

# CANADIAN RAILWAY OBSERVATIONS

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*www.canadianrailwayobservations.com*  
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# Rocky Mountaineer unveils new image!

(CRO Exclusive Report)

Hundreds of people gathered on April 19<sup>th</sup>, 2010 to celebrate Rocky Mountaineer's 20th Anniversary at Rocky Mountaineer Station and to see the official unveiling and dedication of its new train design. The striking new train design, which features the company's new gold and blue colours and Mountain logo made its debut in grand style, breaking through a 28 foot branded barrier at the west end of the Rocky Mountaineer Station. "We are very excited to celebrate this momentous occasion and the great accomplishments along the way," says Randy Powell, President and CEO of Rocky Mountaineer. "The success of Rocky Mountaineer has been built on years of dedication and hard work and an unwavering commitment to provide our guests with unparalleled service and an unforgettable travel experience. We look forward to the future and to continued excellence as we embark on the next 20 years." Yesterday's event also included a special dedication of locomotive #8011 by Randy Powell, President and CEO of Rocky Mountaineer to Founder and Executive Chairman, Peter Armstrong. The dedication marks the epic journey of an entrepreneurs dream to turn a struggling rail service into an award-winning luxury train experience.

Rocky Mountaineer offers 45 unique Canadian vacation packages and four spectacular rail routes through British Columbia and Alberta. This luxurious train travels by daylight through the wild beauty of Canada's West and is the best way to experience the majestic Canadian Rockies. The Rocky Mountaineer also runs a three-hour journey with breathtaking scenery between Vancouver and Whistler, BC. Now in its 20th year of operation, the Rocky Mountaineer has grown to become the largest privately owned passenger rail service in North America and welcomed its one millionth guest in 2008. Rocky Mountaineer has been honoured with four World Travel Awards as "World's leading Travel Experience by Train" and was recently named by National Geographic as one of the "World's Greatest Trips". To learn more about Rocky Mountaineer, please visit [rockymountaineer.com](http://rockymountaineer.com).

In the photo: Randy Powell, President and CEO of Rocky Mountaineer dedicates locomotive RMRX #8011 to Founder and Executive Chairman, Peter Armstrong. (Extra thanks to Richelle Swinburne and Dave Foster).

<http://www.canadianrailwayobservations.com/2010/05/rm20thanniversary.htm>

<http://www.canadianrailwayobservations.com/2010/05/20thAnniversaryRM.pdf>

Several days before Rocky Mountaineer Rail Tours displayed their new logo and stylized blue and gold livery on their equipment, RMRX GP40-2 8017, GP40-2W 8011 and GP40-2LW 8012 were photographed by Andrew Fletcher John Leeming.

<http://www.canadianrailwayobservations.com/2010/05/RockyMountainer2.jpg>

<http://www.canadianrailwayobservations.com/2010/05/RockyMountainer.jpg>

[http://www.rockymountaineer.com/en\\_CA/](http://www.rockymountaineer.com/en_CA/) (Visit their website for more).

## CANADIAN NATIONAL

CN Locomotives retired since last issue: NIL (Last was on Jan 20<sup>th</sup>)

CN Locomotives Sold:

In April, CN sold B&LE SD18's 858 and 859 to Larry's Truck Electric (LTEX) in McDonald, OH. These units in April were located on the B&LE in Greenville, OH and are moving via CSX.

A washout on the (DMVW) Dakota Missouri Valley & Western in early March 2010, derailed two locomotives and killed one of the crew. As the damage is severe, ex-CN GP40-2LW's 9504 and 9603 will be scrapped on site, and in the meantime DMVW is looking to purchase up to four GCFX SD40-2's that are currently stored at Woodcrest. At press time, the four earmarked units were former WC 6909, 6934, 6941, and 6949.

Further to last months issue: In late-April ex-CN M636 2338 still had not been prepared for movement and CN are still seeking replacement suspension bearings in order to move the engine. In February 2010 CN 2338 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 were told by this railway the unit would move two months from now to WNYP where it will be prepared for service! It is unclear if it will remain under RRPX ownership or be sold to WNYP, via CN-BUFF-BPRR-SLMCA-WNYP. However suspension bearings must be replaced first. The official retirement of this engine was January 23<sup>rd</sup> 1998, and ever since was sought after by many railfan groups without success.

Phil Hall Photos: <http://www.canadianrailwayobservations.com/2009/3/2238.jpg>

### NEW POWER:

In late-April, Canadian National ordered the following new locomotives: from EMCC-London, ON: SD70M-2's 8915-8949, (with an option for 15 more); from GE- Erie, PA: ES44DC's 2310-2344.

In late-April we learned CN will acquire 35 (former UP and CNW) C41-8's. They will be numbered in the 2100 series. They are to be retrofitted with microwaves and fridges, be Tier 2 compliant, and D/P capable. CN's current Dash-8's (including the BCOL's) are getting their horsepower degraded to 3450 H/P to become tier 2 compliant. Also in April, CN began looking into acquiring up to 60 Dash 8-40CW's that would be set up with DPU systems. According to a well-informed source, it is not possible to bring a Dash-8 to Tier 2 emissions standards by simply downgrading horsepower. At press time, we were unable to confirm where these locomotives will come from but there are 60 C40-8Ws currently being returned to the lessor from BNSF, and CN may wish to grab these which would be similarly upgraded. We will have updates on this shortly.

CN SD70M-2 8888, which on February 4<sup>th</sup> had gone directly from the EMCC factory in London, Ontario, to LaGrange, Illinois for emissions testing finally arrived on CN and was seen in Calgary, AB, for the first time on March 31<sup>st</sup>, where Cor van Steenis caught the unit at Sarcee Yard. As luck would have it, 8888 was on the point when Q115 arrived on the morning of 31 Mar 2010 with BCOL 4613 and CN 2427 trailing. The motive power units returned to Edmonton later that evening (CN 8888 trailing, with CN 2427 leading) on Train Q114 to Brampton, ON.

<http://www.canadianrailwayobservations.com/2010/05/cn8888calgary.htm>

New CN SD70M-2's 8890 and 8912 ran as a pair on Edmonton-North Vancouver Train M301 as it rolled through Jasper on Apr 11<sup>th</sup> 2010, departing 7 minutes behind VIA's SKEENA and 8 minutes before the arrival of VIA's Train No. 1, THE CANADIAN, at 13:00h. (Cor van Steenis)<http://www.canadianrailwayobservations.com/2010/05/sd70mjasper.htm>

Cor van Steenis also caught brand new CN SD70M-2 8906 at Sarcee Yard in Calgary in March. <http://www.canadianrailwayobservations.com/2010/05/sd70.htm>

CN SD70M-2's 8875, 8894, CN 8889, and 8899 are seen at Port Coquitlam, BC in March. (Photos by Mark Forseille). <http://www.canadianrailwayobservations.com/2010/05/sd70portcoq.htm>

Ron Visockis shot brand new CN SD70M-2 8912 with 8890 heading E/B through Belleville, ON in the first week of April. <http://www.canadianrailwayobservations.com/2010/05/CN89128890.jpg>

When is the last time you saw a CN Railiner (or a CP Dayliner) on the Prairies? The last scheduled (freight) train on the CNR Drumheller Subdivision operated on Dec 2<sup>nd</sup>, 2008 so you can imagine my surprise to see a Railiner on the remnant of the subdivision between Calgary's Sarcee Yard and Lyalta, the current end of operated track, 17.4 miles to the north east of Calgary, on April 19<sup>th</sup> 2010! The last passenger train on this line, CNR No. 10, operated from Calgary through here on 16 May 1963, almost 50 years ago; a conventional train with a GP9, steam car, some head end cars and two coaches. CN also operates an occasional local freight from Sarcee Yard to the Louis Dreyfus grain facility near Lyalta, perhaps a couple of times per month. The Railiner in question was CN 1501 their Track Geometry Car. As it was operating at only 15 miles per hour, I was able to photograph it at seven locations over 17 miles. (Cor van Steenis).

<http://www.canadianrailwayobservations.com/2010/05/cnrailliner.htm>

Here are Trevor Sokolan's shots of CN's converted RDC checking track conditions on the Sangudo Sub crossing the Paddle River Trestle near Sangudo Alberta this week.

<http://www.canadianrailwayobservations.com/2010/05/facebookcn1501.htm>

Lorence Toutant submitted these great shots from the cab! In this sequence of photos taken April 2<sup>nd</sup>, we are riding aboard CN GP9RM 7028 with train CN YPC301-02 on the south track of St-Hyacinthe Subdivision on the Montreal side of Victoria Bridge. In fact, were pulling 52 cars off the Butler auxiliary track for Pointe St-Charles Yard.

<http://www.canadianrailwayobservations.com/2010/05/vicbridge.htm>

Chris Ellingsen's friend tipped him off that former CN Z-1A (box cab) 6712 was "unwrapped" for the season at the Town of Mount Royal Municipal Garage in Mid April 2010:

<http://www.flickr.com/photos/kellergraham/4516805870/>

On April 24<sup>th</sup>, Jason Jongen reported CN 314 at Washago, ON with CN 2308, CN 2285, and DESX 5309, which is a former CN SD40-2W.

(\*\* DESX is Diesel Electric Services in Sudbury ON, who have a locomotive shop there and do contract and repair work.)

