

CANADIAN RAILWAY OBSERVATIONS



Since 1989

INDEX

[Canadian National](#)
[Canadian Pacific](#)
[VIA Rail](#)
[AMT GO](#)
[Canadian Locomotive Shops](#)
[Green Rail News](#)
[Electro Motive Canada](#)
[Shortlines, Regionals](#)
[Modellers Corner](#)
[Photo Contest](#)
[Canadian Railway History](#)
[South of the Border](#)
[Letters To The Editor](#)



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CRO MARCH 2011

CANADIAN NATIONAL

Following the delivery of CN SD70M-2's 8955-8958 the first week of February, CN 8959-8964 were released from the London plant and interchanged from Goderich-Exeter (GEXR) and as of February 14th all had been delivered to CN.

Dan Braun photographed brand new CN SD70M-2 8959, CN 5772 and mid-train DPU CN 8910, pulling M342 to the Windy City and beyond. The 2-mile-plus train thru Neenah, WI February 8th of 188 cars (770 axles) stretched nearly 12,000 feet. (3.66 km for our metric readers).

<http://www.canadianrailwayobservations.com/2011/mar11/cn8959danbraun.htm>

Pierre Fournier clicked CN 305 on February 3rd with brand new CN SD70M-2 8958 leading the charge on the Drummundville Sub at St-Léonard, QC.

<http://www.canadianrailwayobservations.com/2011/mar11/cn8958pierrefournier.htm>

Henry Nye snapped these GE/GM builder stickers at Neenah, WI in February 2011:

GE: CN 2301 Es44DC 2/2008 Sn 58285.

GM: CN 8844 Sd70M-2 11/2010 Sn 20096294-030.

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

On February 15th the last of the ex-UP nee-CNW C40-8's was released from the Centralia Paint Shop. CN 2109 still needs to be prepared for service, new headlights etc, and was snapped by George Redmond on her first day in CN livery. George pointed out 2109 is one of only two that have AC on the roof, CN 2132 is the other. At press time, 34 of the 35 (ex-UP nee-CNW) CN C40-8's were all active, with only CN 2128 remaining unserviceable after an engine fire in October 2010.

Just days before on February 9th, George caught the previous C40-8, CN 2119 in new paint, idling and being prepped for release from the CN engine facility in Centralia, IL.

<http://www.canadianrailwayobservations.com/2011/mar11/cn2119georgeredmond.htm>

Note the lettering differences between the Woodcrest Shop (with thick numbers) and the Centralia Shop repaints (with slim numbers):

<http://www.canadianrailwayobservations.com/2011/mar11/cn21412151.htm>

Canadian National's proposed renumbering for the latest 40 ex-BNSF C40-8W's acquired in January 2011, is as follows:

BNSF 801-853 (odd #'s only) to CN 2162-2188

BNSF 854-864 (inclusive) to CN 2189-2199

BNSF 865, 866 to CN 2098, 2099

To summarize: In 2010 CN bought 35 former CNW C40-8's retired by UP and numbered them CN 2100-2134. At the end of 2010, CN acquired a group of 27 BNSF C40-8W's, 800-852 (even #'s only); these were assigned CN 2135-2161. A second group 40 C40-8W's acquired from BNSF brought the total to 102 second-hand Dash-8's in the CN 2100-series. The two additional C40-8W's, formerly ATSF/BNSF 865 and 866, are freshly numbered CN 2098 and 2099.

With the C40-8's now completed, we are now following the first of the ex-BNSF C40-8W's entering service. As of mid-February, those fully painted and in service were CN 2141, 2144 and 2151. CN 2141 was painted at Woodcrest, and 2144 and 2151 tailored at Centralia. One of these, CN C40-8W 2141 was photographed by William Beecher Jr. at Fond du Lac, WI on February 23rd. This is the only cab interior image we've received showing this former BNSF GE Woodcrest prepared for CN duty.

<http://www.canadianrailwayobservations.com/2011/mar11/cn2141williambeecher.htm>

Two of the newest arrivals ex-BNSF C40-8W's 807 and 813 were at the CN Woodcrest Shop in mid-February and are destined for full repaint in the CN 2100-series. Still uniformed in BNSF paint and numbers with no CN patches, in late-February the pair moved to Kirk Yard, and have been shipped to NRE – Dixmoor for CN repaint and renumbering to CN 2165 and 2168 respectively.

On February 25th Mike Garza spotted CN C40-8W 2148 fresh out of the Woodcrest paint shop with the thick style numbers. Unfortunately it was too far off for a shot. (CRO is seeking a photo from our readers of 2148 for the next issue).

February 8th George Redmond caught C40-8W 2151 in fresh CN livery outside the Centralia Paint Shop and then again entering service on February 12th. Another ex-BNSF GE, CN 2144 was released from Centralia to Woodcrest on February 9th.

<http://www.canadianrailwayobservations.com/2011/mar11/cn2151-2georgeredmond.htm>

<http://www.canadianrailwayobservations.com/2011/mar11/cn2151ba.htm>

In what was a surprise to many, the week of February 14th CN Centralia Shop began painting a black CN “Noodles” on the sides, nose and rear of over a half dozen C40-8W's. Several carefully patched renumbered locos have now entered service still in BNSF pumpkin paint! As of late-February, these C40-8W's had received the newly applied CN lettering and were noted moving and in service: CN 2145, 2149, 2154, 2159, CN 2163, 2171 2175, 2188, 2189, 2193, 2196, and CN 2099* (2099* is the first of two units in this number series).

George Redmond caught CN “Swoosh-Noodles” 2145 and 2189 February 22nd on CN A432, rolling SB through Centralia, IL.

<http://www.canadianrailwayobservations.com/2011/mar11/cn21452189georgeredmond.htm>

Brandon Warnick caught several CN “Swoosh-Noodles” in service including this pairing on February 21st a very rainy day with engineer Dennis bringing the A432 through Effingham with a pair of newly patched CN C40-8W in the BNSF H2 paint.

<http://www.canadianrailwayobservations.com/2011/mar11/cn2159brandonwarnick.htm>

In early 2011, IC GP40R 3110 was released from the Woodcrest Paint Shop, and is seen in Wisconsin Rapids, WI on January 30th where Bob Schoneman clicked her in new CN livery.

<http://www.canadianrailwayobservations.com/2011/mar11/ic3110bobschoneman.htm>

In early February, CN C44-9W 2687 was photographed in fresh paint and back in service for the first time in four years! On January 4th, 2007, CN 2687 was leading train #355 when it hit a rockslide near Lytton, BC, on the Ashcroft Sub. CN 2687 slid down the embankment and onto its side. Heavily damaged, it was lifted out and trucked to Lillooet, BC, and later moved to Edmonton, AB for evaluation. The trailing unit CN SD75-I 5693 also derailed, but remained upright on the track and sustained only minor damage. At press time, CRO had not clarified if CADRAIL-Lachine, QC, or the CN-Transcona Shop in Winnipeg, MB had done the major repair and repaint.

Walter Pfefferle clicked IC SD70 1011, leading train 148 through Woodstock, Ontario, on February 21st. This is one of several IC SD70's recently upgraded with DPU equipment at Quality Rail.

http://railfan.thegrebs.com/CN/IC_1011_148_Woodstock_Ont_2_21_2011

On February 22nd CN Train M37321 had CN8917, 8004, and ADIX RS18u 1835 moving on the Kingston Sub. The following day CN A42131 23, had CN 8963 CN 8961, CN 8829 and ADIX1835 departing Mac Yard, with the MLW dead-in-tow. This RS18u is enroute to the Adirondack Scenic Railway and was acquired by a business subsidiary of ADIX. Originally CP Rail, this RS18u is former NBEC, ex-Chemin de Fer Charlevoix 1835. (Chris Wilson photos)

<http://www.canadianrailwayobservations.com/2011/mar11/3pakchriswilson.htm>

Chris Wilson also took this shot of ES44DC 2318 on February 22nd, on the Kingston Sub.

<http://www.canadianrailwayobservations.com/2011/mar11/cn2318chriswilson.htm>

On February 23rd, Walter Pfefferle caught the first pair of freshly painted QGRY SD40-3's (3326 & 3327) moving on CN M33291 (ex-Chicago Kirk Yard, IL enroute to Toronto MacMillan Yard, ON). The lashup was: CN 5698 2583 5269 QGRY 3327 3326. Photo was taken at Woodstock Ontario passing at about 25 mph, so not much time to get photos! (See our CRO SHORTLINES "Quebec" section for exclusive interior cab photos of these SD40-3's, in fresh QGRY paint at the NRE Shop in Paducah, Kentucky, and details about their destination.

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

CN retired SD40-2W 5291 on November 4th, 2010, however it was only entered and updated into the CN system in February 2011.

On February 10th former GTW GP9R 4625 was in transit at IHB Riverdale, IL with DLCX painted on the cab sides.

Mark Lees & Co has again begun scrapping retired SD40-2 types at the Woodcrest Shop, and on February 15th were cutting up CN 5249, 5324, 5363, and IC 6111. Four other units were moved onto the Woodcrest scrap track on February 22nd: CN 5260, IC 6119, 6121, and 6129.

CN C40-8 2113 wearing the CN 15-Year Anniversary logo leads train A431 on February 12th, heading northbound at Centralia, IL. (George Redmond)

<http://www.canadianrailwayobservations.com/2011/mar11/cn2113georgeredmond.htm>

As of mid-February, B&LE SD38-2 878 was still Bad Order and stored outside Woodcrest Shop with no repair work scheduled.

In last month's CRO we reported the Woodcrest Shop had released B&LE SD40T-3 904 following repairs and had returned it to service. Actually, there were three B&LE SD40T-3's at the shop for upgrades and modifications, and not for repairs. When this locomotive model was built at EMD in the 1970's, they were delivered to SP, SSW and D&RGW with ladder-type steps at the rear. The Woodcrest Shop has now replaced these with standard steps with a horizontal offset.

