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Meetings Every Second Wednesday, September through June.

Check Tempo Jr. to confirm times and locations.

Your editor this month is John. The next meeting is on Wednesday, April 9th, 2014 at 19:00 at École secondaire Gabriel Dumont, 2463 Evans Boulevard, London. From Highbury Avenue South go east on Bradley Avenue, north on Jackson Road and then west on Evans Boulevard. Parking is at the rear of the building.

AND A REMINDER - FCRS SLIDE PHOTO SALE & TRADE DAY IS SATURDAY APRIL 5TH 12:00

Contributors to this issue: Branchline, FROTH, London Free Press, Northumberland Today, St. Thomas Times-Journal, Trains Magazine and the editors.

ON THE COVER

With all the interest in the colour of foreign power on both CN and CP, here's an addition to the rainbow which may have escaped attention. During late February and early March the power for CN trains 438 and 439 has been graced with a dash of Burdakin blue. GTW GP38-2 **4927** - either leading #438 - as it was on February 23rd at Appin, or trailing on March 9th, at Tunks Lane in Komoka - lent a cool blue to the spectrum. In both cases, clean CN GP38-2 **4700** was in the consist (although GP9RM 7029 got into the act on the 23rd). [top: Chris Martin Fujichrome, bottom: Don McQueen digital]

CANADIAN NATIONAL RAILWAY COMPANY

- A number of CN's Dash 8-40Cs from the 2000-2041 series are in service in UP livery. Known to be active are **2004, 2014, 2021, 2024, 2027, 2032, 2040** and **2041**. **2032** appeared in Halifax, NS on February 28 and **2014** was sighted there on March 7. **2034** and **2035** have been repainted in CN livery. The rest still have to cycle through the shop for mechanical work such as DP installation and paint when CN can afford to send them back to Centralia.
- CN Rail has launched an investigation after a train derailed in the St-Henri neighbourhood of Montreal early on the morning of February 23. Two locomotives and two wagons derailed on tracks near St Jacques and de Courcelle Sts just after midnight. GP9RM 7208 which was on a siding side-swiped freight train #121, as it tried to come back on the main track. There were no injuries. One of the derailed locomotives leaked several hundred litres of diesel fuel. GP9RM **7208** was scrapped on site. **7208** had been rebuilt in 1985 from GP9 **4512**, which was frequently seen in London.
- The CN Test Train was in the area on March 11 running as #494, hauled by pristine GP40-2LW **9592** (with 'fat-albert' cab numerals), and Track Geometry cars **15007** and **15008**. It first came by Pulham Road in Middlesex Centre from Sarnia at 12:15 clocked at 59 mph, hustling into London East to turn on the Kellogg's wye. It reappeared at Pulham heading west at 13:06 doing 63 mph. It's safe to assume there was no testing being done at this end of the Strathroy subdivision.
- Illinois Central sleeper **800210** has been painted in a modified version of the CN 1954 green/black/yellow livery, and has been named "Baton Rouge".

CANADIAN PACIFIC RAILWAY

- During January, CP SD30C-ECO **5018** (ex-CP **5415/KCS 670**) was delivered from Progress Rail in Mayfield, Kentucky. This completes the order of 20 of these rebuilds.
- As of January 31, the following CP units were on lease to BNSF:
 - ES44AC - **8761, 8763, 8764, 8794, 8796, 8797, 8802, 8804, 8811, 8813, 8824, 8827, 8829, 8831, 8837, 8840-8842, 8844, 8847, 8848, 8850-8853, 8855-8857, 8878, 8879, 8882-8887.**
 - AC4400CW - **9500-9507, 9509-9512, 9514-9520, 9523, 9524, 9526-9533, 9535-9538, 9540, 9543, 9544, 9546, 9547, 9551-9559, 9561-9564, 9566-9568, 9570-9572, 9574-9576, 9579-9582, 9621, 9681.**
- The following CP units have been declared surplus.
 - January 20 - GP9u **1580, 1589, 1648**, and SD40-2 **6052**.
 - February 3 - GP9u **8206, 8222** and **8226**.
 - February 11 - GP9u **1563** and **1645**.
 - February 13 - GP9u **1516, 1521, 1554, 1562 1582** and **1646**.
 - February 18 - GP9u **1527** and **1553**.
- CP SD40-2 **6052** has been sold to Metro East Industries.

