

CANADIAN RAILWAY OBSERVATIONS

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www.canadianrailwayobservations.com

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Feel free to post anything "CRO" related news sightings, locomotive consists and your train photos (prototype or scale models) on our Facebook page! Our monthly newsletter will remain of course for our columns and stories. Try posting on CRO Facebook~ its fun and you get immediate satisfaction seeing you photo online and get to see readers comments!

HELP WANTED: CRO is seeking assistance with following the dispositions of CN, IC, BCOL, NBEC, DWP, DMIR and GTW locomotives currently at Woodcrest in Illinois. Is there anyone who could assist with updates on locomotive dispositions, the ever changing deadline or units sold for scrap? Please contact CRO.

HELP WANTED: As CRO continues to grow exponentially, therefore we are looking for a Junior Webmaster to assist us with the the CRO website. The Junior Webmaster must have the following knowledge:

- Must know how to deal with FTP
- Must understand the basic of Photoshop (resize, jpeg compression)
- No webmaster experience really required (if you know how directories works and you know how to use Notepad, you're fine!) Training will be provided, Please contact CRO.

CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last retirement was December 6th)

CN SD40-2W 5301 on January 18th

CN SD40-2 5384 on January 20th

NBEC RS18u 1845 pending

NBEC RS18u 1856 pending

NBEC RS18u 1856 departed Joffre, QC on train A40121-0, billed for Woodcrest, IL. However it only got as far as Montreal for now and was photographed at Taschereau Diesel Shop on February 21st by Charles De Jean with NBEC RS18u 1835 which arrived here a couple of weeks ago. The other RS18u 1845 has still not yet moved from Cambellton, NB.

<http://www.canadianrailwayobservations.com/2010/03/1835.htm>

Correction to CN Retirements in the February CRO: The unit retired on December 6th, 2009. was BCOL B39-8E #3911, (and not #3611 as we reported). This is the first B39-8E to be retired by CN. (A good photo of this unit by Tyler Welsford, appears a little further down).

CN Locomotives Sold:

With the exception of IC SD40X 6071, the last of the 6000-series stored at Effingham, IL, moved south for the last time. IC SD40A-2R 6010 was the last remaining unit stored in the yard and moved south in February on M397. The unit is carrying ASDX reporting marks and is in route to Mobile, AL, where she will be interchanged with the CSXT and forwarded to Georgiana, AL. As a side note, there are still five of the GTW SD40's in the 5900-series stored serviceable at Effingham. IC SD40-2R 6071

is slated to go to the Monticello Railway Museum and is awaiting shipment. For reference, the other 6000's that have been stored at Effingham are as follows: SD40-2R 6000, 6001, 6002, 6005, SD40A-R 6010, SD40-2R's 6051, 6052, 6057, 6060, 6067 and 6070. These units have been going south to Alabama since the first of the year. The majority of them have been shipped in the last two weeks. Sadly everything that gets shipped out as ASDX will be scrapped, unless someone makes an offer before the torches start cutting. That operation is run by the same group that used to scrap units at Woodcrest shop. At last report SD40A-2R 6006 was still on the roster.

In Mid-January 2010 MLW-built M636 2338 was sold to a private individual in the USA according to our investigations. This engine was retired sometime in 1998 and was stored at the Point St-Charles shop in Montreal and then later at Mac Yard Diesel Shop in Toronto and used as an emergency generator. Over the next month, this Big M will be prepared for transport and waybilled to the Western New York & Pennsylvania (WNYP) for temporary storage. As the move is to avoid NS, it will go via CN and the Buffalo and Pittsburgh RR. CRO will have further news on this once more details are uncovered.

New Power:

Brand new CN SD70M-2's 8891 / 8892 / 8896 / 8898 / 8899 arrived at the Yard at London on February 19th and moved to Mac Yard on A43431. Two weeks earlier, on January 30th newly arrived CN SD70M-2's 8886 and 8889, were departing on CN M31331. CN 8888 was released on February 4th, and moved by GEXR on train 433. This unit is not yet officially released to CN yet, and was forwarded to La Grange, IL for emission tests. CN SD70M-2's 8887 and 8890 were delivered on February 3rd but both failed enroute to Edmonton and were rescued by a pair of SD40-2W's. On February 12th, CN train #434 ex-London with CN 8893-8894-8895. Here are Tim Stevens and Jonathan Angeles shots of CN's new SD70M-2's in service in February.

<http://www.railpictures.net/viewphoto.php?id=314993&nseq=50>

http://s809.photobucket.com/albums/zz12/JA_4729/?action=view¤t=CN8883andCN8879.jpg

http://s809.photobucket.com/albums/zz12/JA_4729/?action=view¤t=VIA6498.jpg

Ron Visockis submitted this terrific shot of CN SD70M-2 8837 and two others at Belleville, ON on February Feb 16th. Ron put his new telephoto lens to full capacity for this shot!

<http://www.canadianrailwayobservations.com/2010/03/8837.jpg>

On February 20th Tim Stevens clicked brand new SD70M-2s 8893 and 8894 are on their maiden run west to Vancouver with Q105's 6900 foot train.

<http://www.railpictures.net/viewphoto.php?id=314864&nseq=4>

On February 18th Ken Lanovitch reported CN has just about finished painting BCOL 4641 in CN colours and was seen inside Woodcrest paint shop, following repairs. The first unit was at ACDRAIL ine year ago and the second BCOL unit to receive new CN paint.

<http://www.railpictures.net/viewphoto.php?id=309716>

The first CN liveried BC Rail Dash-8 40CM was visiting Seattle, WA February 16th.

<http://www.locophotos.com/PhotoDetails.php?PhotoID=108032>

<http://www.rpicturearchives.net/showPicture.aspx?id=1946755>

Having arrived at Fort Worth, Texas on MPBFW, Brandon Kilgore caught BCOL Dash 8 40CM 4617 far from home, sitting on the ready track at UP Centennial Yard, on February 13.

<http://www.railpictures.net/viewphoto.php?id=314327&nseq=78>

In early February Walter Pfefferle shot this impressive video of CN Train #144 with CN SD40-2 5287 and GTW GP38-2 4916 with 113 NS Triple Crown trailer vans rolling at high speed! It is somewhat

rare to see this train in the morning. Video of CN #144 on February 10th, 2010.

<http://www.youtube.com/watch?v=72vgH2a2XTs>

In March 2009, Tyler Welsford took these images of BCOL B39-8E 3911 at Squamish, BC. March, 2009, Train L568 with CN 8846(leading), 2615, and 5714, crossing (onboard the train) over the 56-mile bridge. This is the same bridge where a tank car of Caustic Soda went into the Cheakamus River shortly after CN took over the BCR. August 27, 2009. Train L568 is seen southbound along Anderson Lake near mile 137 Squamish Sub. August 27, 2009. The way things are going on CN, It won't be long before the only BCOL units left on roster are the Dash 8's and dash 9's. BCOL 3911 has already been officially retired and BCOL 3905 and BCOL 3907 are stored Unserviceable. They are considered odd balls in the CN fleet and are being gradually replaced by five former WC GP38-2's 201-205 (These are DB-equipped former ACR units). This CN power will be running on the assignments formally held by the BCOL B39-8E's

<http://www.canadianrailwayobservations.com/2010/03/1.htm>

Mother Nature is doing her best to make railroading on the Omaha Sub as hard as it can be. Here four CN units wasn't enough power to get through this snowdrift at MP 408. All four units are having different snow related problems, which in turned caused this train to become stuck. Contractors are on their way to dig this train out. Be another 20 hours and 3 more engines added before this train will move again. (Craig Williams) <http://www.railpictures.net/viewphoto.php?id=310538&>

On February 11th, dozens of hopper cars carrying potash derailed in a spectacular derailment in western Manitoba, 56 of 99 cars of an eastbound freight came off the tracks 16 kilometres west of Rivers MB at about 0930 Central time. Early damage estimates are pegged at about \$CA 3 million. There were no injuries reported and no hazardous chemicals were on board. Cleanup crews using heavy machinery worked through the night to clear the tracks, which was done relatively quickly. Although the tracks are clear of the mangled mess of train cars and spilled potash, much of the debris has simply been pushed to the side and must still be hauled away. Meanwhile, investigators with Canada's Transportation Safety Board will be spending time at the scene to figure out why the derailment happened, CN Rail officials said. Rivers is located about 250 kilometres northwest of Winnipeg. VIA #1 had arrived in Winnipeg before the derailment and was scheduled to depart about three hours later. Instead, about 70 passengers spent 19 hours waiting for the track to be cleared, departing about 0545 Friday. Several of the passengers were headed to Vancouver to take in the Olympics, including a gala opening ceremony Friday evening. Here are photos from the February 11th derailment on the CN Rivers Sub in western Manitoba:

<http://www.canadianrailwayobservations.com/2010/03/der.htm>

CN is relocating its Sarcee Yard on 50th Avenue SE in Calgary to Conrich, M 117 Three Hills Subdivision, 2 miles north of Chestermere, AB.

<http://www.cn.ca/documents/Shipping/calgary-logistics-park-brochure-en.pdf>

On February 6th, CN train M30831 had three SD60F's (units 5510-5501-5544) arriving at Joffre, Québec. (Via Partrick DeLarue). Sorry no photo, as it arrived at night. Thomas Blampied caught CN 2220 & BC Rail 4650 & CN 5685, Cobourg, 6 February 2010.

