

# CANADIAN RAILWAY OBSERVATIONS

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## CANADIAN RAILWAY OBSERVATIONS JANUARY 2010

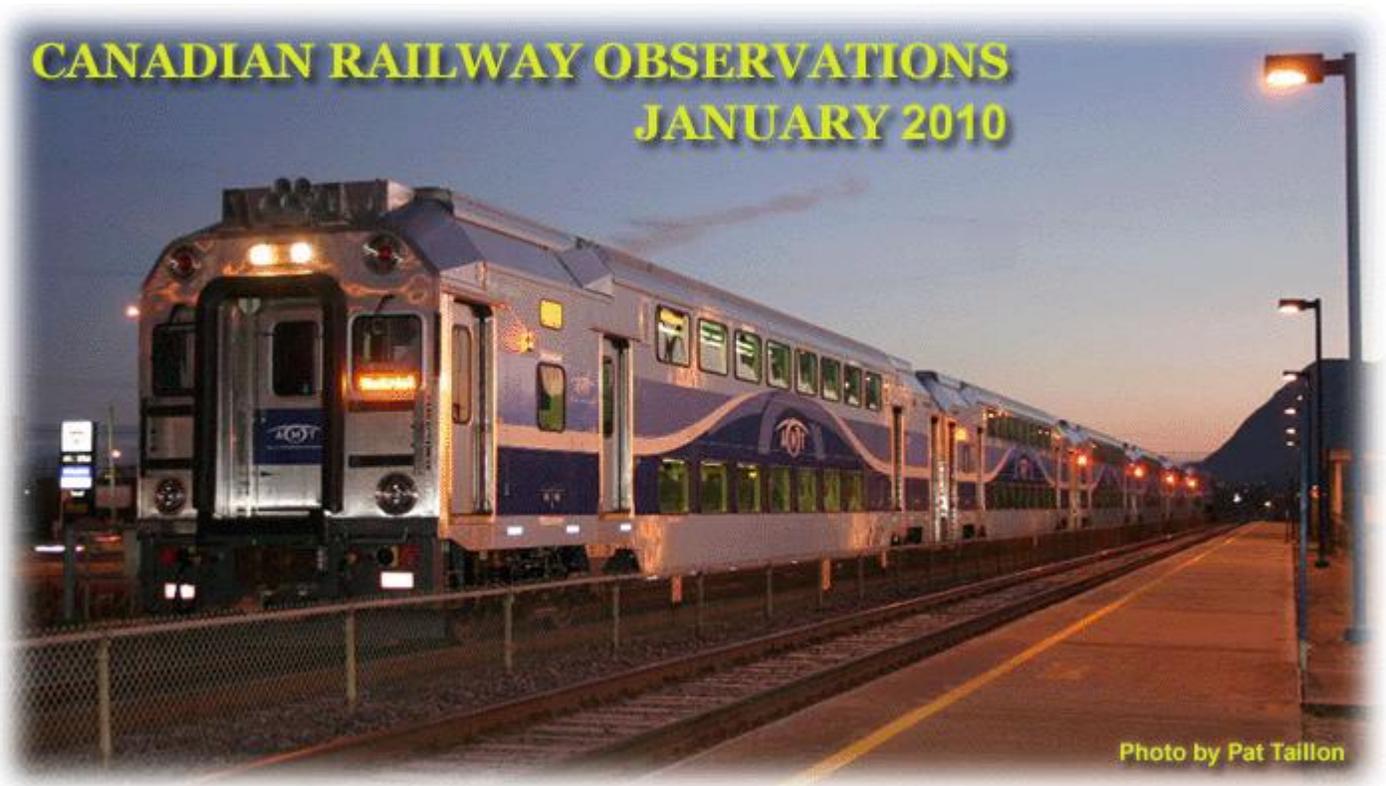


Photo by Pat Tallon

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# CANADIAN NATIONAL

CN Locomotives retired since last issue: (Last retirement was October 19<sup>th</sup>)

CN GP9RM 7049 on November 27<sup>th</sup> (due to collision damage at Walker Yard, AB).