VIA RAIL CANADA

- At Stratford on March 3rd, the crew of VIA #84 (**909**), running twenty minutes late, ignored information from an individual that there was a late boarder on their train. The male engineer stuck his head out the door and saw him, laden with luggage but took off anyway, leaving the customer with no choice to drive to downtown Toronto that morning.
- Seat assignment will be available as of March 29, 2014 on all trains in the Quebec City - Windsor corridor. This will affect trains: 70, 72, 76, 78, 71, 73, 75, 79, 80, 81, 82, 83, 84, 85, 87, 88, 643, 59, 46, 48, 648, 650, 651, 655, 65, 63 and 64.
- On February 26, VIA #71 broke down between Appin and Glencoe, blocking both VIA #72 and CN #438.
- On March 2, VIA P42 **901**, the trailing unit on the rear end of Ottawa-bound VIA #57, caught fire near just west Alexandria, causing substantial delay to the train. As a precaution, the last coach of the train was evacuated, passengers being accommodated in the other cars. The **901** was separated from the rest of the train, which went on to Ottawa after a two-and-a-half hour delay.
- A bizarre situation occurred at Cobourg early on the morning of March 13 when train #651 arrived on the north track. The south side pedestrian bridge and station had not been unlocked, and upwards of 80 commuters made their way on foot about 100 metres from the south side parking lot and track around a chain link fence and across two sets of track to board the train. It was dark at the time. At no time did any VIA staff appear to offer advice or assistance in dealing with the situation.

GO TRANSIT - METROLINX

- The Ontario provincial government will add four new GO train trips between Kitchener and Toronto before the end of 2016, Ontario Premier Kathleen Wynne announced on the afternoon of March 18 at the Waterloo Inn. Two new morning trips and two new afternoon rush-hour train trips will begin at the Kitchener station in the next two years, along with a new layover facility and unspecified improvements to the rail line, which could cut up to 30 minutes off the trip. It's part of a wider commitment Wynne made to work up to two-way, full-day GO Train service between the region and Toronto at some point in the future. The four new trips would boost daily transit capacity between Kitchener and Toronto by about 1,000 passengers.

However, there are no firm plans to start up a morning commuter train from Toronto to Kitchener by 2016. It's a prize highly sought after by Waterloo Region's high-tech business community and believed to be key to its ability attract top talent from Toronto.

In addition to the expanded GO train service, Wynne also announced a new train layover facility would be constructed in Kitchener, along with rail corridor upgrades to reduce travel times.

TORONTO TRANSIT COMMISSION

- Owing to a failure with almost-new "Toronto Rocket" subway car **5783**, new car **5803** from the six-car '5801' set replaced car **5783** in the '5781' set. Car **5783** was later inserted in the '5801' set to replace **5783**. Rather than swap the cars back, car **5783** was renumbered **5803 (second)** and car **5803** became **5783 (second)**.

GODERICH-EXETER RAILWAY - GWI

- OSRX GP9u **8235** was transferred in late February to work in Kitchener, mated to RLK **2211** as power for #580. A sighting of #580 in Kitchener on 2-18-2014 confirmed the new assignment.
- GEXR GP40-2LW **3030**, previously stored unserviceable at Goderich, was moved to the east end of Stratford yard. It then moved to ONR's North Bay shops for repair and a new prime mover. The reported plan is to have it work on the OVR for a few weeks before it returns to GEXR.
- The second week of March saw an end to the GEXR Guelph subdivision being dispatched from Vermont. The RTC for G&W Canadian operations is moving to RailTerm in Lachine, Quebec - the same firm, it is believed which dispatches all GO operations.