A CN freight derailment occurred on March 30th near Oshawa, Ontario. VIA arranged for buses for all affected trains. The train (CN 376) was hauling the four RBRX units at the front end. The train derailment prompted the evacuation of the Pickering GO station, along with major disruptions to GO Train, VIA Rail and Durham Transit service. The nine rail cars left the tracks just after 3:00p.m. Police shutdown the Pickering GO station after it was determined one of the tank cars was carrying a gas called Methylen. Hazmat teams were on scene assessing the situation; luckily, no leaks were reported. Service had stopped on the GO Train's Lakeshore east line, between Union and Oshawa stations. However, GO announced before 5 p.m. that service had resumed - it was, however, still bypassing the Pickering GO station. Even though VIA Rail trips between Toronto and Montreal were affected, buses were used to replace the trains. At one point, delays of up to three hours were reported. Ex-GO RBRX 18536, RBRX 18539, RBRX 18537, RBRX 18540 can be seen in the photos:

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

While not yet confirmed, the preliminary cause of CN Train 376's derailment appears to be the four non-working GO engines being hauled together behind the lead units. Having a heavy loaded train behind them, and having non-self aligning drawbars caused excessive lateral force while the lead power was in dynamic brake mode. Costs: Equipment - \$400,000.00; Engineering - \$130,000.00. 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. Derailment Disruption: At 1454 EDT March 30th, at mile 1.3 York Sub, Liverpool, ON, train M37631-30 (70L, 57E, 22R, 11549T, 9383F operating conventional) reported they were stopped in emergency. On inspection, found lines 2 through 15 inclusive derailed, with eight cars upright, and six cars accorded and blocking both main tracks of the adjacent Kingston Sub. No dangerous, no

injuries. South main track of the Kingston Sub as well as the cross over from the Kingston sub to the York sub was made passable at 23:30 EDT March 30th. First train through site was M36921-29 at 2335 EDT March 30th Estimated track passable 8:00 EDT March 31st for the North track Kingston Sub and 0001 EDT April 1st for the portion of the York Sub. The derailment consist: CN 8839 -CN 5617 -CN8846 -RBRX 18536 -RBRX 18539\* -RBRX 18537\* -RBRX 18540\*

(Only the last three units derailed) \*

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

Working through the night as well crews did a great job on the cleanup and local residents were surprised and pleased how fast it was accomplished. Here are some shots by Dave Woodall, showing things up and running again. RBRX 18536, 18537, 18539, and 18540 were then stored at CN's Oshawa Yard and then taken back to Mac Yard on April 16<sup>th</sup>

<http://www.canadianrailwayobservations.com/2010/05/cnderailday3.htm>

Here are photos of the CN cranes and a few derailed cars on CN Train 417 where a minor derailment occurred at the West End of Chilliwack, BC on March 26<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/05/chilliwack.htm>

Glen Mounk caught CN 7280, CN 244, CN 7278 at Fort Frances Yard soon to be on their way to Thunder Bay, Ontario on Train 436. They arrived in the Fort on 438 on April 5<sup>th</sup>, with lead unit CN 2690. <http://www.canadianrailwayobservations.com/2010/05/cntrain436.jpg>

Glen also clicked the power for Train 782 with CN 8907, CN 2423, CN 2530, then CN 5686 and CN 8019 on the tail end. All five units were powered up to move the 23,713 tons of potash cars. At Fort Frances, Ontario the train dropped off 40 cars in the yard, were mostly grain and tank cars, and some lumber loads. The train had three units up front, and two pushing at the rear.

<http://www.canadianrailwayobservations.com/2010/05/cn782.htm>

CN Train 531 on the Manning Sub and crossing the Meikle Trestle Bridge Northward - Nov 2009

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

## CNR Vignettes:

The 1920's-era Ottawa Union Station with a very early (European style) engine house. Included are: CNR 0-6-0 #7373, 0-6-0 #7451 and more recent CNR K5a 4-6-4 #5702, one of only five. (Jim Parker Collection) <http://www.canadianrailwayobservations.com/2010/05/cnvignetteottawa.htm>

In 1957, 4-6-2 CNR #5587 is seen shunting the high platforms at Central Station in downtown Montreal. This area is now entirely covered over by Place Ville Marie and other office buildings. (John Dziobko) <http://www.godfatherrails.com/photos/pv.asp?pid=216>

Four CNR RS3's are shown in the green and gold and CN Noodle livery. (Doug Hatelly Photos)

<http://www.canadianrailwayobservations.com/2010/05/cnvignettes.htm>

These images show a CNR RS3 and work train doing ballast cleaning near Bowmanville, ON in 1959 and a brand new CNR GMD1 at the GMDD London plant in 1959. Both photos are by Clayton Morgan. <http://www.canadianrailwayobservations.com/2010/05/cnvignettes2.htm>

Multiple and rarely seen CNR Fairbanks-Morse photos in Montreal East Scrap Yard, and in service!

<http://members.shaw.ca/cprclc8/cnrpics/>

CN on "Morant's Curve"? That's what occurred when a detouring CN train passed over CP's "hallowed ground" in 1996. The consist includes a CP RAIL SD40-2 possibly repaying CN on H-P-H. (Grant Bailey photo) <http://www.canadianrailwayobservations.com/2010/05/MorantCurve.jpg>

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

## CP Locomotives sold: NIL

The following 36, (out of 40 earmarked) CP SD9043MAC's are all returning to service: 9100, 9101, 9102, 9104, 9107, 9109, 9111, 9112, 9113, 9114, 9116, 9118, 9119, 9120, 9123, 9125, 9126, 9127, 9129, 9131, 9132, 9133, 9134, 9139, 9140, 9141, 9142, 9145, 9147, 9148 9151, 9152, 9153, 9154, 9158, 9159, and 9160. At press time, 27 had returned to service. Seven other unknown numbers will also be added to this list.

The remaining still stored at Weston Shop in Winnipeg, MB include: 9103, 9105-07, 9110, 9111, 9115, 9121-24, 9127, 9128, 9130, 9132, 9135-9138, 9141, 9144, 9146, 9149, 9151, 9154, 9156, 9159 and the "orphan" 9108, is still stored at Alyth Yard in Calgary, AB. This was the scene in Winnipeg only three months ago: <http://www.railpictures.net/viewphoto.php?id=321620>

Canadian Pacific Railways five month Biodiesel Fuel Test Program ended at the end of March 2010, and the designated AC4400CW's are now again being refueled at the diesel fuel rack at Alyth, (Calgary) AB. Since the two units painted with the Biodiesel logo (9727 & 9731) are no longer in captive service between Calgary and Edmonton, they could soon be seen throughout the CP network. (Cor van Steenis photo) <http://www.canadianrailwayobservations.com/2010/05/CP9731.jpg>

In April, CPR FP9Au's 4106 and 4107 (and the B unit 1900) were moved from winter storage to the Alyth Diesel Shop (Calgary, AB) in preparation of this years RCP Trains. Typically only the two A-units operate together on this train, and at times the CPR liveried GP38-2 assists. They are seen with their 567-engines running in the idle position at Alyth on March 14<sup>th</sup>, 2010 and a recent shot by Cor van Steenis from late-April, looking good!  
<http://www.canadianrailwayobservations.com/2010/05/rcp2010.htm>  
<http://www.canadianrailwayobservations.com/2010/05/CPRFP9AALYTH.jpg>  
<http://www.canadianrailwayobservations.com/2010/05/cpr41064107alyth.jpg>

The following CEFX AC4400CW's are leased to the CP: 1002, 1006, 1014, 1018, 1019, 1023, 1024, and 1026-1059 inclusive.

The following CITX SD40-2's are all "In Service" and leased to CP as of April 16<sup>th</sup>: 2783, 2785, 2794, 2799, 2804, 3053, 3054, 3056, 3057, 3058, 3059, 3061, 3062, 3063, 3064, 3065, 3066, 3067, 3070, 3071, 3072, 3073, 3075, 3077, 3078, 3079, 3080, 3081, 3083, 3088, 3089, 3090, 3091, 3092, 3093, 3095, 3097, 3098, 3100, 3102, 3110, 3157, 3170, 3177, and CEFX 3164, CEFX 3166, CEFX 3173, and CEFX 3184.

**Note:** A few of the leased CITX and CEFX SD40-2's numbers we reported in last months CRO failed in April, and have returned to storage and tagged Stored Unserviceable. (List is subject to change).

In mid-April, Kansas City Southern de Mexico (KCSM) GP22ECO #2500 had finished testing on the CP, and was enroute from Calgary, AB., back to the USA.

On March 30<sup>th</sup> John Kanakos clicked paired CP ES44AC's and Intermodal train blasting through Woodstock, Ontario, past an OSR Geep and Alco.

<http://www.canadianrailwayobservations.com/2010/05/cposr.jpg>

In mid-April, CP announced the appointment of Edmond Harris to the Position of EVP, and COO. He will report to CP President and CEO Fred Green, with responsibility for all aspects of railroad operations, safety, customer service, engineering and mechanical services in both Canada, and the US.

TRAIN # 666: On April 18<sup>th</sup>, Bob Heathorn caught CP 8764 leading Train #666 (the Ethanol Train) passing eastbound through Smiths Falls, ON.

<http://www.canadianrailwayobservations.com/2010/05/CP%208764666.jpg>

At Coquitlam, BC, Mark Forseille caught CP AC4400 9777 one of four locomotives repainted at VMV Paducah, Kentucky earlier this year after being in the movie "Unstoppable" starring Denzel Washington. As well, Mark included two more CP ES44AC's in the Vancouver 2010 Olympic paint scheme and the 8864 with the Olympic logos now painted over. The rest of the Olympic units will lose their special paint scheme quite soon. Mark also caught the 8870, the only CP Olympic loco that had eluded me so far of the twenty painted in this scheme, 8858 to 8877.

<http://www.canadianrailwayobservations.com/2010/05/cp9777coquitlam.htm>

Francois Jolin submitted his Images of the fifth CP windmill tower train bound for the U.S Midwest taken at Trois-Rivières, QC and recently released AMT 526 being interchanged with CN at St-Jean-sur-Richelieu, QC

<http://www.railpictures.net/viewphoto.php?id=317715>

<http://franksrailroadphotography.fotopic.net/p63736612.html>

<http://franksrailroadphotography.fotopic.net/p63736614.html>

James A. Brown photographed the last CP Army Train on April 1<sup>st</sup>, 2010 powered by CP 8846 single handed) at Mile 40 Mactier Sub, bound for CFB Petawawa, via Sudbury and North Bay (OVR) to Camspur.

<http://i78.photobucket.com/albums/j118/agentsk/575f7a45.jpg>

<http://i78.photobucket.com/albums/j118/agentsk/66b3757a.jpg> (The CP Army Train the next day)

<http://i78.photobucket.com/albums/j118/agentsk/c74f8b44.jpg>

<http://i78.photobucket.com/albums/j118/agentsk/e53e12f4.jpg>

<http://i78.photobucket.com/albums/j118/agentsk/3509ffb9.jpg>

David Eastabrooks sent us these last shots from Camp Petawawa on April 6<sup>th</sup>. CP 5993, 5990, and 6072 and train are shown at west loading ramp at the Canadian Forces Base, and at mile 105.73 on the Chalk River Sub.

