

# CANADIAN RAILWAY OBSERVATIONS

Since 1989

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# CANADIAN NATIONAL

## CN Locomotives Sold:

CN has sold (ex-DMIR) EJE SD18 616, and SD-M's 809, 813 to IBCX (Indiana Box Car) for scrapping. The units were moved from Kirk Yard to the Woodcrest Shop in early-October.

Six SD40-3's missed our October CRO ex-GCFX + WC disposition list: 6901, 6934 and 6935 were sold to the Last Mountain Railway in July 2010. This new Canadian shortline, running north of Regina, Saskatchewan, had been using two B23-7's. Those are now on the Stuart Southern Railway, southeast of Regina.

The other missing ex-WC SD40-3's are 6933 which was sold to Hubbard Grain, in Hubbard, SD on the DME, and 6907 and 6918 which were sold to ACWR Aberdeen Carolina & Western. (See our update list below)

Road	Old	Road	New	Notes
GCFX	6042	QGRY	6042	Quebec Gatineau Railway - Bloom Lake Mine
GCFX	6057	QGRY	6057	
GCFX	6062	QGRY	6062	
GCFX	6076	QGRY	6076	
WC	6900	WLRS	6900	Western Labrador Rail Services*
WC	6901	LMR	6901	Last Mountain Railway
WC	6902	TRX	125	Texas Rock Crusher - Brownsville Texas
WC	6904	QGRY	6904	
WC	6905	WRLS	6905	
WC	6906	WRLS	6906	
WC	6907	ACWR	6907	Aberdeen, Carolina & Western Railway
WC	6908	QGRY	6908	
WC	6910	ACWR	6910	
WC	6913	QGRY	6913	
WC	6918	ACWR	6918	
WC	6920	QGRY	6920	
WC	6924	TRX	126	
WC	6933	HG	6933	Hubbard Grain
WC	6934	LMR	6934	
WC	6935	LMR	6935	
WC	6926	ACWR	6926	
WC	6936	NENE	124	Nebraska Northeastern Railway
WC	6940	WLRS	6940	
WC	6941	DMVW	6941	Dakota Missouri Valley & Western Railroad
WC	6949	DMVW	6949	

**IBCX (Indiana Boxcar) units stored at Vermilion Valley RR (VVRR) @ Danville IL 10/27**

**Ex-DMIR 616 and 809**

**Ex-DMIR 811 and 813 f**

### **CN Locomotives Retired:**

**CN and GTW retired between February and September 2010 are as follows:**

**CN GMD1m 1403 and 1422**

**CN GP9RM 4022, 4029, 4108, 4111, 7008, 7041, 7042, 7053, and 7074**

**CN SW1200RSm 7303 and 7306**

**CN SD40-2W 5254**

**CN SD40-2 5370**

**GTW GP9R 4624, 4625, 4628, and 4630.**

**DMIR SD40-3 401\*,**

**IC SD40-3 6257, 6258, 6259, 6262, and 6265.**

**IC SD40A 6004, 6006, 6013, 6016, 6059, 6068**

**IC SD40-2 6122, 6123, 6124\*.**

**(The the last three IC units repoerted and DMIR SD40-3 were retired Oct 1<sup>st</sup> and scrapped on site following a Minnesota head-on.)**

**During early October, Bad Order BLE SD38-2 878, SD40T-3's 900, 904 and 906 have arrived at Woodcrest for what we assumed would be their retirement, cannibalization and scrapping. However, outside the Woodcrest Shop October 19<sup>th</sup> (after spending last week inside the main shop) was B&LE tunnel motor 904 with hood doors open but running with two employees in the cab testing it. B&LE 906 and 878 were still inside the shop and BLE 900 which arrived in mid-October is still parked outside.**

**During October, intercahnged to Vermilion Valley RR VVRR) @ Danville IL 10/27**

**SD40-2W CN 5248**

**SD40A's IC 6004, 6006, 6013, 6016**

**SD40R's IC 6059, 6068**

**SD40-2's IC 6122, 6123, 6124, 6140, 6141.**

**Scrapped in October at Two Harbors, MN:**

**SD40-3's DMIR 401 and IC's 6257, 6258, 6259, 6262, and 6265.**

**CRO sincerely thanks Ken Lanovich for these reports:**

**At the CSX Barr Yard engine terminal October 19<sup>th</sup> - retired UP Gp40 1337 with all lettering/ numbers painted out, but with no visible shipping reporting marks on the unit. Born as Penn Central 3111 in August 1968, this unit arrived @ LTE following a long journey.**

**At BRC Clearing Yard engine facility - ZCAX 1200 SW1200, with Horsehead Corporation on the cab. Tied onto UP power in the**

yard - brand new GO Transit (MPE)X MP40 649.

At EMD LaGrange, new CN Sd70m-2's 8915 and 8916 (emissions testing), and UP Sd70ACe's 8349, 8632, 8639, and UP-SP 1412.

CN train 392 departed Markham yard with CN 2592, IC (CN) 1039 , and CN GP9RM 7046. Following work done at Woodcrest, the old geep is returning to service at Toronto Mac Yard.

## **New Power:**

CN C40-8 2124 was released October 28th from Centralia Shop in new paint and is sporting with the "15 year" logo. George Redmond photo.

<http://www.canadianrailwayobservations.com/2010/11/cn2124georgeredmond.htm>

GE-built CN ES44DC's 2313 and 2314 were delivered to CN property on September 28<sup>th</sup>. Then on October 13<sup>th</sup>, Ron Visockis clicked brand new CN ES44DC 2316 at Belleville, ON on CN train #306. At press time the unit numbers confirmed on CN property were 2313-2331 and 2333, all arriving during October.

<http://www.canadianrailwayobservations.com/2010/11/cn2316ronvisockis.htm>

After delivery by NS, Mike Folemsbee caught the newest ES44DC's (2331 and 2333) at Fort Erie, ON on October 24<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/11/forteriemichaelfolemsbee.htm>

Brand new CN SD70M-2's 8915 and 8916 were sent to EMD La Grange, Illinois for emissions testing on September 30<sup>th</sup> and in October CN received SD70M-2's 8917-8924. Geoff Williams clicked off eight of the new SD70M-2's (8917, 8918, 8919, 8920, 8921, 8922, 8923, and 8924) as they were moved from EMD to London East by GXER at 13:00hrs October 22<sup>nd</sup>

<http://www.canadianrailwayobservations.com/2010/11/newsd70geoffwilliams.htm>

During the first week of October, Centralia paint shop released CN C40-8 2116 and moved her into the roundhouse for final prep before going out on the road at week end. Joe Ferguson caught CN 2121 fresh from repaint outside Centralia Shop on October 14<sup>th</sup>. The unit went out on CN A431 the same night

<http://www.canadianrailwayobservations.com/2010/11/cn2121centraliajoeferguson.htm>

On October 15<sup>th</sup>, George Redmond took this great shot of a southbound grain train at Ashley, IL with CN C40-8's 2121 and 2128. This was the first assignment for CN 2121 after release from Centralia on the 13<sup>th</sup> (See 2<sup>nd</sup> photo)

<http://www.rrpicturearchives.net/showPicture.aspx?id=2265979>

<http://www.canadianrailwayobservations.com/2010/11/cn2121georgeredmond.htm>

During October Centralia Shop released CN 2116, 2118, and 2121, so here is a recap of the 21 (of 35 units) now in service as of October 20<sup>th</sup>: CN 2103, 2105, 2106, 2107\*, 2111, 2112\*, 2113\*, 2114, 2115\*, 2116, 2117, 2118, 2120, 2121, 2122, 2123, 2125, 2126,

2127, 2128\*, 2131. Note: \* C40-8's wear the 15-year artwork. (Thanks to Ed Weisensel)

Interestingly during October, CN 2120 became the first of the reborn C40-8's to venture south all the way into Mexico! One of CN's 15 years (under private ownership)-liveried C40-8's (#2128) arrived in Memphis, Tennessee at E. Hunter Harrison Yard. Most of these units have been staying in Canada since their release from Centralia Shop, but Terry Redeker caught one in the south on October 22<sup>nd</sup>.

<http://tkrederer.rpicturearchives.net/showPicture.aspx?id=2276706>

<http://tkrederer.rpicturearchives.net/showPicture.aspx?id=2276709>

Inside the paint shop in late-October were 2124 (in her CNW livery), 2129, 2132, and 2134. 2101, 2119, and 2133 were noted "on deck" outside in UP yellow (some for electrical work like 2133) and the others in preparation for paint. CN 2128, already in service, returned to Centralia Shop October 14<sup>th</sup> for minor repairs. CN expects all the former UP units will be finished about the first of the year. For possible mechanical and preparation work, units 2117 and 2130 have not moved to Centralia, and are stored at Woodcrest.

On September 30<sup>th</sup>, George Redmond caught CN C40-8 2126 which had been released from the Centralia paint shop September 28<sup>th</sup>

<http://www.rpicturearchives.net/showPicture.aspx?id=2248336>

On October 22<sup>nd</sup>, Joe Ferguson took these shots of CN power on the Indiana Railway at Robinson, IL. A nice lashup that included freshly painted CN 2116 too  
! <http://www.canadianrailwayobservations.com/2010/11/indianajoeferguson.htm>

Following two months of no activity to report, on October 8<sup>th</sup> BNSF-liveried CN C40-8W 2141 was moved from storage at Centralia and lifted up to Winnipeg, returning back to the US dead-in-tow a week later. 2141 then joined (ex-BNSF) 2148 and 2152 currently stored at Markham freight Yard after also being moved from Centralia.

In early October. CN ES44DC 2309 was at the Centralia Shop for collision repairs, and GTW GP38-2 5821 and CN GP40-LW 9473 had arrived at Centralia for assorted work.

In October CN ES44DC 2244, 2282, and 2285 were released from Quality Rail following GEVO upgrades, and have returned to service. On October 14<sup>th</sup> Joe Ferguson caught the units heading north at St. John, Illinois with CN 5649 leading

<http://www.canadianrailwayobservations.com/2010/11/gevojoeferguson.htm>

On October 18<sup>th</sup> CN Train 368 derailed near Cornwall, ON on the Quebec Ontario border, derailing 13-16 cars. Here are some photos of the boxcars, centerbeams, and tankcars that derailed at mile 58/59 just East of Summertown Rd. With CN crews working efficiently, quickly and safely, the mainline was reopened on October 19<sup>th</sup>, around 23:30, after the ballast had been dumped, track lifted, and the trains started rolling one after the other

<http://www.canadianrailwayobservations.com/2010/11/cornwallchriswilson.htm>

September 30<sup>th</sup> two DMIR taconite trains collided head-on in northeast Minnesota, injuring some crew members. The two DMIR ore trains were moving towards each other on the Iron Range Sub 13 miles north of Two Harbors, MN, at the south end of "Highland" siding. It has been determined the cause was human error.

The northbound empties were to take the siding, yielding the main. The southbound loaded ore train failed to stop short of the south end of the siding. CN spokesman Patrick Waldron said the trains collided about 4 p.m. Three of the 5 crew members were

taken to hospital with minor injuries.

Each train's three locomotives derailed, but all remained upright. CN train U78982-30 had IC Sd40-3's 6258, 6262, 6259. The other had IC Sd40-3's 6265, 6257, and DMIR Sd40-3 401. 6057 and 6059 wore IC black with OLS gates.

15 of the 116 cars loaded with iron ore pellets derailed. The "empty" train was also 116 cars; only 2 cars derailed. All six locos, retired October 1<sup>st</sup>, were stripped and scrapped at the crash site. Thanks to Dave Schauer for these revealing photos.