<http://thomasblampied.fotopic.net/p63209246.html>

On May 24, 2008, Bill Sanderson was fortunate to be in Belleville, Ont. when CN's Track Geometry Car "Superior" paused to change engine crews while testing on the Kingston Subdivision. The car was originally built as SLSF coach #1084 then converted to SLSF diner #645. She was later re-numbered SLSF #2 then named SLSF "Tennessee". Wisconsin Central acquired her and converted her into a track geometry car. She became CN property in 2001 when CN purchased the WC. She is numbered SSAM #100 on one end and #800201 on the vestibule end. Reporting marks SSAM denote the Sault Ste. Marie Bridge Company, a subsidiary of Wisconsin Central. The one-car train was

powered by CN SD40-2(W) #5244. One of the oldest of the original CN wide-nosed SD40-2's still operating on the railway, she was built in May, 1975 by GMD as part of CN's 21-unit first order (#5241-#5261, Class GF-30n). <http://www.canadianrailwayobservations.com/2010/03/image.htm>

CN Vignettes:

Two images of the CN Turcot Yard Roundhouse in the 1950's including the Alco PA demonstrators 9077 and 9078 crossing on the turntable! (Courtesy JP Cadieux. Mike Berry and Ronald Pelletier) <http://www.canadianrailwayobservations.com/2010/03/round.htm>
http://www.imagescn.technomuses.ca/railways/index_choice.cfm?id=55&photoid=27782779

Stan Svihla photographed CNR 4-8-4 U2e #6167 at Caledonia, ON. July 10th, 1960, and at Toronto Union Station July 16th 1960. He also clicked handsome CN RSC13 #1703 at Goderich, ON in May 1965 and CPR P2e 2-8-2 #5375 in Smiths Falls, ON. (from Jim Parker with thanks) <http://www.canadianrailwayobservations.com/2010/03/t.htm>

The CN steam excursion is seen making a run to the south end of the CV at New London. <http://www.railpictures.net/viewphoto.php?id=314353&nseq=52>

This GMD-built classic, CNR SW1200 7032 was taken by Kevin L. Herman, a retired CN Locomotive Engineer with his Kodak 110 camera in the late 70's on the Neebing Yard shop track. CN 7032 in the "noodle" image was taken next to the Neebing Roundhouse a few weeks later. He couldn't have timed the CNR photo any better as no sooner than he took the old scheme CNR shot, the 7032 disappeared the next day for a few weeks only to return sporting the new scheme! <http://www.canadianrailwayobservations.com/2010/03/gmd.htm>

Stan Svihla took these wonderful shots at Toronto Spadina Yard during 1977. The units include FPA4 6764, FP9A 6527, and S13 8520 surrounded by other VIA and CN passenger units and switchers. Stan also took this great shot of VIA's early days showing FPA4's in CN and VIA livery beneath the Spadina Yard overpass in March 1977, VIA FPA4 6768, and CN FPA4 6788 glares back at FP9A 6527 under the watchful eye of the Budd "Referee" at Spadina Yard. Other shots include CN "Tempo" painted RS18m #3151 is seen in Sarnia, ON in 1972 and CNR SW1200RS 1235 switches cars at Ingersall, ON in August 1972. Spotless CNR 4-8-4 U2g Northern #6218 is seen on a steam excursion with mixed CN cars at St. Thomas, Ontario. (Jim Parker Collection). <http://www.canadianrailwayobservations.com/2010/03/ss.htm>
<http://www.canadianrailwayobservations.com/2010/03/11.htm>

In December 1982, Aleks Stefanovic photographed CN Train 560 heading down the Burford Sub with GP9 4509 leading three cars and CN van 79869 past the spur and into Diamond National. Partially visible to the right of the frame, is a track speeder that has backed down the spur to clear this wayfreight. <http://www.railpictures.net/viewphoto.php?id=312617&nseq=37>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: (Last unit retired was December 2009)

The following tally is the 12 units that were retired in December 2009 and January 2010. We are still waiting to confirm the exact retirement dates:

CP SW1200RS 1238 (New entry)
CP GP7u 1510
CP GP9u's 1577*, 1583, 1689
CP SD40-2's 5720, 5772, 5778, 6057, and 6059.

In January 2010 the following two units were retired, with exact date to follow:

ICE GP40Q 4003 (ex-UP, MP, CRIP)
ICE SD40-2 6409 (ex-UP)

CP Locomotives sold: NIL

CP Train 234 left Toronto (Agincourt Yard) on February 18th with 5841, 9590, 9625, 9598, 9643 and 9021 on the head end. 3rd and 6th from the headend were 1151 and 1561, both dead heading for (St. Luc Yard) Montreal for scrapping. They were originally sold to in company in Winnipeg last year, that is now no longer in business .

Big Mac's:

CP SD9043MAC 9139 was returned to service after being stored for over one year, and moved on CP 453 on January 29th from Winnipeg, MB to Bredenbury, SK. This unit is the first Big Mac to return to service and is being evaluated mechanically and undergoing tests. The 9139 apparently stalled on the west hill near Minnedosa after climbing the grade from Neepawa up to Minnedosa at 2-5MPH! She was Ok though and is being tested on CP between Calgary, AB, Moose Jaw, SK, Saskatoon, SK and Winnipeg, MB. If these tests are successful word is up to 50 CP SD9043MAC's may be returned to service, (which is great news)! As of February 24th all CP SD9043MACs are still grounded with all in Winnipeg except for 9108 that has been sitting Odgen Yard in Calgary since April. In late February CP decided to return an additional 19 units to service, the numbers will be posted later. CP SD9043MAC 9139 is now assigned to the 440/441 pool between Winnipeg and Thunder Bay after spending the past few weeks on the Prairies. CP 441-16 departed the Lakehead around 1430 EST Tuesday with the CP 9139 'solo, 82 cars, 5100 tons, and 4700 feet.

Kansas City Southern de Mexico (KCSM) "GP22ECO" 2500 arrived in Calgary February 22nd for Canadian Pacific Railway to evaluate. KCS GP22ECO 2500 was seen working its way to Canada on the ICE on February 16th, and is shown here in New Albia, Iowa. KCSM GP22ECO 2500 is one of five units (2500-2504) converted in 2009 to the EMD 710 ECO repower package.

<http://www.rpicturearchives.net/showPicture.aspx?id=1945058>

<http://www.rpicturearchives.net/showPicture.aspx?id=1945065>

<http://www.rpicturearchives.net/showPicture.aspx?id=1945076>

<http://www.rpicturearchives.net/showPicture.aspx?id=1945073>

(Dennis Weber photos)

Leased power:

The following CITX SD40-2 and SD40-3's have been returned to service:

CITX 2783, 2785, 2792, 2794, 3053, 3055, 3057, 3058, 3063, 3064, 3065, 3067, 3070, 3071, 3073, 3075, 3081, 3083, 3088, 3089, 3091, 3092, 3093, 3097, 3098, 3100, 3102, 3170 and CEFX 3164 and 3184.

Two more arrivals at Coquitlam in December 2009 were CEFX 3184 and CEFX 2802. VEFX 3184 is returned to service and CEFX 2802 for storage.

<http://www.canadianrailwayobservations.com/2010/03/leas.htm>

On February 5th Walter Pfeferle, caught a westbound with CP AC4400CW 9780 leading and newly re-activated CITX SD40-2 3067 trailing. Two Utah Transit bi-levels were tacked on the end.

<http://teltech.50webs.com/viacpcn020410.htm>

On February 11th Myles Roach caught CP SD40-2 5863 with the original large Multimark and other interesting power. Westbound at Galt on February 11th was CP #422 out of Windsor with 71 cars with CP 5762, CITX 2792 (returned to service a few months back) and CP 5863 with one of the last large Multimarks. Also SOO LINE power on CP freights is now seen more often too, here CP AC4400CW 8547, SOO SD60 6022 and SOO SD60M 6059 lead Train 153 with 68 cars.

<http://www.rpicturearchives.net/showPicture.aspx?id=1940068>

<http://www.rpicturearchives.net/showPicture.aspx?id=1940060>

Chris Gertz caught the Large Multi-Mark SD40-2 in Woodstock ON February 21st. The last CP RAIL D40-2s still painted with the large logo are #5863 and #5911.

<http://www.canadianrailwayobservations.com/2010/03/mm.htm>

Bob Heathorn caught CITX 3093 on Train 233. CITX 3093 is a former Great Northern Railway SDP40 passenger unit. Only 20 were ever built at EMD in 1966. Ex- GN 323 was built with the extended long hood to accommodate the large steam generator and has a flat end, with a vent on each side. This same train was led with CP SD40-2 5420, a former KCS unit CP purchased in the 1990's. Only CP 5415 and 5420 remain on the roster from this group.

<http://www.canadianrailwayobservations.com/2010/03/sf.htm>

CITX 3093 is a SDP40, nee GN 323.

<http://hostovsky.com/~WDM/20100206-CP5717W-241-Galt-ON.jpg>

Dean Motis' great CP shots from February 2010 including a CITX leaser

<http://www.canadianrailwayobservations.com/2010/03/deane.htm>

The four movie engines that were recently repainted and released from NRE's (ex-VMV Paducah, KY) Shop sport a "beaver" on the long hood! (CP phased out the use of the beaver logo on their locomotives during the construction of their first group of ES44AC's). As well, as the Movie units were only repainted from the frame up, they also retain their yellow striped snow plow done for the film! CP AC4400CW's 9751 9758, 9777, and 9782 are certain to become railfan favourites as long as they remain unique looking! First three were released February 3rd, and were moved to PAL yard. As of February 5th the quartet had arrived in Champagne, IL. (Photo by John Ferguson)

<http://www.canadianrailwayobservations.com/2010/03/9751.jpg>

Check out Alec Holmes great shot of two of the four units in St. Paul, MN.

<http://www.rpicturearchives.net/showPicture.aspx?id=1945235>

The action film "Unstoppable", stars Denzel Washington and Chris Pine (Captain Kirk from the Star Trek movie) and is about a runaway train. Here is a Youtube video showing the A&WV painted AC4400CW's, W&LE SD40's and several freight cars in their movie paint:

<http://www.youtube.com/watch?v=hCQ8xUxj7zk>

Thanks to a heads up on the CPR group Jason Jongen headed to Bala to catch CP 111 northbound with two of the four Movie AC4400's. CP 111 at Bala 11:58, CP 9782 AC4400CW Facing North, CP 9777 AC4400CW Facing South, 11 Auto Racks, 117 Stacks, and CP 8573 AC4400CW Facing North, and Clear of Station Name Sign Mactier at 12:44

<http://www.canadianrailwayobservations.com/2010/03/un.htm>

Here are some links when they were movie stars:

<http://www.rpicturearchives.net/locoList.aspx?id=AWVR>

<http://www.imdb.com/title/tt0477080/>

Ken Story submitted a series of photos showing the positioning of CP and KCS business trains in Vancouver for the upcoming Winter Olympic Games.

<http://www.railroadforums.com/forum/showthread.php?t=31615>

CP slug 1002 (a former SW1200RS) was seen hitching a ride on an eastbound train on February 12th on the Indian Head Sub at Pasqua, Saskatchewan just west of Moose Jaw, SK. enroute back to Toronto Yard. It was deadheaded to Ogden from Toronto on August 24th, 2009 for repairs following a yard "mishap", and arrived back home in mid-February.

To date only one AC4400CW has been retired on CP. AC4400CW 8644 was involved in a wreck on April 22nd, 2007 at Bow Island, AB involving CP 8644 (retired), CP 8814 (repaired at Relco, Albia, IA) and CP 9730 (also now back in service). Here is Mark Forseilles shot of CP 8644 back in March 2007 only one month before she was wrecked. And Roman Litarchuk insisted we also post the more recent shot!

