ON and yet we have photographic evidence of the C&O units at locations all the way to Agincourt Yard. My guess is C&O didnt want to have to payback the HPH, they just wanted the notoriety of the fast service). (Bill Miller added: C&O GP30 3000 in the photo became CSXT 4200, and was later sold to AGR 2179. Oddly only 6 of 48 C&O GP30's survived to become road slugs, with the majority of the GP30-bodied RdMates coming from B&O or from other cores supplied by the rebuilders. As well in 1979 there were several C&O GP30 and GP35's leased to CP and not only led trains but at times ran in solid sets).

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

Great shot! CPR Budd car 9063 at Don Station in Ontario in 1965. (Photo by Jack Dyer).

<http://www.canadianrailwayobservations.com/2011/jan11/cpr9063jackdyer.htm>

In the summer of 1982 Phil Mason clicked these nice shots of a CP wayfrieght heading northbound over a wood trestle at Okangan Falls, and at Skaha Lake (on the Kettle Valley) to Penticton, BC with a GP38AC, two bulkhead flats of lumber and caboose.

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

Ben Martin took this nice shot of D&H GP38-2 7312. leading a southbound move with the bridge span lifted from Rogers Island, New York during the US Thanksgiving weekend in 1997.

<http://www.canadianrailwayobservations.com/2011/jan11/dh7312benmartin.htm>

Bob Heathorn submitted these images of the only two SW1500's ever in CP colors 1298 and 1299. These SW1500's were ex-RF&P units, and leased from Omnitrax in July 2001 for over one year in full CP paint. They were assigned to the D&H for most of their time on CP and Bob Heathorn caught them at Smiths Falls, Ontario July 15th 2001.

<http://www.canadianrailwayobservations.com/2011/jan11/cp129899bobheathorn.htm>

Doug Stark posted this link on CRO FB showing OMLX 1299 working in Atlanta , GA in 2008, and still in CP paint!

<http://www.rrpicturearchives.net/showPicture.aspx?id=1398474>

## VIA RAIL CANADA

As 2010 draws to a close warm and wet weather descends on Southern Ontario before Winter makes a return visit. Walter caught VIA 70 with P42 910 as it arrived in Woodstock Ontario December 30th with 8 Budd coaches. Early morning fog and haze surrounds the train as it arrives at the station.

<http://www.canadianrailwayobservations.com/2011/jan11/via910woodstock.htm>

December was a busy month for VIA making equipment in short supply. VIA even used a Ren baggage car in the Toronto to Windsor corridor. December 29th Walter Pfefferle caught VIA 72 heading out of Woodstock with a Ren baggage car tacked on the end.

<http://www.canadianrailwayobservations.com/2011/jan11/ren72woodstock.htm>

The afternoon VIA Québec-Montréal train (VIA #25), led by newly-rebuilt F40PH-2d 6457, crawls through a curved rock cut just before hitting the Cap-Rouge wye, minutes before a scheduled stop at the Sainte-Foy VIA station just before crossing the St-Lawrence River. Mathieu Tremblay took this photo December 5th, on the CN's Bridge Sub.

<http://www.railpictures.net/viewphoto.php?id=347626&nseq=90>

VIA F40PH-2d 6403 leads train #57 with all stainless consist through Belleville, ON Nov 27th.

<http://www.canadianrailwayobservations.com/2011/jan11/via6403ronvisockis.htm>

Due to violent weather conditions causing washouts and eroded roadbed in mid-December, the VIA Montreal-Gaspe train could not make it to the end of the line terminating at New Carlisle. News report (in French) with many photos of the washed-out roadbed:

<http://tvanouvelles.ca/lcn/infos/regional/archives/2010/12/20101222-114109.html>

Jeff Keddy submitted this HD Video of the Christmas Day "Canadian" seen blasting past following its routine four hour timing stopover in Winnipeg, Manitoba. VIA Rail train #1, "The Canadian," breezes around the curve west of SNS Diamond (MP 16.0) on the CN Rivers Sub, on Dec. 25th, 2010.

[http://www.youtube.com/watch?v=Smh-dPN2\\_uU](http://www.youtube.com/watch?v=Smh-dPN2_uU)

The Canadian government, in partnership with VIA Rail, announced in November an unprecedented offer for military personnel, veterans and their families for 25 per cent year-round discounts off of the best available fares. As of November 1, this new offer applies to all classes of VIA Rail service, including economy, business and sleeper class. This new 25 per cent discount has no route or date restrictions. Also, the military personnel members and veterans who qualify can be accompanied by up to five additional family members. The family members will be eligible for the discount provided that they travel on the same trains, dates and in the same classes as the military members or veterans.

VIA #2 "The Canadian" departed Vancouver Pacific Central Station December 4th with two Rocky Mountaineer Gold Leaf Domes deadheading, and have arrived at Mimico (Toronto, ON) for repaint.

On October 8th, 2010 CRO - EMCC Editor Don McQueen took this fine panned digital of VIA F40PH-2 6413 on VIA #73 west of London, Ont. at Dickie Lane.