<http://www.railpictures.net/viewphoto.php?id=339879>

<http://www.railpictures.net/viewphoto.php?id=339877>

<http://www.railpictures.net/viewphoto.php?id=339946&nseq=0>

Darren Doss caught EJ&E SW1200 306 and EJ&E SD38-2 666 in late September at Fulton, KY on 9/11/10. It was one of 3 EJ&E SW1200's that were sold to NRE and shipped to Paducah, KY via Fulton. The other two that went to NRE were EJ&E 302 and 316. SD38-2 666 made several trips between Paducah and Fulton, KY, but this was the only day Darren was able to catch the unit by itself in good sunlight. <http://www.canadianrailwayobservations.com/2010/11/eje306darrendoss.htm>

Jesse Acorn submitted this great shot of CN SD60F 5537 sporting the 1990's-era CN North America paint scheme and shown October 2<sup>nd</sup> rolling through Walker yard on the Bypass with train 443.

<http://www.canadianrailwayobservations.com/2010/11/cn5537jesseacorn.htm>

Craig Walker took this shot on October 4, 2010 while railfanning CN's Bala Subdivision south of Parry Sound. He caught WC GP38-2 2005 (ex ACR 204) as the fourth unit on CN train 106.

<http://www.canadianrailwayobservations.com/2010/11/wc2005craigallen.htm>

The City of Burlington, Ontario was intending to receive proposals for the acquisition, relocation, restoration, and re-adaptation of the historic Freeman/Burlington West Station. However the structure has been determined to be unstable and cannot be moved. It was built in 1906 for the Grand Trunk Railway, which of course became part of CNR.

<http://oldhome.ca/1a1%20Burlington%20Freeman.htm>

On October 8<sup>th</sup> while in Belleville, Ontario John D. Morin caught CN C40-8 2127 in the middle of a three unit consist behind CN C44-9W 2550. 2127 was formerly UP 9092, nee-CNW 8544. CN 2314 a brand new ES44DC that crept onto the yard siding track from Toronto trailing with SD70M -2 8000 and two GP9RM 7081 & 7082 and whole train went into the yard.

<http://www.canadianrailwayobservations.com/2010/11/cn21272314johnmorin.htm>

Ed Duke sent these shots of ex-CN/WC units now working on the Dakota Missouri Valley & Western (DMVW), including GP38-2W 9421 and ex-WC SD40-3's 6941 and 6949 now all lettered for DMVW, This railroad also has two ex-CN SD50F's and three ex-WC SD45's

<http://www.canadianrailwayobservations.com/2010/11/dmvwedduke.htm>



**DMVW ex-CN GP40-2LW 9603 and the 9504 were scrapped on site following a severe derailment. DMVW got a lot of good parts from both of them. The derailment was caused by a large slide below the track on a blind curve.**  
<http://www.canadianrailwayobservations.com/2010/11/sd50edduke.htm>

**As shots at Woodcrest hops are hard to obtain, CRO appreciates these images. Ed Duke of the DMVW's Mechanical Department was sent to Woodcrest Shop to obtain parts from retired CN SD40-2W 5248, (photo with the Ford truck backed up to it). DMVW needed the parts for their ex-WRIX GP38-2W 9421 (see photo above). It had been operating on the DMVW for the last month, but with nice weather they had not yet needed the missing heater, hence the trip to Homewood, IL. 9421 was also missing the fridge, 2 cab seats and the conductors desk. Both the bathroom door (!) and the intermediate door between the outside and the nose were missing. It was originally a CN GP40-2LW but has been converted to a GP38-2W. In Ed's photos take note of all the recently retired IC and CN units being cut up at Woodcrest, as well as not-quite retired B&LE SD40T-3 tunnels, in service IC switchers, and some rarely seen CN business cars.**

**CN and IC deadline and scrap:**

<http://www.canadianrailwayobservations.com/2010/11/cnwoodcrest.htm>

**Bessemer & Lake Erie SD40T-2's for repairs:**

<http://www.canadianrailwayobservations.com/2010/11/bessemer.htm>

**Illinois Central dead line:**

<http://www.canadianrailwayobservations.com/2010/11/icwoodcrest.htm>

**Business cars and stored ex-VIA passenger equipment:**

<http://www.canadianrailwayobservations.com/2010/11/passenger.htm>

**Brendan Frisina clicked Port of Montreal (RPRX) GS20BD 1001 in transit to its owner on CN A42231, and is seen here passing (CN) Aldershot East on October 15<sup>th</sup>. (See the Quebec News in "Shortlines" for more)**

[http://i176.photobucket.com/albums/w182/cp9020/2010/IMG\\_8169.jpg](http://i176.photobucket.com/albums/w182/cp9020/2010/IMG_8169.jpg)

[http://i176.photobucket.com/albums/w182/cp9020/2010/IMG\\_8169\\_closeup.jpg](http://i176.photobucket.com/albums/w182/cp9020/2010/IMG_8169_closeup.jpg)

**CN has implemented a new service supplying jet fuel to airlines serving Toronto's Lester B. Pearson International Airport. The effectiveness of CN's rail pipeline for jet fuel to Pearson prompted the construction of a C\$65-million new Jet Fuel Rail Offloading, Storage and Distribution Facility near the airport, adjacent to CN's Malport rail yard in northwest Toronto. Today, CN and airline and supplier representatives celebrated the official opening of the terminal. James Foote, executive vice-president, Sales and Marketing for CN, said: "The changing dynamics of jet-fuel supply for airlines serving Pearson airport now require the carriers to strategically source fuel across the globe, and this has opened the door to rail to play an increasingly important role in these longer supply chains. We've developed a substantial business at Pearson – one that didn't exist a half-decade ago – and we see potential for future jet-fuel traffic moves in Vancouver, Calgary and Winnipeg." New jet-fuel sourcing strategies in Canada follow the closing of some refineries and the decisions of some oil companies to shift production from aviation fuel to diesel and other distillates in greater demand. While only 10 per cent of Canada's aviation fuel was imported eight years ago, imports accounted for 33 per cent last year. Air Canada was the impetus for the new terminal. It began sourcing jet fuel for use at Pearson by rail from an import terminal near Quebec City six years ago. Until this year, the jet fuel was unloaded at a facility at CN's main classification yard in York Region north of Toronto and trucked to the airport. Rail**

infrastructure at the terminal includes track sidings permitting the unloading of 26 tank cars at once on two tracks. The initial phase of the new facility is almost fully utilized, and additional track is being constructed and expected to be in service by the third quarter of 2009 to add another 20 car spots for unloading. CN transports jet fuel by rail to the Pearson terminal from a facility at the port in Quebec City, and from a CN WorldWide North America transload terminal in Flat Rock, Mich., supplied with product from Toledo, Ohio. John Morin caught the train in October  
<http://www.canadianrailwayobservations.com/2010/11/cnjetfueljohnmorin.htm>

On October 20<sup>th</sup>, Chris Gertz caught eastbound CN train 332 at Paris, Ontario with CN SD60F 5518, SD40u 6013, with trailing GMTX GP38-2 2192 and 2183. These are two of four units for lease to the P&W.  
<http://www.canadianrailwayobservations.com/2010/11/gmtxchrisgertz.htm>

One of the best CN lash up's this month was CN #148 with paired BCOL-liveried Dash 8-40CM's 4623 and 4605!

At Paris, ON: <http://i156.photobucket.com/albums/t16/bayviewmofo/DSBC041.jpg>

At Copetown, ON: <http://i156.photobucket.com/albums/t16/bayviewmofo/DS4C7C1.jpg>

At MP 30 on the CN Halton Sub: <http://i156.photobucket.com/albums/t16/bayviewmofo/DS408F1.jpg>

Tour Train 633: Check out these Agawa Canyon train photos by Wayne and Judy Shaw

<http://railpictures.net/viewphoto.php?id=340847> <http://www.railpictures.net/viewphoto.php?id=340848>

Passenger Train 632: <http://www.railpictures.net/viewphoto.php?id=340845>

Camp Car: <http://www.railpictures.net/viewphoto.php?id=340846>

Unlikely Survivor ex DT&I GP40 lives! 6401 has been hanging around the CN Valley Division. It is seen 10-24-10 on L504 (burlington Job) at Waukesha and Midway.  
<http://www.canadianrailwayobservations.com/2010/11/cn6401wbeecheer.htm>

## **CN Vignettes:**

Bruce Chapman took this great shot of CNR train #141, the morning Brockville passenger train about to head by the tower at Hurdman, just east of Ottawa, on the CP wye from the M&O Subdivision to the CP Sussex Street Subdivision 7/22/66, 9 days before the new station opened in Ottawa. Normally he would have headed out the CNR Alexandria Subdivision and then turned west to the CNR Beachburg Subdivision. However, both these tracks were blocked by construction, so he used the CP track. At the time, CN was short of coaches as many were being overhauled for Expo 67, so CN leased several CP coaches for the summer.  
<http://www.canadianrailwayobservations.com/2010/11/lbc775brucechapman.htm>

In 1984, Norm Conway took this terrific shot of the motive power line-up at Windsor, Ontario with a VIA FPA4, N&W C30-7, and CN GP40-2LW awaiting the next assignments.

Peter Cox clicked CN SD50F 5400, the class unit, resting between assignments in Jasper, AB in 1988. All are now off the CN roster. A very rare photo of CNR FPA2 6706 taken in Vancouver, BC in 1956, and wearing a set of first generation ditch lights. As Peter pointed out in his email to us, there are plenty of photos of Canadian National and VIA FPA-4s, including those which went on to further careers in the US, but not very many of the earlier CN FPA-2s. Peter also sent us CN parlour car "Berg", one



of several varieties of parlour cars found in Canadian National trains during the 1960s. Peter also clicked CNR FPA-2 6706 in Vancouver in 1956, wearing a set of first generation ditch lights.  
<http://www.canadianrailwayobservations.com/2010/11/cnvignettepetercox.htm>

Classic EMD-built brachline power, (ex-Milwaukee Road) WC SDL39 584 in June 1989. (via Wayne Koch with thanks)  
<http://www.canadianrailwayobservations.com/2010/11/wc584maine.htm>

## **CANADIAN PACIFIC**

Just before midnight on September 23<sup>rd</sup> CP intermodal train 159 derailed both units and more than 11 cars in Saint-Lazare, Quebec near Dorion on the railway's Winchester Subdivision mainline after encountering a fallen tree and a major washout. However, both crew members suffered no significant injuries in the incident. The area had just received more than 30mm of rain in a short time, prior to the train's arrival. Several of the derailed cars and containers piled on top of both AC4400CW's 9703 and 9630, which were heavily damaged in the derailment. The train was heading westbound to Toronto from Montreal and derailed at more than 50mph. The incident affected CP trains operating between Montreal, Quebec and Toronto, Ontario, which resulted in trains being detoured on CN's Kingston Subdivision mainline via Brockville, Ontario. The derailment was severe enough that the line was closed for almost four days before it could be re-opened. Officials had said there were no flammable liquids or toxic gases in the affected container cars and that the hazardous materials that were being moved on train 159 did not spill onto the tracks.

The two locomotive involved in the September 23<sup>rd</sup> Derailment St-Lazare. Quebec have been retired and were scrapped mainly because the underframes on both were twisted and bent. All salvageable parts were removed. The complete assessment of each units condition is below:

Locomotive CP 9630 Model AC4400CW built 1997, 4400hp last inspection on September 22/2010.