<http://www.canadianrailwayobservations.com/2010/03/8644.jpg>

<http://www.railroadforums.com/photos/showphoto.php?photo=60492>

BROOKS SUBDIVISION

- PART 4 – SHEPARD TO CALGARY, ALBERTA –

CRO is proud to present again this month another amazing special report by Cor Van Steenis.

<http://www.canadianrailwayobservations.com/docs/CPR-BROOKS-PART-4.pdf>

Craig Konopski's CP/CN Lakehead Report:

NOTE: The previous day (Tues the 16th) saw the arrival/departure of the first SD9043MAC unit into the Lakehead in about one year.... CP 9139 on trains 440/441. Previous/last "active" one to roll thru here was CP 9152 back on Feb. 11th, 2009 and it was the last one to get shelved in Winnipeg for storage as well.

Lakehead area railfanning - Wednesday, February 17th, 2010: **Includes both road + yard movements

- 1 - 0715 -- CP 223-15 -- 5942, STLH 5560, 9017, 5757 @ T.Bay North (Marina Park - 128.4 Nipigon Sub), 98 cars yarded/staged in the New Yard
- 2 - 0800 -- CP UE13-17 -- 5499 + 5492 @ 'S' yard.... 0700 West End job pulling a handful of OK's from the rips
- 3 - 0840 -- CP 110-14 -- 8859 front / 9827 middle / 9706 rear @ Mountdale Ave - Westfort (2.68 Kam Sub), robo '1+1+1' with 8592 actual feet incl. 9 t/e auto's.
- 4 - 0850 -- CP UW12-17 -- 1694 + 1571 @ Mountdale Ave.... 0759 "woodyard" job heading out to the Abitibi-Bowater Mill light engines
- 5 - 0900 -- CP UW11-17 -- 3128 + 3029 @ Westfort Yard (mile 2 Kam Sub)..... 0715 Westfort Roust job switching
- 6 - 1015 -- CP 220-17 -- 6072, 6601, 9009 @ Spruce River Road, just west of Navilus (122.68 Nipigon), 73 cars (no CN lift today)
- 7 - 1100 -- CP 222-16 -- 5875 + CEFX 3164 *Lifted CP 3108 at T.Bay @ East End (131.6 Nipigon)... crew made a lift + set-off in town.... departed with 77 cars, 5400 feet of stacks + mix
- 8 - 1300 -- CP 223-15 -- 5942, STLH 5560, 9017 @ Intercity/"pocket" area (131.1 Nipigon).... 4th unit, CP 5757, set-off at T.Bay, outgoing crew also did some work. Finally departed with 92 cars. Train was also seen at mile 8.58 Kam Sub (west of Dexter) at 1420.
- 9 - 1325 -- CP UE16-17 -- 3056 + 1633 @ East End (131.6 Nipigon).... 1000 Roust job switching
- 10 - 1455 -- CP 111-16 -- 8762 front / 9833 middle / 9703 rear @ John St. Road W (16 Kam Sub).... robo '1+1+1' with 9620 feet incl. 9? h/e auto's
- 11 - 1550 -- CP 441-17 -- 5757 solo @ Boulter Road (11.26 Kam Sub).... 29 cars
- 12 - 1625 -- CN Yard -- 264 (slug) + 7243 @ Neebing interlocking (0.6 Mission Spur)... 1530 Neebing job with 5 grain empties that were just pulled from Pool 10 (Western grain elevator)
- 13 - 1640 -- CP 103-16 -- 8606 + 8555 @ Fairview Ave (6.22 Kam Sub).... conventional with 5200 feet incl. 12 h/e auto's
- 14 - 1645 -- CP 104-15 -- 8539 + 8649 @ Fairview Ave (6.22 Kam Sub).... conventional with 6600 feet, nearly solid stacks except one empty.

After that near "double play" on the east end of the 'Dexter speedway' it was learned that the next trains to roll into town would not be for about 3 hours and well after sunset, so we decided to pack it in netting 8 trains + 5 yard movements (13 total) in under 10 hours trackside. Of note..... the next westbound that would have arrived around 2000 was a 221-16 with CP 5868, CITX 3093, CP 5420 for power! Also not seen later on was eastbound 222-17 with the 9007 leading.

**** FILE ATTACHMENTS (JPEG images) ****

CP 220-17 that included a boarding car for Cartier on the head-end.

CP 222-16 downtown at the 'east end'. He lifted the CP 3108 at T.Bay which was recently used in yard service here.

CP 223-15 just west of Dexter and just starting into the heavy grade near mile 9 Kam Sub. This area has received very little snow ever since Christmas-time and the snowmobile enthusiasts don't have much of a base to work with in many areas! Also on this 223 was a load of steel plates on one of those bright yellow 'ICE' flats apparently heading for Edmonton.

441-17 with the single SD40-2 ("double number" for you Brian!)

Set of GP38-2's currently assigned to Westfort Yard. These ones have yet to be re-painted!

<http://www.canadianrailwayobservations.com/2010/03/lake.htm>

Chris Wilson caught CP train 103-15 (Intermodal; Toronto Yard, ON - South Edmonton, AB) with 94 platforms. Power included CP 8798 (ES44AC), CP 9719 (AC4400CW), CP 8855 (ES44AC), 11 racks/39 platforms, CP 8785 (ES44AC) and 44 platforms on the rear.

<http://www.canadianrailwayobservations.com/2010/03/fst.jpg>

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

CPR Vignettes:

Don McQueen took this great shot (cover) of CPR 4-6-2 #1270 (with the tender off 1223), on October 16th 1960 at Val Morin, Quebec with train #1457. Don wrote: The weather was downright muddy ... I still think I was a little crazy using "High Speed" Ektachrome (ISO 64 in 1960) for both the 1270 and CNR Huberdeau excursions that weekend. During the ensuing years I haven't seen a lot of colour images used on either of those excursions.

<http://www.canadianrailwayobservations.com/2010/03/valmorin.jpg>

Stan Svihla photographed CPR 4-8-2 P2e #5375 riding the turntable at Smiths Falls, Ontario April 16th 1960.

<http://www.canadianrailwayobservations.com/2010/03/5375.jpg>

Peter Cox sent these sobering images of CPR G5a Pacific #5205 and almost 20 sisters in a very long retired steam engine scrap line at the Weston Shop in Winnipeg, Manitoba. They are all waiting for the cutting torch during the summer of 1960.

<http://www.canadianrailwayobservations.com/2010/03/5205.jpg>

On December 3rd, 1967, CP FP7A 4069 was photographed by Phil Mason at Vaudreuil, QC, soon after the announcement that CP was getting new bi-levels to replace some of the older coaches seen here in commuter service in Montreal. Note that coach 1356 is different in that it has a vestibule on one end only ... most were double ended. Note as well that 4069 has had the steps added to the nose so that it can work in the US, and the 4066 does not. Just out of the picture of 1408 is an outfit car with plumbing connections. It would make sense to have a non-locomotive source of steam during the layover. Sadly the VIA crew and VIA FP7A 6566 (ex-CP 4066) and 23 passengers lost their lives after the head-on at Hinton, Alberta on the Super Continental when it was hit by a CN freight train, that went through a red signal in late November 1986.

<http://www.canadianrailwayobservations.com/2010/03/vau.htm>

Raymond Farand sent this image taken at Vaudreuil, QQ showing the impressive lineup of F-unit led commuter trains resting on Sunday June 1, 1980.

<http://www.canadianrailwayobservations.com/2010/03/vaudr.jpg>

Ron Visockis sent these two CPR FP7A's painted "AMRoad" for the classic comedy "Silver Sreak" starring Gene Wilder and Richard Prior. CP #4070

<http://www.canadianrailwayobservations.com/2010/03/fst.jpg>

Great Shot! On August 23rd, 1991 Chuck Schwesinger photographed CP RAIL M630 4565 leading M636 4725 with train 935 out of the cloud cover into a sunny spot near Benny, in Northern Ontario. The end was near for these units and would be withdrawn from service in 1993.

<http://www.railpictures.net/viewphoto.php?id=312779>

On September 28, 1982 Sault Ste. Marie, Ontario, Chuck Schwesinger photographed three CP RS18's with a clean 8775 up front and 8770 and 8752 which are just finishing up the run from Sudbury with train 911. In about eight hours they will be headed back to St. Luc with train 912.

<http://www.railpictures.net/viewphoto.php?id=312997>

VIA Rail - Passenger and Commuter

(By Terry Muirhead and William Baird)

On the morning of February 25th, around 4:45 a.m VIA train #15 derailed at St-Charles de Bellechasse (across the river from the Provincial capital of Quebec City). The accident occurred t mile 101 on the Montmagny Sub, while train was enroute to Montreal from Halifax. Cadrail rebuilt F40PH-2d's 6400 and 6457 both derailed, with one (6400) 6400 lost its wheels and is in reverse position from the direction he was going, sliding into a trackside building on its side. Seven stainless steel cars derailed, as well injuring several passengers. Four people were taken to hospital -- the nature of their injuries is not clear. Other passengers were treated on scene for shock. Buses transported the passengers to their final destinations. The cause of the derailment has not been determined. The Transportation Safety Board has sent investigators to the scene. The incident occurred as no. 15 was coming into the siding track to meet M30831-24 (+10 000 ft.). The switch points were perfectly alined and a signal was given (in that case, a restricting signal). The train derailed after the controlled point ... Causes are under investigation. The main line should be shut down for day. Trains 120, 121, 402, 403, 473, 474, 308 & 305 are to be delayed.

<http://railpictures.net/viewphoto.php?id=315730&nseq=0>

<http://www.canadianrailwayobservations.com/2010/03/bd.htm>

<http://www.canadianrailwayobservations.com/2010/03/gp.htm>

http://zone911.fm93.com/index.php?option=com_content&task=view&id=7528&Itemid=1

Consist of the Derailed VIA #15

6400 Mtl Assigned Unit

6457 Mtl Assigned Unit

8620 Baggage Ex UP

8140 Ex-Amtrak

8507 Skyline

8401 Acadian - Dining Car

8225 Chateau Rouville

8211 Chateau Laselle

8222 Chateau Richelieu

(2 Units, 7 Cars)

This combined Senneterre/Jonquiere train was shot in February and show paired ex-GO F59PH's leased from RB Recycling. The use of these units is a temporary measure during the F-40 rebuilding programme. On February 11th VIA train# 600 was still running with these two RBRX F59PH's. In January Ex-GO (RBRX) F59PH's (18520-18524) each made a couple of runs on VIA trains #16 and #17 between Montreal and Gaspé, but quickly got reassigned to the Senneterre/Jonquiere train. The three ex-GO units in this service at press time remain RBRX

18520, 18521, and 18522 with one as a spare.

<http://www.canadianrailwayobservations.com/2010/03/govia.jpg>

A special VIA train hired by CBC (Radio Canada) spent two days in February (18-19) filming around Quebec City, and the Gare du Palais. The train also filmed in Lachute and Calumet and in March will film in Ottawa. The units used include VIA F40PH-2 6428 and 6404 with a Chateau sleeper, diner and a Skyline dome. On February 19th it was on the QGRY in Calumet; and they set up this staged dumped Log truck on Montée Boucher crossing in Fassette with the logs "dumped" across the ROW! The movie is a French production and is called "Vois Comme Iles Dance" about a trip across Canada on "the Canadian". They already filmed from Toronto to Vancouver. Then VIA supplied the same power and the first 3 cars. On Saturday & Sunday they filmed east of Fasset, QC at a seldom used paved railroad crossing which they closed off to traffic, tourists, railfans, etc.... For the movie, a logging truck tipped over and spilled its load on the crossing. The train didn't hit the logs but of course had to stop and that was the set for the movie of the train stopped in front of the log pile (more pics to follow). Then on Monday they moved the train to "Gatchell" (Formerly Calumet). All the windows on the "front only" of the station were uncovered and a guard watched over it 24/7. They were trying to make a winter scene but Mother Nature wasn't cooperating. So they got some shots there with the minimal snow available. They were then heading to Louisville, QC to finish shooting. Probably there was more snow there. Anyways the producers recently sold the movie to CBC Radio Canada so it may appear on TV soon.

<http://www.canadianrailwayobservations.com/2010/03/via.htm>

<http://www.canadianrailwayobservations.com/2010/03/mb.htm>

On February 9th Terry snapped recently rebuilt "Amherst Manor" at Pacific Central Station on Track 4. The "Bayfield Manor" is on the other end of the Equipment. These were taken prior to his boarding on the Royal Hudson 2860 Steam Trip Excursion to White Rock.

<http://www.canadianrailwayobservations.com/2010/03/amh2.htm>

<http://www.canadianrailwayobservations.com/2010/03/vanc.htm>

Thomas Blampied caught VIA 6419 leading Train 57, Cobourg, ON with an all stainless steel consist of former US cars on February 6th, 2010.

<http://thomasblampied.fotopic.net/p63209235.html>

From February 17-24, VIA Rail held an Open House of the Refurbished Manor Series Cars at VIA's Vancouver Pacific Central Station between the Hours of 1pm-5pm. Take note the only Cars Refurbished are the Manor Cars, & the Ex BC Rail Colorado Rail Car Domes.

<http://www.canadianrailwayobservations.com/2010/03/amh.htm>

Also on Display was the Totem Class 1722 Glass Roof. These Cars use to be on Train #5/6 The Skeena operating between Jasper Alberta & Prince Rupert BC during the Spring & Summer Months. During December-March they would be on Train #7/8 VIA's Snow Train Which would operate between Edmonton on Friday Evenings, & the arriving in Jasper a few hours later. The Train would Leave Jasper on Sunday Evening, & would arrive back into Edmonton that same evening. In the Fall of '09 these cars were sent to Moncton, & Refurbished by Industrial Rail Services.

<http://www.canadianrailwayobservations.com/2010/03/1700.htm>

VIA #1 Departure Toronto Union Station Tuesday Feb 9th

F40PH-2 6418 Mtrl Assigned Unit

F40PH-2 6427 Mtrl Assigned Unit

8316 Christie Manor D/H to Vcwr

8220 Chateau Papineau D/H to Vcwr

8412 Kent - Dining Car D/H to Vcwr

8504 Skyline D/H to Vcwr

8605 Baggage

8117

8123

8122
8502 Skyline
8414 Palliser - Dining Car
8313 Cabot Manor
8326 Franklin Manor
8338 Rogers Manor
8336 Monck Manor
8219 Chateau Montcalm D/H - Buffer Car
8710 Prince Albert Park

(2 Units, 17 Cars)

Extra Equipment if Needed For last Minute Bookings For Vancouver 2010 Olympics.

VIA #2 Departure Vancouver Pacific Central Station Track 5 Tuesday Feb 9th

F40PH-2 6441 Vcwr Assigned Unit
F40PH-2 6412 Mtrl Assigned Unit
8327 Fraser Manor D/H to Tor
8609 Baggage
8119
8512 Skyline
8409 Fairholme - Dining Car
8308 Bliss Manor
8314 Cameron Manor
8328 Grant Manor
8215 Chateau Lemoyne D/H - Buffer Car
8718 Yoho Park
(2 Units, 10 Cars)

Rocky Mountaineer:

Corwin "D" provided CRO the consist of the first run of the Alberta Promotional Train.
CN 611, Alberta Train, North Vancouver, BC, January 12, 2010 Departed on first run at 06:25 with
Daily round trips, North Vancouver to Whistler, during Olympics

RMRX 8011 GP40-2L(W)
RMRX 8016 GP40-2
RMRX 8015 GP40-2(W)
RMRX 9632 Generator
RMRX 5706 Coach (empty)
RMRX 5449 Coach (crew)
RMRX 9523 Dome Coach (empty)
RMRX 9525 Dome Coach
RMRX 9531 Dome Coach
RMRX 9527 Dome Coach
RMRX 3030 Coach/Lounge
RMRX 9507 Dome Coach
RMRX 3039 Coach/Lounge
RMRX 9529 Dome Coach
RMRX 3202 Coach (crew)
RMRX 9272 Generator

The locomotives and some of the cars are painted in the Rocky Mountaineer scheme, with the new RMR logo. Other cars are painted in an Alberta scheme. Each car in Alberta scheme has unique colours, the train appearing as a kaleidoscope of yellow, orange, red, purple, green and blue.

RMRX 8011 GP40-2L(W) RMR Scheme/New logo
RMRX 8016 GP40-2 RMR Scheme/New logo
RMRX 8015 GP40-2(W) RMR Scheme/New logo

RMRX 9632 Generator RMR Scheme/New logo
RMRX 5706 Coach RMR Scheme/New logo
RMRX 5449 Coach RMR Scheme/New logo
RMRX 9523 Dome Coach Unique Alberta Scheme
RMRX 9525 Dome Coach Unique Alberta Scheme
RMRX 9531 Dome Coach Unique Alberta Scheme
RMRX 9527 Dome Coach Unique Alberta Scheme
RMRX 3030 Coach/Lounge Unique Alberta Scheme
RMRX 9507 Dome Coach Unique Alberta Scheme
RMRX 3039 Coach/Lounge Unique Alberta Scheme
RMRX 9529 Dome Coach Unique Alberta Scheme
RMRX 3202 Coach RMR Scheme/New logo
RMRX 9272 Generator RMR Scheme/New logo

Montreal AMT Commuter: (By Jean-François Turcotte)

The following three ex-GO F59HI's arrived St-Luc yard on February 17th forwarded from CADRAIL in Lachine by CP. RBRX F59PH's 18523, 18524 and 18531 will be leased to AMT for Montreal commuter service. Also seen in St-Luc Yard on the 17th were brand new AMT 3010 Control-Car AMT 3076 Coach, and AMT 3078 Coach. http://www.myrailfan.com/collection/GO/GO_531/GO_531.htm

Virginia Railway Express (VRE) F40PH V33 arrived at the MMA Shops in Derby Maine where it will be upgraded and leased to AMT as number 330 (currently in transit to Montreal via MMA). AMT F40PH 418 (ex-AMTRAK 318) is now in Montreal at the American Motive Power Shop in Montreal. It had been at the MM&A shop in Derby, ME in November.

<http://www.railpictures.net/viewphoto.php?id=309889&nseq=0>

http://www.myrailfan.com/collection/AMT/AMT_301/AMT_301.htm

http://www.myrailfan.com/collection/AMT/AMT_330/AMT_330.htm GO 526 in AMT scheme!

On February 16th, Montréal's Agence Métropolitaine de Transport received final approval for building the Train de l'Est line, linking Montréal with Repentigny and Mascouche.

The project, originally budgeted at 300 millions \$ (rolling stock included), later revised to 390 millions \$, is now estimated to cost 435 millions \$. Tentative launch date is now set to late 2012 at best, two years later than originally anticipated.

This very challenging project includes a controversial and expensive 13km new rail link between Repentigny (on CN's Joliette subdivision) and Mascouche (on QGRY's Trois-Rivières subdivision), whose necessity has been challenged by the round of environmental audiences. The line's roundabout routing to reach Mascouche has also been criticized by many, for it will not be car-competitive and it will bypass the eastern part of Laval, a sector which is expected to experience a housing boom in the next decade. Finally, the presence of a General Dynamics ammunition plant will require the line to be buried in a covered trench between Lachenaie and Repentigny, adding another unplanned expense.

Work has already started adding a second main track on a portion of CN's St-Laurent subdivision between Montréal Nord and Rivière des Prairies (see story in February 2010 CRO). Station work will begin at Summer 2010, building seven new stations on CN's St-Laurent subdivision (Acadie, Sauvé, Pie IX, Lacordaire, Anjou, Rivière des Prairies, Pointe aux Trembles), two new stations on CN's Joliette subdivision (Charlemagne, Repentigny) and two new stations on AMT's new rail link (Terrebonne, Mascouche). The existing stations will be used at Mont Royal and Canora.

Estimated running time for the 51km run from Mascouche to Central station is 62 minutes. The service is expected to draw 11000 daily riders, most of them city-bound in the morning rush and suburbs-bound in the afternoon, although some off-peak trips are also planned. Initial service will be

launched using 30 Bombardier Multilevel cars and 5 ALP45DP locomotives, which have already been ordered as part of the 20-locomotives, 160-cars fleet renewal program. The dual-power ALP45DP locomotives will run in electric mode through the Mount Royal tunnel between Acadie and Central Station. For the remainder of the route, the locomotives will run in diesel mode. AMT has however included provisions to later electrify the line, for it is concurrently studying a phased electrification of its whole network.

More information at: <http://www.amt.qc.ca/projets/traindelest.aspx> (in French only)

On February 21st, Montreal AMT ex-NJT GP40FH-2 4143 was in to CN Pointe St-Charles yard waiting to be delivered to AMP Rail Services on the other side of the mainline at the former CN Point St-Charles Shops. <http://www.canadianrailwayobservations.com/2010/03/4143.jpg>

Montreal's Agence Métropolitaine de Transports (AMT) has completed the introduction of new Bombardier-built Multilevel cars on the St-Hilaire line on February 22nd 2010. All four trainsets now use the new cars, matched with one or two F40PH. In addition to a significantly expanded seating capacity, riders also enjoy a much smoother and quieter ride as compared to the ex-GO Transit Hawker-Siddeley cars (sent to CAD Rail for minor modification before putting back in service on the Dorion-Rigaud and Delson lines) and the leased New Jersey Transit Comet cars (5200's) that were in use on that line. Delivery of new Multilevels (3000's) continue at a steady pace, with the Vaudreuil line expected to receive the next batch of cars, followed by the St-Jérôme line by Summer and the Candiac line by Fall. However there seems to be concerns that the new cars drain too much power and must be used in lots of six or less or possibly operated with engines on both sides (and run the control-car as a regular coach). Bombardier claims a single ALP45DP should have enough HEP capacity for 10 cars.

The new Multilevels will likely spell the end of the Vickers-built gallery cars (900's), and most of the GO-Karts. Eleven Bilevel cars (2000's) currently in use on the St-Jérôme line are also expected to migrate to the Vaudreuil line as new Multilevels take their place. The 160-cars fleet provides a welcome relief for AMT, whose has been struggling with significant overcrowding on several lines. Not only do the cars provide a significant capacity increase, they may also allow for additional or extended trainsets on the Vaudreuil and St-Jérôme lines. However, the line enjoying the highest patronage of all, the electrified Deux-Montagnes line, will not be able to benefit from the new cars in the short-term. While twenty-two Multilevels have been earmarked for use on this line, no electric locomotives are currently available to pull them through the Mount Royal tunnel. The introduction of dual-mode ALP45DP locomotives, planned for 2012, should solve the power issue and provide two additional high-capacity trainsets. They will second a fleet of rather tired 58 MR90 EMUs. Finally, while 30 cars were also earmarked for the future Train de l'Est line to Repentigny and Mascouche, it is doubtful that full service will be introduced on this line before late 2012, at best. As a result, AMT will likely have spare rolling stock available for quite some time. In addition to the afore-mentioned demise of the Vickers gallery cars and GO-Karts, this sudden abundance of Multilevels could spell the temporary storage or permanent retirement of the 1989-built Bombardier Comet cars (700's) currently used on the Vaudreuil line.

Bombardier Transportation announced February 5th that it won a contract with the Agence metropolitaine de transport (AMT) to provide locomotive and passenger rail car maintenance service for part of the AMT fleet. The value of this three-year contract, awarded following a competitive tendering process, is approximately \$34 million CDN (\$31 million US, 23 million euros) to which mobilization activities are added. This new maintenance service contract means that Bombardier will be fully responsible for the maintenance of rolling stock for the Dorion-Rigaud, Blainville-St-Jerome and Delson-Candiac lines over the next three years. There will be a new maintenence shop buit possibly at Sortin Yard (which is on the CP/AMT Montreal Sub). The Bombardier team will gradually mobilize itself over the next few months with a view to taking over all maintenance on July 1, 2010.

Toronto GO Transit:

In late February, GO TRANSIT put four additional F59PH's up for sale (units 536-539), all currently stored at Willowbrook.

In February MPEX MP40PH-3C 627 was enroute to GO Transit in Willowbrook, ON. This is the first of 20 locomotives. The first order from Motive Power International from Boise, Idaho delivered 27 units, which were all received in 2009. MPEX 627 arrived in Toronto Yard (CP) on February 13th for furtherance to Willowbrook, ON. However, as CP no longer has trackage rights on the CN Oakville sub (Between Canpa and Willowbrook), the GO units will have to be interchanged with CN at West Toronto instead. On February 19th GO MP40 locomotive 627, was seen on a CN freight passing by Union Station enroute to GO-Willowbrook.

<http://www.flickr.com/photos/basicbill/4345871195/in/photostream/>
<http://rrpicturearchives.net/showPicture.aspx?id=1942181>

The newest batch of commuter coaches were being delivered in February from Thunder Bay-Bombardier.

CP 2734 reported in Shop, Mimico as of 2/17

CP 2736 in/chgd to CN at West Toronto 2/17/2359

CP 2737 arr CP Toronto Yard this morning on 220-15

2 bilevels for Salt Lake City UT moving as BBRX 113, 114, arrived at CP St-Luc Yard Luc February 17th from Plattsburgh NY on 253-17 (via Bruce Mercer and Dan Dell'Unto)

GO Vignette: Four GO units are seen enroute to Montreal St-Luc Yard at Vaudreuil QC while on lease to CP for freight service on November 11th, 1978. One wonders if the engineer's were at all tempted to run at passenger speeds! (Ron Visockis Photo)

<http://www.canadianrailwayobservations.com/2010/03/godorion.jpg>

Vancouver West Coast Express:

Mark Forseille submitted several WCEX roster shots of brightly painted West Coast Express F59PHI #901. WCEX trains regularly run five trains West in the morning between Mission, BC and downtown Vancouver, BC Monday to Friday, and five trains back to Mission in the afternoon. During the Olympics they are on an expanded schedule. The 901 to 905 F59PHI's were all built by GMD in 1995 at the start up of the WCE. West Coast trains did operate with GO transit Locos and Coaches in the beginning until their equipment was delivered. The #906 is an MP36PH-3C from MPI delivered in 2006. <http://www.canadianrailwayobservations.com/2010/03/900.htm>

CANADIAN LOCOMOTIVE SHOPS

Industrial Rail Services Inc. (IRSI):

In early February, Acelor-Mittal SW1500 AARX 316, was released from IRSI-Moncton and is destined to East Chicago, Indiana, and moved on Train M30511-05. It is seen passing through Dorval, QC on February 6th. The switcher numbers that have been shopped, painted and released from IRSI in the past 18 months include: 303, 304, 310 and 316. The last switcher remaining at Moncton is SW1500 302, which is soon to be released. No others are expected for now.

<http://www.canadianrailwayobservations.com/2010/03/rem.htm>

GLOBAL RAILWAY INDUSTRIES (RB Recycling / CADRAIL):

On February 8th the following ex-GO Transit F59PH's lettered RBRX were on the property following their lease to VIA RAIL (units 18523, 18524), plus RBRX 18531 (For AMT) , RBRX 18533 (has had no work done on it yet), and 18535 (destined to NCDOT and will be lettered "RNCX") is also at the shop. We have not confirmed why they were returned from VIA but on February 11th VIA train# 600 was still running with paired RBRX F59PH's as usual. CSXT AC4400CW 511, has gone home from CAD in Lachine, QC dead in tow from CN Taschereau Yard – Montreal to CSX Selkirk Yard, via Massina, NY.

AMP (American Motive Power in Montreal, QC):

In February eight GCFX SD40-3's were leased from CONNELL LEASING and lettered to the Quebec – Gatineau Railway (QGRY). The units should look familiar, as they are former CN SD40's, which were rebuilt by GEC-Alstom in the early 1990's, and then reassigned by CN to Wisconsin Central in the late 1990's. As of February 16th, all eight had been moved by CN to American Motive Power in Montreal, for repair work. (See next item for there destination) .

GCFX 6042 to QGRY 6042
GCFX 6057 to QGRY 6057
GCFX 6062 to QGRY 6062
GCFX 6076 to QGRY 6076
WC 6904 to QGRY 6904
WC 6908 to QGRY 6904
WC 6913 to QGRY 6913
WC 6920 to QGRY 6920

(Photos by Ronald Pelletier)

http://s790.photobucket.com/albums/yy184/trainmaster_2/?action=view¤t=IMG00571-20100203-1310.jpg
http://s790.photobucket.com/albums/yy184/trainmaster_2/?action=view¤t=IMG00577-20100203-1408.jpg
http://s790.photobucket.com/albums/yy184/trainmaster_2/?action=view¤t=IMG00578-20100203-1408.jpg

The QGRY lettered units noted above are actually not intended for the Quebec-Gatineau, and are lettered for movement only. Genesee and Wyoming (GWI) will soon be operating the (iron ore) Bloom Lake Railway as a GWI short line in Labrador. The 31-mile long railroad is being built and almost completed. The tentative name will be Western Labrador Rail Services a wholly-owned subsidiary of Genesee & Wyoming." The Bloom Lake railway will connect these new iron ore mines with the Wabush Lake Railway, who operate over trackage rights (20-Miles) with the QNS&L and then interchange with the Cartier (QCM) at Fermont, QC. On the Cartier Railway the ore trains go about 250 miles south to Port Cartier. After being transferred to the Arnaud Railway at Port Noire, QC, then to Arnaud Junction and then to Sept Iles, QC (QNS&L) Additional traffic for two new trains carrying more than 12000 tons per day will start soon and are expected to double later. Requiring these eight GCGX SD40-3's for this new service. In February Alcelor-Mittal took over the Quebec Cartier Mining (Railway) (Ronald Pelletier) <http://www.trains.com/trn/default.aspx?c=a&id=6356>

As well, NSC is building 750 ore cars for this new operation!

Jody Moore's "Green" Locomotive Roundup

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

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

BROOKVILLE EQUIPMENT:

Before moving back home to Pennsylvania, BL20GH CoGen demonstrator BMEX 259 was moved via Union Pacific to San Antonio, TX. It was handed off to the SOUTHWEST RESEARCH INSTITUTE in San Antonio in early February for EPA and CARB emissions testing and certification. Further details should appear in next month's Roundup.

ELECTRO MOTIVE DIESEL:

On Feb. 8, LaGrange, Ill.-based Electro-Motive Diesel, Inc. announced that it had received the Illinois Governor's Continuous Improvement Award, marking the fourth time it has been honored for its significant achievements in protecting the environment, helping sustain the future,... and improving the economy. Read the full article here:

<http://www.railwayage.com/breaking-news/emd-receives-illinois-environmental-sustainability-award.html>

CANADIAN PACIFIC subsidiary IOWA, CHICAGO & EASTERN tested GP22ECO KCSM 2500 in early February 2010. The ECO-repowered unit made several trips on the ICE in Iowa and Minnesota.

Dennis Webber caught the 2500 teamed up with ICE 6458 and train at New Albin, IA on Feb. 16:

<http://www.rpicturearchives.net/showPicture.aspx?id=1945076>

The 2500, owned by KANSAS CITY SOUTHERN de MEXICO, has made several demonstration trips for EMD, including trips on CSX and Alabama Southern late last year. After finishing up on the ICE, it was moved to CP in Calgary, AB, where it was spotted by several readers around Feb. 23.

GLOBAL LOCOMOTIVE:

New manufacturer Global Locomotive found its way into the pages of the Tacoma News Tribune on Jan. 22. The builder - which has picked up the Cummins flag where CEECo left off after its closure - is presently working on repowering two more GE 90-class locomotives for the White Pass & Yukon in the former Weyerhaeuser shops at ...Western Junction, WA. Read all about it here:

<http://www.thenewstribune.com/2010/02/21/1079698/railroad-renaissance.html>

PROGRESS RAIL SERVICES:

After lengthy delays, NORFOLK SOUTHERN has commenced testing on its trio of PR43C locomotives. Henry Dralle III caught the first test run on Feb. 20 and filed this report via the Loconotes Yahoo group:

The first test run of "995" was 47 loads in ROKX hoppers with the 4000, 4300 and research car 32 on the point and 4001 on the rear. Run #1 was powered exclusively by the lead 2 units and 4001 did not push at all on Starkey Hill. Run #2 required 4 additional loads (4001 cut off near South Yard to p/u) and was to happen after the V74 local and 274 autorack trains went south after dark.

He also snapped several photos.

NS 4000 rounds the curve at the 419 bridge in southwest Roanoke:

<http://www.pbase.com/hdralleiii/image/122188965>

Another view of the 4000 with the 4300 and Research Car 32:

<http://www.pbase.com/hdralleiii/image/122188966>

NS "995 Test Train" grinds through the cut just north of Starkey:

<http://www.pbase.com/hdralleiii/image/122188967>

Another view of the 995 approaching the crossing: <http://www.pbase.com/hdralleiii/image/122188968>

A side profile view of NS 4001: <http://www.pbase.com/hdralleiii/image/122188969>

Last, NS 4001 as the V46 Pusher, pulls the test train back north to South Yard to p/u additional

tonnage: <http://www.pbase.com/hdralleiii/image/122188970>

RAILPOWER TECHNOLOGIES:

Former GG20B Green Goat UPY 2004 has been taken into the shop at TMS to begin preparation for conversion into an RP20BD genset. The unit had previously been stripped of its hybrid gear and batteries, and then stored at the facility in Altoona, PA. The 2004 was selected as a core for RJ Corman's genset program after the frame provided, former RJCC 206, was found to be twisted and unusable. Conflicting reports from TMS observers stated that the 2004's original cab was to be removed from the unit as well, but this has not been confirmed.

Thanks for their assistance in assembling this month's roundup goes out to: Railway Age, Tacoma News Tribune, Altoonaworks.info, Chris Toth, Henry Dralle III, LocoNotes Yahoo Group, Brookville Equipment, Bill Miller, William Baird.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC activity during January 2010:

During the month 19 units were delivered to three customers. Eight CN SD70DCE's (SD70M-2's), 8879-8884, 8886 and 8889 (order 20086152) had arrived at London East ready for service. On the 4th three QNS&L SD70ACe units, 501-503, (order 20086094), were turned over to CN for shipment to the ferry at Matane, Quebec. An export train departed on the 15th with eight Euro Cargo Rail JT42CWRM, 77045, 77047, 77048, 77050-77053 & 77057 (order 20068864) via GEXR and CN for Halifax. Work continued on the remaining eight in this order and well as the seven JT42CWRM for Dillen & LaJeune (D&L) Cargo in order 20078968. The last of the UP SD60M order for ECO repowering, UP 2508, arrived from LaGrange to join the other nine in various states of rebuilding.

SHORT LINES, REGIONALS & INDUSTRIALS

Western Canada:

Kevin Klitzke caught a LEAF unit (RSSX #473) en route to Dow Chemical at Fort Saskatchewan. It was photographed at the UP yard in St. Paul, MN 11/7/2009
<http://www.canadianrailwayobservations.com/2010/03/rssx.htm>

Ontario:

LLPX GP15-1 1513 has been released from a mining company in North Bay, Ontario and was returned to the USA in February on CN to Chicago.

The Guelph Junction Express ran a special Haiti Earthquake Relief Train on February 6th, 2010, with all services donated by the parties involved and all proceeds (~\$10K at final tally) being forwarded to Doctors Without Borders, presently on the ground in Haiti providing medical care to the earthquake victims. In this aerial view the train is heading due east on its way out of downtown Guelph, having just crossed under the GEXR Guelph Sub. Even in this limited view of the city streets you can tell from the way they're laid out that its easy for an out-of-towner to get lost driving around the city's core! (W. D. Shaw) <http://www.railpictures.net/viewphoto.php?id=313219>

The Huron Central Railway is once again facing a deadline for an essential capital investment for track improvements needed to keep the line operating beyond August of this year. Mario Brault, president of Huron Central, said in February from his Montreal headquarters that if the federal and Ontario governments do not announce funding assistance by the end of March at the very latest, the regional short line rail company operating between the Sault and Sudbury would be forced to shut down this August.

ONR News (by Mike Robin):

It took workers four hours to remove a tractor-trailer from the ONR tracks just outside Val Rita, Sunday January 31st. Somehow the truck ended up 15 or 20 feet off the roadway jackknifed across the tracks. The driver was charged with careless driving.

<http://www.onrgallery.com/newsmar01.htm>

A collision between a passenger van and the southbound 422 Northlander in Sesekinika resulted in the death of a father and his 13-year old daughter. The victims have been identified by the OPP as Andre Beaudoin, 42 and Katherine Beaudoin, 13, both of Sesekinika. The collision occurred at a level ONR railway crossing at Road 800 in the village of Sesekinika at about 9:42 a.m. on Tuesday February 2nd. The OPP report a white Ford van was crossing the Ontario Northland Railway crossing travelling in a southwest direction when it came into collision with a southbound ONR passenger train. The driver and passenger in the van were pronounced dead at the scene by the coroner. The 11 passengers and four crew members on the train were not injured. The passengers were transferred to a bus to continue their journey, while the OPP conducted its investigation. In addition to members of the Kirkland Lake OPP the North East OPP Region Technical Traffic Collision Investigator and a South Porcupine OPP Forensic Identification Unit Investigator were probing the cause of the collision. The OPP were also assisted at the scene by the Sesekinika and Area Volunteer Fire Department, the Kirkland Lake Fire Department, Timiskaming Emergency Medical Services and the ONR. A post mortem examination was scheduled to take place for the driver of the vehicle Andre Beaudoin in North Bay Feb. 10.

GEXR News:

GSCX SD40-2 7362 has arrived in Goderich, Ontario after being forwarded from MacMillan Yard. This locomotive had been leased to CP during the 1900's and is a former MP/UP unit rebuilt at BN's Livingstone Shops. More recently, it has been operating for RailAmerica on the New England Central.

<http://www.canadianrailwayobservations.com/2010/03/gatx.jpg>

GEXR has placed FP9Au's 1400 & 1401 up for sale, at about \$25,000 each. In this great photo Raillink 1400 inches its way out onto King Street under protection of the flagman.

<http://www.railpictures.net/viewphoto.php?id=39667&nseq=0>

Quebec:

Brand new Quebec North Shore & Labrador QNS&L SD70ACe photographed in its first week of operation north of Sept Iles Quebec (Marc-Andre Tremblay)

<http://www.canadianrailwayobservations.com/2010/03/img.htm>

Vignettes: Here is Phil Mason's shots of Wabush Mines Railway RS18 908 at Wabush, Labrador on June 2nd, 1992. Not sure why it is operating long hood forward. The ore cars are also Wabush

Mines cars (I think the fleet of cars were 50/50 Wabush and Arnaud). Also Arnaud RS18 902 at Pointe Noire, QC in August 1990 Unknown photographer – and Wabush RS18 903 at Wabush, Labrador in April 1989 by Doug Boyd (Both photos from Reverend Bryan Girling Collection).

<http://www.canadianrailwayobservations.com/2010/03/mn.htm>

<http://www.canadianrailwayobservations.com/2010/03/903.jpg>

<http://www.canadianrailwayobservations.com/2010/03/902.jpg>

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

There were at least two serious accidents in the region where vehicles failed to yield to trains at road crossings. One resulted in the death of a 60 year old female firefighter only yards from her home in Windsor Junction. Unfortunately it is easy to become complacent or inattentive, especially when driving in familiar territory, with fatal results.

Early in February we had a cold snap and this literally caused rails to snap. One broken rail occurred on 5 February in Burnside Industrial Park and caused the crossing light and barriers on a divided highway to activate during the morning rush hour, tying up traffic throughout the area.

The Ocean has been very short with as few as 8 cars. David Othen took a photo of the Stainless Steel set (comprising baggage car, coach, Skyline, diner and four sleepers) leaving Halifax on 10 February with 6414 Loto Quebec and rebuilt 6457.

<http://www.canadianrailwayobservations.com/2010/do/03/VIA15.jpg>

The New Brunswick Southern Railroad uses a rebuilt slug 008 (ex CN 519 nee 279) in road service between Saint John and Brownville Junction Maine. Danny McCracken tells me that the use of the slug saves \$300 per round trip and that it only provides traction below 25 mph. Byron Thomas took some excellent photos of two GP38-2s 2318 & 2319 (ex Devco) with the slug westbound on the Reversing Falls bridge in Saint John New Brunswick and near the site of the former VIA station (Saint John now has no passenger service).

<http://www.canadianrailwayobservations.com/2010/do/03/2318-1.jpg>

<http://www.canadianrailwayobservations.com/2010/do/03/2318-2.jpg>

The Windsor & Hantsport Railroad had its plow operating again on 18 February. The railroad received some good news – the gypsum mine, which is currently closed because of the economic downturn, has received environmental approval to expand its operations. So as the economy in the US improves this should generate a steady stream of business for the WHRC.

The winter season has also seen the arrival of the rail grinders. RG 309 was reported travelling east from Joffre on 13 February and one of the small switch grinders has been seen at work in the Halifax area.

Diesels and Dust (By Joe Zika)

Here's my second instalment of "Diesels and Dust". This column takes over from my Retired "CN MacMillan Yard Report" which covered up to November 29th 2009. My December Mac Yard photos this month include GP38-2's GT 4906, 4920 and 4930, CN 5363, the last SD 40-2W built with a CN designed Safety Cab. Ex UP GP 38-2's LLPX 2304 and 2334 in town, both were destined for the Quebec and Gatineau Railway at St Luc, PQ, Dec 24th had Brand New CN 8875 and 8877 (SD 70M-2's), and QNSL SD 70ACe's 504, 505, 506 and 507 arrived Mac Yard on A 43431.

<http://www.railpictures.net/viewphoto.php?id=313043>

In January I caught ECR - Euro Cargo Rail JT42CWRM's 077047,45,48,51,52,57,53 and 077050, CN 8876, a new SD 70M-2 almost everyone of them has been delivered to Mac Yard and then they get sent northwest almost immediately as working units. Also clicked GT 4620, as well as CN 8873 with

CN 2683 in tow heading for the shop and caught GSCX 7362 a SD 40-2 sitting on the MacMillan Yard inbound tracks. HLCX 6061 and HLCX 6091 were shut down and drained February 1st on the GEXR with the arrival of their new unit GSCX SD40-2 7362. M 39891 01 Arrived Mac Yard Feb 3rd 2010 at 1008 with CN 5705, 5747, 8877, 5615, QGRY 6908, 6062 and 6904. M 39491 01 arrived Mac Yard Feb 2nd 2010 at 1233 with CN 2605, 2595, QGRY 6920, 6913 and 6042. All six of those GCFX SD 40-3's are waybilled from Chicago, IL to Pte St Charles, QC Connell Finance Co. is the shipper and Alstom Canada Transportation is the consignee, all six units were still at the shop as of 1450 Feb 5th. A 43431 02 ex London East Arrived Mac yard on Feb 2nd at 2149 with CN 5537, IC 2463, GTW 4925, GTW 4632 and CN 4787, quite the consist!

GEXR 433-04 delivered CN 8888 a SD 70M-2 to London East on Feb 4th 2010 at 1649, CN 8888 is going to La Grange, IL for emission testing and already was at Sarnia as of Feb 5th 2010, Might take a while to get a shot of that unit! Along with overcast skies, Feb 5th brought CN 2400 a 8-40CM, which was in fresh cn.ca paint. Also seen was a patch or touch up job on CN 2548 as she has lost her cn.ca on the engineer's side, note the lone "a" under the CN, as well as a non standard "8" in the road number and lots of worn out paint on her cab, guess she had a brush with something of late. ALL PHOTOS: <http://www.canadianrailwayobservations.com/2010/03/dd.htm>

February updates: Included are photo's of 6 of the 8 ex GCFX (CN / WC) SD 40-3's departing on M 37631 06. As well as QGRY 6057 and 6076 at Mac Yard Feb 7th as reported on that 394 the day before at Sarnia. SW 1500 AARX 316 two years to the month was finally headed to Arcelor-Mittal Indiana, Shipper was Industrial Rail Services in Moncton, NB. Note the replacment Flexi Coil Trucks! LLPX 1513 was headed to Metro East Industries in East St Lious IL, shipper was Sea Rail Transloading via Sudbury, ON. New SD 70M-2 arrivals at Mac Yard, CN 8891 and 8892, as usual, the sun always pops up at the most inopportune time, or there's a post or other motive power in the way blocking a decent shot. Also included is a collection of GP 9's that are not regular vistors as well as a shot of FEC 709, finally a decent shot of her with no post in the way, lol ! Still no sign of a third SD40 for the GEXR. (Joe)
<http://www.canadianrailwayobservations.com/2010/03/dd1.htm>

"Modeller's Corner" (by Mike Pebesma)

Updates and Announcements:

Walthers has announced a new runs of NSC built plastic pellet covered hoppers and 72' center beam flatcars. The center beams include CN and DWC (Duluth Winnipeg and Pacific)
<http://www.walthers.com/exec/newproducts/cr/201002/Freight>

Overland Models is planning to produce a run of CN Pointe Ste. Charles vans (caboose) in various paint schemes and numbers including of course CN and Algoma Central as well as numerous schemes of second hand buyers for these distinctive vans.
http://www.overlandmodels.com/showroom.php?model_name_id=785&PHPSESSID=a18f1e45e1398bf0f34f408ec4c082f6

Several model railroad forums have recently shown photos of the forthcoming Intermountain SD40-2W pre-production models. Although there are some concerns with the proportion of the cab and windows, I will leave that discussion for other forums. Who would have thought that in the same year, we would see announcements for both GP 40's (Atlas) and SD40's with the CN cab become available as ready-to-run models! From the artwork shown on the Intermountain site and the photos I have seen of the pre-production models, the Intermountain units with dynamic brakes most closely match CN 5241 - 5261 class GF-30n and 5262 - 5278 class GF-30p in regards to the rads, fans and compressor door louvres at the rear of the carbody. This means that if Intermountain tools as per

their drawing, the non-DB units they offer are not accurate for this feature, and any number unit above 5277 would be incorrect also but for modellers who aren't that particular, they will add some good variety to your fleet.

<http://www.imrcmodels.com/newshocomingsoon.html>

http://forum.atlasrr.com/forum/topic.asp?TOPIC_ID=56907&SearchTerms=sd.40-2w

The following e-mail was received from Greg Kennelly of Burnaby, BC:

"Following the announcement of the HO scale C-630Ms and a visit to Bowser's website, I wrote to them with a couple of comments regarding the two-tone green BCR paint schemes shown in the announcement. I received a very nice reply from Matthew Herman, Bowser's Project Manager, stating that the artwork shown was very preliminary pre-production artwork and that "any and all art flubs" would be corrected. He also specifically gave me permission to post this on forums.

Matthew did not make any comment about further models using this drive and trucks but it would seem to me that, at some point down the road, given that they will already have the Dofasco trucks other models that could utilize this tooling would be a possibility depending on the success of the C-630M project.

Matthew is also looking for information on another project he is interested in that will be of interest to Canadian CN, BCR, BC Rail modellers as well as those modelling some US shortlines. The following is quoted from his message:

"One other thing. Please let it be known on the forums that I am very interested in doing an M420 in the future and I am looking for information. Rather than keep it a secret and announce this after the tooling is done, I feel it would be better to let the public have every opportunity to help on this project. We've already gotten quotes and they look good so it looks like this project is a go!"

As soon as I get permission from him to post his direct contact information, I will do so. In the meantime, you can reach him via bowser@bowser.com

Paul Trudel's modern LRC consist (resin cars) is shown under construction and leaving Courcelles Station at the Montreal Railroad Modellers Association Club.

<http://gumpaul.quebectrain.com/lrc/>

<http://www.canadianrailwayobservations.com/2010/03/lrc.jpg>

On the Bench

The accompanying photos show a project which I recently completed the build portion of. Painting will have to wait for warmer weather as my spray booth is in an unheated garage. Shown are two VIA Rail F-40 PH's built from the Walthers model. They represent VIA units as they appeared in the late 1990's. Major changes include the reconstructed underframe (fuel tank, battery box, air tank) components to match the VIA units and changes to the battery box and sander access doors. Most other changes involve adding details to match the prototype.

<http://www.canadianrailwayobservations.com/2010/03/f40.htm>

I invite other CRO readers to share their recent projects as well.

Events

For those in the Greater Toronto Area, the annual Toronto Railway Prototype Modellers Meet takes place on Saturday, March 27th, 2010 at Humber College North Campus, 205 Humber College Blvd., Toronto, Ontario. The meet will be held in Building B, rooms B211 & B213 from 9:00 am to 4:30 pm. The line-up of clinics for this year's meet:

- *Diesels in the Maritimes - 1970's to 1980's* by James Whatley
- *Building in Brass* by Andrew Malette
- *Researching and Building a Layout to Follow and Operate like a Prototype Railway* by John Spring
- *Plaster Cast Structures* by Roger Chrysler
- plus... *Workshop Tips*

Admission is \$10.00. For information, contact Brian Gauer <bgauer@rogers.com>

Our readers trains:

Mike Zolliitch edits a column in Railpace Magazine and sent us some of his HO scale Covered Hoppers he painted for his CSX-Conrail layout. Attached are four photos of three "latest project completions"... One is a Trinity Cement car from Walthers. It was originally a CSXT car, factory painted gray. Wrong. I stripped the CSX lettering, and decaled it for Conrail. It doesn't match the prototype exactly, but its close enough for what I need it for. A light coat of weathering finished it off. Other pix are of the two latest Salt hoppers to join my growing GWIX fleet. The 97000-series car is a Walthers-P2K factory painted MILW car heavily weathered to match prototypes. The other is an Intermountain cylindrical car, similarly done to match the GWIX prototypes--I'm thrilled with how this particular car came out! <http://www.canadianrailwayobservations.com/2010/03/om.htm>

CANADIAN RAILWAY HISTORY

Exporail – The Canadian Railway Museum, Saint-Constant, QC:

Exporail is presently executing plan B of its major construction project commenced in 2001. This new phase of the project will cost an estimated \$ 930,300. This project was made possible thanks to financial consideration provided by the ministère de la Culture, des Communications et de la Condition féminine du Québec; the North American Railway Foundation; the Conférence régionale des élus (CRE) de la Vallée-du-Haut-Saint-Laurent, the Centre local de développement (CLD) de Roussillon, the Frederick Angus Estate; as well as funds raised by the Canadian Railroad Historical Association (CRHA).

This phase of the project will see:

- Paving of the outdoor walkways on site to facilitate strollers, wheelchairs and pedestrians, this was completed in the fall of 2009.
- Improved signage outdoors, and improved lighting and signage in building 5, the original building on site.
- The building of three outdoor thematic interpretative islets whose themes will be: understanding the railway yard; safety first; maintaining the railroad.
- Major renovations to the Hays station with new interpretative displays.
- The complete rebuilding and cosmetic restoration of Montreal streetcar # 274, the first piece of equipment acquired by the CRHA in 1950. It was built by Newburyport in 1892 and was used along with the 'Rocket' # 350 to inaugurate electric streetcar service in Montreal.

<http://www.canadianrailwayobservations.com/2010/03/hist.htm>

Exporail Timetable – 2010

Until May 23: Exporail opens Saturday and Sunday 10:00 to 17:00

May 24: Exporail opens everyday 10:00 to 17:00

May 1: Opening of temporary "Pack your bags" exhibit, a travelling exhibition produced by the Canadian Children's Museum-Canadian Museum of Civilization.
June 24 Exporail opens everyday 10:00 to 18:00
July 10 / 11 Selected vehicles open for weekend visit, in relation to Pack Your Bags,
July 11 Museum Express train from Lucien L'Allier Station (Montreal to Exporail)
August 21 / 22 A great passion for small trains – Exporail's model train weekend
August 22 Museum Express train from Lucien L'Allier Station
September 6 Start of autumn hours, Exporail opens Wednesday to Sunday 10:00 to 17:00 thereafter
September 18 / 19 Back to school: rail safety - Staying safe around railroad crossings and tracks.
October 9 – 11 Light rail vehicles, special activities for the whole family and little streetcar parade for children.
October 31 End of the temporary exhibition Pack Your Bags.
November 6 Winter hours, Exporail opens weekends only 10:00 – 17:00
November 27, 2010 to January 3, 2011 Railway Christmas - Eaton's miniature train exhibit, crafts and storytelling for children, model train layout and rides on a miniature railway. Annual Christmas Tea for adults (with reservation).

Plan to visit and enjoy Exporail, the Canadian Railway Museum this season!

M. Peter Murphy V.P. http://www.exporail.org/public/index_flash.asp

Former CPR 4-6-4 "Royal Hudson" #2860 crossed the border into the USA going S/B from Vancouver on Monday Feb 8th and returning from Washington Feb 9th. The loco spent the night at Blaine, WA and the train was wye'd at Intalco and returned to Canada the next day. Former CPR Royal Hudson #2860 with BNSF ES44AC #6422 are seen at the Willingdon Junction MP 151.8 of BNSF's New Westminster Subdivision heading back to the Pacific Central Train Station. In the photos #2860 is seen running the return leg on a special West Coast Railway Association trip from White Rock, BC where the guests on the train stayed overnight. (Mark Forseille photos. Following the excursion, #2816 is still in Vancouver, BC and is under complete security lockdown until after the Olympics. <http://www.canadianrailwayobservations.com/2010/03/mf.htm>

Mike Shaw a VIA Ticket Agent in Vancouver shot this Video of the Royal Hudson 2860 arriving on Track 6 into Pacific Central Station today after Returning from it's Trip out to White Rock. Train Left White Rock at 12:50pm & arrived at Pacific Central Station at 2:15PM. Still no snow for the Olympics. <http://www.youtube.com/watch?v=z0CkPzomoAY>

Gordon Hall's shots of the Royal Hudson Trip to White Rock during the Olympic Torch events. Views from the train on the trip, at White Rock, and at the Canada US border, Peace Arch Crossing with the torch run, headed from Canada into the US then back to the Peace Arch for a big event. You can see the Hudson Steaming away in the distance and in the 2nd photo you can see the torch on the right headed down the road. <http://www.canadianrailwayobservations.com/2010/03/trip.htm>

Terrific slow-speed Rod and Wheel motion of CPR #2860 in Chris McMahon's video: <http://www.youtube.com/watch?v=MUe-rKGnzzk&feature=related>

In early February the City of Guelph, Ontario was seeking proposals for the movement of CNR steam locomotive #6167 and tender from static display at Carden Street and MacDonell Street to a new resting place approximately opposite its current location south of the Canadian National Railway (trackage. <http://www.trainweb.org/j.dimech/6167/>

Please visit our page for updates on each railway museum in Canada: <http://www.canadianrailwayobservations.com/museums.htm>

SOUTH OF THE BORDER

Ed Duke a Mechanic at Dakota Missouri Valley and Western (DMVW), kindly sent along these photos of recently repainted SD50F 5451, their other SD50F's, and has updated their roster for us. DMVW has had these SD50F's for about a year for all of them. Ex- CN 5404 and 5438 were sold to Montana Limestone Co. in Warren, MT. They are painted in a Kodachrome-like colour scheme of black, red, and yellow. DMVW has ex-CN 5408, 5418, 5439, 5451, and the 5454. Note: CN 5500-5503 are actually "SD50AF" models, (An SD60 engine in the SD50F carbody) . The 5451 is their first SD50F to be painted. It was finished in early Dec '09. The 5439 was next to be painted. It was finished Dec. 23, '09. The 5454 was the next one to be painted. It just came out of the paint shop about two weeks ago. The 5418 is just about done being painted now. I should see it next week to photograph it. the 5408 is the last 50 to be painted. DMVW 7510 was the first SD45 to be painted. That leaves the 7505 and the 7517 to be painted after the 5408 is done. Ed has have attached a list of DMVW units with their frame number on the ones that I have numbers for so far. All of the 6300 series unit numbered locomotives are stationed in Crosby, ND. The rest of the units are based in Bismarck and Oakes, ND. The SD's aren't supposed to go farther north then Coal Creek Jct near Falkirk, ND. We have Six of the GP40-2's that stay on the Bismarck to Max, ND part of DMVW's line to handle the way freight duties. http://xa.yimg.com/kq/groups/45408/hr/471704049/name/IMG_2521.jpg
<http://www.canadianrailwayobservations.com/2010/03/DMVW.xls> DMVW ROSTER
<http://www.canadianrailwayobservations.com/2010/03/dm1.htm>

EMD 567-engine Sound File!! This is a recording of six Chicago and Northwestern and Chicago Great Western F's (A-A-A-B-B-A) at Waterloo Iowa in April of 1971. The short sequence is repeated just to lengthen it. (From Rick Zorko from Papillion, Nebraska with thanks!)
<http://www.canadianrailwayobservations.com/2010/03/CGWFUnits256K2.mp3>

Conrail Vignette: The classic-GMD-built geep profile is clearly evident in Aleks shot the power of WQSTO2 from December 1982. Canadian-built CR GP9 7440 - CR GP7 5826 are backing out of a spur at Airport after placing a CN double door box car. They had picked up the car from the interchange yard at Hagersville, Ontario on the head end and shoved it ahead of their train the few miles to this spur. This was one of the only times I ever caught a move on this spur.
<http://www.railpictures.net/viewphoto.php?id=312619&nseq=35>

Letters:

Hi all,
I picked up this very interesting book (attached) on the 1939 Royal Tour yesterday, published late 2009 by Larry Shaak of Moose Jaw, SK; softcover, 220 pages, many photographs from the Canada Science and Technology Museum (CSTM) where CNR archives were deposited, including some in colour, \$52.95 plus tax. Focus is on the railroad aspect of the tour, locomotives, consists, schedule, railroad staff... <http://www.canadianrailwayobservations.com/2010/03/ride.jpg>

Cor van Steenis
Chestermere, Alberta

Not sure how many CRO readers are into modelling, but if you do the odd 'non-brass' kit, check out the RS-23 models, and comparison to brass in the "Modeller's Corner" column. I am becoming increasingly impressed with non-brass. For you non-modellers, there is a whole bunch of other info in Canadian Railway Observations, and you might consider subscribing. It is clear that contemporary rail fans gain much from CRO now, but rail historians, 20 years from now, doing

research on whatever topic 20 years in the past, will be able to look at any issue of CRO as a snapshot of the moment, saving themselves countless hours trying to find the info otherwise. In many cases, researchers are relying on hear-say and the whole puzzle of operations and equipment gets confused, and then unfortunately, increasingly less accurate. Having something like CRO to rely on creates a solid base of information in a very restricted time frame that cannot reasonably be questioned. When I was writing and researching Steam in Niagara and NS&T in Pictures in the early 80s, I was running into all sorts of problems with what ran where and when, etc. Had we had something like CRO from even the late period of steam, it would have been incredibly helpful, but of course that was not to be. You provide very good input and the job they are doing to allow us more casual observers is fantastic, but by asking to be on their mailing list will ensure that this information, as relevant as it is now, will be preserved as historical information for future generations. Ask to get on the list, and if possible, supply input to the editor if you can

Dr. Andrew W. Panko, PhD, PGeo.
CARM Niagara-on-the-Lake, ON

Hi Will,

Just wanted to thank you and all your contributors to CRO. I really enjoy the stories, photos and technical aspects conveyed within and look forward to each monthly posting :) Being from the West, rail is few and far between now (unless its rusting) but the stories of the past live on and are my favourites!"

Aaron Eslinger
(via Facebook)

Hey Will!

I just wanted to say that I really enjoyed the last newsletter and to report a sighting of an ex-UP SD40-2 on the Hamilton Subdivision. It was on CP 246 Feb 06, 2010. Keep up the great work and if you need any help with anything regarding the newsletter then don't hesitate to ask. Here's the link: <http://www.youtube.com/watch?v=tqcLK42ugKs>

Dan Tweedle
Hamilton, ON

Hi Folks;

For those on the list who are not aware of this site featuring John Dziobkos color photos: <http://www.godfatherrails.com/photos/pbu.asp?Update=2/12/2010> This latest update (free) features The Montreal & Southern Counties streetcars as well as CN 4-8-4 6218 operating on the Central Vermont. All in color! The M&SC scenes are from 1954! Enjoy!

All The Best,
Gary Knapp, VT

The Last Word:

Hi All,

I have received many comments about CRO on Facebook. Facebook is a social search engine, but more importantly it is a powerful tool for business networking. It is filled with eager railfans seeking information and guidance, as well as a vehicle to locate RR clubs, RR and Loco fan groups, museums, and Historical Groups. It is also in the last year gaining popularity with the older railfan generation (40-60) seeking RR news and new friends to chat with. CRO websites visits and downloads have increased exponentially since just three weeks since CRO FB! As well I have met literally hundreds of new railfans world wide in the last four months, and have chatted with them about CRO and trains in their area. CRO is a mouse that has become an elephant (To full really at 45 pages last month alone). Therefore I intend to utilize "FACEBOOK CRO" as a real time "blog" for your sightings and photos that could be posted in CRO later. I urge you to help us succeed by becoming a friend of CRO and posting your train photos and news on CRO FB directly, you can always email me as well and I can post it for you. Not a member of FB? I urge you to try it and become my "Friend"

Cheers,
Will-

From Pedro Rezende and Dan Dell'Unto:

- A train causes a tsunami! <http://www.youtube.com/watch?v=UzGwUhiXLDk>
- Do you now of any museums looking for a CP snowplow to add to their collection?
- <https://www8.cpr.ca/enetp72/snp/Pages/ViewTender.aspx?Tender=2407>

THANK YOU: Guy-Pascal Arcouette, Kevin Babcock, Simon Bélanger, David Brain, Guilio Capuano, Andy Cassidy, Bruce Chapman, Charles De Jean, Ed Duke, Ron Ellison, Joe Ferguson, Reverend Bryan Girling, Sean Graham-White, Kevin L. Herman, Craig Konopski, Ken Lanovich, Luc Lanthier, Roman Litarchuk, Robert Lubinski, Phil Mason, Don McQueen (Froth), Bruce Mercer, Jody Moore, Terry Muirhead, Jason Noe (Railpace), David Othen, Jim Parker, Donna Peters, Ronald Pelletier, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17f", Myles Roach, Earl Roberts (Branchline), Bill Sanderson, Wilco van Schoonhoven, Chuck Schwesinger, Cor van Steenis, Aleks Stefanovic, Stan Svihla, Lorence Toutant, Jean-François Turcotte, Tyler Welsford, Ron Visockis, Chris Wilson, Craig Williams, Joe Zika, Rick Zorko, 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.