<http://www.canadianrailwayobservations.com/2011/jan11/via6413donmcqueen.htm>

VIA VIGNETTE:

In Mid January 1990, VIA Rail ceased serving CP Calgary, in favour of the CN line up in Edmonton, Alberta. Massey F. Jones recorded is the last westbound "Canadian" is seen led by VIA F40PH-2 6453 at 9th Ave x 11 St SW in Calgary, at Mile 1.1 of the CPR Laggan Sub.

<http://www.canadianrailwayobservations.com/2011/jan11/via6453mfjones.htm>

## **GO TRANSIT & AMT COMMUTER**

(By Daniel Dell'unto and Jean-Francois Turcotte)

Re-GO Push-Pull explained: (i.e. Did they run out of cab cars or was this something else?)

In Don's Froth Mike Brown explained why Go sometimes uses a unit at each end rather than a cab car: "GO did not run out of cab cars! GO Transit operates consists in various configurations for specific purposes. A 10 car consist with 1 unit on the east end (normal operation) is called L10 and with 2 units is 2L10. The same designation applies to 12 car consists (i.e. L12 ). However, we have not to date double headed any 12 car consists. Double headed consists are usually for testing units, the second in the train being tested. However, as a result of recent wheel slip issues due to seasonal conditions such as leaves, wet rail etc, we have changed the consist configuration to a locomotive properly pointed at each end (i.e.

L10L). It has been our experience that 2 units at one end pulling in the ruling grade direction, will still experience wheel slip. But when we put one at each end, with the lead unit pulling in conjunction the tail end unit pushing, the adhesion gained by the tail end unit when the entire train passes over the rail first and displaces the water etc, has proven quite successful. Presently we are operating two L10L consists on weekdays. These consists are assigned to trains that historically experience wheel slip issues and are primarily the first trains to pass over two critical ruling grades. One is between Union Station and Scarborough, and at Rouge Hill eastward and the other is on the Lincolnville line (Uxbridge Sub) eastward.

GO Vignette: CP eastbound Montreal-Toronto freight #918 pauses for a crew change at the depot in Smiths Falls on February 13, 1988, where a fresh fall of snow has covered most of the tracks in the yard. At the time, CP was short of power and was even leasing locomotives from GO Transit on weekends with the proviso that all units were to be back in Toronto around midnight on Sunday to be handed back to GO for the Monday morning commuter runs. On this occasion GP40M-2 #723 and GP40-2W's #700 and #706 are powering the 91-car train. #723 (ex-CRI&P #3001, nee-CRI&P #377) was traded-in to EMD in 1993 for new F59PH units and eventually became LLPX #3205. #700 and #706 were sold to the CNR in 1991 and became CN #9668 and #9673 respectively. (Thanks to Bill Sanderson)  
<http://www.canadianrailwayobservations.com/2011/jan11/go723billsanderson.htm>

## CANADIAN LOCOMOTIVE SHOPS

Global Railway Industries: (RB Recycling / CADRAIL Lachine, QC):

VIA 6431 the latest F40PH-2d rebuild from Cadrail, was seen testing on the CN Montreal sub between Ville St-Pierre, St-Henri and Pointe St-Charles (MMC) on December 5th. (Photo Michael Berry)  
<http://www.canadianrailwayobservations.com/2011/jan11/via6431michaelberry.htm>

Keith Thomson clicked ex-VIA LRC 6919 at the southwest corner of Willowbrook Yard (Toronto) in mid-November 2010. Now lettered RBRX 6919 the LRC arrived in Montreal at month end destined for scrapping at RB Recycling.

<http://www.canadianrailwayobservations.com/2011/jan11/lrc6919keiththomson.htm>

## GREEN RAIL NEWS

(By Jody Moore)

## ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during November 2010:

Sixteen locomotives were shipped from London during November for several customers.

CN received an additional ten of 45 CN SD70DCe (SD70M-2) in two batches (8930 to 8938 and 8940) at London East.

Six JT42CWRM units left in an export train for Montreal, via GEXR and CN.

Four were initially built for (the now defunct) Dillon & LeJeune Cargo (DLC) in order 20088076 and were basically completed in early 2009. Although the ownership situation is very fluid, it is believed 7601 will go to Wagon Management (Netherlands) and 7602 to 7604 to SNCF (France).

The remaining two were from former DLC order 20078968 and originally completed in October 2008. It is presumed the rebuilt 96802 will become a Heavy Horsepower Inc. (HHPI) (Germany) unit and 96805 to CrossRail (Belgium). Time will tell. The latter pair had been in the group bagged and stored in Stratford between December 2008 and April 2009.

The Naming of BHP Billiton Iron Ore SD70MACe locomotives continues with:  
4315 been named Mijarrpa

4316 named Yardi,  
4321 named Pantarangu,  
4334 named Wheelara,  
4346 named Southern Cross,  
4348 named Hematite,  
4349 named Kakula,  
4350 named Ruby,  
4351 named Broken Hill and  
4353 named Warman.

There are only five locomotives left to name 4335, 4339, 4342, 4345 and 4355.

Note these corrections to the previous list:

4327 named Hamersley  
4337 named Osuma Maru

Billiton Iron Ore have announced the eighteen names to be applied to the latest SD70MACe locomotives delivered (4356-4373). The names are Black Rock, Capricornia, Chuggaluga [children's entry], Desert Pea, Endeavour, Indian Ocean, Iron Ore, Kokoda, Nelson Point, Pride, Red Dog, Sesquicentennial, Spirit, The Pilbara Princess, Thomas [children's entry], Western Australia, Yarrie and Yule.