In early 2011, CN assigned several B&LE 900-series SD40T-3's back to the DM&IR. Kent Rengo submitted this February 7th DMIR power line up with five of the B&LE SD40T-3's: B&LE 900 in U-tac rotation paired with B&LE 909; B&LE 903 in T-Bird rotation and leading every other turn; B&LE 904 in Limestone rotation; B&LE 906 in the Two Harbors ore pool and leading every other trip.

On January 6th, 2011, DM&IR 212 leads B&LE 900 and an IC unit around the curve at the south end of Proctor Yard (Minnesota) with a loaded ore train for Dock 6. The 2330 PRS crew picked up the train at the north end of the yard and weighed it before heading down the hill. This will most likely be the last run of the shift as they are running short on hours after a long, cold night. (Bryan J. Howell photo) .

<http://www.railpictures.net/viewphoto.php?id=355232&nseq=246>

In a press release February 9th CN announced plans to invest C\$1.7 billion in 2011 to maintain a safe and fluid railway network, to grow the business efficiently and to continue to provide customers with a high level of service. Approximately C\$1 billion of CN's 2011 capital investment program will be targeted on track infrastructure to maintain safe railway operations and to improve the productivity and fluidity of its rail network. This includes replacement of rail, ties and other track materials and bridge improvements, as well as rail-line improvements on the Elgin, Joliet and Eastern Railway Company (EJ&E) that CN acquired in 2009. The EJ&E was the "missing link" for CN in Chicago now connecting its five rail lines entering the city; full integration of the EJ&E will result in improved reliability and service. Equipment spending, which is intended to improve the quality of the fleet to meet customer requirements and includes the acquisition of new

fuel-efficient locomotives as well as new freight cars, is targeted to reach approximately C\$200 million in 2011.

On February 7th, Wm. Beecher Jr. caught this line up of retired BCOL B39-8E's, CN-IC SD40-2's and new arrival GTW GP40u 6401 all behind the Woodcrest Shop. The bright spot on that day at Woodcrest was catching GTW painted SD40-2 5936 running and in active service.

<http://www.canadianrailwayobservations.com/2011/mar11/wk55williambeecher.htm>

Wm. Beecher Jr's photo was taken aboard the helper engine as they wait on traffic up ahead to clear. With a pair of CN Dash 840C cowl, CN train A446 is shown blasting past to take on the hill at Hamilton, Wisconsin. A CSX SD50 and Gevo-combo is pounding out of Fond du Lac, Wisconsin with CN potash train B790, and after a wave at the CN Dash 9 "Helper" pushing on the tail end at Byron, WI, the action continued on the CN Waukesha Sub February 4th, 2011.

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

While at the CN Shops at Fond du Lac, WI on February 6th, Wm Beecher Jr. snapped visiting UP C40-8W 9297, adorned with her NS lease sticker.

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

George Redmond caught IC GP38-2 9608 and AMTK P40DC 837 expediting Amtrak train #58 through a blinding snow storm in Centralia, Illinois on January 20th.

<http://www.canadianrailwayobservations.com/2011/mar11/ic9608georgeredmond.htm>

Only days in service, on February 4th Train 385 had CN C40-8 2100 as the second unit. Since released from Centralia Shop at the end of January, during her three first weeks in service this class unit was seen frequently in Quebec and Ontario. (Chris Gertz)

<http://www.canadianrailwayobservations.com/2011/mar11/cn2100chriscgertz.htm>

CN SD75I 5700 is seen leading this all GM locomotive consist southbound on CN train A432 at Centralia, IL, on January 19th. (George Redmond)

<http://georgeredmond.rrpicturearchives.net/pictures/38143/1192011%20017.JPG>

Every year in Centralia, Illinois for the October Fest celebrations, CN brings their E-Units, some passenger cars, and a freshly painted engine out of the Centralia Paint Shop, for public display. Showcased in October last year was the new CN 15-Years logo on C40-8 2124. Unfortunately the safety fencing does not enhance the appearance CN C40-8 2124 one bit! George Redmond also photographed the control stand - cab interior of CN 2124.

<http://georgeredmond.rrpicturearchives.net/showPicture.aspx?id=2289518>

<http://georgeredmond.rrpicturearchives.net/showPicture.aspx?id=2289523>

In January, John Reynolds took this shot of retired CN SW1200RS 1379 in the CN Walker Yard deadline in Edmonton, AB.

<http://www.canadianrailwayobservations.com/2011/mar11/cn1379johnreynolds.htm>

An update to last months CP/CN/BNSF Powder River coal trains report: In January 2011 St. Louis based Arch Coal Inc. reached agreement with Ridley Terminals (a Canadian Crown Corporation) near Prince Rupert, B.C., to handle up to two million tonnes of coal in 2011, and up to 2.5 million tonnes a year between 2012 through 2015, from the Powder River Basin coal fields in Montana and Wyoming. Ridley Terminals also signed smaller contracts with U.S. producers Cloud Peak and Enserco. All three U.S. companies produce low-sulphur coal used in power generation. The first test train of coal recently moved via BNSF through the northern USA to CNR's Thornton Yard in Vancouver, B.C. At Thornton Yard, the BNSF power was exchanged for CNR power and the train moved to Kamloops, Taverna, Prince George and then Prince Rupert all over CN lines. Even on the sections of the Yale and Ashcroft Subdivisions up to Coho, which are directional running with CPR, the train moved against the flow of traffic on CN lines in order to avoid using CPR trackage. It now appears that the CPR choose not to accommodate these unit coal trains on their trackage from the

border crossing at Coutts to Calgary to Edmonton as was initially reported in February CRO CP news.

New CN Distance chart on-line:

https://ceprod.cn.ca/velocity/RoutingProtocol/english/Common_DisplayPage?url=GET_ROUTE_FRAMESET

CN Vignettes:

It is hard to believe that not one of these CN photos from September and October 1976 was taken in Canada! Douglas Leffler shot these in his home town of Jackson, Michigan when power short Conrail had leased a real mixed bag of units from CN. Conrail DC-1 is shown with CN GP35 4000, GP40 4010 and an M636 in October 1976. In September, CN GP35 4001 and GP40-2LW's 9518 and 9511 are the foreign power in Jackson, MI.

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

Doug Wingfield caught this mishap at Hamilton Junction on April 1st 1967. CNR SW1200RS 1212 has split the switch and now tied up the CN Grimsby Sub to Niagara Falls and Fort Erie, Ontario, creating diversions over the CN Beach Sub until this was cleaned up.

<http://railpictures.net/viewphoto.php?id=354064&nseq=20>

In August 1968, CN F7A 9074 was the unfortunate victim of a washout on the Three Hills Sub at Huxley, Alberta between Calgary and Mirror. An intense rainstorm lay waste to the roadbed which derailed three units and caused extensive damage to the train's cargo and rolling stock. The boom of the Hanna auxiliary can be seen over the damaged F7A. (Doug Wingfield)

<http://www.railpictures.net/viewphoto.php?id=354220&nseq=32>

CANADIAN PACIFIC

On January 25th, 2011 Gary Knapp captured this gorgeous night shot of CP Train 642 on the D&H at Port Henry, NY. On this night, the power is equally impressive with SOO SD60 6027, ICE SD40-2's 6426, 6432, and CITX SD40-2 3078.

<http://www.canadianrailwayobservations.com/2011/mar11/cp6027garyknapp.htm>

Gary also captured another sharp consist January 30th as CP ethanol train 643 returned north with empties. As Gary noted in his email to us, armour yellow CITX 2790 and her SD45 carbody is a nice accent. CP continues to surprise trainwatchers on the D&H North End with colourful power consists and various SD-types from days gone by. Shot on January 30, 2011 at 01:59 with Canons' 5D and the Nikkor 14-24 zoom set at 24mm and f2.8.

<http://www.canadianrailwayobservations.com/2011/mar11/cp5995garyknapp.htm>

CP SLUG 1000, (which had been mated to CP 1639 in a "Mother -Daughter" set), was retired on December 31st 2010. First built by EMD as MILWAUKEE SW1200 #2053 (12/1954); renumbered to MILW #605, then renumbered to MILW #702. Acquired by SOO LINE (1985) and renumbered to SOO #1207, then acquired by CP and repainted and converted to Slug #1000 (5/1996), paired with 'Mother' CP GP9u #1639 which is still in service. (Bill Sanderson photo).

<http://www.canadianrailwayobservations.com/2011/mar11/cp1000billsanderson.htm>

Over the last month, CP began receiving more lease power and as the NREX, HLCX and CITX numbers can change weekly, we will post updates on CRO Facebook, and do an updated leased unit tally in our April CRO. Since January 2011, many of the new lessors, whether NREX or HLCX have been former BNSF SD40-2s, most still wearing BN Green or BNSF paint.

Two more added to the list, including a former FURX unit. I'll keep sending my updated list - new units just keep showing up in the US! I'll trace monthly to get rid of the dead ones, things change daily so I see no other practical way of keeping up-to date.

In February the following lessors were on CP property (most running in the ICE /DME /SOO):

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

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

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

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

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

NREX (SD45T-2) 9402

On February 5th, Frank Jolin caught (D&H) CP #252 rolling along the shores of Lake Champlain just south of Port Henry, NY, with CP SD40-2 5966 leading 3095, 5739 and 5916 on a cold and crisp winter morning .

<http://www.canadianrailwayobservations.com/2011/mar11/cp5966frankjolin.htm>

<http://www.railpictures.net/viewphoto.php?id=353732>

CP #253 had an amazing power consist on January 22nd. Frank Jolin snapped the train at Lacolle, QC, with locomotives from three Canadian Pacific Railway subsidiaries and two SOO paint schemes.

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

<http://www.railpictures.net/viewphoto.php?id=352437>

Brian Thompson clicked CP train 242-18 with SOO 6038 and CSX 7905 at the Highway 2 crossing just west of Woodstock, ON at 11:30 on 02-20-2011.

