

CRO JUNE 2011

May 29

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CANADIAN NATIONAL

On May 8th, Wayne D. Shaw took this great shot of CN SD70M-2 8957 leading train Q112 southbound at Mile 88.9 on the CN Bala Sub, in Washago, Ontario.

<http://www.railpictures.net/viewphoto.php?id=362820>

With his train safely stopped, Patrick De Larue took a moment to capture these railroader POV shots on Montreal's Victoria Bridge: With Pat's train CN M30921-11 on the left, VIA P01511-10 passes on the south track bound for Central Station March 11, 2007; From the cab Pat clicked CN A40021-25 taking the crossover at the Montreal end of Victoria Bridge April 25, 2004; The bottom photo shows CN X31921-16 on May 18, 2007 entering the east end of Victoria Bridge at Longueuil, Quebec (west of bridge span #15 ... Patrick considers Montreal). In this view, the junction for the double track bypass is visible, used when the main bridge is raised to allow a ship pass through.

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WARNING: This location is dangerous and off limits to railfans! Only CN employees or authorized workers can access to the railway bridge.

<http://www.canadianrailwayobservations.com/2011/jun11/cnviapdl.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/cn525opdl.htm>

At Parry Sound, Ontario Jordan Coseni took this great shot of CN Work Train W90831 on May 1st. CN 5631, 2404 and 2438 are shown rounding the curve at CN Reynolds, with an Alco-like smoke plume from the Dash 8-40CM's.

<http://www.canadianrailwayobservations.com/2011/jun11/cn5631jordancoseni.htm>

In May CN E44DC 2263 had received interior and exterior modifications for diesel engine emissions testing. The first tests were done between Toronto and North Bay, Ontario on trains 450 and 451, with CN 2263 placed trailing the lead power, often with a rider presumably monitoring the locomotive. The locomotive has visible modifications including a large hump on top of the long hood behind the cab, and patch repaint on some of the long hood access doors.

CN suffered a sideswipe incident in Battle Creek, Michigan in early May involving a SHPX Centre-Flo hopper and CN C44-9W 2685.

<http://www.canadianrailwayobservations.com/2011/jun11/swipecro.htm>

LOCOMOTIVES RETIRED: Over the last three months, the following CN units were retired with their precise retirement date unknown:

CN Slug 272 (Retired Spring 2011)

CN GP9RM's 7007, 7045, 7259 (All retired Spring 2011)

IC SW14 1501 (Retired Spring 2011).

LOCOMOTIVES SOLD: In April, CN sold EJE SW1200 322, 302, 306, 316 and CN SW1200RS 7303, and 7306. All were sent to the NRE Paducah, KY repair shop and renumbered (in the order above) to GMTX 500, 501, 502, 506, 507 and 508. In mid-May, they had all been forwarded to UP in Memphis, TN.

Former WC/Alstom SD40-3's 6909, 6919, 6922, 6925, and 6939, relettered to Aberdeen Carolina & Western (ACWR), were noted in-transit on CSX passing through Tennessee on May 13th. This railroad has a sizeable roster of former CN units.

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All 19 GCFX GTW SD40-3's 5938-5956 and ex-KCS 6600-6620 will be going to Metro-East Industries in East St. Louis, IL for storage and or repairs. George Redmond noted five of the former GTW (ex-Alstom) SD40-3's were lashed together with their GTW cab lettering and CN hood Noodles painted over in grey paint. The lease on GCFX 5938-5956 inclusive expired April 1st 2011 and 5948, 5949, 5950, 5953 and 5954 were the first of this group of SD40-3's prepared for return to the leasor GCFX. On May 12th these units were in Du Quoin, IL awaiting a trip to E. St. Louis on train #L546 with EJE 670 and GTW 5840 to do the honors. Trailing them were GTW 5948, GTW 5949, GTW 5950, GTW 5951, GTW 5953, GTW 5954 with all CN and GTW markings removed.

<http://www.canadianrailwayobservations.com/2011/jun11/gtwgred.htm>

On May 7th former WC/GCFX SD40-3 6944 was spotted in transit through Minnesota relettered for Northshore Mining (NMSX 662). Generally, the Northshore Mining units are captive geographically, and the lease has now ended on their NREX SD40-2's and SD40-3's. Northshore Mining own their rebuilt SD28's, and now will have three ex-WC/GCFX SD40-3's (6903, 6928, 6944) now renumbered NMSX 660, 661 and 662. At press time we had not confirmed if these were purchased, or only leased from GCFX.

<http://www.flickr.com/photos/18171644@N03/5700287745/in/photostream>

CRO US Coordinator Ed Weisensel compiled the following list of stored locomotives at the Woodcrest Shop in Homewood, Illinois on May 7th. Ed and Henry Nye walked the perimeter for hours in order to get these locomotive numbers, and we certainly want to thank them for obtaining his pertinent information for our CRO readers. Most do appear to be serviceable (SS), but we cannot confirm which are unserviceable (SUS) only from these photos. According to a source, the rear tracks containing some of the GTW 59xx-series, the BCOL quartet, and IC 1507 and 1491 are typically "finished" tracks for the outgoing power. In other words – Locos parked here had been in need mechanical attention, and now the repair work has been completed. The units seen were:

BCOL B39-8E: 3901, 3902, 3903, 3905, 3906, 3907, 3908, 3909, 3910, 3911.

CN: 5291, 5318, 7008, 5283, 5685, 1375, 5348.

SFEX: C424m 4204. (An ex-OCRR/NBEC MLW rebuilt/upgraded)

B&LE: 878, 907

E&JE: 656, 665, 675, 669, 672

GTW: SD40-3's (ex-Alstom in grey paint) 5938, 5939, 5940, 5941, 5942, 5944, 5945, 5946, 5947, 5952, 5955, 5956.

GTW: 5937, (CNNA-paint) 5930, (CNNA) 5932, (CNNA) 5934, (CN) 5933, (GTW) 4921, (Operation Lifesaver) 6401.

IC: 1491, 1507, 1509, 1511, 9562, 9628

WC: 1552 (CN), WC 1560, 3004, 3006, 3010, 3018 and 3021.

CN: SD75I 5731, SD40-2W 5335, SD70M-2 8018 are in service, but were seen coupled-up next to the storage lines.

Henry Nye and Ed took the following storage line shots at the Woodcrest Shop in Homewood, IL on May 7th 2011 "National Train Day". The hood/horn of fire-damaged "CN 15 years" liveried C40-8 2128 has been out of service since mid-October 2010 and rests on a flatcar outside the shop doors!

<http://www.canadianrailwayobservations.com/2011/jun11/mixedew.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/piecesew.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/homewoodhj.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/gtwew.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/gtwgred.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/mixedew.htm>

Wm. Beecher Jr. submitted his shots of the stored locomotives in the CN Woodcrest- North and South Lots. After obtaining permission, he took photos up above from the Markham Yard Trainmasters office.

<http://www.canadianrailwayobservations.com/2011/jun11/woodcrest.htm>

In early May, William Beecher Jr. caught possibly the last MLW-built locomotive still stored at the Woodcrest Shop, SFEX-Eastern Rail Service (ex-OCRR, Nee-CP) rebuilt C424M #4204. (Her previous liveries (OCRR and CP RAIL) are on the links)

<http://www.canadianrailwayobservations.com/2011/jun11/sfex4204wb.htm>

<http://www.mountainrailway.com/Roster%20Archive/CP%204200/OCRR%204204-1.jpg>
<http://www.mountainrailway.com/Roster%20Archive/CP%204200/CP%204204-2.jpg>

William also took these roster shots of not yet in service CN C40-8W 2188 at Fond du Lac destined to Winnipeg, Manitoba for finishing, and CN SD70I 5620 in clean paint at Fond du Lac, Wisconsin in May.

<http://www.canadianrailwayobservations.com/2011/jun11/cn2188wb.htm>

On May 15th, D. Kwarciany caught paired CN C40-8's in the 15 years scheme (2107-2112) with ore train on the CN (DMIR) Missabe Sub, at Iron Junction, Minnesota.

<http://www.railpictures.net/viewphoto.php?id=363598&nseq=7>

CN ex-BNSF C40-8W roundup as of June 1st 2011:

In full CN Livery:

2099 - (painted at Centralia in April 2011, released in May)
2138 - (painted at Centralia)
2141 - (painted at Woodcrest)
2144 - (painted at Centralia - out of service at Symington)
2146 - (painted at Centralia)
2147 - (painted at Centralia in April 2011, DIT to Toronto May 21st)
2148 - (painted at Woodcrest)
2151 - (painted at Centralia).
2152 - (painted at Woodcrest in April 2011)
2155 - (painted at Centralia in April 2011)
2157 - (Painted at Centralia in May 2011)
2163 - (painted at Centralia in April 2011)
2188 - (painted at Centralia in April 2011-out of service in WPG)

CN "Noodled" in BNSF paint in service in USA and Canada.

2137 - (In Canada in April)
2145 - (in Canada in March)
2149 -
2154 - (Toasted April 1st, and currently out-of-service)
2159 - (In Canada in March)
2175 -
2189 -
2195 - (In Canada in April)
2196 -

CN 2100's awaiting work at Woodcrest or Memphis:

2140 - Memphis
2164 - Woodcrest - (805)
2171 - Memphis
2194 - Woodcrest - (859)

CN "Noodled" in BNSF paint sent to various contract shops.

CN 2162 (801) - Metro-East Industries @ E. St. Louis, IL
CN 2170 (817) - Metro-East Industries @ E. St. Louis, IL
CN 2165 (807) - NRE-Dixmoor @ Chicago
CN 2168 (813) - NRE-Dixmoor @ Chicago
CN 2167 (851) - Quality Rail @ Madison, IL
CN 2176
CN 2177
CN 2191 (856) - Quality Rail @ Madison, IL
CN 2193.

George Redmond clicked these GE news photos at the CN engine facility in Centralia, Il May 13th: Ex-BNSF C40-8W's CN 2099 and CN 2157 in fresh paint are prepped for service. Parked next to 2099, is the last ex-UP C40-8 to be repainted CN 2109, still awaiting installation of a hard-to-get part and not yet in service.

<http://www.canadianrailwayobservations.com/2011/jun11/freshpaintgr.htm>

George Redmond clicked CN 2147 in Centralia in April 14th

<http://www.rrpicturearchives.net/showPicture.aspx?id=2491499>

A good clip of CN train 332 with CN Dash 8-40CM 2400 and CN patch ex-BNSF C40-8W 2195 at Bayview Junction, Ontario:

http://www.youtube.com/watch?v=inSoFo9Oua4&feature=email&email=comment_received

On her first trip from Chicago in CN paint C40-8W 2147 arrived in Toronto Dead in Tow on May 21st. Earlier in the month on May 7th CN 2147 and 2109 had not yet entered service and are seen sitting outside Centralia Shop missing headlights, ditchlights, number boards etc. (Photo by Mitchell Shultheis)

<http://www.rrpicturearchives.net/showPicture.aspx?id=2525660>

Noted in May at the Symington Shop in Winnipeg were CN C40-8 2100, 2118, and C40-8W 2144, 2188. The four out of service GE's are destined for the Transcona Shop (also in Winnipeg, MB) where CN repairs most of their GE fleet.

Moving from Baie Comeau, Quebec to the RELCO repair shop in Albia, Iowa, Chris Wilson caught SOPOR GP8 6055 (ex-CR, nee Erie-GP7) passing Newtonville, Ontario May 15th on CN M30511 14 (manifest from Moncton, NB - Toronto MacMillan Yard), with 114 cars. The consist was CN 2248 (ES44DC) ** 6055 (GP8 in SOPOR paint) -48 mixed- **BCOL 4650 (C44-9W) -41 mixed/25 racks.

http://img.photobucket.com/albums/v406/CP9102/IMG_1468.jpg

CN has begun testing trains 120/121, 305/308 with up to 14,000 foot (200-car) consists in and out of Moncton, NB.. The use of DPU 12,000 foot trains on 120/121, 305/308 had been the norm down this way and certain sidings will have to be lengthened. Daily freight train 305 originates at Moncton and daily 308 terminates at Moncton. The Halifax-Brampton #121 was 13378ft (201 cars) on May 26 (Frank Jolin photos).