## SHORTLINES REGIONALS & INDUSTRIALS

### WESTERN:

JL Consulting (JLCX) has traded ex-CN yard slug 226 to the Southern Railway of British Columbia (SRY) for their two slugs (SRY 002 and 003), which are former IC GP9's. The two slugs were never completed by the SRY, and JLCX will be scrapping the pair.

Brandt Roadrailer locomotive 2009 (no model designarion has been assigned yet, but this unit is a genset) moved on CP from the Central Manitoba Railway (CEMR) in Winnipeg, MB to the Stuart Sothern Railway (SSS), Regina, SK for demonstrations in December and January.

In mid December, MPEX 244 arrived on the Great Sandhills Railway (GSR) from Motive Power, and will be testing for the better part of January 2011.

### ONTARIO:

In December 2010, CP leased SD40-2's 5905 and 5960 to the Huron Central Railway (HCRY). As well, agreements between Huron Central Railway and the federal and provincial governments are being finalized, paving the way for infrastructure improvements along the rail line. \$15 million from each level of government flow for the upgrades to the Huron Central. Work on the 300 kilometres of rail line between Sault Ste. Marie and Sudbury won't begin until spring but materials can be ordered, the work planned and the tender process can begin. The HCRY provides freight service to large rail-line users such as Essar Steel Algoma and Domtar.

On December 3rd Paul Lantz clicked Ontario Northland Railway locomotives GP38-2 1802 and GP40-2 2201 at Moosonee, Ontario.

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

On October 4th an Englehart Yard crew prepares the ONR Kirkland Lake Sub freight which is today using one of the last two (albeit shabby), chevron-painted SD40-2's. (Kyle Stefanovic photo).

<http://www.railpictures.net/viewphoto.php?id=347235&nseq=6>

Joseph Bishop was in Brantford, ON on December 11th and found Stelco SW900 #93 sitting in the CN yard. This was a power move for US Steel Canada Inc and moved from Hamilton Dec 5th to Nanticoke, ON and was at Brantford, ON for Railink, via Mac Yard 422 to 385.

<http://www.canadianrailwayobservations.com/2011/jan11/stelco93josephbishop.htm>

ONR SD75I 2105 blasting through a snow drift at Iroquois Falls, ON in December.  
<http://www.youtube.com/watch?v=gmZYNEpggJA>

Ontario Southland ran a "plow extra" on December 17th from Ingersoll to St Thomas Ontario on the CP St Thomas sub to clear some of the drifts that had piled up. A number of dedicated "foamers" were trackside to catch the action. OSR took over the St Thomas sub on December 14th 2009 from CP with part of the agreement giving them use of the CP plow. Here are a couple shots as they headed toward Mossley

Rd, just south of Putnam Ontario. OSR 378 and 503 provided the power with a couple of revenue cars along for the ride.

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

Here we see OSR 378 and 503 lifting a defective coil car that was dropped off by a CP freight. OSR will move it to a place where CP can get to repair the problem and get it on its way.

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

#### GEXR Motive Power

(Current to Dec. 26th, 2010 and compiled by Jon Snook)

##### Active:

FEC 709  
LLPX 2210  
RLK 2211  
LLPX 2236  
GEXR 3821  
RLK 4001  
GSCX 7362  
GSCX 7369

##### Stored:

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

##### Leased:

CN 5276 (short term)

##### Caboose

GEXR 79568 moved to Stratford

**Northern Ontario Vignette:** Bob Heathorn submitted the following interesting photos from his June 2003 trip to Northern Ontario. Bob could not recall the photo locations, but our ONR New Editor Mike Robin suggested these possibilities: The first pic showing great looking Mattagami RR GP9 #168 might be in Kapuskasing, ON and 2nd photo may be a delivery of empty centrebeams to a sawmill in Calstock, ON.

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

In November and December Ontario Northland's Annual tradition of designating a special 4 coach consist for the job of bringing hundreds of children on a special journey to pick up Santa Claus. Continued. However, unlike smaller railroads that run one special train from one station on one weekend, Ontario Northland ran a grand total of 16 Santa Claus Expresses over the period of 1 month with the first Santa Claus Express operating November 13th from Englehart, and the final Santa Claus Express operating December 4th at Iroquois Falls. The 4 coaches utilized for the Santa Claus Express are ex-VIA heavyweights which are used on Polar Bear Express service between Cochrane and Moosonee during the week, therefore there is a lot of deadheading involved to get the coaches, A.P.U., and 2 locomotives to the designated Santa Claus Express boarding points throughout the Ontario Northland rail network.