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

The remnants of the first class CASO double track mainline across Southern Ontario are still evident in this westward view taken the first week of February 2011. A Canadian Pacific southbound is on the approach to Welland North, ON (formerly called Hewitt Junction). The jog in the track on the left was the original location of a crossover between the high speed North and South mainlines. Today, the North mainline is removed and east of here the South at Welland Yard with the crossover now "straight tracked". David R Howard

<http://www.canadianrailwayobservations.com/2011/mar11/cp9641davidhoward.htm>

Following cannibalization of parts in early February, former CP SD90MAC-H 9300 was cut up for scrap at RB Recycling in Lachine, QC. Ex-CP 9302 arrived on the spur at RBRX/CadRail on February 18th. Two others (9301 and 9303) remain stored at St-Luc Yard and will also be moved to RBRX/CadRail in the coming weeks. These powerful locomotives had a very short life span and suffered many mechanical failures while in service. Built in London in 1999-2000, they were retired in 2008 and are now being scrapped in 2011. Richard Marchi snapped the remains of the once proud #9300 at CadRail in February.

Gary Schermerhorn shot this super photo in Downtown Albany, NY at Green Street, with both trains (D&H /CSX) on the Kenwood Yard runners taken last summer.

<http://www.canadianrailwayobservations.com/2011/mar11/cp5946gs.htm>

On January 29th EMCC Editor Don McQueen photographed this action at Denfield Road (in Middlesex Centre, west of London, Ont.) as CP #242 with AC44CW 9812 and CITX 3090 (ex-CP SD40 5558) had to wait for a second meet, this time with westbound CP AC44CW 9637 and 9675 at 13:57. (Don's digital 300mm).

As of February 5, 2011, the former CP Chalk River Subdivision in its entirety from Smiths Falls to Chalk River, Ontario, and the North Bay Subdivision from Chalk River to Mattawa is no more. Due

to lack of on-line industries there were no outside parties were interested in running the line, so it will be abandoned.

Taken by Kevin Dunk on the CP Mountain Sub, CP 8795-9722 with mid train 8600 and rear 8712 are moving eastbound double stack traffic and approaching the Beaverfoot Rd crossing under snowy conditions. The CP Leancoil siding isn't too far away so this train's 2% hill climb from Golden through the Kicking Horse R canyon will soon come to an end as the train tops out the grade at Leancoil.

<http://www.canadianrailwayobservations.com/2011/mar11/cp8795kevindunk.htm>

Back on October 29, 2009 CP ES44AC 8869 derailed at Redgrave, B.C., after striking CP IMS #110. Now repaired and repainted and no longer in the Olympic colour scheme, she is seen leading CP grain train #356 out of the depot tracks and across the Elbow River, Calgary, AB. on Feb 8, 2011. Fifteen minutes later, she will stop at the signals at Ogden for congestion to clear at Shepard before heading east onto the Brooks Subdivision. (Cor van Steenis photos).

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

On February 2nd, Cor van Steenis captured this picturesque Canadian winter scene on the CP Laggan Subdivision at M. 101, from Storm Mountain Lookout in British Columbia. Cor had to fight hard to walk through deep snow to record this impressive image.

Cor also submitted the following four shots of CP train 115 taken as it made its way to Coquitlam, BC on Feb 6th. CP Intermodal Train 115 West with CP 8816 leading departed the Lachine IMS Terminal (Montreal, QC) on Feb 2nd at 06:21h. His first shot has CP 115 West entering Field, B.C., for a crew change. Next, CP 115 is seen approaching the Lake O'Hara Road crossing after cresting the Great Divide at Stephen. Nearing the end of its five-day journey from Montreal to Port Coquitlam, CP 115 is shown at Ottertail, BC.

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

Former CP GP9u 8235 was photographed by Mark Forseille at the SRY Shop on December 6th, 2010, still lettered CP. J&L has sold the 8235 to the Ontario Southland Railway and moved the unit to Sandpoint Idaho and the POVA shops for a Main generator change out and repairs before delivery to customer. JLCX SD40-2 5643 was moved as well from the SRY Shop to the POVA shops for painting. JLCX 5772, 6057, 5720, 5778 and 5806 were sent to J&L's yard for scrapping. JLCX 5715 was at SRY February 7th and next in line for scrapping. The second shot shows ex-CP GP9u 1520, (also sold to JLCX last year) at Port Coquitlam, BC December 19th 2010. Due to lack of space at the SRY Shop, as of mid- February 2011, JLCX 1510, 1520 and 1689 had still not moved to the SRY Shop for evaluation.

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

On February 7th, (J&L Consulting) JLCX 5772 and 5808 had arrived at the ABC scrap yard at Langley, BC and JLCX 1583 and 5715 were noted at New Westminster, BC. Mark Forseille clicked the sobering image of 5772's cab sitting askew after being sliced off the SD40-2. With the doors on the long hood now removed from 5808, the SD40-2's engine block is exposed to sunlight. Nearby, with only little evidence of exterior stripping and in decent looking CP RAIL paint, JLCX SD40-2 5715 was next in line for the scrapper's torch. On February 7th JLCX GP9u 1583 was being evaluated at the SRY Shop.

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

After being stored at Coquitlam Yard for several months, space finally opened up at the SRY Shop and on February 18th JLCX Gp9u 1520 was moved to SRY for evaluation and photographed by Andy Cassidy led by CP SD40-2 6071 and 5900.

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

According to three CP sources, there are roughly 101 CP locomotives still sporting the small CP RAIL multimark and only two with the large multimark still in service. A snapshot of units gives 29

GP9u's, 4 GP38AC's, 15 GP38-2's and 55 SD40-2's. The two with the large multimark are SD40-2's 5863 and 5911.

CP VIGNETTES:

Bob Krone took this amazing shot east of Montreal West Station as CPR E8 1802 crosses over to the South Track on Westmount Sub enroute to Westmount (Glen Yard), and then Windsor Station. All three CP E8's were built by EMD-LaGrange for service on the CP Alouette /B&M Red Wing that each ran between Montreal and Boston. Later on the two remaining E8's were used on other CP passenger trains like The Atlantic Limited. Note the manual crossing gate tower!
<http://www.railpictures.net/viewphoto.php?id=301500>

CPR E8 1801 is shown at the station in Ottawa, ON, October 14, 1967.

In January 1969 this locomotive would be stricken from the roster following severe damage in a railway crossing collision on December 28th, 1968, at Mile 117.6 on the Quebec Sub. (Peter Cox Photo).

<http://www.canadianrailwayobservations.com/2011/mar11/cp1801petercox.htm>

On August 11th, 1968 Doug Wingfield photographed this amazing scene at the Alyth Diesel Shop in Calgary, Alberta. A gorgeous set of CPR A-B-B-B-A units led by the 4030 about to head east on a freight train. It was very unusual to see a set of five CP covered wagons on one train.

<http://www.railpictures.net/viewphoto.php?id=354067>

Doug Leffler caught CP RAIL SW8 6705 in Windsor, Ontario in 1974, one of only 10 of this model to grace the CP roster. CP 6700-6709 were SW8's, and CP 6710-6720 were SW900's.

<http://www.canadianrailwayobservations.com/2011/mar11/cp6705dogleffler.htm>

Bryon Thomas captured this image of eight MLW RS18u's heading eastbound into Saint John, NB in 1992. Note the unbelievably fresh looking RS18u 1833 in full CP RAIL Multi-Mark!

<http://www.canadianrailwayobservations.com/2011/mar11/mar11photos/rs18byronthomas.htm>

VIA RAIL CANADA

VIA News Editor (East) Tim Hayman

VIA News Editor (West) Terry Muirhead:

vianews@canadianrailwayobservations.com

February 8, 2011, marked the 25th anniversary of one of Canada's worst rail disasters, the head-on collision of a VIA Rail passenger train and a CN freight at Dalehurst, AB, just outside of Hinton. On February 8, 1986, VIA Rail's Super Continental and Skeena were running connected as Train 4, having departed Jasper heading east towards Edmonton. At 8:40 am, a westbound 114-car long CN freight failed to stop for a red signal, and collided head-on with the VIA Rail train at over 80mph. A total of 23 people were killed, including the head-end crews of both trains and a number of passengers. As many as 95 other passengers were injured. The cause of the accident was never absolutely determined, but it is believed to be the result of human error. The disaster was tragic, but has led to changes in railway practice that has greatly improved railroad safety today.

The consist of VIA #4 on that day: FP7A 6566 - F9B 6633 - Baggage 617 - Coach (Snack Bar) 3229 - Skyline 513 - Sleeper Ennishore - Sleeper Elcott - FP9Au 6300 - Steam Generator 15445 - Baggage 9653 - Dayniter 5703 - Cafe-Lounge 757 - Sleeper Estcourt - Steam Generator 15404.

All equipment ahead of 6300 was destroyed and never returned to service. FP9Au 6300, which started life as CN 6524, was severely damaged. It would later be rebuilt with the cab of Kansas City Southern F7A 4062, and returned to service. Years later, it was assigned to serve as the shop switcher at VIA's Vancouver Maintenance Centre. Although often sidelined by mechanical failures, 6300 is still assigned to service at VMC, making it the last active F unit on VIA's roster.

Tim Ball submitted these photos of VIA 6300, taken by his father shortly after the wreck in 1986 while at the shops in Capreol, ON. The fact that 6300 sustained this level of damage despite being eighth in the train consist, gives a sense of the magnitude of the wreck.

<http://www.canadianrailwayobservations.com/2010/08/timball6300.htm>

Throughout this winter season, VIA has once again been operating a single Budd consist on Trains 14/15 The Ocean. However, it looks as though this may be the last winter for this practice, as upgrades to the Renaissance cars are approaching completion. VIA's online reservation system is now accepting reservations through the first week of January 2012, and all departures up through to that week are currently listed as Renaissance consists. It is unclear if this will change when the season gets nearer.

