

CRO MAY 2011  
April 30

## CANADIAN NATIONAL

April 22<sup>nd</sup> George Redmond was first to capture CN C40-8W 2099 in CN paint, seen along with 2188 and 2147 at the Centralia turntable. CN 2099 is one of only two ex-BNSF C40-8W's in this CN number series.

<http://www.canadianrailwayobservations.com/2011/may11/cn2147ew.htm>

On April 9<sup>th</sup>, Joe Ferguson photographed CN C40-8W 2188 fresh paint at Centralia, Illinois. CN 2188 had been one of the ex-BNSF units that was CN patched in preparation for service, but then got redirected for the full CN repaint. He also spotted CN 2163 April 11<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/cn2188jf.htm>

<http://www.canadianrailwayobservations.com/2011/may11/cn2163jf.htm>

Joe clicked EJE 670 working Du Quoin, IL on April 9<sup>th</sup>, one of several EJE locomotives that have worked their way down into Southern Illinois and even as far as Kentucky. For example, EJE 666 was in Fulton, KY mid-April.

<http://www.canadianrailwayobservations.com/2011/may11/eje760jf.htm>

Joe also caught GTW 4929 at Centralia, IL on April 9<sup>th</sup>. Note the cab is stenciled "Do Not Occupy".

<http://www.canadianrailwayobservations.com/2011/may11/gtw4929jf.htm>

IC 9605 is seen in Decatur, IL on April 9<sup>th</sup>. Joe points out this GP38-2 is somewhat unique with two "IC" stencils on the side of the cab.

<http://www.canadianrailwayobservations.com/2011/may11/ic9605jf.htm>

IC 9635, captured by Dan Braun trailing thru Neenah, WI on June 6<sup>th</sup> also sporting stereo IC's.

<http://flic.kr/p/8hEgXM>

Ken Lanovich added this is the 2<sup>nd</sup> CN paint scheme for 9635 – she also was stenciled I.C.R.R.

<http://www.rrpicturearchives.net/showPicture.aspx?id=42375>

Ken also noted IC 9628, seen in this 12/29/10 Brent Erdmann shot at Homewood, IL, is the only GP38-2 still wearing its IC paint scheme.

<http://www.flickr.com/photos/28660043@N05/5310555268/>

CN 2152 emerged from the Woodcrest paint shop April 11<sup>th</sup>; so far it has eluded trackside cameras.

As of April 25<sup>th</sup> the latest repainted CN C40-8Ws were CN 2099 and 2188, both have the narrower cab side numerals. Several other BNSF C40-8W's were released in new CN livery in late March and during the month of April. CN 2152 emerged from the Woodcrest paint shop April 11<sup>th</sup> and Joe Ferguson caught newly painted CN C40-8W 2163 at the Centralia Shop April 11<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/cn2163jf.htm>

George Redmond caught CN 2188, 2109, GTW GP38-2 4929 and CN 2146 basking in spring sun near the Centralia turntable March 30<sup>th</sup>, CN 2155 was shot on April 9<sup>th</sup>, and CN 2147 April 14<sup>th</sup> at Centralia.

<http://www.rrpicturearchives.net/showPicture.aspx?id=2468287>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2475998>

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

Delivered from GE in the late 1980's in the CN stripes livery, Walter Pfefferle caught recently repainted CN Dash 840CM 2400 and CN "patched" ex-BNSF C40-8W 2195 leading train 332 through Ingersoll, Ontario on April 3rd.

<http://www.canadianrailwayobservations.com/2011/may11/cn2400wep.htm>

Mike Garza caught CN 2138 C40-8W, recently outfitted and released by the Centralia Shop, visiting the Woodcrest Shops April 27th.

<http://www.canadianrailwayobservations.com/2011/may11/cn2138mg.htm>

CN ex-BNSF C40-8W roundup as of May 1<sup>st</sup> 2011:

**In full CN Livery:**

**2099 - (painted at Centralia in April 2011)**  
**2138 - (painted at Centralia)**  
**2141 - (painted at Woodcrest)**  
**2144 - (painted at Centralia)**  
**2146 - (painted at Centralia)**  
**2147 - (painted at Centralia in April 2011)**  
**2148 - (painted at Woodcrest)**  
**2151 - (painted at Centralia).**  
**2152 - (painted at Woodcrest in April 2011)**  
**2155 - (painted at Centralia in April 2011)**  
**2163 - (painted at Centralia in April 2011)**  
**2188 - (painted at Centralia in April 2011)**

**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 1<sup>st</sup>, 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**

Here is George Redmond's CN 2098-2199 class photo archive which includes all the liveries:  
<http://www.rrpicturearchives.net/archiveThumbs.aspx?id=58348&Page=1>

Woodcrest Shop released repainted CN GP38-2 4705 the first week of April; its first assignment in new paint was in local service on Wisconsin Central.

CN C40-8W 2154 (ex-ATSF 838) was photographed by William Beecher Jr. at Fond du Lac, Wisconsin on April 2<sup>nd</sup>. CN 2154 has a large burn mark on the engineer side and on April 5<sup>th</sup> arrived DIT in Otto, IL, and is currently out-of-service.  
<http://www.canadianrailwayobservations.com/2011/may11/cn2154wmbeecherjr.htm>

Robby Gragg caught a good shot of the burn damage on CN 2154 while moving through Franklin Park, IL on April 1<sup>st</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/cn2154rc.htm>

CN C40-8 2126 was clicked at Fond du Lac, WI with the remains of former Expo '86 SD40-2W 5334. As the FRA has deemed this locomotive unfit to move to the local scrapper, it will be cut up where it sits. An unworthy death to the unit that wore CN's colourful Expo '86 paint scheme with pride. (Wm Beecher Jr. photo).  
<http://www.canadianrailwayobservations.com/2011/may11/cn2126wmbeecherjr.htm>

CNNA SD40-2 5368 hangs in there as one of the last of these second hand ex-UP/Mopac SD40-2 units on the CN roster. Only 10 remain and many of these are mostly in the Edmonton area. Wm. Beecher Jr. shot CNNA 5368 with EJ&E 658 at Joliet, Illinois on April 1<sup>st</sup>.  
<http://www.canadianrailwayobservations.com/2011/may11/cn5368williambeecherjr.htm>

At the Woodcrest Shop scrap track March 28th Richard Rosinski caught the remains of IC SD40-2 6114 and 6132 getting loaded onto a truck and hauled away.  
<http://www.railpictures.net/viewphoto.php?id=358758Roman>

Ken Lanovich reported the following CN units moved to the Woodcrest, IL scrap track April 5<sup>th</sup> : CN SD40-2(W) 5252, 5327, 5361, and WC SD40-2 6004 (ex-Algoma Central 186), unsold in the CN auction sale. WC 6004 was being cut-up on April 7<sup>th</sup>.

Moved to the Woodcrest scrap track April 12<sup>th</sup>: CN SD40-2(W) 5254, IC SD40-2's 6109, 6118, WC SD40-2 6005. IC 6109 was the last black SD40-2. WC 6005, the last WC SD40-2 on the roster, built as Algoma Central 187

In April CN sold GP9RM 7053 to Rail Trust Equipment (RTEX), in Monroe, Georgia.

Eight more ex-WC/Alstom SD40-3's that were stored at the BRC Clearing yard were relettered in April for their new owners: (Aberdeen Carolina & Western) ACWR 6909, 6919, 6925, and one other-number unknown; (Nebraska Northeastern) NENE 127, 128 (ex-WC 6931 and 6948) and (Diesel Locomotive Company) DLCX 6051 (former GCFX 6051) and 6930 (former WC-6930). To date, 38 GCFC/WC/Alstom SD40-3 have now been sold, leaving only 12 left some of which are bad order.

Woodcrest shipped out retired IC SD40-2 6137 on train 199 in April, enroute to its new owners. It will be used to switch the coal dumper at Prince Rupert, British Columbia for new coal business for China. At press time we did not know the name of the company.

In transit at the BRC locomotive facility April 22 was SVGX GP9RM 8626. The former CN (or NREX number), of this geep is unknown and was outshopped March 2011 at NRE Silvis shops.

David W. Brandenburg caught CN ES44DC 2310 leading SD60F 5546 and SD70M-2 8815 through Hay Lakes, AB on a bright morning April 18. **PHOTO**

William Beecher Jr. caught IC SD70 1039 at Fond du Lac on April 24<sup>th</sup>. sporting CN paint and also appears to have new trucks.

<http://www.canadianrailwayobservations.com/2011/may11/ic1039wb.htm>

Dan Braun caught two CN Dash 8's acquired from BNSF and UP leading train A446 south from Green Bay, WI on March 25<sup>th</sup>. With CN 2196 on point and CN 2122 trailing, Train A44681-25 has now completed it's work at Neenah, WI and is seen passing MP 175 on the CN Neenah Sub at Oshkosh, WI. <http://www.canadianrailwayobservations.com/2011/may11/cn2196danbraun.htm>

Illinois Central 6204 leads the recently refurbished CN 2196 northward on the Neenah Sub at MP 180.41 on Sunday March 27. The full symbol for this train was L51082-27 and the train was 71 cars of coke. The notables of this train include the combination of power at the head end and the symbol. Typically the L510 symbol doesn't run north of Shops Yard (North Fond du Lac, WI). Shortly after this picture was taken the crew took a Track Authority to Green Bay, WI via the Fox River Sub. (Dan Braun photo)

<http://www.canadianrailwayobservations.com/2011/may11/ic6204danbraun.htm>

Henry Nye clicked the CN TEC Budd car #1501 moving northbound through Neenah, WI, on March 8<sup>th</sup>. The photo was taken at MP 184.8 (Neenah South Signal) on the CN Neenah Subdivision.

<http://www.canadianrailwayobservations.com/2011/may11/cn1501hn.htm>

Joe Ferguson took photos just after the first severe storm front came through Centralia, Illinois on April 20<sup>th</sup>. Much of Centralia had no power, large limbs littered most streets, and many small sheds were destroyed. There was significant damage to the mothballed Centralia Car shop; the catwalk in one photo helps illustrate the enormous scale of this building. CN had pulled all important equipment from the building. No locos were damaged. The paint and prep shop are in another smaller building southwest of the former car shop. As mechanical work is still done in the old roundhouse, the storm had little impact on Centralia operations.