**“NORTHLANDER” NEWS:** (Timmins Daily Press): Beginning on Dec. 15, Ontario Northland will include a stop for its regular runs in Iroquois Falls, Ontario. The new stop will be located at 1004 Rese Road, site of the former Porquis Junction train station. "We are continually evaluating our operations to see how we can best meet the needs and support the development of our communities in Northeastern Ontario in a fiscally responsible manner," said Paul Goulet, president and CEO of Ontario Northland. The announced was good news for the municipality. "The Town of Iroquois Falls is very pleased with the cooperation, support and commitment of the Ontario Northland Transportation Commission to re-establish the service in our community for the benefit of our residents. The train stop in Porquis Junction was discontinued in 1996 so we are glad to see it restored," said Mayor Gilles Forget. The southbound train leaves Cochrane at 8 a.m., and is scheduled to stop in Porquis Junction at 8:25 a.m., North Bay at 1:25 p.m. and Toronto at 7:15 p.m. The northbound train leaves Toronto at 8:40 a.m., stopping at North Bay at 2:05 p.m., Porquis Junction at 6:55 p.m. and Cochrane at 7:25 p.m.

A fierce November storm means ONR's Ballast Regulator/ Plow Conversions have to be called in to service. Here we see one of these units ready to head out on the Island Falls Subdivision.

<http://www.onrgallery.com/cro20101.htm>

During that very same November storm, Cochrane Yard's "Foreman Only" Yard Crew do the best they can with the zero visibility.

<http://www.onrgallery.com/cro20102.htm>

Since Cochrane serves as Home Yard for ONR's Passenger Car Fleet, The Yard also serves as Santa Claus Express Central where the Crews are dispatched, the train is made up, and deadheads to the weekend's designated Santa runs. Here we see Cochrane's November 27th Edition of the Santa Claus Express being put together before rolling over to the Main and the awaiting hundreds of kids.

<http://www.onrgallery.com/cro20103.htm>

Moosonee Freight 620 winds past Cochrane Yard's Freight Shed Tracks in November in order to enter the Yard and begin the process of switching out their consist. This particular consist is powered by GP38-2 1804 and GP40-2 2201.

<http://www.onrgallery.com/cro20104.htm>

Follow Mike's Pic of the Day at...

<http://www.onrgallery.com/picoftheday/picoftheday.htm>

ONR Vignette: Video of last ONR steam train in Matheson, ON: (Froth)

<http://www.youtube.com/watch?v=uLkAwalaJG8>

**TH&B Vignettes:**

**1st photo:** Toronto Hamilton and Buffalo GP-7 #71 was the oldest road unit built in Canada (1950, GMD London). Here it lies wrecked and burned in a ditch, as the result of being T-boned by a dump truck at a grade crossing. The third unit in a freight headed for Hamilton, the truck took #71 right out of the train without derailing (or at least upsetting) or causing significant damage to any other units or cars. You can see the damage done by the truck on the unit's running board and hood. This must be a very rare incident and the fact that it could happen to a historic unit, surely destined for a museum, or enshrined on display somewhere, makes it doubly sad. (Bob Chambers)

**2nd photo:** The sign on the caboose says it well, "A man with rest is at his best". The Toronto Hamilton & Buffalo Rwy often set up a caboose in Aberdeen Yard in Hamilton for overnight bunk use by yard or track crews temporarily assigned to the area from other places on the system. Here, a labourer from Welland (all of 38 miles away) prepares to bed down for the night. 1980. (Bob Chambers).

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

**QUEBEC:**

Michel Daoust confirmed the following ex-USWX 89-foot 100-Ton flat cars will be coming to the (TSH) Tshuetin Railway in Northern Quebec and Labrador over the next few weeks. They were purchased from USA Waste Services (USWX) of New York City. NS will lift them from the Waste Management plant (USWX) in Waverly, VA and interchange with CN for movement up to the ferry at Matane, QC over to Sept-Iles, QC

At Rimouski, QC they will likely get an inspection and possibly wood deck application prior to crossing the St-Lawrence River to the QNS&L at Sept-Iles, QC. These cars were built during the years 1964-1967, and then rebuilt in 1997.

TSH-20127 89 ft flat 100t Nee USWX

TSH-20132 89 ft flat 100t Nee USWX

TSH-20141 89 ft flat 100t Nee USWX

TSH-20147 89 ft flat 100t Nee USWX

TSH-20182 89 ft flat 100t Nee USWX

TSH-20193 89 ft flat 100t Nee USWX.

Due to severe winter weather in mid-December on the Quebec North Shore & Labrador, landslide damage at five locations (MP20, 23, 26,32 & 36) delayed freight traffic somewhat.

The two ex Pennsylvania "Keystone" coaches stored at Montreal CANAC shop since April will be on CN M36831 on December 22nd heading to Jonquiere, Qc. CANX S13u 8700 along with CANX SW1200RS 1349 are still at the CANAC diesel shop next to Tachereau Yard, CANX 8700 has been repainted into the

SAVGE Corporate blue color scheme. (CRO is seeking a photo of the unit)  
<http://www.railpictures.net/viewphoto.php?id=320850>

ATLANTIC REPORT: (By David Othen)

Atlantic Canada has had three severe winter storms with heavy rain and some snow and high winds. Both freight and passenger trains have been delayed and the Montreal - Gaspé train has been terminated at Matapedia or New Carlisle on several days. The CN freight service between Moncton and Saint John (405/406 & 594) was particularly hard hit with numerous slow orders. There were also seven washouts reported on the New Brunswick Southern Railway - three on the main line between Saint John and McAdam, one in Maine and three on the branch between McAdam and St Stephen. Apparently all were fixed rapidly.