<http://www.flickr.com/photos/31145333@N02/5763006417/in/photostream>

<http://www.flickr.com/photos/31145333@N02/5763553508/in/photostream>

<http://www.flickr.com/photos/31145333@N02/5763554164/in/photostream>

<http://www.flickr.com/photos/31145333@N02/5763008357/in/photostream>

In early May, CN track geometry evaluation Budd car 1501 was mildly damaged after hitting a pickup truck moving east at the Riddell Ave crossing in Ottawa, ON. The single RDC was traveling north between Dunrobin Road and March Valley Road May 3rd. Both the driver and passenger in the pickup escaped with only minor injuries. Brad Morocco clicked the Budd back in service two days later near Burlington on the Oakville Sub.

<http://www.canadianrailwayobservations.com/2011/jun11/cn1501bm.htm>

<http://www.railpictures.net/viewphoto.php?id=362560&nseq=99>

In mid-May, two yard jobs ran into each other at the west end of the main classification yard in Sarnia, Ontario blocking all the yard leads.

The through track closest to the station stayed open, and trains were getting through. Chris vanderHeide submitted these great shots:

http://www.railpictures.ca/?attachment_id=398

http://www.railpictures.ca/?attachment_id=397

393 passing the wreck:

http://www.railpictures.ca/?attachment_id=399

In May, CN made some changes in the following train schedules:

M37091-xx originates in Champaign Ill. and operates through to MacMillan Yard in Toronto daily except Thursday and Friday.

M39491-xx ex Joliet Ill. only operates to Sarnia on the days M37091-xx goes to Toronto. On the 2 days a week 370 doesn't go to Toronto, 394 runs through to Mac Yard. The X37121-xx that often operates from Montreal to Toronto handling mostly auto empties has nothing to do with the 371 on

the Michigan Div. That is train M37161-xx and runs from Battle Creek MI westward. Also of note, Q14921-xx is no longer handling any freight between Toronto and Chicago owing to increased intermodal volumes.

On April 19th Andre St-Amant clicked CN 461 at MP 60 on the CN Joliette sub in Charette, QC on its way to Montreal, with lone SD70M-2 8821 pulling 58 cars.
<http://www.railpictures.net/viewphoto.php?id=362877>

Andy Cassidy caught SD60F's 5557, 5552, 5541, and IC SD70 1011 are seen on the east track at Piper, BC, (mile 148.2 on the CP New Westminster Sub) heading south to CN Thornton Yard on April 29th.
<http://www.canadianrailwayobservations.com/2011/jun11/cn5557ac.htm>

Sad News: CN Z-1-a Box Cab 6712 is likely to be cut up for scrap. Stored in the Town of Mount Royal under a tarp for many years it was put up for sale this year. The only bidder was a scrap dealer! (Alex Tipaldos and Jon Roma photos)
<http://www.flickr.com/photos/kellergraham/4516805870/>
<http://www.flickr.com/photos/kellergraham/347312419/in/photostream/>
<http://www.flickr.com/photos/jonroma/882335570/>

CN VIGNETTES:

Ron Visockis photographed great looking CN C424 3232 in the full noodle scheme, in Montreal, QC, on March 20th, 1984. 41 graced the CN roster and 51 C424's were purchased by competitor CP.
<http://www.canadianrailwayobservations.com/2011/jun11/cn3232rv.htm>

My favourite CN video..... Watch and "Listen" to a GMDD SD40 and BBD HR616 power a freight out of town! AWESOME! <http://www.youtube.com/watch?v=rw7BSdU7wCQ>
Classic images of the CN Central station at the north (tunnel) end and south (viaduct) end. In the south shot the paved area on the left now has two AMT (EMU electric) tracks on it, with all catenary removed from the four tracks on the right side (VIA/ AMT Diesel side).
The north view is no longer possible to see as this area is now covered over by office buildings and the Central Station concourse.
<http://www.canadianrailwayobservations.com/2011/jun11/vigmontjp.htm>

In March 1979, Douglas Leffler photographed these two GTW detour trains passing the station at Jackson, Michigan. Interesting to see the hooped up train orders to front and tail end crew, and catching US Bicentennial painted GTW GP38AC 1776.
<http://www.canadianrailwayobservations.com/2011/jun11/gtwfreighttrain.htm>

Wayne Shaw clicked (Agawa Canyon Tour Train) in this one-of-a-kind paint scheme on CN 633 in October 2010. Ex-SKTX Power Car 253, ex-DRGW 253 SGU (1965), ex-DRGW 6002 PB-1 (19??), ex-DRGW 600B PB-1 It's been painted this way since it was acquired in 2007. It was used on the regular train to Hearst with 3 HEP-equipped coaches that were acquired at the same time for the regular train. The former CN/VIA coaches that the ex-Ski Train set replaced on the Canyon tour train was not HEP equipped (Chris van der Heide via CRO Facebook).
<http://www.canadianrailwayobservations.com/2011/jun11/agawaws.htm>

CANADIAN PACIFIC

<http://www.canadianrailwayobservations.com/2008/11/ken2.jpg>
(Ken Storey Photo)

The Canadian Pacific Railway released their 2011 schedule for 4-6-4 Hudson #2816 "EMPRESS", (See their website for any updates and additions). If you've never been to Bawlf (that's in Alberta), here is your chance to photograph a steam engine beside a grain elevator!

<http://www8.cpr.ca/cms/English/General+Public/Steam+Train/default.htm>

The second line July - Vancouver 125 is a run to commemorate the 125th anniversary of the first transcontinental passenger train in Canada, which departed Montreal on June 28, 1886 and arrived in Port Moody, BC. July 4th 1886. From what we have gathered, the re-enactment is Calgary to Lake Louise on July 2nd, Lake Louise to Kamloops on July 3rd and Kamloops to Port Moody on July 4th, named the 'Royal Pacific Express' on the website for the Royal Canadian Pacific, which also states: The 1886 Transcontinental train consisted of two baggage cars, a mail car, one second-class coach, two immigrant sleepers, two first-class coaches, two sleeping cars and a diner. The 2011 Royal Pacific Express is a private luxury rail journey aboard heritage Canadian Pacific business cars. This train may operate, as the original, with additional coach cars to accommodate anniversary celebrations. It is possible steam locomotive #2816 may haul some cars assigned to the Royal Canadian Pacific, and maybe other cars as well. Cor van Steenis points out as CPR #2816 rarely hauls the RCP cars, this will truly be an historic consist to see!
<http://www.canadianrailwayobservations.com/2011/jun11/empressly.htm>

The CPR Empress, running as Train 28B-14 with the auxiliary tender, CP FP9A 1401, CP F9B 1900, nine cars with crew sleeper H.B. Bowen on the tail end, left Ogden Yard at 09:00 May 14th, for downtown Calgary to embark passengers (CP employees and their significant others) for a mechanical shakedown run. CPR #2816 first run of 2011 was from Calgary to the West Carseland Wye, some 26 miles east of downtown on the Brooks Subdivision. For the first time ever Cor van Steenis caught this immaculate machine on the Ogden Yard lead with the sun shining from the east directly onto the loco. Cor was standing on the dike of the Western Irrigation Canal. Normally there are bad order cars stored on the two tracks in the foreground, blocking this view, or there is a freight pulling by on the P1 or P2 leads from Alyth (behind the steamer) or there is a pulldown job backing into Alyth. <http://www.canadianrailwayobservations.com/2011/jun11/empresscvs.htm>

Here are some of Cor's images out on the prairie east of Calgary of the 2011 inaugural run of CP 2816 with a gleaming Train 28B, Calgary to the West Carseland Spur and return on May 14th.
<http://www.canadianrailwayobservations.com/2011/jun11/cp2816empress.htm>
<http://www.canadianrailwayobservations.com/2011/jun11/2816cvs2.htm>

Andy Cassidy clicked CP ES44AC 8857, the Head End Power of train 663 backing twowards CP 8827 at the Pacific Coast Terminal on May 12th.
<http://www.canadianrailwayobservations.com/2011/jun11/cp8857ac.htm>

Paul Sincerny took this great shot of the CP's Winnipeg Shop on May 7th showing the variety of colours railfans enjoy on CP these days!
<http://www.canadianrailwayobservations.com/2011/jun11/winnipegyardps.htm>
<http://www.railpictures.net/viewphoto.php?id=362731&nseq=42>

In May the following CP leased locomotives were on the property:

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

CEFX (SD40-2) 2786, 2790 (in the computer but lettered CITX 2790, 2791, 2797, 2802, 2803, (3106, 3109 at St. Luc tied up but on lease), 3112, (3117 at Cadrail in May), 3120, 3121, 3127, 3128, 3130, 3133, (3137 at St. Luc tied up but on lease), (3139, 3143, 3145, 3148 at Coquitlam tied up but on lease), 3149, 3151, (3155 TUUS at Moose Jaw, but on lease), 3160, 3163-3165, 3166, 3168, 3172, 3173, 3175, 3176, 3181, (3182 at Coquitlam tied up but on lease), 3183, 3184, (3188 at Coquitlam, tied up but on lease).

CITX (SD40-2) 2783, 2785, 2792, 2794, 2796, 2799, 2804, 3008, (3020 Tied up serviceable at Coquitlam, still on lease), 3024, 3026, (3032 at Coquitlam tied up but on lease), (3035 tied up at Toronto), 3036, 3053-3067, 3070-3075, 3077-3083, (3086 at Coquitlam, tied up but on lease), 3088-3093, 3095, 3097-3102, 3105 (in the computer comes up as CEFX 3105), 3110, 3157, 3170, 3177.

NREX (SD40-2) 4403, 5542, 5581, 5661, 5777, 5823, 6301, 6309, 7003, 7212, 7223, 7237, 7246, 7275, 7287, 7349, 7356, 7360, 7370, 7374, 7931, 8092, 8096, 8099, 8401.

HLCX (SD40-2): 6206, 6299, 6340, 6341, 6844, 7003, 7008, 7009, 7161, 7191, 7193, 7205, 7230, 7231, 7233, 8033, 8085, 8089, 8139, 8163, 8176, and JFDX 8045 (Note: JFDX 8045 is believed to be a commemorative unit honoring former HELM President & CEO John F. Dains, who retired in 2010, and was seen at Cadrail on April 30th).
<http://www.canadianrailwayobservations.com/2011/jun11/jfdx8045.htm>

Geoff Elliott clicked SOO SD60 6043 with trailing CSX AC4400CW 448 at Belle River Ontario on May 8th, 2011.
<http://www.canadianrailwayobservations.com/2011/jun11/soo6043ge.htm>

LOCOMOTIVES SOLD:

In early May, J&L Consulting (JLCX) SD40-2's 5709 and 5830 were scrapped in Surrey, BC. Prior to scrapping, ex-CP 5709 was in CP Rail action red multi-mark livery and in decent paint (See photo below). These (ex-CP) JLCX units were confirmed on May 9th at the SRY Shop or CP Coquitlam Yard. (See photos below) The JLCX units were:

JLCX GP9u 1689 - at CP Coquitlam and will move to SRY Shop in mid May for Qualification and paint.

JLCX 1689 is former TH&B GP9 #402, and is believed to be sold to the Belvedere & Delaware in New Jersey. CP GP9 1689 was retired on December 19, 2009 due to a mechanical failure, and subsequently sold in 2010 to J & L Consulting (in British Columbia). This is the first former TH&B Geep to be retired. J&L arranged for repairs and resale to the Belvedere & Delaware Railway in New Jersey as BDRV 1889. BDRV has an eclectic collection of mostly first generation EMD power including an ex-CP SW1200RS (8142 & 8159).

SD40-2 5611 - awaiting assessment for SRY Shop at CP Coquitlam Yard

SD40-2 5696 - at SRY Shop running and being qualified, it will be fully painted for lease to a new customer in Trinidad, Colorado.

SD40-2 5709 - scrapped in Surrey, BC in May.

SD40-2 5805 - inside SRY Shop, with inspection to be completed

SD40-2 5830 - scrapped in Surrey, BC in May.