ONTARIO NORTHLAND RAILWAY

- The specially redesigned flat car, 62 footer CN **618088**, arrived at Cochrane on March 5. This has been modified to carry TEM/ONR's 4-6-0 **219** to her new home at Capreol's Northern Ontario Railroad Museum & Heritage Centre.

RAILMARK

- Michigan-based Railmark Holdings chief executive Allen Brown says his company is negotiating with CN to acquire three lines and set up a freight rail operation in the St. Thomas area, including logistics, rail-car repair and possibly a "dinner train" tourist service.

All told, the operations could create about 325 jobs, he said. For London-St. Thomas, reeling from nearly 8% unemployment almost five years after the recession ended, the jobs might not end there. One line Railmark wants feeds the closed-down former Ford assembly plant, which would need a link to the main CN line under another proposal — believed to worth about \$700-million — to convert the sprawling factory, equipped with a huge rail yard, to an industrial food hub. "When CN announced it was pulling those lines up, it put the (food hub) project in jeopardy," said Jeff Lang, a partner in Blue Forest Economic Development, which hopes to re-develop the Ford site as a hub with greenhouses, food-processing and green energy businesses. "Basically, this will save rail in Elgin County," said Lang. "Without rail, we would not be doing this."

For St. Thomas, which once prided itself Canada's railway capital, but has been hammered by thousands of industrial job losses, it's all "good news," says Mayor Heather Jackson. "Any time a rail line goes up through this process, where the operator is looking to get out of that business, it affects us greatly because that usually means the rail line is going to cease operations," she said. "That means less connectivity for industry and business in the community."

Brown said North American free trade and Canada's recent trade deal with the European Union have spurred the rail corridor's development potential. "We are going to set up a Railmark organization that mirrors our business plan in the U.S.," he said, "We are very big on the area's prospects."

Last year CN Rail served notice it's decommissioning the Southwold and Payne spur lines which served the former Ford site. In December Trillium Railway, ceased operations on the St. Thomas and Eastern which runs east from St. Thomas to Delhi and serves the IGPC ethanol plant in Aylmer as well as eight businesses in Tillsonburg, Courtland and Delhi.

Short line railways have come under a harsh spotlight since last summer's rail disaster in Quebec, when a short-line freight laden with oil derailed and exploded, killing dozens of people. But short line railways fill a key niche in the market, reviving lines abandoned by industry giants and feeding cargo to active lines.

If Railmark acquires the three spur lines, Brown said, repairs will be needed including to two bridges on the Cayuga line and another bridge near St. Thomas. "We are committed to buying the lines, providing the service and doing the work. We need the infrastructure," he said from his office in Wixom, Mich. MP Joe Preston and MPP Jeff Arak, the riding's political representatives, organized a meeting about saving the Cayuga spur line. "We have small communities with industries along that but we would like to attract more that need rail," said Preston.

Blue Forest has an "exclusive" deal with Ford to buy the former factory lands, but the auto maker still must complete an environmental cleanup of the plant site. The car factory closed in 2011 after a 44-year run, wiping out more than 1,000 jobs.

ORANGEVILLE BRAMPTON RAILWAY

- CP GP20C-ECO **2267** replaced CP GP9u 8249 on the OBRY in February. It was observed on February 22 hauling about 120 passengers on the Credit Valley Explorer train at Inglewood. By mid-March CCGX GP9RM **4009** had returned to service and was sighted working through Snelgrove.

KITCHENER-WATERLOO TRANSIT

- Despite a last-minute attempt to stall the project by opponents, Region of Waterloo councillors voted 11-4 on March 4 to award a nearly \$2-billion contract for light rail transit to construction consortium GrandLinq. The region dubbed its system the Ion. Trains will run 19 kilometres from Conestoga Mall in Waterloo to Fairview Park Mall in Kitchener in 2017.