On site inspection indicates the following visible damages of Locomotives CP 9630. appended are pictures taken prior of clearing the Main-line and after.

- 1, Loco.cab crushed destroyed
- 2, All Engine components, air compressor, Main Alt, Blower broken beyond repairs.
- 3, Carbody demolished
- 4, Locomotive frame twisted and bent.
- 5, fuel tank no leaks. Fuel and Lub-oil transhipped to the Diesel Shop.
- 6, heavy impact of loaded cars ending up resting on top of Locomotive. See picture 009242

Due to the above visual extreme damages. This Locomotive CP 9630 is beyond all repairs. Note: Both trucks and Traction Motors were salvageable pending the qualification of inspection.

**All components requires to be stripped and be re-qualified.**

**Locomotive CP 9703 Model AC4400CW built 2002, 4400hp last inspection on July 05/2010**

**On site inspection indicates the following visible damages of Locomotives CP 9703. appended are pictures taken prior of clearing the Main-line and after.**

- 1, Left side Loco.cab collapsed/crushed inward**
- 2, All Engine components, air compressor, Main Alt, Blower broken not reparable.**
- 2, Carbody demolished**
- 3, Locomotive frame twisted and bent.**
- 4, front draw bar with draft gear broken and pushed in.**
- 5, # 1 truck still attached, no visual damage.**
- 6, # 2 truck detached and buried under land slide and debris.**
- 7, fuel tank intact with no visual damage. Fuel and Lub-oil transhipped to the diesel shop.**
- 8, Rear draw bar with draft gear broken and pushed in.**
- 9, heavy impact of loaded cars ending up resting on top of Locomotive. See picture 007 & 025**

**Due to the above visual extreme damages, This Locomotive CP 9703 is beyond all repairs. Note: Both trucks and Traction Motors were salvageable pending the qualification of inspection. All components requires to be stripped and be re-qualified.**

**Click on the link below to dowload pictures:**

**<https://www.pchelps.com/upload/getfile.asp?e=capuano&f=IMG%5F1546%2Ezip>**

**In early October, the following retired units (many stored in the Winnipeg deadline for the last two years) had been moved to Montreal, St-Luc Yard and consigned to (RBRX) RB Recycling in Lachine, QC for scrapping:**

**CP GP9u 1576, 1595**

**CP SD40-M-2 5494, 5495, 5497**

**CP SD40-2 5566, 5576, 5669, 5700, 5713, 5721, 5733, 5748 and 5804.**

**On October 4<sup>th</sup> the Delson way freight had forwarded the first three (5494, 5495 and 5497) to the CP spur outside the Cadrail facility. The next day, Marc Caya caught the following power in a panoramic snapshot at CAD : MLW RS-23, BBD LRC-2, MLW RS-18u, EMD M/K-rebuild SD40M-2 x3. Numbers: CAD 2001, VIA 6914, CAD 1825, CP 5495, CP 5497, and CP 5494.**

**<http://www.railpictures.net/viewphoto.php?id=340299&nseq=1>**

**<http://www.railpictures.net/viewphoto.php?id=340202&nseq=6>**

**In October CP sold GP9u 1695 to the Northern Plains Railroad in Thief River Falls, Minnesota. The geep is not expected to be renumbered.**

**Teck Resources Ltd reported on October 6<sup>th</sup> that the company has entered into an agreement to transport steelmaking coal from its five mines in southeast BC to Vancouver area ports. This ten year agreement has been executed with Canadian Pacific Railway. Under the agreement, CP will provide the necessary investments to achieve growth in the volume of coal shipped from**

Teck's mines in Canada. This is a confidential agreement commencing 1 April 2011.

CP 1689 (ex-TH&B 402) is among 24 other units that were moved west on CP in October. The retired units are destined for a consulting firm in Langley, BC through SRY in New Westminster, for resale.

CP GP7u 1510, GP9u 1520-1583-1689, CP SD40-2 5599-5611-5643-5683-5684-5692-5696-5702-5709-5714-5715-5720-5772-5778-5805-5808-5816-5830-6057, and CP GP9u 8235. (Ken Perry)

On October 2nd, I met up with Bryan Passifiume and we visited St-Luc Diesel Shop. We caught several interesting units including leased (NJT) AMT GP40FH-2 4140, CP genset 3GS21B-DE 2100, D&H GP38-2 7312 and SOO GP38-2 4420. We unfortunately had cloudy skies but a pleasurable afternoon. (Sincere thanks to the Planner "Peter" as well). Here are some of Bryan's shots that day including the units mentioned above, several GE's undergoing engine changeouts, some retired SD40-2's and GP9u 1577 being stripped, and CP GP38-2 3072 with GP7u 1509 taken behind the shop. That is Bryan on the GE, and me in the inspection pit!

<http://www.canadianrailwayobservations.com/2010/11/williamtour1.htm>

<http://www.canadianrailwayobservations.com/2010/11/williamtour2.htm>

<http://www.canadianrailwayobservations.com/2010/11/cp1577bp.htm>

CP posted the following surplus equipment for sale with some classic equipment including an old Cape solarium passenger car, T-Series Sleeper "Trapper", some round roof smoothside baggage cars, a snowplow and an assortment of old boxcars (among other things).

<https://www8.cpr.ca/enetp72/snp/Pages/ViewTender.aspx?Tender=2562>

On October 2, 2010 Kenneth Borg took this great shot of CP Train #666 (a loaded ethanol train) moving east at Delray in Detroit, MI, enroute to Toronto, Montreal and Whitehall NY.

<http://www.canadianrailwayobservations.com/2010/11/cp666kennethborg.htm>

The 2010 Canadian Pacific "Holiday Train" Schedule:

<http://www8.cpr.ca/cms/English/General+Public/Holiday+Train/Schedules/US+North+East+schedule.htm>

Michael Berry caught CP ES44AC 8769, AC4400CW 8553 and SD9043MAC 9113 heading out of Lachine intermodal yard with a long train of containers, heading east, to St-Luc or Hochelaga yard. It is so nice to see the SD9043MAC's in service again! In the background were two GP9u's, lead unit was CP 1690

<http://www.canadianrailwayobservations.com/2010/11/cptrainmichaelberry.htm>

Jeff Pluemer took this shot of DME GP40Q 4001 repaired and repainted version after a deadly derailment. On July 14, 2009 a BNSF train operating on DM&E track left a main line switch open at Bettendorf, IA. DME 914 (Clinton Local) was to pass but DME 4003 and DME 4001 entered the siding hitting the BNSF train. DME 4003 was reduced to a flat car, and DME 4001 had rear-end damage. The unit is former MKT GP40 181, which became EMD 181 and was stored at VMV/NRE Paducah KY before being sold to DME 4001.

<http://www.canadianrailwayobservations.com/2010/11/dme4001jeffpluemer.htm>

After crossing over from NS and clearing Windsor Ontario at 9:49 CP train 626-549 headed east along the Windsor and Galt subs. Here we see CP 6046-ICE 6411-DME 6086-ICE 6407 and a solid string of ethanol tankers as it blows through Innerkip, mile 82 on the Galt sub. The track speed sign says 60 and they were wasting no time when they came rumbling by Walter Pfefferle on October 14<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/11/ethanolwp.htm>

On October 14th CP ran this Vern Gram retirement special over the ICE property and up the CP (ex-Milw) from Bensenville to the Twin Cities as train 41B. Three views are: 083- at Milwaukee on the CP C&M Sub near the Cutoff, 105- at Duplainville Westbound crossed the CN waukesha Sub on the CP Watertown Sub. 150- thats Vern with the coat and other officers, wbd at Portage Jct, Portage WI, Watertown Sub. William Beecher photos.

<http://www.canadianrailwayobservations.com/2010/11/icewbeeher.htm>

CP ethanol train #666 is always interesting to follow and the October train was no exception with CP 666-803 rolling by Guelph Jct at Campbellville, ON) at 1710-17 with CEFX 1029, CSXT 500, CITX 3065, CITX 3100. (thanks to Brendan Frisina, Steve Hostovsky and Bill Miller)

<http://www.hostovsky.com/~WDM/20101017-CEFX1029E-666-Galt-ON.jpg>

Dan Tweedle took this shot of CP 627 with a colourful lash-up with SOO 6045, CITX 3054, DM&E 6078, and IC&E 6216. The trains 626 and 627 are unit ethanol trains that enter the United States by the Hamilton Subdivision and are recent additions as of mid-October. Dan Tweedle photo. <http://www.canadianrailwayobservations.com/2010/11/soo6045dantweetle.htm>

Chris Wilson provide this railfan report from October 4th, 2010 from the Sault Ste-Marie and Sudbury, Ontario. I arrived in the Sault just in time to get the passenger departing. I drove into Searchmont road, in the fog and sort of gave up.

<http://www.railpictures.net/viewphoto.php?id=340412>

After the departure of the passenger, I made my way to the Huron Central yards and found CP SD40-2 6030 and QGRY 2008 coupled together.

<http://www.railpictures.net/viewphoto.php?id=340092>

<http://www.railpictures.net/viewphoto.php?id=340537>

Chris caught CN SD70M-2 841 and CN SD40-2W 5351 pulling across the interlocking with the OVR at Coniston, near Sudbury.

<http://www.railpictures.net/viewphoto.php?id=340063>

Over to the yard, full of stuff... CP SD40-2 6604 was coupled to the HCRY GP40-2W 3012, Also there (Vale) VAEX 2006 was on the property. Coupled to some sort of GE mid-cab. Note CP SD40-2's 6030 and 6604 are leased to HCRY.

<http://www.railpictures.net/viewphoto.php?id=340082>

<http://www.railpictures.net/viewphoto.php?id=340425>

I did check out Ottawa, nothing around Walkley... Missed CP 153, sat at the CP for 2 hours and nothing so drove to Cornwall for

the cycle....

<http://www.railpictures.net/viewphoto.php?id=340427>

<http://www.railpictures.net/viewphoto.php?id=341312>

<http://www.railpictures.net/viewphoto.php?id=341249>

<http://www.railpictures.net/viewphoto.php?id=340622>

## **CP VIGNETTES**

Photos taken in Montreal's Windsor Station on July, 4<sup>th</sup>, 1954 by John Dziobko

<http://www.railpictures.net/viewphoto.php?id=297985&nseq=141>

<http://www.railpictures.net/viewphoto.php?id=298173&nseq=137>

**CPR 4-4-4 "JUBILEE"-class:**

Named for the Jubilee (50th. anniversary) of transcontinental passenger service this wheel arrangement was quite rare the CPR being the only railway in Canada to have it. In the US only two were built, the 4-4-2 *Atlantic* being preferred for light, fast passenger trains. The CPR used them on light, fast passenger trains, branchline passenger and freight trains across the system. The earlier *Jubilees* were the famed F2 class 3000's that hauled lightweight passenger equipment newly designed and built to modernize service.

[http://trainweb.org/oldtimetrains/photos/cpr\\_steam/jubilee.htm](http://trainweb.org/oldtimetrains/photos/cpr_steam/jubilee.htm)

Bruce Chapman took this image on February 6th, 1964. CPR had leased some Alco FA/FB's from Union Pacific. Here are a couple at Ottawa West on a bright winter's day, having arrived from Montreal St-Luc Yard on freight train #85. The CPR FP7/9's on the outbound track are for afternoon and evening passenger trains to Montreal Windsor Station.