<http://www.canadianrailwayobservations.com/2010/05/cpmilitary3.htm>

<http://www.canadianrailwayobservations.com/2010/05/cpmilitary2.htm>

<http://www.canadianrailwayobservations.com/2010/05/cppictures4.htm>

<http://www.canadianrailwayobservations.com/2010/05/cpmilitarylast.jpg>

### CP Trace: Locations of the four "STLH" SD40-2's (by Luc Lanthier)

- STLH 5560 Arr. Chapleau, ON April 10
- STLH 5593 Dep Toronto, ON April 15
- STLH 5615 Arr. London ON April 14
- STLH 5651 Dep. Nahant, IA April 15

On April 18th, at Mile 86 on the CP Galt Sub, Walter Pfefferle caught three red Barns at Guelph Junction (Coakley Siding) at 12:48 running light. <http://www.youtube.com/watch?v=EFVU4B2YR1U>

Walter Pfefferle's still shots of the same unusual 5-pack:

[http://railfan.thegrebs.com/CPR/CP\\_9003\\_Coakley](http://railfan.thegrebs.com/CPR/CP_9003_Coakley) [http://railfan.thegrebs.com/CPR/CP\\_4656\\_Coakley](http://railfan.thegrebs.com/CPR/CP_4656_Coakley)

On April 6<sup>th</sup>, Ron Visockis caught the CP Track Evaluation Train near Trenton, ON with GP38-2 3104. <http://www.canadianrailwayobservations.com/2010/05/CPRTTracEval.jpg>

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

On April 3<sup>rd</sup>, I intercepted another one of the CP's special military equipment moves between the Port of Montreal and Suffield, AB. CP occasionally runs a few of these trainloads of British military equipment each year to/from Alberta for training exercises and this one is the first of the year 2010. Operating as westbound train 'ARMY-01', she arrived into the Lakehead just after 1300 EDT Saturday afternoon (April 3rd) behind SD40-2's CP 5876, CITX 2799, CP 5736. Approximately 70 loads of ITTX and OTTX flats made-up this train with the private psgr car "Tioga Pass" (RPCX 800693.... from Barstow, CA) bringing-up the rear with company officials and security on-board.

<http://www.canadianrailwayobservations.com/2010/05/armylakehead.htm>

The first image in this group of pix (1268x) was the 'UE44' (0700 West End relief) assignment hauling down 51 cars (mostly "billing" or billed loads of pulp & paper from the local Abitibi-Bowater mill) with SD40M-2 5492 + GP9u 1629 for power. Just after this movement cleared the lead, the Army train used the hand throw switches to go off the north main track onto the lead by the Jackknife bridge and pull the train into track AC01 in Westfort Yard for staging/inspection.

As well, a "Triple Red Barn" lash-up rolled through here on CP train 222-02 had CP 9024, 9019, 9009 for power! CP is usually good for a few of these rare triple-header lash-ups per year, and a dozen or two "Double Red Barn" lash-ups per year, in the Lakehead region. (CK).

Gerry Miller submitted these two videos of ICE (CP Trains) in Iowa including this local, rolling south out of the ICE Dubuque yard, and a CP SD40-2 leads southbound ICE train past the CN Dubuque yard .

<http://www.rail-videos.net/video/view.php?id=8241>

<http://www.rail-videos.net/video/view.php?id=8185>

Ross Davies submitted this great shot of Irish green (Ex-E&N) CP GP38AC 3005 taken April 14<sup>th</sup> at Maple Ridge, B.C. on the Cascade Subdivision.

<http://www.canadianrailwayobservations.com/2010/05/GP38AC3005.jpg>

It was a bright, sunny day when Cor van Steenis started his railfan morning in Canmore, BC. By the time they got to Castle Mountain it was in the clouds, as was Morant's Curve!

<http://www.canadianrailwayobservations.com/2010/05/cpcastle.htm>

Cor van Steenis caught two damaged CP ES44AC Olympic units are lined up on the Alyth diesel tracks, Calgary, AB., as of Apr 27<sup>th</sup> 2010. CP ES44AC 8869, derailed Oct 29<sup>th</sup> 2009 at Redgrave, B.C., M 57.3 Mountain Subdivision; went to Port Coquitlam on 02 Nov 2009; arrived at Alyth, Calgary, AB., on 28 Nov 2009; moved to Ogden locomotive shop where it sat for 5 months until being moved to Alyth as seen here on 27 Apr 2010. CP ES44AC 8874, derailed Mar 3<sup>rd</sup> 2010 at Anderson Road crossing west of Golden on the Mountain Subdivision while on the point of eastbound empty grain train No. 300 where it was struck by westbound potash train No. 671; moved to Golden shortly thereafter and arrived at Alyth as seen here on 27 Apr 2010.

<http://www.canadianrailwayobservations.com/2010/05/cp88698874alyth.jpg>

Mark Forseille submitted these terrific roster shots of CP ES44AC's all taken at Port Coquitlam, BC: CP 8757 Oct 26<sup>th</sup> 2009, CP 8793 Apr 3, 2010, CP 8774 Apr 8, 2010 and CP 8787 at Port Coquitlam, BC, on Apr 9, 2010.

<http://www.canadianrailwayobservations.com/2010/05/portcoquitlam.htm>

At Ogden in late April, Cor van Steenis noted a line-up of old CPR cars and locomotives that were freshly tagged "SCRAP" or "SOLD" with spray paint. We have learned the car bodies or fram <http://www.canadianrailwayobservations.com/2010/05/cp88698874alyth.jpg> are too deteriorated to

be saved and reusable parts will be salvaged. The following cars (which had last seen duty in company service) were each earmarked with fresh spray paint tagging:  
SCRAP - CP 411369 - nee sleeper 'PARRY SOUND' built in 1938 ("Parry Sound" was subsequently tourist sleeper "Farron" before its retirement).  
SOLD - CP 401807 - nee RAILWAY POST OFFICE # 3774 built in 1918 - a Burnett designed car  
SCRAP - CP 411692 - nee BAGGAGE-EXPRESS # 4725 built in 1952  
SCRAP - CP 411742 - nee BAGGAGE-EXPRESS # 4704 built in 1952  
<http://www.canadianrailwayobservations.com/2010/05/cpworkservice.htm>

There were a number of other CP cars with recently applied paint tagging, but were not legible from a distance. CPR F9Au 1400 was in the same lineup, but Cor could not ascertain if it had been tagged. As well, another row of retired equipment was tucked in behind the dead line. We will provide more information on dispositions of this equipment next month.

## CPR Vignettes:

CPR St-Luc Yard memories from the 1950's (Bruce Chapman Collection)  
<http://www.canadianrailwayobservations.com/2010/05/cpvignettes1950.htm>

CPR 4-6-2 2392 riding the turntable in the late 1950's (D'Arcy Furlonger)  
<http://www.canadianrailwayobservations.com/2010/05/cpvignetteimg922.jpg>

Here are a series of images submitted by D'Arcy Furlonger in the 1950's taken at Glen Yard, St. Luc and elsewhere and are included here because the assignment lists that Ray Matthews used show them as being assigned to Montreal for the better part of their careers. Some locomotives featured in these scans were assigned to both Montreal and Toronto Terminals at one time or another throughout their careers. Included here are CPR #2401 taken in Ottawa, and a great shot of CPR Hudson #2813 at the Glen. Some of these other steamers were already reassigned to freight service.  
<http://www.canadianrailwayobservations.com/2010/05/cpvignettesglenyard.htm>

A pair of gorgeous brand new Union Pacific ALCO C-630's 2904 and 2903 are seen demonstrating on CPR with test car #92 and hauling CPR train 904 east through Guelph Junction, ON. (Photo by Merv Wallace May 23<sup>rd</sup>, 1966. (Extra thanks to Brian Switzer and Dan Dell'Unto).  
<http://www.canadianrailwayobservations.com/2010/05/up2903guelph.jpg>

On June 6<sup>th</sup>, 1976, Doug Hatley caught CP RAIL FP7A #4038 and CPR #1201 at Bowmanville, Ontario.  
<http://www.canadianrailwayobservations.com/2010/05/4038-1201.jpg>

CP Rail Big M's M636 4736 (3600HP) and M630 4512 (3000HP), sit on the St-Luc Diesel Shop ready tracks awaiting their next assignment in late 1979 (Ron Visockis photo).  
<http://www.canadianrailwayobservations.com/2010/05/cpvignette4512.jpg>

CP Rail SD40-2's and M636 Musical "Pacing" Video: [http://www.youtube.com/watch?v=HD\\_NcDmpzeE](http://www.youtube.com/watch?v=HD_NcDmpzeE)

On June 13 1993, CP Rail M636 4727 had arrived in Winnipeg dead in tow , and is seen in Chuck Schwesinger's photo waiting to be picked up to head back to Montreal.  
<http://www.railpictures.net/viewphoto.php?id=319895>

High speed CP-CN MLW action on Montreal's West island in 1990:  
<http://www.youtube.com/watch?v=rw7BSdU7wCQ&feature=fvw>  
<http://www.youtube.com/watch?v=z6BGJwyefYI>

Terry Juuti kindly sent us this great image of "The Canadian" in the summer of 1971 departing Lake Louise, AB westbound to Vancouver, BC. Terry at this time worked for CP Rail in Western Canada.  
<http://www.canadianrailwayobservations.com/2010/05/CPTrain.jpg>

Phil mason sent us his shots of one of the Pacific Northwest Chapter of the NRHS excursions from Vancouver to the "Okanagan Express" in the 1980's. Two operated over the former Kettle Valley route from Spences Bridge on the mainline Thompson Sub. to Penticton. Over the Victoria Day weekend in 1983, the train made a three day trip behind two freshly painted CP RAIL GP9's. The first image shows Penticton conductor Cable Freeman talking to some local ranchers. The cars are of mixed heritage. The tail end car is an ex-SP lounge observation car and the round roof coaches may be former SP "Harriman" commuter cars.