ELGIN COUNTY RAILWAY MUSEUM

- Five years after Elgin County Railway Museum unveiled an ambitious plan for its historic building, a new study puts the price today at almost \$23.9 million. But the president of the museum says that with staging, the work is affordable. "I know it's ambitious," Jeremy Locke said on March 5, "But I think it's do-able."
- The museum presented the study on March 4 to city council. Cost of the \$5,000 plan was paid out of a \$50,000 city grant. Prepared by SJMA Architecture Inc., London and heritage architect Ed Vandermaarel, who also worked on the Canada Southern station, Locke says the plan is a blueprint of what needs to be done to preserve the 100-year-old building, constructed as a Michigan Central Railroad locomotive repair shop, and with what priority.
- In five years, the price tag of the original 2009 proposal has risen from \$21.7 million but Locke says the most immediate work can be completed in increments as funds are raised, and for much less. "Five- to \$6 million will get us to the point where the building is restored and we can start to look at 'Now what?'" High needs include the main structure's concrete slab roof, its red brick walls, and windows.
- With the new document in hand, Locke says, "We can now show the community we have a plan and how we're going to tackle this." And as the building is returned to life, Locke is confident support for the project will grow. He visions: "Once we get the roof replaced, we have a 55,000-square-foot facility in town that can be used for so many things."
- Much of the main building now is out of bounds for public safety. Locke says focus groups already have reported the community wants the building saved, and the museum accepts that responsibility as its custodians. "It's a community space. It belongs to the community."
- He says the building is important as the last major piece of industrial railway architecture in a municipality that once boasted it was the Railway City.
- The museum is planning a capital campaign with a spring launch. But Locke says provincial and federal grants including job creation funding are part of the equation. Looking at the building's walls, he smiles, "There's lots of training for bricklayers that can happen with our facility."
- In addition to structural preservation, another priority may be enveloping part of the heritage structure in fabric signage to promote the museum, which sits well back from streets on its 16-acre site on former rail lands in the city centre. "We have to tell our story. We have to show people something's happening there." Restoration of the museum building echoes the groundbreaking restoration of the near-derelict Canada Southern railway station, now an inarguable success story.
- Matt Janes, president of the North American Railway Hall of Fame which owns the station, says the restoration, now about two-thirds complete with donations and government grants, demonstrates seemingly daunting projects can be financed and undertaken. "When we first took over the building, it seemed insurmountable. But with the support we've had, we've got this far."
- Initial estimates for the job totalled some \$10 million but Janes said the project to date has cost much less, though he didn't have a ready figure.
- The museum's website is ecrm5700.org

ETHYL in CORUNNA

- It's reported that the former Ethyl property, Corunna, has been purchased by the owners of Vidal Industrial Park/VIP and they will soon begin renovating and reconfiguring trackage on site. It is being called Dock Industrial Park/DIP and rumours abound regarding possible switching contracts next door at Shell.

BioAMBER in SARNIA

- The "Ethanol" plant - now BioAmber - being constructed in the "Chemical Park" at Lanxess is still moving forward, having recently been awarded a \$10-million AgriInnovation Program loan. This is in addition to \$12 million FedDev Ontario funding plus other grants.

This company is quite substantial, with its shares listed on the NYSE and has one other manufacturing facility in France. Sarnia is getting this \$80M plant and a 100,000 ton facility is planned. with a Houston company entering into agreement to purchase 100% of the production from this plant for 15 years. That's about 1100 railcars a year to put it into perspective.

Construction is expected to wrap up by year's end, officials said. Once fully operational, it's estimated the plant will use the equivalent of three million bushels of Ontario corn annually.

CENTRAL MAINE & QUEBEC RAILWAY

- The new Central Maine & Quebec Railway is hoping to regain traffic lost by the previous operator, the Montreal, Maine & Atlantic Railway, according to documents filed with the Surface Transportation Board. However it is unclear if that traffic will include oil, which had become an economic windfall for the MM&A.

The railroad is also seeking a waiver from the STB to shorten the period it must inform employees of the purchase from 60 days to 30 days, arguing that MM&A may not be able to operate the railroad for two more months. The MM&A was sold at auction in January to Fortress Investment Group's Railroad Acquisition Holdings LLC, which also owns the Florida East Coast Railroad. The company got the 510-mile railroad, created in 2003 from the former Bangor and Aroostook System, for nearly \$16 million. Fortress was the only bidder to seek the entire system that stretches from Quebec to northern Vermont and central Maine. Earlier this month, Fortress announced that it would call its new property the Central Maine & Quebec Railway, or CMQR.

