

# CANADIAN RAILWAY OBSERVATIONS

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**Our new "Lucky 8's" CRO PHOTO CHALLENGE:** Lets see which of our readers can catch both CN SD70M-2# 8888 and CP ES44AC #8888 (Or other CP and CN units with identical numbers) in the same frame? The winning photo will be chosen by our CRO team in December 2010 and the photographer will win a prize! (to be determined) . Here is an example of what we are looking for" Mark Forseille caught both CN 8808 and CP 8808 in the same photo ... So it is possible! Note the number boards have to be readable. And, we will verify the photo with equipment readers to confirm the sighting in case someone does Photoshop to the numbers!

# CANADIAN NATIONAL

## CN Locomotives retired since last issue: (Last retirement was January 20<sup>th</sup>)

NBEC RS18u 1845 pending (In Campbelton, NB)  
NBEC RS18u 1856 pending (in Montreal, QC)

Lorence Toutant clicked Ex NBEC RS18u 1856-1835 in storage in the back of Montreal Taschereau yard diesel shop on March 3<sup>rd</sup>, 2010. RS18u 1835 had been forwarded to Montreal from the Charlevoix Railway and was returned to CN in March. Please note that NBEC 1835 was never on the CN roster, and went straight to the Charlevoix from the NBEC.

<http://www.canadianrailwayobservations.com/2010/04/24210.jpg>

## CN Locomotives Sold:

Heads up... former CN M636 2338 will soon be on the move! After authorization from owner, CRO can confirm the unit was purchased by RRPX (Railroad Power Leasing, LLC) based out of North Jersey, which is affiliated with the Morristown & Erie/ Maine Eastern group. RRPX has several units on BH and WNYP, most notably the former Cartier units. We are told this unit will move in about eight weeks of this post to WNYP where it will be prepared for service! It is unclear if it will remain under RRPX ownership or be sold to WNYP. The unit is still anticipated to move via CN-BUFF-BPRR-SLMCA-WNYP. Suspension bearings will need to be replaced prior to the movement of the engine however and it was still not moved mid-month at Mac Yard. As well, we have clarified the official retirement of this engine as January 23<sup>rd</sup> 1998, and was sought after by many railfan groups for the last 12 years, alas without success. CN Hogger Photos:

<http://www.canadianrailwayobservations.com/2008/2338.htm>

IC SD40-2R 6034 and BCOL SD40-2 763 have been sold to ASDX, and are going to Georgiana, Alabama for scrapping. As well, EJ&E SD38 654 has been sold to Foster Townsend Rail Logistics (FTRX) and is being shipped to Metro East Industries, in East St. Louis, Ill. On March 18<sup>th</sup> EJ&E SD38-2 654 was restenciled FTRX and was a neatly applied professional black stencil under the cab windows, not the usual "spray-on" they do with units off to scrap, so hopefully someone will use this locomotive. The "J" logos on the nose and long hood had not been painted over, and the unit also appeared to have been recently washed. It is believed EJ&E 654 may be the last unit wearing the J-Ball logo on the nose. Lets all hope she is not going to scrap!

On March 13<sup>th</sup>, IC SD40X 6071 was delivered to Decatur IL for transfer to NS and (eventual) delivery to the Monticello Railway Museum in Monticello, IL. IC SD40X 6071 was one of eight EMD original demonstrator unit (EMD SD40X 434), nee-GM&O 950. According to our Woodcrest Shop source, this unit is complete except for the traction motors--admittedly a big omission, but hopefully one Monticello can deal with in due time. Our readers may not be aware that this museum also owns a CNR FPA4 - FPB4 - Steam Generator car set!

## New Power:

After catching CN Q115 at the new Stoney Trail overpass, Cor van Steenis followed it to Sarcee Yard in Calgary, AB where the train arrived about 20 minutes later where he caught new SD70M-2 8906 and 8897 in the same consist! <http://www.canadianrailwayobservations.com/2010/04/sd70.htm>

On March 24<sup>th</sup>, brand new CN SD70M-2's 8908, 8909, and 8913 were moved to London East from the plant by GEXR, and departed London on CN #43431 on March 26<sup>th</sup> with CN 5763, IC 1034, CN 5702 and CN 8909, 8908 and 8913. Here are a few shots of shiny new CN SD70M-2 8900 taken as it leads Train Q115, the high priority intermodal (with some mixed freight on the head end) from Brampton, ON., into Sarcee Yard in Calgary on the afternoon of 02 Mar 2010, the first 8900 series locomotive to appear here. The train was longer than the yard, forcing the locomotives and about 20 cars across 52 Street onto the Drumheller Subdivision at rush hour.

On March 22nd Walter Pfefferle visited the EMCC plant in time to see GEXR 2236 returning CN 8890 and 8895 to the plant. CN 8907 and 8914 were tucked in behind the EMD plant. Then he headed to Edgerton and UP 2489, one of the rebuilds was sitting there with IC 1034 on the ready track. Headed to Ridout to catch VIA and 438 showed up with the catch of the day as IC 1000 was leading into London. Pretty cool to see that IC logo up front. After that 331 with 8835 was just another CN unit. Last is a shot of Hale Street that is now closed due to the construction of a huge overpass. I heard that CN was going to extend the yard tracks once the overpass is completed.  
<http://railfan.thegrebs.com/CN-London-Dundas-sub-3-24-10>

On February 28<sup>th</sup> brand new CN SD70M-2's departed from London East for Toronto MacMillan Yard on CN #434, with 8900, 8902 and 8904, powered by CN 5690 2626, and GTW 4918. A late sighting on March 16<sup>th</sup>, 8912 was seen outside at GM-London. Here are a couple of photos of CN SD70M-2 8899 on her first trip to the west coast mid-March.  
<http://www.canadianrailwayobservations.com/2010/04/cn8899.htm>

Here is a photo of SD70M-2 8876 sitting in London March 3<sup>rd</sup>, (Walter Pfefferle)  
[http://railfan.thegrebs.com/CN/CN\\_8876\\_1](http://railfan.thegrebs.com/CN/CN_8876_1) [http://railfan.thegrebs.com/CN/CN\\_8876\\_London](http://railfan.thegrebs.com/CN/CN_8876_London)

CN 8910 & 8911 were delivered on March 19<sup>th</sup> 2010 and look great in this video short!  
<http://www.youtube.com/watch?v=Csn604wOdCU>

CN SD70M-2 8017 in Roberts Bank, BC Coal dumper 31 recent incident:  
<http://www.canadianrailwayobservations.com/2010/04/dumper.htm>

CN is not the only railway to have an incident at the Roberts Bank Coal Dumper door. Back in March 2001. CP AC4400CW 9624 got flipped in the dumper too. She was seen headed back to Calgary for some bodywork in this March 9<sup>th</sup>, 2001 photo.  
<http://www.canadianrailwayobservations.com/2010/04/dump2.htm>

On the GE Evolution Series engines, the compression release valve sticks straight out the side of the cylinder head, and somewhat vulnerable to being hit. CN ES44DC 2269 at Roberts Bank shows this CRO readers case in point. (Photo showing the firing and compression release broken off). <http://www.canadianrailwayobservations.com/2010/04/cn2269.htm>

CN train #309 derailed on March 2<sup>nd</sup> in Morrisburg, ON. Attached are two images taken from the highway overpass just west of the old station location to the north of town. 11 loads and 16 empties were involved in the incident. Interesting how the signal masts at this controlled location escaped unscathed, but if memory serves me right a pair of wayside bungalows associated with the CTC may not have fared so well. <http://www.canadianrailwayobservations.com/2010/04/morrisburg.htm>

CN Train 376 derailed near Durham Junction in Pickering, Ontario on the afternoon of March 30<sup>th</sup>. No one was injured. All VIA Rail trains in the Toronto, Ottawa, Montreal corridor were cancelled and GO Transit operated a reduced service. In all, nine cars derailed along with three of the four RBRX (former GO Transit locos en route to their new life in Montreal) that were dead-in-tow. All photographs were taken from public vantage points and safely behind the safety cordon.

The derailment consist:

- CN 8839
- CN 5617
- CN8846
- RBRX 18536
- RBRX 18539\*
- RBRX 18537\*
- RBRX 18540\* \*Derailed

<http://thomasblampied.fotopic.net/c1831611.html>

<http://www.youtube.com/watch?v=7-9Tx7iWs> Video

Here is a shot of the CN M30921-03 sitting with no crew onboard, at the west end of the Butler Spur, MP 2.6 CN Montreal subdivision in Pointe St-Charles, Qc. Trains are stacked anywhere after the 309 derailment at Morrisburg, ON the day before. The train left Montreal the next morning at around 02:00. Photo was taken March 3<sup>rd</sup>. <http://www.canadianrailwayobservations.com/2010/04/24210-1.jpg>

On March 23<sup>rd</sup>, Jason Jongen photographed CN train #316 on the Nala Sub through Washago, ON with a nice CN-BC RAIL lash up. CN 8875 SD70M-2, BCOL 4650 C44-9W and BCOL 4644 C44-9WL hauling 122 cars. <http://www.canadianrailwayobservations.com/2010/04/cn316.htm>

On March 13<sup>th</sup>, Jason caught other interesting lash ups: CN 451 by Mile 113.45 Newmarket Sub: CN 5777 SD75I, CN 8001 SD70M-2, GEXR 3856 GP38, CN 4136 with 121 Cars. CN 314 by Mile 89 Bala Sub: CN 8836 SD70M-2, IC 2458 C40-8W, CN 104 F40-PH with 76 Cars.

<http://www.canadianrailwayobservations.com/2010/04/wash.htm>

CN GP9RM 7277 is seen after a sideswipe accident between two yard movement in Montreal Taschereau yard the night before. Taken on March 3<sup>rd</sup>.

<http://www.canadianrailwayobservations.com/2010/04/cefxqc.htm>

CN has leased out GP40-2LW 9410 (built at GMD-London in April 1974), to the CBCNS in Nova Scotia. It is Wisconsin Central that was repainted a few years ago into the stripes livery, which explains why it looks so good! <http://www.canadianrailwayobservations.com/2010/04/CN9410.jpg>

Chris Gertz caught CN SD60F 5507 with blue IC C40-8W 2460 at Paris, ON, on March 8th Note the LMS lettering still on the rear hood. <http://www.canadianrailwayobservations.com/2010/04/dsc.htm>

CN 392 had: CN5750, CN2506, with AC4400CW's CEFX 1021, CEFX 1025 The four CEFX units arrived at Mac Yard on M 39291 March 6th and arrived in Joffre Yard (Levis, QC) on March 8th. Patrick De Larue photo. <http://www.canadianrailwayobservations.com/2010/04/cefxqc.htm>

In March, CN SD40u 6027 was equipped for beltpack operations and is currently working the West Vancouver(ex-BC Rail North Vancouver) Yard with GP9RM 7216 and slug 239. This is the first SD40u equipped for beltpack operation.

## CNR Vignettes:

Photo by the late Tom Arnold of an RDC4 was seen in Auld Cove, Nova Scotia.

<http://naphotos.nerail.org/showpic/?photo=2010031317180829924.jpg&order=bydate&page=4&key>

Glen Mounk caught CN F7Au 9156. He first saw it going solo at the crossing by Shebandewan, back in the early 1980's. Later in the afternoon, he saw it in the yard in Fort Frances, where it was coupled to CN 5022 before going to Winnipeg. While this engine was assigned to Prince George, BC. At times CN added an extra spare unit (a geep or an F-unit on heavy grain trains between Winnipeg and Thunder Bay Ontario. It unusual to see an F unit around here, and very rare to catch it running alone by itself as a light engine move.

<http://www.canadianrailwayobservations.com/2010/04/CN9156.htm>

Aleks Stefanovic great shot of CN 559 East working up the grade out of Brantford on it's way to Caledonia. They will swing south on the Hagersville Sub and head down to Nanticoke. CN GP9's 4523 and 4517 has freshly painted CN van 79412, 19 cars & CN van 79866 in tow has they pass under the Park Road North bridge. Note that the 4523 has had a non-dynamic brake equipped GP7 hood put on it. If memory serves me this unit was in a wreck and a retired GP7 was used for the repair.