<http://www.canadianrailwayobservations.com/2010/05/okanagan.htm>

<http://www.canadianrailwayobservations.com/2010/05/okanaganexp3.htm>

<http://www.canadianrailwayobservations.com/2010/05/okanagan5.htm>

CP RAIL 1100 (ex- FA2 4085) sits at St-Luc Diesel Shop on 4/16/82 (and 12/7/80), following modification into an "air repeater car". (Tim Mayhew).

<http://www.canadianrailwayobservations.com/2010/05/cp1100.htm>

## VIA Rail and Commuter

(By Terry Muirhead and William Baird)

Randy Zarwony and Terry Muirhead submitted these exclusive shots taken Inside the VIA Vancouver Maintenance Center which include interior detail photos of VIA F40PH-2d 6452 on the shop tracks. VIA 6452 arrived in Vancouver on Train #1 on March 15<sup>th</sup> and was there for employee training for three weeks. VIA 6452 is the first rebuilt F40PH-2d to arrive at the VMC, since '2007 when the Prototype #6400 was on display here. <http://www.canadianrailwayobservations.com/2010/04/6452.htm>

Tommy Bozyk submitted these shots of the cab of VIA F40PH-2d 6452 which was in Winnipeg, MB for crew familiarization during April.

<http://www.canadianrailwayobservations.com/2010/05/6452cabshots.htm>

Cor van Steenis took these images of VIA Train No. 6, the SKEENA arriving at Jasper in the late afternoon of April 10<sup>th</sup> with VIA F40PH-2 # 6411 on the point and two cars; it was turned on the wye and laid over overnight on the pocket track just east of the station. It was moved to the station just before noon on April 11<sup>th</sup>; the 6411 was removed and replaced with 6418 which had been in the guard engine pocket just west of the station. The Train, now VIA No. 5, departed Jasper for Prince George on schedule at 12:45 sharp. The train was scheduled to overnight in Prince George before completing its journey to Prince Rupert late on 12 Apr 2010.

<http://www.canadianrailwayobservations.com/2010/05/skeenajasper.htm>

VIA Rail Train No. 1 (Toronto to Vancouver) "THE CANADIAN" is seen here at Jasper, AB on April 11<sup>th</sup>. The consist on the westbound arriving at Jasper was: F40PH-2's 6427- 6405 and eight cars: baggage, coach, Skyline dome, dining car Alexandra, sleepers Cornwall, Dunsmuir and Burton Manor plus Tremblant Park on the tail end. At Jasper, F40PH-2 6411 replaced 6427 on the point before the train headed west on to the Albreda Subdivision. (Cor van Steenis)

<http://www.canadianrailwayobservations.com/2010/05/canadianjasper.htm>

Mike Roznic caught VIA F40PH-2d 6437 leading train #14 on April 5<sup>th</sup>, outside of Moncton, NB.

<http://www.canadianrailwayobservations.com/2010/05/VIA%206437april5th.jpg>

RBRX Ex-GO Transit F59PH's (Leased from RB Recycling to VIA), handle the combined VIA train #601/603, and are seen here passing through St-Henri, Quebec on CN Montreal Sub on March 2<sup>nd</sup>. (Charles De Jean) <http://www.canadianrailwayobservations.com/2010/05/viaorviago.jpg>

In April 2010, VIA announced their plans to shorten travel times on the Montreal-Quebec City line by 20 Minutes with new schedule times to be posted. Train composition will be modified as well using more of the rebuilt LRC cars and the F40PH-2d refurbished engines as well as P42's. The Renaissance coach fleet currently assigned to MTL-QC service will be upgraded at VIA MMC over the next few months and be back in service for new frequency in the in the corridor sometime in 2012. In May 2010, VIA will begin running longer trains during peak times, and reduce the less used trains.

Bill Linley sent along the following shots David of the last eastbound stainless-steel "Ocean" of the season on April 23<sup>rd</sup> to Halifax, NS. The sets will return to this run in November 2010. Having no Park-series Dome Observation on the rear showed a new red ball on the rear sleeper, "Chateau Varennes". The Renaissance cars trains also have this new addition.

<http://www.canadianrailwayobservations.com/2010/05/viastainless.htm>

VIA Train #83 looks superb with its "Old School" F40PH-2 and ex-Amtrak stainless steel equipment at Park Royal. <http://www.railpictures.net/viewphoto.php?id=319463>

**VIA Vignette:** On August 8<sup>th</sup> 1985, CP M636 4713 was called upon to rescue VIA train #2 on the Chalk River Sub outside of North Bay, ON. After arriving at M&O Junction Ottawa, the Eastbound "Canadian" is seen on the CNR Alexandria Subdivision with a CN crew enroute (with an Alco plume) to Montreal Central Station. The train used a CP Crew on the Chalk River sub and a CN crew after Ottawa on the Alexderia Sub because the (CP) M&O Subdivision to Rigaud had been closed by this time. CN returned the engine to St-Luc yard the next day via the Parsley intercahnge. CP crew to Ottawa. (Thanks Ray Farand and Bruce Chapman)

<http://www.canadianrailwayobservations.com/2010/05/viavignette4713.jpg>

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

An operating funding dispute between Agence Métropolitaine de Transport (AMT) and the City of Rigaud will bring the end of commuter train service from Hudson to Rigaud, QC. The City of Rigaud pays an annual fee (Around \$150,000) to AMT for this service, which lower lower than the eighty-three other municipalities located in AMT's territory. AMT has asked Rigaud to pay \$375,000 annually, but the city is unwilling to comply. AMT service to Rigaud has been criticized of late because of its low service frequency (one city-bound AM run and one Rigaud-bound PM run), anaemic patronage (an average of 20 riders per day) and poor financial performance. Track deterioration had forced the "track speed" on CP's old M&O subdivision to a meagre 10mph, until emergency repairs brought it back up to 30mph - Still a far cry than the 70mph it was back in the CP days. Critics argued that instead of paying AMT extra dollars without getting any better rail service, the city of Rigaud would better benefit from a higher-frequency bus route on A40, connecting with the train at Vaudreuil station (which is the terminus for most AMT trains on the line). Some urban planners question the need for commuter rail service in a rural region that has a very low population density. AMT has petitioned the government to improve rail infrastructures on the line and eventually expand rail service, without success.. Many fear that dropping rail service beyond Vaudreuil will prompt CP to apply to abandon the line, however CP have stated they have no intention to remove the tracks. On April 22<sup>nd</sup>, AMT announced the bad news that it would operate the last Downtown to Rigaud train on June 30<sup>th</sup>. 2010. CRO will be present for this last train. At press time the City of Rigaud promised to pay for the increased frequency bus service to catch AMT Vaudreuil-Montreal trains, on the CP double track mainline.

### **Toronto GO Transit:**

In early April, afternoon GO service on the Georgetown line between Union and Bramalea was discontinued and replaced by bus service. This discontinuation will reduce delays for the ongoing West Toronto grade separation project, which will separate the CP North Toronto Sub and former CN Weston Sub (now owned by GO/Metrolinx) and eliminate the diamond. This photo by railfan Michael

Da Costa shows some of the ongoing construction in the area:

<http://www.railpictures.net/viewphoto.php?id=298626&nseq=17>

Matt Adams caught brand new GO Transit MP40-3C 640 testing with MPEX 5000 on the Boise Valley RR in Boise, ID on April 22, 2010. (Facebook)

<http://www.rpicturearchives.net/showPicture.aspx?id=2036555>

On April 21<sup>st</sup>, CP train #244 was seen at enroute to Toronto with CP 8529 9575 and MPEX 630, 632 and 631 which are all brand new GO MP40's. On March 25<sup>th</sup> MPEX MP40 629 was delivered to GO arriving at the CN Oakville Yard as part of train #435 the day before.

Dave Burroughs caught CP train # 244 at Coakley Siding just east of Woodstock at 15:35 April 21 with CP 8529 - 9575 and new GO units 630-632-631.

<http://www.canadianrailwayobservations.com/2010/05/gotransit.jpg>

The new extended GO train stabling point in Whitby, ON was completed last year. This weekend there were three GO sets there, this is the first time that I have seen the extended section in use: (Thomas Blampied)

<http://thomasblampied.fotopic.net/p64187176.html>

In late April sitting at Willowbrook Yard was ex-GO F59PH 538. It had no GO lettering, and had been renumbered 18538. It has been sold to RB Recycling in Lachine, QC., and as of April 23<sup>rd</sup>, the locomotive was on "Hold" Status. The other four ex-GO F59PH's that accident investigators have determined as the cause of the CN derailment four weeks ago: RBRX 18536, 18537, 18539, and 18540 were moved from storage at CN's Oshawa Yard and taken back to Mac Yard on April 16<sup>th</sup>. On March 31, it was reported that CN would receive \$168 million from the sale of a key section of track west of Toronto Ontario's Union Station to Metrolinx (owner of GO Transit). This is an 8.8 mile stretch of the CN Oakville Subdivision from Fort York at mile 0.0 to Canpa at mile 8.8 and is a vital link for GO Transit who utilizes it to reach Union Station from the Willowbrook equipment facility in southwest Toronto. Also as part of the deal, CN will preserve certain operating rights on this trackage to maintain its freight running rights if required. (Jason Noe)

## CANADIAN LOCOMOTIVE SHOPS

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

The following locomotives were noted at "CADRAIL" on April 26<sup>th</sup>, 2010:

### VIA RAIL Project:

- 6439 in for stripping
- 6401 primary refurbishing of metal work
- 6429 fitting of bogey, fuel tank, dash work
- 6442 prime mover install
- 6431 electrical work ongoing
- 6410 ready for paint main motive power in, genset, air linkage misc.
- 6455 painted, pre-release inspection and will move to VIA in early May

### CADRAIL service bay:

- CP 6080 SD40-2 main-generator repair
- CEFX AC4400CW 1050 major motor overhaul
- AMT GP9r 1311 routine inspection

### Outside CADRAIL:

**RAILPOWER Green Goat 5401 (Stored)**

**GECX general electric unit 899 experimental long term testing**

**RBRX F59PH 18533 in for fuel tank repair**

**AMT GP9u 1312 repairs**

**CEFX AC4400CW 1112 in for estimation look like major repair**

**CP AC4400CW 9505 arrived at CAD on April 13<sup>th</sup> from St-Luc Yard. The unit is to be evaluated for severe fire damage in Western Canada.**