<http://www.canadianrailwayobservations.com/2011/may11/damagejf.htm>

Over the next year, Canadian National and their partners Wesport Innovations and Gaz Métro Transportation Solutions (GMTS) are working jointly to develop a liquefied natural gas (LNG) engine technology for locomotives. The parties will receive \$2.4 million in funding from Sustainable Development Technology Canada to help fund development. The initial stages of the project call for designing and testing — both in plant and in the field — an LNG system for powering a locomotive. GMTS will provide LNG expertise during the tests and be responsible for fuel supply logistics, while CN will provide locomotive expertise and conduct field tests. The partners expect a prototype of an LNG-powered locomotive to begin operating in 2013.

CN 435 highballs through Ingersoll Ont April 27<sup>th</sup> with CN 2148 and CN 2144, a pair of ex BNSF C40-8W earning their keep.

<http://www.canadianrailwayobservations.com/2011/may11/cn4352148wep.htm>

Marc Caya caught this rare All-American railroad consist on CN train 324. Marc could not recall this occurrence in the 10 years he has lived in St-Jean, QC. UP 9132 and NS 7667 were shot at MP 22 on the Rouses Point Sub, on April 15<sup>th</sup>, and the pair returned as CN 323 with NS 7667 leading.

<http://www.canadianrailwayobservations.com/2011/may11/nsupmarccaya.htm>

The first week of April, Ronald Pelletier clicked these freshly painted CN covered hoppers at the Ste-Foy CN yard in Quebec City. He counted about 75 of these refurbished cars all built in the 1970's and therefore cannot be interchanged off CN. It is expected that most of these are needed for a new CN contract; hauling nickel ore shipped from a mine in Quebec to the harbour in Quebec City for shipment to the Falconbridge Smelter in Sudbury, Ontario. The smelted matte is

then returned to Quebec City and shipped to the company's Nikkelwerk refinery in Norway for final nickel production. Therefore cars will be moved loaded in both directions.  
<http://www.canadianrailwayobservations.com/2011/may11/cylinderrp.htm>

André St-Amant caught CN 461 at Charette, QC with CN Dash 8-40CM 2434 and CN GP40-2L(W) 9449 on March 29<sup>th</sup>.  
<http://www.canadianrailwayobservations.com/2011/may11/cn2434asa.htm>

The Globe and Mail reported April 25 that Bill Gates currently owns 46 million Canadian National Railway shares or 10.4 per cent, worth about \$3.2-billion, making him the largest CN shareholder. The Globe's Brent Jang writes that CN disclosed Mr. Gates's holding in its management circular for its annual meeting. Based on CN's share price of \$69.88 on Thursday, the railway has a stock market capitalization of \$32-billion, with Mr. Gates' portion valued at \$3.2-billion. Through Cascade Investment LLC, he controls 37.4 million CN shares. As co-trustee of the Bill & Melinda Gates Foundation, he oversees another 8.6 million CN shares. In 2006 filings with the U.S. Securities and Exchange Commission, Mr. Gates emerged as a CN shareholder, owning a 5.8-per cent interest at the time through Cascade, and another 0.8 per cent through the foundation. "He has been gradually buying more CN stock," says RBC Dominion Securities Inc. analyst Walter Spracklin. Billionaire Warren Buffet "must have given a tip to buy railroads at one of their bridge games," says Mr. Spracklin. Mr. Spracklin says he is impressed with consistent profit being reported at CN, despite harsh winter weather

Dan Braun shot the B790 potash train Thursday April 21st B790 with 166 loads. CN C44-9W 2675, CN SD70M-2 8933, CN C44-9W 2644 and dpu Sd70m-2's CN 8011 and 8840.  
<http://www.canadianrailwayobservations.com/2011/may11/danbraun1.htm>

On April 22nd Dan shot this 8-headed M341 @ Medina Jct. just NW of Neenah WI. Total of 34,450 HP had all 8 motors been online. Horses were: CN Sd75i 5697, IC Sd70 1003, CN Sd75i 5775, and all 5 locos (above) from Thursday's B790.  
<http://www.canadianrailwayobservations.com/2011/may11/danbraun2.htm>

Friday April 22nd CN 2250 + 2448 led their 119-load B790 potash train thru Neenah WI south to the Chicago area, with CN 2449 and 2322 as dpu's. Those four would soon return northbound.  
<http://www.canadianrailwayobservations.com/2011/may11/danbraun3.htm>

The following day, Saturday April 23rd, Dan caught M341 again with Horsepower leading into Fond Du Lac shops. The LMS blue IC C40-8W 2463 stood out in the sea of red, white, and black. The seven 7 heads: NS ES40DC 7502, NS C40-9W 8984, CN C40-8M 2448, CN ES44DC 2250, IC C40-8W 2463, CN ES44DC 2322, and CN C40-8M 2449.  
<http://www.canadianrailwayobservations.com/2011/may11/danbraun4.htm>

Track Stability Car CN 619-28 pauses briefly at the former Oshkosh CNW passenger depot to copy track authority to Fondy Shops yard from Foreman Nichols. Dan Braun noted it Tuesday April 26th working southward on the Neenah Sub.  
<http://www.canadianrailwayobservations.com/2011/may11/danbraun5.htm>

On March 31<sup>st</sup> at Walker Yard in Edmonton, Alberta CN GP38-2 7501, Slug 508 and GP38-2 7518 were all sideswiped in a yard move. CN 7501 shows significant collision damage and is being evaluated on whether to repair or not.  
<http://www.canadianrailwayobservations.com/2011/may11/cnwrecknname.htm>

Don Hicks caught BCOL C44-9W 4641 back home on former BC Rail trackage at Chetwynd, BC, on March 29<sup>th</sup>.  
<http://www.canadianrailwayobservations.com/2011/may11/bcol4641dh.htm>

CN M30131-07 suffered a derailment of 43 cars on the CN Ruel subdivision on April 7<sup>th</sup>, near Makwa, ON, affecting traffic running between Toronto and Winnipeg. Here are photos of the scene after the line was reopened the next day:

<http://www.canadianrailwayobservations.com/2011/may11/makwann.htm>

Aaron Eslinger reported that CN's tie replacement and track upgrades are proceeding nicely on the the former Athabasca Northern Railway (purchased by CN two ears ago). After being only weeks from abandonment in 2007, this vital link to the Oil sands is now freshly ballasted, and will soon have new traffic.

Andy Cassidy caught this incredible pure SD60F lashup on April 23<sup>rd</sup>. CN SD60F's 5541-5552-5557 East are rolling grain empties on a transfer run at Mile 146.4, Westminster Sub.

<http://www.canadianrailwayobservations.com/2011/may11/5500ac.htm>

#### CN VIGNETTES:

Douglas Leffler submitted these terrific shots GTW version of the CNR 6400 class. These beautiful locomotives were photographed by a friend of his, the late Richard J. Cook in Durand, Michigan...a wonderful place to watch trains back in the day!

<http://www.canadianrailwayobservations.com/2011/may11/gtw64oodl.htm>

The St-Clair Tunnel is seen in 1905 from the Michigan side: <http://www.shorpy.com/node/10348>

Walter Pfefferle found this 1970's aerial shot of the CN yard in Winnipeg, MB.

<http://flickrriver.com/photos/manitobamaps/3899914667/>

Douglas Leffler submitted this great picture from his vast collection showing CNR FPA4 6790 at Dorval, QC. He notes that someone has photo shopped this image to remove the white flags on the unit. It was running as an extra and the picture was taken at Dorval on Oct 7<sup>th</sup> 1961. Doug notes that it was rare to see CN diesel passenger units in consists of assorted builders as is seen here. If you look at a lot of early CN photos they tended not to mix makers in the consist; especially CLC. The GM's tended to stick together as did the MLW and the CLC's.

<http://www.canadianrailwayobservations.com/2011/may11/cn679odlc.htm>

Like many of our CRO readers, Kevin Piper was born too late to experience and r photograph very many Alco and MLW diesel locomotives. However he will be starting a new album featuring some of the lively and cantankerous beasts that he has seen, such as DW&P RS-11 3613 seen switching at West Duluth, Minnesota, on April 4<sup>th</sup> 1980.

<http://www.canadianrailwayobservations.com/2011/may11/3613dwpkp.htm>

#### CANADIAN PACIFIC

Walter Pfefferle caught CP 6066, HLCX 8033. CP 5966 and CITX 3070 rolling through Woodstock Ontario April 21st, 2011

<http://www.canadianrailwayobservations.com/2011/may11/cp6066wep.htm>

In April 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 St. Luc tied up but on lease), 3120, 3121, 3127, (3128 at Toronto in service), 3130, 3133, (3137 at St. Luc tied up but on lease),

(3139, 3143, 3145, 3148 at Coquitlam tied up but on lease), 3149, (3151 at Toronto in service), (3155 TUUS at Moose Jaw, but on lease), 3160, 3163-3165, (3166 in service at Toronto), 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

HLCX (SD40-2) 6206, 6299, 6340, 6341, 6844, 7003, 7008, 7009, 7161, 7191, 7193, 7205, 7230, 7231, 7233, 8033 (JFDX) 8045, (HLCX) 8085, 8089, 8139, 8163, 8176, 8177.

NREX (SD40-2) 4403, 5542, 5581, 5661, 5777, 5823, 6301, 6309, 7212, 7216, 7223, 7237, 7246, 7275, 7287, 7349, 7356, 7360, 7370, 7374, 7931, 8092, 8096, 8099, 8401,

NOTE: NREX 7368 is also at Nahant, Iowa for repairs and NREX (SD45T-2) 9402 (Is now off lease).

In April, a few of the HELM locomotives on lease to CP were sent to Montreal for repairs; St-Luc Diesel Shop (if minor), or to CADRAIL (if somewhat major). For example HLCX 7230 and HLCX 6340 arrived in early April for repairs at the Lachine facility.