VIA Rail's first rebuilt HEP1 Diner, "Emerald", has been operating as part of the Budd consist on the Ocean this winter. Tim Hayman took this photo of the interior of the newly refurbished Emerald, while riding Train 15 in late December, 2010. The new interiors are really lovely! Also of note, VIA has been running Emerald backwards, with the kitchen facing the rear. On board crews were unable to explain the reason for the change, but they did admit that it threw them off!

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

VIA Rail has been working on installing a CTC system along the Chatham Subdivision in place of the OCS system previously in place. As of Feb. 1, the work has been completed and the system is operational.

January was a rough month for service on the Sudbury-White River line, as both trains 185 and 186 were cancelled three times during the month. On January 15th, two VIA RDCs (an RDC-4 and an RDC-2, with the RDC-4 leading) struck an MTO truck at the railway crossing at Dog Lake. An article on the incident can be read here:

http://www.wawa-news.com/index.php?option=com_content&task=view&id=7883&Itemid=134

Service on the line was cancelled on the weekend of January 14th, citing "mechanical problems" resulting from the aforementioned accident. Both trains 185 and 186 were also cancelled on January 22nd and 23rd, and again on January 27th and 28th. Equipment problems were cited as the cause for each cancellation.

Rob Eull caught VIA #97 running over three hours late through Oakville, Ontario on February 4th, with VIA F40PH-2 6412 and AMTRAK P42 78 with five AMTK coaches. VIA #97 is the AMTRAK "Maple Leaf" between Toronto-New York City (over the CN Grimsby Sub south, and runs with a VIA crew/train number in Canada. At the Niagara Falls VIA station, Amtrak crews takes over for the remainder of the run to New York City on CSX (ex-CR) trackage. As the front pilot on the Amtrak GE was slightly damaged, and it had no plow, it had to trail a new lead unit. The bent snow plow on AMTK P42 78 was cut off the unit inside the VIA shop, after it apparently got snagged while being turned on the TMC wye the night before.

<http://www.canadianrailwayobservations.com/2011/mar11/via97robeull.htm>

At St. Catharines, Ontario on February 7th, Peter D. A. Warwick caught VIA #97 (Amtrak "Maple Leaf"), with double headed AMTK 135 and VIA 902 heading eastbound towards Niagara Falls and on to New York.

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

From his commutter train passing the Pointe St-Charles test shed on February 4th Pierre Fournier clicked retired VIA 6430 and 6400 only 500-feet from the overhead crane where they will be cut up and scrapped. This may be the last photo ever taken of these.

<http://www.canadianrailwayobservations.com/2011/mar11/via6400pierrefournier.htm>

The Canadian deadheaded two Rocky Mountaineer cars between the VIA locomotives and Steve Boyko's photos show the train departing Winnipeg, MB on February 10th with VIA F40PH-2d 6458,

RMX 3215 dome, RMX 9509 coach, VIA F40PH-2 6428, Baggage 8116, 8502, Diner, Franklin Manor, Rogers Manor, Burton Manor, Chateau Iberville, Evangeline Park. (2 engines, 9 cars).

<http://www.traingeek.ca/gallery2/v/via/6458-winnipeg-20110210-1.jpg.html>

<http://www.traingeek.ca/gallery2/v/via/6458-winnipeg-20110210-2.jpg.html>

<http://www.traingeek.ca/gallery2/v/via/canadian-winnipeg-20110210.jpg.html>

The Island Corridor Foundation which owns the former Esquimalt and Nanaimo Railway on Vancouver Island has put forth a new plan to rehabilitate the track between Nanaimo and Victoria, switch the terminus from Victoria to Nanaimo and add additional VIA service to the line,' Matthew Buchanan, president of Transport Action reported on Feb. 17. The plan would introduce an early morning run from Nanaimo in the morning appealing to commuters before the traditional departure from Nanaimo, up island to Courtenay. In the afternoon the train would arrive back in Victoria in time for take the Victoria commuters back to Langford, Duncan and as far as Nanaimo. They are asking for the federal and provincial governments to put in \$15 million each. They point out that there has already been \$30 million in investment around and along the corridor including \$4 million in ties, signals, and ballast. Transport Action BC supports this plan and encourages members and the public to show their support by contacting the BC Ministry of Transportation, the Ministry of Transport, and politicians in charge. The Island Corridor Foundation has put together a list of people to contact. <http://www.islandrail.ca/>

A former CN Parlor/Lounge car built in the 1950's by Canadian Car & Foundry (CC&F – Montreal) is for sale from Sterling Rail at a price of \$16,700 (US).

<http://www.sterlingrail.com/classifieds/classified.php?id=1068>

A CRO SPECIAL REPORT:

What colour are the VIA Rail P42DC's?

(by Tim Hayman)

VIA Rail's first GE P42DC locomotives were delivered in 2001, as part of the so-called "Renaissance" of passenger rail in Canada. The locomotives have served VIA well over their first decade of service, but they have also served to create frequent debate in the VIA railfan community. Some have argued that the P42 may be the ugliest passenger locomotive ever built, and others that it may be one of the sleekest and best looking. But the real debate that has raged since day one is: What colour are those darned locomotives?!? Are they blue? Are they green? Do they change colour in different lights? Have they been repainted? Faded?

This question has bothered me since the beginning, so I have spent many hours scouring over photos of P42s in every conceivable lighting situation and circumstance, from their first days on the job to their current assignments. After much effort, I feel I have come to a reasonable understanding of more-or-less what is going on. My aim here is to try to give some answers to this question, all with the support of photographic evidence.

The Initial Delivery

When the P42s were first delivered to VIA Rail, they wore a shade of paint called "Pantone 316". This is a dark, metallic, teal sort of colour. It most definitely has more of a green tinge to it than blue, but it could appear differently in different lighting conditions. This is the paint people generally refer to on the P42s. It's the "changing with the light" paint. The first photo here shows VIA 908, less than a year after delivery. The paint is very clearly a greenish, teal sort of colour.

<http://www.railpictures.net/viewphoto.php?id=67795&nseq=11>

Another photo from 2002, also clearly green:

<http://www.railpictures.net/viewphoto.php?id=25355&nseq=10>

However, in certain lights, it could look dark blue. See here:

<http://www.railpictures.net/viewphoto.php?id=115864&nseq=1>

Or alternatively, quite dark green:

<http://www.railpictures.net/viewphoto.php?id=40539&nseq=26>

The odd-ball in the fleet, when delivered, was 902. 902 received an extra green stripe above the lower yellow stripe. Here's 902, directly compared to a sister unit:

<http://www.railpictures.net/viewphoto.php?id=14134&nseq=34>

Things Start to Change

As the years have gone by, the P42s have slowly changed from their initial green into a much brighter blue. There are two reasons for this, and both have to do with the quality of the paint. One of the undeniable characteristics of the paint used by GE on these locomotives was its poor quality. This led to many of the locomotives beginning to show visible wear in their paint coats only a few years after delivery, and has also led to visible fading of the paint. Fading of paint can lead to it changing colour quite visibly (anyone familiar with BNSF's many shades of pumpkin orange is well familiar with this phenomenon). Pantone 316 apparently fades into a lighter blue colour. So as the paint aged, it started to dull down, and turn blue.

By 2004 to 2005, this was starting to be evident on some P42s:

<http://www.railpictures.net/viewphoto.php?id=97440&nseq=2>

<http://www.railpictures.net/viewphoto.php?id=166242&nseq=0>

Yet many locomotives still retained an evident green colour:

<http://www.railpictures.net/viewphoto.php?id=71664&nseq=19>

In addition to paint fading, it began to chip, peel, and otherwise need replacing. Some units received neat patch-jobs. Here, 920 has had the original paint colour repainted on parts of the nose, showing off how faded the rest of the paint has become:

<http://www.railpictures.net/viewphoto.php?id=137467&nseq=3>

As the years continued to pass, some locomotives became visibly bluer and bluer, clearly due to fading, such as 901:

<http://www.railpictures.net/viewphoto.php?id=146505&nseq=7>

Yet others appeared in bright blue paint not because of fading, but because of repainting. At some point, it seems VIA decided to repaint faded locomotives into a blue paint that would match the fading colour, rather than the original colour. In 2007, 920 could be seen in poorly patched paint:

<http://www.railpictures.net/viewphoto.php?id=204757&nseq=4>

Then in 2008, it was repainted into an unmistakable bright blue:

<http://www.railpictures.net/viewphoto.php?id=253709&nseq=0>

Earlier, I posted a photo of newly delivered 908. Well here is 908 again in 2008, undeniably blue after a repaint:

<http://www.railpictures.net/viewphoto.php?id=230797&nseq=33>

I snapped a photo of a freshly painted 919 in Brockville in 2009:

http://farm3.static.flickr.com/2578/4072415153_70eed8f1a7_b.jpg

The same can be seen with many of the P42s, and it appears that most of these repaints were done in around 2008. So it seems that VIA had finally decided to go to a nice, bright blue, and repaint all of their units that colour, right? Well, not exactly. In the same year that several units were repainted blue, P42 #917 was being repaired at CAD in Montreal following a fire. 917 was released in 2008, and was clearly repainted from its old colour...but not like the others.

Here is 917 in 2006, showing faded blue:

<http://railpictures.net/viewphoto.php?id=155447&nseq=3>

And then in 2008 in fresh paint:

<http://railpictures.net/viewphoto.php?id=252934&nseq=0>

Green again?? Here it is, compared directly to sister unit 918, sporting blue (still faded...916 would later get a brighter blue repaint)

<http://railpictures.net/viewphoto.php?id=224266&nseq=1>

It's definitely not the same green that the P42s were originally painted in either (compare it to the photos earlier in my write-up that show the original colour). This is a much more distinct green that more closely matches the Renaissance cars, and is an exact match for the green on the newly rebuilt F40PH-2d's. So VIA, why the change? The answer to this seems to have come in the form of P42 #902. As you'll recall, 902 was the unique unit in the fleet, with the extra stripe. Then on August 17, 2009, 902 suffered an engine fire while leading train 46 into Ottawa. It was sidelined, and headed to CAD for repairs. When it was released in 2010, it looked exactly like sister 917, and the recent F40 rebuilds:

<http://www.railpictures.net/viewphoto.php?id=320954&nseq=2>

In this photo of 902, you can still see the original (now faded to blue) paint around the headlight:

<http://www.railpictures.net/viewphoto.php?id=346740&nseq=0>

Of course 902 is still unique, because no "Canada" wordmark logo was applied to the flanks of the locomotive. This is likely because they were not available at the time of repaint.