Main line CN freights have been arriving in Halifax with four large locomotives sometimes in DPU mode. Apparently if the staff in Montreal have the time the train is configured for DPU operation otherwise all four locomotives are on the head end but in this case one locomotive may be shut down.

On December 14th a CN freight in eastern New Brunswick suffered a broken flywheel on its generator and VIA's eastbound Ocean (#14) was delayed for 4.5 hours while a spare locomotive was collected from Moncton.

The Loram rail grinder (RG309) arrived in Halifax for the holidays in mid December and is stored in the yards at Halifax Ocean terminals (in past years it has been stored in Fairview but this trackage is now used for unloading grain cars). I took a photo of the rail grinder from the Young Avenue bridge.  
<http://www.canadianrailwayobservations.com/2011/jan11/railgrinderdavidohen.htm>

The Windsor & Hantsport Railway now appears to be closed for the winter and will probably not reopen until mid Spring when the demand for gypsum picks up. This lack of demand for gypsum has also caused CN to reduce the number of gypsum trains between Milford and Dartmouth last summer from two to one per weekday. Until early December this train ran at night as #513 but this month it was moved to a daytime schedule and became train #511.

## CRO MONTHLY PHOTO CONTEST

### It's Snowtime

Congratulations to Richard Marsh

How could I not pick a photo of "drift smacking" that screams [Its Snowtime](#)

Richard not only have the thrill of the plow racing toward him but braved the elements and took the picture at the right time. Richard will receive those collector lens from CN 4104  
Well Done

<http://www.canadianrailwayobservations.com/contest/decwinner.htm>

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.

January is the month when those of us that have to endure the dull days that come with it think about warmer days. January seems to be the dark and gloomy month with cold days and lots of dull sunless days. It then seems the logical choice of a photo contest for that month would be called

### NIGHT MOVES

Who else to judge this contest but the master of night photography Gary Knapp. I am sure you have seen his photos on our FB page and I have posted one below. He will be looking for night shots that capture the cold and dark days of January. Fill up the thermos, wrap up in layers of clothing and capture those NIGHT MOVES

Prize this month will be an opened  
CN 2009 Eastern Division Timetable #41

PHOTO CONTEST RULES & GUIDELINES

[CLICK HERE TO SUBMIT A PHOTO](#)

[Click here to see this months entries](#)

## **MODELLER'S CORNER**

**(Edited by Mike Pebesma)**

### Updates and Announcements

Rapido has released their first run of ready-to-run LRC coaches in the original paint scheme. The first 4 numbers released sold out very quickly but additional numbers are available at dealers currently. The LRC club car is due out in January.

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

Rapido also sent CRO this press release with details about their (GMDD-built) F-unit series:

<http://tinyurl.com/28hjquh>

Intermountain has announced bathtub gondolas in HO and N scale. Roadnames include CP (3 versions), Sultran (2 versions) and Procor. Delivery is scheduled for January.

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

Athearn will be releasing an "O.N. Rail" version of their HO Scale GP38-2 in February 2011. For Details, visit [www.athearn.com](http://www.athearn.com) (Mike Robin)

### Quick Canadians:

As with the previous article on building a BC rail boxcars, the following freight cars (HO scale) create reasonable representation of distinctly Canadian rolling stock by kitbashing.

#### Algoma Central 61' mill gondola:

This distinctive gondola was one of Algoma Central's fleet of mill gondolas often seen transporting steel from Sault Ste. Marie's Algoma Steel mill. These cars have a 61 foot inside length bulkhead ends and wood floors. They were built in 3 groups between 1964 and 1967 by National Steel Car of Hamilton, ON and wore AC reporting marks in number series AC 1001 – 1400. In 1997 and 1998, many of the cars had a '1' added to the front of the road number and many are still in service (for CN) under the numbers AC 11041 – 11394.

<http://canadianfreightcargallery.ca/cgi-bin/image.pl?i=ac11102&o=ac>

My intention was to create a model of the car that was very close, but maybe not 100% accurate. Starting with a Walther's 65' mill gondola, the car body was shortened by cutting off each end. The cast on ladders were used as a guide for the cuts. New bulkhead ends were built from .020" styrene sheet and ribs from styrene strip.

<http://i221.photobucket.com/albums/dd145/rallyboy905/009-5.jpg>

The original weight and underframe were installed as per the instructions. Detail Associates brake parts were added to the end. The prototype car is riveted construction whereas the Walther's car is not. At the time I built this car, rivets such as the Archer decals were not available, but this small compromise was one I am willing to live with. The model was painted with Polly Scale engine black lightened slightly with reefer white. Lettering for this car was from a CDS dry transfer set. The "Algoma steel" load is made from Evergreen styrene beams of varying size.

[photobucket.com/albums/dd145/rallyboy905/008-5.jpg](http://i221.photobucket.com/albums/dd145/rallyboy905/008-5.jpg) <http://i221>.

Layout photos: share your layout for the February issue.