<http://www.railpictures.net/viewphoto.php?id=317973&nseq=66>

CN Box Cabs preserved "6710 to the city of Deux-Montagnes Qc - 6711 to Canadian Railway Museum, Delson, Qc - 6712 to the city of Mont-Royal, Montreal, Qc - 6713 scrapped/ -6714 to Shore Line Trolley museum, East Haven CT /-6715 to National Museum of Science & Technology, Ottawa, On (now called the Canadian Science Museum) . All the Z4a electric along with the two "steeplecab" scrapped. Lorence Toutant.

<http://www.canadianrailwayobservations.com/2010/04/boxcab>.

<http://www.railpictures.net/viewphoto.php?id=305757>

# CANADIAN PACIFIC

## CP Locomotives Retired since last issue: (Last unit retired was January 2010)

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

CP SW1200RS 1238

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, (Exact date to follow):

ICE GP40Q 4003 (ex-UP, MP, CRIP)

ICE SD40-2 6409 (ex-UP)

CP Locomotives sold: NIL

## The Olympic GE's:

Effective March 4th, 2010, all 20 Olympic ES44AC's (8858-8877) have been earmarked to be sent to Progress Rail - Weston Shop in Winnipeg for removal of Olympic logos and repainting of the logo area. In Mid March CP 8864 was inside and being painted, The intent is that all the white will be covered by CP red paint, with Canadian Pacific" lettering applied later. CP "all red" 8876 was out of the shop on the 8<sup>th</sup> running around with the Olympic logo painted out (but no CP name applied). CP ES44AC 8864 was also released from the shop with White Olympic Logo painted over; and as mentioned no Canadian Pacific lettering has been applied.

Here are some Olympic Logo memories: (Mark Foseille and Cor van Steenis)

<http://www.canadianrailwayobservations.com/2010/04/port.htm>

<http://www.canadianrailwayobservations.com/2010/04/cp8871.htm>

ES44AC 8864 taken by Greg Sherwood at Revelstoke:

<http://www.cprdieselroster.com/Roster%20Archive/CP%208800B/CP%208864-1.jpg>

Now, here is the first repaint, seen at Smiths Falls March 16<sup>th</sup>, by Bob Heathorn.

<http://www.canadianrailwayobservations.com/2010/04/CP8864repaint.jpg>

## Big Mac's:

CP SD9043MAC 9139 arrived from Winnipeg at Alyth, Calgary, AB. On March 5<sup>th</sup>, with CP SD40-2 5970 and a mixed manifest freight. 24 more have (or are soon) returning to service: 9100, 9101, 9102, 9104, 9107, 9113, 9114, 9116, 9120, 9123, 9125, 9126, 9129, 9133, 9134, 9140, 9142, 9145, 9147, 9151, 9154, 9158, 9159, and 9160. 11 had already returned to service as of March 25<sup>th</sup>. As well CRO learned at press time 15 other 9100's will be added to this list above. CP 9159 is in the United Way paint scheme. (Cor van Steenis photos of SD9043MAC's)

<http://www.canadianrailwayobservations.com/2010/04/sd90.htm>

## Biodiesel:

CP's Biodiesel test units operate only between Edmonton and Calgary, here are a couple of shots of the engineer's side of one of the painted units. Up until recently, CP 9727 ran as a pair with another test unit, 9731, but now the units operate separately. Cor van Steenis caught 9727 yesterday (Mar 8<sup>th</sup> 2010) as it was being marshalled with 9602 (not a test unit) onto a train at Alyth that was bound for Edmonton. Cor believes that only two of the units (9727 and 9731) are painted with the logo; the other two test units are not. 9528 and 9740 are also in this service.

<http://www.canadianrailwayobservations.com/2010/04/bio.htm>

## CPR Steam:

On March 11<sup>th</sup>, the Alstom Yard Goat moved two pieces of CPR equipment from the Alstom Shop in Calgary to the CPR Steam Shop (home of the "Empress" 4-6-4 Hudson #2816) at Ogden Park: CP Coaches 103 and 104. These cars, being made of aluminum, were stored in the Alstom locomotive shop for the winter as the paint is susceptible to deterioration in extreme winter weather. After dropping off those two cars, a short while later the Yard Goat moved a box car from CP's dead storage line near the Alstom Shop to the steam compound: MILW 4011. Built in 1963, this plug door box car has been sitting in the dead line for some time; it became part of the SOO family when the Milwaukee Road was acquired by SOO in 1984. This car holds steam locomotive parts which are to be removed and stored in the steam shop; the car is then destined to be disposed of. With all of the activity at the steam compound, we can all hope that CP 2816 will come out of its barn at some point after the maintenance is completed. It ran on Oct 9<sup>th</sup>, 2008. We'll have to keep an eye open for this.

Cor van Steenis photo: <http://www.canadianrailwayobservations.com/2010/04/103104a.jpg>

CPR's F-units, 4106, 4107 and 1900 were out of their winter barn for the first time this season; at Alyth, Calgary, near the diesel shop on the morning of 24 Mar 2010. First time I that have seen the B-unit with these two F-units; perhaps 1900 will be used this year between 4106 and 4107 instead of GP38-2 3084 (which is also in the tuscan and gray paint scheme). The 1900 has operated with CP FP9Au 1401 behind the EMPRESS steamer (on the last run of 2008 to BC); in the early years of the 'Royal Canadian Pacific' 1900 ran between 1400 and 1401.

<http://www.canadianrailwayobservations.com/2010/04/hibernate.jpg>

### Leased power:

CP has leased (Blue-bird) CEFX AC4400CW's 1002, 1006, 1014, 1018, 1023, and 1024 which are off lease from BNSF. They also already have CEFX AC4400CW's 1026-1059.

As of March 26<sup>th</sup> the following CITX SD40-2 and SD40-3's have been confirmed as returned to service: CITX 2783, 2785, 2792, 2794, 3053, 3055, 3057, 3058, 3063, 3064, 3065, 3066 3067, 3070, 3071, 3072, 3073, 3075, 3081, 3083, 3088, 3089, 3091, 3092, 3093, 3097, 3098, 3100, 3102, 3170, and CEFX 3164, 3173 and 3184.

Walter Pfefferle caught this w/b with CITX 3065 at Woodstock on the Galt sub Mile 89.

[http://railfan.thegrebs.com/CPR/CP6040\\_1](http://railfan.thegrebs.com/CPR/CP6040_1)

[http://railfan.thegrebs.com/CPR/CITX3065\\_3](http://railfan.thegrebs.com/CPR/CITX3065_3)

[http://railfan.thegrebs.com/CPR/CITX3065\\_2](http://railfan.thegrebs.com/CPR/CITX3065_2)

CP 9023 leads CITX unit 3170 (ex UP 3949) w/b through Zorra, (Galt sub near London, ON).

[http://railfan.thegrebs.com/CPR/CP\\_9023\\_Zorra](http://railfan.thegrebs.com/CPR/CP_9023_Zorra)

[http://railfan.thegrebs.com/CPR/CITX\\_3170\\_Zorra](http://railfan.thegrebs.com/CPR/CITX_3170_Zorra)

[http://railfan.thegrebs.com/CPR/CITX\\_3170](http://railfan.thegrebs.com/CPR/CITX_3170)

On March 19<sup>th</sup> CITX 3072, the ALSTOM painted unit, was released from SRY shops in Vancouver., BC. CITX 3066 was released on March 25<sup>th</sup> so the only remaining at SRY as of is the FURX green painted CITX 3060. Here is a shot inside the SRY shop. More Stored CITX units are scheduled to be sent to SRY for start up as well, numbers to follow next month in CRO.

<http://www.canadianrailwayobservations.com/2010/04/citx3090.htm>

After being tested in pull-down service at CP's Alyth classification yard for the past 10 days, Kansas City Southern de Mexico GP22ECO 2500, which arrived in Calgary on Feb 23<sup>rd</sup>, was assigned to the Alyth Terminal Switcher No. 1 along with CPR GP9u 1557 on Mar 11, for further evaluation and is seen here working the west end of the yard near the 12th Street Tower.

<http://www.canadianrailwayobservations.com/2010/04/103104b.jpg>

On March 5th Bob Heathorn caught one of the four CP movie units from the film "Unstoppable" at Smiths Falls, Ontario as the middle unit on Train #115. After a US repaint at the VMV-Paducah shop, CP AC4400CW 9782 still retained its striped pilot from the movie! The movie stars Denzel Washington and Chris Pine, and is about a runaway A&WV train with dangerous cargo.

<http://www.canadianrailwayobservations.com/2010/04/CP9782.jpg>

Cor van Steenis caught the second of the four CPR supporting actors in the recent movie "Unstoppable" on March 11<sup>th</sup>. CPR 9777 was repainted back to its original colour scheme (except the frame edge is reflective white as compared to the alternating red/white on the original). It left Alyth, Calgary, as the trailing unit on CPR Train No. 103 North to Edmonton, AB; a great looking locomotive; looks like new rather than almost seven years old.

<http://www.canadianrailwayobservations.com/2010/04/actor.htm>

CP Operated a Military train from Sudbury on the North Bay Sub and down the Chalkriver Sub on March 23<sup>rd</sup> carrying military vehicles to unload (at Campsper) at Petewawa. Ontario. Three CP SD40-

2s pushing the loaded train to Campsper. When the last of ARMY-18's loads were spotted at Base Petawawa. CP 5990 was rolling west to North Bay with the return move of empties. The next train down the Valley is to be ARMY-19, and at the moment it's planned to depart North Bay March 26<sup>th</sup>. These may be one of the last trains on the Chalkriver sub (see next item) . David Estabrooks photos. <http://www.canadianrailwayobservations.com/2010/04/army.htm>

In March, CP announced plans sell Smiths Falls to Mattawa, (OVR) line. However their was a consensus of the communities which line the tracks from North Bay to Smiths Falls, whose representatives filled the conference area of the Petawawa Civic Centre on March 11<sup>th</sup> . they decided the best practical solution, should the Canadian Pacific rail line ever be abandoned, is for the provincial and federal governments to step forward and help preserve the tracks between Smiths Falls and Mattawa: <http://www.youtube.com/watch?v=ayd0hP67Rlo>

### CP Train #666 Special Report (By Kevin Burkholder)

In March, CP operated a train from Enderlan, ND to the Vermont Railway System for furtherance to the Port of Providence, RI., with a speed restriction of 35 MPH. CP Train #666 of March 6<sup>th</sup>, with eighty tank cars of Ethanol was powered by ES44AC 8806 and AC4400CW 9558. The train operated from Enderlan, ND to Chicgo, IL over the Soo Line and then via the NS to Detroit, CP to Montreal, and down the D&H to Whitehall, NY. A Whitehall, the CP power was removed and nine VRS units were added. GMRC GP40 305, CLP GP38 203, NREX B23-7 4211, VTR GP40 301, VTR GP40 303, VTR GP40-2LW 311, VTR GP38-2 202, CLP GP40-2 306 and GMRC GP40 304, the largst and heaviest train consist and head end power to ever operate on the Vermont Railway in history. It operated on VRS from Whitehall, NY to Bellows falls, VT and was interchanged to New England Central who will handle it to New London, CT for interechange to Providence and Worchester Railroad. Here are Kevin Burkholder terrific photos when #666 was on CP, VRS and NECR. <http://www.canadianrailwayobservations.com/2010/04/666.htm>

On March 6, Canadian Pacific Railway launched the first leg of this historic "beast" of a train with 80 loads of Ethanol behind CPR ES44AC 8806 and C44-9W 9558 with symbol 666-006 - that would ultimately employ four railroads from North Dakota to Rhode Island, via Canada! The train was built up at Enderlin, ND then operated east to Chicago and on to Toronto and Montreal via CPR's Detroit Gateway. At Montreal, the train made a right turn back to the states on the former Delaware & Hudson, and terminated at the interchange with the Vermont Rail System at Whitehall, NY. At Whitehall, the 666-006 was taken over by the Vermont Rail System for furtherance to the New England Central at Bellows Falls, VT.