On May 11th, Andy Cassidy clicked JLCX GP7u 1510 with painted over CP lettering and JLCX SD40-2 5611 both at the east end storage tracks at the Coquitlam Diesel Shop Yard. On May 25th GP7u 1510 had arrived at destination (Northern Plains RRR) NPR in Thief River Falls, Minnesota.
<http://www.canadianrailwayobservations.com/2011/jun11/jlcxac.htm>

Mark Forseille caught three of the JLCX SD40-2's (likely the last photo ever of ex-CP 5709): JLCX 5709 were taken just East of the SRY yard by Kruger Paper and 5696 and 5805 were taken at the SRY shops during the first of May.
<http://www.canadianrailwayobservations.com/2011/jun11/cpjlcsmf.htm>

Delaware and Hudson GP38-2 7304 returned to the D&H May 21st following repairs out at Thief River Falls, MN, after being (TUUS) tied up unserviceable for two months, and was photographed by Michael Sbrocchi in transit as a trailing unit on CP 141 into Detroit, MI., enroute back to New York State.
<http://www.canadianrailwayobservations.com/2011/jun11/dh7304.htm>

CP SD40-2F 9015, 9018 and AC4400CW 9733 were photographed after arrival at Winnipeg following a level crossing mishap. The Red Barn's hit a tank truck loaded with crude oil on the Brooks Sub between Suffield and Tilley. The train crew survived but the truck driver did not. Paul B. Smith shot the lead unit CP SD40-2F 9015 covered in black crude. About a half dozen right side engine room carbody doors were extensively damaged. CP attempted to clean the oil off in the washrack, and will use an outside contractor to remove the gunk including the window tinting. Following

that, the units are heading to Progress Rail in Winnipeg for repairs. If all goes well 9015 might become the first SD40-2F repainted into the current CP livery ... lets hope!

<http://www.canadianrailwayobservations.com/2011/jun11/cp9015ps.htm>

Lettered "LS" (Luzerne & Susquehanna) and bound for the Lehigh Railway at Mehoopany, PA, two former CP SD40-2's 5700 and 5721 were forwarded on D&H 252 in mid-May with CP 9580 , 5919 , JFDX 8045 and the LS 5721, 5700 DIT. The pair (two of three units coming) will be prepared for service on the LS in Pittston, PA and then forwarded to the Lehigh Railway. LS are reporting marks for the Luzerne & Susquehanna down in Scranton, PA, who also have the Owego-Harford Railway, and the Lehigh Railway from Sayre down to Towanda

From high atop the Jacques Cartier Bridge in Montreal, QC., a CP intermodal Port de Montreal transfer job (x-Lachine Terminal) is seen entering the harbour surrounded by a sea of containers destined for ship loading.

<http://www.railpictures.ca/main-page/cp-intermodal-lachine-port-de-montreal-transfer-job-entering-the-port-surrounded-by-a-sea-of-containers-to-be-loaded-on-ships/>

In May the St-Luc Diesel Shop completed doing AST's LTP (Low Temperature Protection) modifications on four of their Montreal yard assigned GP38-2's (3120-3121-3024-3025). AST's LTP technology enhances AESS by extending the shut down temperatures to below 0 degrees Celsius – this is very significant as the majority of CP operations are in Canada and the northeast and Midwest U.S. where Winter temps can be severe. It also lengthens the time a locomotive can be shut down by re-circulating the engine's coolant at a constant temperature, allowing for less idling overall.

Over the next 5-years, the CP diesel shops in Montreal, Winnipeg and St. Paul will be installing PTC (Positive Train Control) modifications on over 500 locomotives in the CP fleet. The first of the fleet that Montreal's St-Luc Diesel Shop are to receive are: CP 9542, CP 9643, CP 8600, CP 9700, CP 9800, CP 8700, CP 9100, ICE 6439, ICE 6402, ICE 6434, ICE 6405, ICE 6451, ICE 6457, ICE 4205, ICE 4206, ICE 4208, ICE 6424, SOO 6026, SOO 6035, with hundreds to follow.

Operating manuals for Kenwood NX210/NX700 radios, now being installed, have been issued to CP (Montreal Division) employees. The FCC Narrow Band mandate requires Mobile Radio Operators in rail and other industries to switch to narrow band, due to the limited number of available channels. The original AAR standard was 25 KHz separation. CP intends to this get down to 12.5 KHz, and ultimately down to 6.25 KHz. Going digital also eliminates interference from adjacent channels.

On May 6th your Editor visited with our friends at St-Luc Yard in Montreal, QC. Excluding units not visible inside the shop or working in the yard, the following locomotives were noted around the St-Luc Diesel Shop:

CITX SD40-2 3099,

HLCX SD40-2 6340,6341, 7231, 7233, 8176.

NREX SD40-2 7003

CP GP9u 1509, 1608, 1626, 1630, 1649

CP GP38-2 3089, 3099

CP SD40-2 5736, 5664 (Retired), 5773, 5798, 5940 (SUS), 5953

CP AC4400CW 8512, 8514, 8561 (SUS-no prime mover), 8567

CP ES44AC 8875

CP SD40-2F 9017

CP SD9043MAC 9157 (Requires engine change-out at Cadrail)

CP AC4400CW 9619

ICE SD40-2 6434

CP GP9u 1612, 1615, 1519, 8224, 8242, 8214 and Slug 1022 (all TUUS at the old coal chute).

Effective May 1st, 2011 CP abolished London pick-up and two jobs at Galt, ON. This is primarily due to a slowdown in production by Toyota, following consequences of the earthquakes in Japan.

Ed Weisensel caught CP train 276 pulling into Milwaukee, WI., May 22nd. The Viaduct northside view has the eastbound moving toward the yard tower; the welded rail tie-level set-out shove is on Wash 4 beneath the 6th Street Bridge, adjacent to the Iron Horse Hotel - revitalized with the completion of the Harley-Davidson museum two blocks north. SD40-2's ICE 6213 City of Hartley - CITX 3067 - CP 5951 and Sd40m-2 CEFX 2783 are the Sunday color splash. Ed also shot westbound counterpart CP train 277 that Sunday evening rolling down the very same section of rails as the shove above. ICE SS40-2 teammates 6429 City of Fairmont and 6418 City of Chicago followed the tardy Amtrak Empire Builder #7 up from Chicago, heading to Muskego yard just after 5 pm.

PHOTO

BNSF coal trains: The first week of May, CP Ac4400CW's 9616 and 9514 lead this 103 car Burlington Northern Santa Fe unit coal train (empties, all aluminum cars marked BNBX) back to the USA. On May 2nd the first CP train to haul BNSF Powder River coal from Wyoming to the Pacific coast; returning from Ridley Island Terminals at Prince Rupert, B.C., and is seen here southbound in the hole at Wolf Creek, AB., M 24 Leduc Subdivision on May 8th. The BNSF train entered Canada at Coutts, AB. on May 2nd and was routed over CP (with CP power) through Calgary and transferred to CN at East Edmonton, AB. CN then forwarded the BNSF coal train (via Jasper) to Prince Rupert, BC. It is expected there will be one coal train per week over this CP routing. (Cor van Steenis).

<http://www.canadianrailwayobservations.com/2011/jun11/cp9616cvs.htm>

After being prepared for safe movement to a US repair shop in April wrecked CP AC4400CW 8579 departed Alyth Yard in Calgary, AB the first week of May and was seen in transit in Chicago. Photos of this wrecked locomotive appeared in our CRO May issue.

CP 200 Ton Crane 414479 with Idler car CP 412730 are stored in Thunder Bay, ON and are for sale. Tender #P2697 with a closing date of 6/10/2011 11:00 P. M. MST. View the details on the CP website: <https://www8.cpr.ca/enetp72/snp/Pages/ViewTender.aspx?tender=2697>

Andy Cassidy took the following shots at the Coquitlam Shop the last week of April. To the West is the CP 1239 getting a maintenance break from its regular O-Yard duties with the 1237. Over on track 1 is the CP 5742. Facing East we have CEFX SD40-2 3139, an ex-SD45 with the flared radiator compartment. In the background on track 1 is the CP

5796. The next shots show CEFX 3139 and CP 5796 head on getting a battery changeout. For those who don't know, there are four batteries on each side of the unit. They are 8 volts each and wired in series to give 64 volts total on a 72 volt system. They weigh about 400 Lb each.

<http://www.canadianrailwayobservations.com/2011/jun11/cpshop1ac.htm>

CP VIGNETTES:

On September 1970, three CPR CLC H Liners (CLC H16-44) in three different CP paint schemes are seen southbound in Calgary on the Macleod Sub headed to either Fort Macleod or Lethbridge, Alberta. (Doug Wingfield photo)

<http://www.railpictures.net/viewphoto.php?id=361593&nseq=517>

The famous Angus Shops are shown in this aerial image above East Montreal looking south-east in 1979. The bottom of the photo shows the CP mainline tracks connecting Outremont Yard to the Port de Montreal. The top of the photo shows the large Loco Shop parallel to Rachel St. The newest building on the center is the new paint shop that still stands today. The empty field on upper side was where the passenger car shop was. You can see the floor in the grass.

Today, the large loco shop area is cut in three sections: One for Loblaw's, a parking area and the third segment for other businesses. (From Bob Kennel with thanks).

<http://www.canadianrailwayobservations.com/2011/jun11/angusshop.htm>

Amateur MLW videos of CP and CN part 1 & 2 on the Montreal West Island area: in August of 1990, with that great "chug-chug-chug" sound of the Big M's!

<http://www.youtube.com/watch?v=z6BGJwyefYI&feature=related>

<http://www.youtube.com/watch?v=IVVSXdfwPnM&feature=related>

Paul B. Smith took these images at the old Winnipeg Shop in 1980. The New Diesel Shop in Winnipeg opened in 1983. The Old Diesel Shop is now used as the "heavy repair" shop dealing with mostly trucks and traction motor changes as well as wheel truing. However, due the upcoming closure of Ogden, big changes will be happening in Winnipeg. The old shop will be expanded so as to be able to handle engine changes and stuff. The theory being it is easier to hire people in Winnipeg as the cost of living is lower here. These scans were taken back in the early 1980's before the new shop was built. One shows the Old Diesel Shop. The other shows the "East End" as we called it. This was the outside diesel dispatch area.
<http://www.canadianrailwayobservations.com/2011/jun11/winnipegcpvigs.htm>

In nice evening light on Wednesday, May 9, 2001, CPR westbound Saskatoon-Vancouver grain train #363 rolls through Golden, B.C. The 114 loaded hoppers are being powered by AC4400CW's 9510 and 9632 on the head end, with 9566 operating under Locotrol at mid-train. Golden is located at Mile 35.0 of the Mountain Subdivision and westbound trains usually gather speed for the next 15 miles or so before tackling the grade up to Rogers Pass. In the background the Trans-Canada Highway can be seen gaining elevation above the town as it winds its way through the lower canyon of the Kicking Horse River. (Bill Sanderson).
<http://www.canadianrailwayobservations.com/2011/jun11/cp9510bs.htm>

VIA RAIL CANADA

VIA News Editor (East) Tim Hayman
VIA News Editor (West) Terry Muirhead:
vianews@canadianrailwayobservations.com

Patrick De Larue photographed these three great shots of VIA "meets" with his train on Victoria Bridge, over the St. Lawrence River.

- 1) VIA P42DC 910 leads train P02121-16 on August 16, 2007, only minutes from destination in downtown Montréal, QC;
- 2) Patrick's train CN M30921-26 is stopped, waiting for VIA P01511-25 to pass and take the cross over for Central Station on June 26, 2008.
- 3) "Lotto Quebec" liveried F40PH-2 6414 leads train P62021-11 onto the island of Montreal on May 11, 2008. Note the CN westbound freight on the by-pass behind the inbound VIA train, as Patrick's train holds for the red dwarf signal, before they can move east over the bridge.
<http://www.canadianrailwayobservations.com/2011/jun11/viaphotospdl.htm>

On April 18th André St-Amant caught VIA combined trains #601/603 "Montréal - Jonquière" / "Montréal - Senneterre" at Charette, Québec with a trio of leased units. RBRX F59PH 18522, RBRX F59PH 18520 *, RBRX F59PH 18521 *, Coach 8146 *, Baggage 8608 *, Baggage 8619 and Coach 8147. (* = destined to Jonquière, QC).
<http://www.canadianrailwayobservations.com/2011/jun11/via601andrestamant.htm>

Patrick De Larue clicked VIA RDC 6148 and sister on July 4th, 2010 departing the station at Qualicum Beach, BC.
<http://www.canadianrailwayobservations.com/2011/jun11/via6148pdl.htm>

Ron Visockis caught VIA 6408 on #60 at Belleville and VIA 6425 on #57 at Trenton ON May 9-11. The VIA 6408 "Coors" and 6425 were assigned to VIA train #57 and 60 for the last two weeks of April and first part of May.
<http://www.canadianrailwayobservations.com/2011/jun11/viapairrv.htm>

VIA F40PH-2d Fleet Status Report (May 16, 2011) (Tim Hayman - VIA Editor)