**NBSR GP38-2 2317 was outside the plant at CADRAIL following engine and truck rebuilds and other upgrades and has been returned to NBSR.**

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

VIA and Industrial Rail Services Incorporated have signed a 12.6 Million contract for refurbishment of 6 RDC's in Moncton. Here's some pictures taken by Chris McMahon chasing the rebuilt prototype RDC VIA #6202. Started off at the Moncton station where media and VIA co workers boarded the RDC at 9am to be taken out of town to the CN yards. Once in the yard, the RDC was brought in on the Y, went around the locomotive maintenance and sanding tower loop track, thru many switches to be lined up to enter Industrial Rail Services building. The large 12.6 million \$ contract got signed, on top of the already large LRC cars rebuild contract from last year. Got some good shots of few LRC cars around the yard, along with many RDC's waiting to get rebuilt and put back into service. The crowd was amazing, twice as large and many more IRSI employees were present.. With the announcement, came an answer of about 5 years worth of employment for the two large contracts (LRC and RDC's). <http://www.canadianrailwayobservations.com/2010/05/viairsipart1.htm>

On the return I followed the RDC back to the Moncton station, got some good pics taken high above gravel pile by the old automotive loading docks just west of the station. 9 minutes behind the RDC came ontime #14 pulling into Moncton with 2 rebuilt F40's. (Chris McMahon photos)

<http://www.canadianrailwayobservations.com/2010/05/viairsipart2.htm>

### **CANAC (Montreal, QC)**

In Mid-April Marc Caya clicked the remains of CANX 8708 (S-13u) slowly being put to death bit by bit at Canac yard in St. Laurent, QC. Mike Berry photographed CANX S-13u's 8700 and 8706 MLW's at the CANAC CN Interechange one year earlier.

<http://www.canadianrailwayobservations.com/2010/05/146canac.htm>

CANX MLW S-13u 8700 has been "unemployed" since the closure of Marathon Pulp last year, and is seen here waiting for her next call to duty at Canac in St. Laurent, QC. (Marc Caya).

<http://www.railpictures.net/viewphoto.php?id=321073>

During April in the USA, Savage Services Corp (SVGX) has sold CANX SW1200RS 1389 to Larry's Truck Electric in McDonald, OH.

In April, CANX SW1200RS 1349 was leased to PPG Standard Chemicals in Beauharnois, QC, as a replacement for PPG SW900 7941 (ex- CN 7941, nee CNR 7241), which has moved to Taschereau Yard for its annual inspection. PPG SW900 7941 is notable because it has rear number boards on the cab end. The CNR SW900's were not equipped with the nice looking SW1200RS type number boards at either end, and these were added on this switcher to the cab-end only following a wreck in 1962 when she was repaired at the Transconna Shop in Winnipeg.

# GreenRailNews.com “Green” Locomotive Roundup

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

## BROOKVILLE EQUIPMENT:

On April 12, Brookville announced that its BL20CG CoGeneration genset was certified as an EPA Ultra Low Emissions Locomotive (ULEL). The certification means that the CoGen line is now eligible for grant funding through programs like California’s Carl Moyer fund, and Texas’ TERP program. At least one California shortline is said to be preparing an application for funding to purchase BL20CGs.

In the same press release, Brookville provided additional details of its kit conversion products. In the release, Brookville details its one (previously not seen mentioned), two and three-engine conversion kits, and provides several photos of the kits that are presently being applied by Buffalo & Pittsburgh to convert two old EMD SW-type switchers to BL14CG gensets. The press release and photos can be found on Brookville’s website:

<http://www.brookvilleequipment.com/forum/viewtopic.php?p=187> - 187

## ELECTRO MOTIVE DIESEL:

On April 8, Electro-Motive Diesel Inc. marked its fifth year as an independent manufacturing company since being spun off from General Motors Corp. in April 2005. In a press release, the company said in that five-year span, it had increased investment in R&D, nearly tripled capital expenditures upgrading its factories with state-of-the-art equipment, doubled revenue, increased exports five-fold, and grew its labor force and supplier base significantly. Full text of the press release can be found here: <http://www.railwayage.com/breaking-news/emd-celebrates-five-year-independence-milestone.html>

KANSAS CITY SOUTHERN de MEXICO GP22ECO KCSM 2500 finished up its demonstration on CANADIAN PACIFIC in mid-April. The unit retraced its route back to St. Paul, MN then south to St. Louis, MO where it was handed off to KCS.

Though the 2500 was headed for home rails, the KCSM demonstrations continued. GP22ECO-M mother and GPTEB-C slug set KCSM 2402 and 401 moved from the NS to BUFFALO & PITTSBURGH on April 24.

The final KCSM mother-slug set was delivered from MPI in Boise, ID during the last week of April. KCSM 2404 and 403 had been done for some time, but finally moved from the plant around April 19. As of April 24, they were in North Platte, NE on Union Pacific en-route to KCS.

## MOTIVEPOWER:

While making a late-night pass by MPI on April 13, your Roundup editor noted new MP14B twin engine genset ADMX 1401, being built for ARCHER DANIELS MIDLAND, outside the plant. Though it was after midnight, I managed a poor quality telephoto shot of the unit, which can be found on the GRN website: <http://www.greenrailnews.com/motivepower/admx/1401a.jpg>

## NATIONAL RAILWAY EQUIPMENT:

DALLAS, GARLAND & NORTHEASTERN took delivery of the first of three 3GS21C six axle gensets in early April. The unit, DGNO 2000, was built at NRE Paducah on the frame of an ex-IC SD20 of the same number. The unit went into service in the Carrollton, TX area a few days after delivery. Brian Tindle caught a photo of the unit in Irving, TX after delivery:

<http://rrpicturearchives.net/showPicture.aspx?id=2019074>

At press time, DGNO 2002 was nearing completion at Paducah. That unit should be on the frame of SD20 Missouri & Northern Arkansas 1011, while the DGNO 2001 should be on the frame of the SD20 of the same number.

### **RAILPOWER TECHNOLOGIES:**

On April 12, the Modesto Bee newspaper reported that the Modesto & Empire Traction had placed an order for five new RP20BD gensets, to join the two units already purchased. According to the Bee, "the century-old, locally owned railroad is completing the purchase of five new "ultra clean" locomotives, funded largely by a \$6.7 million state grant. Until those new U.S.-made locomotives arrive next year, the M&ET is leasing five low-polluting engines, which went into service this winter."

The full text of the article can be found here: <http://www.modbee.com/2010/04/12/1124252/met-goes-loco-for-green-engines.html#ixzz0mAipfDrc>

According to sources at Railpower, the units will be constructed at Thoroughbred Mechanical Services (TMS) in Altoona, PA.

The UNITED STATES ARMY has moved the last of its five GG20B hybrids to the Defense Non-Tactical Generator and Rail Equipment Center (DGRC) at Hill AFB near Ogden, UT. USAX 6004, former CP 1702, was spotted in Ogden, UT en-route to Hill on April 18. Photo by Rodney Sorensen: <http://www.rrpicturearchives.net/showPicture.aspx?id=2025251>

### **RAILSERVE, INC.:**

Add RSSX 8345 to the growing list of LEAF conversions performed by Railserve. The former Illinois Central GP10 was photographed by Lewis Marien in Decatur, IL in transit on Canadian National on April 24, 2010: <http://www.rrpicturearchives.net/showPicture.aspx?id=2032604>

*Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Ken Lanovich, Lewis Marien, Brookville Equipment, Railway Age, Bruce Mercer, Brian Tindle, Mark R, Eric Augatis*

## **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

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

In late March, EMCC ECO rebuild UP 2489 was moved from the plant to CN London East on March 23rd by GEXR. This is the first of the SD60M to be completed. This unit is now in Chicago, at Proviso Yard and the model is listed as SDM59-2, and the reporting marks are still UP 2489. This is probably a misnomer as with the original GP22ECO demonstrators, which are listed in UMLER one as a GP67 and the other as a GP69. ((Note: At last check UP was going to call them SD59-2, which could have been updated to SD59M-2. There won't be a confirmation on that until these things start running on UP – Sean Graham White). By the book, these rebuilds are SD32ECO models. They'll be numbered into the 9900-9909 series when completed, the first of the ten UP repowered SD32ECO that are to be shipped in the existing and faded UP SD60M paint scheme, with the body modifications in gray primer.

During March, 13 SD70M-2's in order 20086152 were delivered to CN at London East by GEXR. They included 8897, 8901 to 8903, 8905 and 8906, 8908 to 8914. This leaves only one (8907) to complete the order.

Preparation for an export train for the last eight Euro Cargo Rail JT42CWRMs (77046, 77049, 77054 to 77056, 77058 to 77060) was completed by the end of the month. Remaining about the plant were the unnumbered ten JT42CW RM units originally ordered by Dillen & LaJeune (D&L) Cargo, as well as the remaining nine UP SD60Ms for repowering into SD32ECO units. The SD70ACes seen about the plant in primer are believed to be for Saudi Arabia.

During the week of April 5, Electro-Motive Diesel Inc. (EMD / EMCC) marked the five years since the company was spun off from General Motors Corp. in 2005. Since that time, EMD has increased investment in R&D, upgraded its factory equipment, doubled revenues, increased exports, and grown its workforce and supplier base, according to EMD President and CEO John S. Hamilton.

A successful catch by John Richard and Mike Roznik as they got to there spot in time to catch this EURO EXPORT TRAIN. Knowing the engineer on this train he made sure we knew he was coming through ... good horn action!! Check out the clip from John Richard on X486 on youtube:

[http://www.youtube.com/watch?v=qF9EUFcfA\\_s](http://www.youtube.com/watch?v=qF9EUFcfA_s)

This week, Electro-Motive Diesel Inc. (EMD / EMCC) is marking five years since the company was spun off from General Motors Corp. in 2005. <http://www.railwayage.com/breaking-news/emd-celebrates-five-year-independence-milestone.html>

## SHORT LINES, REGIONALS & INDUSTRIALS

### Western Canada:

In April the Great Sand Hills railway (GSRY) at Swift Current, Saskatchewan is now leasing GMTX GP38-2 2674 and 2683, which have recently come off lease to the Hudson Bay Railway (HBRY). The GSRY has had increased traffic-flow in recent weeks, and needs the extra power. The GMTX units arrived on the GSRY April 22<sup>nd</sup>. CP GP38-2 3127 which they had been leasing, was returned to CP April 15<sup>th</sup>.