The Way of the Future

So why did 917 and 902 get the green paint? The most likely answer has to do with the fact that they were repainted at CAD. CAD in Montreal repaints the F40PH-2d rebuilds when they are complete. So when they were given the job to repaint the P42s that they repaired, they used the available paint, which was the same green being applied to the F40s. So there are now two so-called "green-slime" P42s running around on the system, in the midst of a predominantly blue fleet.

So what does the future hold for these locomotives? It is becoming readily apparent that VIA is shifting away from its traditional blue to this new shade of green/teal. The F40 rebuilds, which will form the bulk of the fleet, are all painted in this green colour. The rebuilt LRCs are expected to wear a new paint scheme with that colour featuring predominantly. There have been rumours that when all of the rebuilds are complete, the Budd cars may receive matching green letterboard stripes instead of blue.

The rebuilt F40s also bear the new "A Green Choice" logo on the side of the locomotive, a slogan that is showing up on a lot of new VIA Rail material...could the shift to green as a colour for the fleet be intended to further connect VIA's image as a green form of transportation? Regardless of the rationale, it seems that it is the direction of the future for VIA's fleet. The blue P42s are here for now, but it is very likely that they will soon be painted into the same, matching green that will soon adorn most of the fleet.

The rebuilding and repainting of the F40s has brought about the end of the classic, yellow-faced VIA Rail locomotive. And with the impending shift to this new green colour as the dominant shade for the future VIA Rail fleet, it looks as though the classic blue is also on its way out. Some people may be happy with this change, and many may not be. But there is at least one positive outcome of a shift to a unanimously green fleet: we will no longer have to ask the question...just what colour are those locomotives anyway?

VIA Vignettes:

On the morning of 26 Jul 1981 VIA Train No. 1, the westbound 'CANADIAN' is seen at Cathedral with VIA (ex-CP) 1407, CP 8522 and VIA (ex-CP) 1413; then two and a half days later, on the evening of 28 Jul 1981, the same three units stopped in Field, B.C. with eastbound Train No. 2, 'The CANADIAN'. During the years CP operated The CANADIAN the same units that went westbound to Vancouver typically returned eastbound to Calgary a few days later. This practice ended after VIA took over.

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

On June 18th 1979, barely a year after VIA assumed responsibility for passenger service in Canada, Cor van Steenis caught VIA FP9A 6507 (ex-CN 6507) & VIA F9B 6604 (ex-CN 6604) coming into Edmonton's downtown station with Train No. 4, the eastbound 'Super Continental'. VIA 6507 was an FP9A, class GPA-17a, built in Dec 1954 for CNR; retired from the CNR roster and transferred to VIA on 31 Mar 1978. VIA # 6604 was an F9B, class GPB-17a, built in Nov 1954 for CNR; retired from the CN roster and transferred to VIA on 31 Mar 1978; sold for scrap by VIA in May 1994 to General Scrap of Winnipeg, MB.

<http://www.canadianrailwayobservations.com/2011/mar11/via6507cvs.htm>

Retired VIA FP9A 6507 was sold on Mar 8th, 1995 to Ohio Central Railroad who in turn sold it to Kansas City Southern in August 1995, for use as backup motive power for their business car fleet. It was numbered KCS 4 and named 'Vicksburg'. In 2007, after 53 years in operation, the engine was taken out of KCS service, re-numbered KCS 34, and put on permanent display at the restored Kansas City Union Station; this is what it looked like recently (Dec 2010):

<http://www.rrpicturearchives.net/showPicture.aspx?id=2336661>

On July 7th, 1981 Cor snapped VIA FP9A 6512 (with VIA F9B 6610 trailing) leading westbound VIA Train No. 3, the Super continental, into Edmonton's downtown station. Both were ex-CNR units built in Jan 1955 and transferred to VIA on 31 Mar 1978. VIA 6610 was sold for scrap in 1993 to General Scrap in Winnipeg; VIA 6512 was sold in Mar 1995 to the Ohio Central Railroad who in turn sold it to the Kansas City Southern in Aug 1995 for use with their business car fleet. Amazingly, 6512 is still in use today, 56 years later, as KCS 1.

<http://www.canadianrailwayobservations.com/2011/mar11/via6512cvs.htm>

This is what the 6512 looks like today (Jan 2011) as KCS 1:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2360887>

GO TRANSIT & AMT COMMUTER

GO news editor Daniel Dell'Unto:

Arriving at Rouge Hill station on February 11th, Adrian Badaraco caught GO F59PH 563 leading a Lakeshore East train on the west end of the consist with an MP40PH-3C on the tail end. Up until recently, it was uncommon to see GO units on both ends of a train and it only occurs from time to time.

<http://www.canadianrailwayobservations.com/2011/mar11/go563ab.htm>

In mid-February, the latest GO MP40PH-3C deliveries from the Boise, Idaho plant were as follows:

MPEX 652 delivered to GO February 2nd

MPEX 653 at CN MacMillan Yard, February 9th

MPEX 654 interchanged at Bensonville IL (on UP) February 4th

MPEX 655 released from hold at Proviso IL (on UP) February 11th

MPEX 656 at North Platte East NE (on UP) February 11th

One of this group MPEX 655 was enroute to Toronto via UP Proviso (Chicago) on February 11th. (Released in Feb. 2011, Wt. 289,728 Frame Serial #0308-29 Order # 2109-29 and moved as MPEX 655. On Feb 19th Aivo Merimets clicked CP 242-17 at Lobo (Mile 6 on the Windsor Sub), with CP 5957, CP 8827, and GO (MPEX) 655.

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

GO MP40PH-3C (MPEX 656) was spotted at UP Proviso Yard, Chicago on Feb. 14th ,(Frame Serial #0308-30 Built Feb. 2011 Wt. 289,869, Order # 2109-30).

On February 11th, Michael Sbrocchi snapped eight GO Transit GMD F59PH's lined up "elephant-style" at GO Transit's Willowbrook Yard.

<http://www.canadianrailwayobservations.com/2011/mar11/gof59michaelsbrocchi.htm>

Amtrak train 76 the northbound Piedmont pulled by NCDOT F59PH #1859 the "City of High Point". NCDOT 1859 ex-RBRX 18534, nee GO Transit 534: (Scott Ridenhour)

<http://www.canadianrailwayobservations.com/2011/mar11/ncdot1859scottridenhour.htm>

<http://www.railpictures.net/viewphoto.php?id=351331>

North Carolina Department of Transportation (NCDOT) has posted these photos of units 1810 and 1859 (believed to be ex-GO 529 and 534 respectively) being christened at a press conference December 15th 2010.

<http://www.flickr.com/photos/ncdot/5268138515/>

<http://www.flickr.com/photos/ncdot/5268748408/>

<http://www.flickr.com/photos/ncdot/5268138951/>

In February, Metrolinx announced they intend to purchase 12 Sumitomo Corporation diesel multiple units (DMU's), with an option for six more, for use on the Toronto Pearson International Airport rail link. More information can be found here:

<http://www.cnw.ca/en/releases/archive/February2011/18/c4203.html>

<http://www.theglobeandmail.com/news/national/toronto/metrolinx-to-spend-53-million-on-12-japanese-diesel-trains/article1913389/>

AMT

AMT news editor Jean-Francois Turcotte:

amtnews@canadianrailwayobservations.com

In February 2011, Agence Metropolitaine de Transport de Montreal (AMT) announced the purchase of part of the former Alstom, ex-AMF, nee-CN Point St. Charles Shop from Group Mach for a

reported 236M\$. AMT are to build their new AMT Maintenance Facility at the site for their CN lines (The electrified Deux Montagnes line and the dieselized Mont St-Hilaire line) starting this year, to be completed in 2014. A similar facility is being built at CP's Sortin Yard which will cover the CP lines and should be completed by 2013. AMT released two corporate videos depicting their future maintenance centers. Unfortunately, they are in the French language as we have not found an English version.

Video for the Lachine Maintenance Center (Sortin - 119M\$): <http://vimeo.com/20381127>

Video for the Pointe St-Charles Maintenance Center (236M\$): <http://vimeo.com/20381540>

AMT has stored two of their four GP9u's (AMT-series 1310-1313) and have not retired them as we had reported. The other two are retired are now for sale and believed to be stored at Cadrail. (We have the numbers next month). Several of AMT's former Go Transit commuter cars are now not to be scrapped, and will be sold to the new Gaspé coast tourist train. AMT double deck Cab Car #901 and the other gallery cars are now all stored, but not retired.

This article gives a very detailed portrait of AMT's new ALP45DP: [http://www05.abb.com/global/scot/scot326.nsf/veritydisplay/2cb85de0f43836f3c12578260051d829/\\$file/railvolution06-10-traction-transformer.pdf](http://www05.abb.com/global/scot/scot326.nsf/veritydisplay/2cb85de0f43836f3c12578260051d829/$file/railvolution06-10-traction-transformer.pdf)

An announcement that will most likely please proponents of better commuter train service to Montreal's West Island: on February 14th 2011, AMT has been allocated 22M\$ to proceed with preliminary engineering studies for significant improvements on its busy Lakeshore corridor. Under the proposed "Train de l'Ouest" plan, AMT would build a pair of new passenger-only tracks which would run parallel to CP's Vaudreuil subdivision between Ste-Anne-de-Bellevue and Ballantyne, freeing its commuter trains of any CP freight interference. A third main track would also be added on the passenger-only corridor between Ballantyne and Lucien l'Allier (Windsor). Service between Ste-Anne-de-Bellevue and Lucien l'Allier would be increased from 26 to 86 trains per weekday, running every 30 minutes in both direction off-peak, and on a headway as low as 12-minutes during peak hours, including some express service. Work is expected to wrap-up in 2015.