Unit#	Status	Notes
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6400	CAD Rebuild prototype	Wrecked February 2010
6401	Rebuilt, Active	(former "Spiderman 2")
6402	Rebuilt, Active	
6403	Rebuilt, Active	(former CBC unit)
6404	Non-rebuilt, Active	3rd headlight (former Kool-Aid and "Spiderman 2")
6405	Non-rebuilt, Active	(former Kool-Aid unit)
6406	Rebuilt, Active	(former "Spiderman 2" and Kool-Aid unit)
6407	At CAD for rebuild	
6408	Non-rebuilt, Active	3rd headlight, Coors Light "Silver Bullet" (former "Spiderman 2")
6409	At CAD for rebuild	
6410	Rebuilt, Active	
6411	Rebuilt, Active	(former Kool-Aid and Operation Lifesaver)
6412	Non-rebuilt, Active	3rd headlight
6413	Non-rebuilt, Active	3rd headlight (former "Spiderman 2")
6414	Non-rebuilt, Loto-Quebec Promo Scheme, Active	
6415	Non-rebuilt, Active	
6416	Rebuilt, Active	
6417	Rebuilt, Active	
6418	At CAD for rebuild	
6419	Non-rebuilt, Active	
6420	Non-rebuilt, Active	3rd headlight
6421	Non-rebuilt, Active	3rd headlight
6422	Wrecked 1999	(retired 2001)
6423	Wrecked 1999	
6424	Non-rebuilt, Active	3rd headlight, and "VIA Rail Canada" logo on side (former Budweiser, "Spiderman 2", and Kool-Aid)
6425	Rebuilt, Active	
6426	Non-rebuilt, Active	
6427	Non-rebuilt, Active	
6428	Non-rebuilt, Active	
6429	Rebuilt, Active	(former Home Hardware and Telus)
6430	Wrecked 1999	(retired 2001)
6431	Rebuilt, Active	
6432	Rebuilt, Active	(former Kool-Aid unit)
6433	Rebuilt, Active	(former Kool-Aid unit)
6434	Rebuilt, Active	(Former "Spiderman 2")
6435	Non-rebuilt, Active	3rd headlight
6436	Rebuilt, Active	
6437	Rebuilt, Active	
6438	At CAD for rebuild	
6439	Rebuilt, Active	(former Kool-Aid unit)
6440	Non-rebuilt, Active	3rd headlight
6441	Non-rebuilt, Active	3rd headlight
6442	Rebuilt, Active	
6443	Rebuilt, Active	
6444	Rebuilt, Active	
6445	Non-rebuilt, Active	3rd headlight, Coors Light "Silver Bullet"
6446	Non-rebuilt, Active	3rd headlight, and "VIA Rail Canada" logo on side
6447	Wrecked 1997	(retired 1998)
6448	At CAD for rebuild	
6449	Rebuilt, Active	
6450	Wrecked 2000	(retired 2001)
6451	Non-rebuilt, Active	3rd headlight
6452	Rebuilt, Active	
6453	Non-rebuilt, Active	3rd headlight (former Kool-Aid unit)
6454	Rebuilt, Active	(former Kool-Aid unit)
6455	Rebuilt, Active	
6456	Rebuilt, Active	
6457	Rebuilt, Active	

6458 Rebuilt, Active

Note: The two Coors units, 6408 & 6445 (each with different 'Silver Bullet' designs) are expected to remain wrapped until time for them to be rebuilt, and expect to see a VIA logo added to the units shortly.

Units 6400 to 6419 were originally class GPA-30a, 6420-6429 were GPA-30b, and 6430-6458 were GPA-30c. 6400, when rebuilt, was class GPA-30d. All other rebuilt units are now class GPA-30h.

Total Locomotives: 59

Wrecked: 6

Remaining: 53

Non-rebuilt and active: 21

Rebuilt and active: 27

Currently at CAD for rebuild: 5

At the date of this writing, more than half of the VIA Rail F40PH-2d fleet has been rebuilt. When the 5 currently at CAD are completed, 60% of the fleet will have been rebuilt.

VIA Rail service on the Esquimalt and Nanaimo railway linking Victoria to Courtenay has been suspended since March 18th, 2011, due to the steadily declining state of the track and lack of funding for desperately needed upgrades, such as the replacement of rotting ties. The two RDCs on the island remained parked at the Victoria roundhouse until May 10th, when they made a final trip across the line to be placed in long term storage in Nanaimo. With rail service suspended, VIA has been providing Charter bus service between Victoria and Courtenay. However, with the long-term future of the line in question, VIA has announced that they will soon be eliminating this substitute bus transportation, and will cease all operations on Vancouver Island indefinitely, until the E&N can reopen.

On May 28th, Steve Boyko clicked the westbound Canadian (VIA #1) with two engines and 21 cars at mile 10 on the CN Rivers subdivision.

VIA 6442

VIA 6414

VIA 1721

VIA 8604

VIA 8143

VIA 8139

VIA 8516

VIA 8410 Frontenac

VIA 8503

VIA 8339 Sherwood Manor

VIA 8307 Blair Manor

VIA 8336 Monck Manor

VIA 8308 Bliss Manor

VIA 8310 Brock Manor

VIA 8329 Hearne Manor

VIA 8219 Chateau Montcalm

VIA 8209 Chateau Iberville

VIA 8501

VIA 8404 Annapolis

VIA 8303 Amherst Manor

VIA 8305 Bayfield Manor

VIA 8320 Douglas Manor

VIA Kokanee Park

Photo: <http://www.traingeek.ca/gallery2/v/via/6442-winnipeg-20110528.jpg.html>

Dean Ogle caught the first Rocky Mountaineer of the season from North Vancouver, with RMR 8015 as the lead unit.

<http://i1237.photobucket.com/albums/ff479/graham2128/P1000844.jpg>

CN RAPIDO VIGNETTE:

In October 1974, Jeremy Plant caught a westbound "Rapido" lead by handsome back to back FPA4's and matching smooth-side cars at Gananoque Junction, Ontario.

<http://www.railpictures.net/viewphoto.php?id=363172&nseq=80>

GO TRANSIT & AMT COMMUTER

GO news editor Daniel Dell'Unto:

Adrian Badaraco caught rebuilt GO F59PH units 559 and 558 in service together on a morning westbound train at Rouge Hill station May 12th. They have been out in service since March, but photos of them are hard to come by as most GO trains are now run with MP40PH-3C units. It is expected units 558-564 will be kept and rebuilt, which includes receiving new engine power assemblies and a complete repainting. Units 558, 559, 561 and 562 have been noted as overhauled so far.

<http://www.canadianrailwayobservations.com/2011/jun11/go559dd.htm>

Metrolinx which operates GO Transit, has purchased part of the CN Kingston Subdivision double and triple tracked corridor between downtown Toronto and Pickering, Ontario for \$299-Billion.

GO bilevel 2760 was noted on a CP freight train from Thunder Bay on its way to GO transit in late May. The current car order is expected to go up to 2768 and include a cab car: 254.

GO VIGNETTE: The good 'ol days! CN MLW's meet a GO F-unit:

<http://www.rail-videos.net/video/view.php?id=4803>

Adrian Badaraco was lucky enough to catch one of the new Bombardier Toronto Rocket subway trains testing on the Yonge line on May 4th 2011. The 6-car semi-permanently coupled set was not in service, but doing testing and familiarization runs. The Toronto Transit Commission (TTC) reports the first of the new trains are supposed to enter revenue service in June 2011.

http://www.flickr.com/photos/apta_2050/5688869533

AMT - Agence Metropolitaine de Transport

AMT news editor Jean-Francois Turcotte:

amtnews@canadianrailwayobservations.com

From the cab of his CN locomotive, Patrick De Larue caught AMT P89021-23 (Dead-head move) on June 23, 2008 on the east end of Victoria Bridge at (St-Lambert) Longueuil, QC. AMT P89022-11 was shot July 11, 2007 and shows an extra AMT DH move from Montréal back to St-Hilaire, QC.

<http://www.canadianrailwayobservations.com/2011/jun11/amtpdl.htm>

IT'S HERE! The first of the Bombardier-built ALP45DP dual mode locomotives for AMT (AMT 1350) arrived at the Port in Newark, New Jersey May 24th. AMT-Montreal has hitched a tag-on order with New Jersey Transit. NJT 4501 was sent to TTCI oin Pueblo, Colorado last month. AMT 1350 should be in Montreal by June 1st. The AMT locomotives weight 260,000 lbs each. The engine sits on a multi axle float to support the weight during the crossing of the ocean, and they sit the engine on a crib inside the ship tied it down . On arrival in

Newark ,they roll the float under the crib and raise the engine and roll out of the vessel to the trackage in the yard. It took three cranes to lift and place it on the track. (Thanks to Daniel Luduc)

<http://www.canadianrailwayobservations.com/2011/jun11/newamtdl.htm>

AMT presently has a surplus of passenger cars and has temporarily stored the Bombardier 2000-series cars. With the Mascouche line and other service improvements planned this year, the 2000-series cars will return to service, but AMT may wish to fit these cars with automated announcement, next station displays and wireless internet. The twenty-four 700-series cars are also earmarked for rebuild and will be returned to service afterwards.

http://www.amt.qc.ca/corpo/Appro/appel/appels_fiche.asp?fiche=AMT2011-P38

Warren Mayhew clicked Bombardier Cab Car AMT 3024 and two former GO Transit F59PH's (AMT 530 and RBRX 18523) in service on AMT at Ile Perot, Quebec in early May 2011. <http://www.canadianrailwayobservations.com/2011/jun11/amtwm.htm>

AMT 2020 Strategic Plan Released

AMT's 2020 Strategic Development Plan was released on March 28th 2011. The plan which depicts the course of action AMT wishes to undertake over the next decade. <http://plan2020.amt.qc.ca/Home>

The Commuter Rail share of the plan focuses on consolidating and improving existing services over expanding the network's reach. The measures cited in the plan include:

- Acquiring right-of-way and/or rail lines from CN/CP (where applicable);
- Adding second main tracks to expand frequencies and add reverse-peak service;
- Introducing express service on some lines;
- Complete renewal of the car and locomotive fleet;
- Expanding the use of electric traction to reduce the ecological footprint and operating costs.

More specific projects include:

- Completing the Train de l'Est (Montreal – Mascouche) line;
- Fulfilling the Train de l'Ouest (Montreal – Ste-Anne-de-Bellevue) project;
- Diverting the St-Jerome line to Central station via a new underground link;
- Adding an underground station at Edouard-Montpetit, serving University of Montreal's main campus and linking with the Metro blue line;
- Build commuter train maintenance centers at Sortin and Pointe St-Charles;

However, planned expansions to L'Assomption, Boisbriand, Marieville, Beauharnois, La Prairie and St-Jean-sur-Richelieu are no longer considered. Such focus on improving existing service may spar some anger in communities along the planned lines, who were hoping the train lines would boost their growth.

Shelving plan for commuter rail expansion may also endanger some currently dormant or abandoned right-of-way (Beauharnois – Adirondack Jct, a former Conrail/New York Central line and Castle Gardens – Marieville, a former CN/Montreal & Southern Counties line). It is likely that the right-of-way will no longer be available when AMT is poised to resume its growth in the future, having been sold piecemeal.

Societe de Transport de Montreal's Metro is also expected to expand in the next decade. Among planned expansions:

- A 2-phases extension of the blue line from St-Michel to boul. Lacordaire, then to Anjou;
- An extension of the yellow line in Longueuil to boul. Rolland-Therrien;
- Extending the orange line to a full circle from Cote-Vertu to Montmorency through Bois-Franc and Chomedey, with an antenna also serving Laval's "downtown" near Carrefour Laval.

And let's not forget a 468-cars order for new MPM-10 from Bombardier-Alstom, stated to replace 336 Vickers-built MR63 cars built in 1963-1966 and expand service. The 468 cars will be split into Fifty-two 9-cars "Boa" trains, enabling riders to walk the entire length of the train.

A subsequent order will next replace 423 bombardier-built MR73 cars dating from 1973-1976. STM expects the MPM-10 fleet to eventually reach 1053 units (forming no less than 117 trains). Source: AMT, STM

St-Jerome line track work starting:

Nearly two long years of wait after initial announcement, work has finally started at last on CP's Parc subdivision (hosting AMT's St-Jerome line), aiming to restore 3 miles of second main track (removed in 1984) between CTC control point Maurice-Richard (St-Martin Jct) and the Ste-Rose station.