Mark Forseille caught freshly painted SRY SW900RS #911 at Huntingdon, BC on March 20<sup>th</sup>, 2010. <http://www.canadianrailwayobservations.com/2010/05/SRY911Huntingdon.jpg>

### Ontario:

On March 31<sup>st</sup> CP GP40 4611 and CP MP15AC 1446 (Assigned to the Soo Line), had arrived at the Ontario Southland (OSRX) Salford Shop, where ZTR will perform upgrades on the two locomotives. In April for practical testing, OSRX begun using these two units in service on the OSRX Yard Assignment (on CP) out of Woodstock, Ontario. (Walter Pfefferle) <http://railfan.thegrebs.com/CP-Woodstock-Yard-April-2-2010>

On April 5<sup>th</sup> Walter Pfefferle was in Woodstock and spotted an OSR train with CP 4611 and 1446 leading a long string of multi's. No camera but beat them to Beachville to grab the camera and got some shots. High headlight and bright read and the cool dull day added to the effect. .

[http://railfan.thegrebs.com/OSR/CP\\_4611\\_1446\\_Beachville](http://railfan.thegrebs.com/OSR/CP_4611_1446_Beachville)

[http://railfan.thegrebs.com/OSR/CP\\_4611\\_1446\\_Centreville](http://railfan.thegrebs.com/OSR/CP_4611_1446_Centreville)

[http://railfan.thegrebs.com/OSR/CP\\_4611\\_1446\\_Ingersoll](http://railfan.thegrebs.com/OSR/CP_4611_1446_Ingersoll)

In March, Huron Central GP40-2W 3010 arrived at Agincourt Yard for wheel turning at the Toronto Shop. The Locomotive returned to HCRY in Sudbury, Ontario in early April. HCRY GP40-2LW 3011 was seen heading east on CP Train #334 at Smiths Falls, ON on April 21<sup>st</sup> It has been re-assigned to the Quebec–Gatineau (QGRY). HCRY has leased NREX GP40-2 4631 (ex-US Army, nee-SBD). They

have also leased NREX SD40-2's 5607 and 5665 (Ex-CP), and DESX SD40-2 5309 (ex-CN/Ontario Hydro) <http://www.canadianrailwayobservations.com/2010/05/hcry3011.htm>

The Huron Central Railway is estimating about five years to upgrade its rail line between Sault Ste. Marie and Sudbury, ON. City CAO Joe Fratesi, the chair of the committee working to save the rail line said, "With a five-year period to do the work, everyone believes what needs to be done can be done in that time frame and it's not so problematic." While the committee is still seeking something definitive from the federal government about its share of the \$33 million needed to upgrade the infrastructure. Now that the provincial Government has committed its share of the money in its recent Ontario budget, and has signed the necessary provincial-territorial base fund agreement required by the federal government, the committee can move forward with ensuring the last pieces of the puzzle are in place, Fratesi said. Last August, Huron Central Rail announced it would stop running the line between the Sault and Sudbury, citing the need for major infrastructure improvements in order to return to profitability. A one-year operational agreement was struck with Huron Central, which would expire in August if the funding didn't materialize. Huron Central has said that the massive infrastructure improvement funding must be secured by the end of March in order to order supplies and stabilize the rail line to continue operations in the long term. Huron Central, which has leased the rail line since 1997, has said it has lost money over the past four years, including \$2.1 million in 2008. FedNor and NOHFC injected an immediate \$3 million for track improvements and stakeholders provided freight volume guarantees to keep Huron Central operational for a year while a long-term solution was negotiated.

GSCX SD40-2 7369 had arrived on the Goderich-Exeter Railway (GEXR) on March 29 and was sent to the GEXR shop at Goderich, Ontario to be prepared for service. This unit joins sister GSCX SD40-2 7362, which had previously arrived this winter on GEXR. Both units were transferred from the New England Central Railroad and are the last two blue SD40-2's that are lettered for GATX in North America. (Jason Noe)

### ONR News (by Mike Robin):

In April, Ontario Northland Railway expressed their interest in operating the Canadian Pacific's (OVR) line between Sudbury, ON and Temiscaming, QC. ONR spokeswoman Beverly Martin confirmed Thursday it has filed an "expression of interest" with CP Rail to replace RailAmerica's Ottawa Valley Railway as the operator. Discussions are ongoing, Martin said, adding details are not public because it's a confidential process.

The ONR's freight division is also negotiating to continue transporting Xstrata's copper and zinc to new destinations at refineries in Quebec.

More than \$8-million in ONR revenue is scheduled to be lost when Xstrata closes its Kidd Creek metallurgical site in Timmins May 1. Brian Kelly, chairman of the General Chairpersons Association representing four unions with 800 ONR members, said the Xstrata revenue represents almost 25% of freight revenue. Martin said they are implementing internal cost reduction exercises to mitigate the lost revenue, including a reduction in train starts to save fuel and contain expenses. The full impact of the lost freight traffic won't be felt until mid-June, she said. Kelly said the GCA has been pushing for the ONR to take over the short line for quite some time, partly because of its strategic location and the leverage it might gain for customers when negotiating with CP and Canadian National. Ideally, he said, the ONR could operate the line between Sudbury and Smith Falls and he would like to see an east-west passenger line between Sault Ste. Marie and Smiths Falls, ON. (From the North Bay Nugget).

Here's a terrific video by Joey Lemieux featuring a rare paired SD40-2 consist with ONR 207 leading on the train from Englehart to Timmins.

<http://www.youtube.com/user/trainguyONR#p/a/u/0/G7ITPrbe5kY>

Here's another video, this time featuring southbound Train #308 with ONR SD751's doing the pulling, some great chase footage here too.

[http://www.youtube.com/user/trainquyONR#p/a/u/1/HOgwl\\_Ph0E](http://www.youtube.com/user/trainquyONR#p/a/u/1/HOgwl_Ph0E)

**ONRH&TS Convention 2010:** The Ontario Northland Railway Historical & Technical Society will be holding their Annual Convention June 11th and 12th in the beautiful Northeastern Ontario town of New Liskeard, located approximately half way between Cochrane and North Bay. Details are not yet released as to events, but will be released soon. The Society's official site can be found at [www.onrhts.org](http://www.onrhts.org)

Mike Robin's ONR "Pic Of The Day":

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

## **Quebec:**

On April 1<sup>st</sup>, QGRY SD40-3's 6057 and 6920 arrived at at Limoilou, QC (Québec City) billed for Sept-Îles and then left on CN L52021-01. The following day they were forwarded on CN Train 402 to Riviere du Loup, Matane and and destined to Labrador. QGRY SD40-3's 6908, 6913, 6042 and 6076 were released from American Motive Power (AMP - Canada) in Montreal on April 6<sup>th</sup> and moved on CN A40021-07 to Quebec City on the 7<sup>th</sup>. They were Billed for Allenby, QC and are destined for the new Bloom Lake Railway iron ore service. G-P Arcouette caught them heading Eastbound on Victoria Bridge in Montreal. These engines will be shipped by boat from Matane, QC directly to Pointe-Noire (Sept-Îles), QC.

<http://www.canadianrailwayobservations.com/2010/05/qgrysd40.htm>

Here is a photo of the new NSC-built ore cars for the Bloom Lake Railway iron ore mine in Labrador which are currently being delivered in batches. CLMX is identified as 'Cyprus Sierrita Corporation'. The ore cars travel to Baie-Comeau, where they are loaded on tucks and then shipped by road to Sept-Îles. <http://www.rrpicturearchives.net/showPicture.aspx?id=1960846>

Awesome shots of former Quebec North Shore & Labrador (QNS&L) SD40-3's now in service on the Wellsboro and Corning (WCOR). Picture by Dave Stowe via Froth.

<http://i156.photobucket.com/albums/t16/bayviewmof/DSB5D61.jpg>

<http://i156.photobucket.com/albums/t16/bayviewmof/DSBAD91.jpg>

WCOR SD40-3 301 looks quite at home in picturesque Wellsboro, PA.

<http://i156.photobucket.com/albums/t16/bayviewmof/DSCADA1.jpg>

Over 4,000 Quebecers have signed a petition that calls for a new Quebec railroad that would link Nunavik to southern Quebec. The Quebec Provincial Government and its major financial institutions should support the construction of a "Trans-Québec Express" railway, which would cross Quebec from the Gaspé to Nunavik, says the petition, to be tabled April 29<sup>th</sup>, 2010 at the Quebec National Assembly by MLA Denis Trottier. The 10,000-kilometre route would take a week to travel and wind around the entire coastline of Nunavik, from Kuujjuaq to Kuujjuaraapik. "The Kuujjuaq" would include stops at the Pingualuit park in Kangiqsujuaq and other communities on the Ungava and Hudson Bay coasts.

The railway's inspiration comes from the famed Trans-Siberian railway that runs across Russia, from Moscow across Siberia to the Far East— but Quebec's "Trans-Québec Express" would actually be longer than Russia's Trans-Siberian route, notes the French-language website of the "Fondation TransQuébec Express" at <http://www.transquebecexpress.ca>

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

As reported last month two ex-CR B23-7's from NRE arrived on the WHRC in late March. They are sub lettered WHRC on the cab and were started-up for the first time on March 30<sup>th</sup> and moved under their own power on the Windsor & Hantsport shop tracks (about 300 yards) and later a couple of

miles to the mine. Their paperwork shows that they have not been in service since 1997. Their event recorders (black boxes) are out of date and are being replaced. The first loaded test run took place on the morning of 21 April 2010 with one GE B23-7 and one GM GP9 and nine loaded gypsum cars. There were some minor battery and generator problems but these were soon resolved. The next day, WHRC B23-7 4079 and GP9 4011 were used on a run from Windsor to Hantsport then back to the mine at Wentworth Road. On its return to Windsor 4079 was removed and 4011 did two more trips with nine gypsum cars on its own. Ex- CR B23-7 4079 was photographed on April 22<sup>nd</sup> on the train still having some operating problems. The other WHRC B23-7 1968 needs to have its cast iron brake shoes replaced. <http://www.canadianrailwayobservations.com/2010/05/WHRC4079.jpg>

On 26 March the Nova Scotia Legislature unanimously confirmed its support for the continued operation of the Point Tupper to Sydney rail line (CB&CNS). In other CB&CNS news CN 9410 is now off lease and is currently working in Halifax.