According to STB filings, the new railroad states it "will seek to recapture traffic formerly transported by MM&A, which may have been diverted to motor carriage as a result of the interruption of MM&A service following the Lac-Mégantic disaster." In an email to the Bangor Daily News, John Giles, a consultant for Fortress, said the railroad was unsure if it would also try and recapture crude oil traffic.

"We have to have a conversation with regulators, authorities or shippers about the possibility of carrying crude over the (railway). In fact we haven't satisfied ourselves that we are capable of carrying crude safely and efficiently. That would and should be a pre-condition to doing so," he wrote.

The new railroad plans on hiring back many people who had been laid off by the MM&A last year, according to memos posted around the railroad and included with the STB filing. MM&A employees are encouraged to apply for new positions as soon as possible.

The Central Maine & Quebec is also seeking a waiver from the STB to shorten the period it must inform employees of the purchase from 60 days to 30 days. According to official documents, the railroad would like to commence operations on or after March 17 in order to preserve rail service in the region. The MM&A will be unable to operate after March 31 because its insurance is set to expire that day and the certificate of fitness from the Canadian Transportation Agency expires on April 1. On Feb. 20, David Bernhardt of the Maine Department of Transportation issued a letter encouraging the STB to issue the waiver, arguing if it didn't there could be disastrous impacts on the regional economy.

"Further delay is not warranted and could result in a disastrous gap in service," Bernhardt wrote. "Maine DOT is concerned not only by the possibility that MM&A may not be able to operate in Canada beyond April 1, but also by the very real prospect that the trustee will lack the financial resources to continue operations in the United States beyond that date. Any cessation of service, however temporary, would create serious problems not only for shippers, connecting railroads and the state of Maine, who all rely on and benefit from continued and continuous rail service, but also for the very employees of MM&A that are supposed to be protected by the notice."

TRANSPORT of CRUDE OIL

- The U.S. Department of Transportation (DOT) on recently issued an Emergency Order requiring all shippers to test product from the Bakken region to ensure the proper classification of crude oil before it is transported by rail, while also prohibiting the transportation of crude oil in the lowest-strength packing group.

"Today we are raising the bar for shipping crude oil on behalf of the families and communities along rail lines nationwide—if you intend to move crude oil by rail, then you must test and classify the material appropriately," said DOT Secretary Anthony Foxx. "And when you do ship it, you must follow the requirements for the two strongest safety packing groups."

From emergency orders to voluntary agreements, we are using every tool at our disposal to ensure the safe transportation of crude.”

Emergency orders are issued to protect the public and environment from the likelihood of substantial harm created by an imminent hazard. The recent Emergency Order, the fourth from DOT in less than a year, was issued in response to recent derailments involving trains carrying crude oil from the Bakken region and out of concerns over proper classification that are currently under investigation as part of Operation Classification, also known as the “Bakken Blitz.” Effective immediately, those who offer crude oil for transportation by rail must ensure that the product is properly tested and classified in accordance with federal safety regulations. The Emergency Order also requires that all Class III crude oil shipments be designated as Packing Group I or II, thereby requiring the use of a more robust tank car. Packing Group III, a lower risk designation, will not be accepted, until further notice.

Shippers are required to use nine hazard classes as a guide to properly classify their hazardous materials. Proper classification will ensure that the material is placed in the proper package and that the risk is accurately communicated to emergency responders. Shipping crude oil – or any hazardous material – without proper testing and classification could result in material being shipped in containers that are not designed to safely store it, or could lead first responders to follow the wrong protocol when responding to a spill.