With the substantial number of leased units and with DME/ICE power now seen on CP trains system-wide, more railfans are trackside shooting these colorful consists. Steve Nordahl submitted these three examples of the variety of colors on CP trains he photographed in Bethlehem, PA during the second week of April:

Photo #1 was taken April 9<sup>th</sup> in NS's River Yard in Bethlehem, PA and shows DME #6051 SD40-3 "City of Sturgis", HLCX SD40-2 #6299 (Ex BN), CEFX SD40-2 #3183 (Bluebird), CP SD40-2 #5927.

Photo #2: A quartet of SD40-2's were shot April 11th at NS's River Yard: CP #5910, bluebirds CEFX #3149 & #3164, and CP #5671.

Photo #3: CP-38Z/256 arrived at Bethlehem, PA April 11th with CP SD40-2 #5698 - the Vancouver Expo '86 unit, CITX SD40-2 #3036 (ex BNSF), and Dual Flags CPRS SD40-2 #5677. Steve Nordahl uses a Nikon D90, 70-200mm f/2.8 Nikkor Lens, ISO 500, f/5.6, 1/1600, -67 ev, @ 200mm.

<http://www.canadianrailwayobservations.com/2011/may11/cpbethlehemsn.htm>

Tied-Up Unserviceable, CP AC4400CW 8579 was shot at the west end of Alyth Yard by John Peakman April 3<sup>rd</sup>. This was one of three units wrecked (8874, 8579, 8628) on March 2<sup>nd</sup> 2010 when a potash train hit a grain train at Anderson Crossing, just west of Golden, B.C. CP 8579 flipped over onto the conductor's side, and the engineer's side was gouged by the the grain cars of the other train. This locomotive has been tied up unserviceable ever since. Cor van Steenis submitted his photo of the unit in service at Banff, AB in June 2009. (More wreck photos appeared in the April 2010 edition of CRO).

<http://www.canadianrailwayobservations.com/2011/may11/cp8579jp.htm>

<http://www.canadianrailwayobservations.com/2011/may11/cp8579cvs.htm>

Ed Weisensel shot CP train 273's SOO SD60 6050, leased HLCX SD40-2 7003 and SOO SD60M 6062 April 2<sup>nd</sup> at Muskego Yard in Milwaukee, WI. Ed also snapped some older SOO and Milwaukee painted freight cars.

<http://www.canadianrailwayobservations.com/2011/may11/sooew.htm>

Apparently CP Gp38-2 4524 was involved in a nasty Easter-egg hunt. Currently bad-ordered, she was shot on the ramp at Muskego yard (Milwaukee, WI) by Ed Weisensel April 25<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/cp4524ew.htm>

Ken Garber snapped CP train 240 with dead-in-tow CEFX 2024 at Windsor, Ontario on March 25<sup>th</sup>. CEFX 2024 is designated as a Model GP20D. Motive Power Industries in Boise, Idaho assembled 40 of these units for General Motors in 2000-2001. They are rated at 2,000 h.p., are Caterpillar-powered, and have high-mounted cabs for better visibility while switching. CP tested two of them (2005 and 2006) in the St. Paul, MN area in 2002 but didn't buy any. They also tested two 1,500 h.p. GP15D's (1506 and 1509) at the same time. They are the same design but the GP20D's have dynamic braking (hence the dynamic brake blister) while the GP15's don't. (via Bill Sanderson).

<http://www.canadianrailwayobservations.com/2011/may11/cefx2024kengarber.htm>

As was discussed in the April CRO CP section, CP are now shifting operations from its historic Ogden Shop to the nearby Alyth Shop.

<http://www.calgaryherald.com/opinion/Canadian+Pacific+shifting+operations+from+historic+Ogden+yards/4672658/story.html>

On April 3<sup>rd</sup>, Cor van Steenis caught CP 8538 West (mixed manifest freight) smoking it up passing a holed eastbound CP intermodal at Banff Station, AB.

<http://www.canadianrailwayobservations.com/2011/may11/meetbanffcv.htm>

Cor also submitted this April 1<sup>st</sup> shot of the CPR Accommodation Car that accompanies Track Evaluation Train (TEC) No. 63. It may look like it but the car has not been repainted. The exterior was recently buffed with touch up paint applied around the windows and appurtenances, and then relettered by M-o-W staff at Ogden Yard, Calgary, AB.

<http://www.canadianrailwayobservations.com/2011/may11/cp68cv.htm>

CP 5916 and 3074 are pushing TEC #63 (Accommodation Car # 68, Gauge Restraint Measurement Car #424993 and Track Evaluation Car #63) as it backed into Ogden Yard, Calgary, AB., Cor van Steenis shot TEC #63 April 1<sup>st</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/cp63evaluatecv.htm>

In Mid-April, the Royal Canadian Pacific was taking a trial run to Banff and back to Calgary and Greg McKnight took these shots of the train at Banff, AB. Greg also noted part of an old red frame building still standing after since the 1930's and originally used for ice storage for passenger-car cooling when they were kept on the many sidings by the station while the passengers were in Town, as well as when they were underway. Later it was used for coal storage and is one of a few old historical structures still around. The current owners of the station are making plans to completely restore the area and possibly having a steam locomotive on display at some point.

<http://www.canadianrailwayobservations.com/2011/may11/cpbanffgm.htm>

#### CP VIGNETTES:

Warren Calloway submitted his shot of CP Rail SD40-2 6006 with two sisters leading a grain train west of Kamloops, BC in 1993.

<http://www.canadianrailwayobservations.com/2011/may11/cp6006wc.htm>

During the spring of 1983, BBD demonstrated the first four HR616 locomotives (CN 2100-2103) on CP. Wearing CN paint with no CN markings, they were renumbered to BBD 7001-7004 and were de-rated to 3200 hp for their demonstration tests on CP. David Brook shot BBD 7003 with CP M636 4715 and M630 4562 while on trial at Agincourt Yard in Toronto April 1983. The other shot by John P. Carter shows BBD 7004 leading CP 482 out of North Bay Ontario in May 1983.



<http://www.canadianrailwayobservations.com/2011/may11/cpvigolliemcgee.htm>

<http://www.canadianrailwayobservations.com/2011/may11/cpvigps.htm>

In late 2002 CP decided to begin powering its “Xpressway” trains with sets of AC4400CW’s. On December 1, 2002, Bill Sanderson clicked the first AC-powered train #121 is seen departing westward from Smiths Falls, Ont. as it approaches Town Line Road at Mile 1.43 of the Belleville Subdivision. AC4400CW’s #9534 and #9531 are leading the train of 26 highway trailers. The experiment didn’t last long, within a few days the “Xpressway” had reverted back to its normal SD40-2 power.

<http://www.canadianrailwayobservations.com/2011/may11/cp9534bs.htm>

Bill Sanderson caught the early morning sun is burning the mist off the Columbia River valley rising over CP’s yard in Golden, B.C. on July 27, 1993. Although the town of Golden is on the CP’s (main-line) Mountain Subdivision, Golden yard itself is located at Mile 143.0 at the north end of the Windermere Subdivision. The subdivision ends 1.8 miles farther west at the west end of town where it joins the main line at KC Junction. The Windermere is operated as OCS territory, with the only CTC controlling the switches at KC Junction. 99% of the traffic through the yard is coal – the other 1% is the occasional wayfreight which operates as a turn out of Golden. The yard also contains maintenance facilities for CP’s fleet of coal hoppers and CP SW1200RS 8113 was assigned to move the cars around. CP 8113 also worked out of Vancouver (Drake Sreet) and Coquitlam Yard for a time. In March 2008 it was sold to Larry’s Truck Electric in Ohio, and renumbered LTEX 1210.

<http://www.canadianrailwayobservations.com/2011/may11/cp8113bs.htm>

#### VIA RAIL CANADA

VIA News Editor (East) Tim Hayman

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Beer manufacturer Coors Light recently held a contest in which 100 lucky customers won a trip aboard the “Coors Light Silver Bullet Express”, a train trip that departed Edmonton on April 15<sup>th</sup> for Jasper and on to Kamloops BC, then returning to Edmonton for April 17<sup>th</sup>. VIA Rail operated the Express, led VIA F40PH-2’s 6445 and 6408, which have been wrapped in new COORS LIGHT promotion decals The wrap is different on 6445 and 6408, with 6445 clearly intended to lead. Also of note is that the VIA logo does not appear on the units, suggesting they are not likely to operate long in that scheme once the Express is over. VIA 6408 was the last unit still sporting the Spiderman 2 wrap, meaning that seven years after the film came out, VIA has finally removed all of the Spiderman 2 graphics!

<http://www.railpictures.net/viewphoto.php?id=360649&nseq=9>

<http://www.railpictures.net/viewphoto.php?id=360573&nseq=10>

The 15-car consist for the Coors Light Silver Bullet Express train was deadheaded on VIA #1 from Toronto on April 9<sup>th</sup>, in front of the usual consist. Here is the full consist for VIA #1 when it departed Toronto Union Station. The 1st 15 Cars are for the Coors Light Silver Bullet Express Contest. Many of the cars have received Coors Light decals next to the number boards. The 5 extra baggage cars at the end of the Coors consist were converted to special “Party Cars”, which are supposed to contain a spa, a night club, sports, an arcade, a gaming area, and karaoke. The equipment was later deadheaded back east, arriving in Toronto on April 21<sup>st</sup>.