<http://www.canadianrailwayobservations.com/2010/11/lbc779brucechapman.htm>

Norm Conway took this great shot of CP Rail M630 4563 leading other MLW's at Highway #97 just west of Orr's Lake, Ontario, in 1985. Just imagine the sights and sounds! Interestingly, CP 4563 is now preserved in operating condition at the CRHA ExpoRail Museum in Montreal in full CP Rail paint.

<http://www.canadianrailwayobservations.com/2010/11/cp4563normconway.htm>

Bruce Chapman took this image August 20th, 1965, and shows CP train #75 from Montreal to Ottawa West about to cross Bank Street, in Ottawa. This right-of-way is now Kilborn Avenue in the southern part of the old City of Ottawa. #75 brought carloads of beer from Montreal to be delivered to the distribution points in Hull Quebec. At the time, Quebec beer could not be sold in Ontario (probably still can't), so #75 on the south shore and #85 on the north shore brought carloads of beer in insulated boxes to Hull...#85 could set them off in Hull, but #75 terminated at Ottawa West, so a transfer then brought them across the border. These CP 35000-series insulated boxes usually had beer for Labatts;(you can see quite a bunch near the head-end of the train), the CP 165/166000 series yellow insulated boxcars had O'Keefe, and then we also got beer transferred from the CN for Labatts in Hull. The power is a relatively-new CP MLW C424, which were supposed to be only used on fast transcon freight trains at this time, but this unit may have just come out of St. Luc from repairs, and could be on a testing run.

Ron Visockis clicked handsome CPR G5 #1201 on an excursion from Ottawa to Montreal on the CN Alexandria Sub passing through Coteau QC June 30<sup>th</sup>, 1984.

. <http://www.canadianrailwayobservations.com/2010/11/cp1201ronvisockis.htm>

Phil Mason submitted these terrific images of a pair of brand new 5800-series CP Rail SD40-2's at St. Luc Yard in 1974. These locomotives were delivered new from GMDD London, ON, and went to Montreal for installation of equipment required for in service locomotives. They were later equipped with the Locotrol equipment at the Ogden Shop in Calgary, AB. They are now off the roster with 5828 retired in 2004 and 5829 in 2008.

<http://www.canadianrailwayobservations.com/2010/11/sd40ogdenphilipmason.ht>

This is the best photo I have ever seen of the Coal Chute at St-Luc Yard (Montreal, QC). It is a very modern one because the yard was built in the 1950's! Phil Mason caught this CP RAIL (FM) H-Liner, RS10 and RS3 near the chute in 1974. Interestingly many CP diesel sop employs still refer to this part of the yard as the "COAL CHUTE", even though it is now the Diesel Refueling Station and the coal tower was torn down years ago.

. <http://www.canadianrailwayobservations.com/2010/11/8716stlucphilmasson.htm>

Taken at St. Luc shop on December 23rd, 1993 by Ross Harrison. CP president Rob Ritchie, had just arrived in a Buick Century from downtown to shut the last big MLW #4706 down via the fuel stop button above the tank. However, in a severe power shortage, several of the units were reactivated for several months in the spring until they were finally re-retired due to their many ailments. <http://www.canadianrailwayobservations.com/2010/11/cp4706rossharrison.htm>

## **PHOTO CONTEST**

### **OCTOBER CONTEST WINNER**

This month we had many excellent photos submitted for the SHOW ME YOUR COLORS photo contest.

I am impressed by the quality of photos we receive from our readers and you made it hard to pick a winner. After viewing the photos and applying them to the title of the contest, the winning photos was submitted by A. J Shewan

I chose this photo because it truly is an "Up In The Air Photo" but also makes you want to go there. The photo almost jumps off the page and makes you look at it. An excellent photo, well done.

Congratulations to A J and thank you to all that submitted photos.

Winning photo and runner up photos can be seen at

<http://www.canadianrailwayobservations.com/contest/octwinner.htm>

All entries can be seen at

<http://www.canadianrailwayobservations.com/contest/octentries.htm>

Just email your photos to

[pictures@canadianrailwayobservations.com](mailto:pictures@canadianrailwayobservations.com)



but make sure you put PHOTO CONTEST and the MONTH in the subject line .

**IMPORTANT**

Remember, the photo must have been taken in the same month as the contest. To make sure your photos are not rejected, read the photo submission guidelines

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

**NOVEMBER PHOTO CONTEST**



November is that month when everything seems to be mixed up. Summer has left but winter is not here yet. The weather is usually dark and gloomy so this month we are looking for those photos that capture the time between seasons when it is wet and messy. Get out there on those days that you think you should stay home and capture the changing of the seasons.

Prize this month will be an official CN lanyard and cell phone holder plus bragging rights.





Good Luck.  
The CRO team

## VIA RAIL & PASSENGER

G-P Arcouette snapped Amtrak's "Adirondack" with the full length dome which has returned to the Montreal-NY passenger train. It is seen September 25<sup>th</sup> at Cantic, QC.

<http://www.canadianrailwayobservations.com/2010/11/domeamtrakgpa.htm>

Dan Tweedle caught VIA 70 with VIA 1750 on the tail end. It is a lounge car built in 1954 and is Exx CN coach 5585, ex BCOL Club Car 1750 Glenfraser. Walter Pfefferle also caught the same car at Ingersoll Ontario.

<http://www.canadianrailwayobservations.com/2010/11/glenfraserdantweetle.htm>

Another unique VIA paint scheme bites the dust. VIA F40PH-2 6411, which is painted in "Operation Lifesaver" livery was moved in late-September to CADRAIL in Lachine Quebec for it's rebuild. As of October 1<sup>st</sup> VIA has only two F40H-2's wearing wraps: 6408 "Spiderman" and 6414 "Lotto Quebec".

Chris Gertz caught the last Spiderman unit going through Paris, ON Oct 21st. Looking good considering it's age! It was a promotion for "Spiderman 2"! Walter Pfefferle took both these images near Woodstock, ON showing the Spiderman and Operation Lifesaver units 6408 and 6411. The other shot of 6411 is by Terry at the VIA Vancouver Maintenance Center.

[http://railfan.thegrebs.com/VIA/via6411a\\_003](http://railfan.thegrebs.com/VIA/via6411a_003)

In late October G-P Arcouette clicked the remains of the prototype Cadrail F40PH-2 rebuild VIA #6400 now stripped to the bone at VMC in Montreal. The unit was involved in a derailment in 2009. show details 7:20 AM (3 hours ago)

<http://www.canadianrailwayobservations.com/2010/11/via6400gpa.htm>

VIA train #14 "The Ocean" with Renaissance equipment leaves Montreal on a Thursday and Saturday evenings, and also departs Halifax, NS as #15 on Mondays and Fridays. However as of late-October these trains will now be running with a new

rebuilt-Renaissance baggage car recently released from IRSI (Industrial Rail Services) in Moncton, NB. The car now has a large sliding door: about 6-7feet wide by 6.5 feet in height, located about 25-feet back from the front end of the car, controlled manually by sliding it back & forth like a Hep car baggage car door & latching it shut. There's a door opposite each other on both sides of the Baggage car. Here are shots of the new VIA baggage car (#7007) on train #14/15 The new huge door is about 7 feet wide by 6.5" feet in height, opens and closes manually like a HEP Stainless baggage car.

<http://www.canadianrailwayobservations.com/2010/11/renchrismcmahon.htm>

With (ex-GO) RBRX leased F59PH units on the head end, passenger train VIA 601 makes quite a sight crossing the Ste-Ursule trestle on a very hot and humid summer day in September. In Hervey Junction, about 50 miles north, the consist will be separated in two sections ; one bound for Senneterre, and the other one for Jonquière. (Ste-Ursule, Québec, MP 76.0, on the CN Joliette Subdivision by Samuel Thibodeau). <http://www.canadianrailwayobservations.com/2010/11/viagosamthibodeau.htm>

#### October 20th VIA #2 "The Canadian" departure Pacific Central Station

VIA F40 6441 Vancouver Assigned Unit RMRX 5726 RMRX 5449 VIA F40 6448 Vancouver Assigned Unit 8605 Baggage 8116 8517 Skyline 8320 Douglas Manor 8312 Butler Manor 8408 Empress - Dining Car 8321 Draper Manor 8316 Christie Manor 8308 Bliss Manor 8707 Kokanee Park 2 Units, 12 Cars

On October 25<sup>th</sup> VIA P42DC 905 with train #43 from Ottawa enroute to Toronto, hit an automobile near Joyceville, ON just a few miles East of Kingston, killing the driver. VIA #43 passengers were transferred to the following #57 which arrived in Belleville 1:30 mins late. After #57 went by Belleville the empty #43 with the damaged 905 was held in Belleville until the equipment could be deheaded to the VIA Maintenance Centre. Attached two pictures by Ron Visockis of the damaged 905

<http://www.canadianrailwayobservations.com/2010/11/via905damageronvisockis.htm>

Photo of the vehicle and video of the VIA incident reported above:

<http://www.thewhiq.com/ArticleDisplay.aspx?e=2815431>

VIA VIGNETTE: Ross Harrison caught this meet with VIA #1 the westbound 'Canadian' with F40PH-2 6436 and VIA #2 with F40PH-2 6433 at Mackey, Ontario on the North Bay Subdivision October 27th, 1989

<http://www.canadianrailwayobservations.com/2010/11/canmeetrossharrison.htm>

Due to mechanical issues in early October with one of the West Coast Express Locomotives, W/B Train 16, and E/B Train 17 have been using VIA F40PH-2 6453. On October 5<sup>th</sup> Terry Muirhead clicked these photos of Train 4 with 6453 prior to leaving Waterfront Station. He also managed to get a ride on the newest West Coast Express Coach 405, which was just pressed into service last week. The last batch of Photos were taken at Port Haney, and the train had 11 coaches

<http://www.canadianrailwayobservations.com/2010/11/via6453terrybc.htm>

Terry also caught WCE F59PHI 902 outside the VMC in October 5<sup>th</sup>. It was being used at times as the VMC Switcher while at the facility.

<http://www.canadianrailwayobservations.com/2010/11/viawce902tm.htm>

Mike Allen clicked these CP SD40-2's passing leased VIA F40PH-2 6453 pulling the West Coast Express at Waterfront Station, in BC on October 5<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/11/cp5847mikeallen.ht>

ROCKY MOUNTAINEER train 609 (Jasper to Kamloops) on October 3rd handled the Whistler to Jasper train equipment (new paint scheme) as well for a total of 21 cars.(RMRX) 8011-8017-8013- and "genset" NREX 2020 power train #609 at Mile 135 Clearwater Sub - in beautiful BC Oct 3-10 Photo by John Leeming. As can be seen in the photo, most of the RMR units now sport the new image. John shot the train on the lower end of the Clearwater Sub.

<http://www.canadianrailwayobservations.com/2010/11/rmr8011johnleeming.htm>

## **High Speed Rail**

High Speed Rail In Canada Princess Twin Cinema Presentation High Speed Rail Canada in cooperation with the Princess Twin Cinema present an evening full of presentations, guest speakers, and video about high speed trains.

The Princess Twin Cinema in cooperation with High Speed Rail Canada <http://highspeedrail.ca/> on Wednesday November 18th, 2010 at 7pm is hosting a premier high speed rail event in Waterloo Ontario.

"High Speed Rail in Canada – Yesterday, Today and Tomorrow" will be a multimedia event featuring video, slide presentations and guest speakers from two of the largest passenger rail manufacturers in the world, Alstom and Bombardier and from High Speed Rail Canada.