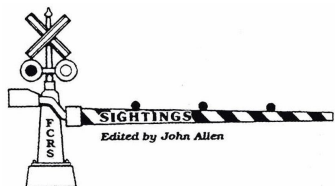
In addition to Operation Classification, which includes crude oil spot inspections and investigations, PHMSA will be in Minot, North Dakota this week conducting a classification workshop. Field personnel will present training at the 60th Annual State Fire School sponsored by the North Dakota Firefighters Association to provide information about hazmat response, including how to use the Emergency Response Guidebook. Rail safety is a national priority, and DOT continues to work aggressively across multiple fronts to enforce its requirements and reduce risks regarding the safe transport of all materials. PHMSA and the Federal Railroad Administration have issued several safety advisories related to the safe transport of crude oil by rail, including the recent January 2 Safety Alert and is currently engaged in the ongoing rulemaking to improve the design of the DOT 111 tank car. In August 2013, PHMSA and FRA launched Operation Classification in the Bakken Shale region to verify that crude oil was being properly classified and announced the first proposed fines associated with that ongoing investigation last month. Additional activities include unannounced spot inspections, data collection and sampling at strategic locations that service crude oil.

CATERPILLAR, INC.

- Sometimes you forget that Caterpillar Inc. is also in the train business. The company got on board through acquisitions with the purchase of Alabama-based Progress Rail in 2006 and Electro-Motive Diesel, an Illinois company, in 2010. But, as the Wall Street Journal reported last week, Caterpillar’s train business suffered a blow when the company lost a federal contract to build some of the high-speed locomotives going into Amtrak service in Illinois and other places around the country.

The Siemens firm, out of Germany, and Cummins, the Indiana-based engine maker, were awarded a \$226 million contract for 32 high-speed locomotives. But there could be more involved, suggested the Journal, adding: “As the winning bidder, Siemens also received the right to supply up to 225 additional locomotives, provided state or federal funding is available in the coming years.” That could mean orders worth up to \$1.5 billion although it’s certainly not clear if high-speed rail is on a financial fast track in the USA. Caterpillar’s bid featured a 20-cylinder engine while the Siemens bid won with a 16-cylinder locomotive, a point that Caterpillar made in protesting the contract award, suggesting the Siemens entry was underpowered to meet the 125 mph demands of high-speed rail.

But the Illinois Department of Transportation rejected that protest. The Wall Street Journal article pointed out that losing the contract — in their home state — is a big setback for Caterpillar that closed an Electro-Motive plant in Canada in 2012 in favor of a plant in Muncie, Ind., a move that positioned the company to conform to the made- in-America mandate for the Amtrak order.



Many thanks to all who contribute to this column. Please send sightings either by regular mail to John Allen, 165 Regent Street, London ON N6A 2G7 or by e-mail to fcstempo@gmail.com; Deadline for the April 2014 issue is April 14. All sightings are from the London area except where otherwise noted.