Restoring the second main track is part of a larger plan aiming to double capacity on the St-Jerome line. On May 16th, AMT issued a notice detailing the project:

- Adding a second platform at Vimont station;
- Adding CTC from Outremont (Jct with Adirondack subdivision) and St-Antoine. Two short stretches of CTC have already been installed near St-Martin Jct and near the end-of-line at St-Jerome;
- Adding 3 new passenger train length passing sidings at Ste-Therese, Blainville and Mirabel;
- Adding universal crossovers at Bois-de-Boulogne and St-Elzear;
- Expand the fleet from 4 to 6 trainsets, adding 3 peak-time round trips;
- Although not specifically stated, the unique gauntlet track on the Bordeaux bridge, while useful for a double-track line signalled with ABS, may eventually be replaced by a conventional

single track with powered switches at each end, in effect acting as a universal crossover. Get your pictures of this unique track layout while you can!

The project is expected to wrap-up in 2012, at a cost of 35M\$.

MONTREAL VIGNETTE: Bill McBride clicked (Montreal Urban Community Transport Commission) STCUM FP7A 1306 (ex-CP 1433/4040) is seen on the Dorion Bridge at Vaudreuil, QC May 1988 with the ex-CP Hawker-Siddely 1970's-built gallery cars behind. With the F-unit fleet in this road weary paint scheme the Montreal transit system changed their railway division from STCUM to AMT in 1990 and repainted most of the F-unit fleet into the new silver and two-tone blue paint scheme

<http://www.canadianrailwayobservations.com/2011/jun11/amtvigbc.htm>

CANADIAN LOCOMOTIVE SHOPS

Global Railway Industries: (RB Recycling / CADRAIL):

With hundreds of CP locomotives coming for modifications at three CP shops, CADRAIL (Montreal) has been contracted to do engine change-outs on several CP SD9043MAC's. Three of these, 9102, 9142 and 9157 were noted by Cadrail in May. However due to lack of space at the Lachine facility 9142 was returned to the St-Luc Diesel Shop.

MI-TRAIN painted RBRX F59PH 18533 (ex-GO 533) was enroute back from Michigan to RB Recycling in Lachine, QC over CN in mid-May. Richard Marchi caught this unit last year in fresh paint at CN – Taschereau Yard.

<http://www.canadianrailwayobservations.com/2011/jun11/rbrx18533.htm>

On May 1st Michael Berry clicked GMTX GP38-2 2193 at CAD for repairs, CP SD9043MAC 9142 for an engine-changeout, former CP SD90MAC-H 9301 being stripped and cut up for scrap, and the Cadrail LRC test bed.

<http://www.canadianrailwayobservations.com/2011/jun11/cadphotosmichaelberry.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/cadmichaelberry.htm>

Guy-Pascal Arcouette took photos of some of the units he noted at Cadrail in late April: (ex-VIA) LRC 6914, Cadrail (ex-CP 8024) RS23 2001, GMTX GP38-2 2193, (Ex-BNSF) HLCX SD40-2 7230, (ex-SP) HLCX SD40-2 6340, (ex-UP) CEFX SD40-2 3117, CP SD9043MAC 9102 and likely the last complete shot of CP SD90MAC-H 9301.

<http://www.canadianrailwayobservations.com/2011/jun11/cadrailgpa.htm>

Industrial Rail Services (IRSI) – Moncton, NB

In June IRSI are expecting to release former CP RDC 9251 fully rebuilt and repainted and now renumbered VIA 625 while Industrial Rail Services completes repairs and then repaints VIA RDC 6250 (damaged in a grade-crossing incident), VIA is using IRSI RDC #6202 fully lettered for VIA for service on the Sudbury-White River, Ontario run.

VIA LRC rebuild car 3317 should be released to VIA the last week of May.

As well, six PTKA GT38Ace locomotive EMDI export units are coming to IRSI for truck reguaging. The IRSI facility has prepared a track now to handle them. The first four export units riding on flats were spotted in late May in Gordon Yard, the first four of six for reguaging. John Richard photographed one of these PTKA GT38Ace locomotives in Transit to IRSI in Moncton, NB.

<http://www.canadianrailwayobservations.com/2011/jun11/sumatra.htm>

CANAC- Montreal, QC:

Canac has forwarded CANX SW1200RS 1349 and spare parts to NRE in Silvis, IL. It had been stored at the American Motive Power in Pointe St-Charles for a few weeks, and at the CANAC Hickmore Ave Shop, which is now empty and up for sale.

GreenRailNews.com "Green" Locomotive Roundup

Edited by Jody Moore

<http://www.greenrailnews.com>

NATIONAL RAILWAY EQUIPMENT:

On April 21, NRE displayed a new slug-mother set for NEPTUNE BULK TERMINALS for guests at the Paducah, KY plant. The new locomotives are

TACOMA RAIL GP20m TMBL 2003, shipping as NREX 2003, was noted by Ken Lanovich as being headed to NRE Silvis for an engine change out and repairs early in May.

PROGRESS RAIL SERVICES:

During May, PACIFIC HARBOR LINE MP20C-3's PHL 70 and 73 both were on the move to Progress in Tacoma, WA for new motors as part of the project to repower PHL's entire MTU-powered fleet.

RAILSERVE:

The first Railserve LEAF genset conversion, RSSX 1220, was spotted in Blair, NE on its way to a new assignment in Nebraska. In its 2011 newsletter, Railserve also announced that they had deployed two LEAF locomotives to Archer Daniels Midland in Decatur, IL.

RAILPOWER TECHNOLOGIES:

Originally built as a cableless GG20B hybrid and later rebuilt as a twin-engine genset, BNSF 1211 has been again rebuilt with the addition of a cab by Metro East Industries. In East St. Louis, IL. <http://www.flickr.com/photos/53936572@No7/5708803086/sizes/l/in/photostream/> is a photo by Mark Mautner.

It had been speculated by the Roundup editor that this unit would be used to fill the order to the Port of Corpus Christie mentioned in last month's edition of CRO, but sources indicate that unit will be built using an ex-NS unit. So the future identity of BNSF 1211 remains uncertain as of press time.

Two gensets were noted under construction inside the shops of Thoroughbred Mechanical Services in Altoona, PA but their identities also weren't available at press time. TMS is currently working at least two orders for Railpower – four units for MODESTO & EMPIRE TRACTION, and two additional units for CSX TRANSPORTATION

ELECTRO-MOTIVE DIESEL (EMD Inc.)

(By Don McQueen)

Summary of EMDI deliveries during April 2011:

During the month of April 26 new SD70ACes were shipped from the London plant:

In order 20106377, 13 Norfolk Southern SD70ACes 1004-1005, 1013-1024 left CN London East via Sarnia and Flat Rock to NS Bellevue.

In order 20106395 13 Ferromex SD60ACes, FXE 4015-4027 were delivered to CN London East.

UP SD60MX 9905 and 9909 were spotted at both CN London East and inside the plant.

The last five JT42CWRM units in order 20078968 for Akiem 96801(-001), 96803(-003), 96804(-004), 96806(-006) & 96807(-007) (all stamped 10-2008) were loaded onto JumboShip FAIRLANE at Halifax on or about April 2. They arrived at Rotterdam on April 21 and unloading began on April 24.

Some background about Dillen & Le Jeune Cargo, CrossRail Benelux and Akiem:

Dillen & Le Jeune Cargo (DLC) was formed in 2003 by two Belgian principals, one surnamed Dillen and the other, Le Jeune. In 2008 they merged into Crossrail A.G. The financial crisis of 2008 caused Dillen to sell his shares and retire. His shares were bought by Hupac which made them 25% owner of Crossrail. CrossRail Benelux still exists and is what is called a Train Operating Company (TOC) and it still operate container and other contracted freight trains in Belgium. But the company is separate from Akiem.

At the end of 2008, Societe Nationale des Chemins de Fer Francais (SNCF) created a new subsidiary for locomotive leasing named Akiem - a name, not individual initials - see www.akiem.com. SNCF locomotives which are underutilised will become available for lease via Akiem. In addition to the London-built JT42CWRMs, other electrics and diesel-electrics, part of the fleet of 80 Traxx locomotives delivered by Bombardier from 2010 will be part of this lease fleet. In the beginning, 233 locomotives worth EUR 430 Million were reported transferred. Their number will increase to 400 by 2013, according to SNCF.

The unbranded grey, yellow-ended livery is the Akiem colours.

Akiem 'bought out' [2] the JT42CWRM order(s) built in London [3] from CrossRail Benelux - but not the company.

Akiem leasing has already begun ... a recent issue of the magazine 'Rail Passion', a monthly French language magazine, reported VFLI are now leasing seven "Class 77s" from Akiem but it reads as though they were all in action for VFLI by the beginning of March. Unfortunately there's no detail on which locos are involved - so far...

[1]

Yet another change of name reflecting the change of owners:

On February 9, 2011 Electro-Motive Diesel International Corp.(EMDIC) was formed in order to align critical functions and re-organize the legal structure of the organization to place EMDIC as the parent company of both Electro-Motive Diesel Inc. (EMDI) as well as Progress Rail Manufacturing Corporation.(PRMC)

[2]

... or at least 'taken over' by Akiem, but just how is unclear. Akiem may have bought out CrossRail's interest in the contract, or simply taken it over by agreement with all parties.

[3]

The London built JT42WR & JT42WRM orders which now should be part of the Akiem fleet include:

- 4 in order 20078920 (nos. DLC 6310 to 6313) shipped in 2008
- 3 in order 20078941 (nos. Veolia 77501 to 77503) shipped in 2009
- 7 in order 20078968 (temp nos. DLC 986001 to 986007) shipped in 2010 & 2011
- 4 in order 20088076 (nos. DLC 7601 to 7604) shipped in 2010

Thanks to Mike Hunt, John Patston, Doug Cummings and Today's Railways - Europe

EMDI News in May:

Walter Pfefferle caught brand new Ferromex SD70Ace's 4031 and 4032 as well as one of the GT38ACe export units for PTKA (Sumatra) at the London plant on May 5th.

<http://www.canadianrailwayobservations.com/2011/jun11/ferromexwep.htm>

Bruce Douglas photographed this line up of 17 FXE (Ferromex) and QNS&L SD70Ace's in various stages of completion outside the London Plant on the GEXR in Stratford, Ontario on May 24th, 2011. Three are fully painted FXE, one painted with no lettering. The three QNS&L's were just frame and motor with other FXE's were in grey primer. This high security area is off limits to railfans, so we appreciate receiving Bruce's shots.

<http://www.canadianrailwayobservations.com/2011/jun11/ferromexstored.htm>

Trails of the SAR (Saudi) mineral trains began last month issuing their new EMD-built locomotives, and we received these photos by Peter Watts (via Heather Fear with thanks).

<http://www.canadianrailwayobservations.com/2011/jun11/saudipw.htm>

EMDI-built new PTKA units for Sumatra, Indonesia, GT38ACe 20.501 to 20.506 were released from London on May 17th. With builder's serial nos. 20108996-01 to 20108996-06, they arrived at CN MacMillan Yard as a string of export units on flat cars, intermixed with other regular cars acting as idlers. On May 20th CN 308 transported a pair of these Asian GT38Ace locomotives east to Joffre, QC and one is seen passing through St-Henri, QC on the Montreal Sub.

<http://www.canadianrailwayobservations.com/2011/jun11/sumatra2.htm>

John Richard also photographed one of the PTKA GT38Ace's in transit to IRSI in Moncton, NB where the locomotives will be reguaged.

<http://www.canadianrailwayobservations.com/2011/jun11/sumatra.htm>

In late May news, EMD London was preparing for a lockout:

<http://www.lfpress.com/news/london/2011/05/24/18188071.html>

SHORTLINES REGIONALS & INDUSTRIALS

WESTERN:

Andy Cassidy caught the BNSF local coming over the Fraser River Bridge from New Westminster with BNSF 2726 and 2084. BNSF 2726 is an EMD GP39-2 equipped with a Turbocharged 12 cylinder 645E3 engine producing 2300 HP. BNSF 2084 is an EMD GP38-2 equipped with a Roots Blown 16 cylinder 645E engine producing 2000 HP. They are seen pulling a small train west off the bridge into the Brownsville yard. The Bridge has three legs off the south end. The East leg is CN, the Centre leg is SRY, and the West leg is BNSF. The shots here are from the East side. There is a lot of traffic going over this bridge on a daily basis and upgrading the trestle works has begun at the south end of the bridge, replacing the wood structure with concrete and steel.