From a vintage 1967 promotional 4 minute film on Canada 'slegendary high speed Turbo Train to modern video of the record breaking 574km/h high speed train run in France ,this event promises to educate and entertain. Guest speakers include Paul Larouche - Bombardier, Ashley Langford - Alstom and Paul Langan – High Speed Rail Canada.

Paul Langan states," We are fortunate to have such an intimate and quality venue for this event. I am excited about the quality of our two guest speakers from the passenger rail car industry and the chance to educate Canadians on the past, present, and future of high speed rail in Canada and around the world."

Tickets are only \$10.00. Advance tickets are strongly recommended as the cinema has limited seating capacity. The cinema is located at 46 King Street North Waterloo. For more information on the event or directions to the cinema go to the Princess Twin Cinema website,

<http://www.princesscinemas.com/film/?id=2096>

or the High Speed Rail Canada website <http://highspeedrail.ca/>.

Paul Langan can be reached at 519-654-0089

# **TORONTO GO TRANSIT**

(By Dan Dell'Unto)

As of mid-October, units 647 and 648 have been delivered, with 649 and 650 in transit. These units are part of the final group of MP40PH-3C's (647-656) being built for GO Transit by Motive Power Industries.

Shots of 2/3 ex-GO F59's repainted for NC-Dot, taken by Harold Hodnett in Raleigh NC recently.

1810 is ex-RBRX 18529, nee-GO 529

1859 is ex-RBRX 18534, nee-GO 534

(and there's an 1866 which is ex-RBRX 18535, nee-GO 535)

<http://www.canadianrailwayobservations.com/2010/11/ncdorharoldhodnett.htm>

On October 4th, morning MP40-powered GO train #834 derailed on the Richmond Hill line. The incident occurred south of Richmond Hill GO station on the Bala Sub. No injuries were reported, but GO service was suspended on that line for the morning. Only the locomotive 610 derailed, which appeared to be pushing the train southbound. MP40 647 later came to rescue the train. The cause of the derailment has not been released yet.

<http://www.canadianrailwayobservations.com/2010/11/goderail610.htm>

[http://www.cp24.com/servlet/an/local/CTVNews/20101004/101004\\_go\\_dreail/20101004/?hub=CP24Home](http://www.cp24.com/servlet/an/local/CTVNews/20101004/101004_go_dreail/20101004/?hub=CP24Home)

## **Toronto Transit Commission**

A train of Toronto's new subway cars were unveiled to the media on October 14<sup>th</sup> 2010 at the TTC's Downsview Subway Station. The new trains, dubbed the "Toronto Rocket", are permanently mated 6-car consists with a cab at each end. The trains feature full openings between cars and more passenger safety and accessibility-friendly options, among other things.

A total of 39 6-car sets are being built in Thunder Bay by Bombardier and are expected to enter service early in 2011. They will be numbered 5381-5766, in 6 car groups (5381-5382-5383-5384-5385-5386 would be the first set, 5391-5396 the second, 5400-5406 the third, etc). They are expected to serve exclusively on the Yonge-University-Spadina line, allowing the current Bombardier T1 cars to be allocated other lines. They will fully replace the older H4, H5 and H6 subway cars (5580-5935) built by Hawker Siddeley and UTDC/Can-Car in the 1970's and 1980's.

CTV

[http://toronto.ctv.ca/servlet/an/local/CTVNews/20101015/new-subway-101015/20101015/?site\\_codename=Toronto](http://toronto.ctv.ca/servlet/an/local/CTVNews/20101015/new-subway-101015/20101015/?site_codename=Toronto)

Globe & Mail

<http://news.nationalpost.com/2010/10/14/ttc-unveils-new-subway-cars/>

## **AMT MONTREAL COMMUTER**

- The last train using the Hawker Siddeley train set is running on the Candiac line, with RBRX F59PHI 18531 – 1240 – 1241 –

1258 – 1201 – 203

- An AMT test train is running with a CN GP38-2 47xx (with possible gearing and speedometer mods with a for increased track speed?), AMT generator #602 and AMT control-car #3016.

- The end is near for the former CP Hawker-Siddeley 900-series bi-level coaches. The lot are no longer on the St-Jerome run and are stored at Sortin yard, while #920 has been sent to Cadrail in Lachine (See Photo) The AMT Numbers on the sides have been removed. Marc Caya photo [http://www.myrailfan.com/collection/AMT/AMT\\_900/img.aspx?ID=amt920\\_cad.jpg](http://www.myrailfan.com/collection/AMT/AMT_900/img.aspx?ID=amt920_cad.jpg)

- AMT GP9u 1313 still operating as the Sortin Yard switcher, and is not yet retired

<http://www.canadianrailwayobservations.com/2010/11/amt1313mc.htm>

- Few control-cars still need a tweak on the cow catcher and cannot use tracks 3 & 5 at Lucien L'Allier. See difference

[http://www.myrailfan.com/collection/AMT/AMT\\_3000/img.aspx?ID=AMT3000Cowcatcher.jpg](http://www.myrailfan.com/collection/AMT/AMT_3000/img.aspx?ID=AMT3000Cowcatcher.jpg)

Complete deployment list of 3000-series equipment at:

[http://www.myrailfan.com/collection/AMT/AMT\\_3000/AMT\\_3000.aspx](http://www.myrailfan.com/collection/AMT/AMT_3000/AMT_3000.aspx)

The consortium comprising Bombardier Transportation and Alstom Transport signed a contract with Societe de transport de Montreal (STM) for the supply of 468 metro cars (52 nine-car trainsets) to replace the MR-63 fleet, in service since 1966, and to optimize service. The contract is estimated at approximately \$1.2 billion CDN (\$1.2 billion US, 864 million euro). Bombardier's share is estimated at \$742 million CDN (\$725 million US, 519 million euro) and Alstom's share is estimated at \$493 million CDN (\$482 million US, 345 million euro). The contract will enter into force, and the final price fixed using the applicable exchange rate, when the usual steps of funding approval will be completed.

The design, manufacture and final assembly of the new Montreal metro cars will be undertaken at Bombardier's facilities in La Pocatiere and Saint-Bruno, Quebec. Alstom's sites in Sorel-Tracy and Montreal, Quebec, will also be involved. The first prototype train will arrive in June 2013, followed by the base order deliveries that are scheduled to take place between February 2014 and September 2018. In conformity with the STM requirements, the project includes a 60% canadian content and final assembly will take place in Canada. The new cars will offer all the characteristics of a 21st century metro: The next-generation metro cars will provide a range of new features for passengers, ensuring maximum space and safety, including: Open gangways allowing riders to walk freely from one end of the train to the other. A new spacious interior design with optimal and ergonomic sitting arrangement. A state-of-the art electronic passenger information system. New security features, including onboard cameras and a two-way intercom system connecting passengers with the driver and the control center.

## **CANADIAN LOCOMOTIVE SHOPS**

**Global Railway Industries (RB Recycling / CADRAIL - Lachine, QC):**

On October 21<sup>st</sup> Michael Berry caught RBRX F59PH #18533 in new MI-TRAIN paint at the Cadrail shop. The engine (one of possibly 10) will be leased for Amtrak intercity service in Michigan, based out of Chicago, Illinois. The engine was picked up by CN outside the plant and lifted to Taschereau Yard where Eric Aucoin got these two great shots of the unit on October 27<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/11/mitraineric.htm>



<http://www.canadianrailwayobservations.com/2010/11/cadrailmichaelberry.htm>

On October 1<sup>st</sup> Ex-VIA LRC unit 6914 had arrived at Cadrail for scrapping. 6919 was to come to Montreal as well. but had to be held in Toronto with a truck problem. Guy-Pascale Arcouette caught the last movement of LRC 6914 as it was moved to Cadrail in Lachine, QC

<http://www.canadianrailwayobservations.com/2010/11/lrc6914guyarcouette.htm>

CP AC4400CW 9505 has been at Cadrail since April 22<sup>nd</sup> and is under repair inside the shop. CP AC4400CW 9566 arrived at Cadrail on October 5th for repairs to her cracked frame and Marc Caya clicked the unit at Cadrail sitting next to an AMT double deck commuter coach in early October.

<http://www.canadianrailwayobservations.com/2010/11/cp9566marccaya.htm>

IRSI - Moncton, NB.

Ron Visockis visited New Brunswick in September and clicked the following shots outside the IRSI facility in Moncton. Note the RDC's and VIA LRC coaches in various stages of rebuild. When released, the upgraded coaches will be series "LRC-4" and are to sport a new livery.

<http://www.canadianrailwayobservations.com/2010/11/irsironvisockis.htm>

## **GREEN RAIL NEWS**

**November GRN was not available at press time so we have reposted Octobers.**

### **ELECTRO MOTIVE DIESEL:**

KANSAS CITY SOUTHERN announced the completion of its five-unit EMD GP22ECO rebuild project on Sept. 24. Work was wrapped up on the five locomotives on Sept. 15, 2010 at the KCS shops in Shreveport, LA. According to KCS, "From the beginning, the craftsman in the Shreveport locomotive shop approached the repower project as a learning experience, installing freshly manufactured engines and all of the supporting components, emission controls, wires, etc. With each locomotive they found better ways to perform the work. They also found ways to lessen the time to completion. The first locomotive took 3,500 man hours to complete, while the fifth locomotive took only 1,500 man hours to complete."

The complete press release from KCS can be found on the railroad's KCS News website:

<http://www.kcsouthern.com/en-us/Employees/Pages/KCSNews.aspx?release=3263>

GreenRailNews.com is working on verifying the numbers of the locomotives involved in the project, and hopes to release a full list in the next issue.

KCS did announce in its initial press releases regarding the project (as reported in the Feb. 2010 Roundup in CRO) that the first

unit to be rebuilt would be KCS 2813. Bob Brown photographed her outside the shops in Shreveport post-rebuild and sent us this image: <http://www.rrpicturearchives.net/showPicture.aspx?id=2120585>. In addition, Bryce Denny caught the KCS 2811 in Shreveport earlier this month looking very rebuilt with Q-fans (a dead giveaway on the conversion) and fresh paint. Here's the photo: <http://www.rrpicturearchives.net/showPicture.aspx?id=2231658>

NORFOLK SOUTHERN will be building two slug-mother sets using GP22ECO-M ECO conversions as mothers, paired with slugs. All work will be completed at NS-owned Thoroughbred Mechanical Services in Altoona, PA. Initial reports are that the slugs will be built from former Conrail GP38's, NS 2885 and 2888, while at least one of the mothers will be former GP38AC NS 4105. Unconfirmed speculation based on observations has the other mother as NS 4117.

Lance Myers of the website AltoonaWorks.info provided this photo of the extent of the work being done to the 4105: [http://www.altoonaworks.info/pics/l-myers/jbs2/100903\\_1.jpg](http://www.altoonaworks.info/pics/l-myers/jbs2/100903_1.jpg)

### **GLOBAL LOCOMOTIVE:**

The first CLEAR repowered GE 90-series locomotive for the WHITE PASS & YUKON RAILWAY – WP&Y 91 – was moved by truck from Global Locomotive's shop at Western Junction, WA to Tacoma, WA for shipment to Alaska in early September. The unit is very similar in appearance and specifications to the CERES rebuilds completed by now-defunct CEECo in 2008. CEECo rebuilt the 90 and 98 in Tacoma, WA and many of the same people (including the former CEO) are involved in the current venture with Global Locomotive. WP&Y sent the 91 and 99 to GL this year for overhauls.