As the colder weather has brought about indoor hobby season, I wanted to encourage CRO readers to share photos of their layout for the February issue. It doesn't matter how big or how finished it is, our modelling efforts can be just the inspiration someone else needs to get started or get back to their own

layout. To start things off, I have included some pictures of my own layout. It is an 'L' shaped switching layout, 8' by 10' overall. The track plan was adapted from one found in an old Model Railroader magazine. Scenery is a long way from finished as are many of the structures, but I am hoping to get some work done this winter. Industries include a lumber retailer/distributor, a grain mill and elevator; steel coil transfer facility and a large printing plant.

<http://i221.photobucket.com/albums/dd145/rallyboy905/005-3.jpg>

<http://i221.photobucket.com/albums/dd145/rallyboy905/006-3.jpg>

<http://i221.photobucket.com/albums/dd145/rallyboy905/015-1.jpg>

<http://i221.photobucket.com/albums/dd145/rallyboy905/020-1.jpg>

<http://i221.photobucket.com/albums/dd145/rallyboy905/007-3.jpg>

Please submit photos and a brief description of your layout to CRO at: [modellercorner@canadianrailwayobservations.com](mailto:modellercorner@canadianrailwayobservations.com)

A VIA F40PH-2 in the "Kool Aid" promotional scheme submitted by Guy-Pascal Arcouette. <http://www.canadianrailwayobservations.com/2011/jan11/koolaidf40gpa.htm>

## CANADIAN RAILWAY HISTORY

The TRHA, who have recently acquired VIA LRC locomotive 6917, have arranged permission to remove any of the remaining parts from sister LRC 6919 currently at Mimico in Toronto. The engine has been purchased by another party for its engine and generator.

First, Jason Shron and Dan Garcia headed up a team to strip useful stuff from the carcass of LRC 6919. 6919 was sold to others who removed the prime mover and traction generator and kindly said we could have whatever we wanted from what was left. Earlier this evening we loaded a large box onto my trailer with valves, parts, doors, window glass, you name it we have it I think. If anyone wants a giant pair of stainless steel muffler/exhaust units, they are still there. There will be a return visit for further parts on Sunday. - Michael Guy

West Coast Railway Association:

Royal Hudson #2860 made a special trip from Squamish to Vancouver, BC on December 8th, 2010 and Ken Storey kindly submitted the following photo report:

On December 7, 2010 the West Coast Railway Association steamed up 4-6-4 #2860 for a private function in Vancouver BC. The train departed Squamish (which is home base for the 2860) shortly after 10:00am for the 39 mile run along Howe Sound and through West Vancouver over BC Rail trackage, a route she ran regular excursions on for 25 years. The eventual destination was another 12 miles of industrial and mainline track and into CN's Main Yard in downtown Vancouver. Recently Louis Vuitton opened a specialty boutique store in Vancouver, the first of its type in Canada and the marketing people behind this store chartered the Royal Hudson and train to participate in the Grand Opening party on December 8. The interior of an old freight house in Vancouver was transformed into a grand French railway station, and invited guests attended the opening ceremonies at the store and then arrived at the freight house for the party. During the event they were given the opportunity to travel by steam train as the consist was moved back and forth from one end to the other in CN's Main Yard. Here are Ken's terrific photos from the steam locomotive excursion:

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

PHOTOS: The Royal Hudson is shown steamed up in the old BC Rail diesel shop in Squamish prior to her departure; Next to the West Coast Railway Association museum site near the north end of Squamish siding; Entering the main track at South Siding Switch Squamish; Passing Britannia Beach; Next to Hwy 99 at Porteau. (The rail line at this location was paved over to provide an extra lane for highway traffic to/from Whistler during the 2010 Winter Olympics. Shortly after the Olympics, the pavement was removed and proper roadbed restored). The next photo shows the 4-6-4 threading its way through North Vancouver at Waterfront Park; and resting next to the freight house in Vancouver at the end of the day. Ken included a fine group shot of the "Steam Team" taken Dec 9th. From left to right: Warren Cowan, Gary Faris, Mark Liggins Engineer, Andy Faris Fireman/Lead Steam Hand, Richard Courage, Al Broadfoot. The final photo shows the train northbound at Mile 9 on the CN Squamish Sub.

WHAT'S NEXT FOR #2860? While a terrific spectacle, it was bitter sweet as this may have been the last run of the Royal Hudson for some time. Ken Storey received this e-mail from Don Evans of the West Coast Railway Assoc:

The rumours are flying about 2860 of course, but according to President and CEO Don Evans, WCRA's intent is not to stuff and mount the engine. "We do need to work through a long range plan for 2860 and we do need to fund some needed boiler inspection and running gear work. For now, she will be drained and serviced following the trip to Vancouver and back, and then she will be put into the new roundhouse on track 7 for display and best preservation conditions."

After the engine is inside she will be inspected per government regulations that require the flexible staybolts to be checked and replaced if any are damaged. Russ Grycan the Association's Chief Mechanical Officer adds that, "since the boiler jacket and lagging must be removed to inspect the staybolts, we will take the opportunity to inspect the entire Locomotive to see what other work needs to be done".

Depending on what is found the organization will put together a plan to repair the engine and retain her in operable condition. The Association expects to make an announcement in January on their direction.

Don Evans, WCRA.

## SOUTH OF THE BORDER

Holiday contributor George Redmond captured the COER Crab Orchard & Egyptian RR Christmas Train December 4th and the INRD Indiana Railroad Christmas Train December 5th.