The dedicated corridor is likely to be shared with Aéroport de Montréal's proposed Airport Rail Link between Dorval and Ballantyne, although the Airport trains would reach downtown using a separate alignment running through Turcot to Central Station. The new corridor also is a likely candidate for electrification. AMT is currently evaluating phased electrification of its network, more should be known about this in the upcoming months.

CANADIAN LOCOMOTIVE SHOPS

Global Railway Industries: (RB Recycling / CADRAIL):

Of the four retired CP SD90MAC-H's 9300-9303 sold to RB Recycling (Lachine, QC) only one, 9300 has been cut up and 9302 is now CAD. The others (9301 and 9303) remain stored at St-Luc Yard and will also be moved to RBRX.

Dear CRO readers ...

We are looking for accurate, and current news updates and photos for the following Canadian repair shops:

CANAC / Savage

Lambton Diesel Services

IRSI – Moncton, NB

NRE – Capreol, ON

GreenRailNews.com “Green” Locomotive Roundup

Edited by Jody Moore

<http://www.greenrailnews.com>

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during January 2010:

During January an additional ten CN SD70DCe's (SD70M-2's) from order 20096294 were shipped from London, ON. CN 8949, 8950, 8951 & 8952 lifted from the plant by LLPX 2210, GEXR 3821 & GSCX 7369 on January 14, were transferred to #434 (CN 5668, 5774 & 4134) for MacMillan Yard. Then on January 21, CN #434 (5611, 2315 & 7007) transferred 8953 & 8954 to Mac. CN #434 again lifted 8955, 8956, 8957 & 8958 for Toronto on January 28.

In mid-February, the following locomotives had been moved from the London plant to CN London East: CDTX 2003 (Amtrak California ECO repower); UP SD59MX (ECO repower) 9904, 9908; and new CN SD70M-2's 8961 and 8963.

Geoffrey Williams caught these first looks at the factory fresh Norfolk Southern SD70Ace's at the Electro Motive Canada plant in London, ON. On February 23rd, he caught NS SD70Ace #1000 and on the EMD test track in London, and CN SD70M-2 #8964 February 11th on the test track. The first NS SD70Ace he saw was #1004 on February 11th.

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

<http://www.canadianrailwayobservations.com/2011/mar11/ns1004geoffreywilliams.htm>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2401315>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2401317>

Geoffrey also clicked one of the DLC/CrossRail JT42CWRM export units at the London plant. Five of these were built in 2008 as part of an order placed by DLC. After the ink on the deal dried DLC merged with another company and the resulting order was supposed to go to Crossrail -- but the deal fell through and the units were cancelled. And sit at London to this day. (Sean Graham White)

<http://www.rrpicturearchives.net/showPicture.aspx?id=2403072>

CRO has received several letters asking about the official UP designation of the GM Eco model SD59MX. Brendan Frisina's photo shows it as a UP "SD59MX". His photo was taken 2010-11-01 at Bayview (Hamilton, ON). (thanks Brendan!)

http://i176.photobucket.com/albums/w182/cp9020/2010/IMG_9008.jpg

SHORTLINES REGIONALS & INDUSTRIALS

WESTERN:

The Great Western Railway (GWRS) of Saskatchewan will be purchasing two additional locomotives from Sterling Rail Inc of Austin, TX, namely ex-BNSF B40-8W's 563 and 575. The GWRS plans to use these locomotives on the longer Assiniboia-Shaunavon-Bracken run. The three remaining MLW's will operate on the shorter runs out of Assiniboia, to Coronach and Pangman. GWR S plans on keeping MLW M420W's 2000, 2001, 2003, but the GWRS intends to sell ex-P&W M420R(W) 2002 and ex-CN M420W 2004. It is speculated that one interested local shortline is the Gravelbourg Hodgeville RR.

MPEX genset 244 had been leased to the The Great Sandhills Railway, and is now finished up there and in February was moving to Archer Daniels Midland in Marshall, Minnesota and routed over CP to St. Paul, Minn., and BNSF to destination.

Also purchased from Sterling Rail for the Stewart Southern Railway (SSS) of Fillmore SK, is ex-BNSF B40-8W 580.

Be sure to check out Deane Motis' NORTHERN ALBERTA RAILWAY SPECIAL REPORT now available on our web site. <http://www.canadianrailwayobservations.com/>

ONTARIO:

GEXR is forwarding CITX GP40-3 6537 to CADRAIL in Lachine, QC for repairs. It may, or may not have been renumbered, as it was a CEFX unit before. Many active CEFX lease units were renumbered CITX, but 6537 has been out of service for years on the GEXR, and still shows as "CEFX 6537" in UMLER. (DD)

CN train M38531 23, with CN 2610, CN 2634, New England Central (NECR) 3840, and CN 7080 departed MacMillan Yard (Toronto) on February 2nd. Red and grey liveried NECR GP38-2 3840 has been confirmed as the latest addition to SOR's locomotive roster.

CP 8835 and CEFX 3176 with CP train 141 passthrough Woodstock Ontario February 29th at 13:41 as Ontraio Southland Railway (OSRX) 378 looks on in the yard by the station. (Brian Thompson)

<http://www.canadianrailwayobservations.com/2011/mar11/cp8835brianthompson.htm>

Photo 1: Trillium Railway Equipment stored at Feeder West on the Ex-CN Cayuga Sub - Feb 2011.

Photo 2: Ex-Algoma Central cars that are now Trillium Railway at Robin Hood Flour in Port Colborne - Feb 2011 (Dean Richard Brown)

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

Cheryl Gallant, MP for Renfrew-Nipissing-Pembroke, is working with stakeholders to develop a local plan to save the Ottawa valley rail line. MP Cheryl Gallant made this observation after a meeting was concluded between CP and representatives of Lanark and Renfrew Counties on January 28th. Renfrew County was represented by Warden Bob Sweet and a member of MP Gallant's staff as well as County staff. "I understand that at the meeting held January 28th at the request of Lanark County with Canadian Pacific Railway (CP), CP was adamant that the February 5th date was fixed. CP would not be delaying the rail line discontinuance process beyond the federally regulated time frame," observed Cheryl Gallant. "I want assurances that a business plan presented after February 5th will receive proper consideration. After February 5th the rail line and the land it occupies is no longer subject to federal regulation with oversight from the Canadian Transport Commission. While CP did grant my request to continue to entertain offers for the Ottawa Valley Rail (OVR) line after February 5th, I am concerned that CP will begin to dismantle

assets before local stakeholders have an opportunity to present an expression of interest to CP," said Cheryl Gallant, MP. "There have been unconfirmed suggestions that CP needs the actual rail, which is high quality steel, to lay down at another location." "If we are going to save the OVR, a business case must be developed to be presented. A business case then gives me something to work with when I speak with my federal government colleagues," said MP Gallant. "Independent railway consultants I have spoken to are very positive about the prospects of a locally operated and managed railway." "I know the time is short. However if we all work together we can make this happen for the benefit of all the residents of Renfrew and Lanark Counties," concluded Cheryl Gallant.

Essex Terminal Railway Vignette: Doug Leffler kindly shared these fine roster shots of ETR power including an MLW S-3, and Alco C420 at Windsor, Ontario in September 1973.

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

QUEBEC:

The first eight QGRY SD40-3's are former CN SD40's rebuilt by GEC-Alstom in Montreal during the late-1980's, and still in the gray paint numbered ex-WC 6904, 6908, 6913, and 6920 and GCFX 6042, 6057, 6062, 6076 with QGRY reporting marks on the cab. These were leased to the Bloom Lake Mine in 2010. One of these eight SD40-3's (QGRY) GCFX SD40-3 6062 was seen by Chris Wilson on the CN-York Sub February 13th. UPDATE: QGRY SD40-3 6062 have moved to the Buffalo & Pittsburgh Paint Shop for repaint into QGRY colours, and have arrived at destination.

Four other SD40-3's have now been repainted in full G&W paint with QGRY lettering at the NRE (ex-VMV) Shop in Paducah, KY. QGRY 3325, 3326, 3327, and 3328 are ex-GCFX nee-WC 6900, 6905, 6906, and 6940 (in no specific order). In late February two were on the move over CN destined for the QGRY and at press time had arrived at CN Joffre, Quebec. These photos were all taken at NRE Paducah, KY in early February and have been authorized for our use. The first of two QGRY 3326 and 3327 were moved on CN M33291 23 (Chicago Kirk Yard, IL - Toronto MacMillan Yard, ON).

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

Michael Marles caught the two QGRY SD40-3's after arriving at Toronto Mac Yard yesterday afternoon on CN. ...unfortunately the sun didn't co-operate but they sure look sharp for being 35ish years old!

<http://www.canadianrailwayobservations.com/2011/mar11/qgry3326mm.htm>

CN Train M37321 21 had CN SD70M-2 8917 and 8004 with ADIX RS18u 1835 moving on the Kingston Sub on February 22nd. Originally CP, then NBEC and ex-Chemin de Fer Charlevoix, AIDX 1835 is destined to the Adirondack Scenic Railway in New York State, and was acquired through an AIDX business subsidiary. This MLW is the second ex-NBEC RS18u they have purchased in the last 6 months.

(Chris Wilson photos)

<http://www.canadianrailwayobservations.com/2011/mar11/3pakchriswilson.htm>

Charlevoix RS18u's 1821 and 1868 are enroute to Jonquière QC, possibly for repaint into the new Charlevoix colors.

Quebec North Shore & Labrador ordered five SD70Ace's from EMCC-London which are to be numbered QNS&L 508-512.

In February, CEFX GP20d 2032 has been billed to the QNS&L at Sept-Iles, QC for use as a switcher at Sep-Iles. This unit is equipped with a large Caterpillar engine

Montreal Maine & Atlantic (MMA) train #2 is seen crossing the bridge at Eastman, QC on the former CP Sherbrooke Sub January 16th 2011. Pierre Fournier caught this impressive motive power consist which included: 758 3000 5026 2318 2005 and remote caboose VB-4.