The consist for this Silver Bullet Express was:

6445 F40PH-2 (Wpg Assigned Unit) (Coors Light)

6408 F40PH-2 (Mtrl Assigned Unit) (Coors Light)

8318 Craig Manor

8330 Hunter Manor  
8329 Hearne Manor  
8326 Franklin Manor  
8340 Stuart Manor  
8306 Bell Manor  
8415 Princess - Dining Car  
8505 Skyline  
1721 Panorama (Ex BC Rail)  
8609 Baggage  
8616 Baggage  
8621 Baggage  
8613 Baggage  
8615 Baggage  
8702 Assiniboine Park

Steve Boyko submitted these shots showing all four engines as the consist was deadheaded out west on VIA 1:

<http://www.traingeek.ca/gallery2/v/via/6435-winnipeg-20110411-2.jpg.html>

Plus the two Coors engines:

<http://www.traingeek.ca/gallery2/v/via/6445-6408-winnipeg-20110411-2.jpg.html>

Ever wonder how they wrap a locomotive? Coors Light released this video on Youtube, showing a time-lapse of one of the two Coors Light F40s being wrapped. It also shows some of the alterations made to the interior of the baggage cars. Very neat!

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

When André St-Amant noticed combined VIA train 601/603 in Charette, QC on March 25<sup>th</sup> with only two units, he assumed that the CN turntable in Jonquière had been repaired. However that was not the case, and the following week, the train was back with three VIA units. The 'combined' VIA train 601/603 from Montreal to Jonquière and Senneterre is seen enroute to its next stop at Shawinigan, QC on March 30<sup>th</sup> with three leased F59PH's, 2 baggage cars and 2 coaches. One might say that this train is 'overpowered' but this is not the case. The reason is that the train to Jonquière, which is split from the Senneterre train at Hervey Jct., has been requiring 2 locos for at least 8 months, as the CN turntable in Jonquière, used to turn the locos is not 'operational', and they are in no hurry to repair it. There are occasions when VIA cannot provide two locos for the Jonquiere train, and in those circumstances, VIA has a short-term agreement with the RIO TINTO plant in Jonquiere to turn the VIA loco on their wye.

<http://www.canadianrailwayobservations.com/2011/may11/viaasa.htm>

<http://www.youtube.com/watch?v=yRBjzKhqk6g>

On April 10<sup>th</sup> Pierre Fournier clicked VIA F40PH-3 6411 on train #22 at Drummondville, QC. VIA 6411 is the latest rebuilt F40 released from CADRAIL in Lachine, QC. This is the 27<sup>th</sup> of the 53 remaining F40s to be rebuilt to date, with these four more currently in rebuild at CAD (6407, 6409, 6418, and 6448). There are others as well.

<http://www.canadianrailwayobservations.com/2011/may11/via6411pf.htm>

Before the rebuild at Cadrail, VIA 6411 sported the OPERATION LIFESAVER livery, the only one on the VIA roster. With this unit now rebuilt, and the last Spiderman 2 unit gone, only the Loto-Quebec and new "Coors" units remain on the roster of VIA's "advertising" locomotives. Walter Pfefferle caught the F40PH-2 at Woodstock, ON last year.

[http://railfan.thegrebs.com/VIA/VIA\\_6411\\_Carew\\_Woodstock\\_6\\_12\\_10](http://railfan.thegrebs.com/VIA/VIA_6411_Carew_Woodstock_6_12_10)

John Reay caught one of the COORS units (VIA 6408) leading train #60 at Danforth, ON on April 24<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/coorsjohnreay.htm>

Private rail cars “Sierra Hotel” and “Puget Sound” have been moving around on VIA Rail recently, and made a trip on VIA 14 The Ocean on April 15<sup>th</sup>. After two nights in Halifax, the cars headed back west on VIA 15 on April 18<sup>th</sup>.

David Othen captured video of the cars trailing an all Renaissance consist on both the east and westbound Ocean.

<http://www.youtube.com/watch?v=574AuV8pHng>

VIA Rail “combine” #5649 spent about a month at the Winnipeg VIA Maintenance Centre. #5649 (used on the Keewatin Railway between The Pas and Pukatawagan, MB) is seen in this photo by Jeff Keddy as it arrived in Winnipeg on the tail end of VIA Train #692 on March 28.

<http://www.canadianrailwayobservations.com/2011/may11/via5649jk.htm>

VIA Rail has been working to increase the accessibility of their Renaissance cars over the last number of years, including adding larger “accessible” washrooms and wheelchair spaces in the coaches, and suites in the sleepers. On March 26<sup>th</sup>, Ren sleeper 7515 was the first car to be released from IRSI with a new accessible suite. The suite features entry directly from the vestibule through a sliding door, and is considerably larger than a traditional Renaissance bedroom. The suite also features a larger, accessible washroom.

On March 18<sup>th</sup>, VIA Rail suspended service on the E&N from Victoria to Nanaimo BC. The line was closed due to required track updates, but there is word that the funding for the upgrades has fallen through. VIA has cancelled service on the line indefinitely, and RDCs 6148 and 6135 remain parked at the Victoria West roundhouse. It is unclear when, or if, the line will ever reopen.

VIA’s first rebuilt LRC coach, #3315, continues to move around the corridor. On April 4, 3315 arrived at Gare de Palais in Quebec City for a brief stay before returning to MMC. While at the MMC, 3315 finally had the large “Canada” wordmark added to both sides as on the other LRC coaches, although there is still no Canada flag. The car was spotted in revenue service on April 23, 2011, operating on the tail end of VIA Train #23. Pierre Fournier took these photos of 3315 on the tail end of VIA 23 at Drummondville, QC, on April 23<sup>rd</sup>, and then returning on the tail of VIA 22 on April 24<sup>th</sup>.”

<http://www.canadianrailwayobservations.com/2011/may11/3315tim.htm>

## GO TRANSIT & AMT COMMUTER

### GO

GO news editor Daniel Dell’Unto:

Metrolinx orders 12 DMUs for new airport line: Ontario regional transport agency Metrolinx on Friday said it has entered into a C\$53 million contract with Sumitomo Corp. of America to supply 12 diesel multiple-units (DMU) trains for the Air Rail Link (ARL) between Toronto’s Union Station and Lester B. Pearson International Airport. Sumitomo will be joined by Nippon Sharyo, Ltd. in the effort. The DMU contract carries an option for six additional cars that would bring its total of the contract to C\$75 million. It is likely that

these trains will not run under the GO name, but will have a separate brand (though the start of service is still four years away, and plans could change). GO fares will not apply to these trains, which will be operated as a premium service.

Here is a link to the Metrolinx web site which shows the unit without the GO logo.

[http://www.metrolinx.com/mx\\_pgm/en/default.aspx](http://www.metrolinx.com/mx_pgm/en/default.aspx)

Here is an artist conception in GO paint: <http://tinyurl.com/3fa2d7g>

In mid-April GO 240 was returned from Ontario Northland after being refurbished. Over the past few years, older GO bilevels in the 2200 and 2300 series as well as cab cars 215-241 have been undergoing refurbishment and modernization at ONR's North Bay shops. Work includes installing new seats, upgrading the interior, a full repaint, upgrading the cabs in the cab cars and various other things. A number of cars remain to be done, as well as 5 cab cars with the "ogre eye" window denoting a half-width cab (219, 221, 222, 225 and 230).

GO posted a tender for bidding to refurbish their bilevel commuter railcars ... likely cars in the 2400 series built by UTDC/Can Car Rail in the late 1980's. As shown below, CADRail came in with the lowest bid, beating Ontario Northland and Bombardier.

Bids:

CAD: \$120,590,647.70

ONR: \$122,616,185.40

BBD: \$124,530,853.64

[http://www.metrolinx.com/pcs\\_public/en/TenderResponses/Formal%20Tender%20Responses%20-%20IT-2010-REM-100.pdf](http://www.metrolinx.com/pcs_public/en/TenderResponses/Formal%20Tender%20Responses%20-%20IT-2010-REM-100.pdf)

Nigeria's future light rail network is considering buying 15-year old TTC subway cars.

<http://m.theglobeandmail.com/report-on-business/cpcs-transcom-helps-tame-traffic-chaos-in-lagos/article2001339/?service=mobile>

AMT - Agence Metropolitaine de Transport

AMT news editor Jean-Francois Turcotte:

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Nicolas Houde clicked AMT Train 111 on April 6<sup>th</sup> at Hudson, QC. One of several locos leased from New Jersey Transit, AMT F40PH-2 4117 leads a set of new Bombardier double-deck coaches on what will soon be AMT owned trackage. On April 15<sup>th</sup>, the CP M&O Sub will become AMT property! <http://www.railpictures.net/viewphoto.php?id=359548>

CP has begun installing ribbon rail on the busy Vaudreuil Subdivision between Montreal West Station, west of Westminster and Ballantyne (The west junction into St-Luc Yard). Both AMT / CP main line tracks to the Lakeshore (Montreal West Island) are involved and new tie plates and CWR were noted near the Westminster level crossing at Montreal West Station April 13<sup>th</sup>.

The Bombardier website has posted pictures of two of the first three ALP45DP pre-production units (AMT 1350 and NJT 4501).

<http://www.canadianrailwayobservations.com/2011/apr11/8069amtjft.htm>

One of the first two pre-production units, NJT ALP45DP 4501 was moved to TTCI in Pueblo, Colorado for testing in early April (on a flat car):

<http://www.youtube.com/watch?v=fv10jBZMm-U>

<http://www.youtube.com/watch?v=4ItY91Amgio&feature=related>

On April 6<sup>th</sup>, Michael Berry caught the AMT Delson and Hudson bound trains at Montreal West Station. Leased New Jersey Transit F40PH-2C 4117 is seen leading AMT train #111 departing Montreal West toward Hudson. New Jersey Transit rebuilt its F40's with a separate Caterpillar generator for HEP. Mikes second shot shows

AMT #93 entering the South Jct Lead to reach CP's Adirondack subdivision, with former GO Transit F59PH 526 pushing. AMT paint looks good on those units, and unlike the leased F40's and GP40's, the F59PH will probably stay on the roster after delivery of the dual-mode ALP45DP's later this year. <http://www.canadianrailwayobservations.com/2011/may11/amtmb.htm>

## CANADIAN LOCOMOTIVE SHOPS

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

Michael Berry clicked Roberval & Saguenay 50 at CAD on April 8th. The model is Super 7 rebuild of an ex-ATSF U23B, and was rebuilt at the old MLW plant in East End Montreal during the 1980's by GE.