Two photos of the move were posted on RailroadForums.com by user Railhead 1956:  
<http://www.railroadforums.com/forum/attachment.php?attachmentid=109193&d=1283742407>  
<http://www.railroadforums.com/forum/attachment.php?attachmentid=109195&d=1283742407>

### **MOTIVEPOWER:**

New ARCHER-DANIELS-MIDLAND MP14B gensets ADMX 1402 and 1403 were spotted being shuffled around MotivePower's plant in Boise, ID on Sept. 13. It is not yet known where the three MP14B's being ordered by ADM will be deployed. Photo by Rob Boes: <http://www.railpictures.net/viewphoto.php?id=337766&nseq=1>

The units are a different color from the ADMX 1401, which was sighted at MPI in Boise back in July:  
<http://www.greenrailnews.com/motivepower/admx/1401b.jpg>

### **NATIONAL RAILWAY EQUIPMENT:**

Joe Ferguson sent us photos of two new 3GS21B's that are being completed for CSX TRANSPORTATION at NRE's Mt. Vernon, IL shops. The units are CSXT 1315 and 1321, and are the first of four that are being built at Mt. Vernon on the frames of retired GE B36-7 locomotives. These are the first 3GS21B's to be built on recycled frames by NRE. Here's a shot of the pair by Joe Ferguson:



<http://www.greenrailnews.com/nre/csxt/1321a.jpg>

Additional BNSF 3GS21C gensets are beginning to ship from different locations. In addition to the BNSF 1308 mentioned last month, BNSF 1302 and 1303 were shipped from NRE Paducah in late August. It also appears that the 1308 was built in Paducah but shipped to NRE Silvis for finishing work and paint prior to delivery.

Joe Ferguson provided these two photos of the BNSF 1303 on BNSF at Joppa Junction, IL:

<http://www.greenrailnews.com/nre/bnsf/1303a.jpg> and

<http://www.greenrailnews.com/nre/bnsf/1303b.jpg>

BNSF 1304 was also seen in transit on BNSF on Sept. 19, but it is not known which plant it originated from. BNSF 1307 has also been delivered and is at work in Commerce, CA. Photos:

BNSF 1304 by Ryan Kertis: <http://www.rrpicturearchives.net/showPicture.aspx?id=2241730>

BNSF 1307 by Scott Garcia: <http://www.rrpicturearchives.net/showPicture.aspx?id=2244689>

### **RAILPOWER TECHNOLOGIES:**

BNSF 1211 (an RP14BD) and 1210 (an unconverted 1<sup>st</sup> Generation GG20B) were spotted last week at MetroEast Industries in East St. Louis, IL. It is not yet known why they are there, but we are seeking additional information.

Last month we mentioned a prime red RP20BD at TMS that we suspected was the new genset for RJ CORMAN. Turns out we were correct. Moving as RPRX 2010, the new RP20BD was delivered to RJCP's lines in Clearfield, PA for testing before it was painted. Tony Kimmel caught the unit underway in Cresson, PA and sent this photo showing the new cab design and heavily modified frame:

<http://www.greenrailnews.com/railpower/rjcp/2010b.jpg>.

Green Rail News drove past the Defense Non-Tactical Generator and Rail Equipment Center (DGRC) in Sunset, UT early in the month and observed that the scrapping of the first generation GG20B Green Goats appeared to have commenced. When we visited on Sept. 5 (a Sunday, so nobody was around to speak to) the USAX 6000, 6001 and 6002 had all been taken off of their trucks, and were sitting on blocks with various access doors on the hoods open. So far, USAX 6003 and 6004, which were upgraded to Gen. IV standards, haven't been touched. Photos:

USAX 6000 and 6001: <http://www.greenrailnews.com/railpower/usax/6000r.jpg>

USAX 6000, 6001 and 6002: [http://www.greenrailnews.com/railpower/usax/6000\\_6002b.jpg](http://www.greenrailnews.com/railpower/usax/6000_6002b.jpg)

USAX 6002: <http://www.greenrailnews.com/railpower/usax/6002c.jpg>

USAX 6003: <http://www.greenrailnews.com/railpower/usax/6003e.jpg>

USAX 6004: <http://www.greenrailnews.com/railpower/usax/6004f.jpg>

# **ELECTRO-MOTIVE CANADA COMPANY**

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

Thirteen units were shipped from London during September for two customers. Another 11 (4006 to 4015 & 4017) of 25 SD70ACe units for Saudi Arabia (SAR) left the plant for Montreal via GEXR and CN. The first pair (8915 & 8954) of 45 CN SD70DCe (SD70M-2), 8915 to 8949 was shipped to LaGrange for emissions testing and repowered UP SD59MX 9907 was returned to the plant during the month.

On September 26, EMCC had an open House today for employees, family and friends.  
The following observations were made inside the plant.

The current CN order C-294 for 50 (8915-8964):  
Frame bedplates under way; C-294-30 (to be 8944)  
Early cab assembly: C-294-27 (to be 8941)  
Truck assembly finished: C-294-21 (to be 8935)  
Frame creation: C-294-21 & -23 (to be 8935 & 8937)  
Frame build up underway (up-side-down): C-294-22 (to be 8936)  
Wiring and cab completion: C-294-17, 18, 20, 21, 24 & 25) (to be 8931, 8932, 8934, 8935, 8938 & 8939)  
On the assembly line: C-294-16, 17 & 18 (to be 8930, 8931 & 8932)  
Nearing complete build up on the line: C-294-14 & 15 (to be 8928 & 8929)  
Painting underway: 8921  
Painted, in final upfit (open for cab visits), 20,000 lbs wt. max speed 70 mph:  
8919 (f:20096294-005)  
8920 (f:20096294-006)  
Painted on the line: 8918 (f: 20096294-004)  
Outside the Test Building: C-294-24 (to be 8938)

The current Saudi Arabia order C-067 for 25 (4000-4024):  
Painted on the line: 4016 (f: 20088067-017)  
Outside the Test Building: Painted 4022 & 4024  
In the backyard ready for shipping placarded in the EMDX 3000-series.

The current CrossRail (Benelux) order C-968 for 7 (numbers TBD):  
JT43CWRMs painted grey with yellow noses  
On the assembly line on shop trucks: C-968-001 & C-968-003  
On the assembly line on its own trucks: C-968-007 (fs: 20078968-007 10-2008)  
which may be going to Wagon Management in the Netherlands.

In the ECO repower line:

AMTRAK California (CalTrans) F59 2013 with new primer mover installed.

UP SD59MX 9907 which had been repainted and renumbered by UP before being returned to London. Some of the London-rebuilt UP SD60M's with the ECO package (called SD32ECO - EMD Marketing Name, SD59M-2 - EMD Official Designation and SD59MX - UP Designation) are now in service on UP (details: Bill Miler and photo credit to Don Kalkman)

<http://www.flickr.com/photos/mastadon4935/5088064402/>

In the traction motor department an order for India Railways, thought to be replacements for narrow gauge locomotives.

At the end of the month Norfolk Southern announced an order for 100 SD70ACes. According to NS, the units will be delivered at 25 per year starting in the second quarter of 2011. The order is unusual because NS power has been mostly DC traction-equipped locomotives.

Ian Pullen caught the following Saudi-bound units at the Port of Montreal October 11th

<http://www.canadianrailwayobservations.com/2010/11/emccianpullen.htm>

David Parker of Georgetown, ON, submitted these fine shots of Canadian-built Class 66's he caught in service in the UK. The top photo is DB Schenker (EW&S) Southbound stone train on Midland Mainline at Harrowden Jct (Between Kettering and Wellingborough) Eng EWS 66088, taken Sept 4/10. The other photo shows DB Schenker (EW&S) Northbound ety stone train. Harrowden Jct. Eng EWS 66096, taken Sept 3/10. DB Schenker bought out EW&S from CN last year

<http://www.canadianrailwayobservations.com/2010/11/class66davidparker.htm>

## **SHORTLINES REGIONALS & INDUSTRIALS**

### **Western Canada**

NREX 3GS21B-DE 2020 arrived on the Great Sandhills Railway (GSRY) on October 11<sup>th</sup>. This locomotive had finished up two months of tests on the RMR (Rocky Mountaineer) in BC and will now test on the GSRY. NREX B23-7's 4221, 4227, and 4253 are expected to move the GSRY back to NREX. One of the trio NREX 4227 has failed, but they are still using the other two for now. GSRY also has GMTX GP39-2 2674 and 2693, and the NREX B23-7's. The three GE's will leave for Silvis, IL after GSR receives another GMTX GP38-2 from the Kelowna Pacific in October or November.

On October 3<sup>rd</sup> Tim Schwartz noted the following Hudson Bay Railway train heading into Flin Flon, MB. The units had just finished spotting the frac sand and where backing to the Channing Trestle where they had dropped the rest of the cars. This was the amazing set of power:

HBR 3550

HBR 3002

KRC 2401

KRC 2402

OMLX 34

OMLX 713

OMLX 9570

Mark Perry has been on the Emerson now for a couple of months and every trip he sets out and picks up cars at Viterra's Canola crushing plant in St. Agathe, MB. The plant is a long way off the highway and the plant trackage is quite a hike if you want to try and get shots of their blue GE 45/50 tonner switching around their plant [not sure of the B/N and B/D for this unit, anyone?] , Mark at last got a shot of it from his unit in late October after they set out some cars for them on the south leg of the wye and they came out to fetch them. Note the engineer had come outside just to be in Mark's shot

<http://www.canadianrailwayobservations.com/2010/11/gemarkperry.htm>

## **CWR Vignette:**

The Central Western Railway in May 1994 was an interesting shortline, especially after they acquired an ex-SP GP9E 3708! It still had its full SP light package and paint in 1994. The ex-NYC GP9 7438 had been painted in the CWR "Coast Guard" paint scheme. The northbound is shown switching at Meeting Creek, AB. Today the station and at least one elevator is preserved at Meeting Creek, along with a thousand feet of track. Today the CWR no longer exists and is now the Alberta Prairie Railway Association and have the following locomotives at Stettler, Alberta: 2-8-0 #41, ex-CN 4-8-2 #6060, ex-CN GMD1m #1118, ex-CN SW1200RS #1259, and ex-NYC GP9 7438. Ex-SP GP9E 3708 left the CWR in 1998 for the Athabasca Northern until 2002, and then went to the Goderich-Exeter renumbered GEXR 4001. (Phil Mason photo)

<http://www.canadianrailwayobservations.com/2010/11/cwrsp3708philmason.htm>

## **Ontario**

Former Algoma Central coach 5483 has been delivered to Trillium, and is the second of three ex-VIA coaches to be coming. As of October 2<sup>nd</sup> ex-ACR 5483 and 3236 were on Trillium's property in the Ontario Niagara Region.

On October 5<sup>th</sup> Walter Pfefferle caught Arcelor Mittal - Dofasco 418 (Hamilton ON) travelling as NREX 418. The consist on CN train 331 included CN 2578, 2552, 2450 NREX 418 and was clicked at Putnam Road on the CN Dundas sub 10-5-10.

<http://www.canadianrailwayobservations.com/2010/11/dofasco418putnam.htm>

In early October Goderich-Exeter (GEXR) leased CN SD40-2 5381 and SD40-2W 5276 arriving as the power for GEXR #432. (CN 5381 is ex- UP 4102/6102 nee-Mo-Pac 802/3102). These units are leased for one month while two GEXR units are at Mac Yard (Toronto) for repairs.