The March 10, VRS move would employ GMRC GP40 305, CLP GP38 203, NREX B23-7 4211, VTR GP40 301, VTR GP40-2 303, VTR GP40-2LW 311, VTR GP38-2 202, CLP GP40-2 306 and GMRC GP40 304, to move the 10,341-ton train, the heaviest train consist and head end power to ever operate on the Vermont Rail System in history. It was interchanged to New England Central Railroad late on March 10, where FEC SD40-2s 721/722, NYSW SD70M 4052 and NECR SD40 6281 took over for the trip south to Willimantic, CT and delivery to the P&W for routing over their Willimantic Branch and ultimately Providence, RI.

This first train would regretabaly derail on P&W's Willimantic Branch in Windham, CT early in the morning of March 11, sending four tank cars onto their side, however without leakage of any of the Ethanol loads. The incident in CT did not derail the one-month deal to move a handful of loaded Ethanol trains and their counterpart empties over this modern-day alphabet route. The next loaded train is already enroute from ND, while the first empty train is due back north over the NECR - VRS route late on March 16. Future trains may operate with run- through CP six-axle motive power. Here are the labeled photos of Train #666:

<http://www.railpictures.net/viewphoto.php?id=316863&nseq=22>  
<http://picasaweb.google.ca/andrew.m.scott/Locomotives#5447786544899846626>

CPR "The Beast" 666-006 at Whitehall, NY 0700 hrs



<http://photos.nerail.org/showpic/?2010031018405326104.jpg>  
VRS "The Beast" 666-006 climbing out of Whitehall, NY at 1130 hrs  
<http://photos.nerail.org/showpic/?2010031018423226316.jpg>  
VRS "The Beast" 666-006 climbing at Low Hampton, VT at 1150 hrs  
<http://photos.nerail.org/showpic/?2010031018465026771.jpg>  
VRS "The Beast" 666-006 going away at Caselton, VT 1206 hrs  
<http://photos.nerail.org/showpic/?2010031018550027719.jpg>  
VRS "The Beast" 666-006 going away at West Rutland, VT 1223 hrs  
<http://photos.nerail.org/showpic/?2010031019011028363.jpg>  
VRS "The Beast" 666-006 going away at West Rutland, VT 1225 hrs  
<http://photos.nerail.org/showpic/?2010031019034628700.jpg>  
VRS "The Beast" 666-006 going away at West Rutland, VT 1233 hrs  
<http://photos.nerail.org/showpic/?2010031019055728881.jpg>  
VRS "The Beast" 666-006 going away at Rutland, VT 1256 hrs  
<http://photos.nerail.org/showpic/?2010031019105029394.jpg>  
VRS "The Beast" 666-006 going away at East Wallingford, VT 1411 hrs  
<http://photos.nerail.org/showpic/?2010031019141529792.jpg>  
VRS "The Beast" 666-006 going away at Summit, VT 1436 hrs  
<http://photos.nerail.org/showpic/?2010031019161330089.jpg>  
VRS "The Beast" 666-006 going away at West Rutland, VT 1437 hrs  
<http://photos.nerail.org/showpic/?2010031019172130258.jpg>  
The VRS Finale: GMRC Alco RS-1 405 at Walpole, NH at 1549 hrs  
<http://photos.nerail.org/showpic/?2010031019193830596.jpg>  
The VRS Finale: GMRC Alco RS-1 405 passing the NECR at Walpole, NH at 1554 hrs  
<http://photos.nerail.org/showpic/?2010031019232431086.jpg>  
The VRS Finale: GMRC Alco RS-1 405 at Bellows Falls, VT at 1604 hrs  
<http://photos.nerail.org/showpic/?2010031019254531384.jpg>

Train #666 (The 80 car unit Ethanol Extra) heads south through Stafford Springs, CT along the Middle River heading for the Providence & Worcester Railroad in Willimantic, CT. Canon EOS 50D, Sigma 18-50mm f/2.8 EX DC, Lumedyne & Norman flashes were used in this photo.

<http://www.railpictures.net/viewphoto.php?id=317171>

Our sincere thanks to Kevin Burkholder for his photos and his news report.

This is a news story about Global Partners Announcing the Ethanol Expansion Initiative with Canadian Pacific Railway Date: Mar 11<sup>th</sup>, 2010:

[http://www.marketwatch.com/story/global-partners-announces-ethanol-expansion-initiative-with-canadian-pacific-railway-2010-03-11?reflink=MW\\_news\\_stmp](http://www.marketwatch.com/story/global-partners-announces-ethanol-expansion-initiative-with-canadian-pacific-railway-2010-03-11?reflink=MW_news_stmp)

Jeff Robertson caught this ICE/DME southbound chase shot from Whitewood, SD.

<http://www.pbase.com/semaphore7/image/122764531>

Jeff also caught the ICE Belle turn near Piedmont, SD, March 15<sup>th</sup> and on the 16<sup>th</sup> at Black Hawk, SD. <http://www.pbase.com/semaphore7/image/122771850/original>

<http://www.pbase.com/semaphore7/image/122789615/original>

Four CP trains Zorra, Ontario in 40 minutes: Walter Pfefferle submitted multiple photos:

<http://railfan.thegrebs.com/CPR>

On March 12<sup>th</sup>, Jason Jongen caught CP 2-112 yarding their train into Mactier, ON with SOO 6060 SD60M, CP 9642 AC4400CW and 79 Auto-Racks. As well he caught CP 111 at Mactier with CP 8715 ES44AC, CP 9656 AC4400CW, 13 Racks and 69 Stacks, CP 8761 ES44AC followed by 43 Stacks on the tail end. <http://www.canadianrailwayobservations.com/2010/04/soo.htm>

## **STLH Livery Roundup (Luc Lanthier)**

STLH SD40-2 5560 Arr. Montreal, QC March 6

STLH SD40-2 5593 Arr. Iowa March 6

STLH SD40-2 5615 Arr. Walkerville Jct, ON March 6

STLH SD40-2 5651 Arr. St-John, South Dakota March 1

STLH GP9u 1625 (Stored Unserviceable enroute to Ogden Shop February 27)

Beautiful shots of STLH power (by W.D. Shaw and Josh D):

<http://www.railpictures.net/viewphoto.php?id=316331>

<http://www.railpictures.net/viewphoto.php?id=316787&nseq=58>

## **Craig Konopski's CP/CN Lakehead Report:**

(Craig returns next month)

Former CP RAIL C424m 4240 was cut up recently at the M&E's Morristown shop and sold for scrap.

<http://www.railpictures.net/viewphoto.php?id=317125&nseq=28>

Trevor Coward reported that Canadian Pacific is moving the Regina Yard to the westend of the city. How much of the current yard is going is still not clear. This Spring construction is beginning between mile 98.5 to mile 102 on the Indian Head Subdivision.

Badly burned CP AC4400CW 9505 arrived at Alyth in early March for repairs.

Cor van Steenis: <http://www.canadianrailwayobservations.com/2010/04/CP9505.jpg>

On March 2<sup>nd</sup> CP Train 300-02 EB grain train (With 8874 and 8579) collided with CP train 671-037 (8828, 9578, with 8628 mid train and 8542 on the rear) a Westbound Potash during a meet in a siding at 3:14PM MST. The derailment involving the two trains occurred at Anderson Crossing, just west of Golden, B.C. The eastbound train was carrying empty grain cars, and the westbound potash train was loaded. Units 8579 and 8628 ended up on their sides. Only three units involved – 8874, 8579 and 8628. 300-02 had 8874 and 8579, 671-037 had 8828, 9578, mid train 8628 and tailend remote 8542. Only the 8628 on 671 was involved on that train. Golden Fire Department, Golden RCMP and Ambulance services responded immediately to contain the situation. Incredibly, only minor injuries were sustained by crew members, and CP has confirmed that there were are no public safety issues. Three locomotives have derailed, and approximately 33 cars, 10 of which were leaking potash. One potash car made contact with a propane tank, used to power a switch heater, which caught fire resulting trees burning in a small area, as well as a derelict outbuilding. The fire department had the flames contained very quickly, which was extinguished. Of the three locomotives involved, one has leaked a small amount of diesel. CP has ensured that any fuel spilt has been contained and a vacuum truck is onsite tending to any of the spilt fuel. Local crews are on the scene tonight, with special equipment on its way to commence clean up of the incident and to restore railway operations. CP Media Relations Manager Kevin Hrysak spoke in praise of local emergency crews. "We commend the first responders in the Golden area. They were on the scene very quickly and were able to assess any personal injuries and any threat to public safety." The cause of the incident is still unknown.

<http://www.canadianrailwayobservations.com/2010/04/golden.htm>

A few minutes before and after the derailment in BC:

<http://www.youtube.com/watch?v=QvrksYo1HsE&feature=sub>

[http://www.bclocalnews.com/breaking\\_news/86279402.html](http://www.bclocalnews.com/breaking_news/86279402.html)

Mark Forseille clicked CP AC4400CW's 9777 and 9807 looking resplendent in Port Coquitlam, BC on March 3<sup>rd</sup>. CP 9777 is of course one of the units that was used in the film "Unstoppable" and was repainted at VMV Paducah. <http://www.canadianrailwayobservations.com/2010/04/portcog.htm>

A light engine move is seen here with CP 9806 and 8629 from the Vancouver Intermodal Facility (VIF) in Pitt Meadows to the Port Coquitlam yard at the Kennedy Road crossing MP 109 Cascade Sub. CP GP9u 1579 with MP15DC 1441 pulling a string of cars up to Westwood Street on the West

end of the CP yard in Port Coquitlam. Last, we have CP MP15DC 1443 at the same location as the AC4400's. <http://www.canadianrailwayobservations.com/2010/04/mark.htm>

Deane Motis clicked CP and BNSF units on March 3<sup>rd</sup>, 2010 at Roberts Bank, BC. BNSF coal trains are now a common occurrence at Roberts Bank, and Deane clicked a pair of CN SD60F's 5527 & 5559 at Pt Mann on the same day <http://www.canadianrailwayobservations.com/2010/04/aliens.htm>

CP Passenger Extra #40B-05 a CP/KCS Business Train, Coquitlam, BC, March 5, 2010  
Departed Eastbound out of Coquitlam at 10:40 with the following consist:

CP ES44AC 8807  
CP 507192 flat with CPPU 630070 Olympic container  
CP 99 Baggage/Display  
CP 100 Baggage  
CP 110 Sleeper "H.B. Bowen"  
CP 74 Business "Mount Stephen"  
CP 85 Dining Car "Craigellachie"  
CP 78 Business "Royal Wentworth"  
CP 77 Business "Van Horne"  
CP 82 Business "Strathcona"  
CP 79 Stateroom "N.R. Crump"  
CP 84 Stateroom "Banffshire"  
CP 71 Business "Killarney"  
CP 73 Business "Mount Royal"  
CP 95 Baggage/Generator  
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"  
KCS 99 Observation "New Orleans"

In early March, 21 business cars (plus one flat car with Olympic container) based in Vancouver during the Olympics (both CPR and KCS) are due to arrive in Calgary as one consist behind CP ES44AC 8807. The CPR cars were removed upon arrival at Calgary the KCS cars continued to Kansas City still with the CP ES44AC 8807!

On March 7<sup>th</sup> Cor van Steenis was out at Strangmuir (at M 140 of the Brooks Subdivision, a mile west of the west switch at Strangmuir) waiting to catch the Kansas City Southern business cars heading back east from the Olympics but it was not to be, as it already passed through. But Cor caught five trains in under 3 hours at Strangmuir. If you look closely at the CP 8772 west photo, you can see the whole of the 142 car length of the potash train; the two front locomotives are approaching Carseland! One thing about taking photos at this location is that one need not be concerned about taking shots when the trees are not in leaf...there are no trees!