1). COER 1161 SW1200 WB with 4 cars @ Marion, Il. 2). COER 1161 near the Marion, IL COER station 3, 4 + 5 - 25th Silver Anniversary SD9043MAC INRD 9025 leading their Christmas train at Newton, Il.  
<http://www.canadianrailwayobservations.com/2011/jan11/cnnewsgeorgeredmond2.htm>

In December Amtrak ordered new electric locomotives from Siemens, for delivery in 2013.  
<http://voices.washingtonpost.com/dr-gridlock/2010/10/amtrak-to-buy-new-locomotives.html>

For the Milwaukee Fans! November 28th, 2010 Ed Weisensel found SOO LINE Mp15Ac 1540 - delivered in December 1975 to the Milwaukee Road, revealing its original numbering.  
<http://www.canadianrailwayobservations.com/2011/jan11/soo1540edweisensel.htm>

Illinois Central Vignettes: ICG SW14 1413 is seen in new Illinois Central Gulf paint at Centralia, Il. On 10/1/1978 following its rebuild at the shop in Paducah, Ky. For color scheme comparison, George submitted IC 9568 shot in the yard in Du Quoin, Il., on 5/14/1988 wearing fresh black paint with the (death star) IC logo. Photos by George Redmond.  
<http://www.canadianrailwayobservations.com/2011/jan11/icg1413georgeredmond.htm>

Over the next year CSX will be rebuilding many of their SD40-2's into SD40-3's. The SD40-2's chosen for rebuild are all already retired or have had major failures, or mechanical problems and were already earmarked for retirement. As can be seen on the CSX prototype #4000 they will receive a new cab which differs from the standard EMD factory-built cab.  
<http://www.rrpicturearchives.net/locoPicture.aspx?id=148879>

## LETTERS TO THE EDITOR

Hi Will,

It's been a few months since my initial request for slides submittals for "the book" was put on the net (here: <http://groups.yahoo.com/group/dandh/message/74668>) and I thought the time for an update had come. I'm posting this to several D&H forums, so my apologies to those who will see it multiple times.

As of mid December, I'm still writing. I've basically finished everything except for the chapter on the Penn Division, which should be completed by sometime in January. The manuscript has about 90 information-packed pages. New sources of data seem to turn up almost constantly. For example, I came across a copy of Michael Kudish's Mountain Railroads of New York State Volume Three in October and purchased it on the spot. It caused me to make several additions to my North End descriptions. Some of the recent writings of Howard Hontz and Richard George in the last few issues of the BLHS Bulletin have

been very informative and could not be ignored either. This editing process will probably continue until the day the manuscript gets sent to the printer.

It is a perhaps a measure of the greatness of the D&H's management and employees that a number of them have so generously offered their help, notably by proofreading the manuscript. Tony Steele has been providing extensive support and advice for over a year, particularly in matters related to the physical plant. Howard Hontz had begun his own review, with particular emphasis on matters related to operations. To complete the picture, Richard George has also taken on this task, which I'm confident will address the customer base in an appropriate manner. Each of these individuals' expertise corresponds to one of the three main topics of the book. In addition, a number of D&H fans and BLHS members have studied and offered their own advice on various portions of the work, and I am truly grateful for their help. In many ways, the project has become a group effort.

Meanwhile, slide submissions have begun to arrive. Several contributors have provided truly exceptional material and parts of the railroad already seem to be well represented. The late Robert LaPorte's coverage of the Penn Division between Nineveh and Carbondale, to which the BLHS has graciously granted me access, is excellent. Some spectacular photography of the Oneonta to Albany segment has been submitted, and additional material covering other parts of the system has been obtained or otherwise pledged. At this point, I am convinced that the photos in the book will be as good as anything already seen in print, perhaps even a little better in some ways. I was hoping to include locations and angles which were a bit different from the norm, and it looks like this goal will be achieved without any sacrifice in quality.

At this point, I estimate that approximately 50% of the required photos are at hand. There are several segments of the line which are underrepresented at the moment, so I present an exhaustive list below of every location for which I have few or no slides.

The Napierville Junction Railway is well represented, though it would be nice to have a photo of a crew switching the LaFarge cement plant or the chemical plant in Napierville.

The 4th sub suffers from a lack of photos of a few locations. Chazy and West Chazy are absent, but I would really also like to have photos of activity at the Georgia Pacific - Diamond National plants in Plattsburgh. I don't have a single photo of Bluff Point, South Junction or the Chateaugay and Ausable branches. Views of the mine at Lyon Mountain would be especially welcome. It would be nice to have a photo of the Cabot/NYCO plant at Willsboro, and I need something for Westport and Crown Point (International Paper in particular). The Ticonderoga and Baldwin branches are not presently represented either.