<http://www.canadianrailwayobservations.com/2011/may11/rs50mb.htm>

GMTX GP38-2 2193 was shot by Mike Berry at CAD on April 8<sup>th</sup> beside CP SD9043MAC 9157 which has arrived for repairs.

<http://www.canadianrailwayobservations.com/2011/may11/gmtx2193mb.htm>

Other arrivals for repairs at CAD in early April included CEFX AC4400CW 1024, HLCX SD40-2 7230 (BN green), HLCX 6340 (SP grey and red), (CEFX) GP40-3 6537. HLCX 6340 and 7230 were shot by Mike Berry at the Lachine facility April 9<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/helmmb.htm>

28 of the remaining 53 VIA F40PH-2's units now rebuilt. In April these were undergoing rebuild into F40PH-3's at the facility: 6407, 6409, 6418, and 6448 plus three other. VIA 6411 was released in early April and is now in service.

Ex-CP SD90MAC-H 9301 is seen parked on the CP-CADRAIL interchange spur awaiting its turn to be scrapped in Lachine, QC. Nearby in the facility Mike clicked the severed cabs off of CP 9302 and 9303 April 8<sup>th</sup>. <http://www.canadianrailwayobservations.com/2011/may11/9300omb.htm>

The last of the CP SD90MAC-H series 9301 appears to face off against its slightly more successful and less powerful cousin, an SD9043MAC (CP 9157). Destined for stripping and scrapping, by the time you read this, 9301 may no longer exist! Taken by Mike Berry on April 9th at CAD, Lachine, QC.

<http://www.canadianrailwayobservations.com/2011/may11/cp8701mb.htm>

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

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. Former CP RDC 9251 is expected to be released from IRSI in late April and has been renumbered VIA 6251.

VIA RDC refurbishing article:

<http://www.northernontariobusiness.com/DisplayArticle.aspx?id=21188>

Wearing fresh paint, National Gypsum switcher (NGCX) 507 was released in mid April following an IRSI rebuild. Two months ago, NGCX 506 was also released in fresh paint following rebuild at IRSI.

As we reported last month the first of the rebuilt LRC coaches, #3315, was released on March 4<sup>th</sup> and moved to Montreal on the rear of VIA 15, out of Moncton, New Brunswick.

As business is very good, we have heard there are currently about 180 employees working at IRSI.

### Diesel Electric Service (DESX) - Sudbury, ON

This former VIA LRC was shot by James Lalonde at the Diesel Electric Service shop in Sudbury, Ontario on April 9, 2011. This locomotive had been prepared and repainted for export to S. Africa a few years back but the sale never guided to fruition. The LRC has been stored there ever since. James also caught HCRY 3802 and 3010 outside of the Huron Central shops on April 9<sup>th</sup>. DESX and HCRY both share the same shop building in Sudbury, ON.

<http://www.canadianrailwayobservations.com/2011/may11/lrcjameslalonde.htm>

### NRE/Alco (NREX) - Capreol, ON

Ex-CP SD40-2 5771, ex-HCRY GP9 208, ex-ONR GP9 1602, and NREX SD40-2 5607 were some of the stored locomotives noted at NRE in Capreol Ontario on April 9<sup>th</sup>. Tucked behind but impossible to read the cab numbers are two other CP SD40-2's, CPRS 5620 and one in St. Lawrence & Hudson paint, and Minnesota Commercial RS3 307 is still there too. Some of these have been stored at NRE for several years now.

Dear CRO readers ...

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

NRE – Capreol, ON

CANAC / Savage

Lambton Diesel Services -Sarnia, ON

**GreenRailNews.com “Green” Locomotive Roundup**  
Edited by Jody Moore <http://www.greenrailnews.com>

### **BOMBARDIER TRANSPORTATION:**

Bombardier Transportation has entered the European genset locomotive market with the announcement of an order for up to 200 locomotives for German carrier DB REGIO AG. The locomotives will be based on the TRAXX platform, but will use four small engines in place of a single larger diesel engine for propulsion power.

No word from the Bombardier press release on what motors will be used, or what the horsepower on the unit will be. But according to the press release: “The locomotive already fulfills the new stringent EU Stage IIIB emissions standard thanks to proven and highly efficient diesel engines. Compared to single-engine diesel locomotives, it markedly reduces fuel consumption, exhaust emissions and life-cycle costs. Using standard diesel engines produced in very large series, this new TRAXX DE locomotive builds a bridge to a multitude of other industrial applications with the same engine.”

The nine-year contract includes a formal order for 20 passenger locomotives for delivery beginning in mid-2013. That order is valued at 62 million Euro, while the total order is worth up to 600 million Euro.

Press release from Bombardier: <http://www.bombardier.com/en/corporate/media-centre/press-releases/details?docID=0901260d8016ee96>

And an artist's conceptual drawing of the new passenger locomotives:

[http://www.bombardier.com/files/en/supporting\\_docs/image\\_and\\_media/products/BT-PR-20111504-LAE\\_DBRegio-HR.jpg](http://www.bombardier.com/files/en/supporting_docs/image_and_media/products/BT-PR-20111504-LAE_DBRegio-HR.jpg)

### **CANADIAN NATIONAL RAILWAY:**



On April 14, 2011, CANADIAN NATIONAL announced that it was partnering with Wesport Innovations and Gaz Métro Transportation Solutions to develop a liquefied natural gas (LNG) engine technology for locomotives. According to a release in Progressive Railroading, the parties will receive \$2.4 million in funding from Sustainable Development Technology Canada to help fund development.

The initial stages of the project call for designing and testing — both in plant and in the field — an LNG system for powering a locomotive. GMTS will provide LNG expertise during the tests and be responsible for fuel supply logistics, while CN will provide locomotive expertise and conduct field tests. The partners expect a prototype of an LNG-powered locomotive to begin operating in 2013.

Full text of the press release can be found here:

<http://www.progressiverailroading.com/prdailynews/news.asp?id=26314>

#### MOTIVEPOWER:

On April 11, Wabtec announced that MotivePower had won a contract to build 22 new locomotives for Australian grain transporter CBH GROUP. The contract includes a combination of standard- and narrow-gauge locomotives that will include components from a number of other Wabtec divisions. Delivery is to be completed in 2012.

Here's the press release from Wabtec: [http://www.wabtec.com/upload/pressrelease/04.11.11 ~ Wabtec Signs Contract To Build New Locomotives For CBH Group Of Australia.pdf](http://www.wabtec.com/upload/pressrelease/04.11.11~Wabtec%20Signs%20Contract%20To%20Build%20New%20Locomotives%20For%20CBH%20Group%20Of%20Australia.pdf)

#### NATIONAL RAILWAY EQUIPMENT:

GRN's editor visited Fort Sill, OK in early April 2011 for an opportunity to view new 3GS21B USAX 6509. The US ARMY has been very accommodating to our requests over the years, and at Fort Sill we found a crew that was very excited to share their enthusiasm for their new power. I really felt like I was being given a balanced and well thought out opinion.

Fort Sill rosters five locomotives. In addition to the 6509, they also have GP10 USAX 4613, another recent arrival from an overhaul at the DGRC in Utah. But primary power since the early 1990's at the site has been three 80 ton GE locomotives, USAX 1658, 1692 and 1676. I didn't realize this, but the DGRC had been rebuilding these 80 tonners in the late '80's and early '90's.

The crew spoke highly of the 80 tonners for visibility, and said they were fairly reliable. But they were really impressed by the genset's pulling power - it could out-pull all three MU'd together - and the traction control - the 80 tonners were fairly slippery when they were pulling hard.

They also criticized the GP10 for taking a long time get ready for a shift. They said it typically takes the GP10 an hour or so to get up and running, get through their morning checks, etc. (These guys also maintain their power, so there's no rushing off to get to work. Everything is by the book, and the attention to detail shows.) In comparison, the 80 tonners take about 15-20 minutes each. We fired up the 6509 from an overnight slumber, and had it moving nine minutes later.

One of the other things that was well-liked is that the genset builds air extremely quickly. The surprise there is that it has a relatively small (but apparently very efficient) electric screw drive compressor.

Builder's plate data gives a build date of Feb. 2011, serial number 058-0199. Model 3GS-21B (first time I've seen the dash in there, but NRE is notorious for being inconsistent.) Weight is 275,000 pounds.

Photos:

<http://www.greenrailnews.com/nre/usax/6509a.jpg>  
<http://www.greenrailnews.com/nre/usax/6509b.jpg>  
<http://www.greenrailnews.com/nre/usax/6509c.jpg>  
<http://www.greenrailnews.com/nre/usax/6509d.jpg>

### **PROGRESS RAIL SERVICES:**

Progress Rail has sold PR30C demonstrator PRLX 3006 to PACIFIC HARBOR LINES as their PHL 40. The unit originally demonstrated on Union Pacific last year, and was moved up to Progress' facility in Tacoma, WA. On April 28, 2011, the author spotted freshly-painted PHL 40 in Tacoma and took the following photos:

Front: <http://www.greenrailnews.com/progress/phl/40a.jpg>  
Rear: <http://www.greenrailnews.com/progress/phl/40b.jpg>

On April 29, 2011, Progress and TACOMA RAIL announced that they would be repowering or replacing three locomotives to reduce air emissions by about 75 percent and increase fuel efficiency. No word on exactly what work would be performed, but a few days prior to the announcement, the author noted several Tacoma Rail GP20's parked behind the Progress Rail shops in Tacoma. Numbers were not recorded.

A press release from Progressive Railroading can be found here:  
<http://www.progressiverailroading.com/freightnews/article.asp?id=26487>

### **RAILPOWER TECHNOLOGIES:**

The second RP20CD six axle locomotive for CSX TRANSPORTATION has been spotted outside Thoroughbred Mechanical Service in Altoona, PA. CSXT 1602 was reportedly built on the frame of SD40-2 CSXT 8866. It is the second of four locomotives on order from Railpower and being built at TMS.