<http://www.canadianrailwayobservations.com/2010/04/kcs.htm>

A birds-eye view of CP's Coquitlam Diesel Shop on March 10<sup>th</sup>, 2010 by Mark Forseille:

<http://www.canadianrailwayobservations.com/2010/04/shop.htm>  
<http://www.canadianrailwayobservations.com/2010/04/shop2.htm>

Ex-Canadian Pacific Railway RPO #3774 seen at Ogden Shop (Calgary, AB). This car is designed by CPR's R.W. Burnett, master carbuilder for CP, was responsible for the development of this and other similar cars. These were the first steel cars used on CP. The first, a coach 999, was placed in service in 1912 and was later converted into an RPO. Doug Phillips added to the the story on CP 401807, (ex

CP 3774): There are at least four Burnett designed cars presently preserved, and probably one or two others if I did a little digging. This particular car (ex 3774) was donated to Heritage Park in Calgary 27 years ago. They assessed the car to restore it back as a mail car 1916 era. The estimate at that time was over \$1,000, 000 and as a result relinquished the donation. It sat at the fertilizer plant east of Calgary for a few years then CP had to move the car to Ogden. During that move the draw bar on the east end was pulled out and a longer draw bar off a newer type of baggage car had to be retro-fitted as no gear of the older type was available. The car has languished at Ogden for 22 years now. The canvas covered roof has been long exposed and the wood now rotting away. A few years ago a Burnett type baggage car was being forwarded to another museum west of Calgary. In order to get that car moving, air brake parts were removed from this car. As a result this car now has no brakes, hand or air and can not be moved. There is mention this car should go to Cranbrook. Cranbrook at one time had a Burnett baggage car (4300 series), but disposed of it because of its poor condition and cost to restore. Although a baggage-express car, it was in far better condition than this car. Three of the preserved Burnett cars that I know of are operational and in use from time to time by various museums. <http://www.canadianrailwayobservations.com/2010/04/CPRRPO3774.jpg>

### CPR Vignettes:

Cor van Steenis wrote: One thing that makes photography difficult for rail photographers is chain link fences; usually 6 feet high with barbed wire on top; one such location is along 14th Street in Calgary, where CPR 5931 is on display. After a couple of attempts to get a decent shot through the fence and finding I couldn't get the whole thing in one frame, I went to the site with an 8 foot stepladder, set it up along the curb of 14th Street and climbed on top of the small platform on top of the ladder (not a recommended safety practice I am sure). This almost created some collisions on 14th Street from gawking drivers... I normally do not edit my photos but I have to admit that I did on these; even with the stepladder advantage, the chain link fence and barbed wire went up to the tracks, so the area between the edge of the grass and the track (Photo 3) has been edited to remove (most of) the chain link. (Cor van Steenis Photos)  
<http://www.canadianrailwayobservations.com/2010/04/selkirk.htm>

Several shots from the 1950's – 1970's of Budd Cars and "The Canadian" from the Sorensen Collection. 1st shot in 1977 of the "Canadian" sitting just west of the station platform. You can see Pier BC on the background and a couple of MLW's sitting at the "N" Yard shop track to the left. Later shots you will see the demolition of the Pier BC. Now home of the Pan Pacific Hotel and Canada Place. 2nd shot is of the "Canadian" heading east at Columbia Street just east of the station. Note the coach in front of the Park Car. 3rd shot is of the RDC 9105 west of the station. You can see the old Immigration building in the background just beyond the Burrard Street overpass, and the old sand tower at N-Yard. 4th shot is the inbound Canadian sitting on the station platform and a couple of passengers in typical 70's outfits. 5th shot is a 1950's shot of an RDC leaving the station.  
<http://www.canadianrailwayobservations.com/2010/04/drake.htm>

Scott Haskell took these shots in Bolton, Ontario, in February 1985. They show CP Alco S-2 7011 arriving at Bolton Station with a van. The unit was only the third diesel-electric locomotive purchased by the CPR, and was 42 years old at the time. It was retired less than a year later. The station was demolished in 1990. <http://www.canadianrailwayobservations.com/2010/04/1985.htm>

On "9-11" back in 1970 CPR C630M 4501 leads two SD40's in Revelstoke, BC, and 4505 with a C424 at the point heads out of Agincourt Yard Toronto for Montreal with an ATSF 40-foot reefer on the train. Finally, CP RAIL M630 4561 flying green leads a train of auto-racks in the early 1980's. All these shots are by John F. Mellow.  
<http://www.canadianrailwayobservations.com/2010/04/revel.htm>

This surprised us! For a short time SD40-2's 5639 and 5640 ran around with radiator shrouds. 5639 is shown at Revelstoke in 1982. Jim Johnston provided some background: "My understanding of

this was that CP was experiencing the same problems as SP and D&RGW was having that lead to the "Tunnel Motor" design. Engines were overheating and reducing power and/or shutting down in the restricted confines of tunnels and snowsheds. The shrouds were an attempt to force the radiators to draw cool air from walkway level rather than ingesting the hot air from hood top level that had been heated by the engine's exhaust." CP 5639 and 5640 operated with these shrouds testing this concept for a couple of years, 1982 - 1983. Eventually they were removed. Presumably CP found other solutions or decided they could accept the loss of power. SP and D&RGW on the other hand ordered legions of SD45T-2's and SD40T-2's which had the reversed radiator/fan arrangement know as the "Tunnel Motor". It seems to me however that I've heard dissenting opinions on the Tunnel Motor design. The argument is that the design was for other reasons than the overheating problem. SD40-2 5639 was retired March 2007 and only wore elephant ears in 1982 and 1983. Photos by Phil Mason.

<http://www.canadianrailwayobservations.com/2010/04/5639.htm>  
<http://www.cprdieselroster.com/Roster%20Archive/CP%205600/CP%205639.htm>

Bill Sanderson took this nice shot of ATSF B36-7 7494 on a CP train at Smiths Falls, Ont. on July 29, 1990. Fresh from refurbishing and repainting at GE's facilities in Montreal, she was being transferred back to Santa Fe home rails on CP westbound train #921. Built by GE in November, 1980, she became one of 16 ATSF B36-7's (7484-7499) purchased by BC Rail in 1995. Re-numbered and re-painted to BCOL 3611 back in 1998, she was acquired by CN in its take-over of BC Rail in 2004 and was retired in 2006. <http://www.canadianrailwayobservations.com/2010/04/atsf7494.jpg>

## VIA Rail - Passenger and Commuter

(By Terry Muirhead and William Baird)

On March 2<sup>nd</sup>, VIA ran Extra #300 with ex-GO Transit F59PH RBRX 18521, sleeper "Château Closse", and coaches 8132 and 8112 through Joffre Yard and onto the Montmagny Sub to St Charles de Bellechase to the VIA 15 accident site. By March 2<sup>nd</sup> all the cars and locos were on the track. VIA F40PH-2d 6400 is coupled on the Skyline dome car facing East and 6457 two cars down is facing West. There are maintenance people working on these cars and I've just heard through RTC that they will be ready to proceed after CN 403 passes by shortly. My friend JF Dumont was taking pictures of CN 901 this morning with loco 5377 pushing a spreader on the CN Monk Subdivision, he heard VIA 300 so he scooted nearby and got a few pics also of that VIA train passing. As we reported last month it does appear that VIA #6400 will not be rebuilt, as the prototype it gave VIA many problems and VIA at one point considered cutting her up at the wreck site. However they decided to remounted her on trucks and wheeled it back to Montreal Maintenance Centre with the rest of the derail victims. <http://www.canadianrailwayobservations.com/2010/04/via.htm>

Lot of rebuilt Manor at VIA MMC in March 2010 (Thompson, Hunter, Stuart, Jarvis, Carleton, Craig and Lorne Manor). Also on site, rebuilt 6417 and 6436. Regular stuff seen was 6432, 902, 912, 915 and the 50% dismantled 6430. <http://www.canadianrailwayobservations.com/2010/04/mmc.htm>

Michael Berry caught the inbound Senneterre/Jonquiere VIA train (#600/601 and #603/604) rounding the curve in St-Henri on March 16<sup>th</sup> with consecutively numbered ex-GO F59's, RBRX F59PH's 18521 and 18522. <http://www.canadianrailwayobservations.com/2010/04/govia.htm>

VIA 6452 is the first of the Rebuilt F40PH-2d's (since the ill fated #6400) to arrive in Vancouver this Morning on #1. Terry managed to snap some Photos of it on March 17<sup>th</sup> and some shots at VMC. The 6441 was being used as the as the VMC switcher on this day, and also sports the New Xenon Headlight. If you like Locomotives, please visit [www.CanadianRailwayObservations.com](http://www.CanadianRailwayObservations.com) and become a FAN on facebook for daily updates. Pictures from Terry & Unkown source. <http://www.canadianrailwayobservations.com/2010/04/6452.htm>

Smiths Falls will be getting a new train station and rail line upgrades as part of the federal government's capital investment projects for VIA Rail. The new train station will be built just north of the downtown area on Highway 15, replacing the original station on Victoria Avenue. The investment of about \$21 million includes the cost of the station plus rail infrastructure, including two new passing sidings between Smiths Falls and Brockville, a new centralized traffic control system, upgraded protection at railroad grade crossings and safety fencing. The new station is expected to be finished later this year. Other rail infrastructure work began recently at CP's Brockville station, which is on VIA's heavily-used Toronto to Ottawa line.

More of the VIA train movie for Radio Canada, filming in Guelph: (Jimi Fongo-litus)  
<http://www.canadianrailwayobservations.com/2010/04/viamovie.jpg>

Early VIA RAIL?: <http://www.youtube.com/watch?v=QXBwzC4JYC0>

### Rocky Mountaineer:

If you watched any of the Olympic news coverage you likely know that the Alberta government hired a Rocky Mountaineer train for \$7 million to shuttle VIPs between North Vancouver and Whistler during the Olympics. This train returned to Kamloops on March 3rd and I was able to take photos of it (in poor weather) near Walhachin and again at Savona. In the first photo note the CP grain empty (Train 356-029 9663 East) climbing the 1.1% grade into Walhachin. (John Leeming photos)  
<http://www.canadianrailwayobservations.com/2010/04/rmr.htm>

### Montreal AMT Commuter: (By Jean-François Turcotte)

Ex-Go Transit F59PH 532 (now SLC 532 to be leased as AMT 532) has just come back from a test run on the Millinocket Sub. And is seen testing with MMA B39-8E 8569 and a photo showing inside the cab of the F59PH. (Rod Bushway)

<http://www.railpictures.net/viewphoto.php?id=316987&nseq=58>  
<http://www.railpictures.net/viewphoto.php?id=316986&nseq=59>

Fresh out of Derby's paint booth on March 15<sup>th</sup>, and sitting in St-Jean-sur-Richelieu are ex-GO transit #526 waiting to be picked up by CN323; headed for it's new home Montreal:

[http://bicot.ca/gallery2/v/trains/st\\_jean/amt526\\_324side.jpg.html](http://bicot.ca/gallery2/v/trains/st_jean/amt526_324side.jpg.html)  
[http://bicot.ca/gallery2/v/trains/st\\_jean/amt526\\_324roster.jpg.html](http://bicot.ca/gallery2/v/trains/st_jean/amt526_324roster.jpg.html)

Ironically train sets that never ran together in Toronto, Marc Caya and Mike Berry caught three all ex-GO transit lashups in Montreal on March 5<sup>th</sup> with RBRX F59PH 18523 at the point! RBRX F59PH's 18523, 18524 and 18531 with GO-karts are now assigned to the (CP) Montreal-Delton line. 32 ex-GO cars were assigned to the CN line from Central to Mont- Ste-Hilaire line with high and low platform modifications. In February they were removed from service and replaced by the new Bombardier double-decker cars. Now 20 of the 32 are at CADRAIL in Lachine (pending retirement from AMT), and the last 12 are now in service on the Candiac to Montreal CP line.