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Yahoo Group

Feb. 18	CN #439: CN 4700-GTW 4927. OSR plow - south of Salford: OSRX 6508-378.	OSR - Ingersoll: OSRX 503-1245. OSR - Tillsonburg: OSRX 502-500.
Feb. 21	CN #394: CN 2315-2020-2148.	
Feb. 24	CN #332: UP 4061-4224. CN #710: BNSF 4349-7284-6568.	CN #385: BCOL 4606-CN 5526. Taylor, MI - CP #240: CP 8511-6228-9513-9715-DH 7304.
Feb. 25	CN w/b: CN 2655-UP 4061.	
Feb. 26	CN #509: CN 5622-5680. CN #148: CN 2185-2147. CP #147-25: CP 5014-ICE 6415-6446-BNSF 7317. CP #147-26: CEFX 1019-ICE 6424.	CN e/b: CN 5756-CSXT 8570-CN 5663. CP w/b: CP 6018-8645. CN #330: CN 5633-NS 2643. CN #X348: UP 5679-BCOL 4603.
Feb. 27	CN #720: BNSF 4350-CSXT 7743-BNSF 8851. CN #393: CN 5530-UP 5679.	CN #385: CN 5551-UP 8787. CN #711: CN 5545-BNSF 4349.
Feb. 28	CN #710: BNSF 6907-9201-CN 5625-IC 1027-BNSF 7483. CN #720: CN 5731-BNSF 4725-CN 2421. OSR - Ingersoll: OSRX 1245-503.	OSR Plow - St. Thomas sub.: OSRX 6508-378.
Mar. 1	CN #394: CN 2189-CSXT 7787. CN #393: CN 8808-BNSF 8851.	CN #331: BNSF 4696-CN 2578.
Mar. 2	VIA #84: VIA 900 + 4 LRC cars.	CN #396: CN 8102-2123-UP 4224.
Mar. 3	CN #394: CN 2629-NS 9951-CP 9537.	Guelph Jct. - CP #143: CP 8578-8859-UP 5510.
Mar. 4	CP #242: CP 6257-6007-HLCX 6300.	
Mar. 6	CN #385: IC 2710-NS 9951. CN w/b: CN 2556. CN #331: CN 2233-5411. CN #393: CN 8933-BNSF 7367.	CN #382: CN 2536-2101. VIA #76: VIA 905 + 4 LRC cars. CN #330: CN 8904.
Mar. 7	CN #148: CN 2302-2291. CP e/b: CP 9621-8760. VIA #71/76: VIA 909 + 4 LRC cars. CN #439: CN 4791-4774. CN #509: CN 5427-IC 2724. CN #331: CN 5643. CP #608: CP 9800-CSXT 937.	CN #438: CN 4700-GTW 4927. CN #394: CN 2436-UP 5085. VIA #72: VIA 6410 + 1 HEP, 3 LRC cars. CN #392: CN 2150-2409. CN #330: CN 5653-BNSF 1029. CN #393: CN 5708-BCOL 4618. CP #235: CP 9356-5727.
Mar. 8	VIA #84: VIA 6409 + 1 HEP, 3 LRC cars. CN #331: CN 5653-BNSF 1029.	CN #393: CN 2653-UP 5085. CN #394: CN 8846-BNSF 6065.
Mar. 9	CN #148: CN 8947-2526. CP w/b: CP 8770-UP 7016. CP #234: CP 8760-9621. CN #439: CN 4700-GTW 4927-CN 4710. CP #243: CP 8754-5727-9356. CP #255: CN 8770-UP 7016.	CN w/b: CN 5636-5548-2101. CP w/b: CP 8554-UP 3847. CN #509: CN 8866-IC 2699. CN #331: CN 5653-BNSF 1029. CN #393: CN 5729-2565. CP #242: CP 6221-BNSF 6619.
Mar. 10	CN #710: CN 2180-5515-BNSF 6590.	CN e/b: CN 5561-2651-ONS 9548-GTW 4919.
Mar. 11	CN #331: CN 5779-BNSF 1029	CN #357: CN 8866-BNSF 7483.
Mar. 13	VIA #84: VIA 918 + 3 LRC cars.	CN #509: CN 5747-5561.
Mar. 14	CN #438: CN 4791-4774. VIA #72: VIA 6419 + 1 HEP, 4 LRC cars. CP w/b: CP 5956-UP 3847. CN #149: CN 5719-IC 1011-CN 8885-BNSF 6590-CN 8832. CP #242: CP 8500-FXE 4045. CN #385: CN 8917-IC 2717-GTW 6225. GEXR #433: RLK 4095-GEXR 2303.	CN e/b: CN 2315-NS 9548. CN #509: CN 8022-5543. CN #148: CN 5736-2258. CN #144: CN 5445. CN #384: CN 2319-NS 9548.
Mar. 15	CP #240: CEFX 1057-NS 9387-UP 7016. CN #331: BCOL 4641-CN 2150.	CP #609: CP 8500-FXE 4045.
Mar. 17	CN #148: CN 8100-2407. CN #331: CN 8850-2425-2154. CN #393: CN 5520-CSXT 8437.	CN #330: CN 5708-BCOL 4618. CN #382: CN 5402-5661. CP #644: CP 6223-CSXT 7514-8857.