The 3rd sub has many serious gaps. Very little on the Rutland and Washington branches has come in, nor do I have anything on the Greenwich & Johnsonville. At the very least, I need photos of West Rutland, Center Rutland and Rutland, plus Granville (a shot at the Telescope plant would be especially nice), Greenwich Junction, Greenwich and perhaps one of the paper mills on the G&J or, at the very least, the Agway at East Greenwich. One good overall shot of the Whitehall freight yard would be welcome. The Fort Edward and Glens Falls vicinity has been an important source of traffic for the railroad (from numerous paper mills and a cement plant) and I have a very small number of shots, but one potential contributor for which I have high hopes might fill this need to a large extent. The Adirondack Branch needs coverage, especially Corinth-Palmer Falls, Warrensburgh, Riverside and North Creek, though fortunately some neat photos of Tahawus have been made available. I have one photo in Ballston Spa, but I could use a couple more to select from. No Crescent or Elnora views so far. The entire Colonie Main needs to be better covered, especially Waterford, Green Island, Cohoes and Menands. Something in Troy, such as Republic Steel or Interstate Commodities, would be welcome. A shot at the Glenmont power plant would be nice too.

The 2nd sub is so far the best represented segment, but even here there are some surprising gaps in the coverage. I would like some decent shots of trains passing the Alco and GE plants in Schenectady. I don't yet have the perfect shot at Cooperstown Junction. Oneonta is well covered, but I'd like a shot of a crew switching Lutz Feed if possible. The Otego, Unadilla, Sidney and Bainbridge segment has always been sparsely covered in previous publications, and therefore in my opinion worth an extra effort this time around. I don't have a single photo. I need an overall shot of the Harpursville trestle. Binghamton suffers from a lack of photos of the north end of Bevier Street yard and the engine facility. I also need BX cabin and an older shot of Liberty Street Yard (an elevated view taken from Chenango Street - only a Guilford-era version has been submitted).

The 1st sub's north end is, as stated, well represented. However I only have a very small number of slides of the line south of Carbondale and definitely need more, including Mayfield, Jermyn, Archibald, Olyphant, Providence, the Vine Street Branch, DC cabin and the Strawberry Hill Connector, plus views

from some of the overpasses in Scranton. Then there's South Scranton, Minooka Junction, Avoca, Dupont, Yatesville and Laflin. I could use something in Hudson Yard and some photos on the Wilkes-Barre Connecting. Downtown Wilkes-Barre deserves a couple of photos as well, especially near Market Street.

The above is a geographic list. Should anyone wish to submit slides of locations for which I already have photos, I will of course gladly accept them, since they will allow me to make a selection from a larger sampling and therefore possibly lead to a better end result.

I urge anyone who might be considering contributing to consult the initial call for slides ascertain my subject priorities. Some things on that wish list may well prove impractical, but it's too early to give up on anything just yet.

So far, submissions have been in the form of slides, since that is what I need. Prints are problematic, but high resolution scans of large prints might be useable. I can make an initial selection from low-res scans or digital photos of projected slides (on CD or by email) for those who want to avoid sending too many slides on speculation. I've even received written lists with short descriptions to initially select from, so there are a number of ways this process can be handled. Ultimately, though, the slides themselves will need to be sent to me for scanning by the publisher.

I erred in not providing full coordinates the first time around, so proper information follows. Please do not hesitate to contact me if you have any questions, comments or suggestions:

Email:

[dom\\_bourgeois@yahoo.com](mailto:dom_bourgeois@yahoo.com)

Home mail (for general correspondence):

Dominic Bourgeois

4425 Coolbrook, Montreal, QC, Canada, H4A 3G1

Happy New year Everyone!

Contact William Baird – CRO Editor:

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

A sign of the times! (Via Bruce Chapman)

<http://www.railriders.net/index1.html>

THANK YOU:

Jesse Acorn, G-P Arcouette, Joseph Bishop, William Beecher, Gerry Burridge, Guilio Capuano, Marc Caya, Bob Chambers, Bruce Chapman, Marc Chouinard, CN Sparky, Michel Daoust, Patrick DeLarue, Daniel Dell'Unto, Jack Dyer, Ray Farand, Joe Ferguson, Brendan Frisina, Mike Garza, Chris Gertz, Tyler Gerwin, Sean Graham-White, Bob Heathorn, Jeff Keddy, Craig Konopski, Gary Knapp, Francois Jolin, Massey F. Jones, James Lalande, Ken Lanovich, Paul Lantz, John Leeming, Roman Litarchuk, Jason Maino, Phil Mason, Don McQueen (Froth), Bruce Mercer, Arnold Mooney, Jody Moore, Deane Motis, Terry Muirhead, Peter Murphy, Jason Noe (Railpace), Henry Nye, Ruth Parfeniuk, Bryan Passifume, Donna Peters, Walter Pfefferle, John Read "GR17F", Earl Roberts (Branchline), George Redmond, Bill Sanderson, Wilco van Schoonhoven, W,D Shaw, Jeff Simpson, Paul B. Smith, Jon Snook, Dean Splittgerber, Doug Stark, Cor van Steenis, Ken Storey, Jason Tarasenko. Keith Thomson, Lorence Toutant, Bill Turner, Matieu Tremblay, Jean-François Turcotte, Dan Tweedle, Ron Visockis, Craig Walker, Ed Weisensel, Christian White, Chris Wilson, Joe Zika, 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. Please include the loco #'s, train # or direction, date, location, etc, and send to CRO at [pictures@canadianrailwayobservations.com](mailto:pictures@canadianrailwayobservations.com)

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

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:

