

CANADIAN RAILWAY OBSERVATIONS

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www.canadianrailwayobservations.com

Eagle eyed CRO readers may have noticed we have a new addition to CRO. At the bottom right hand side margin of our CRO Home Page, is our new advertising service that promotes companies offering products and services pertaining to railways and of course railfans. It continually changes, and we encourage our readers to scan through the advertising list from time to time, as many of the offers are designed to be of interest to our subscribers. If you wish to advertise in CRO, you may contact us as well.

The HO Scale CANADA CENTRAL RAILWAY and Montreal Railway Modellers Association (L'Association des Modélistes Ferroviaires de Montréal) is holding their Bi-Annual OPEN HOUSE on February 27th and 28th http://www.canadacentral.org/Portes_Ouvertes_FR.htm

CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last retirement was November 27th)

BCOL B39-8E 3911, on December 6th, 2009.

CN Locomotives Sold:

In mid-January 2010 ASDX purchased CN GP9RM 7001 for scrap in Georgiana, Alabama.

Contrary to our last issue, in early January, ASDX GP9R 4634 (ex-GTW) moved from Homewood Ill., to the Grafton and Upton RR, in North Grafton, Mass (via CN, NECR and CSXT). It did not go to Georgiana, Alabama for scrapping, as reported. The Grafton and Upton RR is about seven miles long, and handles bulk unloading of freight cars. On January 8th Alan Irwin snapped the locomotive surrounded by NECR power at St. Albans, Vermont and John Jauchler clicked the unit in West Springfield, Mass nearing its destination.

<http://www.canadianrailwayobservations.com/2010/02/asdx.jpg>
<http://www.railpictures.net/viewphoto.php?id=311611&nseq=78>

Ex-GTW) ASDX GP9 4624 arriving on the Grafton and Upton R.R.

<http://www.railpictures.net/viewphoto.php?id=312077&nseq=44>

On January 1st, Walter Pfefferle caught CN 148 on the Dundas Sub at Ingersoll Ontario, hauling the same ASDX geep between VIA trains 72 & 73 while still enroute.

<http://teltech.50webs.com/viacn010110.htm>

The following are other units sold to ASDX, and in January were moving to Georgiana, Alabama for scrapping: NBEC RS19u's 1815, 1824, 1846 and BCOL D36-7 3604.

<http://nsfantodd.rpicturearchives.net/showPicture.aspx?id=1913181>
<http://nsfantodd.rpicturearchives.net/showPicture.aspx?id=1913178>
<http://nsfantodd.rpicturearchives.net/showPicture.aspx?id=1913176>
<http://nsfantodd.rpicturearchives.net/showPicture.aspx?id=1913183>

On January 23rd, Colin Tytler caught train #304 at Mile 138.8 Bala Sub (Parry Sound, ON) with CN SD70M-2 CN 8884 Northbound and brand new power delivered last night from London. I would later catch CN 8882/8881 on train 105. Two years ago Colin caught brand new CN 2299/2298 on their first runs from Toronto at this spot, (ID 227594).

<http://www.railpictures.net/viewphoto.php?id=311766&nseq=0>

On January 10th Ian Deck caught brand new CN SD70M-2 8879 in London, ON. This order has the isolated cab (as did the previous batch 8850-8874). In theory, they should run quieter than the original 75 units (8000-8024 and 8800-8849). The isolated cabs have provided excellent results with the SD70I and SD75I (5600-5800), but as the SD70M-2's are so much louder than the original SD70, the isolated cabs are a necessity.

<http://s9.photobucket.com/albums/a68/viaTelus6429/London%20January%202011/?action=view¤t=cn8879.jpg>

On January 22nd The GEXR placed CN SD70M-2's 8880, 8881, 8882, and 8884 in the CN yard in London. 8883 was delivered earlier and departed Toronto for Winnipeg with 8879 on January 21st. As well on the 23rd, 8881 and 8882 also departed Toronto for the west. CN 8886 and 8887 were being tested outside the plant on test track and visible behind plant was 8888, which will surely become a railfan favourite. The first group moved Toronto on CN # 105 and then the others on CN #434. View of the latest order being delivered at London East submitted by Dave Broughton.

<http://www.rrpicturearchives.net/showPicture.aspx?id=1916128>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1916129>

In Mid-January, Michael Da Costa caught brand new QNS&L SD70ACe's (501, 502 and 503) rolling on the CN's Kingston Sub at Mile 303.74. The EMCC-built locomotives were being expedited east on CN train 308 behind a pair of CN ES44DC's and were traveling under AARX reporting marks.

<http://www.railpictures.net/viewphoto.php?id=309892>

NBEC RS18u 1845, which was the last working MLW on CN's roster, is about to be retired. It had been working at the Campbellton shop and used there as the shop switcher, and has now been replaced by a track mobile at Campbellton, NB to replace it. Not all the shop crew are pleased about this. It is expected to be heading west during February and join RS18u 1856 stored at Mont-Joli. They are expected to be retired, and moved to Woodcrest and sold.

On January 5th two CN employees suffered minor injuries after a mudslide knocked a CN unit and derailed five hopper cars carrying copper concentrate. The accident occurred 200-kilometres northeast of Vancouver. CN spokeswoman Kelli Svendsen said the Canadian Pacific freight train was travelling westbound with a CN crew on CN tracks at about 3 a.m. PT. The train was about 12 kilometres west of Boston Bar in the Fraser Canyon when it jumped the tracks, trapping the two CN workers in the cab of the locomotive. "They were in the locomotive for a short period of time," said Svendsen, noting the men were rescued quickly and were conscious and responsive on the way to hospital. The mudslide was likely the result of the heavy rains that hit the B.C. coast in early January. Although injuries that included a broken thumb and numerous cuts, and were reported as minor by the press, it was a harrowing experience for the crew as the locomotive that they operated came to rest on its side only feet away from the canyons edge and a 80 to 100 foot drop into the Fraser River. During the two hours that it took for crews to arrive on scene the crew endured their injuries, heavy rain, and the concern of the diesel fuel that was now spilling from the locomotive. Once rescue crews arrived, machinery was used to get to the train crew and lift the door on the nose of the engine to remove the crew, using a stretcher for the locomotive engineer who was knocked out during the incident. A total of about three hours lapsed from the time of the derailment to the removal of the crew by ambulance using an access point some four miles away, a location called Chapman's at the old Alexandria Lodge.

GM or GE? ... Pick your nose preference! Ron Visockis caught this line-up with CN SD70M-2 8810 and (DPU) ES44DC 2275 side-by-side. <http://www.canadianrailwayobservations.com/2010/02/blvb.htm>

Of On January 7th, Ron clicked CN ES44DC 2700, C44-9W 2513, GP38-2 4700 and GP9RM 4141 W/B in Belleville, ON. VIA P42DC 920 passing CN SD70i 5612, and VIA F40PH-2 6432 with Train #57.

<http://www.canadianrailwayobservations.com/2010/02/blva1.jpg>

<http://www.canadianrailwayobservations.com/2010/02/blva2.jpg>

<http://www.canadianrailwayobservations.com/2010/02/blv.jpg>

Montreal's Victoria Bridge 150th anniversary: The bridge was constructed in 1859 and was first named the Jubilee Bridge in honour of Queen Victoria, but later became known as the Victoria Bridge (*Pont Victoria* in French). The bridge remains today for both road and rail traffic by the Canadian National Railway, NECR, VIA, Amtrak, and AMT Prior to the building of the bridge, it was impossible to cross the St. Lawrence except during certain winter months when the river would freeze up, or by boat. The bridge was built between 1854 and 1859 and was inaugurated by the Prince of Wales in 1860. The building of the bridge is directly tied in with the Grand Trunk Railway that was incorporated in 1852, and was the railways mainline through Ontario, Quebec and New England. The Grand Trunk Railway was a British company formed with the support of the Canadian government to connect the Great Lakes with the Atlantic Ocean and achieved the great engineering feat of building the very first railway bridge, over the St. Lawrence River. James Hodges (1814-1879), was the chief engineer for the construction. Due to the fact that the port of Montréal was closed during the winter season, the Grand Trunk Railway wanted to have access to The Atlantic Ocean in Maine. The bridge, approximately 5 km (or 3 miles) long, includes 24 ice-breaking piers. The original deck was a long structural metal tube made of prefabricated sections from England and designed by Robert Stephenson, son of the builder of the famed "Rocket". This landmark was completed in the year 1859, and during its peak construction years six steamboats, 72 barges, 3040 men (of which there were several children between the ages of 8-12), 144 horses, and four locomotive engines were required to erect the bridge at a cost of \$6,600,000. Queen Victoria had been invited to attend the opening of the bridge, however, she declined the invitation and instead sent her eldest son Albert Edward, Prince of Wales and heir to her throne. This was the first visit of a royal prince to Canada. In 1897-1898 the metal tube from 1860 was replaced by stronger metal trusses. To minimize traffic disruptions, the trusses were assembled around the tube, while the tube continued to carry train traffic. The tube was then demolished. The stone piers from 1860, slightly altered in 1897, still testify to the excellent original engineering. This National Film Board short film features artwork photos and music written specifically for its inauguration!

http://www.nfb.ca/film/victoria_bridge_the_8th_wonder/

Marc Caya photo showing the add-on "by-pass" loop.

<http://www.railpictures.net/viewphoto.php?id=281696&nseq=986>

On January 13th, one of CN's earlier SD70M-2's (8016) leads train 435 out of Oakville Yard after dropping half it's train there. The photographer W.D. Shaw is of the opinion that these high-headlight units look plain, if not downright ugly compared to the later, low-light versions. I would agree the nose headlight version does look much better.

<http://www.railpictures.net/viewphoto.php?id=310657>

On January 1st Jason Jongen caught train #301 coming into Washago, Ontario with two brand new SD70M-2's, and one DPU on the tail end. <http://www.canadianrailwayobservations.com/2010/02/dpu.htm>

On January 26th Guy-Pascal Arcouette clicked A CN "rail train" eastbound in Montreal passing through St-Henri, Quebec. <http://www.canadianrailwayobservations.com/2010/02/ra.htm>

Ron Visockis caught CN C44-9W 2691, 2707 and BCOL Dash 8-40CM 4606 on a w/b at Belleville Station on December 29th.

<http://www.canadianrailwayobservations.com/2010/02/ro36.htm>

CN train L546 was seen heading east back to Oshawa with GP9RM locomotives numbers 7076 and 7069 running nose to nose at Whitby, Ontario. (Thomas Blampied)

<http://thomasblampied.fotopic.net/p62848070.html>

TV News video of the CP grain train derailment in Dryden, Ontario in January.

<http://ckdr.net/news/index.php#20524>

Patrick DeLarue sent us this shot of one of the distributed braking car's rebuilt by CADRAIL in 2007-2009. They are basically an air repeater car with SBU equipment ("FRED") built in. Its main function is to maintain the air pressure in the air lines from the tail end of a train. This is how CN keep those 10,000 foot trains operating in sub zero weather.

<http://www.canadianrailwayobservations.com/2010/02/15207.jpg>

Thomas Blampied clicked CN ES44DC 2251 and BC Rail C44-9W 4652 heading a long intermodal through Whitby, Ontario on January 19th. <http://thomasblampied.fotopic.net/p63003741.html>

Showing three different shades of CN red, a faded long hood "noodle", and rust and oily dirt everywhere, Dan Dell'Unto has jokingly tagged this sorry looking active GP38-2 "The Empress Of MacMillan!" A few years back a CP diesel mechanic once told me, "Sometimes, the worst looking unit are the most reliable working locomotives in their yard fleet!"

<http://www.canadianrailwayobservations.com/2010/02/7500.jpg>

CN Pelton interlocking tower in Windsor, Ontario. (Froth)

<http://www.internationalmetropolis.com/?p=781>

CN train A417 is seen at Solomon, Alberta on January 8th, in these two scenic shots by Trevor Sokolan. The train consist is SD70M-2 8878, IC SD70 1038, and CN GP38-2W 4766, and prior to that he caught VIA Train #1 "The Canadian" westbound.

<http://www.canadianrailwayobservations.com/2010/02/shot1.jpg>

<http://www.canadianrailwayobservations.com/2010/02/shot2.jpg>

With many of the Prairie branch lines now abandoned, and with only a handful of wooden grain elevators still being served by the railways in Alberta, Cor van Steenis photos provide a glimpse of the past. Acting like a local wayfreight, the big road units from CN train A442 are picking up loaded grain cars from the siding at Bashaw, Alberta, on December 28th.

<http://www.canadianrailwayobservations.com/2010/02/pr1.jpg>

<http://www.canadianrailwayobservations.com/2010/02/pr2.jpg>

Over 50 years old, CN GMD1m 1423 is still in active service today. Most recently as a switcher at CN's Sarcee Yard in Calgary, AB. It had been in Edmonton for servicing, and is seen here returning on Train A442 South to Calgary. On December 28th, Cor caught the unit on the CN Camrose Subdivision (Mile 84.3) at Bashaw, AB. It was CNR's first GMD1, built at GMDD London in 1958 as CNR #1000, and had A-1-A trucks. In 1989 it was rebuilt into a GMD1M (Class GR-412a) with B-B trucks from a retired GP9, and renumbered CN 1423.

<http://www.canadianrailwayobservations.com/2010/02/1423.jpg>

During Mark Forseille's day trip watching CN (and CP) up the Fraser Canyon back on September 11th 2009 he clicked CP ES44AC "Olympic" 8859 and 9834 beginning to move their train east at North Bend, BC. Mark also caught Rocky Mountaineer GP40-2W 8013 and GP40-2 8016 heading over the CN Thompson River Bridge at Lytton, BC.

<http://www.canadianrailwayobservations.com/2010/02/rmr.htm>

CN Vignettes:

The CNR Point St-Charles Shops and yards circa 1960's The shops are to the left became AMF, then Alstom, and are now AMP-Canada. It looks like Budd cars outside. The large yard is now VIA Montreal Maintenance Centre all pre-Expo '67 and Bonaventure Expressway! At the bottom of the photo is the approach to Victoria Bridge with the CN electrics overhead Catenary visible and a diesel hauled train is heading south over the bridge in the photo

<http://www.canadianrailwayobservations.com/2010/02/img196xRailYardBeforeBonaventure.jpg>

John Vincent sent us these Vignettes: A steam excursion with CNR 6218 on the Beach Sub, Hamilton, Ontario on September 26th, 1967, and the CN Turbo train on the mainline and CN GP9 4601 switching at Port Hope, Ontario on April 15th, 1968.

<http://www.canadianrailwayobservations.com/2010/02/j1.jpg>

<http://www.canadianrailwayobservations.com/2010/02/j2.jpg>

Toronto "Spadina Memories": CN Tempo Train RS18's 3153 and 3150, CN GP38-2 5535, CN GP40 4017, a CN SGU, CN SW1200RS 7027, brand new GO GP40TC's 9801, 9803, GP40-2W 9811, and a CNR RDC4 all pose at Toronto's Spadina Yard in April 1975. As well retired Buffalo Creek (BCR) Alco switcher #47 is seen at MacMillan Yard in April 1975. (Stan Svihla photos from Jim Parker Collection). (Huge page, might take few seconds to load)

<http://www.canadianrailwayobservations.com/2010/02/stan.htm>

Thirty years ago, in 1980, the Province of Alberta celebrated its 75th anniversary as a Province. That year, CNR donated CNR 4-8-2 Mountain #6060 to the Province as an anniversary gift. To celebrate the event, 'Bullet Nosed Betty' made three excursion runs, with Harry Home of Jasper as the engineer: from Edmonton to Camrose on 23 August, Edmonton to Whitecourt on 24 August and Edmonton to Calgary on 30 August. CNR #6060 was accompanied by CNR GMD-1 # 1007, 10 CP Rail eastern commuter cars, CNR Rule Instruction Car #15029, CNR Combination Car #7379 (nee-Canadian Northern #6755), and CPR Sleeper 'Redvers'. Cor van Steenis terrific photos show #6060 hauling her passenger consist at Edmonton's Downtown Station, and on the Camrose run.

<http://www.canadianrailwayobservations.com/docs/1980-Jubilee-Express.pdf>

Phil Mason took these terrific shots of F-units and wooden trestles in 1983 and kindly provided this background: Kitimat, BC was a new town built in the 1950's to house an Alcan aluminum smelter, and as part of a giant hydro electric project called Kamano which diverted much of the flow of the Nechako River. I believe the river diversion is visible on the hillside in the background in my image of the train crossing the Skeena River on arrival at Terrace. CN built the Kitimat Sub. at that time and rather than spend a lot of money draining the landscape, CN built wooden trestles on the line. Because the whole BC North line was light axle loading at the time, using lightweight GP's and rebuilt F's, building a lightweight branch made sense. The trestles were rebuilt in 1997 to handle heavier power. Sadly, there was a partial collapse during reconstruction of the Thunderbird trestle (which I think is the big one illustrated), which took the life of a crane operator. CN was eventually found to be at fault by the BC Workers Compensation Board. Both Terrace and Kitimat had "modern" CN stations complete with art deco lettering in aluminum and a pre-noodle stylized CN emblem. The Kitimat station was boarded up when these images were taken in 1983. I don't think there was ever passenger train service on the line. Eurocan Pulp & Paper announced in October 2009 that they will close their Kitimat BC pulp mill forever, resulting in a loss of 535 jobs. The orange chip cars visible in some of my images are Eurocan cars. This will also adversely affect the CN Kitimat Sub, which runs from Terrace on the CN BC North Line to Kitimat on a Pacific Ocean inlet (37 miles). At the time these images were taken, CN was running two road switcher assignments daily between Terrace and Kitimat. The traffic in the images seems to be mostly pulp mill related. These pictures from 1983 were the result of an impromptu "spring break" caused by heavy run-off closing the CPR main for ten days in June 1983.

<http://www.canadianrailwayobservations.com/2010/02/83.htm>

In a perfectly lit shot, On December 13, 1982 Aleks Stefanovic caught the power for CN 560, RS18 3669, is backing down onto their train in the Brantford Yard

<http://www.railpictures.net/viewphoto.php?id=311096&nseq=1>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: (Last unit retired was August 4th, 2009)

The following nine units were retired in December 2009, with exact date to follow:

CP GP7u 1510

CP GP9u's 1577*, 1583, 1689

CP SD40-2's 5720, 5772, 5778, 6057, and 6059.

*It is interesting to note, CP 1577 is located at St-Luc Yard and the others are all at Alyth or Ogden in Alberta and CP 1689 is former TH&B GP9 #402. Mark Forseille took several snaps of the unit including the geep in storage at Port Coquitlam, BC last summer on July 4th, 2009.

<http://www.canadianrailwayobservations.com/2010/02/thbcp.htm>

CP Locomotives sold: NIL

CP OLYMPIC SPECIAL (Special Report by Cor van Steenis)

<http://www.canadianrailwayobservations.com/docs/2010-Olympic-Express.pdf>

With power units CPR 1401, 5648 and 6058 acting as yard switchers, Canadian Pacific marshalled an OLYMPIC PASSENGER SPECIAL on Monday afternoon, 25 January 25th, 2010 at Ogden Yard with three cars from the EMPRESS consists and all of the cars of the Royal Canadian Pacific plus an artistic container car. The train, 31B-26, left Ogden Yard in the dark early on the morning of 26 January for a run to Craigellachie on the Mountain Subdivision in British Columbia for an appearance at an Olympic Torch Relay event at that location on 27 January. After Craigellachie, the Olympic Special is headed for Vancouver for use as CP's 'corporate headquarters' during the 2010 Winter Olympics. The consist was:

- CP ES44AC # 8875, a CP unit with the Olympic Logo
- CPPU 630070, a container painted with an Olympic motif on CP flat car #507192
- CP 99 Display Car
- CP 100 Baggage-Observation Car
- CP 110 Crew Sleeper H.B. Bowen
- CP 95 Generator Car
- CP 73 Mount Royal
- CP 71 Killarney
- CP 84 Banffshire
- CP 79 N.R. Crump
- CP 82 Strathcona
- CP 77 Van Horne
- CP 78 Royal Wentworth
- CP 85 Craigellachie
- CP 74 Mount Stephen

Near Revelstoke, the three cars behind the container were removed due to mechanical problems; these cars continued the journey to Vancouver a day later on a freight train.

On January 29th, CP SD9043MAC 9139 was on CP train 453 from Winnipeg to Bredenbury yesterday. This is the first of these big units to return to service following many months in storage.

Cor van Steenis shot the CP 2010 Olympic Express at Morant's Curve in January 2010, but this could easily be the 1950's! <http://www.canadianrailwayobservations.com/2010/02/curve.jpg>

Canadian Pacific is now advertising The 'ROYAL PACIFIC EXPRESS' on its website, <http://www.royalcanadianpacific.com/schedule.html>. The train, hauled by CPR 4-6-4 Hudson # 2816, THE EMPRESS', is slated to run from Calgary to Vancouver between September 1-6, 2010, with the cars of the Royal Canadian Pacific. According to the Society of International Rail Travellers, the train will overnight in Lake Louise, Revelstoke and Kamloops. This is the first advertised run of the EMPRESS for 2010 but one has to assume that there will be at least a breakdown run before that time after a two year maintenance hiatus. The Society of International Railway Travellers <http://irtsociety.com/journeyDetail.php?id=10> is also showing two further runs with the EMPRESS: Sep 25-Oct 1, Calgary to Vancouver via Banff, and Oct 2-8, Vancouver to Calgary via Golden and the Crowsnest Pass. After a two year absence, rail aficionados will again be able to revel in the sight of 2816 as in this photo at Banff on the Empress's last run in September-October of 2008. <http://www.canadianrailwayobservations.com/2010/02/cprbanff.jpg>

In late-January, CP deadheaded seven KCS business cars to Vancouver, B.C. for the 2010 Olympics. Train 41B-20 began moving from Minnesota via Noyes, ND / Emerson, MB. The consist was: CP AC4400CW 8636, KCS 19 Baggage "Heavener", KCS 96 Power Car "St. Louis", KCS 1942 Diner "Lake Charles", KCS 1970 Sleeper "Baton Rouge", KCS 2007 Sleeper "Veracruz", KCS 2006 Sleeper "Lazaro Cardenas", KCS 1810 Sleeper "San Luis Potosi", and KCS 99 Observation "New Orleans". The train departed Alyth Yard in Calgary January 23rd with CP 8636 still on the point and finally arrived in Vancouver January 24th. Business cars from UP and from BNSF may also be arriving in Vancouver soon after press time. Ken Storey caught the CP-KCS train enroute to Vancouver and submitted the following great photographs: <http://www.canadianrailwayobservations.com/2010/02/kcs.htm>

As of February 1st, Not far from the KCS Cars, CP was completing a tented pavilion on the Vancouver waterfront, directly across the yard tracks from the CPR station. Also underway is construction of wooden walkways to its business cars, and between its business cars and those of KCS. The rolling stock includes, CP IMS flat with Olympic container, CP 95 Baggage/Generator H.B. Bowen, CP 100 Baggage, Mount Royal, Killarney, Banffshire, N.R. Crump, Strathcona and Van Horne. On the adjacent track, Royal Wentworth, Craigellachie, Mount Stephen, and CP 99 Baggage/Display. The rest of the yard has been completely cleared, with heavy security of the entire area.

NRE built 3GS21B gensets CP 2100 and 2101 were photographed by James Brown on train 436, on their way down from Sudbury, ON. The round trip steel train #436-20 had 2100-2101-5879-6040, and left Mactier at 8:30 January 20th. The pair were sent out for a long distance test, however on the #436's return to Toronto, CP 2101 failed (a Power Fault and can't load), and CP 2100 has skidded wheels. Since their return to Toronto Yard, they are both bad order and are inside the shop. Here's a shot of the train at the Mactier, ON during the crew change: <http://i78.photobucket.com/albums/j118/agentsk/4dd0972d.jpg>

On January 3rd, 2009, a broken rail at Massive on the Laggan Subdivision caused six CPR trains to wait for some time for repairs to be made; one train at Lake Louise, Alberta, two trains at Banff, two trains at Gap, and one at Exshaw. Cor van Steenis took a few shots of the waiting trains...six inches of fresh snow overnight at Lake Louise made for a great winter scene. <http://www.canadianrailwayobservations.com/2010/02/waiting.htm>

As reported in the December issue of CRO, Canadian Pacific Railway, in partnership with the Government of Canada, is testing six AC4400CW road freights with a Biodiesel Fuel Blend, a mix of diesel fuel and vegetable oils/animal fats. Two of these units, CP 9727 and 9731, have been painted with a "Powered by BIODIESEL BLEND" logo, and were shot by Cor van Steenis January 12th at the Alyth Diesel Shop in Calgary, after coming off a run from Edmonton. These two test units have been in operation since November 2009, and have to date been operated as a pair in captive service between Edmonton and Calgary.

<http://www.canadianrailwayobservations.com/2010/02/bio.htm>

<http://www.trucknews.com/video/transportationmatters90.asp> (TV News Video)

CP is constructing a new locomotive brake repair shop at Alyth, Calgary, AB. The intent is that all brake shoe replacements will be undertaken in this one-bay shop rather than using the main diesel shop for minor maintenance. The new shop is adjacent to the 'Brownhouse' (booking-in office) east of the main diesel shops and is seen here on Jan 12th.

<http://www.canadianrailwayobservations.com/2010/02/br1.jpg>

<http://www.canadianrailwayobservations.com/2010/02/br2.jpg>

The warm weather out west may be unfortunate for the 2010 Olympics, but its good for railfans. John Leeming submitted these birds eye views from January 24th at Dodge, BC (Mile 22 Thompson Sub), where he caught Train 663-007 (glycol loads) with CP 8735-9503 and remote 9700 for power.

<http://www.canadianrailwayobservations.com/2010/02/8735.htm>

CITX SD40-2's 2792, 2794, 3035, and 3067, which last month were moved from storage at St-Luc Yard to Toronto Yard, are being prepared for return to service. (Photos of these are in last months issue). Nine other CITX SD40-2's still in Coquitlam, BC, have not yet been returned to service, and CITX 3078 is still stored in Thunder Bay, ON. As of January 7th the only SD40-2's that have returned to service is CITX 2794 and 3097, which were reactivated in Toronto Yard during late December and in early January, and CITX 2783 and 3100 were returned to service in Montreal. As well, CITX 3091 (Nee-CP 5552) was returned to service in Coquitlam, in Mid January. Mark Forseille clicked four CEFX SD40-2 lease units (3162, 3163, 3175, and 3183) that have been added to the long line currently stored at Port Coquitlam, BC. Mark also caught the "Re-Activated" CITX 2783 and 3100 as well as stored CITX 2797, 2799, 2783, 2790, 2804, 3008, 3090, 3091, 3093, and 3157. (Huge page, might take few seconds to load) <http://www.canadianrailwayobservations.com/2010/02/react.htm>

Complete list of CITX units leased to (or stored) on CP

CITX 2783 Arr. Toronto Yard,ON January 12 at 05:46am
CITX 2785 No Events Within Last 180 Days
CITX 2792 Arr. Toronto Yard,ON December 26 at 19:25pm
CITX 2794 Arr. Toronto Yard,ON January 16 at 20:17pm
CITX 2796 No Events Within Last 180 Days
CITX 2799 Arr. Coquitlam,BC October 26 at 23:45pm
CITX 2804 Arr. Coquitlam,BC October 27 at 12:23pm
CITX 3008 Arr. Coquitlam,BC October 26 at 12:25pm
CITX 3026 Arr. Coquitlam,BC October 26 at 18:05pm
CITX 3035 Arr. Toronto Yard,ON December 26 at 19:25pm
CITX 3036 No Events Within Last 180 Days
CITX 3054 No Events Within Last 180 Days
CITX 3056 No Events Within Last 180 Days
CITX 3060 No Events Within Last 180 Days
CITX 3061 No Events Within Last 180 Days
CITX 3062 No Events Within Last 180 Days
CITX 3065 No Events Within Last 180 Days
CITX 3066 No Events Within Last 180 Days
CITX 3075 No Events Within Last 180 Days
CITX 3077 No Events Within Last 180 Days
CITX 3079 No Events Within Last 180 Days
CITX 3080 No Events Within Last 180 Days

CITX 3082 No Events Within Last 180 Days
CITX 3086 No Events Within Last 180 Days
CITX 3088 No Events Within Last 180 Days
CITX 3090 Arr. Coquitlam,BC October 26 at 12:25pm
CITX 3091 Arr. Coquitlam,BC October 26 at 23:45pm
CITX 3093 No Events Within Last 180 Days
CITX 3098 Arr. Coquitlam,BC January 16 at 12:25pm
CITX 3100 Dep. New Lisbon,Wi January 19 at 06:38am
CITX 3102 Arr. Coquitlam,BC January 16 at 12:25pm
CITX 3110 No Events Within Last 180 Days
CITX 3170 No Events Within Last 180 Days
CITX 3177 No Events Within Last 180 Days
CEFX 2786 No Events Within Last 180 Days
CEFX 2791 No Events Within Last 180 Days
CEFX 2802 Arr. Coquitlam,BC November 5 at 14:26pm
CEFX 2803 No Events Within Last 180 Days
CEFX 3105 No Events Within Last 180 Days
CEFX 3106 No Events Within Last 180 Days
CEFX 3109 No Events Within Last 180 Days
CEFX 3112 Arr. Point St-Charles,Qc July 30 at 16:23pm Delivery SHOP CN
CEFX 3117 Arr. Point St-Charles,Qc July 30 at 16:23pm Delivery SHOP CN
CEFX 3120 No Events Within Last 180 Days
CEFX 3127 No Events Within Last 180 Days
CEFX 3128 No Events Within Last 180 Days
CEFX 3133 No Events Within Last 180 Days
CEFX 3137 No Events Within Last 180 Days
CEFX 3139 BIRMINGHAM AL 12 29 1935 E Bad Order L 000 NS
CEFX 3143 No Events Within Last 180 Days
CEFX 3145 No Events Within Last 180 Days
CEFX 3148 No Events Within Last 180 Days
CEFX 3149 No Events Within Last 180 Days
CEFX 3151 No Events Within Last 180 Days
CEFX 3155 Arr. Coquitlam,BC October 23 at 02:26am
CEFX 3160 No Events Within Last 180 Days
CEFX 3163 Arr. Coquitlam,BC November 5 at 14:26pm
CEFX 3164 Arr. Coquitlam,BC January 15 at 12:30pm
CEFX 3166 Arr. Coquitlam,BC November 5 at 14:26pm
CEFX 3168 No Events Within Last 180 Days
CEFX 3172 Arr. Coquitlam,BC October 25 at 18:05pm
CEFX 3173 Arr. Coquitlam,BC January 15 at 12:30pm
CEFX 3175 Arr. Coquitlam,BC October 27 at 12:23pm
CEFX 3181 No Events Within Last 180 Days
CEFX 3182 Arr. Coquitlam,BC October 27 at 12:23pm
CEFX 3183 Arr. Coquitlam,BC October 26 at 12:25pm
CEFX 3184 Arr. Coquitlam,BC January 15 at 12:30pm
CEFX 3188 No Events Within Last 180 Days

With the filming now completed, the four CP Movie Stars; 9782, 9751, 9777, and 9758 used in the movie "Unstoppable", have moved from the set location. On January 5th, John Scott caught the quartet after arrival in Louisville (via NS), and are seen here at the Paducah & Louisville Yard. The units will soon continue south over the PAL to Paducah where they will be delivered to VMV. Notice the varying "Allegheny West Virginia Railroad" paint schemes. The first and third units wear a red scheme and both have the movie number "777", while the second and fourth wear black and red and are numbered "767". It is unlikely they will remain in this scheme very long. (John L. Scott allowed us to post these).

<http://www.railpictures.net/viewphoto.php?id=309660&nseq=2>
<http://www.railpictures.net/viewphoto.php?id=309659&nseq=3>

On December 31st, CP SW1200RS 1251 was leading a switcher job to the COOP facility, and was involved in a grade crossing accident at Mile 1.8 Lanigan Sub. The driver was charged with driving

with undue care and attention. CP 1251 is badly banged-up on the front step and pilot, with some handrail damage. In early January it was moved to Moose Jaw, SK for evaluation.

Ron Ellison submitted this terrific CP GE Youtube video. Enjoy the Alco-like Plume folks!
<http://www.youtube.com/watch?v=Zd-NoXoi3yM>

Under a nice blue sky on December 29th, Ron Visockis clicked CP SD40-2F 9019 and SD40-2 5879 leading the ExpressWay train through Belleville, ON.

<http://www.canadianrailwayobservations.com/2010/02/ro1.jpg>
<http://www.canadianrailwayobservations.com/2010/02/ro2.jpg>

After departing Trois-Rivières, QC, Frank Jolin caught another west bound Windmill Train on December 31st at Louiseville with Red Barn 9024 up front!

<http://franksrailroadphotography.fotopic.net/p62733054.html>
<http://www.railpictures.net/viewphoto.php?id=308874>
<http://www.railpictures.net/viewphoto.php?id=308875>

The same day a few hours later John Soehner caught the W-9 Dimensional train #785 with the windmill towers passing over Mud Lake Trestle Bolingbroke, ON., as well as two other CP trains.

<http://www.canadianrailwayobservations.com/2010/02/js.htm>

Bob Heathorn clicked these shots of CP #235 departing westbound at Smiths Falls, ON at 15:00 with more windmill tower components, with W6 (or W7) clearance restrictions. Note QGRY 3105 also along for the ride! <http://www.canadianrailwayobservations.com/2010/02/tower.htm>

Big Power-Big Train: Bob Heathorn caught CP priority intermodal train #115 at Smiths Falls, Ontario filled out with grain empties on the head end behind four GE's!

<http://www.canadianrailwayobservations.com/2010/02/grain.jpg>

CP AC4400CW's 9815 and 9824 which in December were assigned to the 2009 CP Holiday Trains, arrived together in Montreal St-Luc Yard on January 2nd, 2010 at 03:09AM.

Last year, Mark Forseille clicked CP GP38AC's 3002 and 3005 in Coquitlam, BC. Currently, CP 3005 is still sporting its E&N green livery with patched CP lettering.

<http://www.canadianrailwayobservations.com/2010/02/3002.jpg>
<http://www.canadianrailwayobservations.com/2010/02/3005.jpg>

CP Brooks Subdivision report - Part 3:

<http://www.canadianrailwayobservations.com/docs/CPR-BROOKS-PART3.pdf>

Craig Konopski's CP/CN Lakehead Report:

It's been a very long time since I've been out to do an all-day railfanning session either locally or abroad and with some free time, mild weather, and decent traffic I decided it was time to head out trackside. Seemed like all the trains we caught in the morning had some sort of problems or were delayed in some way. Both 110-17 and 112-17 were TCS crews (deadheads on the 12 hour clock turning back from Schreiber) and both suffered major delays in Thunder Bay and had to get re-crewed down the line around Dublin/Gravel. 112-17 was originally robotized with 8790 front / 8882* rear* but had some sort of computer problems, had to get de-robotized ("conventionalized") and with a new lead unit (less the tail-end remote) and spent at least 3 hours in town.

Sadly, it should be noted there was a fatality involving a private contractor operating a crane near Pays Plat (about 20 miles west of Schreiber) on the Nipigon Sub the day previous. My understanding is he was part of the gang involved with the work block and "tunnel scaling" (enlargement) around the Cavers area. May God bless his soul.

CP is currently handling several large dimensional loads of windmill parts/components from Trois Rivieres, PQ to points in Iowa/Minnesota via Toronto - Thunder Bay - Winnipeg - St. Paul. There are very tight or restricted clearances with some of the rock cuts and tunnels north of Superior and work has been on-going for the past couple of weeks to ensure the dimensional trains are able to pass through safely. Not much else happening after that and 103-19 was delayed on the Nipigon Sub and would have been next probably after 2100 or so. We did see that CN 1530 job again alongside CP's 1630 job servicing the Intercity elevators (CN switching Canada Malt and CP switching adjacent Viterro "A") later. A pretty productive and steady day of action with 15 trains and 6 yard moves/transfers during the 12 hours trackside... could be better, but could also be worse!

1 - 0720 -- CP 103-18 (W) -- 8810 + 8802 + 5791 @ T.Bay North (Marina) - 128.5 Nipigon Sub, 4 h/e auto's
2 - 0810 -- CP 113-17 (W) -- 9523 solo @ " " " - 3700 feet
3 - 0920 -- CP 110-17 (E) -- 8731 + 9594 front / 8745* middle* @ " " " - 7400 feet
4 - 0948 -- CP 112-17 (E) -- 8611 + 8790 @ Current River - 126.5 Nipigon Sub, 6900 feet w/ 16 t/e auto's
5 - 1023 -- CP 223-18 (W) -- 8800 + 9657 @ Spruce River Road (MP 122.68 Nipigon Sub), met 112 + 110 at Navilus..... ~70 cars
6 - 1100 -- CP 222-19 (E) -- 8817 + 5935 @ T.Bay North -- ~60 cars
7 - 1130 -- CP 2-114-16 (E) -- 8835 front / 8789* middle* @ Westfort, Brown St Ped O/P - mile 2 Kaministiquia Sub - 35 h/e mix, balance IMS
8 - 1134 -- CP 441-20 (W) -- 9024 + 9010 @ " " " - *Double Play with 2nd 114!! - short 25? cars... pair of SD40-2F "Red Barns"!
9 - 1140 -- CP UW11-20 (W) -- 6613 + 5864 @ " " " - 0715 Westfort Roust assignment comes up the lead (A8) to the yard office for lunch
10 - 1230 -- CP 115-18 (W) -- 8852 + 9826 front / 9713* middle* @ Navilus West (MP 122 Nipigon) - 7400 feet, lots of bare tables on tail-end.
**See my You Tube video of this train at: <http://www.youtube.com/watch?v=VSJ33YSXsM>
11 - 1244 -- CP 221-18 (W) -- 8715 + 6024 @ Navilus West - 117 cars...lots of grain mty's
12 - 1415 -- CN Yard (E) -- 7268 + 281 (slug) @ Neebing Interlocking - MP 0.6 Mission Spur - 0730 Neebing job ~17 cars from Neebing Yard down to the Mission with grain loads + a few mty centerbeams for Bowater sawmill
13 - 1600 -- CP UE16-20 (W) -- 3128 + 3029 @ "Pocket" (Intercity area) - MP 131.1 Nipigon Sub - 1000 E yard Roust pulling out ~50 grain loads from New Yard to the trainyard (E yard)
14 - 1635 -- CP 308-509 (E) -- CEFX 1044 + 8559 front / 9520* middle* @ Spruce River Road - 100 grain (Swift Current, SK to St. Luc, PQ).. meet 111 at Mackenzie
15 - 1720 -- CP 111-19 (W) -- 8552 front / 8637* middle* / 8732* rear* @ Spruce River Road - *Robo '1+1+1' jobbie... 9635 feet w/ 3 h/e auto's
16 - 1752 -- CP 114-17 (E) -- 8555 front / 8625* middle* @ Twin City X-Roads (MP 8.58 Kam Sub) - 7200 feet
17 - 1830 -- CP UW21-20 (W) -- 1643 + 1574 @ Mountdale Ave (MP 2.68 Kam) -- 1515 Westfort Roust switching/shunting on the lead
18 - 1855 -- CP 440-19 (E) -- 5918 + 5766 @ mile 3.7 Kam Sub - 31 cars
19 - 1910 -- CN Yard/TSFR (E) -- 7268 + 281 @ Edward St. (MP 5.25 Kashabowie Sub) - 1530 Neebing job with 24 cars.... transfer Neebing to Port Arthur
20 - 1940 -- CP 220-19 (E) -- 9657 + 8882 @ "Puzzle" (MP 132.5 Nipigon Sub) - power off shops heading to Westfort
21 - 1950 -- CP UE24-20 (W) -- 5959 solo @ East End X-overs (131.8 Nipigon) - 1559 East End job bringing across about 20 cars from New Yard into E yard

Video:

CP 115-18 at Navilus West (under overcast and gloomy conditions!). (David Young)

<http://www.youtube.com/watch?v=VSJ33YSXsM>

Audio:

"Winter rail" (east grain) # 308-509 is by Spruce River Road (MP 122.68 Nipigon Sub) with a robo "2+1" arrangement and 100 loads.

<http://www.canadianrailwayobservations.com/2010/02/cefx1044.jpg>

Pictures:

Thunder Bay's newest yard set on the CP is this (yet to be re-painted) set of GP38-2's.... the 1000 Roust working hard to pull about 50 grain loads out of the New Yard and downtown into the trainyard. Pretty much all of the other, previous GP38-2's to serve the Lakehead in yard duty over the past few months have been re-paints in the candy apple red "Canadian Pacific" paint, but not these two. <http://www.canadianrailwayobservations.com/2010/02/gp.htm>

On January 7th Chris Wilson caught the following CP trains at Marathon, Ontario at MP 63.0 on the CP Heron Bay Subdivision.

<http://www.canadianrailwayobservations.com/2010/02/cw.htm>

1317 CP 111-06 [Intermodal; Toronto Yard, ON - Vancouver Coquitlam, BC] 116 cars

CP 9575 (AC4400CW)
CP 9530 (AC4400CW)
-3 racks/113 platforms-
CP 9517 (AC4400CW)

1525 CP 220-05 [Manifest; Thunder Bay, ON - Toronto Yard, ON] 101 cars
44 CN mixed/38 grain loads/19 mixed

CP 9017 (SD40-2F)
CP 9012 (SD40-2F)
CP 6077 (SD40-2)
**CITX 3097 (SD40-2 in CIT grey)
CP 5935 (SD40-2)
<http://www.railpictures.net/viewphoto.php?id=309872>

1555 CP 103-06 [Intermodal; Toronto Yard, ON - South Edmonton, AB] 106 cars

CP 8565 (AC4400CW)
-3 racks/67 platforms-
CP 8703 (ES44AC)
-36 platforms-

1905 CP 113-06 [Intermodal; Montreal Hochelega, PQ - Vancouver Coquitlam, BC] 62 platforms

CP 9604 (AC4400CW)
-49 platforms
CP 9513 (AC4400CW)
-13 platforms-

Photos by Chris Wilson taken January 7th at Maraton, Ontario

1. Remote on 111's train
2. Train 220 pulling up to Marathon with a stellar consist
3. CITX 3097
4. Another shot of 220
5. 103 that is rotting at Coldwell still (2200!)

STLH Trace locations of the SD40-2's and GP38-2's (Posted by Luc Lanthier)

- STLH 5560 Arr. Toronto Yard, ON January 19.
- STLH 5593 Dep. Minnesota, MN January 19 at 09:50am.
- STLH 5615 Arr. HCRY Interchange Sudbury, ON January 14.

- STLH 5651 Dep. Enderlin, ND January 21 at 09:04am.
- STLH 7306 Dep. Binghamton, NY January 21 at 12:19pm.
- STLH 7308 Arr. Albany, NY January 20.

CPR VARNISH AFICIONADOS: With the transfer of Business Car LACOMBE from Moose Jaw, SK., to Ogden Yard in late October 2009, all of CPR's heavyweight business cars are now based in Calgary, AB. Harkening back to a different era in railroading, these twelve tuscan cars with gold lettering, built between 1916 and 1931, are a tribute to the Canadian Pacific Railway and their staff. For a history and current status of these former official and passenger cars, click the link to read the full report. (Cor van Steenis). The Full Report:

<http://www.canadianrailwayobservations.com/2010/02/CPRHWBusinessCars.pdf>

CP's Heritage function has a mandate to reduce its historical collection and have surplus items off the property by the end of 2010. This does NOT include the Fairbanks Morse – Canadian Locomotive Company H16-44 8554 or cars for the Royal Canadian Pacific, The “Empress” steam train which are not to be disposed of. Other groups that have equipment earmarked for them will need to take delivery of items, or arrange to have them accommodated. CRO will update this news item over the next 11 months.

The hardships of winter railroad operations in the Rockies are about to commence for the Canadian Pacific Railway as can be seen in these early winter photos on the Laggan Subdivision between Exshaw, AB., and Lake Louise, AB. (Cor van Steenis).

<http://www.canadianrailwayobservations.com/docs/WinterRockies.pdf>

We have learned the photographer of last month's derailed Downtown Heritage Railway cars in Vancouver, BC., was Ken Story, and CRO wishes to thank him for their inclusion.

<http://www.canadianrailwayobservations.com/2010/01/der.htm>

CPR Vignettes:

Great shot! CPR E8A 1800 in the as-delivered paint scheme is leading Train No 212, approaching the Switch at South Junction after departing Montreal West on December 31st 1949. CP No. 212 was the “Alouette” which operated daily between Montreal and Boston, using either a CPR E8, or B&M E7. This location is still in use today by AMT however during the 1960's the South Junction Lead was reduced from two tracks to just one. This was done due to the reduced number of trains at that time. The switches at Montreal West Station were controlled from the tower on Westminster. (Frank Sankoff Photo - James A Brown Collection)

<http://www.canadianrailwayobservations.com/2010/02/e8a.jpg>

CPR Budd RDC's in Montreal during the 1950's: A Quebec City (or Mont Laurier or Ottawa via Lachute), bound passenger train is loading baggage and passengers on the north track at Montreal West, a Budd is seen departing Windsor Station, and a string of RDC's departs Montreal West on the Eastbound mainline enroute to Westmount Station. The track to the left went all the way to Glen Yard, but was removed when Montreal West Station and The Glen were modified in the 1970's.

http://www.trainweb.org/oldtimetrains/photos/cpr_diesel/RDC.htm

Bruce Chapmen kindly submitted more photos of US-built locomotives seen at St-Luc Yard during the 1960's and 1970's. (Part one was in last months issue). Doug Page clicked CPR C424 4239 leads B&M RS3 1540 with CP MLW's 8785-8465 at Aberdeen yard, Hamilton, ON January 3rd 1967.

<http://www.canadianrailwayobservations.com/2010/02/bm.jpg>

The following BAR GP38's were utilized by CPR on a new run-through service (numbered 901-902), which operated between Montreal and Toronto. The BAR units were never to go west of Toronto,

and would return on the following day's train 902 with CP units going through to Brownville Junction in Maine. It was an interesting time to railfan in Montreal because several Santa Fe GE's at this time were coming and going from the Canadian GE plant at Dickson Street, in East End Montreal for upgrades. The photo showing ATSF 7485 (with BAR 84) which later became BC RAIL 3602!

BAR 84-ATSF 7485 7/13/90

BAR 90 1/18/90 (ex CR 7662-PRSL 2002), now 354

BAR 91 9/23/89 (ex CR 7663-PRSL 2004), now 362

BAR 93 6/24/90 (ex CR 7665-PRSL 2005), now 353

<http://www.canadianrailwayobservations.com/2010/02/bbar.htm>

Bruce also sent along this potpourri of US power in Canada, including B&LE, C&O, B&O, IC, and B&M locomotives on lease to CP, as well more of the BAR "run through" units.

BAR 97 at St. Luc 4/23/90 (ex HELM 2007-MP 857-577), now 364

B&LE 717A 4/24/66 at Ottawa West, just arrived off #85 from St. Luc Yard

B&LE 712B Alyth shops, Calgary Alberta, 5/23/74

B&LE 713B at Ottawa West on Train #85 arriving from St. Luc Yard 8/24/66

B&M 1511 at Ottawa West 10/11/65

B&M 1511 at Ottawa West leaving from the east wye as #54 to St. Luc, 6/7/66

B&M 1511 trying to leave the River yard at Ottawa West with #54, 7/22/66

B&M 1511 same B&M 1512 Smiths Falls 9-30-70, in front of loco foreman Don Storr's flower garden!

B&M 1512-8569 at Walkley Yard, Ottawa Ontario 6/1/73

C&O GP30 and GP35's were leased as well

B&M 1515; 6528; Smiths Falls Ontario 7/3/72

B&M 1517-4019 Walkley Yard, Ottawa Ontario, 6/11/71

B&M 1535 at Ottawa West, 11/65

B&M 1535 at Smiths Falls 12/19/65

B&M 1536 Ottawa West 1/24/67

B&M 1536 Ottawa West 7/7/67

C&O 3000 St. Luc 11/4/80

C&O 3004 Toronto Ontario, Agincourt Yard 8/15/79

C&O 3010 St. Luc 10-31-79

C&O 3018 St. Luc 11/15/80

C&O 3027-7564 9-27-85

C&O 3029 11/3/80

C&O 3034 11/3/80

C&O 3034 10/5/80

IC 1101 2/19/70 at Smiths Falls Ontario

IC 1105 at Smiths Falls Ontario

IC 1105 at the ALCO plant in Schnectady, NY, 5/18/68 by Doug Hatley

B&O 3004 9/79 at Smiths Falls, Ontario, Bruce Chapman

BAR 86 9/75 at Madawaska Maine by Don Marson,

BAR 86 11/74 from Bruce Chapman.

<http://www.canadianrailwayobservations.com/2010/02/lbcall.htm>

On January 11th, 1975 John Leeming photographed CP Train #87, a "Hotshot" from Nelson to Trail with an all Fairbanks-Morse locomotive consist (4105-8714-8554-8721-4053) in a sweeping "S" curve crossing the Kootenay River on Taghum Bridge, 4.1 miles west of Nelson, BC. The Hotshot ran 7 days a week to service the Cominco smelter in Trail. The train ran on the time table schedule of Fourth Class Train No 87 on the Boundary Sub from Nelson to Castlegar and had train orders hooped up from the operator at Castlegar to run as a Work Extra on the Rossland Sub between Castlegar and Trail. On return to Castlegar the train stopped to bust the work order and then ran as an Extra East back to Nelson. At Nelson the yard engine would add tonnage from the sawmills at Midway and Grand Forks, the sawmill and pulp mill at Castlegar, the sawmill at Slocan City and any cars off the barge from Nakusp plus any east tons from the Nelson sawmill. The train would then run as Second Class Train No 984 from Nelson to Cranbrook. Less than 3 months after I took this

photo all the CPR Fairbanks-Morse locomotives were retired. Today the "Hotshot" continues to run 7 days a week. <http://www.canadianrailwayobservations.com/2010/02/vign20.jpg>

On February 20, 1974 John worked as head-end trainman on Train 605, Extra 4563 West from Field to Revelstoke, BC. My records show this train was robotized which accounts for the 4500 as leader rather than a SD40 or SD40-2. We stopped in the siding at Ottertail, the first siding west of Field, to meet No 2 with 1412-4072 and an eight car train. M630 4563 is now preserved in operating condition at the CRHA ExpoRail Museum in St-Contant, QC.

<http://www.canadianrailwayobservations.com/2010/02/1974.htm>

Under a plume of Alco smoke, Arnold Mooney caught CP RAIL RS-2 8400 working a cut of cars way back on October 18, 1977 at Newport, Vermont on October 18, 1977. While maintained for maintenance at Montreal St-Luc Diesel Shop, these locomotive were built at Alco Schenectady, NY and not Montreal Locomotive Works. The CP RS-2's spent much of their lives working across the border in the U.S. based here at Newport, VT.

<http://www.canadianrailwayobservations.com/2010/02/8400.jpg>

Please check out this Alco video new Promo: "CP MLW's in Quebec":

<http://www.youtube.com/watch?v=e8WEy6lqAPo>

Before the grade reduction projects were completed in western Canada (such as the second main line from Lake Louise to the Great Divide) in the mid-1980's the CPR would end up with an excess of motive power units in B.C. The excess units would be returned to Calgary on regular freights to balance the power pool. Cor van Steenis caught this long string of 12 SD40-2's and two robots between Hector and Stephen, B.C., in the summer of 1981. Probably only four units would normally be required on an eastbound freight as seen in the shot of CP 5557 EAST at the Mount Stephen rock tunnel in the same time period.

<http://www.canadianrailwayobservations.com/2010/02/reppics.htm>

On July 12th 1982, Chuck Schwesinger witnessed the aftermath of this spectacular collision between SOO LINE trains 909-910 about 1 mile east of Gilchrist. Train 910 was supposed to take siding at Gilchrist for the meet but inadvertently went past and continued toward the east meeting westbound 909 in a curve with this as the result. Crews jumped before impact no doubt saving their lives. The fuel tank on 4408 ruptured and burst into flames as the electrical cabinet on 6600 provided the spark to start the fire. The location was about a mile from the nearest road and the resulting fire quickly spread into the woods. Quick action from a nearby Michigan DNR firefighting crew who bulldozed a road in and quickly controlled the fire prevented this from becoming a even more serious situation. The train crews involved had quickly backed the remaining units and cars, remarkably none of which even derailed, away from the fire so they did not become involved. (sent by Jason Noe)

<http://www.railpictures.net/viewphoto.php?id=309259>

<http://www.railpictures.net/viewphoto.php?id=309261>

Bill Sanderson submitted these shots from the early months of 1991. At that time the only foreign units under lease to CP were four SD40M-2's (#9017-#9020) obtained from Motive Power Industries. MPI had extensively rebuilt them from Southern Pacific SD45's, and CP was sufficiently interested that during the week of June 17 to 24, 1991 they put three of them (#9018, #9019 and #9020) through a series of tests at Rigaud, Que. on the M&O Subdivision utilizing NRC's former CPR dynamometer car #62. Also used in the tests were CP SD40 #5545 (upgraded to Dash-2 specifications and Q-Tron equipped) and CP SD40-2 #6048 (equipped with Positive Traction Control). I took this shot of #9018 (nee-SP SD45 #8935) on May 10, 1991 during the early part of its lease after it had arrived in Smiths Falls, Ont. as part of the power on westbound Montreal-Chicago train #505.

<http://www.canadianrailwayobservations.com/2010/02/rs.htm>

Photos of the AMT excursion from Lucien L'allier Station in Montreal to Exporail at Delson (St. Constant, QC) on the occasion of the donation of AMT (ex-CPR commuter coach #827) coupled to

the locomotive. Interestingly it was also the first run of an AMT Bombardier double deck commuter car over the St. Lawrence River Bridge (yes it clears with out incident). The car and the CP locomotive stayed at the museum, and the double deck coach and AMT F59Phi returned to Montreal. The "turn over" presentation was made on the museum site with the AMT president Michel Gautier who with his entourage returned on the balance of the train. To this day the Delson AMT commuter line still has to put up with old GO and NJT commuter cars, with no double-deckers on this run yet. (Charlie De Jean)

<http://www.canadianrailwayobservations.com/2010/02/4563.htm>

Charles De Jean is fortunate to live next to the CP Adirondack Sub (at North Junction) in Montreal West, QC. His house is built on the former "Bridges Coal Company" lot He gets to see daily CP (D&H traffic). MM&A freights, and the AMT commuter trains to St- Jerome, QC. In June 2004, he photographed CPR 4-6-4 Hudson # 2816 coming from Downtown Montreal with an excursion enroute to Ste-Terese, QC. In his first photo the steam engine is northbound on the AMT track passing below the Westminster Bridge. The CP track in the photo goes down the grade and out-of-sight to South Junction and then to the St-Lawrence River Seaway Bridge. The second photo shows the consist of AMT commuter cars enroute to Hampstead (The junction to St-Luc Yard)

<http://www.canadianrailwayobservations.com/2010/02/dsc22.jpg>

<http://www.canadianrailwayobservations.com/2010/02/dsc25.jpg>

VIA Rail - Passenger and Commuter

(By Terry Muirhead and William Baird)

The latest rebuilds VIA F40PH-2d 6436 & 6444, were released from CADRAIL in late January. Bill Linley caught "The Ocean" with VIA 6443 and 6437 paired in the "Ren" livery on January 22nd. This image was taken at Quinpool Road in Halifax, NS about 10 minutes away from the VIA station. This same angle was on the cover of Branchline in May 2009. The CADRAIL-rebuilt F40PH-2d's had been running mostly in pairs during December but now are running with the standard VIA F40PH-2's as can be seen in Bill's other photos from January, only the shots taken on 4th and the 22nd had 'pure' sets. <http://www.canadianrailwayobservations.com/2010/02/64duo.jpg>

<http://www.canadianrailwayobservations.com/2010/02/6436.jpg> 6436 at MMC by Nicolas Houde

Former GO (RBRX) F59PH 18520-18524 were originally leased for use on the Senneterre and Jonquiere trains, but a few were assigned to VIA trains #16 and #17 between Montreal and Gaspé, QC in January. With the Montreal skyline as a backdrop, on January 2nd Guy-Pascal Arcouette caught the ex GO-Transit F59's being used by VIA Rail on their Abitibi and Jonquiere trains. As of late January two (18523 and 18524) have been returned to CADRAIL for lease to AMT.

On January 11th work officially begun on the \$196 million reconstruction of the Toronto Union Station trainshed. About 250 feet in the centre of the shed, roughly equivalent to the length of the Great Hall will be removed and replaced with a glass atrium extending 42 feet above the existing roof and supported by pillars. The remaining 475 feet of shed on each of the east and west sides will be completely restored, except with a green roof and provisions for photovoltaic cells to provide energy to the revitalized station. So as to minimize disruptions to traffic within the station, the work will be carried out in 13 stages over the next five years, starting from the south end and working north towards the headhouse. The new platforms 26 and 27 (which actually service tracks 13 & 14) were opened in 2009 to accommodate the trains that will be displaced from the tracks that will be out of service during the construction period. This work is being carried out by GO and is separate from the revitalization of the headhouse (and the concourses underneath the trainshed) being carried out by the city of Toronto. There's more information at the GO website as well as a downloadable PDF file: <http://www.go-transit.com/UnionStation/en/default.aspx>

With the 2010 Olympics this month, Bombardier has loaned two brand new Street Cars from Brussels, Belgium to Vancouver. The cars arrived by Freighter in Seattle WA., in early December.

After arriving in Seattle, the Cars were then Transported by Flatbed Truck to Vancouver BC on December 21. Testing and Commissioning of the Cars began in late December, and Finished in January. Official Opening Day was on Jan 21, & the Service is Free with Trains Operating between 6:30am-12:30am 7 days a week. The Cars will remain in Vancouver until March 21. The Cars are operating on the Downtown Historical Rail Line (Ex CP Rail Trackage), which parallels West 6th Ave. The service runs between Granville Island to the West, & Olympic Village Station to the East, & makes a connection to the Canada Line. Car 3050 is seen here during it's Testing heading east approaching Olympic Village Station. Two Interior Shots of the Cars inside and finally Car 3051 is seen here at Olympic Village Station during it's Testing with some Canada Line Attendants checking out the Cars (Photos by Terry Muirhead)

<http://www.canadianrailwayobservations.com/2010/02/vanc.htm>

Terry reported rebuilt VIA 8305 "Bayfield Manor" arrived January 25th on VIA train #1 at Pacific Central Station in Vancouver. It was a D/H on #1 out of Toronto 1 week ago Thursday. VIA 8303 "Amherst Manor" was also a D/H along as well.

VIA might send a "Display Train" to Vancouver Pacific Central Station for the Olympic Games. The equipment is expected to be an F40PH-2, Rebuilt Manor Car, Chateau Car (Not sure if a Rebuild or not), and a Park Car, again not sure if a Rebuild or not? Terry's source at VMC advises this equipment will come from Montreal. The Equipment must be on display starting Feb 10th, and will stay until Mid March. Travel Agents, and possibly members of the Public will be able to view the equipment.

Consist of VIA "The Canadian" #1 Toronto Union Station on January 21st.

6441 Vcwr Assigned Unit
6404 Mtl Assigned Unit
8303 Amherst Manor D/H
8305 Bayfield Manor D/H
8605 Baggage
8117
8502 Skyline
8412 Kent - Dining Car
8326 Franklin Manor
8338 Rogers Manor
8336 Monck Manor
8219 Chateau Montcalm D/H
8710 Prince Albert Park
2 Units, 12 Cars

Consist of VIA #2 Vancouver Pacific Central Station Jan 22nd.

6427 Mtl assigned Unit
6421 Mtl Assigned Unit
8125 D/H
8609 Baggage
8119
8512 Skyline
8409 Fairholme - Dining Car
8321 Draper Manor
8308 Bliss Manor
8314 Cameron Manor
8328 Grant Manor
8215 Chateau Lemoyne D/H
8718 Yoho Park
2 Units, 11 Cars

Rocky Mountaineer Vacations announced in late December their company has signed an agreement with "brand.LIVE", an international event management company, to operate a VIP

corporate hospitality train during February of 2010 on behalf of the Province of Alberta and its clients. The Rocky Mountaineer train will run daily between North Vancouver and Whistler, BC using a special consist comprised of the legendary Gold Leaf Service dome cars and lounge cars. The train will feature displays and promote Alberta to international businesses, visitors and special guests.

Thomas Blampied caught VIA Train #53 on January 19th, was headed by VIA F40PH-2 6420 with P42DC 912 trailing. These days, it is somewhat rare to see an F40 on #53.

<http://thomasblampied.fotopic.net/p63003740.html>

G-P Arcouette clicked VIA ultradome used on the VIA's "Skeena" at Montreal MMC on January 23rd.

<http://www.canadianrailwayobservations.com/2010/02/skeena.jpg>

David Othen uploaded a compilation of three high definition video clips taken over the 2009 Holiday Season of VIA's Chaleur (Montreal-Gaspé train) and the Ocean (Montreal - Halifax). The trains were numbered 616 and 614 respectively. 616 left Montreal ahead of 614 and both were about 1.5 hours late. The Chaleur reached Matapedia just before sunrise on a cloudy morning. The Ocean did not have to stop at Matapedia and so as we were able to

view train 616 and then the Restigouche River from the dome of Revelstoke Park. Both trains were entirely stainless steel cars and three of the four locomotives were rebuilt F40PH-2s The video can be seen at <http://www.youtube.com/watch?v=hQgOGMtQopc>

On December 23rd, 2009 David shot the 16-car stainless steel equipped "Ocean" passing (AMT)

McMasterville Station, crossing the St Lawrence seaway on the by-pass to Victoria Bridge and entering Central Station below Hotel Bonaventure in downtown Montreal from his seat in the dome.

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

A VIA RAIL trumpet symphony:

<http://www.youtube.com/watch?v=l1Jn3i8uYPw&NR=1>

VIA's "Atlantic" (By Ray Farand):

These photos of the Atlantic' train-set east of Montreal and also in and around Saint John, New Brunswick were taken during Ray's family vacations and road trips to visit relatives.

In one attachment, VIA 11 at Ribeco has the CP RS18 8758 as a leader a case of motive power problems at some point during the trip west. Another attachment shows the dark building (a hotel) along the tracks behind the Sherbrooke Station that burned down in 2009.

The picture of VIA 12 at Sherbrooke was taken only six days before the last departure of the train from Montreal on Dec 16, 1994. And finally, his last image is of the 'Ocean' not the 'Atlantic' just east of Moncton at Painsec Junction. It's the same train-set that would 2 days later cycle east as No 12 the Atlantic, and is pictured in front of the station at Saint John in my 11th attachment. The other shot at Saint John, shows Ray's family off to the left of the locomotives waiting in the Oldsmobile Cutlass! <http://www.canadianrailwayobservations.com/2010/02/far.htm>

VIA LRC-2 and LRC-3 ROUNDUP:

6900 Sold to IRSI (2003), last trip train 302 19/11/1991

6901 Sold to IRSI (2003)

6902 Sold to IRSI (2003), last trip train 052 17/07/2000

6903 Sold to Diesel Electric Services and converted to narrow gauge for the Congo, but never happened as the deal fell through, and will be scrapped.

6904 Sold to IRSI (2003), last trip train 302 19/11/1991

6905 Sold to Diesel Electric Services

6906 Scrapped, last trip train 302 19/11/1991

6907 Stored at VIA MMC

6908 Sold to CADRail May 1999, renum #2000, last trip train 302 19/11/1991

6909 Sold to IRSI (2003), last trip train 064 18/10/1997

6910 Sold to IRSI (2003),

6911 Sold to IRSI (2003),

6912 Sold to IRSI (2003), last trip train 066 12/07/1994
6913 Sold to IRSI (2003), last trip train 302 19/11/1991
6914 Stored at VIA TMC
6915 Sold to IRSI (2003), last trip train 302 19/11/1991
6916 Scrapped, last trip train 66 11/05/19??
6917 Stored at VIA TMC
6918 Sold to CADRail (2002), last trip train 302 19/11/1991
6919 Stored at VIA TMC
6920 Scrapped, hit obstruction at Brighton, Ontario, 20/11/1994 (6917 on rear not damaged).
6921 Donated to Exporail Museum
6922 Sold to IRSI (2003), last trip train 301 02/09/1996
6923 Sold to IRSI (2003), last trip train 062 13/04/1990
6924 Sold to IRSI (2003),
6925 Sold to IRSI (2003),
6926 Sold to DOTX (2003), renum to #218
6927 Sold to IRSI (2003),
6928 Sold to IRSI (2003),
6929 Sold to CADRail (2002),
6930 Sold to IRSI (2003),

- Please contact marc@myrailfan.com if you have any additional informations or pictures you wish to share.

In March (or April) 1996, John Raey caught this LRC at speed at Newtonville Road (you can see the Nichols Road wooden bridges in the background.) The train is westbound.
<http://reay.net/displayimage.php?album=12&pos=96>

Passenger Train Vignettes:

On July 21st 1973 Ron Visockis clicked CP F-units 1432-1402 with westbound Train #1 "The Canadian" at Pointe Claire, QC. Note the icicle breakers and twin searchlight on the roof. A year later Ron clicked CP RAIL FP7A 1403 with an complete train of CC&F-built commuter cars at Ste-Anne, QC., on June 19th, 1974. The third coach has "Train-de-Banlieu / Town Train" decals.
<http://www.canadianrailwayobservations.com/2010/02/comm1.jpg>
<http://www.canadianrailwayobservations.com/2010/02/comm2.jpg>

On August 8th, 1979, Doug Hately caught VIA RS10 8558 at St. Luc Diesel Shop in Montreal sandwiched between Action Red F-units 1404 and 1409. This is the only RS10 that ever wore the VIA colour scheme. <http://www.canadianrailwayobservations.com/2010/02/1404.jpg>

On February 15th 1980, Ron Visockis took this great shot of a very sharp looking VIA Train #2 a waiting departure from Vancouver Pacific Station. The locomotives are CP RAIL FP9A 1425 and GP9's 8522 and 8515, with a very nice mix of VIA Blue Fleet and Stainless Steel rolling stock.
<http://www.canadianrailwayobservations.com/2010/02/1425.jpg>

In June 1983, Ron witnessed this classic moment at the CP station in Dorval QC, with a weather-beaten RS10 arriving with a string of commuter cars. Everything in this photograph: the train order board, the telephone booth, the MLW diesel, and the passenger cars are part of history and long gone. We just hope these people are still around.
<http://www.canadianrailwayobservations.com/2010/02/dorval.jpg>

Phil Mason caught AMT FP7A 1301 (ex-CP 1427, nee CP 4071), in the "Riverain" livery at Cote St-Luc Yard with its consist including the HEP Generator car.
<http://www.canadianrailwayobservations.com/2010/02/1301.jpg>

Although "Rocky Mountaineer" likes to claim all the glory for creating tourist train service in the Canadian Rockies, in fact it was VIA Rail who came up with the concept of a daylight train through

the best scenery with an overnight stay in Kamloops. It operated under unweildy title "Canadian Rockies by Daylight/Montenarde des Rocheuses" for the 1988 and 1989 summer seasons as VIA 101 and 102 with 103/104 operating to Jasper. The concept arrived out of a desire to have daily service to Jasper, which was provided in earlier seasons by operating the "Skeena" equipment Jasper-Vancouver between trips to Prince Rupert. I haven't read Peter Armstrong's biography, but I think he was involved with a travel agency in Vancouver which specialised in rail . I think he did the marketing for the NRHS "Okanagan Explorer" trains operated in the early 1980's to Kelowna and Penticton using Terry Ferguson's 'Victoria Pacific" cars. He may also have been the marketer for the VIA daylight tourist trains. Along came the VIA cuts of 1990, and the tourist trains were on the list of services to be discontinued. Mr.Armstrong used hispolitical savvy/connections to purchase the VIA "Dayniter" cars used in this service . Although the track and crew usage fees negotiated between Armstrong and CP are not public information, I suspect they were much lower than what CP was charging VIA. Here are some images of Via 101,102 and 103 during the operating season in 1988. That's me as engineer on VIA 102, along with Torontonion Brian D'Arcy. (Phil Mason)

<http://www.canadianrailwayobservations.com/2010/02/pass.htm>

In 2005, Phil Mason took these shots of the crew of VIA Budd Car trains 185/186 between Chapleau and White River ON. Beth Cahill was working a vacancy as conductor, Stephan was the Baggage man, but he didn't catch the Engineers name. They are all CP employees based at Chapleau, ON.

<http://www.canadianrailwayobservations.com/2010/02/pm.htm>

On December 1st 2006 Terry Brennan was visiting MMC and caught both the 202 and 204 are in service and can be seen moving back and forth in the yard during the day, as far as I can see they are used on a regular basis however during my visit they were also using the 6453 as a shop switcher. Here's two more shots of the 204.

<http://i56.photobucket.com/albums/g199/viahogger/CIMG2855.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/CIMG2853.jpg>

VIA F40PH-2 6457

<http://i56.photobucket.com/albums/g199/viahogger/CIMG2825.jpg>

VIA F40PH-2d 6400

<http://i56.photobucket.com/albums/g199/viahogger/CIMG3054.jpg>

<http://i56.photobucket.com/albums/g199/viahogger/CIMG3052.jpg>

Correction to last months issue: Our text for Raymond Farand's photo of VIA 34 and then VIA 635 arriving in Ottawa, with an extra set of equipment deadheading on the rear was incorrect . The reason was due to wheel slip issues with the new units and not due to the change of ownership from CNR to VIA of the CTC signalled territory from Hawthorne to Federal, and the subsequent transfer of the dispatching responsibility. <http://www.canadianrailwayobservations.com/2010/01/v.htm>

Montreal AMT Commuter: (By Jean-François Turcotte)

Ex-GO F59PH's 523 and 524 (Now numbered RBRX 18523 and 18524) are to move from VIA to Cadrail for preparation to lease to AMT. AMT will also receive former go 531 (RBRX 18531) and possibly 18535, currently at CADRAIL in Lachine. This leaves only ex-GO 533 still at the Lachine facility.

Ex-GO F59PH 526 & 532 (destined for AMT in March 2010) are almost ready, while 530 is still in the paint shop. Also ex-VRE 33 (born Amtrak 365) will become AMT 330! Look on MyRailfan website for updates and pictures from (Thanks to Rod Bushway!)

http://www.myrailfan.com/collection/AMT/index_AMT.htm

As part of AMT's "Train de l'Est" project, CN has started grading work for a second main track on the St-Laurent subdivision between Montréal Nord and the future commuter train station at boulevard St-Jean-Baptiste. The new main track will include the current Montréal Nord siding (6290',

mile 135.6), extend over boul. Henri-Bourassa and highway 25 (under construction), link with the current Rivière-des-Prairies siding (5690', mile 132.8, parallel to the yard of the same name), and then extend farther North to boulevard St-Jean-Baptiste near mile 130.6. It is expected that high-speed #20 turnouts (allowing diverging at limited speed) will be installed at each end of the double track section. This new double track section will allow opposing AMT trains to meet without stopping and will also reduce interference with CN and VIA trains using the St-Laurent subdivision. It is also expected that the current Gohier siding (3730', mile 141.2) will be converted into a second main track, with a crossover added at the South end to allow Southbound trains to reach the Deux-Montagnes subdivision connector at Jct de l'Est. The siding currently is used to store unused well cars. More physical plant enhancements may also materialize at a later date, as details on the Train de l'Est project are unveiled.

After four years ushering passengers between historic Anaconda and Butte, Montana the "Copper King Express" is off the rails and facing an uncertain future. The Patriot Railway, parent company of the Butte, Anaconda & Pacific Railway, decided to close the tourist train upon evaluation late last year. Its two ex- AMT nee-CPR commuter passenger cars purchased on 2004, went up for sale at the beginning of January, said former director of excursions Dona Simmons. The Copper King took its last trip Nov. 29th, and two more runs scheduled in December were cancelled due to bad weather. Ultimately, Patriot Railway decided to focus more exclusively on the freight aspect of its operations, Simmons said. "It was just a way of bringing more people into Anaconda," Simmons said. "The rides did really well, but they weren't always booked." Passenger cars draw interest The two passenger cars remain in Anaconda, but are not on display. "With excursion trains, you have to carry a lot of passengers to be successful," McCarthy said. Those vintage cars were refurbished in 2005 and fit with video monitors that gave further historical perspective as the train would pass different points of interest. "We decided to invest in the cars and hopefully develop the tourism base," Paul McCarthy said. In 2007, Patriot Railway bought Rarus, and changed the name back to BA&P. Patriot Railway's is focused on freight, Paul McCarthy said, and at one point the company estimated it put 70 percent of its time and effort into the Copper King, which generated less than 5 percent of revenue. The cars were built in Montreal by CC&F. and were used in daily commuter service for over a half century.

Toronto GO Transit:

In addition to our "GO F59PH Roundup" on our home page which was well received we received this update on the TRE Units from one of our readers: TRE F-59PH Technical Specifications: Originally built for GO Transit unit 525, 527 and 528 were purchased in 2009, 565 thru 568 were purchased 1999. 565-568 Refurbished by Amtrak at Beach Grove with Cab HVAC, repainted car bodies, and converted HEP to US standard 480v HEP. First used in service at TRE late 2000. Overhaul project underway at RELCO in Albia, IA. Rebuild included upgrading to EPA TIER-II compliance. Once overhaul is completed road numbers will be 123-126. The current overhaul of 525, 527, 528 at TTI (Norfolk Southern) in Altoona, PA, includes repainted carbodies, conversion to US standard 480v HEP, upgrading to EPA Tier II compliance. Once overhaul is completed TRE road numbers assigned will be 120-122.

- Locomotive manufacturer: GMDD (EMD)
- Locomotive type: (B-B)
- Locomotive horsepower: 3100
- Year built: 1994
- Vehicle height: 15' 8"
- Vehicle width: 10' 6"
- Vehicle length: 58' 2"
- Vehicle weight: 260,000 lbs.
- Maximum speed: 83 mph

Thomas Blampied caught a pair of GO commuter car with SONY promo vinyl's. According to Thomas, to see two cars with advertising on the same train is somewhat unusual.

<http://thomasblampied.fotopic.net/p62848071.html>

GO Vignette: Dan Dell'Unto submitted his shot of GO 529 hauling Barrie train #800 into Union Station at Bathurst St. in April 2008. It was notable as this was the only GO unit to retain its original numberboards after its last rebuild. It is now in North Carolina.

<http://www.canadianrailwayobservations.com/2010/02/go529.jpg>

CANADIAN LOCOMOTIVE SHOPS

Industrial Rail Services Inc. (IRSI):

Transport Action Atlantic organized a visit to the IRSI shops in the former CN maintenance facilities in Gordon Yards, Moncton early in December. We were shown around the facility by Chris Evers, Vice President of Industrial Rail Services Incorporated. There were four major projects underway and they have been replacing some of the track to the shops that had previously been removed. Here are some of David Othens photos from that day:

1) Rebuilding and equipping SW1500s for remote operation at Arcelor-Mittal Steel:

before:

http://www.canadianrailwayobservations.com/2010/do/IRSI/6105_IRSI_Moncton_5Dec2009small.jpg

during:

http://www.canadianrailwayobservations.com/2010/do/IRSI/DAWX9251_being_rebuilt_IRSI_5Dec2009small.jpg

after:

http://www.canadianrailwayobservations.com/2010/do/IRSI/6130after_rebuilding_IRSI_5Dec2009small.jpg

2) Rebuilding LRC Coaches for VIA RAIL:

http://www.canadianrailwayobservations.com/2010/do/IRSI/LRCcoaches_being_rebuilt_IRSI_5Dec2009small.jpg

http://www.canadianrailwayobservations.com/2010/do/IRSI/LRCinterior_shell_IRSI_5Dec2009small.jpg

3) Upgrading VIA Renaissance coaches for better wheel chair access:

http://www.canadianrailwayobservations.com/2010/do/IRSI/VIA7213modifications_IRSI_5Dec2009small.jpg

4) Rebuilding a number of RDCs for VIA RAIL, including ex- CP RDC-4 (DAWX9251):

before:

http://www.canadianrailwayobservations.com/2010/do/IRSI/AARX302_before_rebuild_IRSI_5Dec2009small.jpg

after:

http://www.canadianrailwayobservations.com/2010/do/IRSI/AARX316_after_rebuild_IRSI_5Dec2009small.jpg

In addition repairs to two VIA glass roofed cars (ex BC Rail) used on the VIA "Skeena" (Totem Class), were being carried out.

http://www.canadianrailwayobservations.com/2010/do/IRSI/VIAtotemcoach_IRSI_5Dec2009small.jpg

GLOBAL RAILWAY INDUSTRIES (RB Recycling / CADRAIL) in Lachine, QC:

During December the following five former GO units were leased from RB Recycling to VIA 520 RBRX 18520, 521 RBRX 18521, 522 RBRX 18522, 523 RBRX 18523 and 524 RBRX 18524 (Leased to VIA). Now it seems three of the following 523, 524, (which had been leased to VIA) 531, are to be leased from RB Recycling to AMT. Ex-GO 535 was sold from RB Recycling to NCDOT and is to leave Montreal in one of the North Carolina historical dates for example the two other ex-GO F59PH's sold to NCDOT are renumbered after historical dates: 529 is renumbered to 1810, and 534 is being renumbered to 1859. Here is the North Carolina Commuter (NCDOT) report featuring ex-GO F59PH's and more!!! http://www.bytrain.org/quicklinks/pdf/refurb_rebuild.pdf

NATIONAL STEEL CAR: In January, National Steel Car announced it will recall 1,100 of their workers, ending a temporary shutdown that began last summer. The railcar builder has won a contract to build 750 iron ore cars for, enough to put about 600 employees back on the job. That's in addition to the 500 workers the firm already said it would recall to fill an order from CN. The workers at the plant are expected to all be back by March.

BOMBARDIER: Canadian transportation giant Bombardier announced in January it will be incorporating into its new railway car designs pending U.S. safety rules meant to save lives during collisions. The new regulations set to take effect in March will require manufacturers to make changes so their railway cars are better able to withstand collisions. Bombardier spokeswoman Maryanne Roberts said the manufacturer has known about the rule changes for at least a year and the changes announced are expected to cost about \$4.1 million over 20 years, mostly for testing and engineering. For example, the enhancements are already incorporated in its designs for M7 electric trains ordered by the Long Island Railroad. The new rules will require stronger front-end frames on new passenger railcars and some locomotives to help prevent them from collapsing on impact. The enhancements include the addition of collision and corner posts at the front of cabins to absorb energy during a collision. Bombardier and French-based Alstom will have to meet the new standards for trains sold to commuter railroads and Amtrak. Meanwhile, Amtrak president Joseph Boardman said during a conference call that it plans to purchase more than 100 locomotives and "several hundred" passenger cars to upgrade its fleet. Boardman said details of the plan will be announced next month. Talal Zouaoui of Bombardier in Montreal said the order is good news for the world's largest railway manufacturer and the industry in general. "Amtrak is already a very big customer and operator of trains in North America," he said in an interview. During the 1990s, the Quebec multinational built in partnership with Alstom high-speed trains "Acela Express" that connect Washington, Baltimore, Philadelphia, New York and Boston.

Jody Moore's "Green" Locomotive Roundup

<http://www.trainweb.org/gensets>

<http://www.trainweb.org/greengoats>

Editor's Note: My apologies for depriving you of last month's Roundup. Due to a miscommunication between myself and the CRO editorial staff, the Roundup languished in the wrong person's inbox instead of making the issue. The contents are included in this month's Roundup. Enjoy!

BROOKVILLE EQUIPMENT:

On Dec. 9, Ken Lanovich reported that BL20CG CoGen demonstrator BMEX 259 had arrived at the BELT RAILWAY OF CHICAGO's Clearing yard for testing. After wrapping up that demonstration in early January, Brookville reported that the 259 would be returning to the company's Pennsylvania. But when the Roundup went to press, the unit was in Port Laredo, TX on Union Pacific, expected to be interchanged to an industry on Feb. 1.

ELECTRO-MOTIVE DIESEL:

In December, it was announced that KANSAS CITY SOUTHERN had been awarded a \$2.9 million grant from the U.S. Environmental Protection Agency (EPA) to purchase and install EMD ECO repower kits in five locomotives. The repower kits will be manufactured by EMD and installed by KCS employees in the Shreveport mechanical shop.

From <http://www.kcsi.com/EN-US/EMPLOYEES/Pages/KCSNews.aspx?release=2954>

According to a later announcement by KCS, teardown of KCS 2813, the first repower candidate,

began on January 4. The first three repower kits will arrive mid-February and the last two mid-March. It is anticipated that all five locomotives will be repowered and field tested by September. From <http://www.kcsouthern.com/en-us/Employees/Pages/KCSNews.aspx?release=2976>

Electro-MotiveDiesel, Inc. has received U.S. Environmental Protection Agency certification for emissions kits that enable overhauled diesel engines to meet the requirements of EPA rule 40 CFR Part 1033, which require reductions in nitrogenoxide (NOx) and particulate matter (PM) emissions.

"The new kits will allow locomotive operators of EMD Model 645 and 710 engines, both roots-blown and turbocharged, to comply with the mandated EPA emissions requirements when the engines are overhauled," EMD said in a press release. Full text can be found here: <http://www.railwayage.com/breaking-news/epa-certifies-emd-part-1033-locomotive-emissions-kits.html>

EMD now joins GE, which also recently introduced a Part 1033-compliant emissions kit for retrofitting on their older engines.

GLOBAL LOCOMOTIVE:

The newest entry in the green power market is Australian manufacturer Global Locomotive. The company is offering its Cummins-powered CLEAR, or Controlled Locomotive Engine And Re-power system, in kit form for installation by end users in their shops, or by the company's facility at Western Junction near Tenino, WA.

Sound familiar? It should. In form, the product bears an awful lot of resemblance to CEECO's CERES repower package, which was installed on two White Pass & Yukon passenger locomotives prior to CEECO's shutdown earlier this year. The first takers for the CLEAR? Also WHITE PASS & YUKON.

Global Locomotive's corporate website is: <http://www.globallocomotive.com.au/>

MOTIVEPOWER:

The Roundup editor paid a visit to MPI on Dec. 23, and noted a few of the KANSAS CITY SOUTHERN de MEXICO ECOs and slugs were out and begging to be photographed. The units were GP22ECO-M mothers KCSM 2402 and 2403, and GPTEB-C slugs KCSM 400, 401 and 403. Photos:

KCSM 400: <http://www.trainweb.org/gensets/emd/kcsm/400a.jpg>

KCSM 401: <http://www.trainweb.org/gensets/emd/kcsm/401a.jpg>

KCSM 403: <http://www.trainweb.org/gensets/emd/kcsm/403a.jpg>

KCSM 2402: <http://www.trainweb.org/gensets/emd/kcsm/2402a.jpg>

KCSM 2403: <http://www.trainweb.org/gensets/emd/kcsm/2403a.jpg>

KCSM 400, 401, 2402 and 2403 were reported on the LocoNotes group to have been shipped by MPI on Dec. 26, while KCSM 403 and 2404 were still inside MPI.

Also present were several GO Transit MP40PH-3C's, a gaggle of MARC MP36's, and the MP21B genset demonstrator, MPEX 244. The latter was buried very effectively so that it was almost completely invisible.

Also of note, the frame for a second MP21B demonstrator that was shelved in 2009 was missing from its storage spot. The frame was stored on a flatbed truck trailer, and there were clearly defined tire marks from its storage spot toward the shop, indicating that it had been moved within the last day or two. Not sure what's going on there, but it may be a sign of MPI securing a genset order.

An unpainted MP14B twin-engine genset was spotted being moved around the shops at MPI during

the second week of January. Details of whom the order is for have not yet been released, but the unit is on an EMD SW-type frame, not a new one.

NATIONAL RAILWAY EQUIPMENT:

NRE Mt. Vernon released two 3GS21B's for Rail America shortline SAN DIEGO & IMPERIAL VALLEY right before Christmas. The units are numbered SDIY 701 and 702. As of Dec. 28, they were still at the BNSF interchange in Woodlawn, IL, and didn't arrive in San Diego until the second week of January. They were immediately pressed into service. Photos are here:

<http://www.rpicturearchives.net/showPicture.aspx?id=1887746> and
<http://www.rpicturearchives.net/showPicture.aspx?id=1887753>.

Also out of Mt. Vernon at the end of December was CALIFORNIA NORTHERN 503, the final 3GS21B in the order of five for the Rail America-owned shortline. When it arrived and was put into service, Rail America hosted several PR events, including this, which was reported by the Sacramento Bee: <http://www.sacbee.com/business/story/2492052.html>

George Redmond snapped a photo of the CFNR 503 the day before it departed Mt. Vernon for California: <http://www.rpicturearchives.net/showPicture.aspx?id=1879636>

In mid-January, NRE shipped a unique 2GS14B to ODFJELL HOUSTON TERMINALS in Seabrook, TX. The unit, numbered 1400, is built on a former CN GP9u frame, and features a very low short hood with additional windows for added visibility. The unit traveled as NREX 1400.

George Redmond captured several photos of the unit before it departed for Houston: <http://www.rpicturearchives.net/showPicture.aspx?id=1915843> and <http://www.rpicturearchives.net/showPicture.aspx?id=1915836> while Chris Bodkin managed a shot the following day that shows the unit's nose a little better: <http://www.rpicturearchives.net/showPicture.aspx?id=1916535>

Odfjell is a Norwegian company that specializes in transporting bulk liquid chemicals, using a fleet of vessels and tank terminals world-wide. One interesting feature of the 1400 is the name "Bow Loco", which is stenciled atop the cab of the locomotive. All 97 of Odfjell's ships carry a "Bow-" name as well, including tankers Bow Tone and Bow Hector, both of which were launched last year.

On Jan. 18, NRE's Mt. Vernon plant shipped 2GS21B OPT 2222. The unit is former 2GS14B demonstrator NREX 2007, which was refreshed and repainted in a solid black livery, lettered for GULF COAST RAIL SERVICES, and numbered for the company's ORANGE PORT TERMINAL RAILWAY. The unit is being used at the Exxon-Mobil facility in Beaumont, TX.

The 2222 is only the first of five 2GS14B's that will be coming to Gulf Coast Rail. The second unit should be almost done by press time, according to Terry Young at OPT. All five units are expected to be online within 6-8 months.

George Redmond managed a few photos of the unit the day before it shipped south: <http://www.rpicturearchives.net/showPicture.aspx?id=1899634>

John Durant got photos of new CSX TRANSPORTATION 2GS14B's CSXT 1318 and 1319 passing through Ridgefield Park, NJ On Jan. 16. The Dixmoor-built units were dropped off at CSX's yard in North Bergen, NJ.

Here's a couple of the photos:

CSXT 1318: <http://www.rpicturearchives.net/showPicture.aspx?id=1912562>
1318 and 1319 together: <http://www.rpicturearchives.net/showPicture.aspx?id=1912615>

BNSF tested PACIFIC HARBOR LINE 3GS21C PHL 81 in Texas for a few weeks in late January. The six axle genset was spotted working through Wichita Falls, TX on Jan. 16, then worked several locals out of Fort Worth later that same week. Here's one photo of the unit leading a local job on Jan. 21: <http://www.railpictures.net/viewphoto.php?id=311473>

PROGRESS RAIL SERVICES:

Though off to a slow start, Progress' takeover of the former CEECo facility in Tacoma, WA is gaining momentum. On Dec. 9, your Roundup editor stopped by and found that some significant changes had taken place in the weeks since his previous visit. For one and most notably, the CEECo lettering had been painted off of all of the buildings. As well, all signage identifying the location as CEECo had been removed. Though they weren't advertising it, the author did find one small sign identifying the place as Progress Rail Services, in block letters on a side gate that (for now at least) is being used as the main entrance. The folks inside said that they are slowly ramping up production, and about a dozen employees are already at work.

So far, only two of the five PR30C six axle CAT-repowered locomotives in the PROGRESS and UNION PACIFIC demonstration program are in service. PRLX 3002 and 3004 were spotted together in City of Industry, CA on Jan. 23.

All three PR43C six axle units congregated on NORFOLK SOUTHERN in Roanoke, VA, where a good deal of testing has been conducted on the other genset type locomotives over the past few years. Henry Dralle caught NS 4000, 4001, and PRLX 4300 by the research sheds in Roanoke on Jan. 13. <http://www.pbase.com/hdralleiii/image/121083944>

RAILSERVE:

LEAF-converted former GG20Bs RSSX 4495 and 9140 were delivered to RAILSERVE's contract switching operation at Texas Eastman in Longview, TX at the end of December. The 9140 is of particular interest, as it was originally a 3rd generation GG20B, and had been updated to 4th generation specifications as part of the recall work. All of the recorded LEAF conversions of former Railpower units recorded thus far have been 1st generation units. Up until this point, the fate of the 3rd and 4th generation units wasn't clear.

RAILPOWER TECHNOLOGIES:

According to sources at the Defense Non-tactical Generator and Rail Equipment Center at Hill Air Force Base, UT, the US ARMY's original three GG20B "Green Goat" hybrids, USAX 6000, 6001 and 6002, will be cannibalized on site for parts and then scrapped. A fourth unit, USAX 6003, is now on site as well. It will be used as a switcher at the facility through the winter.

During the second week of January, the frame for RJ Corman GP9 RJCC 206 was delivered to TMS in Altoona, PA for conversion to an RP20BD genset for RJ CORMAN RAILROAD. During evaluation, it was revealed that the frame was twisted and unusable. Instead, we have learned that TMS will be using the remains of former GG20B Green Goat demonstrator UPY 2004 as the core for this conversion. That unit was moved to TMS in 2008 along with four other Railpower-owned GG20B's, and prepped for conversion to RP20BD genset. The other four units were converted for various customers, but the 2004 has languished at TMS since its arrival.

One conflicting report, however, indicated that the 2004's cab would be cut off of its frame and stored, while the remainder of the unit would be scrapped. We have not received confirmation of this report.

RJ Corman will also be having TMS convert a former UP SD40-2 into a six axle RP20CD this year as well. No word on the identity of the core unit yet, only that it is presently at MetroEast Industries in East St. Louis, IL.

We also received word that TMS will be completing the two RP20BDs that were in process for VIRGINIA INTERNATIONAL TERMINALS, NITX 1706 and 1707. Those units were nearly completed by TMS before the bankruptcy of Railpower and a mechanics lien by TMS brought work to a stop. They have been sitting incomplete at TMS since, and became property of Norfolk Southern as part of a legal settlement during Railpower's reorganization. The units will be headed to VIT's Norfolk, VA terminal when completed, where they will join former CP GG20B NITX 1705.

Thanks for their assistance in assembling this month's roundup goes out to: Brookville Equipment, Ken Lanovich, Kansas City Southern, US Army DGRC, Sean Graham-White, Railpower Technologies, ElectroMotive Diesel, Mike Murray, George Redmond, Joe Ferguson, Mark R, Chris Toth, Keith B, Bryan Jones, Jeff Steen, Orange Port Terminal Railway, Chris Bodkin.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during December 2009:

During the month eight units were delivered to two customers. On the 23rd, four CN SD70DCes (SD70M-2), 8875-8878, (order 20086152) arrived at London East ready for service. Then on the 30th four QNS&L SD70ACe units, numbers 504-507, (order 20086094) were turned over to CN for shipment to the ferry at Matane, Quebec.

Besides the completion of these two orders in early 2010, work continued on three orders for two European customers. Deliveries are anticipated during the first quarter of 2010 of the 16 JT42CWRM units for Euro Cargo Rail and the 11 JT42CWRM for Dillen & LaJeune (D&L) Cargo. The nine UP SD60M for ECO repowering, in various states of disassemble, are still to be seen stored south of the plant.

EMC January 2010 sightings:

New CN SD70Dce (SD70M-2) 8879, 8885 on the Test track at EMD (Froth)

<http://i9.photobucket.com/albums/a68/viaTelus6429/London%20January%2011/cn8883.jpg>

<http://i9.photobucket.com/albums/a68/viaTelus6429/London%20January%2011/cn8879.jpg>

At Egerton Street, in London, Ontario Don caught four brand new QNS&L units, 504, 505, 506 and 507 waiting for a lift by CN #434 to MacMillan Yard, on January 1st, 2010.

<http://www.canadianrailwayobservations.com/2010/02/newsd.jpg>

Dave Broughton visited the London, plant on January 20th and noted a couple of brand new locomotives down a siding across from the factory. CN SD70M-2's 8879 and 8883 were later picked up by GEXR 3821 and RLK 2211 and delivered to the London East Yard.

<http://www.canadianrailwayobservations.com/2010/02/db.htm>

<http://www.rpicturearchives.net/editPicture1.aspx?id=1922418>

On January 20th CN train 316 with Conductor and CRO contributor Luc Doiron and CN Engine 2529, an idler flat, eight EuroCargo Class 66 type locomotives (billed EMDX 1001 to 1008) and an idler flat arrived at Rockingham in sunshine and glistening snow at 12:50 and then headed down to Pier 9 at 13:20 after CN train 120 had taken its loads to Halifax Intermodal Terminal. Photos and Video by David Othen. <http://www.youtube.com/watch?v=S-FLjRagcPM>

On January 4th a major derailment took place at Carrbridge, Scotland. Newly repainted DBS Class 66 # 66048 is one of the first order of the class, (66001-66250 built between 1998 and 2000 by GMDD in London Ont.), so it's not a new engine only a new paint scheme. It was originally in EWS livery. The Eddie Stobart company is one of the largest trucking companies in Europe and have only recently entered haulage by rail. This derailment happened on the first day that the Stobart company operated this particular scheduled train

66048 was operating the Eddie Stobart intermodal train when it became derailed at Carrbridge. The locomotive fell down an embankment, crushing a garden shed. Eight intermodal wagons derailed, many coming to rest between the two platforms. One member of the train crew was treated on scene for minor injuries. Track was badly damaged and rail service between Inverness and Perth was badly affected. We have no details as to the cause, but of note the pictures show wrecked containers very close to children's backyard play equipment. The UK received an unusual amount of snow in early January which further hampering the clean up.

<http://www.canadianrailwayobservations.com/2010/02/ccc.htm>

<http://icrs.fotopic.net/c1801496.html> (Thomas Blampied, David Atkins and Roy Endersby)

http://news.bbc.co.uk/2/hi/uk_news/scotland/highlands_and_islands/8446583.stm

SHORT LINES, REGIONALS & INDUSTRIALS

Western Canada:

On December 28th Trevor Sokolan caught the Okanagan Valley Railway's power; HBRY M420W 3550 and GP10 1025 in Edmonton, AB enroute to the Hudson Bay Railway. The M420W has been relettered HBRY, while the GP-10 still wears the Central Kansas paint.

<http://www.canadianrailwayobservations.com/2010/02/3550.jpg>

This following is a report compiled by Grant McVittie of HBRY, KRC and OmniTrax locomotives in The Pas, Manitoba, but is incomplete for VIA and CN locomotives which only pass through once in a while. Current for all those entries with a date in the first Date column (column H). Only those marked with an asterisk in column B have been observed in The Pas, MB (Headquarters of HBRY, KRC and OminTrax in Manitoba). Some of the Hudson Bay Railway, OmniTrax OSS, and CKR locomotives included here are HBRY (CKR) 2509, HBRY 3002, HBRY SD50 5000 & 5006, OmniTrax SW8 24, HBRY 4200 and a Youtube video showing some of these and Keewatin Rail M420W's (2410 and 2402) in The Pas, MB.

<http://www.canadianrailwayobservations.com/2010/02/krc.htm>

<http://www.youtube.com/watch?v=-xLE8szYONg>

<http://www.canadianrailwayobservations.com/2010/02/ThePasLocos.xls>

Brendan Baumgartner allowed us to post his photos from last summer of former Canada Cement 15T and 45T switchers sitting derelict at the old Manitoba Sugar plant in Winnipeg, MB. The plant is now owned by Harris Transport but it is unknown if they still have title to these units or not. They are currently stored way out in the back behind the plant with some ex-CN M-of-W equipment. They are sitting very close to Searcy Trucking, the same company that recently scrapped those CP SD40-2's and GP9's. The red GE 15T had worked for Harris since 2000 until this past spring, now replaced by a Trackmobile. The yellow GE 45T has been stored at the Canada Cement LaFarge plant in nearby Fort Whyte and has been unused since about 1982. It is likely unserviceable and is missing one side rod. Bert did not know when it was brought over to Harris storage facility, located about 5 miles away from Fort Whyte, but believes it was never used by Harris, and might have been bought for a parts source for the now unserviceable GE 15T. Interesting to know that both those Canada Cement units still wear their original GE Erie PA applied paint jobs. The yellow GE 45T was built in 1947 and the red 15T was built in 1955. (Brendan Baumgartner and Mark Perry).

<http://www.railroader.ca/showphoto.php?photo=1935>

Mark Forseille sent us these images of UGG SW1200 #3, formerly Houston Belt & Terminal #35 as well as the three Hunslets at the old Pacific Grain Elevators. Mark's Father worked at that terminal for thirty years before retiring in the mid eighties. Only one Hunslet remains at the elevator now known at Viterra. The VITX 2010 Genset was added last year, leaving the last Hunslet Switcher as a spare unit. Today photos of these Industrial Locos are impossible to get because of Vancouver Waterfront's new security measures.

<http://www.canadianrailwayobservations.com/2010/02/pe.htm>

Mark also sent these British Columbia- based industrial units: Taken August 17th 1998, CANFOR #103 is an SW1200 from Fraser Flats 10 KM SE of Prince George, BC (Previously Northwood Pulp & Timber) Taken December 22nd, 1998, Catalyst Paper Corp (CPC) #1501 is an SW1500 ex-SP 2598 from Crofton, BC. (45 KM SE from Nanaimo, BC). Taken back in June 1997, OMLX #1750 is an Omnitrax SD9E at Roberts Bank (no longer at this location). Taken September 11th, 2002, HS #950-001 is an SW900 (Ex CN 7935) that worked at Howe Sound Pulp and Paper at Port Mellon, BC. This unit was converted into SRY Slug unit #001 in 2005. Mark.

<http://www.canadianrailwayobservations.com/2010/02/mk.htm>

Last month we re[ported] PWTX GP7 1326 was seen moving on CP enroute to Prairie West Terminal at plenty, Saskatchewan. Roman Litarchuk caught it at (CP-Sutherland) in Saskatoon, SK the first week in January. This Geep was originally ATSF GP7 1326, and had been owned by RailAmerica.

<http://www.canadianrailwayobservations.com/2010/02/1326.htm>

Carlton Trail Railway Vignette: This set of photos was taken by Mark Forseille on the Carlton Trail Railway at Duck Lake, Saskatchewan during the Summer of 2004. Marc was on a family trip to Edmonton and decided to go visit some family up in Duck Lake, Sask. His Uncle gave me an approximate time when the train would be coming through heading Southbound from Prince Albert towards Saskatoon. While tinkering on one of his uncle's old cars and I heard the horn blast at the crossing a mile up. So, with camera in hand, Mark sprinted out their back yard and over the tracks to the other side to catch the train. Quite a hodge podge of a consist, but it does have character. My Uncle had a good laugh when I returned and pointed out that he's never seen me run that fast! CTR 2504, 1004, 1040 and OMLX 2000 SB at Duck Lake, Sask Aug 6, 2004. The 2504 looks to be a GP35, the 1004 and 1040 are GP10's and the 2000 looks to be a GP38-2.

<http://www.canadianrailwayobservations.com/2010/02/ctr.htm>

Ontario:

Cando (CCGX) SW8m 1002 was at Coteau, QC destined for the National Research Council (NRC) in Ottawa, ON for switching duties. The former Conrail 8685 (nee-Lehigh Valley 271) switcher arrived in Ottawa on January 25th. Rick Harris caught the switcher enroute at Kingston, and other photos of this switcher, background on Cando Contracting Limited including their history and photo roster can be found on Ray' Kennedy's website:

http://www.trainweb.org/oldtimetrains/shortlines/CCGX_1003_1002.htm

<http://www.trainweb.org/oldtimetrains/shortlines/CANDO.htm>

<http://www.canadianrailwayobservations.com/2010/02/1002.jpg> 1002 at Walkley Yard by Ray Farand

On December 30th, W.D. Shaw clicked the Railserve crew switching at Clarkson Yard for the Petro-Canada Refinery. The Railserve operated leased locomotive LTEX 3803 still looks pretty good in its old Aberdeen, Carolina and Western hunter green and cream paint as it finds a spot of sunlight while picking up tank cars.

<http://www.railpictures.net/viewphoto.php?id=308786>

Doug Cameron reported seeing OVR train #431 with CN SD40-2W 5286 and CN 5350 at North Bay, Ontario, on January 16th making up it's train to head to Romford – Sudbury, Ontario. Wayne Regaudie photographed an OVR train on January 8th which also had an OVR crew with the same CN units on CP trackage. <http://www.personainternet.com/mile77/pics/monthpic.html>

ONR News (by Mike Robin): The Ontario Northland Mechanical Department successfully installed waste tanks on the 840 and 850 class heavyweight coaches last year. After a year of running, the only problems with the new systems, as of January 2010, is reported to be the occasional premature bearing failure in the macerator pumps. Besides that, the 840 and 850 series coaches are now considered environmentally friendly and are now permitted to operate on other rail systems.

SD75I 2100 has returned to regular service after being rendered 'out of service' for over 2 years December 2009. Thanks to a prime mover transfer from wrecked SD75I 2101, the unit is pictured in Cochrane, Ontario preparing for her southbound trip to Englehart.
<http://www.onrgallery.com/newsfeb01.htm>

Cochrane's Shops Facility has been doing some work ordinarily reserved for ONR's bigger North Bay Shops in January 2010. GP38-2 1800 was lifted for a complete truck exchange. Cochrane has been forced to undertake measures such as this due to a power shortage and a very small time window for such a project.
<http://www.onrgallery.com/newsfeb02.htm>

JANUARY 12th, 2010, A 19-year-old Hudson Township man was killed Tuesday morning while operating a snowmobile after he was struck by an Ontario Northland Railway freight train north of New Liskeard.

Ontario Provincial Police said Jessy Desrochers was traveling west on an opened Ontario Federation of Snowmobile Clubs trail in Dymond Township when he failed to stop for an approaching north bound ONR freight train shortly after 9 a.m. Police said he was pronounced dead at the scene.

Officers from the Temiskaming OPP and Technical Traffic Collision Investigators from the Northeast Region Highway Safety Division investigated.

ONR FP7AU 2002 will be donated to Heritage North Bay. FP7A 1501, which was converted from regular duties at ONR and converted to lead one of Ontario Northland's European Northlander sets in the 1980's has been deemed impossible to restore after spending years in storage on a section of track supplied by Heritage North Bay. 1501 was therefore subjected to the torches in 2008. FP7AU 2002, one of 3 rebuilt Caterpillar Powered units which ran active service until 2002, will be donated in order to replace the 1501. The other 2 Cat units, 2000 and 2001 have been scrapped.

The Following is a little background of Heritage North Bay's display courtesy of Former ONR Vice-President Rail, Grant Bailey, FP7A 1501, one of the ONR Northlander Tee Train sets, a confiscated CP caboose (that is another story for another time), and the Temiskaming & Northern Ontario #503 were all donated to the North Bay Area Museum (now Heritage North Bay) at various points in 2001, 2002, and 2003 and were to form part of a railway equipment display around the newly renovated CP station in North Bay. All of the equipment was placed in storage on a short stretch of the former CP main line that was retained after the main line was relocated through the summer of 2003 as part of the North Bay rail lands redevelopment project. As with many of these things, ideas are often bigger than resources, and much has not worked out as planned. The 1501 was in terrible condition, even for a display engine, the Tee Train became home to drug users and vagrants and was set on fire on March 29th, 2005.

Here's some great photos courtesy of Phil Mason:
ONR 1501 is shown on the northbound "Northlander" at Richmond Hill ON. on the CN Bala Sub.
<http://www.onrgallery.com/newsfeb03.htm>
1501 "preserved" at North Bay in 2005 <http://www.onrgallery.com/newsfeb04.htm>
ONR 2002 is shown at South River ON. in 1997 <http://www.onrgallery.com/newsfeb05.htm>

ONR 1519 shown at the North Bay ONR shop in 1970 <http://www.onrgallery.com/newsfeb06.htm>

GEXR: Several (ex-CR) NECR SD40-2's are rumoured to be moving from the NECR to the GEXR. Originally three ex-FEC SD40-2's were forecast and only one has actually arrived here.

While in Stratford and Guelph, Jason Jongen clicked a GEXR light engine move with the Florida East Coast unit leading enroute to Mac Yard. Also on November 13th Jason caught the Ontario Southland Railway switching in Guelph with four RS23's consecutively numbered to boot, OSRX 506, 505, 504, and 503. <http://www.canadianrailwayobservations.com/2010/02/jj1.jpg>
<http://www.canadianrailwayobservations.com/2010/02/jj2.jpg>

OSRX: Dave Burroughs took this nice shot on January 20th showing Ontario Southland (OSRX) RS18u 182 (nee- CP 8764) and GP-7 378 (nee-SOO 378), two examples of first generation power in regular service on an Ontario Short Line. They are seen here crossing here the Thames River in Woodstock, ON. on the CP's Galt Sub <http://www.railpictures.net/viewphoto.php?id=311628>

TH&B Vignette: Phil Mason and his father received an escorted tour of CP's Agincourt Yard in Toronto in June 1969, and caught this trio of Toronto Hamilton and Buffalo Railway geeps (71, 74 and 77). <http://www.canadianrailwayobservations.com/2010/02/thb.htm>

Quebec:

On December 29th Geoffrey Williams caught brand new QNS&L SD70ACe 501 and 503 on EMCC test track. (Froth). Simon Bélanger reported CN 402 had CN 2659-CN 2517-QNS&L 505-507-506-504 after leaving Joffre yard, Quebec on January 2nd. Simon says it was quite the lash up! They then headed for the COGEMA ferry operation at Matane, Quebec and arrived at Mt. Joli on Jan. 2nd travelling as AARX 504-507. QNS&L 501, 502, 503 (lettered AARX) were picked up by GEXR (2236) on January 5th and taken to CN London East. The last three QNS&L SD70ACe 501, 502, and 503, were lifted by CN 434 from London East, on January 5th. Patrick DeLarue caught QNS&L 502 at Lévis, Québec on January 7th, 2010. At press time all of the units had been delivered.
<http://www.rpicturearchives.net/showPicture.aspx?id=1893807>
<http://www.canadianrailwayobservations.com/2010/02/q1.jpg>
<http://i176.photobucket.com/albums/w182/cp9020/qnsl.jpg> (CN Hamilton)

The Quebec – Gatineau Railway has leased LLPX GP15-1 1507, contrary to the rumours it was being leased elsewhere. QGRY GP40 3105 had been stored Unserviceable in Quebec City and in mid-January was moved by CP to the Buffalo & Pittsburgh Railroad, (BPRR) shop in Brownsville, PA. While in Quebec City, it is seen coupled to QGRY 3105 are ex-NBEC RS18u's 1821 and 1868 which are intended for a future tourist operation with Cirque du Soliel. Five former METRA Double Decker commuter coaches have been purchased for this train as well and are stored on the Charlevoix Railway.
<http://www.canadianrailwayobservations.com/2010/02/rs18.jpg>
<http://www.canadianrailwayobservations.com/2010/02/3016.jpg>

Guy-Pascal Arcouette submitted the following photos from CN Joffre Yard, Valley Junction and Tring Jcnction, and Quebec City taken January 23th. Included are Hi-nosed ex- GTW GP9 WPIX 4432, stored at Joffre yard with ex-GTW 4707 and an MLW switcher. On the Quebec Central at Tring Junction he clicked ex-CNR 4-6-4T #46, the QCR bridge, Former AMT (CP) FP7A 1300 and 1302, ex-VIA's RDC-1 #6140 (their only QCR painted passenger car), and Alco switcher 2Y65 (former Consolidated Bathurst/ Cartons St Laurent/ CIP from La Tuque, bought new by CIP in 1963. It was sold initially to CLN Industries at Joffre). At the Quebec City QGRY Yard, Guy clicked (ex- UP), LLPX GP38 2334 and two snow covered former CP RS18u's in the background.
<http://www.canadianrailwayobservations.com/2010/02/val.htm>

Eastern Canada - "Atlantic Report" (By David Othen)

2010 began with several snow storms in Atlantic Canada. Two of the three shortlines soon had their plows in action. New Brunswick Southern had its Jordan Spreader-Ditcher-Snowplow Model 4-100 built in 1983 in action and Kevin Babcock submitted this NBSR Spreader video.

<http://www.youtube.com/watch?v=-apzhakXY24>

The Windsor & Hantsport Railway had its 1928 built wedge plow on the front of its weekly freight from Windsor to Windsor Junction. David Othen submitted his photos and video of Windsor & Hantsport Railway Company (WHRC) plow 55360 being pushed by Central Manitoba Railway GP9RMs 4014 & 4011 (leased to the WHRC) and three empty grain cars at Windsor Junction on 4 January 2010. Antique equipment still at work!

http://www.youtube.com/watch?v=_yHpfrFd46c

Last year wet snow was apparently packed down by trespassing snowmobilers and then froze. First the locomotives derailed and later the plow derailed. Finally the railroad had to rent a front end loader to dig out the tracks. This year they are taking no chances!

With the onset of winter and colder weather CN has sometimes been running 120 and 121 between Montreal & Halifax in DPU mode. Trains have been up to 175 cars, 11000 feet and 10,000 tons. There have been two or three large units on front and a DPU unit somewhere in the train. The position of the DPU unit seems to depend on the time available in Montreal for assembling the train – on one occasion it was directly behind the lead engines! On the Halifax departures it is usually about two thirds of the way back in the train. Other CN trains between Moncton & Dartmouth, Saint John and Joffre have been operating as usual. David Othen photographed a DPU equipped train arriving at Halifax on January 14th.

http://www.canadianrailwayobservations.com/2010/do/02/DPU2281onCN120_enteringRockinghamYards14Jan2010smallDAO.jpg

CN ran a special train #316 with CN Dash 9 2529 from Toronto to Halifax to take eight Euro Cargo locomotives for shipment to Europe. After several delays it arrived in Rockingham Yards, Halifax at 12:50 pm on January 21st and was immediately taken to Pier 9 to await the arrival of the Jumbo ship. David Othen took video of the train at four different locations and has uploaded this to youtube.

<http://www.youtube.com/watch?v=S-FLjRagcPM>

Cape Breton & Central Nova Scotia has been running its Truro to Port Hawkesbury freight 6 days a week and a coal train from Tupper to New Glasgow 4 or 5 days per week.

The temporary closure of the gypsum mines near Windsor, NS has meant that the Windsor & Hantsport Railway is only running one train approximately once a week from Windsor to Windsor Junction and return.

Attention CRO Readers: David Othen is requesting contributions (both photos & news items) about Eastern Canadian railways. This information will be compiled and summarized at the end of each month for his CRO "Atlantic Report". Please email all your news items to David directly at; often@eastlink.ca

David Othen has completed an 80 page photographic album on the Newfoundland Railway between St. John's & Holyrood in September 1976 and self-published it using blurb.com. It is 7 inches square. The book can be viewed at <http://69.25.104.81/bookstore/detail/1143941>

It can be ordered directly from blurb.com which saves the cost of postage from me to you and you can choose the format you prefer - softcover, hardcover with a dustjacket or hardcover with the photo on the cover. I have also rescanned some of the photographs in my earlier 40 page book on the Halifax & Southwestern Railway - the last 25 years from Halifax to Bridgewater. The 7 inch square book can be viewed at <http://69.25.104.81/bookstore/detail/1143839>

"Diesels & Dust"

(by Joe Zika)

Welcome to the First edition of "Diesels and Dust".

Today's late breaking news is the Arrival of QNS&L SD 40-3's 307, 302, 301 and 309 at CN's MacMillan Yard on January 25th, on M 30921 25 at 1851 behind IC 2715, CN 8009 and 2451. These QNSL SD 40-3's are billed from Mont Joli, PQ to Hamilton, ON, shipper is The Andersons Inc and the Consignee is Railcare Inc.

Unlike the previous group of QNSL SD 40-2/3's that went to Chicago under the JLCX reporting marks for scrapping back in April of 2007, those unit numbers for those that keep track were QNSL 259, 306, 305, 304, 261, 308 and 303.

Included are four photo's taken early on January 26th of QNSL 307, 302, 301 and 309, all four units seem to be reasonably intact with the exception of missing headlight lamps on 307 and 309 from what i was able to see. <http://www.canadianrailwayobservations.com/2010/02/q.htm>

I'm not sure which train might handle these four units, but it might be either a 421, 435 or 399 type as all three stop at Aldershot to set off and or lift.

Here are two photo's of Ex QNSL SD 40-3's 303 and 304 under JLCX reporting marks from way back in April 2007 when they were headed through town.

<http://www.canadianrailwayobservations.com/2010/02/jz.htm>

"Modeller's Corner"

(by Mike Pebesma)

New Releases

Modellers wanting to duplicate locomotives and freight cars in the CN web address scheme now can, as decal sets have been released by Microscale (for locomotives) and by Highball Graphics (for locomotives and freight cars).

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

<http://www.mgdecals.com/homepage.htm>

Announcements and Updates

Bowser announced their HO "Exec Line" Alco C-630M Locomotives with a DC Version \$169.95 and DCC version with Soundtraxx Tsunami Sound \$269.95. This will surely come as great news to many!

http://www.bowser-trains.com/New_Products/New%201%2025%2010%20C630M/New%201%2025%2010%20C630M.htm

<http://cpdieselroster.com/Roster%20Archive/CP%204500A/CP%204503-3.jpg>

Rapido Trains has updated information on their FP9 locomotives, additional paint schemes for their caboose and updates on the forthcoming LRC locomotive in their latest Telegraph newsletter. It also includes an interesting short video about making the sound recording for the FP9.

http://www.rapidotrains.com/telegraph_current.html

William Baird also provided this video taken at the Canada Central Club open house back in October 2009. It shows HO Scale VIA P42DC with Rapido LRC cars, VIA Canadian, VIA Ocean, a French TGV

and an AMT Commuter train. Guy Pascal also took some video of prototype P42's and LRC's for comparison. <http://www.youtube.com/watch?v=nmvclsjpJYg>

The following photos were provided by modeller Paul Trudel, showing his progress on constructing a Kaslo Shops RS-23 kit. Also shown for comparison is a brass RS-23.

<http://gumpaul.quebectrain.com/rs23/index.html>

Events

The NMRA Niagara Frontier Region, Western Ontario Division is holding a series of beginners' clinics on Saturday February 20th from 10:00am to 3:00pm. The clinics are being held upstairs at Hurley's Independent Grocers, 273 King St. West in Ingersoll Ontario. Admission is free, but space is limited. To register or for more information, contact Ann Jerrard at 519-305-1012 or ajerrard@rogers.com

The HO Scale CANADA CENTRALRAILWAY and Montreal Railway Modellers Association (L'Association des Modélistes Ferroviaires de Montréal) is holding their Bi-Annual OPEN HOUSE February 27th and 28th http://www.canadacentral.org/Portes_Ouvertes_FR.htm Montreal Railroad Modellers Association, 891, rue St-Paul W. Montréal, QC, H3C 1M7. Phone: 514-861-6185 Email: lalanne.p@videotron.ca Pierre Lalanne V.P.

WHITE PASS & YUKON – Part 2

(by Deane Motis)

The White Pass & Yukon Railway Part 2 is now available for download at :

<http://www.canadianrailwayobservations.com/docs/CRO-WPYR-Part2.pdf>

CANADIAN RAILWAY HISTORY

Ex-CPR Royal Hudson 4-6-4 #2860 will make a special run to White Rock, BC on February 8th, 2010 to participate as a special guest at the White Rock Winter Festival and Bite of the Rock event. The train will operate from Vancouver to White Rock on February 8, and will return White Rock to Vancouver on Tuesday, February 9. Final details are being put in place, watch this space as they become available. <http://www.wcra.org/> for the press release. Tickets are now available through West Coast Rail Tours.

Ex-CPR N-2-b Consolidation 2-8-0 #3716 with The Kettle Valley Steam Railway Christmas Train:

<http://www.youtube.com/watch?v=ActIkLSW20Y>

Ex-CNR U-1-f 4-8-2 #6060 link:

<http://www.6060.org>

Winter steam with Ex-GTR 7470:

<http://www.conwayscenic.com/index.cfm?fuseaction=home.fiveminutesofsteam>

The Alberta Prairie Railway passenger trains may again be heading north from Stettler to Donalda in 2011 as they did before the rail line was ripped out in 1998 by Central Western Railway; the station (<http://www.canadianrailwayobservations.com/2010/02/donalda.jpg>) is still ready for passengers but the elevators are history. A plan to restore an old railway line linking Stettler, AB and Donalda, AB has received a major funding grant of over \$3.2 million. East Central Alberta Heritage Society was authorized funding of almost \$3.9 million, said society chair Norma Leslie, from the federal Community Adjustment Fund through Canadian Badlands for two projects with a focus to redevelop and enhance the region's rural communities and their local tourism industry by the spring of 2011. Funding will support the society's plan to restore the line and to develop a linear park in Donalda and Big Valley.

Last summer at a ceremony in Big Valley, Alberta, on Aug 3rd 2009, CNR 4-8-2 Mountain 6060 was declared an Alberta Historical Resource/ Cor van Steenis Photo:

<http://www.canadianrailwayobservations.com/2010/02/6060.htm>

Please visit our page for updates on each railway museum in Canada:

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

SOUTH OF THE BORDER

The ROCK ISLAND lives in 2010! On January 19th, freshly painted IAIS ES44AC 513 is seen fresh out of the shop and ready to be shipped to Iowa sporting 1950's-era Rock Island paint!

<http://www.railpictures.net/viewphoto.php?id=311425>

Ozark Mountain Railcar is offering several open window heavyweight passenger cars including a former CN coach: <http://www.ozarkmountainrailcar.com/whatsnew.htm>

The New Harmon (NY) Shops in opened for business in January 2010, talk about clean!
<http://www.canadianrailwayobservations.com/2010/02/harmon.htm>

Delaware Lackawanna Alcos in the Poconos--12/28/09 (by David Monte Verde)

On December 29th, 2009 I went up to Scranton to see what was going on along the DL. First I caught the SC7 working near South Scranton with 405 and 2453:
<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887860>

A little while later, I heard the SPG departing with five Alcos. My first shot was at Ridge Row in Scranton, followed by additional photos at Elmhurst, Moscow, and Gouldsboro.

<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887861>

<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887862>

<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887863>

<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887864>

Next, I went to Tobyhanna to find them working Keystone Propane. I managed to get two shots of the train here in very different weather conditions.

<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887865>

<http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887866>

After they finished their work, I followed them down to Mount Pocono for one last shot. <http://ssw9662.rpicturearchives.net/showPicture.aspx?id=1887867>

Great sights and Sound: <http://www.youtube.com/watch?v=c4MtSoECkbg>
<http://www.youtube.com/watch?v=nuBvwy5Gg4k&feature=related>

In Mid- January Norfolk Southern #75J (an empty coal train) rounded a curve towards a long straight tangent, and realized the bridge ahead of them was on fire. Engineer shot the brakes, and by the time it stopped, it was directly on top of the bridge, in the flames. The fuel residue on top of the fuel tank ignited, and then the fuel in the tank burned. I've heard several different stories, but it sounds to me like the conductor jumped before the train stopped, but the Engineer stayed on board, trying to reset the PC and pump the brakes off so he could shove the train back off the bridge. The conductor realized the Engineer was still in the fire, so he went back onboard to help the Engineer, but the fire got too extreme. When the windows started popping, the crew jumped out of the engine into the creek bed below, breaking several bones and receiving extreme burns. The Engineer had nothing left on except some melted boots, everything else burned off. Conductor apparently had a cell phone on his side and was able to call for help. They had to be taken out of the area on ATV's, loaded into a 4wd pickup truck, and taken to a nearby clearing to be loaded into a helicopter. The Engineer passed away the next day, and the conductor is still in serious condition. Anything on the engines that could be burnt or melted, was burnt and melted. They will probably be scrapped on site. The bridge is 265 feet long, open deck, four pile bent, all steel except for the deck. The deck was constructed of a composite (plastic) material. The bridge has 16 bents including the dump bents. NS crew consisting of an NS EIC and three outside contractors started work on January 11, 2010, installing and repairing horizontal braces (see photos). These braces are welded from stinger to stringer at a 45 degree angle for support. There was no slow order required. They finished work on Tuesday, January 12th about 3pm central time. A northbound train passed over the bridge about 630 pm and did not see any problems. The next train was the empty coal train. The lead engine stopped 46 feet short of the north end of the bridge after initiating an emergency application. All three engines and one coal car (see photos) stopped on the blazing bridge.
<http://www.canadianrailwayobservations.com/docs/NSPlasticTiesBridgefire.pdf>

Historic footage of US Army Railroad operations during the 1940's: (Froth)
http://www.liveleak.com/view?i=e9a_1241081839

D&H - The Bridge Line:

Bob Heathorn submitted these two fine shots of the D&H sharks in operation in October 1972. The first shows the pair with a long train rolling beside the very well maintained Erie Lackawanna main line. The second shows the same train arriving at the Lehigh Valley Yard in Sayre, Pennsylvania, which is awash in Cornell Red-liveried LV units!

<http://www.canadianrailwayobservations.com/2010/02/b1.jpg>

<http://www.canadianrailwayobservations.com/2010/02/b2.jpg>

Phil Mason took this magnificent shot of Alco's meeting Alco's on the CP. A Montreal-bound freight with an NYC FA and B are holding on NYC trackage, while a Southbound D&H PA whizzes by enroute to the border crossing at Rouses Point, NY. This meet is on the south side of the St-Lawrence River on the CP Mainline at Adirondack Junction, with the Mercier Bridge in the background. Adirondack Jct. still had an operator in March 1968, at the Seaway Tower (at the CP Bridge). Adirondack Jct. was (and still is) on the Mohawk Reservation and the tribal police would chase you away if you stopped to take pictures.

<http://www.canadianrailwayobservations.com/2010/02/pm101.jpg>

<http://www.canadianrailwayobservations.com/2010/02/pm102.jpg>

<http://www.canadianrailwayobservations.com/2010/02/pm103.jpg>

Correction to last months issue: The other "D&H" steam engine that ran that year was former C. CPR 4-6-2 G5 #1278 (and not CPR 2317), It was modified to resemble "D&H #653" a passenger engine. Interestingly, the engine was on the way to Montreal when the Canadian customs barred it from entering Canada because it was no longer qualified to operate up here. It was removed at Rouses Point and brought in with diesels instead.

Letters:

Mr. Baird:

Regarding the article in the January 2010 issue of CRO about the D&H Sesquicentennial, the "302" was indeed the ex Reading #2102 class T-1, 4-8-4 (formerly #2022, class I-10, 2-8-0, rebuilt 1945). The other locomotive they used was numbered "653", ex CP #1278, not the #2317 as mentioned in the article. If you follow the links below, they show the fireman's side "653" (click on the image to enlarge it). Plus the second link gives the information from the back of the postcard explaining why the D&H had the second steamer.

<http://www.nyysa.com/archive/code/detail.php?a=11259&b=0&ff=1&sl=10&rc=71&bb=1>

<http://www.nyysa.com/archive/code/detail.php?a=11259&b=1&bb=1&rc=71&ff=1&c=1>

Sincerely,
Chris Shepherd
New York

Hi Will,

I'm not meaning to start a page of UK news in CRO, but there seem to be so many remarkable Canadian connections to the UK this month. The latest news is that DB Schenker have repainted class 67 67018 and named it "Keith Heller". His bio is below:

http://www.dbschenker.com/site/logistics/dbschenker.com/en/business_unit_rail/executive_board/heller_keith.html

Here is a photo of the locomotive, note the maple leaf!

<http://neilharrison.fotopic.net/p62943013.html>

Thomas Blampied
Ontario.

Hi Will,

I really enjoy Canadian Railway Observations, a wonderful website for Canadian Railway news!

The Central Vermont Railway Historical Society was started by Marty McGuirk about 1990 and now has about 300 members. We publish a quarterly newsletter, the Ambassador (obviously named after the passenger train but with a lot of nice other connotations) We have an annual convention in the Fall. This year, it will be in St Albans, VT October 1-2-3. Our mission is to locate, organize, and share information on the Central Vermont Railway, its predecessors and successors. We have a web site: CVRHS.com where one can find an application form.

I am happy to answer questions about the CV. If I cannot, I will locate people who will

Alan Irwin
Director, CVRHS
Essex Junction, VT
Airwin4559@aol.com Yes, that is a GP-9 number in my E-mail address!

Hi Will,

With the UK seeming to have more snow than most of Canada, I thought that I would pass this along to you. You will remember that I had to add a final livery to the article on locomotive 66048, only repainted last week. Less than a week into service and it derailed quite badly in Scotland last night:
http://news.bbc.co.uk/2/hi/uk_news/scotland/highlands_and_islands/8441120.stm

Talk about bad luck!

Thomas Blampied
Ontario

Hi All,

You are invited my new rail site. I am a rail fan from eastern Canada.
<http://yourrailwaypictures.com/OldDiesels/>

John MacDonald
Nova Scotia

The Last Word:

Hi All,

Aside from our automated advertising service on the Home page we also offer advertising space to our readers. If you wish to advertise your Railway Club, Historical Society, hobby Shop, magazine or your book in CRO, you may contact us as well. Our monthly/yearly rates for a thumbnail hyperlink are very reasonable.

This month's issue was a very difficult one for me because John Read was unable to assist me as he usually does. Therefore extra thanks must go to Bruce Chapman, Bruce, Mercer, Sean Graham White and Earl Roberts for their assistance with the issue.

Check out this Union Pacific test train which ran from Dallas to Los Angeles with nine GE locomotives (three on the point, four cut-in DPU's and two rear DPU's)! The train pulled the 295 cars that stretched over 18,000 feet (5486 m) and weighed over 15,000 tons. <http://www.rail-videos.net/video/view.php?id=7782>

CP RAIL freight in the good 'ol days, box cars with no Graffiti and lots of Chessie System! <http://www.rail-videos.net/video/view.php?id=5074>

D&H at Delson Quebec, August 1984: <http://www.youtube.com/watch?v=-GqQ5H5prkE>

Handsome brutes NKP 765 and PM 1225 team up for this historic photo charter on the Great Lakes Central Railroad organized by Lerro Productions and hosted by the Steam Railroading Institute of Owosso, Michigan., even the freight cars look good in this superb video. <http://www.youtube.com/watch?v=SXJ9eKwYSpU>

Here is the promo for the Temp Jr. FCRS Slide Show in Campbellville, ON April 17th 2010: <http://www.canadianrailwayobservations.com/2010/02/slide.jpg>

While not yet April Fool's Day, Dan Dell'Unto sent along this photo shopped image he found: What if Baldwin still made locomotives? http://xa.yimg.com/kq/groups/369668/hr/2101456268/name/n_a

I hope to see some of you at our MRMA/AMFM Open House in February!

*Cheers,
Will-*

THANK YOU: Guy-Pascal Arcouette, Kevin Babcock, Martin Baumann, Simon Bélanger, Thomas Blampied, Derek Boles, Terry Brennan, Dave Broughton, Dave Burroughs, Rod Bushway, J.P. Cadieux, Doug Cameron, Guilio Capuano, Andy Cassidy, Bruce Chapman, T.J. Coward, Michael Da Costa, Edward Davis, Ian Deck, Michael Da Costa, Charlie De Jean, Ian Deck, Patrick DeLarue, Raymond Farand, Sean Graham-White, Doug Hately, Bob Heathorn, Rick Harris, Cliff Holder, Alan Irwin, Jason Jongen, R.L. Kennedy, Gary Knapp, Wayne Koch, Craig Konopski, Ken Lanovich, Luc Lanthier, John Leeming, Roman Litarchuk, Don Marson, Phil Mason, Don McQueen (Froth), Bruce Mercer, Jody Moore, Arnold Mooney, Terry Muirhead, Jason Noe (Railpace), David Othen, Doug Page, Ronald Pelletier, Mark Perry, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17F", Wayne Regaudie, Rob Ritchie, Earl Roberts (Branchline), Bill Sanderson, Wilco van Schoonhoven, Chuck Schwesinger, J.L. Scott, W.D. Shaw, Trevor Sokolan, Cor van Steenis, Aleks Stefanovic, Ken Story, David Stremes, Jean-François Turcotte, Colin Tytler, John Vincent, Ron Visockis, Chris Wilson, Joe Zika, Mike Zollitsch, The Bridge Line Historical Society, and The Canadian Trackside

Guide. Merci Aussi: James, John, GE-John, Michel, Tony, Denis, Richard, Mohammed, et tous les gars a St-Luc Diesel!

Submitting photos to CRO? We encourage our readers to forward pertinent news photos and historical material for our “Vignettes” series. However we prefer if you upload your pictures to one of the many photo hosting websites and then us send the “link”. Please (Include Train #, date, location, etc, to CRO at williamhbaird@gmail.com As we get a lot of mail please Indicate “CRO Photo” in the subject line. If you are really unable to send us your hyperlinked photo and can't put your pictures online, you of course can send them to us in jpeg format, as long the size is not exceeding 1Mb.

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.