<http://www.canadianrailwayobservations.com/2010/04/delton.htm>  
<http://www.railpictures.net/viewphoto.php?id=316215&nseq=3>

During March, more AMT "GO-Kart Killers" were enroute to Montreal. Brand new Bombardier-built AMT double deckers #3086 and #3088 were clicked at Joffre Yard in Lévis, Québec on March 7<sup>th</sup> AMT 3088 & 3086 will be moving on train A40121-07 from Joffre to MTL. It appear that Bombardier LaPocatière are doing all the work on these cars from now on. Their destination are for Deux-Montagnes, by Patrick De Larue <http://www.canadianrailwayobservations.com/2010/04/amt.htm>

AMT 411 with #3068 and #3006 are sitting in Vaudreuil yard since March 22th for training.

## Toronto GO Transit:

Further to last months report, there are now five ex-GO F59PH's for sale, with Numbers 536, 537, 539, and 540 purchased in March by RB Recycling in Lachine, QC, Ex-GO 536, 537 and 539 had been parked at Willowbrook on March 9<sup>th</sup> with the GO logos removed had been renumbered as RBRX 18536, 18537, 18539 and 18540. These four units moved to Montreal on CN train 557 (probably on March 28<sup>th</sup>) as follows: CN 9672, CN 7225, CN 7052, CN 4717, RBRX 18536, RBRX 18539, RBRX 18537, RBRX 18540 Ironically enough they were being lead by 9672 that was formerly GO 705, and sold to CN nearly 2 decades ago. The fifth Ex-GOF50PH 538 has not yet been sold, and 20 other GO units will follow later. <http://www.canadianrailwayobservations.com/2010/04/gogo.jpg>

During early March, New MP40PH-3C's 628 and 629 were enroute to GO Transit form MPI in Boise, Idaho. On March 7<sup>th</sup> MPEX 628 was trailing CP 8888 and CP 9586 eastbound on Chicago Line. MPEX 628 arrived at West Toronto on March 9<sup>th</sup>. The routing for the new MP40's has been via CP to Toronto (Agincourt) Yard, where a CP transfer brings it to West Toronto to interchange. CN 549 picks it up and brings it to MacMillan Yard, CN 435 brings down the Bala and Oakville Subs to Oakville Yard, where a CN local brings them to Willowbrook.

CN #435 had CN 2659, IC 2711 and MPEX (GO) 628 on March 11th, with the GO unit bound for Oakville Yard. MPEX 629 traces to Proviso as of March 13th (3rd unit on the way). On March 16<sup>th</sup>, GO Transit 629 was spotted passing through the Chicago area as the third unit on a CP intermodal, and should have already arrived in Toronto by press time.

## CANADIAN LOCOMOTIVE SHOPS

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

VIA F40PH-2d 6433 was been released from CADRAIL in Mid-March. The two ex-CP locomotives that arrived at Montreal in late February; CP SW9 slug 1151 and GP9u 1561 have been sold and moved to RB Recycling in Montreal for scrapping.

RB Recycling has renumbered RBRX F59PH 18535 to (North Carolina) RNCX 1866, and has moved to Toronto March 13<sup>th</sup>, for furtherance to AMP at Dansville, NY. Ex-GO F59PH's RBRX 18536, 18537, 18539 and 18540 are prepared in Toronto for furtherance to RB Recycling in Montreal. RNCX 1866 is seen sitting at Welland, ON March 18<sup>th</sup> during set offs, and arrived in Buffalo, NY the same day: <http://www.canadianrailwayobservations.com/2010/04/rncx1866.jpg>

### INDUSTRIAL RAIL SERVICES INC. (IRSI in Moncton, NB).

VIA RDC1 6133 from Vancouver Island is going to IRSI for rebuilding. It is has been out-of-service for several months on Vancouver Island.

**ALSTOM (Montreal) Memories:** The following four SD40-3 locomotives were all rebuilt at the former CN Pointe St-Charles Shop in Montreal during the 1990's when it was still called GEC-ALSTOM: GCFX 6074, BNSF 7324, CEFX 2802, and HLCX 6090 GCFX 6074 was one of 50 CN SD40's rebuilt 1997 and 98, 6074 was the former 5082; BNSF 7324 was one of 40 BNSF units rebuilt from CN SD40 in 1999. BNSF 7324 was ex-CN 5016; CEFX 2802 and HLCX 6090 have the split air tanks common to CN units, and are also former CN SD40's (were single locomotive contracts built in the 1990's and not renumbered).

<http://www.canadianrailwayobservations.com/2010/04/alstom.htm>

## GreenRailNews.com “Green” Locomotive Roundup

Edited by Jody Moore <http://www.greenrailnews.com>

At the beginning of March 2010, the rosters websites formerly at Trainweb.org were spun together into one large website under the banner of Green Rail News. The new site includes news, discussion, Facebook feeds, and several other advancements, with more improvements coming over the next few months. Please take a look at our new site at <http://www.greenrailnews.com>

### **BRANDT ROAD-RAIL:**

After a methodical build and testing period, Brandt Road-Rail has released its three-engine genset prototype for live testing. The unit, freshly numbered BRTX 2009, is undergoing testing on the CENTRAL MANITOBA RAILWAY in Winnipeg, MB. Brandt stressed that this wasn't a demonstration tour for the locomotive, but rather an opportunity to give the prototype some real-world testing. Stephen Boyko photographed the unit in Winnipeg on March 27, 2010. Photo: <http://www.greenrailnews.com/brandt/brtx/2009c.jpg>

Brandt Sales and Marketing Manager Neil Marcotte stated that a formal event would be held sometime in the fall to present the unit to the public, but that a final date and location had not yet been set.

### **BROOKVILLE EQUIPMENT:**

On March 19, 2010, the Brookville Equipment Board of Directors announced the advancement of VP of Operations, Larry J. Conrad, to the post of President. Conrad accepted the position during a Board Meeting on March 18, 2010, from CEO Dalph McNeil, who is retiring after serving as the company's President for nearly 33 years.. Full press release: <http://www.brookvilleequipment.com/forum/viewtopic.php?t=179>

NORFOLK SOUTHERN has requested a second demonstration of BL20CG CoGen demonstrator BMEX 259. The demo unit was spotted on NS in Roanoke, VA on March 28. NS previously tested the 259 from March to July of 2008.

### **ELECTRO MOTIVE DIESEL:**

UNION PACIFIC's first SD32ECO rebuild was released from EMD London on March 24 after getting some final touches at the plant. UP 2489, a former EMD SD60M, was rebuilt with a 3,150hp EMD 12-710ECO engine. Externally, it still retains a lot of its previous appearance, save for the addition of a flared radiator section similar to the more recent SD70M locomotives.

Two photos by Geoffrey Williams:

<http://www.rrpicturearchives.net/showPicture.aspx?id=1991794> and <http://www.rrpicturearchives.net/showPicture.aspx?id=1991797>.

The unit was shipped back to Union Pacific still wearing its old number, and with the modified parts in primer. Where it will be sent for paint and renumbering (if any) isn't known yet. As of press time, the unit was still in transit on CN and hadn't been interchanged to UP.



### **MOTIVEPOWER:**

During the last week of March, MotivePower released its first MP14B twin engine genset switcher. The unit is GMTX 700, built for GATX Rail Locomotive Group on the frame of ex-Southern Ontario Railroad (originally CN) SW1200RS SOR 1367. On March 28, it was in Salt Lake City, UT with a destination of West Colton, CA.

A photo of the unit by Rob Boes can be found here:

<http://www.railpictures.net/viewphoto.php?id=317212&nseq=1>

### **NATIONAL RAILWAY EQUIPMENT:**

In March, BNSF began moving SD40 locomotives to various NRE plants for conversion to 3GS21C six axle gensets. All of the units had previously been renumbered with GN reporting marks to make room for other roster movements. At least twelve SD39-2's are part of this project.

GN 6313, 6316, 6318, and 6319 were at Paducah by mid-March, and GN 6302 and 6310 were reported at Mt. Vernon. Also included in the program are: GN 6303, 6312, 6314, 6320, 6321 and 6322.

In addition, two GP38's, BNSF 2179 and 2180, have been moved to NRE Silvis for 'genset conversion' as well. Anticipated models for these two units is not yet known, nor is it known if they are being used as cores, or simply are trade-ins to NRE for models on new frames.

ORANGE PORT TERMINAL's next two 2GS14B gensets departed NRE Mt. Vernon late in the month. OPT 2220 and 2221 were in North Little Rock, AR on March 28, headed for ExxonMobil Plastics in Beaumont, TX.

George Redmond sent us a photo of both units at NRE Mt. Vernon shortly before they departed:

<http://www.greenrailnews.com/nre/opt/2220a.jpg>

A nearly complete 3GS21B genset for DALLAS, GARLAND & NORTHEASTERN, possibly numbered DGNO 2000, was spotted at NRE's Paducah, KY plant over the weekend of March 26-27. DGNO was awarded TERP funding for two genset switchers in 2008. The railroad already rosters two 2GS14B gensets, DGNO 140 and 141.

### **PROGRESS RAIL SERVICES:**

PR22B genset demonstrator PRLX 2006 is presently on UNION PACIFIC in Strang, TX (near Houston).

### **RAILPOWER TECHNOLOGIES:**

The Montreal Port Authority recently signed an agreement with R.J. Corman Railpower to purchase a multiple-generator, 2,000-horsepower GenSet locomotive for \$1.6 million. The agreement includes an option for four additional locomotives. The port authority's aim: reduce diesel consumption and greenhouse gas emissions, said President and Chief Executive Officer Sylvie Vachon in a prepared statement. The purchase was made with federal assistance under Transport Canada's ecoFREIGHT program.

Full text of the press release from Montreal Port Authority: [http://www.port-montreal.com/site/6\\_0/6\\_1.jsp?lang=en](http://www.port-montreal.com/site/6_0/6_1.jsp?lang=en)

The announcement brings Railpower's order book up to three units total, including two previously announced for RJ Corman Railroad, along with options for four more units. This is the highest level of business for Railpower in over a year.

### **THOROUGHBRED MECHANICAL SERVICES:**

The two RP20BDs that had been built for Virginia International Terminals are to become NORFOLK SOUTHERN 102 and 103. They will not be completed as NITX 1706 and 1707 as previously stated. RPRX 2403, which had become NITX 1707, will be NS 102, while RPRX 2405, which was to become NITX 1706, will be NS 103. Thanks to Altoonaworks.info for the clarification.

*Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Port of Montreal, Lance Myers' Altoonaworks.info, Jeff Steen, Mark R, Joe Ferguson, William Baird, Chris Toth, Craig Walker.*

## **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

### **Summary of EMCC activity during February 2010:**

During February 13 SD70DCe's were delivered to CN, with one (CN 8888) being shipped to LaGrange for emissions testing. Those delivered (in order 20086152) to CN London East by GEXR included 8885, 8887, 8889 to 8896, 8898, 8899, 8900 and 8904.

As well, work continued on the remaining eight Euro Cargo Rail JT42CWRMs (77046, 77049, 77054 to 77056, 77058 to 77060); the seven JT42CWRM for Dillen & LaJeune (D&L) Cargo, as well as the ten UP SD60M order for ECO re-powering. UP SD60M 2508, which was upgraded with the ECO engine at EMD in Chicago was testing at EMD London in mid-March. These rebuilds now have the flared radiators similar to the UP SD70Ms. UP 2487 SD60M(ECO) is the first unit to be upgraded and was moved to London East on 2010/03/24 by GEXR. (Photos by Geoff Williams)

<http://www.rrpicturearchives.net/showPicture.aspx?id=1991794>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1991797>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1991795>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1991796>

Two SD90MAC demonstrators (GM90 and GM91), as well as EMDX SD70ACe 70 was outside the shop buildings at EMD McCook in mid March. Four SD70ACe demos were built and of those three were sold to KCS. The remaining one remains as an EMD unit as an engineering test bed for components, emissions, software, etc. The SD90MAC'S GM90 and GM91 are part of the engineering test bed group. The SD89MAC demo wasn't leased out or purchased by any company, and remains a EMD property.