<http://www.railpictures.net/viewphoto.php?id=351842>

Eastern Canada:

David Othen sent us this video clip of CN 120 approaching Milford, NS with two brand new SD70M-2s on January 31st.

<http://www.youtube.com/watch?v=sG3LzHFJFMw>

MODELLER'S CORNER

(Edited by Mike Pebesma)

Updates and Announcements

Atlas has announced HO and N scale models of the CN 2100 series 8-40C (ex UP, nee CNW) locos in both standard CN and 15th Anniversary logo schemes. The numbers in the first release are CN 2113, 2115, 2122, and 2127. Delivery is scheduled for August.

<http://www.atlasrr.com/NLoco/ndash840c2.htm>

Athearn has announced VIA Rail paint schemes on their SW1000's

www.athearn.com/newsletter/022211/03_SW1500_022211.

George's trains has released an exclusive run of the HO Athearn P42 locomotive painted as VIA #905.

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

Exactrail has released an HO scale FMC combination door boxcar, available painted as CN 553 series. These are the former Railbox ABOX cars purchased by CN in 1984.

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

Quick Canadians: CP RAIL 51'-6" 'mini' bulkhead flatcar:

Canadian Pacific had a series of 200 bulkhead flats built by Marine Industries in 1965 with an inside length of 51'6" and a bulkhead height of 8'-6".

<http://canadianfreightcargallery.ca/cgi-bin/image.pl?i=cp304108&o=cprail>

These cars were used for lumber service. Over time, newer cars built for lumber service were made which were larger in length and height. CP Rail's small bulkheads continue to be used in lumber service as well as other load types which can be accommodated on a flat car. They have been seen in service transporting steel coils, steel plate, railway ties and one was modified by CP with an experimental collapsible soft cover.

To build a model of this car, I started with a Roundhouse/MDC 60'flat car. A bulkhead flatcar can also be used as a starting point by cutting off the original bulkheads flush with the deck. The car was shortened in length to 56' over the end sills by removing 4' from the centre of the car. The edges of the deck that extend beyond the sidesill were cut and sanded to be flush with the sides of the car.

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

The side sills were reshaped to create the fishbelly look and styrene strip was added for the roadname and number plate extensions. New bulkheads were built from styrene sheet and strip. As a quick alternative, the original bulkheads can be shortened in height to create a car which has the prototypical look without being completely accurate. Commercial ladders were added to the ends and brass wire bent for grab irons and stirrup steps.

The car was painted with Pollyscales CP action red and the deck was hand painted to simulate weathered wood. Decals are from a Herald King set.

Layouts

A CRO reader shared some pictures of his home layout:

"This is my 4x8 H.O. Layout depicting the northeast or someplace in Canada. I have been working on it for about 10 years. I do all my own building, painting, weathering, electrical etc. Everything is top of the line and I enjoy detailing locomotives and have over 20 years. Every building is lighted, the Gulf station is made from a brass kit and my layout is DCC. (Nick).
<http://www.canadianrailwayobservations.com/2011/mar11/layout.htm>

Mike Zollitsch photographed a "family portrait" of his G&W Buffalo & Pittsburgh HO roster. Everything is included, the unfinished models, the replacement models, the completed models. He arranged his favorites... the SD45 fleet in a special line up. A major investment in dollars and hours and there are still a handful of units he'd like to do over, especially the B&P 3000 and 3001. Mike is the Editor of the G&W Family column in Railpace magazine.

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

Our friends Louis Letourneau and Bryan Fons are working to produce a limited run of the huge "FARINE – FIVE ROSES – FLOUR" lighted sign at the Port of Montreal. The sign is well known to many as a Montreal landmark, and has flashed its large red letters for over half a century on top of the grain towers for all to see. The model version is expected to be scaled e half way between HO and N for both markets with a suggested price of \$30 to \$35. Your feedback on this project is important. Please contact Louis Létourneau at: mistal@videotron.ca

Below is a video showing the light sequence, and photo of the actual sign, with the red letters about 15 feet high:

<http://www.youtube.com/watch?v=FNo8WMEG6hw>

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

CRO MONTHLY PHOTO CONTEST

FEBRUARY CONTEST WINNER

BLACK & WHITE

Another tough choice as we received many excellent entries. It came down to which photo captured the theme of the contest best. Aivo Merimets's photo of the ethanol train was judged the the winner. Congratulations Aivo

Aivo will receive the hard cover book World of Trains by John Westwood

Well Done

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

The following photos were also excellent and made it hard to pick a winner.

Thank you again to everyone that entered and look forward to more great photos in our March Photo Contest

[**EYE STRAIN**](#)

CRO STAFF

CANADIAN RAILWAY HISTORY

Douglas Leffler found a couple of photos that he took of CNR steam locomotive no. 6167 on an Upper Canada Railway Society excursion on May 4, 1963. He was 16 years old at the time and photographed this marvelous locomotive with a 120-size, roll-film folding camera. The location of

the photo run-by is Watford, Ontario where he clicked a close-up of the locomotive's smokebox, feedwater heater, markers, headlight, number plate and angled number board.

<http://www.canadianrailwayobservations.com/2011/mar11/6167douglasleffler.htm>

CNR #6060: "Inside the Cab - with Harry Home"

Harry Home is a former locomotive Engineer working out of Jasper, Alberta, and has been involved directly in the preservation of #6060. It was used on steam train excursion runs by CN in the 1970's, and now operates on the Alberta Prairie Railway excursion trains between Stettler and Big Valley in central Alberta. Harry Home remains actively involved and here are a few clips of the #6060 inside the cab, and on excursions.

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

Exporail News, March 2011:

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

- **Rotary snow- plow:** Climb aboard and see how this huge machine works!
- **Railroad Jobs:** Hands-on activities for the children. Try your hand at being a brakeman, a carman, a trackman, or a motorman!
- **Mail Express:** Visit the mail express car and discover how the mail was sorted en route. You can also write a post card and mail it from the mail car!
- **Return of the miniature train ride:** Weather permitting, the ever popular miniature train ride is back in operation, fun for the whole family!

March Schedule

Winter hours, Exporail opens Saturday and Sunday only 10:00 – 17:00.

Canadian Rail, January - February Issue

The January – February issue of Canadian Rail will feature Early CPR Construction in Eastern Canada, History of the Prairie Dog Coaches, Winnipeg Streetcars and Rawdon Railway Centennial. Canadian Rail is available at most local hobby shops, at the Exporail Boutique, and is mailed to members of the CRHA.

Photo: Visitors examine the inner workings of CNR rotary plow 55361. The cab and boiler area will be open to visitors during the month of March 2011.

SOLRS – Windsor Chapter:

The Windsor Chapter of the Southern Ontario Locomotive Restoration Society has recently taken delivery of a generous donation from the Canadian Pacific Railway. Tool car number 404938, stationary at Montreal's St.-Luc yard for some two decades, arrived at the CP Windsor yard just after New Year's Day. Interchanged to the Essex Terminal Railway, the surplus car was spotted on the chapter's leased trackage on the property of Don Hearn Ltd. in historic Amherstburg. There it will undergo extensive restoration and will act as storage and shelter for the club's project of refurbishing three vintage Alco diesel switchers from the 1940's.

The car was one of a batch of eighty-nine built by the Canadian Car and Foundry Company in 1952-53 as baggage-express cars, this one formerly numbered 4769. Being of the smooth-sided design with wooden doors, most were painted in the CPR's traditional tuscan red livery with gold lettering, black rounded roof, and black underframe. They rode on Commonwealth trucks with roller bearings and were used system-wide, including on The Overseas from Chicago to Montreal through Detroit, Windsor, London, and Toronto to meet the Europe -bound ocean liners departing from the

St. Lawrence port. Interestingly enough, some were painted in aluminum with tuscan red letterboard and gold lettering for use as extra head-end cars on The Canadian. Dimensions of the car are eighty-one feet in length over end-frames, with two doors on each side of ten and six-foot widths. One end of the car contains an office and is heated by a kerosene stove.

The Windsor Chapter is also continuing its cosmetic restoration of ex-CNR steam locomotive number 5588, the tender to receive extensive rebuilding this summer in the beautiful Riverfront Park overlooking the Detroit River and skyline.

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

SOUTH OF THE BORDER

Photographed next to the Baptist Church in Center Rutland, VT on February 7, 2011 at 06:41 with the 5D and Zeiss ZF 28/2 lens Gary Knapp captured Vermont Rail Systems' CLP train 263. The leader for the eastward trip into Rutland, VT on this night is CLP GP40-2 #306! A red and white splash of colour in the new snow.

<http://www.canadianrailwayobservations.com/2011/mar11/306garyknapp.htm>

In February Gary Knapp took the opportunity to visit the nocturnal St. Lawrence & Atlantic in the White Mountains of Northern New Hampshire and Western Maine SLR Train #394 is all EMD powered and a slug and shown crossing the bridge at Gilead, Maine on February 11, 2011, at 03:40 in the morning.

<http://www.canadianrailwayobservations.com/2011/mar11/slr3804garyknapp.htm>

On February 20th, the second AMTRAK Heritage painted unit, B40-8PH no. 822 was released in the AMTRAK Phase III uniform. The first AMTRAK's 40th Anniversary heritage painted unit No. 145, is seen leading Amtrak's northbound "Texas Eagle" (Train #22) out of Little Rock, Arkansas on February 12, 2011 at 11:39 p.m. and is on time to the minute! (Ken Ziegenbein).

<http://thundertrain.org/Amtrak145-TexasEagle-021211.html>

On February 20th Amtrak 69 had the "Tioga Pass" private passenger car on the tail end. See link for more info.

<http://www.ridemytrain.com/about.php>

In February, Amtrak unveiled plans to procure 40 additional coaches cars from Bombardier in La Pocatière, Quebec. These are needed for their Acela high-speed corridor service in 2012 to increase seating capacity on all the existing train sets. The plan is part of Amtrak's \$2.22 Billion funding request submitted to Congress last month.