In last month's Roundup, we reported that this order was for a total of four RP20CD locomotives. We have since learned that the order will be for three RP20CDs, numbered CSXT 1601-1603, and one RP20BD numbered CSXT 1320, which will be built on the frame of retired GE B36-7 CSXT 5879.

Sean Gulden filed this photo of the 1602 near the TMS turntable on April 22, 2011:  
<http://www.rrpicturearchives.net/showPicture.aspx?id=2506796>

On April 8, RJ Corman Railpower announced the sale of a repowered RP14BD Genset locomotive to the PORT OF CORPUS CHRISTI AUTHORITY (POCCA). Delivery is planned for late summer 2011.

According to press release by RJC Railpower, the purchase was partially funded through the National Clean Diesel Funding assistance Program's Diesel Emissions Reduction Act (DERA) dollars, and the RP14BD's ability to reduce diesel fuel use and greenhouse gas emissions up to 45% and nitrogen oxides (NOx) and particulates by 80% - 90% will allow POCCA to improve air quality for the community in which it operates.

### **ELECTRO-MOTIVE DIESEL (EMD Inc.)** (By Don McQueen)

Summary of EMCC London activity during March/April 2011:

During March, 18 new SD70ACes, export JT42CWRMs and ECO repowered units were shipped from London.

In order 20106377 11 Norfolk Southern SD70ACe 1000-1003, 1006-1012 left CN London East via Sarnia, and Flat Rock to NS Bellevue.

The last five JT42CWRM units in order 20078968 (96801, 96803, 96804, 96806 & 96807) for seven which had been at the EMCC plant in London since 2008 finally were shipped in March as GMDX 1001 to 1005. Initially ordered in early 2007 by Dillon & Le Jeune Cargo (DLC) they had been completed as JT42CWRs by October 2008 but put into storage at Stratford as a result of changing European economies and the 2007 merger between DLC and Crossrail Benelux. They were returned to London in April 2009 and rebuilt for the AKIEM European hire trade as JT42CWRMs with no assigned road numbers or livery - other than basic grey with yellow ends. These units hold the record for being at the builders longer than any other order since 1950. MV "Fairlane" docked at the port of Rotterdam on April 21<sup>st</sup>, and unloaded these them the next day.

Lifted by GEXR LLPX 2236 & FEC 709 on March 4<sup>th</sup>, 2011, they arrived at CN's MacMillan yard the next day. CN export train #X316 left Toronto with CN SD60F 5524 and the two EMDX idlers on March 16<sup>th</sup>, and arrived in at Halifax Ocean Terminal (HOT) on March 18. They were moved to Pier 27/28 on April 3<sup>rd</sup>, in preparation for an April 5<sup>th</sup> loading onto JumboShip FAIRLANE and a scheduled arrival in Rotterdam on April 13<sup>th</sup>.

In late March, SD59MX (Also known as SD59-2) 9907 was finally shipped to the Transportation Technology Center (the former AAR Test Track) in Pueblo.

In April EMD was busy with the Ferromex SD70Ace order and six GT38ACe export units for PTKA (Sumatra) in Indonesia. On April 12<sup>th</sup> Bill Cresswell clicked one of the first new Ferromex SD70ACe locomotives (unlettered and unnumbered) on the test track at EMD - London. The first completed Ferromex units to be shipped were: FXE 4015, 4017, 4018 and 4019, all departing the London plant on April 20<sup>th</sup>. GEXR delivered four more Ferromex units to CN on April 23<sup>rd</sup> 4016, 4020, 4021, 4024, and two more 4023 and 4025 on the 25<sup>th</sup>. Then on April 29<sup>th</sup>, FXE 4026, FXE 4027, UP 9905, and UP 9909 were lifted by the GEXR. With this, all the UP SD59MX repower units are now off the property.

<http://www.canadianrailwayobservations.com/2011/may11/ferromexbc.htm>

Norfolk Southern SD70ACe's 1004, 1005, 1014-1018 & 1021 were delivered on April 4<sup>th</sup>. NS 1019 and 1023 were shipped from the London plant on April 8<sup>th</sup> (GEXR to CN). Then on April 12<sup>th</sup>, the last three remaining from the NS order still at the plant (NS SD70ACe 020, 1022, and 1024), were lifted to CN by GEXR. Walter Pfefferle caught 1004, 1005, 1014, 1015, 1016, 1017, 1018 and 1021 being lifted by GEXR to CN London Yard.

<http://www.canadianrailwayobservations.com/2011/may11/nslondonwep.htm>

Western Australia e-mag with some great photos of Canadian-built SD90MAC-H's and SD70Ace's: [http://westernrails.com/West Aust Railscene e-Mag issue number 132.pdf](http://westernrails.com/West_Aust_Railscene_e-Mag_issue_number_132.pdf)

## SHORTLINES REGIONALS & INDUSTRIALS

### WESTERN:

In Prince Albert, Saskatchewan on April 8<sup>th</sup>, Mark David Zulkoskey photographed a trio of CTRW geeps casting a colourful reflection into the muddy water as the crew prepared to make a Saskatoon run.

<http://www.canadianrailwayobservations.com/2011/may11/crtw1004.htm>

Mark Perry clicked this grouping of Greater Winnipeg Water District Railway MLW-built switchers at St. Boniface, Manitoba on April 6, 2011.

<http://www.canadianrailwayobservations.com/2011/may11/winnipegmarkperry.htm>

The Carlton Trail Railway has stored this caboose out at the pulp mill for several years, but have begun restoring the caboose for service on the Hudson Bay Railway (HBRY). The caboose was taken on April 7, 2011 inside the Prince Albert Roundhouse. It will most likely be used on work trains during the summer months. The inside of the caboose is fully restored, including a hot plate in the kitchen. A generator has replaced the batteries and new HBRY decaling has been applied. Taken in the PA roundhouse April 6, 2011 by Mark David Zuikoskay.

PHOTO

Great Sandhills Railway (GSR) have received GMTX 2674, GMTX 2683 and LLPX 2267 all leased from GATX. They are also getting RPRX 2010 (genset demonstrator) for a 5-6 week test and arrived at Swift Current April 25<sup>th</sup>, and was moved to the GSR later in the week. Also, DLCX 6051 is coming for a year lease to the GSR. It is the former GCFX 6051 (originally CN SD40). We will also be receiving DLCX SD40-3 6930 (ex-WC 6930) This unit is being purchased by Great Sandhills Terminal and will be leased to GSR.

In April, Great Western Railway (GWR) received BNSF 563 and 575 from Moose Jaw, arriving in Assiniboia on the CP localonth.

In April, Stewart Southern Railway (SSS) cancelled the contract with Stirling for a B40-8 locomotive.

During April, SRY was testing NREX 1GS7B #700, a single engine genset with 700 horsepower. On April 18<sup>th</sup> NREX #700 was caught by Greg Shevchenko at New Westminster, BC moving to Annacis Island paired with SRY switcher 909.

<http://www.canadianrailwayobservations.com/2011/may11/sry700gs.htm>

Weyerhaeuser SW9 136 was at the CN yard in Grande Prairie, Alberta, on August 29, 2010. The unit usually works at a mill located a few miles south of Grande Prairie, Alberta. It was likely coming or going to get some work done on it. (Pierre Ozorak).

<http://www.canadianrailwayobservations.com/2011/may11/arm7.htm>

Canadian Railserve CRLX GP9u 1561 was parked in the sun at the Alberta Railway Museum, in Edmonton, Alberta, on August 25, 2010. We trust it is very obvious who its former owner was. (Pierre Ozorak).

<http://www.canadianrailwayobservations.com/2011/may11/arm2.htm>

#### ONTARIO:

On April 15<sup>th</sup> Ken Goslett caught Goderich-Exeter local power LLPX GP38-2 2236 and RLK geep 4001 in Kitchener, ON.

<http://www.canadianrailwayobservations.com/2011/may11/gexr2236kg.htm>

On April 8<sup>th</sup>, James Lalande photographed Ontario Northland (ONR) 2105 and 1737 leading train 214 with 46 cars at Mile 13.44 on the Temagami Sub.

<http://www.canadianrailwayobservations.com/2011/may11/onr2105jl.htm>

On March 28<sup>th</sup>, just 12 minutes after departure from Toronto Union Station, ONR GP38-2 1805 with the "Northlander" is seen bearing down at Pottery Road in the Don Valley on the CN Bala Sub. (Dean Askin photo).

<http://www.canadianrailwayobservations.com/2011/may11/onrdeanaskin.htm>

**On April 12, 2011 at approximately 6am, Northbound #113 (North bay to Englehart) hit a washout at Mile 16.6 on the Temagami Subdivision. First and foremost, no lives were lost in this very serious incident. The Crew (Dan and Phil) did survive the accident and are recovering.**

**In photos circulating around the web around April 15th, the train's tonnage (along with 6 lead cars which were derailed) were pulled back to North Bay. The process had begun to fill the gigantic void in the road bed to reopen the line, and the lifting of the train's 3 locomotives from the embankment also began.**

**The locomotives involved in the washout at last report are the following; SD75I 2100, SD40-2 1737, and SD75I 2102. Although it isn't official as of yet, reports read that SD40-2 1737 and SD75I 2100 have been deemed for scrapping with the third unit, SD75I 2102 to be evaluated further.**

**Northlander service continued around the wreck site utilizing 1 GP38-2 lead train set running as 697-698 between North Bay and Toronto, and Ontario Northland buses utilized for North Bay to Cochrane. (Mike Robin).**

**<http://www.canadianrailwayobservations.com/2011/may11/onrwreck.htm>**

**Ontario Northland train "The Northlander" derailed April 27<sup>th</sup> after slamming into a trailer being hauled by a dump truck at a crossing north of New Liskeard. Lead unit was ONR GP38-2 1809. ONR spokeswoman Rebecca McGlynn said the locomotive, along with the train's auxiliary power and three other cars, went off the tracks. All cars remained upright and Ontario Provincial Police said three passengers (of 24), and one worker were transported to hospital by ambulance with minor injuries. The accident occurred shortly before 11 a.m. at a railway crossing on Maybrook Road approximately four kilometres west of Highway 11 in Harley Township. Police said the southbound train collided with the westbound trailer. McGlynn said Northlander service between North Bay and Cochrane has been cancelled pending the clean-up. She said it's not known how long that may take. McGlynn said alternative motor coach transportation has been arranged for the train's passengers. OPP are continuing to investigate. In addition, the Ontario Ministry of Environment was also called due to a small fuel leak. The derailment is the second for Ontario Northland in as many weeks. Three locomotives and four empty boxcars derailed on the track near Feronia April 12, also disrupting passenger train service between Cochrane and North Bay.**