Egyptian Railways (ENR) "Canadian-built " Class 66's working in passenger service.

<http://www.railpictures.net/viewphoto.php?id=317673&nseq=31>

# SHORT LINES, REGIONALS & INDUSTRIALS

## Western Canada:

In May of 2006, Tim Stevens was in Alberta and found two old grain elevators still being served by rail. The town is Stettler, Alberta and the railroad is the Canadian National. The previous operators were Raillink/RailAmerica/Central Western Railway. In these shots the crew is going about business with little care to whom their ownership is. This day they served two grain elevators and put the diesel away. The interchange awaited a Canadian Pacific train that came in from the West later in the afternoon. The CWR engine is a GP9 built in April 1957. It was built for the Canada Division of the New York Central as their 6038. It was renumbered by NYC to 7438, in preparation of the Penn Central merger. On the Central Western Railway it is number 7438. On the date of these shots the 7438 was approaching fifty years old. The engine is now owned by the museum.

<http://www.canadianrailwayobservations.com/2010/04/nyc.htm>

A few images by Cor van Steenis of the same area along the former CNR line which runs from Stettler to Big Valley, AB. The CNR looking passenger train is actually operated by Alberta Prairie Railway from Stettler to the south to Big Valley, AB.

<http://www.canadianrailwayobservations.com/2010/04/apxx.htm>

## BC RAILVignettes:

1. BCR BC-30 pauses on her northbound trip at the Station in 100 Mile House, BC (also known as Exeter) back in July 1989. All Photos Mark Forseille and Claude Prutton  
<http://www.canadianrailwayobservations.com/2010/04/vig1.jpg>
2. This photo taken while I was on the southbound BCR 4617, we meet the northbound BCR BC-31 at MP 122.35 in Darcy, BC on August 16th, 2001. Photo by: Mark Forseille.  
<http://www.canadianrailwayobservations.com/2010/04/vig2.jpg>
3. Claude Prutton catches a set of southbound BC Rail RDC's at the flagstop in Darcy, BC on March 14th, 1992. <http://www.canadianrailwayobservations.com/2010/04/vig3.jpg>
4. A set of four northbound BC Rail RDC's (BC-33,14, 31 & 15) now north of Whistler along the Green River at MP 83 on August 1st, 1997. Photo by Mark Forseille.  
<http://www.canadianrailwayobservations.com/2010/04/vig4.jpg>
5. Another photo of the same set of RDC's at MP 120.6 flagstop name "Devine" on August 1st,1997. The train will most likely be stopping at Darcy a couple miles further up the line. Photo by Mark Forseille. <http://www.canadianrailwayobservations.com/2010/04/vig5.jpg>
6. On August 27th, 1999 another four car set of BCR RDC's (BC-30, 15, 31, & 14) this time at the Station in Pemberton, BC. Photo by Mark Forseille.  
<http://www.canadianrailwayobservations.com/2010/04/vig6.jpg>
7. BC RAIL odds and ends.... (Photos by Deane Motis)  
<http://www.canadianrailwayobservations.com/2010/04/bc11.htm>

8. Deane Mostis collection: BCR 567 N. Vancouver 02.23.80, BCR 621 Squamish 09.18.95, BCR 632 Prince George 10.80, BCR 645 Prince George 0707.77 (Jim Herold) and BCR 704 N Vancouver 08.06.86. <http://www.canadianrailwayobservations.com/2010/04/bcr12.htm>
9. Deane Mostis Memories : <http://www.canadianrailwayobservations.com/2010/04/bcvig.htm>

## Ontario:

New CEFX power arrived in March for the Southern Ontario Railink. CEFX 2014 and 2019 are two GP20D units built by EMD/MPI (Caterpillar diesel powered). They were part of a batch of 40 built for leasing company CEFX. The two were recently acquired to test on Southern Ontario Railink (SOR) in Hamilton, and if performance is satisfactory up to six could be leased. They arrived at CN's MacMillan Yard on CN 392 on March 6th, and went out on 421 that night for Hamilton. The GP20D's arrived on the Southern Ontario Railink and were photographed in Hamilton.

<http://www.canadianrailwayobservations.com/2010/04/goats.htm> (Peter Hoople)

<http://www.youtube.com/watch?v=VwWcwkQCbBI> (Richard U.)

The second SD40-2 for GEXR, GSCX SD40-2 7369 has arrived on the Goderich – Exeter in Ontario. It is a former MP/UP unit rebuilt at the BN Livingstone Shops. GEXR 3856 and that RMPX 9426 went to North Bay for the OVR. GSCX 7362 is running on GEXR. GSCX 7369 is on SOR, it made a trip on the Hagersville Sub recently. And both the CEFX GP20D's are still on SOR. (Thanks to Dan Dell'Unto)

RMPX GP40-2LW 9426 which was at the SOR, is seen here bound for the OVR (Ottawa Valley Railink). Jason Jongen noted the unit northbound March 14<sup>th</sup> on CN 451 by mile 111.5 Newmarket Sub with CN 2560 C44-9W, CN 5542 SD60F, RMPX 9426 GP40-2LW.

<http://www.canadianrailwayobservations.com/2010/04/rmpx.htm>

On March 19th, Ontario Southland Railway borrowed CPR GP9u 1614 for switching while some of their power was OOS or pending repairs. It is seen here heading up a spur in Guelph to do some switching, on the Guelph Junction Railway (who contracts OSR to operate the line). Video by "GEXRGuru". <http://www.youtube.com/watch?v=L5NQ1SEyNic>

OSR does have a sizable roster of ALCO/MLW units (and some EMDs) but since many were stored for a while (not to mention those sidelined with minor and major ailments) they require some work to bring them up to snuff. In March two geeps (GP7 and GP9) were at Lambton Diesel Services (LDS) in Sarnia getting work done.

GSCX 7369, an SD40-2 which was previously on NECR (ex-GATX/UP/MP), is bound for the GEXR, who recently acquired a sister unit (7362) a month or so earlier. It is rumoured the 3 HLCX units that GEXR has are going off lease, so power is being shuffled around in order to supplement their roster (FEC 709, GSCX 7362 and 7369 have all been acquired). Over the past little while, GEXR has also been losing units to the OVR operations (GP38/40 units 3835, 3856, 4019 and 4096 have all left GEXR for OVR). Also of note RMPX 9426, an ex-CN GP40-2LW which is be destined for the Ottawa Valley Railway (OVR) .

GP38 3856 is still on GEXR in the shop (it is to go to OVR like the others). Of the three HLCX units, two are dead and drained: 6061 (in Stratford) and 6091 (in Goderich). GSCX 7369 is to be lifted when 7362 is dropped off at CN's MacMillan Yard for wheel work (GEXR units go to the Diesel Shop there for wheel work).

**Railink Vignette:** Strange bedfellows: Amtrak P42 #33 and RLK FP9Au 1400 at Stratford Ontario in Aug 2003 (Bill Cresswell photo)

<http://www.canadianrailwayobservations.com/2010/04/amtrak33gexr1400.jpg>

Four former QNS&L SD40-3's 301, 302, 307, and 309 that were relettered at Railcare in Hamilton have arrived (as of March 11<sup>th</sup>) on the Wellsboro and Corning Railroad (WCOR) in Central New York. On March 7<sup>th</sup> Peter Hoople took these shots at the US/Canada Border at the Fort Erie International Bridge. This is NS Train #369 with QNSL SD40-3's 301, 302, 307 and 307. An exceptional lash up not only with the QNSL units, but also with a conventional NW/SOU high hood leading! (See below). The SD40-3's are equipped with 3,000-horsepower, turbo-charged, V-16 engines that use microprocessors to boost efficiency, according to WCOR, which is wholly owned by Myles Group L.L.C. The additional locomotives will increase rail-car moving capability by 120 carloads and support a recent increase in business, Myles Group officials said in a prepared statement. "Marcellus Shale gas exploration has been a significant contributing factor to the increase in business on the WCOR," they said. WCOR operates a line between Wellsboro, Pa., and Corning, N.Y., and interchanges with Canadian Pacific and Norfolk Southern Railway.  
<http://www.canadianrailwayobservations.com/2010/04/peter.htm>

Sporting revamped Ex-QNS&L livery, WCOR SD40-3 #301 look terrific lettered for Wellsboro & Corning Railroad!  
<http://www.rpicturearchives.net/showPicture.aspx?id=1967725>

The Huron Central Railroad will be provided with C\$15 million of provincial money for its infrastructure upgrades to keep the 186-mile short line operational, as part of the 2010 Ontario provincial budget unveiled Thursday "The provincial-territorial base funding agreement has been signed by the province and the \$15 million for Huron Central is in the budget,"

## ONR News (by Mike Robin):

A full report is coming next month, but here are some ONR Radio Frequencies: Main: 160.545  
Yard:160.995; RTC : 161.265. (James Hoffman)

You can check out Mike Robin's ONR "Pic Of The Day" at:  
<http://www.onrgallery.com/picoftheday/picoftheday.htm>

## Quebec:

IMTT in Quebec City, QC has purchased former Conrail (Nee-NYC) SW8 8621, which is now numbered IMTT 321. IMTT is located at the Port of Quebec, and is an extensive tank car switching facility. Ex-CR 8621 was sold to the East Jersey Railroad who renumbered it 321.

CEFX 1021 and 1025 are "bluebird" AC4400CW's, have arrived in Montreal on CN and are waybilled to the Port of Becancour, QC, and are going to a Quebec-based Iron ore railway by boat. CEFX 1026-1059 are on lease to CP, but CEFX 1000-1025 have recently come off-lease from BNSF. CEFX AC4400CW's 1021 and 1025 clicked while enroute at Mac Yard.  
<http://www.canadianrailwayobservations.com/2010/04/CEFXMacYard.jpg>

The new ore cars at Joffre are waiting to be shipped over the Matane Ferry. New spur tracks have been added at the mine in Bloom Lake that connect to the QSN&L Railway via the Bolger Spur track in Carol Lake. There, the QNS&L crews (one man crew that is) will take over the trains all the way down to Nord Sept-Iles where some other spurs will be constructed to receive the G&W trains. QNS&L is actually preparing procedures for interchanging with G&W crews. From Nord Sept-Îles, the trains will be carried to Pointe-Noire wharf over the Arnaud Railway. (I heard that 60 cars at the time will be handled so they will do 4 trips back and forth to dump one train). Track panels for these

new facilities are actually built in Sept-Iles. (I think that Logistec owns the contract for this...and the same company is approaching New Millenium for the new mining facilities in Schefferville). Another project is also developing near Schefferville. New Millenium expect to ship the ore from the mines closed by IOC in 1982, starting in 2011.

<http://www.nmlresources.com/index.asp?lang=e>

This means another railway project in this area. Tshiuetin Rail Transport's railway will be extended for that purpose, following an agreement between the two companies.

[http://farm3.static.flickr.com/2594/4041908390\\_ea04365be0.jpg](http://farm3.static.flickr.com/2594/4041908390_ea04365be0.jpg)

The Timmins extension will represent a 2.5 miles extension to TST line, to LIM's planned processing center at Silver Yards and on a further approximately 13 miles to NML's planned processing center at the Timmins mining area. The Rail Co-operation Agreement provides the framework under which both LIM and NML have agreed to co-operate in the development of the transportation facilities for their direct shipping iron ore (DSO) projects in the Schefferville area and which will enable each company to rebuild the necessary rail infrastructure in their respective operating areas, including the construction of passing tracks and sidings in common areas. (Patrick Sirois).