Ontario Northland "Northlander" images from Wayne D Shaw:

<http://www.railpictures.net/viewphoto.php?id=341171>

<http://www.railpictures.net/viewphoto.php?id=341197>

On October 10<sup>th</sup> at MP 41.6 on the Webbwood Sub W. D. Shaw clicked Huron Central GP40-3 3802 and slug 802 at McKerrow, Ontario.

<http://www.railpictures.net/viewphoto.php?id=341023>

## **Quebec**

The Port of Montreal's new RP20BD genset (RPRX 1001), arrived in Canada on NS train 098 October 13<sup>th</sup>. NS train 098 was a special move from the US to lift 1001 up to Fort Erie, ON with two NS units. Bruce Kerr took this shot October 10<sup>th</sup> at Enola, PA, after it had arrived on 10/9 on NS train 044 behind NS 2775. It left Enola early on the 11th behind NS 6554-3419 and later departed Binghamton, NY as Train 057 behind the same two locos that later moved the RP20BD from Buffalo, NY on 10/13 as train 098 up to Fort Erie, ON. Once in Canada, CN lifted the engine to Toronto, and the genset arrived at Montreal Taschereau Yard on October 17<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/11/rprx1001brucekerr.htm>

QGRY SW1500 #1500 left IMTT the last week of September and has been returned to the Quebec Gatineau Railway. IMTT are now using their ex-East Jersey RR SW8.

Michel Daoust, the Chief Mechanical Officer of Tshiuetin Rail Transportation sent the following great shots to CRO. On the 4th of October, following the regular TSH Schefferville scheduled train at 08:00, was a second TSH passenger train, which left Sept-Iles at 09:30 hrs with 125 tourists that had arrived at Sept Iles aboard the "Norwegian Spirit" cruise Ship. They came to see the Innu camp set-up at mile 18 and enjoy fresh smoked salmon, beaver meat, and enjoy the traditional music, dancing and culture. The consist had TSH F40 701 leading northbound, coach cars 1004-1003, baggage car 1401, and trailing unit for HEP usage TSH 601, which was lead unit controlling for the return movement southward to Sept-Iles station. The next cruise ship is expected October 18<sup>th</sup>, They ship leaves Boston, MA and visits Quebec City, Sept-Iles, St-Jean NB, Halifax, NS and then returns to Boston. The Norwegian Cruise Line is one of several ocean liner tours now coming up the St-Lawrence River to Sept-Iles, QC. A brand new docking pier to accept these ships was just inaugurated in September 2010.

<http://www.canadianrailwayobservations.com/2010/11/shortlinesmicheldaoust.htm>

The Norwegian Cruise Line <http://www2.ncl.com>

On October 19<sup>th</sup> along the Magog Lake near Sherbrooke QC Patrick Taillon took this great shot of a super Montreal Maine & Atlantic lash-up with an assortment of GE's and an ex-BCOL SD40-2.

<http://www.canadianrailwayobservations.com/2010/11/mmamagogpatricktaillon.htm>

## **Atlantic Canada**

By David Othen

In early October the CN test train travelled to Halifax, NS, Saint John, NB and Gaspé, QC.

The former CN business car Metis has been reported on a New Brunswick Southern Railway train and is presumably owned by NBSR. The daily CN freight from Halifax to Montreal & Toronto, CN#121, is reported to be leaving later in the evening and to be longer than earlier in the year. This means that CN#120 has often had to wait in Moncton until 5:30 or 6 am because there is no siding long enough to accommodate either train between Moncton & Halifax.

The VIA "Park" car on the Ocean for the Tourist Sleeper Class service made its last revenue run of the summer season from

both Montreal and Halifax on Monday October 11. The other two Park cars used for the service dead headed back from Halifax on October 13 & 14 respectively. It appears from the VIA website as reported by Tom Box that the Park cars will run again this year over the Christmas season.

IRSI in Moncton, NB has modified one of the Renaissance Baggage cars that was originally used in the corridor and fitted a large sliding door in each side. I am told that this door is large enough to allow palettes to be loaded if needed. Currently the car is running on one of the three Ocean train sets and leaves Halifax on Fridays and Mondays.

The Windsor & Hantsport Railway is now running three 16 car gypsum trains 3 days per week carrying white rock from Wentworth Road to the loading dock at Hantsport. It is now reported that one ship will come to Hantsport in November and possibly one ship in late December. I also hear that the Co-Op feed company that receives corn and grain shipments via the WHRC has received its last shipments by rail to Windsor, and has advised CN they will no longer need switching at Windsor Junction. The loaded grain cars that are at Windsor Junction are being returned to be unloaded in Fairview yards (Halifax). One customer will continue unloading there, and the other two will be unloading their shipments in Truro. All three firms will truck from the unloading point to the feed mills in the Annapolis Valley. This means that there will probably be one more train between Windsor and Windsor Junction to bring back the empty cars and then the line will fall into disuse.

## **MODELLER'S CORNER**

### **Updates and Announcements**

For your HO scale Maitneace of Way department, Athearn has released a 250 ton crane with tender decorate for Canadian Pacific (beaver herald) and Walthers has released a 12-1 heavyweight sleeper decorated for CP Rail M.O.W.

<http://www.athearn.com/Products/Default.aspx?ProdID=ATH75404>

<http://www.walthers.com/exec/productinfo/932-10022>

Also in HO, Truline Trains has announced a second run of slab side covered hoppers, with 6 road numbers each of CP block, CP script, TH&B and CN 1951 as delivered schemes.

[http://www.hobbycraft.com/tlt/index.php?option=com\\_content&view=section&layout=blog&id=1&Itemid=70](http://www.hobbycraft.com/tlt/index.php?option=com_content&view=section&layout=blog&id=1&Itemid=70)

MTH's release of the SD 70 ACE, including CN road numbers 8000, 8010 and 8023 are arriving in stores soon.

<http://mthtrains.com/news/452>

In N scale, Kato ES44AC locomotives including CP road numbers 875 and 8718 have arrived in stores.

<http://katousa.com/N/ES44AC/index.html>



CN 2100's! Atlas new N-Scale catalog shows new CNW C40-8's in CN Noodle (2120, 2122, and 2127) and 2113 and 2115 with the "15 years" logo! Delivery target is May 2011. (No news on HO CN GE's though). Also new SOO SD-60's 6013, 6025 and 6039 and former SOO- CEFX 6012 + 6016.

<http://download.atlasrr.com/Oct10Catalog/85-103.pdf>

Photo taken at CANADA CENTRAL CLUB CP Rail RSD17 #8921 at Carion, QC

I have created a new FACEBOOK page for the Montreal Railway Modeler's Association club. Please join us.

<http://www.facebook.com/pages/Canadian-Railway-Observations-CRO/287488550757#!/profile.php?id=100001590995722>



**TRAIN SHOWS NOVEMBER**



A complete list of November's train shows can be found at <http://home.eol.ca/~ianmc/2010shows.htm>

# CANADIAN RAILWAY HISTORY

## CRHA Exporail News, November 2010

During this year, Exporail (St-Constant, QC) has been carrying out a \$1.3 million capital improvement project called Plan B. The major elements of the plan call for the modernization of Hays station, converting Building 5 into an open reserve. Also included are the creation of three station gardens, installing three interpretation islands, new signage and the restoration of steam locomotive Maritime Railways number 5, as well as Montreal Street Railway tramcar 274.

Hays Station has received all new windows and doors, new floors, is fully climate controlled to today's archival standards and has been brought up to code. The second floor has been made into exhibition space permitting the installation of the Wellington Toter train control panels and the display of more artifacts for the public. A new large viewing window has been installed on the second floor giving visitors an excellent view of the turntable and yards.

Building 5 has received new doors and its roof has been resealed. Additional lighting has been installed along with new stairways and interpretive signs for each piece of equipment.

There are new station gardens in front of the Angus Pavilion, Hays Station and Delson Station.

Maritime Railway number 5 and MSR 274 will be placed into the Angus Pavilion upon completion of their restoration. It is planned to move the restored CNR diesel electric car 15824 into the Angus Pavilion once minor repairs are completed to its front truck.

It is expected that all of the work will be completed before March 31, 2011.

As part of Plan B, major switching work had to be carried out to rearrange the exhibits in Building 5. This was carried out over a six day period from July 19 to July 24 by our team of volunteers headed up by Dave Barnard. A highlight of the moves took place on a rainy Saturday, July 24<sup>th</sup>, when the John Molson was steamed up and carried out the switching of our three European locomotives under the supervision of James Scott.

Exporail has taken delivery of a new 7 ¼ inch gauge locomotive for use on its popular outdoor miniature railway. Numbered 1751 and decorated in authentic Canadian National 'green and gold' colour livery, the locomotive is 8 feet long and weights 875 pounds. It is powered by a two cylinder Briggs and Stratton engine which drives a hydraulic pump. There are two hydraulic motors, one per truck and all axles are chain driven.

The locomotive is a replica of Canadian National's first Geeps that were numbered between 1700 and 1750, we chose 1751. This locomotive is presently undergoing final testing and slight safety modifications at Exporail and will be in service alongside its CPR decorated companion for the 2011 season. The locomotive was custom built in the USA for Exporail. The miniature train ride is the second most popular attraction at Exporail after the streetcar ride!

October - Autumn hours, Exporail opens Wednesday to Sunday 10:00 to 17:00 thereafter until October 31.

November 6 Winter hours, Exporail opens Saturday and Sunday only 10:00 – 17:00

Nov. 6 to Dec. 12 Letter to Santa, Send your letter to Santa Claus aboard the mail car

November 14 - End of the temporary exhibition Pack Your Bags, a travelling exhibition produced by the Canadian Children's Museum-Canadian Museum of Civilization

November 28 - Museum Express train from Lucien-L'Allier Station in Montreal to Exporail

November 28 201 to Jan 4 2011 - Railway Christmas - Eaton's miniature train exhibit, crafts and storytelling for children, model train layout and rides on a miniature railway. Annual Christmas Tea for adults (with reservation).

### **Canadian Rail September – October Issue**

The September – October issue of Canadian Rail will feature a 60 page bi-lingual edition devoted to the AMT and Montreal's commuter rail history. CRO's Jean-Francois Turcotte along with a host of CRHA volunteer editorial members are pleased to have produced such a comprehensive look at the AMT and commuting by rail in Montreal from the 1800s. Some of the historic CRHA Archive photos are stunning!

Canadian Rail is available at most local hobby shops, at the Exporail Boutique, and is mailed to members of the CRHA.

Photos below.

1. One of the thematic islands just installed at Exporail. C.S. Cheasley
2. New miniature railway locomotive 1751 on a test run piloted by Gilles Bouthillier who was responsible for tracking the construction of this locomotive. C. S. Cheasley
3. Maritime Railway No. 5, cosmetically restored, will be moved into the Angus pavilion on October 30, 2010.  
C. S. Cheasley
4. Canadian Rail Magazine:

<http://www.canadianrailwayobservations.com/2010/11/exporail.htm>

For more information on Canadian Historic Railway sites, Associations and Museums visit our CRO Museums page at:

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

## **SOUTH OF THE BORDER**

James Gardiner clicked this great CSX consist in Buffalo, NY October 17th showing colorful CSX local B79216 at Frontier Yard with DME 6086, ICE 6407, MEC 377 for power

<http://www.canadianrailwayobservations.com/2010/11/buffalojamesgardiner.htm>

Darren Doss reported GMTX GP38-2 2192, was at Fulton. KY on October 8th. The frame number from this unit is 7354-70

(originally PC 8009). This unit is heading to St. Albans, VT for the Providence & Worcester Railroad. This is the second GMTX unit going North for the P&W in as many days. Friday morning found GMTX 2177, a GP-38-2 bearing frame number 7354-25 (originally PC 7964) at Fulton. The 2177 was sent out Friday morning on a empty grain train bound for Champaign and points north. The 2192 is still at Fulton and will probably be shipped tomorrow. These units were shipped from VMV/NRE Paducah, and are still painted in the their former Union Pacific scheme with all UP marking painted over.