**<http://www.canadianrailwayobservations.com/2011/may11/onrderailhughmiller.htm>**

**Goderich-Exeter Train with leased HLCX on the point, crosses the St.Mary's River in the town carrying the same name.on January 8, 2009. The train is seen travelling north having just recently interchanged cars in London, Ontario. (Pierre Ozorak).**

**<http://www.canadianrailwayobservations.com/2011/may11/arm3.htm>**

**Former Southern Pacific 9392 is the most recent arrival on the Goderich-Exeter property delivered on April 2, 2011. (Pierre Ozorak).**

**<http://www.canadianrailwayobservations.com/2011/may11/arm4.htm>**

**On April 2, 2011, the Waterloo Central operated their Maple Sugar Express between Waterloo and Elmira. The train was powered by 70 tonner 1556. The photos shows the train, travelling south, having just left Elmira with some well fed and sugar high passengers. Pierre Ozorak also ckicked Waterloo Central 70 Tonner 1556 getting ready to do a little switching in St.Jacob's on February 18, 2011. Behing the 1556 is former CN Track Evaluation Car 15000 painted in a classic CNR mid-fifties scheme.**

<http://www.canadianrailwayobservations.com/2011/may11/arm6.htm>

Former Stelco 0-6-0 number 40 has recently been moved at Victoria Park at Lindsay Street South next to a CN diesel and a couple of boxcars. Date April 21, 2011. (P. Ozorak).

<http://www.canadianrailwayobservations.com/2011/may11/arm5.htm>

Port Colborne Harbour Railway operates CN's former secondary and branch lines in the Niagara Region, west of the Welland Canal. Early in the morning, a switcher departs their operations center at formerly CN Feeder West, and works Feeder Yard, departing around the wye connecting track with a cut of cars for Port Colborne. In April 2010, David R Howard caught the vintage 1944 built American Locomotive Company 1000 HP S-2, originally constructed for CP, retired in 1986, and purchased by PCHR owner Trillium in 2004.

<http://www.canadianrailwayobservations.com/2011/may11/pchrdh.htm>

#### QUEBEC:

On April 2<sup>nd</sup>, Guy-Pascal Arcouette clicked Montreal Maine & Atlantic Train #2 with MMA SD40-2 758 sitting in the siding for tomorrow's run at Farnam, QC.

<http://www.canadianrailwayobservations.com/2011/may11/mma758gpa.htm>

Michel Daoust forwarded Bertrand Label's photo of Wabush Railways new CEFX GP20D 2032 at Sept Iles Quebec April 29<sup>th</sup>. Arcelor Mittal (Quebec Cartier Mining) will soon have two as well, coming to them over the next month.

<http://www.canadianrailwayobservations.com/2011/may11/cefx2032md.htm>

#### EASTERN:

In mid-April, New Brunswick Southern (NBSR) was again taking railcars to the large Woodland Pulp Mill in Maine. The line which goes from McAdam to St Stephen, and then across a bridge into Maine, has been repaired with new rails, ties and ballast, following the major wash outs in 2010.

CN Q148 left Chicago April 28<sup>th</sup> with CEFX GP20D 2015 destined for the Cape Breton & Central Nova Scotia (CBNS). Walter Pfefferle caught CN 8020, CN 5769, with CEFX 2015 trailing dead in tow on train 148 at Woodstock, Ontario April 29<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2011/may11/cefx2015wep.htm>

<http://railfan.thegrebs.com/Ralpast-Photos>

#### **CRO MONTHLY PHOTO CONTEST**

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

#### Updates and Announcements

Aristocraft has announced a large scale (1:29) PCC trolley in several paint schemes including Toronto transit Commission (TTC)

Athearn has announced a number of re-run HO scale products for release in October 2011. They include the GP 38-2 in CP Rail (3 road numbers), the F7A and F7B in CN stripes and a 40' modern boxcar in BC Rail green,

<http://athearn.com/>



Atlas' long awaited GP 40-2W is scheduled to be arriving in stores soon. Two versions are offered: CN and ex-GO Transit. These were originally to be released in December 2009 but corrections were made to the length of the nose.

<http://www.atlasrr.com/HOLoco/hogp40-2w.htm>

### Events

Algonquin College in Ottawa is the location for the Canadian Railway Convention (CARM) on May 22 and 23.

[www.Trainsandtulips.com](http://www.Trainsandtulips.com)

William Beecher submitted these fairly rare hopper cars. Mainly Chessie System and Detroit & Toledo Shore Line (D&TSL) ordered these ACF style two bay two bays... D&TSL had 50, this one in (2638) shows its original paint pretty well, the other shows its new CN Noodle and D&TSL reporting marks taken 4/24/2011.

<http://www.canadianrailwayobservations.com/2011/may11/hopperswb.htm>

### CANADIAN RAILWAY HISTORY

One of our readers Vernon Richardson, kindly submitted this scan from one of the CP Spanner magazines. CPR historian Omer Lavallee wrote many special segments for the Spanner, and this one on the 2-10-4 CPR Selkirk's was part of Steam Locomotive series he compiled.

<http://www.canadianrailwayobservations.com/2011/may11/selkirk.htm>

### WCRA:



*1961 - 2011*

**The West Coast Railway Association  
will officially celebrate the 50<sup>th</sup>  
anniversary of the Association in  
May 2011.**

May is the month when the Association was formally incorporated by the original Hi-Ballers Club as a non profit society in the Province of British Columbia on May 17, 1961 as the West Coast Railfan Association, changing its name in February 1964 to the West Coast Railway Association.



**The Hi-Ballers visit CPR's Drake St. Yard in 1959 (that's today's Yaletown in the background). The Hi-Ballers incorporated their initial club on May 17, 1961 as the new West Coast Railfan Association—today's WCRA. From left to right we have Brian Biddlecombe, Martin Jergens, Glen McGregor, John Morton, Keith Anderson, Larry Russell, Doug Cummings, Roger Burrows and Hugh Little.**

The original ten young people that formed the Association were visionaries in their own way in acting to take the first steps towards preserving British Columbia's railway heritage. We are delighted to say that most are still with us in this world, and we are pleased that several remain active members of WCRA 50 years later. We will honour these founding members in our May celebrations.

### **Official 50<sup>th</sup> Anniversary Celebrations**

The official 50th anniversary celebrations on May 21 and May 22, with events being held both at the West Coast Railway Heritage Park in Squamish and the Locomotive 374 Pavilion at the Roundhouse Community Centre (Original CPR Drake St Roundhouse) in Vancouver's Yaletown area. Everyone is invited to both events and both are free.

**Saturday, May 21** - join in the fun at the West Coast Railway Heritage Park in Squamish. Admission is free for the day and all exhibits and attractions will be open. Special events will include operating trains using locomotives and cars from our operating fleet, short train rides, cake and goodies and more. Official ceremonies will be held at 1100 hours, WCRA's founders will be honoured. Mini rail will operate. Hope to see you all there!

**Sunday, May 22** - the historic CPR 374 Locomotive Pavilion will be the stage for the Vancouver event. This will be an extension of the annual anniversary (124<sup>th</sup> this year) event celebrating the 374's arrival with the first passenger train into Vancouver on May 23, 1887. Throw in the WCRA's 50th anniversary and we have a double event. Hours are 1100 through 1500 at the Pavilion, there will be cake, entertainment and more for your enjoyment.

### **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.](#)

**ARM**

Alberta Railway Museum 6514 FP9A seen at the ARM during the long weekend in August of 2009. It began life on CN, then sold to VIA and later to Algoma Central before being bought back by CN with their take over of the Wisconsin Central /Algoma Central operations. Date August 1, 2009. (Pierre Ozorak photo).

<http://www.canadianrailwayobservations.com/2011/may11/arm1.htm>

**TRHA:**

Here are photos of British Steam LSWR 563 and coach GWR #3 at the Toronto Roundhouse April 2011:

<http://www.flickr.com/photos/55976115@N00/archives/date-taken/2011/04/07/>

**Vintage Locomotive Society:**

The Vintage Locomotive Society's PRAIRIE DOG CENTRAL based in Winnipeg, is getting donated some Manitoba Hydro railway equipment this year. The equipment currently being used at MB Hydro's isolated tramway at Pointe du Bois, located in the eastern half of the province of Manitoba is as follows:

**One 1968 built General Electric 35 ton diesel electric locomotive.**

**One ballast regulator**

**Two tampers [one is to be used for parts]**

**One Ford 3 ton hi-rail boom truck**

**Two flat bed push cars**

**Various track materials**

**The equipment should be moved into Winnipeg by this summer.**

**EXPORAIL (CRHA):**

Exporail will be open: Saturday and Sunday, 10 AM to 5 PM, May 1 to 22  
Every day May 23 to May 31

**The "Royal" Visit – May 21, 22, 23 from 10 AM to 5 PM.**

Enter the cab of Canadian Pacific steam locomotive No. 2850 which was used to haul England's King George VI's Royal Train in 1939. Discover the links between royal families and Canadian trains. Children can participate in an arts and crafts activity and make their own crown, bring your camera.

<http://www.canadianrailwayobservations.com/2011/may11/royalvisit.htm>

**Museum Day – May 29, from 10 AM to 5 PM**

Free admission to Exporail, visit the many exhibits, take part in a telegraphy demonstration, take a ride on the streetcar and miniature railway

**Chinese Legacies** - Building the Canadian Pacific Railway in British Columbia. Produced by the Revelstoke Railway Museum, the exhibit is presented from January 15 to May 29, 2011. This exhibition explores the fascinating story of the Chinese labourers who contributed to the construction of the Canadian Pacific Railway between Port Moody and Craigellachie. This presentation of their travel to British Columbia, their living and working conditions

and the contribution they made to the construction of the railway has been visited by thousands in British Columbia over the last two and a half years.

### **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.

### **YOUR HISTORICAL ASSOCIATION OR GROUP HERE**

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

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

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

### **SOUTH OF THE BORDER**

Randy Allard submitted this incredible perfect timing catch. Amtrak 304 departs St. Louis for Chicago just as arriving Amtrak 303 completes the first leg of wying their train - preparing to back into St. Louis' station on March 27, 2011. While Amtrak trains wye here daily and also go over the bridge, catching two in the same frame is nearly impossible.

<http://www.canadianrailwayobservations.com/2011/may11/overunderrandyallard.htm>

Kevin Burkholder captured this amazing railfan moment on April 8<sup>th</sup> as a New England Central passenger extra was deadheading Green Mountain Railroad passenger equipment (with two spacer boxcars) from Montpelier Jct., VT to North Walpole, NH, and back to the GMRC. Earlier in the week the train carried guests for a special on board legislative dinner. NECR GP38 3855 is passing the WRJ-based 600 local with FEC GP40-3 437 and NECR GP38 3851 in the siding at White River Junction, VT.

<http://www.railpictures.net/viewphoto.php?id=360163>

After many months of extensive testing, Metrolink's new Hyundai Rotem cab cars can now be seen leading trains around Southern California. March 5<sup>th</sup> new contributor Kevin Bleich shot cab car #642 leading train 367 to Los Angeles, with new Rotem passenger car #211 behind the engine. The cars feature Crash Energy Management (CEM) technology, which absorbs the energy of a crash, greatly decreasing the number of passenger injuries in the event of a collision. Metrolink is the first railroad to purchase these cars, part of their goal to become the safest commuter railroad in the country. By the end of 2012, Metrolink plans to have 137 of these cars, which will replace most, if not all, of their current Bombardier fleet.

<http://www.canadianrailwayobservations.com/2011/may11/metrokevinbleich.htm>

William Beecher Jr. submitted the following shots of WSOR T-27, an extra Windmill train, the first of an estimated 16 unit trains of Vestax parts enters the western Milwaukee suburb of Waukesha, and enters the CN subdivision of the same name, with 64 cars of propellers. Trainmaster Dennis Prescott is on the scene watching potential close clearances.. Further up the CN Waukesha sub T27 splits the Searchlights at the north end of Rugby Jct siding.

<http://www.canadianrailwayobservations.com/2011/may11/wsorwb.htm>

William also caught Piedmont & Northern's new ex-Conrail GP15 PNRW 1451 at BRC's Clearing Yard April 23<sup>rd</sup> being delivered by CSX.

<http://www.canadianrailwayobservations.com/2011/may11/piedmontwb.htm>

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

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

Warren Calloway took this great shot of BNSF 8270 at Williams Junction, Arizona in April 1996. This location is where the BNSF Phoenix line splits off the BNSF main line east of Williams, AZ.

<http://www.canadianrailwayobservations.com/2011/may11/bnsf8270wc.htm>

Warren also submitted this superb photo he took at Crozier, AZ on September 17, 1995. Running elephant-style, ATSF warbonnet GE's 505 and 532 with GP60M 126 speed an intermodal train under the hot sun. <http://www.canadianrailwayobservations.com/2011/may11/atsfwc.htm>

MJRX and IANR are working with Mid-American Car in Kansas City to prepare Rock Island E6A 630 and E8A 652 for movement to IANR's Waterloo shop for evaluation. They will be evaluated for three levels of rehabilitation; 1) cosmetic display, 2) operating condition as original and 3) operating condition as a modern locomotive. Mike Pennington's great photo shows E6A 630 "The Rocket" in Baldwin City, KS in Nov 2010, and Jack Smith clicked E8A 652 in Silvis in 1984.

<http://www.canadianrailwayobservations.com/2011/may11/rockisland630.htm>

<http://www.canadianrailwayobservations.com/2011/may11/independence.htm>

On April 17<sup>th</sup> a BNSF conductor and an engineer were killed in a rear-end train collision at McPherson, Iowa. McPherson is 35 miles southeast of Council Bluffs and is part of BNSF's Creston subdivision, which has centralized traffic control. According to the FRA, were conductor Patricia Hyatt and engineer Tom Anderson, both age 48. Hyatt, a resident of Creston, Iowa, hired on with BNSF in March 2005 were killed in the accident. A BNSF spokesperson was quoted in news reports that an eastbound freight train pulling 130 loaded coal hoppers collided with the rear of a second BNSF train pulling 34 cars of railroad maintenance equipment. The accident occurred around 7 a.m, Central Daylight Time. 10 of the cars in the lead train, two locomotives of the three-locomotive coal train and the two locomotives of the maintenance train derailed. The lead locomotive of the coal train was engulfed in fire, and spread to one of the coal cars. There were no injuries of the two-person crew of the maintenance train. The tracks on which the accident occurred are used by Amtrak's California Zephyr and by 40 freight trains daily. The FRA and National Transportation Safety Board are investigating the accident.

<http://www.canadianrailwayobservations.com/2011/may11/bnsfwreck.htm>

ON THE ROAD

LETTERS:



Will

Re- the photos of the AMTRAK Heritage painted locomotive in your April Issue ... I caught it three times all going over water. Here's the second day headed up to your way to Montreal.

Take Care,

Dean J. Splittgerber

Manager -Spitzie's Motorcycle Center, NY.

<http://www.canadianrailwayobservations.com/2011/may11/amtdeansplittgerber.htm>

Will,

In the April 2011 CRO (CN Vignettes), Jason Noe mentioned that the pix of CN class 6000 rebuilt in MTL were taken by his friend J.P. Rheume now deceased.. Let me correct, the pictures were taken by Claude Lavoie a friend of mine that has past away. But I am still alive!

Keep up the good work, I enjoy every issue of CRO!

Regards,

J.P. Rhéaume

Quebec.

*Glad to hear it! – Ed.*

Good day Bill,

Just a quick word as I had the chance to ride on new QGRY QG SD40-3 3326 this weekend (April 9<sup>th</sup>). I can confirm that this is ex CN 5156 (Number was still showing thru the paint inside the front wall above right hand window following the first ALSTOM rebuild), Interestingly they were rebuilt again at the NRE shop as stated in the Mar CRO but the rebuilt sticker riveted on the control stand still shows VMW, with those letters in blue and red along with dates etc. Very smooth running for a 35yrs plus old locomotive!

Charles Gendron

Orleans, QC

*NRE-Paducah, KY likely are simply using up their old VMV-Paducah, KY labels still in stock ...*

*Merci Charles! -Ed*

Railway Police images: (From Timothy Organ, with thanks)

<http://rrpicturearchives.net/showPicture.aspx?id=1965781>

<http://rrpicturearchives.net/showPicture.aspx?id=1824684>

<http://rrpicturearchives.net/showPicture.aspx?id=1864772>

<http://rrpicturearchives.net/showPicture.aspx?id=2104107>

<http://rrpicturearchives.net/showPicture.aspx?id=2051668>

<http://rrpicturearchives.net/showPicture.aspx?id=1606991>

<http://rrpicturearchives.net/showPicture.aspx?id=680524>

<http://rrpicturearchives.net/showPicture.aspx?id=222835>



<http://rrpicturearchives.net/showPicture.aspx?id=176991>

<http://rrpicturearchives.net/showPicture.aspx?id=48531>

**From the Editor:**

Hi all,

Derek Henderson submitted this website link providing some of the links to several live railroad radio feeds. (Categorized by Time Zone) <http://www.railroadradio.net/>

Ken Lanovich was at the Woodcrest Shop April 14<sup>th</sup> and he over heard the Woodcrest shop foreman alerting the hostler to watch out for people crawling around the units for sale. Laughing, the CN hostler replied, "Buy one, get three free!"

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](mailto: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:

Randy Allard, Joshua Anderchek, Dean Askin, Guy-Pascal Arcouette, Bernard Babin, William Beecher Jr., Michael Berry, Kevin Bleich, Dan Braun, David Brook, J-P Cadieux, Marc Caya, Warren Calloway, CN Sparky, Guilio Capuano, Andy Cassidy, Bruce Chapman, Anthony Clark, Ron Clerk, Bill Cresswell, Patrick De Larue, Daniel Dell'Unto, Heather Fear, Joe Ferguson, Pierre Fournier, Ken Goslett, Sean Graham-White, Tim Hayman, Bob Heathorn, Charles Heraver, Mike Hunt, David R Howard, Charles Jeffrey, Frank Jolin, Jeff Keddy, Gary Knapp, James Lalande, Matt Lalande, Ken Lanovich, Doug Leffler, Wendel Lemon, Jacques Leroux, Roman Litarchuk, Ken McCutcheon, Chris McMahon, Don McQueen (Froth), John Mech, Bruce Mercer, Aivo Merimets, Jeremy Mobile (WCRA), Jody Moore (Green Locomotive News), Terry Muirhead, Peter Murphy (CRHA), Jason Noe (Railpace), Henry Nye, David Othen, Pierre Ozorak, Mark Perry, Donna Peters, Walter Pfefferle, John Read "GR17F", John Reay, Earl Roberts (Branchline), George Redmond, Vernon Richardson, Bill Sanderson, Pat Scrimgeour, Wayne D. Shaw, Greg Shevchenko, Avrom Shtern, Wilco van Schoonhoven, Cor van Steenis, André St-Amant, Aleks Stefanovic, Jean-François Turcotte, Ron Visockis, Ed Weisensel, Geoff Williams, Chris Wilson, Dave Woodall, the Bridge Line Historical Society, Progressive Railroading, and the Canadian Tracksides Guide. Merci a Mike, James, John, Michel, Tony, Denis, Mohammed et tous mes amis a la St-Luc Diesel Shop.

GOT AN OBSERVATION?

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