We have updated information on the Bloom Lake Railway (G&W). Now it seems, there will be no connection to the Cartier Railway. There was a proposal to connect with the Cartier at Mont-Wright, but was ruled out due to steep grades and lack of port facilities at Port Cartier, QC. With no facilities at Port Cartier, they have to build a railway to Pointe-Noire, which would require an impossibly expensive railway to connect to the Arnaud. Thus this option was vetoed. The operating plan in the proposal is 80 cars per train from the mine to Wabush for interchange, three round trips per day. The 240-car train will be interchanged to QNS&L at Wabush for furtherance to Arnaud Junction, where trains will go to new port facilities at Pointe Noire. What is unknown is if these facilities will be ready by opening, and/or if they will need to use Sept Isles in the meantime. Either way, the plan is to have the mine Railway up and running approximately this spring or early summer. It is in the advanced stages of construction and completion with a deadline of "ASAP". The eight QGRY SD40-3's currently at American Motive Power in Montreal (QGRY 6042, 6059, 6062, 6076, 6904, 6908, 6913, and 6920), are to be leased to Consolidated Mining Company, until January 31<sup>st</sup> 2011. CLMX owns the 31-mile long Bloom Lake Railway The units are lettered QGRY because these are reporting marks from the Genesee & Wyoming Corp family, but they are actually owned by Connell Leasing and will not ever turn a wheel on the Quebec-Gatineau.

On March 17<sup>th</sup>, Ronald Pelletier caught the first of the QGRY SD40-3's (#6920), as it passed in front of their model railway club in Ste Foy, Quebec on train CN 520 on its way to Limoilou. QGRY 6920 was interchanged at Allenby, QC on March 18<sup>th</sup>. On the return trip, the CN train brought back QGRY 6076, way billed for AMP at Pt St-Charles, (Montreal) QC.

<http://www.canadianrailwayobservations.com/2010/04/qgry.jpg>

As reported on the last issue, 750 rotary dump gondola from Hamilton Steel Car are on their way to this new ore line in Labrador and northeastern Québec. The production line in Hamilton should start in the week of Feb. 14th with the following weekly released:

02/14: 25 cars (revised to 21 cars); 02/21: 43 cars; 02/28: 85 cars. They are lettered CLMX.

<http://www.canadianrailwayobservations.com/2010/04/clmx.htm>

In March, the Montreal Port Authority signed an agreement with R.J. Corman - Railpower to purchase a multiple-generator, 2,000-horsepower GenSet locomotive for \$1.6 million. The agreement includes an option for four additional locomotives. The unit should look very similar to our photo, which is actually the same locomotive that demonstrated on the railroad, now renumbered RPRX 2009 and painted for RJC Railpower. It's the current generation of RP20BD. While the press release does specify that the new unit will be an RP20-model 2,000 hp genset, CRO did not know if it will be an RP20BD four axle, or an RP20CD six axle locomotive. The Port Authority's aim: reduce diesel consumption and greenhouse gas emissions. The purchase was made with federal assistance under

Transport Canada's ecoFREIGHT program. Full text of the press release from Montreal Port Authority:

<http://www.greenrailnews.com/railpower/rprx/5407f.jpg>

[http://www.port-montreal.com/site/6\\_0/6\\_1.jsp?lang=en](http://www.port-montreal.com/site/6_0/6_1.jsp?lang=en)

Former METRA commuter coach GLOX 007762 that had been stored in Baie St-Paul, QC, is still on hold at Joffre yard. They were at Baie St-Paul for the proposal of an excursion train between QC city and Mont Grand Fond/La Malbaie. So far, they were sit for years getting vandalized and now, they heading toward Jonquiere. The two ex-Chicago commuters Bi-level cars are at CN Joffre yard after arriving March 4<sup>th</sup>: Goodloe Leasing GLOX 7762 & GLOX 7753 They came from storage at Baie St-Paul and are billed for Jonquière. 4 others cars are in Limoilou at this moment. They're also on "Hold" status unluss the can get replacement trucks as the existing sets are "BO". The three others cars (GLOX 7737, 7742 & 7732) are in Limoilou yard, nearby "La baie de Beauport". (Patrick De Larue) <http://www.canadianrailwayobservations.com/2010/04/GLOX.jpg>

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

The Atlantic Region has seen milder than usual temperatures and less precipitation over the last four weeks, so CN train 120 has rarely had distributed power this month. Instead four high horsepower units have been on the point – these have included black IC units and BCRail units. The mild weather has also allowed the wallboard plant at McAdam to continue to unload gypsum cars in the open in February and March. Strings of 18 cars have been travelling from the mine at Milford NS to McAdam NB on CN and the New Brunswick Southern Railway.

After years of decay and vandalism, the historic station in Fredericton NB is finally being repaired with a new roof, new windows and masonry work. It will become part of a downtown New Brunswick Liquor store.

The Cape Breton & Central Nova Scotia Railway has had some power problems and so has leased CN GP40-2LW 9410 and it is used on the daily freight between Truro and Port Hawkesbury. Charles Jeffrey took this photo in the early morning at the yards at Stellarton NS of four leased units – CN 9410 along with LLPX GP38-2 2269 and HLCX SD40-2s 7232 & 8151 (the latter is still in BN colours). <http://www.canadianrailwayobservations.com/2010/04/CN9410.jpg>

The Nova Scotia provincial government subsidy to RailAmerica for operating the line from Tupper to Sydney expires this month and there is concern that it may not be renewed and RailAmerica will abandon this section of the line. If it does CB&NS will have to move its maintenance facility from Sydney.

The Windsor & Hantsport Railway has purchased two former Conrail B23-7s through NRE. The units are 1968 & 4079 and were last owned by the Nashville & Eastern Railroad in Kentucky, (Note, these were never used by that railroad and were stored for some time). Ex- CR 1968 was sold by CSXT and was never renumbered to their planned CSXT 3167, and ex-NS 4079 was renumbered from CR 2003. The locomotives started their journey about 8 March on CSX to Dearborn MI and were then transferred to CN. By March 19 they were on the CN 308 east of Toronto and they arrived in Halifax (Rockingham Yards) on March 23<sup>rd</sup>, were interchanged. David Othen caught the two ex-Conrail B23-7's being picked by the Windsor & Hantsport Railway using their two ex-CN GP9RM's on lease to WHRC from CEMR, and arrived at destination in Windsor, Nova Scotia on march 26<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/04/whrcloco.jpg>

Photos of the locomotives en route: (In Moncton and in the USA).

<http://www.canadianrailwayobservations.com/2010/04/conrail.htm>

<http://www.canadianrailwayobservations.com/2010/04/WHRC1968Rockingham.jpg>

<http://railroadfan.com/gallery/displayimage.php?pos=-59175>

<http://railroadfan.com/gallery/displayimage.php?pos=-59174>

and more information on their journey at

<http://railroadfan.com/phpbb/viewtopic.php?f=20&p=133177>  
<http://www.trainorders.com/discussion/read.php?15,2145670,nodelay=1>  
A video of them passing Bayview Junction on 18 March can be seen at  
<http://www.youtube.com/watch?v=vvqjXRiy7jk>  
<http://www.railpictures.net/viewphoto.php?id=109949&nseq=28>

When they arrive they will not be very busy because it is reported that only one ship, the "A V Kastner", is currently booked this year. It will probably be taking white gypsum to Ontario and this will only require about 29 days work for the gypsum trains.

The 7 car Ocean that derailed at St Charles was replaced by an 8 car Stainless Steel train which was increased to nine cars over the Spring Break. The other two sets that operate the Ocean are Renaissance cars.

The Transportation Safety Board has issued a report on March 16 that identified nine areas that it says pose the greatest risks to Canadians. One issue was that the federal government and the railways must improve safety at high-risk crossings on busy passenger train routes. This was reported by CBC Nova Scotia <http://www.cbc.ca/canada/nova-scotia/story/2010/03/16/transportations-safety-watchlist.html#ixzz0iffcZdT7>

## **Diesels and Dust** (By Joe Zika)

Photos of GEXR GP38 3856, RMPX GP40-2LW 9426 GSCX SD40-2 7369 at Mac Yard.  
<http://www.canadianrailwayobservations.com/2010/04/gscx.htm>

Photos from Mac Yard showing GEXR GP38 3856 and GCFX SD40-2 7362.  
<http://www.canadianrailwayobservations.com/2010/04/ra.htm>

# **"Modeller's Corner"**

(by Mike Pebesma)

## **Updates and Announcements**

Although not an official announcement and not specifically of a Canadian prototype, Athearn posted photos of an upcoming Genesis GP7/GP9 on their Facebook page. For those who aren't on Facebook, the following link to the Diesel Detailer website shows the pictures.

<http://dieseldetailer.proboards.com/index.cgi?board=gen&action=display&thread=4750>

The photos show different variations of fuel tank and light packages as well as road specific details, which could open up numerous potential possibilities for future production such as CN's lightweight Flexicoil equipped GP9's?

Further to our publishing the e-mail last month from Greg Kennelly regarding Bowser's interest in a possible M420 model, they are looking for additional input from the railfan/modeling community to get these right - from the start! If you have shots or details - you may send them to:

[bowser@bowser-trains.com](mailto:bowser@bowser-trains.com)

**New Canadian model announcements:**



The “RAPIDO Telegraph 23” is packed with project updates! <http://tinyurl.com/yl7woqs>

## On the Bench:

<http://www.rr-fallenflags.org/bcr/bcit841191.jpg> (Building a BC rail PC&F boxcar – Part 1)

Due to the nature of its business, BC Rail has a fleet of boxcars dedicated to moving lumber and paper products. As is typical for most Canadian railways, most of these cars were built by National Steel Car in Hamilton. One group of cars that interested me was a group of 52'-8" double door boxcars built by Pacific Car and Foundry in 1975. As these are American built cars, they were assigned BCIT (International Service) reporting marks, which is done I believe due to Canadian taxes which would have been applied to US built cars being used in Canada. Assigned car numbers BCIT 841100-841599, these cars were distinctive in their design as they have a modern looking outside ribbed side construction combined with a Dreadnaught terminating ribbed end and were painted in BC Rail dark green with data only, no logos. They also have the distinctive PC&F roof with 3 small parallel ribs per roof panel. They measure 52'8" long by 11'-0" high inside and the double 8' sliding doors give them a total door opening of 16' for lumber loading. (They were removed from the BC Rail roster in 2005.)

To build a model of one of these cars, I started with the basic dimensions taken from a railway equipment register and a CN data sheet. From this information, it appeared that a model of the car could be constructed from available components and would result in a model that was within a few inches of the prototype. The main parts required were an MDC Roundhouse double door boxcar kit (item #1980), terminating ends with an R-3/4 late improved dreadnaught ends from Branchline (part #100002) and a PC&F roof from an Eel River beer car kit which I ordered directly. (Although Roundhouse and Eel river kits are no longer produced, the boxcar can be obtained as a ready to run car from Athearn and a PC&F roof could be obtained through Intermountain from their new R 70-20 reefer car kit. Alternatively, a Roundhouse car could be obtained at a train show or flea market).

Once all the parts were acquired, work could commence. I started with the boxcar body by removing the cast on stirrup steps and corner grab irons from the sides and drilling holes to install new wire rungs across the ribs in the same location. Save the molded on bolt details for the grabs and stirrup steps. Then the end ladders were sanded flush with the end ribs. I did this as I planned to use a portion of the ends as a gluing surface for the new ends and to help keep the body square. Using a Dremel with a diamond cutting wheel, I then cut the ends just inside the original end ladder location and cut off the roof just above the top chord.

<http://i221.photobucket.com/albums/dd145/rallyboy905/001.jpg>

Moving on to the ends, the Branchline ends come with a peaked top to match a car with a peaked roof. Although these BCIT cars seem to have a slight peak to the roof, it flattens out at the ends. I removed the peaked top of the ends and the pieces that extend beyond the flat bottom rib strip and sanded them square. The ends were then glued onto the side panels, keeping the edges flush with the side ribs and the bottom at the same height as the original boxcar end. Once the glue had dried, I added a styrene strip the same thickness as the ends to the top (to bring the ends up to the body height) and filled all the holes in the ends which are intended for installing end ladder and brake details. Once the glue had set, I sanded all the plugs and the top rib to match the profile of the Branchline ends.