<http://www.canadianrailwayobservations.com/2011/jun11/bnsf2726ac.htm>

After shooting the BNSF power coming off the bridge, Andy snapped the SRY switching one of the industries on Timberland Road. The SRY mainline comes straight off the Fraser River Bridge and runs south following Scott Road. Just off the bridge, it switches back north to service the local industries below the bridge in the Brownsville BC Area, crisscrossing under and over the neighbouring CN and BNSF

lines along the way. A short train of bulkhead flats with lumber being handled by SRY GP9's 124, 129, with SW900 907 sandwiched between. For those who may not be aware, an SW900 is equipped with an EMD 8 cylinder 900 HP Roots blown engine, whereas a SW9 is equipped with an EMD 12 cylinder 1200 HP Roots blown engine. Sometimes people get confused on these. The GP9's of course having EMD 16 cylinder 1750 HP Roots blown engines. Bringing up the rear of the local is SRY "van" A5. The SRY is the only railway left in this area that still employs cabooses.

<http://www.canadianrailwayobservations.com/2011/jun11/sryac.htm>

Andy also snapped this good looking SRY set switching the east end of Trapp Yard in New Westminster, BC with SRY GP9 122 and and Slug (ex-SW900) SRY 001. Prior to the slug rebuild it was the Howe Sound Pulp & Paper 950-001.

<http://www.canadianrailwayobservations.com/2011/jun11/raillinkac.htm>

On April 26, 2011 White Pass & Yukon Rotary Snowplow #1 pushed by 2-8-2 #73 and 2-8-0 #69 makes steady progress two miles into British Columbia between Summit and Fraser near MP 22. Needing to open their line in time for the first cruise ship of the season on May 6 the WP&Y invited railfans to photograph the rotary snowplow in action. One of the veteran crew members that operates #1 is retiring this year and the plow was run to help in training others. The event was a spectacular success for the 17 railfans that attended and the WP&Y may consider running a similar event in the future. Photographer Ken Storey wrote that he chased the train over a mile on snowshoes to get this photo! Certainly, well worth the effort!

<http://www.canadianrailwayobservations.com/2011/jun11/wpysnowplow.htm>

The three operational Great Western Railway (GWR) M420W's (#'s 2000, 2001 and 2004) are seen in idle in Shaunavon, Saskatchewan on April 27, 2011. The two other M420R 2002 and M420W

2003 are currently Unserviceable and are at Assiniboia undergoing major work. GWRs are considering selling these two MLW units. GWRs two new GE's (ex-BNSF 563 and 575) arrived on the property and being prepped for service. (The graffiti has since been removed) Both photos were taken April 27th, by Mark David Zulkowsky.

<http://www.canadianrailwayobservations.com/2011/jun11/gwrnz.htm>

On April 30th, CP delivered two ex-BNSF B40-8W's, 563 and 575 to the Great Western Railway of Saskatchewan in Assiniboia that were purchased from Stirling Rail Equipment in Texas two months ago.

Ken McCutcheon clicked GWR 2004 and graffiti free 575 and 563 on the shop track May 15th. The week of May 23rd one of the pair of ex-BNSF units made their first revenue trip.

<http://www.canadianrailwayobservations.com/2011/jun11/gwrshopkm.htm>

Prairie Mines and Royalty Ltd leased GMTX SD40-2 6973 (ex-ONR 1731) is not operating well and in need of rebuilding and will be returned to the USA. However, PM&R is awaiting the delivery of a replacement unit before sending the 6973 back. On April 30th CITX 3101 arrived in Assiniboia via CP, and was thought to be the replacement unit, but this proved incorrect and currently leased to CP. Replacement power in the form of JLCX SD40-2 5643 is enroute from Vancouver to PMR.

<http://www.canadianrailwayobservations.com/2011/jun11/gwrkm.htm>

This ex-CP baggage car for Ogema, Saskatchewan's new tourist railway was photographed by Mark David Zulkowsky. As mentioned in CRO two months ago, the Southern Prairie Railway is Saskatchewan's first tourist railway. This baggage car was built by Canadian Car & Foundry in Montreal, QC for Canadian Pacific Railway as Baggage-Express car CP 4747 in 1952. In 1978 this car became surplus to passenger service and was downgraded to Railway Service Equipment (RSE), renumbered CP 404925 and assigned as a cable car to the heavy auxiliary crane at Moose Jaw, SK. As well a coach currently in Minneapolis and should be across the Canadian border very shortly.

<http://www.canadianrailwayobservations.com/2011/jun11/sprbaggage.htm>

In mid-May NREX GP40 5517 was at the CN Symington Diesel Shop. The pale yellow coloured unit is destined to The Pas, MB for use on the Hudson Bay Railway. The (3000 HP) NREX GP40 5517 is ex-CNW 5517 exx-CR/PC 3028 nee-NYC 3028 with frame #7831-29 Oct 1965}.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2019740>

In late May, NREX GP15-1 1498 was sitting at the CN Symington Diesel Shop destined for lease to the Hudson Bay Railway (HBRY). The ex BNSF/BN/SLSF (Frisco) unit is painted the same pale yellow with black underframe (as is the 5517 posted above and sent up to the HBRY last week). The Frame number of NREX 1498 is 767076-24.

Nearing completion at VMV shop in Paducah Kentucky is Neptune Bulk Terminals new "Slug Set" numbered NREX 805 and 805A and should be in transit in early June.

In May Norm Shurygalo was first to send shots of the two Stewart Southern Railway GE's (1009-1010) with repainted handrails and sporting new SSR lettering. Seen here in Fillmore, Saskatchewan, they look almost rogue with no cab side numbers.

<http://www.canadianrailwayobservations.com/2011/jun11/ssrnormshur.htm>

ONTARIO:

Ontario Southland Railway (OSRX) RS23 503 and RS18 182 are doing what MLW / Alco's do as they leave Beachville, Ontario. The pair had just completed switching out some cars and headed next to Ingersoll Ont. 5-12-2011.

<http://www.canadianrailwayobservations.com/2011/jun11/osr503182.htm>

The Ontario Southland Railway acquired an acre of land next to their property to allow for more trackage and an extension to the Salford Shop. In mid-May, Tim Ball noted a variety of OSRX power at the Salford Shop in May 2011, including OSRX GP9 383, S6 500, S13 501, RS23 502, and even M420W 644 getting started up! Tim also clicked OSRX RS18u 182 and GP9 378 in their TH&B (maroon and cream) inspired livery out on the road. Later that day Tim caught two units at the Trillium Railway Yard in Tillsonburg: Ex-CP RS18u 1842 acquired from the old Ottawa Central

Railway, and HR412 3582 that was used on the Timber Train tourist operation that ran out of Mattawa, ON.

<http://www.canadianrailwayobservations.com/2011/jun11/osrtimball.htm>
<http://www.canadianrailwayobservations.com/2011/jun11/trilliumtb.htm>

Ontario Northland Railway Motive Power:

Listing of Active ONR units as of May 24th, 2011;

GP9's 1600**, 1601, 1603, 1604 and 1605
SD40-2's 1730, 1733, 1734 and 1735
GP38-2's 1800, 1801, 1802, 1804, 1805, 1806, 1808 and 1809
SD75-I's 2103, 2104 and 2105
GP40-2's 2200, 2201 and 2202

** 1600 is currently on lease to a paper mill in Northern Ontario.

ONR 2100, 2102, and 1737 have been written off after the wash out derailment on the Temagami Sub last month.

At Mile 140 on the CN Newmarket Sub, Wayne D. Shaw clicked the southbound Northlander with the ever-regal 1805 at Martins Siding In Huntsville, Ontario. This used to be the location of a previous siding known as Mallard Siding, long since removed with the passage of time leaving very little evidence of it ever being there. Mallard siding was only about half of Martins 4710 feet in length making it defunct once Martins was constructed to handle the increasing freight train lengths? Nowadays 4710 feet isn't enough to handle really long trains but since there is little traffic on this line anymore, and of what there is only one of two meeting trains would ever be longer than the siding, it suffices. The longer train will pull through the siding holding short of the far switch and allow the opposing train (typically a Northlander on the rare occasions it happens) to pull into the siding. Once the switch has been re-aligned for the main the freight will carry on its way allowing the passenger to exit the other end.

<http://www.railpictures.net/viewphoto.php?id=362933>

On May 17th Wayne caught the southbound Northlander led by GP40-2 2200 move up a slight grade between Aspden Road and Lake Vernon on their way to a meet with northbound CN 595 at Martins, ON.

<http://www.railpictures.net/viewphoto.php?id=363749>

The Canadian Pacific Track Evaluation Train was back on the ONR System performing the annual inspection of ONR's Mainline Trackage. Ordered for 14:30 May 18th, Work "CP 3060" inspected the Temagami Subdivision and part of the Ramore Subdivision (North Bay to Swastika), then the Kirkland Lake Subdivision (Swastika to Rouyn, Quebec). After inspecting the Ramore Subdivision (Swastika to Timmins) and Devonshire Subdivision (Porquis to Cochrane), the consist of GP38-2 3060, Accomodation Car #68, "Gauge Restraint Measurement Vehicle" CP 424993, and Track Evaluation Car #63 tied down at Cochrane Yard's "Van Siding" on May 19th for the Victoria Day Weekend. On May 24th inspections continued on the Kapuskasing Subdivision (Cochrane to Kapuskasing) and Island Falls Subdivision (Cochrane to Moosonee). The long Weekend tie down at Cochrane allowed Mike Robin to get some detail shots of the equipment.

<http://www.canadianrailwayobservations.com/2011/jun11/cptestmr.htm>

James Lalande uploaded over 200 photos of the April 12th ONR wreck at Mile 16.6 on the Temagami sub. ONR SD75I 2100 and SD40-2 1737 were retired as a result of this derailment. He suggests you try the slideshow view first as it will take you through the progressive views of the derailment site, clean up preparations, car removal, right of way restoration and unit recoveries. You will notice in one shot a partially submerged CN boxcar in what was left of the flood waters on the north side of the road bed. The photos progress over the six days the line was closed finishing with the recovery of 2100 while Mother Nature unleashed all the nastiness she could make things miserable in the way of 21cm of record snowfall for that day in April. There are many remarkable shots that will give you a better appreciation for the terrorizing ride the crew must have endured not to mention the conditions the cleanup crews had to contend with.

http://s152.photobucket.com/albums/s162/Brutus_231/ONR%20units/WreckRecovery/

Goderich-Exeter (GEXR) latest locomotive (ex-SP/CEFX/RA) SD45T-2 9392 was being repaired in Goderich during the first weeks of May.

On May 6th the following Trillium Railway (TRRY) equipment was moved north on the Canal Spur in Welland, Ontario: TRRY 7024 (Alco S2), a flat car containing an engine block, TRRY 101 (MLW S13), TRRY (ex-CP) caboose 420996 and TRRY 117 (MLW S13u). TRRY 7024 used to work off and on before 1859 arrived. TRRY 101 never saw service, but it is believed that 101's engine was moved into 7024. The caboose used to be used for service on the TRRY Townline Spur in Thorold, but the line has since been discontinued due to arson at the Abbot St. Bridge just south of the Grimsby Sub bridge. TRRY 117 functioned only as a source of parts to keep 108 and 110 running. Reports indicate it is to be scrapped at the back of the former Atlas Steels plant at Brown Road, mile 7.61. The other units are apparently going into storage. All that remains on Trillium in the Welland/Port Colborne area are S-13us 108 and 110, RS-18u 1859 and S-3 slug 168 the last of which hasn't seen use in seven years. <http://www.niagararails.com/trilliummove/tril.jpg>

Algoma Central Vignette: When the WC first bought the ex VIA F's for Agawa Canyon service they tended to stay in passenger service, even during the peak fall color season when the tour train could run up to 30 cars. During Sept. and early Oct. it wasn't uncommon to find five F's struggling along on these monsters. That only lasted a couple of years though as the F's were having failures and WC started to use SD40-2/SD45/F45/FP45/GP40 units during the fall color season. This train 4 has 1751, 1754, 1752, 1755, 1750 leading the tour train southbound passing Searchmont Station on September 18th 1996. Chuck Schwesinger photo with thanks.

<http://www.railpictures.net/viewphoto.php?id=363421&nseq=113>

QUEBEC:

Now off lease, Quebec-Gatineau (QGRY) has sent two of their leased units, GMTX GP38-2 2644 and 2646, to the Hudson Bay Railway (HBRY) for service. They were interchanged on April 26th to CN at Allenby, (Quebec City), for their move west.

On May 4th, Quebec-Gatineau moved two other units now off lease GMTX GP38-2's 2639 and 2645, to the CN Interechange at Allenby for return to the USA.