The final eight JT42CWRM (Class 66) locomotives for Euro Cargo Rail left the GM plant in London ON, on April 1<sup>st</sup>. They were carried in a special train on the GEXR to MacMillan Yard in Toronto, and then left behind CN5504 as train 436 and arrived in Halifax on April 5<sup>th</sup> 2010. John Richard took a video of the train passing Painsec West in Moncton [http://www.youtube.com/watch?v=qF9EUFcA\\_s](http://www.youtube.com/watch?v=qF9EUFcA_s)

David Othen took these photos of them in Rockingham Yard and on the Halifax Docks. <http://www.canadianrailwayobservations.com/2010/05/eurocargo.htm>

The locomotives will be loaded on to Jumboship MV Fairmast which arrived at Pier 9A in Halifax on the evening of April 18th. More information about the ship can be found at [http://www.jumboshipping.nl/js\\_fleet.asp](http://www.jumboshipping.nl/js_fleet.asp)

Federal and New Brunswick government ministers joined VIA Rail officials and Industrial Rail Services staff at the IRSI shops in Moncton on 30 March to announce the signing of a contract for the complete modernization and upgrading of six self-propelled rail diesel cars (RDCs) for service on Vancouver Island and on the Sudbury – White River run. Among the advanced systems being incorporated into the RDCs by IRSI include:

- New interiors and fully-rebuilt seating with improved accessibility for passengers with special mobility needs
- New, fully-accessible washrooms and toilets
- New LED interior lighting
- New controls, electrical wiring, and heating, ventilation and air conditioning systems
- Fully-rebuilt diesel engines that meet Euro II emission standards and fully-rebuilt air brakes.

Halifax VIA Maintenance Staff are modifying a number of VIA Renaissance cars at the Halifax station. The emergency button in the washrooms is being relocated to a more accessible position but currently they are waiting for parts. VIA is also planning its third annual safety days at the Halifax station on May 4<sup>th</sup>. About 350 children and about 20 volunteers (many from the IWK Childrens' Hospital Model Railway) are expected to attend. The general public is welcome between midday and 3pm.

The first of the six rebuilt RDCs will be delivered by IRSI in April 2011 and the remainder of the fleet will be completed by the end of that year. The officials travelled in IRSI's RDC 6202 from Moncton station to the plant and back. Chris McMahon took photos of the train and of the ceremony. <http://www.canadianrailwayobservations.com/2010/05/irsimoncton.htm>

Gypsum trains on CN between Milford and Dartmouth have been reduced from two to one train per weekday. The remaining train CN#513 operates at night and during the day the power sits in the Dartmouth yards.

Canadian National purchased back the NBEC and CFMG last year, and Wendell Lemon reported that most of the Yard in Miramichi, NB and several sidings are being removed. Currently there is very little on-line traffic except the ore trains (which are scheduled to end in the next couple of years), the gasoline train (RAM) from Quebec to Miramichi and gypsum from Belledune to Courtenay Bay, Saint John, NB. The 61 miles of track between Collette and Bathurst is having its speed cut back to 30mph for passenger and freights starting May 1<sup>st</sup> and I estimate that this will add about 30 minutes to the Ocean's schedule. In both Halifax & Moncton CN is training some of its conductors to be engineers and in at least one case the Rockingham Yard Coordinator.

**WHRC Vignettes:** On August 30, 1995 a Windsor & Hantsport Railway train with gypsum empties is preparing to depart from Hantsport, NS. The 25-car freight is powered by former CP RS-23's, 8042, 8046, 8026 and 8036, all four running cab-forward. At one time, WHRC rostered 13 RS-23's, which were all retired and scrapped by 2007. WHRC 8046, which was the last of 34 RS-23's (8013-8046) built for CP by MLW, and was the only locomotive to receive the full WHRC paint scheme. (Bill Sanderson) <http://www.canadianrailwayobservations.com/2010/05/whrcarchive.htm>

David Othen's image show Windsor & Hantsport RS23's 8042 and 8041 in the ex-CP Rail patched WHRC paint scheme at New Minas, Nova Scotia.

<http://www.canadianrailwayobservations.com/2010/05/WHRC8042.jpg>

Note: There will be no "Atlantic Report" in the JUNE CRO. (D. Othen)

## **"Modeller's Corner"** (by Mike Pebesma)

### **Updates and Announcements:**

In April, M.T.H. Electric Trains released their R-T-R O and HO scale SD70M-2 w/PS3, in NS and CN paint schemes. As there have been some compatibility concerns with their DCC system, we are interested in feedback from any of our readers who have purchased the CN SD70M-2's.

Exactrail has announced the release of the CP Rail Hawker-Siddeley built 65 foot mill gondola in HO scale as the second car in their Signature Series. It will be available in 12 road numbers. These cars are very distinctive to CP with their outside fold down stake holders.

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

Rapido Trains latest Telegraph is focused on efforts to preserve an LRC locomotive. The intent is to purchase one of the last remaining LRC's (VIA 6917 stored in Toronto), to display in the Toronto Railway museum.

<http://www.canadianrailwayobservations.com/2010/05/Dear%20Rapido%20Customer.pdf>

<http://www.trha.ca/LRC/>

### **Events:**

The Montreal Railway Modelers Association (AMFM) will be holding several events this summer to celebrate our 60<sup>th</sup> Anniversary. A committee is currently preparing the agenda for these events, which will include a combined operating session with other Canadian and American Railroad club members as guests. We also will have photo articles in MR (2011) and CRM (2010). We will have more on this soon in "MODELLER'S CORNER". If you or members of your HO scale Club are interested to attend and operate our DCC layout with us this year, you may contact your CRO Editor at: [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) AMFM: [www.canadacentral.org](http://www.canadacentral.org)

On March 27<sup>th</sup>, the Toronto Area Prototype Modellers meet was held at Humber College. Participants brought models for display and discussion and attended clinics on various subjects from historical railfanning to prototype modelling of layouts and equipment. Models on display covered everything

from scratchbuilt to modified and custom painted, steam to diesel in mostly HO scale with some S scale models as well.

<http://i221.photobucket.com/albums/dd145/rallyboy905/001-1.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/003-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/004-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/005-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/007-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/008-4.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/009-4.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/011-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/014-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/016-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/017-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/020-2.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/021-1.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/024-1.jpg>  
<http://i221.photobucket.com/albums/dd145/rallyboy905/026.jpg>

Jack Kuiphoff sent this gem: CP RAIL SYSTEM 1996 HO Scale with very nice CP RAIL C424 and CPRS SD40M-2 models: <http://www.youtube.com/watch?v=210VPuR4vk4>

Here are two of Mike Zolitch's completed projects with the New Atlas enter-beam flatcar. As these cars will be for the same consignee as my other center beam flatcars, they suffer from the same "lazy unloader" problem. Or at least from the same problem as to where to hide additional weight on an empty center beam to bring it up to standard? Tie downs are white thread, highlighted with silver and brown paint. Thanks to a suggestion (thanks Mike), I added a few lumber scraps (blocking) to the deck, along with a relatively light coating of weathering.

<http://www.canadianrailwayobservations.com/2010/05/cnmodeller.htm>

## CANADIAN RAILWAY HISTORY

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

Work is progressing on the major renovations to Hays Station. When completed prior to the 2010 summer season, Hays will feature an exhibition on railroad stations on the ground floor. The second floor will feature an exhibition on train control, this exhibit will be centered around the reinstallation of some of the train control panels salvaged from CNR's Wellington Street control tower in Montreal prior to demolition. A new picture window has been installed overlooking Exporail's yard. This authentic feature gives visitors a panoramic overview of the turntable and yard thus replicating an authentic control tower.

Canadian National has donated a Fairmont gang-car number 189.36. This car was housed on the Turbo track at Central Station, and was made redundant with the use of hi-rail vehicles. It is in excellent shape having spent most of its life indoors either in Central Station or plying the Mount Royal Tunnel. Exporail thanks CN for this donation. This project was made possible thanks to financial consideration provided by the ministère de la Culture, des Communications et de la Condition féminine du Québec; the North American Railway Foundation; the Conférence régionale des élus (CRE) de la Vallée-du-Haut-Saint-Laurent, the Centre local de développement (CLD) de Roussillon, the Frederick Angus Estate; as well as funds raised by the Canadian Railroad Historical Association (CRHA). Exporail opens Saturday and Sunday 10:00 to 17:00.

<http://www.canadianrailwayobservations.com/2010/05/Gangcar.jpg>

“Canadian Rail” is the magazine of Canadian railway history, it features articles on railway related people, places and things, that helped build this great nation of ours. Canadian Rail deals with all aspects of Canadian railroading, be it steam, diesel or electric: national, short line, interurban or street railway. Published every two months, it is printed on glossy paper with colour covers and a colour Photo Gallery. Some articles and all photo captions are bi-lingual English and French. Canadian rail is presently enjoyed by Canadian Railroad Historical Association (CRHA) members all around the world. It has become an authoritative and respected voice in the field of Canadian railway history. Canadian Rail is included with your CRHA membership (\$ 50.00 per year), and is also available at select hobby shops across Canada. The March – April features an article by Canadian railway historian Don McQueen on Brockville, Ontario terminal in the transition years, 1954 to 1960.

Exporail is a project of the Canadian Railroad Historical Association  
110 Saint-Pierre Street Saint-Constant, QC., J5A 1G7. [www.Exporail.org](http://www.Exporail.org)

Toronto John Street Round House... Multiple photos (Thomas Blampied):  
<http://www.canadianrailwayobservations.com/2010/05/roundhouse.htm>

The WCRA Roundhouse construction updates: <http://www.wcra.org/roundhouse/>

WILD WEST EXPRESS – VANCOUVER ISLAND TOURISM RAIL an article from several sources covering the activities leading up to and during the March 27th WILD WEST EXPRESS on Vancouver Island. This was a joint project between the West Coast Railway Association, the Island Corridor Foundation, Southern Railway of BC and the Young Professionals of Nanaimo to demonstrate the potential for rail based tourism on the Island and to raise funds to rebuild the Nanaimo Railway Station. Last but by no means least, there is the third & final installment February 1961 edition of the WCRA NEWS which is a wrap-up of the year 1960 and incorporates items from EXTRA 2200 SOUTH a sister publication at that time.