<http://i221.photobucket.com/albums/dd145/rallyboy905/002.jpg>

A new floor was cut from .080" styrene as the car body is now narrower than the original Roundhouse, but is now scale width. As a quick and easy underframe, I splice together 2 left over underframes from other boxcar kits to make a 42'-3" truck centre frame. Alternatively, 2 Intermountain 50' underframes could be used. Although this may not be completely accurate, the underside of these cars is mostly hidden behind the side sills and it is enough detail to satisfy me.

Once the parts had been glued, the ends of the bolsters and cross members were cut off flush with the edge of the floor and the floor. Add cushion coupler pockets and brake rigging and set aside.  
<http://i221.photobucket.com/albums/dd145/rallyboy905/003-1.jpg>

The Eel River roof was slightly too wide for this car and the side edges are tapered. I sanded both sides of the roof to create a flat edge to match the prototype and then removed the molded on locating ribs from the underside of the roof. Measure and cut the roof to a length just longer than the length of the now assembled body. One roof panel should be centered over the center of the car. On each end of the shortened roof, there should be a 3 rib panel. Sand off the endmost rib to leave the end panels with 2 ribs each, plus a space at the end. I then turned the roof over and scribed a deep line directly under the peak of the roof. Scribe most of the way through and down the center about 3 or 4 panels in from each end, but do not cut all the way through the roof. The roof was then spread upward, opening up the scribed groove, and the bottom was sanded to even the thickness of the roof at the ends. I then glued .080" x .100 strips across the bottom to retain the flat profile. Make sure these strips are short enough and inset to clear the ends and sides of the carbody. Once the glue has set, glue the roof in place and sand the ends of the roof even with the upper car ends.  
<http://i221.photobucket.com/albums/dd145/rallyboy905/004-1.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/005-1.jpg>

New stirrup steps were formed from .010" x .030" flat brass wire and were mounted at the corners by drilling holes into the bottom of the side sills in line with the original bolt detail. This requires some care as the side sills are not very thick. The four rung end ladders and end tackboards were added next. These parts came from Intermountain 50' boxcar details (part #P40400-09) with the ladders cut down to four rung height. Then a brake wheel and gearbox was added to the B end and cross-over platforms were made using Plano roofwalk material and cut down leftover Intermountain covered hopper walkway supports. New side grabs and cross-over handrails were fabricated from .015" wire and installed with CA glue. Walthers Barber S2 trucks with Intermountain metal wheels were installed and weight was added to bring the car up to NMRA specifications.  
<http://i221.photobucket.com/albums/dd145/rallyboy905/007-1.jpg>

In Part 2, I will cover painting and decals, but that will have to wait for warmer weather as my spray booth is outdoors.

**From our readers:** HO Scale models of CR 5651 and BPRR 3301 by Mike Zollitch.  
<http://www.canadianrailwayobservations.com/2010/04/model.jpg>

## CANADIAN RAILWAY HISTORY

Check out Thomas Blampied's great shot of preserved CP Alco number 7020 being moved off the turntable by switcher #1 during a photoshoot at the roundhouse. Preserved CNR U2 4-8-4 #6213 and the CN Tower is in the background. hard to believe no outside tracks connect to this little oasis in downtown Toronto! <http://www.railpictures.net/viewphoto.php?id=318003&nseq=5>

Chris McMahon sent this superb music video of old narrow-gauge railway in Newfoundland. (Bob Cameron) <http://www.canadianrailwayobservations.com/2010/04/NewfoundlandRailway.wmv>

A nice video of Steamtown USA (Ex-CNR 3254) to Delaware Water Gap in 2009. (Super locations but watch the damn railfans ruining some of the photo locations!)  
[http://www.youtube.com/watch?v=Xrv\\_hlHrYjw](http://www.youtube.com/watch?v=Xrv_hlHrYjw)

**The Alberta Railway Museum** has embarked on a Railands Revitalization Project. In cooperation with ORTIC (On Track Railway Training Institute of Canada) our training partners, are running the

Trackman's Course at the Museum. The planned work involves installing 250 feet of track toward the gate past Zaychuk Crossing. The parking lot display track will be done next. We have a frog for the display track so that there will be no delay in putting in the display track. This will give us the opportunity to display more artifacts, change the train displays, upgrade our track and open more of the grounds to visitors while providing a training program that will fill a niche for employment in the railway industry. (Stephen Yakimets)

For those of you who need a reason other than the Rockies and Calgary Stampede to come to Alberta this summer, the Rocky Mountain Rail Society has posted on their website their summer schedule for the operation of CNR 4-8-2 Mountain # 6060 from Stettler to Big Valley, 12 trips during July and August: Cor van Steenis <http://www.canadianrailwayobservations.com/2010/04/6060.htm>  
<http://www.6060.org/schedule/TripSchedule.aspx>  
<http://www.absteamtrain.com/>

Hard working Steam locomotive CPR G5 #1238 on the Cumberland Scenic Railroad. And on the Operating turntable in 1989. Jack Kuipoff <http://www.youtube.com/watch?v=iYfvfBk2Q8>

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

## SOUTH OF THE BORDER

Montana Limestone (MLC) SD50F's 5404 and 5438 now have a new live in the form of hauling and switching limestone cars at Warren, MT.

<http://www.pbase.com/semaphore7/image/122598902>  
<http://www.pbase.com/semaphore7/image/122598899>  
<http://www.pbase.com/semaphore7/image/122598901>  
<http://www.pbase.com/semaphore7/image/122598903>  
<http://www.pbase.com/semaphore7/image/122598900/original>

Question: Is this the best looking former CN GP40-2LW? Check out brand new KCS GP22ECO (#2402) mother-slug set is on the point of an NS Research train at Bedford, VA. On March 19<sup>th</sup>, 2010, the train made a round trip from Roanoke to Lynchburg, VA over the NS Blue Ridge District.  
<http://www.railpictures.net/viewphoto.php?id=317975&nseq=33>

This new switcher was built from ex-SOR 1367 (originally CN SW1200RS 1367), and is seen here in Boise Idaho. <http://www.railpictures.net/viewphoto.php?id=317212&nseq=23>

National Railway Equipment's former St-Lawrence and Atlantic de Quebec SLQR GP11 (NREX 8749) leads an AVR freight out of the NS Island Avenue Yard in Pittsburgh, PA on March 7<sup>th</sup>.  
<http://www.railpictures.net/viewphoto.php?id=317127&nseq=1>

Iowa Northern (IANR) GP40-2LW 4001 (ex CN 9425) looks terrific in the CPR-inspired maroon and grey paint scheme. (Bob Heathorn collection)  
<http://www.canadianrailwayobservations.com/2010/04/INR4001.jpg>

### D&H "The Bridge Line"

This sequence of photos show great panoramic views of Montreal's Glen Yard in Winter. The D&H trains is seen arriving at Westmount Station and passing Glen Yard on a very cold Winter morning in 1970. Paired D&H PA's are leading the "Adirondack" enroute to Albany, NY. (Kevin Day photo)  
<http://www.canadianrailwayobservations.com/2010/04/d&h.htm>

Showing the scenic sections of the D&H's Montreal – Saratoga line in the Winter and Spring, these two videos are taken from the cab of a CP GE along the shores of Lake Champlain South around Willsboro Bay, NY.

<http://www.youtube.com/watch?v=Xr0WNOZP45U>

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

## **Letters:**

Will,

Regarding your Railfan Montreal special report: One train you can always depend on to have a caboose in the Montreal area is the Dorion turn, which usually heads west through Dorval on Sunday afternoon's with a GP9, a few cars and a caboose at the end.

<http://www.canadianrailwayobservations.com/2010/04/dorion.htm>

**Mike Berry**  
**Montreal, QC**

*Note: Dorion Turn is also running on Tuesday and Thursday night. They are delivering cars on the M&O sub just before vaudreuil's platform. (Last picture on the previous link)*

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William,

Your question on the radiator fan section of rebuilt BB40-2 is easy to understand. When the locos were rebuilt from SD40-2 to BB40-2, they became higher than the normal SD's because the span-bolster. FCA has narrow tunnels on its line, and a such height was not good for it. It was necessary to put the radiator fans on top in the same height of the rest of the roof. The three radiator fans were lowered, and the two ones of the dynamic brakes were put inside the carbody, below the radiator fans. I attached some photos to you a better explanation of what I am talking. The SD40T-2 has a flat roof, but has two dynamic brake fans on top. In these locos FCA also change their position and put them below the new radiator section of the rebuilt BB40T-2.

<http://www.canadianrailwayobservations.com/2010/04/sa.htm>

**Pedro Rezende**  
**Minas Gerais Railway (Brazil)**

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Dear Mr. Baird:

I wanted express, how much I enjoyed the article "CP SD40-2's in South America" It was great to see that Ex-CP SD40-2's still being used after CP has retired them. I am a retired CP Employee. Hope to see other great reports such as this in the future.

Chris Dunbar  
Moose Jaw, SK

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Hello Will,

I was wondering if you know anyone who still took railway slides in the Montreal area. I'm hoping to go to Montreal this summer to photograph some of the VIA rebuilt F40PH and AMT former Amtrak and NJT units. I was wondering if you knew anyone who still took slides and would have some good extra slides that they would sell or trade.

Thanks.  
Pierre Ozorak [pierre.ozorak@rogers.com](mailto:pierre.ozorak@rogers.com)

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Hi Will,

I am in the middle of the first major research into the railway history of Whitby, Ontario ever conducted. So far, I have been able to find almost all of the information I need. However, no one seems to know when CN stopped passenger service. I am looking for the year that the Whitby Junction Station was dropped from the CN passenger timetable. My guess is that it is some point in the 1960's?

Thanks,  
Thomas Blampied [speechartist@hotmail.com](mailto:speechartist@hotmail.com)

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## The Last Word:

*Hi All,*

*I would like to officially welcome Walter Pfefferle and Daniel Dell'Unto to our CRO team as assistant Webmaster and CRO News Consultant respectively. I have a lot of respect for these two gentlemen who are my friends as well. CRO is pleased to have them as part of our Administrative Committee!*

*CRO on Facebook is growing like crazy at now over 500 "FANS"Q! As well, we have over 1000 on my other FB page. The variety and quality of the photos being posted is amazing, and it has offered our readers a new vehicle to post their images and sightings to a whole new audience! Much thanks go to all who have become regular photo contributors on our FB page. Click on the "Become a Fan" button on the home page to sign up.*

*Some April 1<sup>st</sup> humour from Wilco van Schoonhoven ... A real "Canadian" Locomotive?*  
<http://www.canadianrailwayobservations.com/2010/04/cp8870.jpg>

*N&W J-Class Articulated Steam Video: <http://www.youtube.com/watch?v=fm2VZ-YXGnk>*

*The 14th annual Railway symposium 2010 in Québec will be held on April 27th - 28th in Québec City with the Suppliers Rail Show and booths on the first day Tuesday April 27th, they still have three spaces to fill up. Regarding presentations at the Symposium, discussions are in work with persons to do presentations. Contact us or Le Groupe Traq if interested to attend.*

*Cheers,  
Will-*

**THANK YOU:** Guy-Pascal Arcouette, Paul Burgess, Guilio Capuano, Andy Cassidy, Bruce Chapman, Daniel Dell'Unto, Ron Ellison, Sean Graham-White, Craig Konopski, Ken Lanovich, Roman Litarchuk, Phil Mason, Don McQueen (Froth), Bruce Mercer, Vince Milliken (WNYP), Jody Moore, Terry Muirhead, Jason Noe (Railpace), David Othen, Jim Parker, Donna Peters, Ronald Pelletier, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17f", Mike Rocnik, Earl Roberts (Branchline), Jeff Robertson, Bill Sanderson, Wilco van Schoonhoven, Chuck Schwesinger, Cor van Steenis, Aleks Stefanovic, Jean-François Turcotte, Ron Visockis, Tyler Welsford, Chris Wilson, Craig Williams, Geoff Williams, Joe Zika, 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](mailto: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.