AMTRAK VIGNETTE: In 1980, two LRC-1 locomotives (numbered 38 and 39) and a set of 10 LRC cars were leased from Bombardier by Amtrak. The LRC-1 locomotives were similar to the later LRC-2 and LRC-3 versions that operated with VIA Rail, but varied noticeably by the lack of ditch lights, and the presence of a large red marker light atop the cab. The LRC cars leased to Amtrak were comprised of 8 coaches and 2 food service cars (the only two ever built). The coaches varied noticeably from VIA Rail's LRC cars by their smaller, divided windows, higher placed vestibule door windows, single end marker lights, and different HEP arrangements. Amtrak ran the equipment in revenue service as two 5 car sets, operating as the Beacon Hill (New Haven - Boston) and the Shoreliner (New York - Boston). After two years of testing, Amtrak returned the trains to Bombardier in 1982, and declined to purchase any.

All equipment was transferred to VIA Rail, with locomotives 38 and 39 becoming 6941 and 6942, respectively. The locomotives were never used by VIA, and ended up being scrapped by 1990. Some of the coaches and service cars were repainted into VIA Rail colours and put into service on the International, as they had the same seating and snack-bar configuration as the Amfleet cars usually used on that route. The coaches were eventually sidelined to VIA's MMC, and continue to sit in storage. Pierre Fournier submitted this great photo from September 12th, 1980 at St. Leonard. QC.

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

On February 26th CN ran a track geometry train north on the McComb Sub. It consisted of one engine (CN C44-9W 2696) and FRA track inspection car DOTX 217. Below are a few shots taken by Shawn Levy outside Amite, LA.

A little info on the inspection car - DOTX 217 is one of several FRA track geometry vehicles. It first entered service in 2001, and can operate in either self-propelled or towed mode. Track geometry equipment measures gage, alignment and track surface. It's also equipped with a vehicle track interaction (VTI) system to measure truck and car body forces in g's. A global positional system provides high accuracy GPS coordinates to each foot surveyed. The DOTX 217 surveys approximately 30,000 miles of US mainline railroad each year.

CN 2696 and DOTX 217 are shown clearing the north end of Arcola siding at Fluker, LA:

http://shadow_warrior_usmc.rpicturearchives.net/showPicture.aspx?id=2409061

http://shadow_warrior_usmc.rpicturearchives.net/showPicture.aspx?id=2409062

At Kentwood, LA:

http://shadow_warrior_usmc.rpicturearchives.net/showPicture.aspx?id=2409063

http://shadow_warrior_usmc.rpicturearchives.net/showPicture.aspx?id=2409064

Ed Duke submitted photos of the BNSF rotary clearing snow from the right of way at Cross Ranch and Hensler, ND, in mid-February 2011. She is a great looking machine in immaculate BN green, with no BNSF patches! The UP rotary was photographed in Cheyenne, WY in early February, and the RRVW Bros. blower was shot near Pingre, ND back in 2009. Ed took all the photos except for the RRVW blower, which is from his collection.

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

Dennis Weber clicked this BNSF equipment at LaCrosse, WI 2/22/11,

<http://www.rpicturearchives.net/showPicture.aspx?id=2416953>

LETTERS TO THE EDITOR

Will:

I see you had a pic of the wrecked TH&B 71 in the January CRO news letter. I thought your readers may like to see it happier times working the local Agincourt switch in November 19, 1966. I took the photo. Used to frequent Agincourt at that time.

John Vincent
Lindsay, ON

<http://www.canadianrailwayobservations.com/2011/mar11/thb71johnvincent.htm>

Hi Will,

I just wanted to correct a slight error and give an update to the item about the Wabash painted engines at Woodcrest Shops. The city they are heading to is actually Columbia, MO. The railroad is the Columbia Terminal Railroad (COLT). My uncle is an engineer for them and I contacted him to confirm it was Columbia and the COLT that was the destination. The reason for the engines being at Woodcrest was that they were damaged while being switched in Chicago. The train is now heading to St. Louis to another, unknown carshop for further upgrades. Once done, they will head to the COLT. The name of the train will be the Columbia Star Dinner Train and their website is www.dinnertrain.com The plan is to run Friday and Saturday night and Sunday for brunch. My uncle is excited that he will get to run F-units on occasions. If you are interested in finding out more about the COLT, the website is www.gocolumbiamo.com/WaterandLight/About_Us/COLT/

Jason Bucknell
Shellbrook, SK.
Hi CRO,

I like you're website and I have been paying attention to all the Monthly Issues that being published on the website. Also I like the quality of the pictures for each section and how there is so much detail put in.

I have included to recent videos and I hope it will be okay to be submitted for CRO's March Issue.

Video 1: From February 21st, 2011, Scarborough, Ontario on the Agincourt CP Sub, behind New Century Plaza (Popular site for Railfans) near Midland and Sheppard. It shows CP 3096 (GP38-2) and CP 4657 (GP40-2) pull brand new GO Transit MP40PH-3C's, #656 and #655. This completes the first batch of locomotives that GO Transit has ordered from MPI.

Link to Video: <http://www.youtube.com/watch?v=3ocQcBMn028>

Video 2: February 21st, 2011, at Scarborough, Ontario on the GECO Spur near Milepost 57 on the Uxbridge Sub. Beside the TTC Eglinton Bus Depot and east of Pharmacy on Comstock late at night around 01:00 EST. Video: After drilling cars at a local industry, CN 7052 and CN 4139 crosses the road as the Engineer gives two friendly toots.

Link to Video: <http://www.youtube.com/watch?v=gCxbWaMt6ak>

Regards,
Ryan Ho
Toronto, ON

The Last Word:

On February 11th, our CRO Facebook page surpassed "1800" Fans. We would like to thank you all for your support, and Dan, Walter and I have a lot of fun with it, and we enjoy the live feedback we get on that page 24-7.

In February, Atlantic Report Editor David Othen decided to end writing his column in CRO, and asked me to accept his resignation as Atlantic News Editor. David will continue to submit CRO news photos. We thank David for giving us a hand with CRO, and wish him all the best.

Our friends Bill Linley and George Pitarys have each announced their newest book releases: "Canadian Pacific in Color, Vol. 2 Western Lines". I highly recommend this book to my friends. It is a must for any fans of the 1949-1968 CPR Tuscan Red Steam to Diesel-era, including the "CPR Script lettering" period prior to CP RAIL. It is bursting with CPR Steam, Geeps, F-units, C-Liners & FM's, and of course the western assigned MLW switchers and C-630M's, most of the images never seen before. The book may be ordered by contacting the author Bill Linley at: bill.linley@gmail.com

George Pitarys new book "Seasons of Trains" features beautiful colour images from 1960-1990 encompass George's beloved northeast lines: BAR, MEC, B&M, CP, CV, CN from his youth up to his later interests: QCM, CBNS, MMA, CDAC, SLR, NBSR and others. As the title suggests, the photos are presented in each of the four seasons. I liked the way the images from the 60's 70's 80's and

90's were mixed together creating a then and now perspective on some pages. In invite you to have a peek of "Seasons of Trains":

<http://railroadexplorer.com/seasons>

To order your copy, please contact "Mike" at Railroad Explorer: railroadexplorer@comcast.net

As well, Banner Announcements with links to photos and ordering information for both of these books and other books are on our CRO Home Page:

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

Please help keep CRO "Free!"

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

Our new "Official CRO" ball caps are NOW AVAILABLE at only \$20. each (plus \$10 shipping and handling in Canada and the USA).

All orders must be prepaid. You can use our CRO payment page to pay by PayPal, credit card or by check. CRO will not ship until payment is received. Just click the link below to access our payment page.

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

Cheers!

Will

Contact William Baird – CRO Editor:

editor@canadianrailwayobservations.com

THANK YOU:

Guy-Pascal Arcouette, Tim Ball, Wm Beecher Jr., Christopher Bodkin, Steve Boyko, Adrian Badaraco, Dean Richard Brown, Guilio Capuano, Andy Cassidy, Bruce Chapman, Daniel Dell'Unto, Ed Duke, Rob Eull, Joe Ferguson, Pierre Fournier, Brendan Frisina, Eric Gagnon, Sean Graham-White, Tim Hayman, Doug Hately, Frank Jolin, Jason Jongen, Gary Knapp, Ken Lanovich, Doug Leffler, Bill Linley, Roman Litarchuk, Michael Marles, Phil Mason, Ken McCutcheon, Don McQueen (Froth), Bruce Mercer, Aivo Merimets, Russ Milland (TRHA), Bob Mitchell (SOLRS), Jody Moore, Deane Motis, Terry Muirhead, Peter Murphy (CRHA) Jason Noe (Railpace), Mark Perry, Donna Peters, Walter Pfefferle, George Pitarys, John Read "GR17f", Earl Roberts (Branchline), George Redmond, Bill Sanderson, Gary Schermerhorn, Michael Sbrocchi, Bob Schoneman, Peter Skretting, Wilco van Schoonhoven, Cor van Steenis, Jason Tarasenko, Brian Thompson, Jean-François Turcotte, Marc Vallieres, Ron Visockis, Craig Walker, Peter D. A. Warwick, Ed Weisensel, Christian White, Geoffrey Williams, Chris Wilson, Peter J Wilson, Ken Ziegenbein, The Bridge Line Historical Society, and The Canadian Trackage Guide. Un grand merci a Mike, James, John, Michel, Tony, Denis, Mohammed et tous mes amis au St-Luc Diesel Shop.

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, and location, and send to CRO at:

editor@canadianrailwayobservations.com

NOTE: Please read the [photo submission guidelines](#) before sending in your photos in order to prevent any from being rejected. All photos submitted to CRO should be 1000 pixels wide max and no bigger than 500 K in size.

GOT AN OBSERVATION?

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

CRO is also on FACEBOOK!

You can visit us at:

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