Waybilled to the Port of Becancour, QC from Metro-East Industries in East St. Louis. CEFX 2017 and 2026 were noted in the CN yard at Du Quoin, Illinois May 12th. CEFX GP20D's 2017 and 2026 are enroute to the Arnaud Railway at Sept Iles, QC, to join to other GP20D's all ready there to replace two or three QNS&L SD40-3's that were used there. The CEFX pair moved separately on M 37091 15 IC 2697 CN 2512 CEFX 2017 and on M 39671 14 CN 2673 CN 2641 CEFX 2026 in May..

Now owned by Arcelor Mittal, Quebec Cartier Mining (QCM) is disposing of four MLW's that have been in storage for about two years. Three QCM M636's and one RS18 were put up for sale two months ago, and have been purchased by a scrapper. The Alco's are expected to be moved off the Cartier around press time.

http://www.tamr.org/Andy_Insera/quebec_cartier_mining_railway.htm

In mid-May Arcelor Mittal announced a \$2 billion investment for their extensive mining project in Port Cartier and Mont Wright, translating to more Canadian jobs, and more ore car loads!

Maxime Boule clicked Roberval & Saguenay "Super 7" B23-7S #50 at CN Taschereau Yard (Montreal) on March 20th, sent to CADRAIL in Lachine, Quebec for repairs.

<http://www.canadianrailwayobservations.com/2011/jun11/quebec5omb.htm>

Lorence Toutant clicked Quebec - Gatineau train 727 with QGRY SD40-3 6920 and 6057 reducing speed to change a for a reversed switch before coming into the yard at Ste-Therese, QC on May 10th.

<http://www.canadianrailwayobservations.com/2011/jun11/qgry692olt.htm>

On May 16th, Lorence caught Quebec-Gatineau train 727 again this time passing the Rosemere, QC commuter station at mill 18 of the CP Parc Subdivision. QGRY SD40-3 6913 along with HCRY GP40-2LW 3011 help QGRY SD40-3 3325 pull 54 cars train to Ste-Therese yard.

<http://www.canadianrailwayobservations.com/2011/jun11/qgrylt.htm>

Genesee & Wyoming Inc. subsidiary Western Labrador Rail Services (WLRS), have a long-term rail service agreement with Labrador Iron Mines (LIM), a subsidiary of Labrador Iron Mines Holdings Limited. Under the terms of the Agreement, WLRS will operate LIM's recently constructed six-kilometer railway, which connects LIM's Silver Yards processing facility in western Labrador to Tshiuetin Rail Transportation (TSH), a privately owned rail line that runs from Schefferville, QC to Emeril Junction, QC. WLRS will provide and operate up to five locomotives that will also be used by TSH to haul unit trains of iron ore to Emeril Junction. The iron ore will then travel over a third privately owned railway to port facilities in Sept-Iles on the St. Lawrence River for export to the seaborne iron ore market. Operations are expected to commence in May 2011. WLRS is part of the G&W family of shortlines and provides rail service to mining companies operating in Labrador and the Quebec North Shore.

About Labrador Iron Mines: LIM's Schefferville Area project involves the development of twenty direct shipping iron ore deposits in western Labrador and north-eastern Quebec near Schefferville, Quebec. The Company's properties are part of the historic Schefferville area iron ore district where mining of adjacent deposits was previously carried out by the Iron Ore Company of Canada from 1954 to 1982. LIM contemplates mining in stages, the first phase of Stage 1 comprising the James and Redmond deposits where mining has already commenced and construction of the Silver Yards processing plant has been completed.

We have this update on the Charlevoix Railway equipment at the Jonquiere yard: Six cars (Gallery Coaches) are outdoors and two more are inside the shop in early May, presumably for paint. The two "Pennsylvania" stainless coaches are out back and blocked up with their trucks were removed. One RS18u was behind the car shop with a baggage car, but nothing has been done to them yet. Another baggage car was at the Roberval Saguenay RR yard in Arvida where the other RS18u is in storage due to lack of space in the Jonquiere yard. In mid-May we learned the opening date has been postponed from September 2011 to Spring 2012.

Doug Boyd, clicked brand new Port de Montreal genset #1001 at Enola, PA., back in October 2010.

<http://www.canadianrailwayobservations.com/2011/jun11/portofmontrealdb.htm>

EASTERN:

In May, Montreal Maine & Atlantic conveyed 230-miles of little used branchlines to the Eastern Maine Railway. New Brunswick Southern Railway (NBSR) is getting four HELM (ex-UP) GP38-3s; (HLCX 906, 909, 913, and 917). The quartet is to arrive in early June and will be repainted NBSR green. Three NBSR GP38-2's 2317-2319 stenciled "Owned by Eastern Maine Railway" will be sent to Northern Maine including NBSR GP38-2 "mother" 2318 which is mated to NBSR slug #008 (ex-CN 519). The new name for this railway will be the "Northern Maine Railway" and has received financial assistance from the State of Maine.

After moving across the country in April, the flat car with famous 1895-built 0-4-4T steam engine "Dunrobin" and the Duke of Sutherland's private coach arrived in Halifax, Nova Scotia on (DPU equipped) CN train #120 May 1st. Just before 09:00 May 2nd the flat car with the locomotive was parked by itself, just opposite the old carman's shanty in Rockingham, NS. It was moved to the pier at 12:30 the same day. The tank engine and carriage left aboard the ACL ship ATLANTIC COMPANION May 10th arriving in Liverpool a week later. Jeff Keddy submitted these shots of the "Dunrobin" and its accompanying carriage as they passed through Winnipeg on CN April 22nd from Ft. Steele, BC. Both have been sold to the Beamish Museum, County Durham in the UK.

<http://www.canadianrailwayobservations.com/2011/jun11/dunrobin.htm>

Here are other web links pertaining to the "Dunrobin" steam locomotive:

<http://www.heritagerailway.co.uk/news/dunrobin-purchased-by-beamish-museum>

<http://www.pressandjournal.co.uk/Article.aspx/2084036>

David Othen submitted this video of the Dunrobin arriving:

<http://www.youtube.com/watch?v=TPPvtc5JHbo>

MODELLER'S CORNER

(Edited by Mike Pebesma)

Updates and Announcements

TrueLine Trains will release several new lettering schemes for the HO scale Canadian 1937 40' boxcar. Details unique to the Canadian-built AAR design include a flat panel roof, no poling pockets, and ladders with an integral stirrup step. Three different schemes for each Canadian National and Canadian Pacific models will be available, along with two versions for Ontario Northland.

www.truelinetrains.ca

Athearn has scheduled a November delivery date for an N scale 30,000 gallon Ethanol tank car decorated for several road names including Procor, available as singles or 3 packs.

www.athearn.com

Atlas' October release will also include Trainman series N scale 40' double-door boxcars in Canadian National and Canadian Pacific, three road numbers each.

<http://www.atlastrainman.com/NFreight/tmn4oddboxcar.htm>

Bachmann has a Spectrun® N scale Peter Witt Streetcar. Paint and lettering schemes available now include Toronto Transit (TTC)

www.bachmantrains.com

Walthers has announced a Proto N scale Alco RS-2 locomotive for delivery in October. Road names will include CP Rail.

http://www.walthers.com/exec/page/new_products#proto1k_alco_rs2

Models

Dear Readers: If you have a customized scale model of a Canadian Prototype locomotive or railcar, please send us your photo and a caption for MODELLERS CORNER in a future issue of CRO.

Jim Parker photographed brand new CN Transfer Caboose #76678 in Toronto, in September 1980. These unique looking vans were constructed at the Pointe St-Charles using parts from retired CN 40' boxcars and were a favourite among fans. His photos nicely show details and the lettering placement. Models were available in HO scale by Overland (in brass) and Sylvan Scale Models had a resin kit available a few years back. The model shown is one which I scatchbuilt from styrene before the Overland or Sylvan ones came out, using drawings from the February 1985 issue of Model Railroader.

<http://www.canadianrailwayobservations.com/2011/jun11/cntransfervanjp.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/caboosemp.htm>

CANADIAN RAILWAY HISTORY

On Aril 16th 1960 CP 4-6-0 D10k #1072 was clicked at Farnham, QC. CP #1072 was built by Schenectady in 1912 and scrapped about a year after I photographed her. She is lettered Quebec Central, a CP subsidiary to which she is on loan. Relatively little steam power was in CP service in 1960 but you could still see clean engines. Edward J. Ozog photo.

<http://www.railpictures.net/viewphoto.php?id=362917&nseq=114>

TRHA:

On May 13, 2011, 18:45 hs. Mark Mitcher was at the (CP John Street) Toronto Roundhouse Theatre, and clicked The star of "The Railway Children" waiting on the turntable for her big entrance.

<http://www.canadianrailwayobservations.com/2011/jun11/railway2.htm>

<http://www.canadianrailwayobservations.com/2011/jun11/railwaymm.htm>

WCRA:
WEST COAST RAILWAY ASSOCIATION



On May 21, 2011 the West Coast Railway Association celebrated the 50th anniversary of the Association and recognizes its founders.

On May 17, 1961 group of Rail Fans who called themselves the Hi-Ballers Club, formally incorporated as the West Coast Railfan Association, a non profit society in the Province of British Columbia. In February 1964 the name was changed to the West Coast Railway Association as it was felt that the “Railfan” in the title was not well received by the Railways of the day. Of the original 10 (later 12) members, 9 were located and 3 attended the ceremony in the CN Roundhouse and Conference Centre.

The original young people that formed the Association were honored in speeches by Mayor Greg Gardner of the District of Squamish; Councillor Dale Harry, representing the Squamish First Nation; Bob Phillip, Chair of the West Coast Railway Association and Don Evans the WCRA President & CEO



They were cited as visionaries in acting to take the first steps towards preserving British Columbia’s railway heritage. At the close of the ceremonies a plaque listing the names of the 12 founders was unveiled in the Entrance Hall of the CN Roundhouse and Conference Centre was unveiled by the 3 in attendance (l to r) Doug Cummings, Keith Anderson and Glen MacGregor.

Official 50th Anniversary Celebrations

Saturday, May 21 – was admission free for the day and all exhibits and attractions were open. Following the Ceremonies and a ceremonial cake cutting, a Parade of Trains pulled into the

platform at the Heritage Park's Mac Norris Station. First up was BC Rail RDC1 #BC21 painted in BC Rail colors followed by newly shopped CPR S-3 #6503 in CPR Tuscan & Grey livery. Next was Canadian Pacific FP7au #4069 also in Tuscan and Grey in charge of 2 CPR Tuscan Coaches. Lastly RSC3m #561 arrived with freight cars and a caboose. Each set stayed at the platform for a short period to allow all who wished to tour the coaches and caboose. After leaving the Platform the RDC and RS3 were switched over to the Canadian National Turntable and turned for the benefit of those who had never seen the turntable operate. Throughout the afternoon the site, was wide open and visitors were able to tour the exhibits, featuring volunteer docents, ride the MiniRail and visit the Garden Railway also staffed by volunteers.

Sunday, May 22 - the historic CPR 374 Locomotive Pavilion located at the former CPR Drake St Roundhouse in Yaletown area of Vancouver was the stage for the Vancouver event. This was an extension of the annual anniversary (124th this year) event celebrating the 374's arrival with the first passenger train into Vancouver on May 23, 1887. This event featured speeches, cake, and entertainment.

Day Out With Thomas – Leader of the Track Tour 2011 –
Stops at the West Coast Railway Heritage Park June 4, 5, 11 & 12 this year. Tickets available at Ticketweb ... [To Order - Click Here.](#)

SQUAMISH ROTARY GARDEN ADDS TO HERITAGE PARK EXPERIENCE

The Squamish Rotary Club has completed an absolutely spectacular conversion of our mound of dirt “the Berm” to a great garden area. It is now the attractive Squamish Rotary Garden that will be enjoyed by our guests for a long time into the future. Members of the Rotary club secured materials (including a number of terrific boulders), cleared, graded, landscaped and planted the area to make it a great attraction for the Heritage Park and our many visitors.

The completed garden adds a terrific walkway to the top where a new panoramic view across the station area becomes visible. Picnic tables will be added to make this place a wonderful spot to rest a few minutes or enjoy a picnic with family and friends. In the photo below, project leader Rose Fast takes a well earned break during the construction of the garden.



TROOP SLEEPER PGE 714 “BUD BUTTERWORTH” ...

<http://www.canadianrailwayobservations.com/2011/jun11/wcracoach.htm>

Pauses on the Canadian National turntable, enroute for display in the CN Roundhouse and Conference Centre, after receiving a period of TLC in the shop by an enthusiastic group of volunteers.

Thanks to Tom Bruvall, Roy Crowston, John Jellis, Don Lawrence, Ernie Ledgerwood, Lloyd Newman for their hard work and dedication in bringing this piece back to first class standards.