Tickets for “A Day Out With Thomas – The Celebration Tour 2010” are on sale and moving well. Event dates are June 5th, 6th, 12th and 13th. To check ticket availability there is a link from the WCRA home page – Click on the ticket or the blue “Thomas” tab at the top of the page.

## **SOUTH OF THE BORDER**

George Pitarys wife Candy caught three former CPR MLW's in Arizona April 15<sup>th</sup>, 2010!. The trio #97 #98 #99 (plus Apache Alco C420 #84) were painted by GEC-Alsthom Montreal in the 1990's and are ex CP 4211, ex-CP 4227, ex CP 4233. They have things well under control and the Alco's appear to be happy to be employed on the Apache Railroad!  
<http://www.canadianrailwayobservations.com/2010/05/cp4227.jpg>

For our Steam Locomotive fans.... Southern Pacific 4-6-2 #2472.  
<http://www.canadianrailwayobservations.com/2010/05/border.htm>

### **D&H “The Bridge Line” - An Alco PA tribute!**

After the EMD F7, the Alco PA could be the most famous and recognized American locomotive in history. As I revealed in the CPR GLEN YARD MEMORIES report, growing up with these diesels in my back yard guided and influenced my admiration for this locomotive. The PA's handsome truck side frames, long nose, stylish flat face and classy headlight housing certainly made an impression. Please savour the following links starting with Phil Miller's great shots of the D&H “Adirondack” at Whitehall, NY. <http://www.canadianrailwayobservations.com/2010/05/whitehall.htm>

Here is some rare sound video of the PA's in service on the Adirondack and (something I saw at the Glen Yard loop as a boy) turning at the Colonie Shop loop at Watervliet, NY for the northbound train to Montreal. (Jack Kuiphoff). <http://www.youtube.com/watch?v=NjUjUxDYn5s>

Xavier Beckett kindly submitted several images (most from his collection) for our Bridge Line segment showing two of the former D&H (nee-ATSF) PA's 17 and 19 in service on the FNM as #D&H 17 and #D&H 19 ( they never changed numbers) in Mexico. These images are from the 1980, 1990 and 2009 Some were taken at Benjamin Hill, Sonora; Empalme Shops, Sonora; Buenavista station, México D.F; and National Museum of Mexican Railroads at Puebla México As of 2010, these two Alco's are on display at the aforementioned museum, not operable but easily repairable. Both have all internal components except D&H 17 that doesn't have traction motors wires (an unfortunate victim of vandalism in tough economic times).

Note that one of the images shows one of the (deadlined) ex-D&H PA's that Doyle McCormick is currently rebuilding in the USA.

<http://www.canadianrailwayobservations.com/2010/05/dhalco.htm>

(Daniel Dell'Unto) PA rebuild in Brazil (thanks to Vic Lines):

<http://twofiveone.fotopic.net/p64011387.html>

Fallen Flag "The D&H" remembered:

<http://www.trains.com/ctr/default.aspx?c=a&id=526>

## ODDS AND SODS

(By Tim Organ)

Each month in "Odds and Sods" will examine different railroad loco photos in more detail. We will do so called "rivet counting" by examining the small details, and exploring more common themes like paint schemes. All types of topics will be discussed in "Odds and Sods". This first addition of "Odds and Sods" deals with railroad safety lighting.

### Locomotive warning lights Part 1 – Roof mounted beacons / strobes

CN F-Unit with twin strobes:

<http://www.railpictures.net/viewphoto.php?id=319854&nseq=2>

UP with twin rotating Federal beacons, and MILW with Prime beacon and electronic bell:

<http://www.railpictures.net/viewphoto.php?id=320210&nseq=23>

WM with twin white strobes as used by eastern us railroads mid eighties:

<http://www.railpictures.net/viewphoto.php?id=292630&nseq=28>

Chessie system / C&O: <http://www.railpictures.net/viewphoto.php?id=267326&nseq=72>

D&H shark:

<http://www.railpictures.net/viewphoto.php?id=16659&nseq=547>

B&M:

<http://www.railpictures.net/viewphoto.php?id=83624&nseq=152>

CV units – first unit twin strobes, second unit single strobe:

<http://www.railpictures.net/viewphoto.php?id=289575&nseq=6>

Santa Fa with twin strobes:

<http://www.railpictures.net/viewphoto.php?id=297058&nseq=210>

<http://www.railpictures.net/viewphoto.php?id=315625&nseq=28>

BN:

<http://www.railpictures.net/viewphoto.php?id=318660&nseq=6>

<http://www.railpictures.net/viewphoto.php?id=314206&nseq=55>

SOO Line SD60's had them above the engineers' side:

<http://www.railpictures.net/viewphoto.php?id=139518>

## Letters:

The April CRO was a nice issue! Just to add to Kevin Burkholder's great train #666 coverage, I photographed the remainder of the cars on the P&W leg in eastern Connecticut (in addition to the NECR night shot linked in the PDF). Here's the link: <http://www.facebook.com/l/61644;www.nanosphoto.com/blog/2010/03/13/ethanol-extra-on-the-necr-and-pw/>

Thomas Nanos,  
Lebanon, CT

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### Re-BC RAIL Excursions Special Report:

Their story on 2860 was incorrect. When VRMA became dormant the locomotive was still owned by them. When RES wanted to use it for the Royal Hudson train somehow they had to legally get title to it. I was a good friend of RES and we looked at all of the legal ways we could do this, and we set about to do just that. Following a long drawn out legal procedure we held a meeting of all of the VRMA members as could be found and they passed a motion transferring title of 2860 from VRMA to the Provincial Museum, who owns it to this day. The facts on 3716 are wrong too. The CPR wanted a piece of property owned by the City of Coquitlam. They traded 3716 for that property. When the museum plans in Coquitlam died the 3716 went to the provincial museum. Not sure if it was a sale or a trade or what, but title was transferred. She did not have a bad boiler.

Doug Cummings  
Vancouver, BC

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Friends,

The english version of my Blog Minas Gerais Railways is ready on the net. If you are a fan of the Brazilian railroads, please visit the Blog and become a follower.  
<http://minasgeraisrailwaysenglishversion.blogspot.com/>

Pedro Rezende  
Vespasiano, MG. (Brazil)

See Pedro's CRO SPECIAL REPORT on South American ex-CP SD40-2's:  
<http://www.canadianrailwayobservations.com/docs/CRO-SA.pdf>

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## The Last Word:

*Hi All,*

*CRO is interested in presenting another RAILFANNING report, along the lines of RAILFANNING MONTREAL that we posted in February 2010. At present Dan Del'Unto and Ed van Pelt are involved in a RAILFANNING TORONTO Special Report for later this year. Any readers ineterested in doin a report from their city (Anywhere in the world) we will consider posting. Simply contact us with your ideas. We are interested in posting Special Reports on RAILFANNING Vancouver, Calgary, Chicago, Memphis, Edmonton, Saskatoon, Thunder Bay, Moose Jaw, London, Windsor, Detroit, Albany, Quebec City, Halifax, Moncton, Kansas City and elsewhere that is written up and with photographs*

from "local railfan's" or frequent visitors. For format use our RAILFANNING MONTREAL submission as a template:

<http://www.canadianrailwayobservations.com/docs/MTL-RF.pdf>

Our GLEN YARD MEMORIES Special Report was extremely well received, with only three errors, (incorrect 1950's photo locations that I goofed on), which were corrected on line the day after it was posted. Thank you for your kind letters everyone!

We understand this is a tall order... but CRO is still interested to see your shots of any two similar numbered units from two different railways in the same frame. In the meantime, Ron Visockis submitted this view of CN SD70M-2 #8888 rolling through Belleville, ON. The EM CC-built CN SD70M-2 which just entered service in March and is seen here along with Ron's shot of CP's GE-built ES44AC #8888. [.http://www.canadianrailwayobservations.com/2010/05/cncp8888.htm](http://www.canadianrailwayobservations.com/2010/05/cncp8888.htm)

If you have not yet become a "FAN" of Canadian Railway Observations on FACEBOOK, I invite you to do so for daily photos from our readers, and news updates as well.

Cheers!

Will-

**For their assistance, CRO would like to thank:** Guy-Pascal Arcouette, Kevin Babcock, Xavier Beckett, Michael Berry, Thomas Blampied, Tommy Bozyk, Jay Brooks, Kevin Burkholder, Guilio Capuano, Andy Cassidy, Marc Caya, Bruce Chapman, Daniel Dell'Unto, Chris Ellingsen, Ron Ellison, Sean Graham-White, Terry Juuti, Craig Konopski, Ken Lanovich, Roman Litarchuk, Phil Mason, Don McQueen (Froth), Bruce Mercer, Jody Moore, Terry Muirhead, Jason Noe (Railpace), David Othen, Dave Stowe, Jim Parker, Donna Peters, Ronald Pelletier, Candy Pitarys, George Pitarys, Walter Pfefferle, Ian Platt (Tempo Jr.), John Read "GR17f", Mike Rocnik, Earl Roberts (Branchline), Jeff Robertson, Bill Sanderson, Doug Sanford, Wilco van Schoonhoven, Chuck Schwesinger, Cor van Steenis, Aleks Stefanovic, Donald Thivierge, Paul Trudel, Jean-François Turcotte, Ron Visockis, Tyler Welsford, Chris Wilson, Craig Williams, Geoff Williams, Joe Zika, The Bridge Line Historical Society, and The Canadian Trackage 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. Please (Include Train #, date, location, etc, to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) NOTE: As we get a lot of mail please Indicate "CRO Photo" in the subject line. Please send your photos to us in jpeg format, but make sure the size is not exceeding 1Mb. Walter Pfefferle new to our CRO team and is responsible for our photo link editing.

**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.