<http://www.canadianrailwayobservations.com/2010/11/gatx2192darrendoss.htm>

In 2002, SOO LINE retired 8 MP15AC's, which in 2008 became WSOR 1501-06. The two others became NREX 1539 and 1560. Another group of 32 were also "lease retired" in 2002 and are UPY units. WSOR (Wisconsin & Southern) is now handling most interchange traffic between CN and CP in Southeast Wisconsin, replacing a CN transfer train that had operated six days a week from Fond-du-Lac to Milwaukee. Ed Weisensel submitted these shots taken October 11<sup>th</sup> of WSOR train Y202 with WSOR MP15AC 1504 (ex-SOO 1561, nee MILW 495), and 1505 (ex-SOO 1549, nee MILW 483) WSOR GP38AC 3808 (nee-IC 9506 GP38AC) and WSOR SD40-2M 4078 (nee B&O SD40 7519) marshalling the afternoon's train, enroute to CP's Muskego Yard.

<http://www.canadianrailwayobservations.com/2010/11/wsor1504edweisensel.htm>

At Omaha, Nebraska on September 28, 2010 Union Pacific Railroad unveiled its Pink Ribbon ES44AC No. 7400, painted as a tribute to the company's support of Susan G. Komen for the Cure and the many lives – employees, community members, friends and family – affected by breast cancer. "Union Pacific is proud of our thousands of employees, spearheaded by LEAD, our professional woman's group, who have helped raise awareness and funds that go toward breast cancer awareness," said Jim Young, Union Pacific chairman and chief executive officer. The Pink Ribbon Locomotive was on display on the "walk" route segment of the 2010 Komen Nebraska Race for the Cure in Omaha October 3rd. To date, Union Pacific has created only 15 commemorative locomotives in its nearly 150-year history. The Pink Ribbon Locomotive is one of their newest, most fuel-efficient locomotives in Union Pacific's fleet and is decorated with a pink ribbon graphic on the flanks. The Pink Ribbon Locomotive will be assigned to automotive and intermodal trains and will travel throughout Union Pacific's 23-state, 7,000-community network.

<http://www.canadianrailwayobservations.com/2010/11/up7400noname.htm>

**Penn Central Vignettes:** A rare shot of the Penn Central United Aircraft-built Turbo train, and a great photo the Amtrak Turbo meeting a trio of PC U25B's, roaring through Rye, NY in 1976. (John Spring Collection)

<http://www.canadianrailwayobservations.com/2010/11/johnspringer.htm>

**Delaware & Hudson Vignettes:** Phil Mason took these images of the southbound Napierville Junction freight at Adirondack Junction and entering the NJ trackage near Delson, QC in 1974 with RS11's 5004 and 5005. Note the notched nose on the engine. D&H 5004 was a one-of a kind, born as a Hi-nose RS11, following a wreck, in 1973 the Alco was rebuilt at Colonie Shop with the hood cut down hence the sand notches. The other as built D&H RS11's did not have these notches in the low nose. The train is seen enroute to Montreal St-Luc Yard

<http://www.canadianrailwayobservations.com/2010/11/dhrs11philmasson.htm>

## **ON THE ROAD**

Canadian Railway Observations will try and get out to as many local railway events as we can and will publish reports here.

Make sure we are aware on any events you may be involved in and if we can't attend, maybe you can send us a report of the event.

You can contact us at [sales@canadianrailwayobservations.com](mailto:sales@canadianrailwayobservations.com)

No new events this month but here are a couple we attended last month.

## **Niagara Railway Museum Open House Sept. 12th**

CRO did attend the opening of the Niagara Railway Museum located at Fort Erie Ontario. Ken Jones and his team of dedicated volunteers are turning the old CN diesel repair facility into a railway museum. Lots of work to do but I am sure they will succeed. Drop in and see them when in the area.

You can read the report by clicking [Niagara Railway Museum Open House](#)

Additional photos can be found at <http://railfan.thegrebs.com/Niagara-Railway-Museum>

Visit their web page <http://www.nfrm.ca/>

## **Southern Ontario Locomotive Restoration Society Grand Opening St Jacobs Shop Sept. 16th**

CRO was also in attendance at the Grand Opening of the SOLRS Shop in St Jacobs. Everyone can be very proud of what they have accomplished. The shop is a real showplace and will be put to work right away getting their steam engine ETR No. 9 ready for next year. They are very proud of it and I am sure willing to show it off. The event was well attended with politicians from all levels there to cut the ribbon.

A full report of the event can be found here [Southern Ontario Locomotive Restoration Society](#)

Photos of the event can be found at <http://railfan.thegrebs.com/SOLRS-Shop-Grand-Opening>

Visit their web page <http://steam-train.org/>

## **CNR Pt St Charles Caboose**

CRO has added their support to saving a CN caboose owned by SOLRS-W ( Southern Ontario Locomotive Restoration Society Windsor). It is a CNR Pt St Charles Caboose. They are looking for donations and we can offer tax receipts.

Please email me at [Anthony@CNR5588.org](mailto:Anthony@CNR5588.org)

Visit the web page at <http://www.canadianrailwayobservations.com/solrs/>

# **LETTERS**

Will,

I really enjoy getting CRO each month...ESPECIALLY when I see pictures taken about 3 blocks from my boyhood home Digby, NS! The picture of a CP RDC-1 (taken in 1969) shows “The Dayliner” (as we knew it) at the intersection of First Avenue (parallel to the tracks) and Sydney Street. It appears the RDC is headed for the old CPR wharf (now long gone) to interchange with the first “Princess of Acadia” (nee “Princess of Nanimo”) because the headlights are not on at the end of the RDC facing the camera. The spur ran down behind the buildings see just beyond the RDC, crossed the corner of Water Street and Birch Street, crossed the corner of Prince William Street and Maiden Lane, and headed to the wharf. The brown building with the pale yellow stripe is the old Capital Theatre which later the Little Cinema. It was lost by fire about 20 years ago IIRC. The crossing of Water and Birch was always a treat for me as it had a most unusual “protection” system. A man would come and stand in the middle of the road with a hand-held STOP sign. As the train came up or down the spur he would direct traffic until the train was about 50 feet from the crossing. He would then hold up the sign until the train was past. There is a video on YouTube with a segment showing this protection system.

The tracks visible to the left of the RDC lead to the yard and station (now long gone), and then on to Yarmouth. Accessing the spur was a bit of a frustration for motorists as any train would block the intersection. The switch for the spur was (not kidding here) was about 10 feet from the intersection (less than 5 feet from the pole visible beside the “rear” end of the RDC). The grey building behind the RDC is the Bank of Nova Scotia which was still under construction. The old bank was a marvelous stone structure that was torn down to make room for the more modern structure still there today.

Thanks for the trip down “memory lane”!

Charles Jeffrey  
Stellarton, NS (formerly of Digby).

Well its that time of the year where I send you folks an invite to our Annual Invitation to the Public to come down and visit our Model Railroad Club, the Quebec Model Railroad Society, here in Quebec City. During the Canadian Thanks Giving weekend, sat-sun-mon the 9-10-11 October 2010 we open our doors to the general public to come in and view our model train layouts in O-HO-N scale and outdoors where young and old can ride on our 1/8 scale trains. We are located at 3350 Chemain de la Gare, Quebec City, QC right next door to the VIA Rail station in Ste Foy just off the Quebec Bridge. Drop in and if your lucky you may even see a VIA Rail or CN Rail train pass by as we are sitting about 50 feet from the CN main line of the Bridge Subdivision.

Ronald Pelletier  
Quebec City, QC

# **LAST WORD**

Hi All,

Have had little time this month, due to job searching and the AM FM Open House Oct 30-31. Hopefully by the time you read this I will have sold some of my HO diesels at the flea market!

I did get a chance to do a little bit of railfanning at the St-Luc diesel shop in October when I met up with Bryan Passifiume. This was great, because they were the last nice days of the year.

Walter Pfefferle's CRO Photo contest "Show me Your Colors" has been a big success this month and CRO continues to grow in popularity and numbers.

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*Dear Readers ... Please, CRO needs your help!*

*When CRO started it was only a 9 page all text "smailed" monthly newsletter to 50 readers. Now CRO is read in over 25 countries by over 6000 readers and has grown to over 30-40 pages per month, and published in 3 different formats. With CRO now offering a full embedded version, CRO has had to increase our server size and bandwidth requirements. Web hosting and web server costs have increased substantially as well. Each month, and all year we offer FREE professional-looking and up-to-date rail newsletter with amazing photos. The CRO staff spends many hours producing the newsletter and we are funding cost out of our own pockets. The intent was to keep CRO free, but we may be forced to go to a subscription only newsletter to cover our costs. In order to prevent this, we ask each reader to offer a thoughtful donation simply by clicking the "Donate" button on our web page and sending what you can, however small.*

*Thank You,*

*William Baird and our CRO Team*

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Thank You:

Guy-Pascal Arcouette, Bernard Babin, Paul Burgess, Guilio Capuano, Bruce Chapman, Bill Chester, Marc Chouinard, Alex de Léry, Patrick DeLarue, Daniel Dell'Unto, Darren Doss, Kevin Dunk, Michael K. Fair, Ray Farand, Joe Ferguson, Brendan Frisina, Francois Gagné Audet, James Gardiner, Lisa Gibson, John Godfrey, Sean Graham-White, David Hancock, Bob Heathorn, David R. Howard, Francois Jolin, Ken Jones Jr, Wayne Koch, James Lalande, Ken Lanovich, John Leeming, Roman Litarchuk, Phil Mason, Don McQueen (Froth), Doug McKenzie, Jim McPherson, Bruce Mercer, Jody Moore, Glen Mounk, Brent Mueller, Terry Muirhead, Peter Murphy, Cody Newman, Jason Noe (Railpace), Mark Perry, Donna Peters, Walter Pfefferle, John Read "GR17f", Earl Roberts (Branchline), Mike Robin, George Redmond, Bill Sanderson, Wilco van Schoonhoven, Dave Slater, John Soehner, Trevor Sokolan, Dean Splittgerber, Cor van Steenis, Rob Sterne, Michael Taylor, Wayne Thompson, Jean-François Turcotte, Dan Tweedle, Mario Vincent, Ron Visockis, Craig Walker, Robert I. Warick, Ed Weisensel, Chris Wilson, Joe Zika, The Bridge

Line Historical Society, and The Canadian Trackside Guide. Merci: James, John, Michel, Tony, Denis, Richard, Mohammed et tous les bon gars a St-Luc Diesel.

**Submitting photos to CRO?** We encourage our readers to forward current pertinent news photos, and historical material as well. Please include the Loco #'s, Train # or Direction, Date, Location, etc, and send 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 in jpeg format, but make sure the size is not exceeding 1Mb. Walter Pfefferle is now our CRO Photo Editor.

**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.

I invite you to visit our CRO website and to visit CANADIAN RAILWAY OBSERVATIONS on Facebook.  
<http://www.canadianrailwayobservations.com/2010/oct10/octlinkpage.htm>