Note: The top of the Squamish Rotary Garden can be seen behind the Garden Tracks at the top left in the picture.

Invitation – Coming out to south western coast of British Columbia this summer? You are invited to visit the West Coast Railway Heritage Park. We participate in the ARM Reciprocal Member Benefits program.

The WCRA NEWS June 2011 Issue is available for your reading in the Members Only Area of the website –

ANNOUNCEMENTS

50TH ANNIVERSARY CELEBRATIONS:

- Saturday May 21st is the Official 50th Anniversary Celebrations of the West Coast Railway Association. Admission to the Heritage Park is FREE for the day. Ceremonies to honor our founders start at 11:00am.

- Sunday May 22nd at the 374 Pavilion in Vancouver, starting at 12 Noon in conjunction with the 124th Anniversary of the arrival of the First train into Vancouver, there will be a Ceremony and Cake.

- You are invited to be part of one or both of these events.

A DAY OUT WITH THOMAS:

The “A DAY OUT WITH THOMAS – The Leader of the Track Tour” is coming to the West Coast Railway Heritage Park June 4 & 5 and 11 & 12.

Tickets are available through TicketWeb. To order go to the WCRA website and select the THOMAS tab to be linked directly to Event on TicketWeb. The event listing is not easily found by going directly to TicketWeb.

If you prefer to order by phone TicketWeb’s number is 888.222.6608.

IN THIS ISSUE:

- Updates on happenings at the Heritage Park, including new additions to Attractions;

- Still looking for a tour that is interesting and different. You’ll find complete listing of the West Coast Rail Tours 2011 Guided Excursions starts on page 20;

- Feature Articles This month

- Your editor fulfills his promise to reveal “Where the heck is French Lick”. Surprising details of its history.

- Craig McDowall continues with honoring our founders – the Hi-Ballers. This month he features the April 1958 Issue of the “Steam Chest” Newsletter – The predecessor of WCRA NEWS;

The WCRA NEWS June 2011 Issue is available for your reading on their website –

<http://www.wcra.org/>

YDHR

Matt Erwood submitted these shots of the York Durham Historical Railway Alco’s. YDHR’s Montreal Locomotive Works-built RS-3, 1310 (ex ONR) is receiving a new paint job for the 2011 season as part of a locomotive refurbishment which includes radiator replacement, new batteries, and cab detailing. Uxbridge, Ontario 05/19/11. Matthew Erwood is switching around ALCO built RS-11 3612 during their "run around" procedure in the town of Goodwood. This was Matt's qualifying run from Trainman to Conductor. York-Durham Heritage Railway's MLW built RS-3, 1310 pulls Train No. 1 into Stouffville Station. This run is normally done by the ALCO built RS-11 "3612" but she was down for repairs to a worn out reverser circuit for the weekend. The YDHR also owns another MLW RS-3 numbered 22, originally built for the Roberval & Saguenay Railway in Quebec. Stouffville Ontario, July 2009. Opening day for the YDHR is June 5th

www.ydhr.ca

<http://www.canadianrailwayobservations.com/2011/jun11/ydhrme.htm>

EXPORAIL (CRHA):

Get ready for a big summer of special events at Exporail The Canadian Railway Museum In celebration of the 175th. Anniversary of Canada’s first railway, the 50th. Anniversary of Exporail and 150th. anniversary of public transit in Montreal!

Exporail will be open every day June 1 to June 30, 10.00 to 18.00 (6 PM) and will be in full operation.

June 1 to 30: From Everywhere to you at the Hays Station – This new permanent exhibition illustrates the role of rail yards and the management of rail movements. Learn what goes on behind the scenes in railway operation.

June 9, 2011 at 11.00 at Hays Station: Official opening of Exporail's Phase B project including renovations to Hays Station and open reserve building No. 5, Station Gardens and the Discovery Trail.

June 19 and June 26 (Sundays): Rousillon, Cradle of Canada's Railways – This exhibition retraces the development of railways near Exporail, including the Champlain & St. Lawrence Railroad, Canada's first railway!

Montreal streetcar 1959 is back in service: Withdrawn from service last fall, our operating streetcar MTC 1959 is back in service after repairs and maintenance carried out over this past winter.
<http://www.canadianrailwayobservations.com/2011/jun11/expohistory.htm>

Canadian Rail, May - June Issue:

The May – June issue of Canadian Rail will feature Building the CPR's Fording River coal hauling railway in British Columbia, Fuelling at Brent (C&O borrowed GP40-2s on test run in 1973), Book Reviews, and rail heritage news.

Canadian Rail is available at most local hobby shops, at the Exporail Boutique, and is mailed to members of the CRHA.

<http://www.canadianrailwayobservations.com/2011/jun11/crcover.jpg>

Add your HISTORICAL ASSOCIATION or GROUP:

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

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

Contact William Baird: editor@canadianrailwayobservations.com

SOUTH OF THE BORDER

Ed Weisensel clicked patriotically decorated Union Pacific baggage museum car "Promontory" #5779, on their inspection train on May 20th rolling through Butler, WI. The consist included: UP AC45CCTE 7454, UPP 119 Kenefick (Observation platform leading), UPP412 Lake Forest deluxe sleeper, UPP 314 Columbia River crew sleeper, UPP 5779 "Promontory" museum car with large flag, UPP 1610 Portola deluxe sleeper, UPP 201 Wyoming deluxe sleeper, UPP 1602 Green River deluxe sleeper, UPP 8004 Colorado Eagle dome, UPP 4808 City of Los Angeles diner, UPP 203 Idaho - Theater Observation.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2546338>

<http://www.canadianrailwayobservations.com/2011/jun11/upew.htm>

Mike Garza digitally noted LTEX's TC GP15-1 1446 May 6th at Blue Island yard in Riverdale, IL. The freshly painted former NS Gp15-1 is heading to Patriot Lines' Temple & Central Texas operation. This locomotive joins 1455, (see Link) shot in transit by Larry Amaloo at Eola – Chicago April 10th.

<http://www.canadianrailwayobservations.com/2011/jun11/tct1446.htm>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2487659>

Two of the Temple & Central Texas (TC) GP38's in BNSF's Lindenwood Yard:

<http://mechappm.rrpicturearchives.net/showPicture.aspx?id=1687425>

Bill Linson from St. Louis joined the Bandits of Ohio for a late April train spotting week in Cresson, Pennsylvania. His timing was perfect as he got great shots of the GE Export Load for Vale of Brazil order passing through Cresson enroute to Rose Yard in Altoona, PA. Vale is the Brazilian company that owns Vale Inco in Sudbury, Ontario. (We thank Bill Linson for the photos, and John Soehner for assisting). <http://www.canadianrailwayobservations.com/2011/jun11/valebillinson.htm>

Jim Duncannon took these videos of the GE train: NS 8334 brings the 098 Eastbound through Cove, PA on the NS Pittsburgh Line at MP: PT 116. VALE units are: 1289, 1290, 1291, 1292, 1293 & 1294.: <http://www.youtube.com/watch?v=Ru1JSZkvlXo>

Terry Redeker logged the following photo essay after he heading over to Chattanooga, Tennessee for the National Train Day event put on by NS at TVRM and we would like to thank Terry for sharing this. Check out all his photos at:

<http://tkredeker.rrpicturearchives.net/archivethumbs.aspx?id=67578>

D&H VIGNETTES:

Many of our readers may recall the excitement in 1969 when we learned Delaware and Hudson had purchased four PA1's from Santa Fe to augment the D&H/Penn Central Montreal – Albany - New York passenger service. It created a sensation and railfans from far and wide came to Quebec and New York State to photograph these classic Alco Passenger locomotives in the ATSF-inspired Champlain Blue and Silver Warbonnet. Here are three

shots by Derek Henderson of the locomotives in the early 1970's.

1) D&H PA #16 graces the northbound "Montrealer" at Whitehall, NY in 1974.

2) Again at Whitehall, NY, Alco's #17 and #18 are northbound to Rouses Point, NY for Canadian Customs inspection May 11th 1974

3) In the early 1970's PA #18 pulls into Montreal West Station after chugging up the grade from South Junction.

<http://www.canadianrailwayobservations.com/2011/jun11/dhderekhenderson.htm>

ON THE ROAD

LETTERS:

Hi Will,

Someone sent me this fascinating train video off of wimp.com, I don't know if you can use it, but you sure can enjoy it! Any idea WHERE this is?

<http://www.wimp.com/vegetablemarket/>

David Latour
Winnipeg, MB

Dear Friends,

It is with great sorrow and profound sadness that I must inform you of the passing of one of my best friends, Mike McIlwaine.

Mike had been battling illness for over a year and it was eventually diagnosed as cancer late last summer. He had just entered The Hospice on May 16th after a recent rapid decline and passed away this morning about 3 AM. Mike was an extremely private person and did not want most of his friends to have to endure his illness. He will be missed.

Sincerely,

Ken Annett
(via Geoff Elliott)

<http://www.canadianrailwayobservations.com/2011/jun11/mike.bmp>

From the Editor:

Hi all,

CRO Facebook passed the milestone of 2000-plus Fans in May ... Our thanks to all our website readers and our new FB Fans!

With the arrival of spring, we were sure that everyone would be having more opportunities to go out and take photos. However the heavy rains in May drowned out those photo plans for many. We know that June will finally embellish our railway photos with blue skies and sunshine.

On May 6th while waiting for trains trackside with my friend Maxime Boule, Max took this artsy-fartsy shot of me at CN-Turcot (Montreal Sub). I really like it!

<http://www.canadianrailwayobservations.com/2011/jun11/william1.htm>

WOULD YOU LIKE TO SUBMIT A SPECIAL REPORT, OR JOIN THE CRO NEWS TEAM? CRO is seeking potential columnists for our news pages. We are always interested in your ideas for new SPECIAL REPORTS, simply contact us with your what you would like to submit. Our guidelines are on the home page and please check out our ARCHIVES page for previous Special Reports we have published.

We look forward to hearing from you,

William Baird – CRO Editor:
editor@canadianrailwayobservations.com

Please help keep CRO “Free!”

<http://www.canadianrailwayobservations.com/2011/mar11/crohat.htm>

Thank you to all of our readers who kindly offered donations in April ... allowing another month for all of our readers to enjoy CRO for Free. Please note: All large donations receive CRO gift packages.

THANK YOU:

John Allen (Tempo Jr.), Larry Amaloo, André St-Amant, Joshua Anderchek, Guy-Pascal Arcouette, Tim Ball, Adrian Badaraco, Brian Barchman, William Beecher Jr., Michael Berry, Maxime Boule, Steve Boyko, Doug Boyd, Dan Braun, J-P Cadieux, Marc Caya, Giulio Capuano, Andy Cassidy, Bruce Chapman, Duane W. Cooke, Jordan Coseni, Daniel Dell’Unto, Michel Daoust, Matt Erwood, Joe Ferguson, Pierre Fournier, Mike Garza, Sean Graham-White, Tim Hayman, Bob Heathorn, Derek Henderson, Jeff Keddy, Gary Knapp, James Lalande, Ken Lanovich, Daniel Leduc, Doug Leffler, Jacques Leroux, Bill Linson, Roman Litarchuk, Warren Mayhew, Danny McCracken, Don McQueen (Froth), Bruce Mercer, Jeremy Mobile (WCRA), Jody Moore (Green Locomotive News), Terry Muirhead, Peter Murphy (CRHA), Jason Noe (Railpace), David Othen, Ronald Pelletier, Donna Peters, Walter Pfefferle, Jeremy Plant, John Read “GR17f”, Earl Roberts (Branchline), George Redmond, Bill Sanderson, Michael Sbrocchi, Chuck Schwesinger, Wayne D. Shaw, Greg Shevchenko, Wilco van Schoonhoven, Norm Shurygalo, Paul B. Smith, John Soehner, Andre St-Amant, Cor van Steenis, Aleks Stefanovic, Ken Storey, Alex Tipaldos, Jason Tarasenko, Jean-François Turcotte, Chris vanderHeide, Ron Visockis, Ed Weisensel, Geoff Williams, Chris Wilson, Doug Wingfield, Dave Woodall, the Bridge Line Historical Society, Progressive Railroading, and the Canadian Trackage Guide. Merci a Mike, James, John, Michel, Tony, Denis, Mohammed et tous mes amis a la St-Luc Diesel Shop.

GOT AN OBSERVATION?

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

SUBMITTING PHOTOS TO CRO:

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

CRO PHOTO SUBMISSION GUIDELINES:

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

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