New Power: In December CN ordered 35 ES44DC's (2310-2344) from General Electric in Erie, PA. CN SD70M-2's (8875-8914), are now under construction and are part of the 2009 order, and have begun delivery in December 2009 and now into 2010. CN 8915--8949 is a 2011 order and will arrive in the first few months that year. On December 23<sup>rd</sup>, brand new CN SD70M-2's 8875, 8876, 8877, and 8878 were delivered from the EMCC plant to London East by GEXR, and then to Mac Yard on CN #434. Joe Zika caught one of the latest SD70M-2's at MacMillan Yard December 24<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/01/side.jpg>

## CN Locomotives Sold:

On December 5<sup>th</sup> the following sold units were noted at Woodcrest, relettered and ready for movement to the new owners: Ex-CN GP9RM 4124 (relettered MVPX), ex-Athabasca Northern GP9RM 4006 (relettered MVPX), and ex-IC SD40A-2R 6009 (relettered IBCX). 6009 and 6014 both lettered IBCX are moving to the Vermillion Valley Railroad in Danville, IL. Behind the shop area relettered for ASDX were DMIR SD40-3's 411, 413, and NBEC RS18u 1858 (still in CP paint), which was sold for scrap. CN SD40-2W 5257 now relettered CSIX will be scrapped by Cycle Systems of Roanoke, VA. CN SW1200RM 7309 at Woodcrest last week incorrectly lettered "RMIX 7309", has been relettered and renumbered LTEX 1212. EJ&E SW1001 444 was relettered and renumbered LTEX 1005. EJ&E SW1001 445 was relettered and renumbered LTEX 1006. EJ&E SD38 650 relettered ASDX earlier this week has been relettered again to SSR (S&S Shortline and Railroad Equipment). All the LTEX units are to be made available for leasing, in fact in Mid- December LTEX 1005 and 1006 were leased to an industry in Baton Rouge, LA.

Later In mid-December, NBEC RS18u 1840, SFEX C424m 4203, NBEC C424m's 4210 and 4214, CN SD40-2 5380 (ex-UP), DMIR SD40-3's 410 and 412, IC SD40-2 6067, were sold to ASDX for scrap in Georgiana, AL. On December 18<sup>th</sup>, the following ASDX engines were observed in the CN yard in Mobile, AL:

- NBEC RS18u 1858 - CP Rail Paint
- DMIR SD40-3 (SD45T-2) 411 and 413 - DMIR Paint
- BCOL SD40-2 746, 747, 751, 752, 754, 764, 765, and 767 - BC Rail Paint
- NBEC SD40 6900 and 6904 - NBEC Paint

In the last week of December CN sold the following units to ASDX:

DMIR SD40-3 417, NBEC RS18u 1866, C424m 4235, and GTW GP9R 4634 for scrapping.

Andre St-Amant, a railfan in Trois Rivieres, QC took this shot of a recent Woodcrest repaint of CN GP38-2W 4785. The snappy looking locomotive is seen is here far from Chicago in the Abitibi region of Quebec. <http://www.canadianrailwayobservations.com/2010/01/repaint.jpg>

J.P. Cadieux submitted these aerial photos of the CN Lac St-Jean derailment at the bridge at St-Tite, QC on November 22<sup>nd</sup> 2009 including maps and a different perspective of the accident.

<http://www.canadianrailwayobservations.com/2010/01/LacSt-JeanDerailmentoverBridgemile653Nov222009.pdf>

At Dorval On December 22<sup>nd</sup>, Peter Ernstsohn caught this pair of CN locomotives, CN 5750 and BC Rail 4608 Dash 8-40CM, belching smoke like an Old Alco! It went W/B, then stopped just west of Dorval and returned! A W/B mixed CP around 10:30am with Red Barn 9014 on the lead, and a Trinity Rail Express (TRE) Bombardier bi-level coach as one of the last cars.

<http://www.canadianrailwayobservations.com/2010/01/1000.htm>

On December 23<sup>rd</sup>, the Chairman of the Board of Directors of CN, David G. A. McLean acknowledged the career of CN's outgoing president and chief executive officer E. Hunter Harrison. "On behalf of CN's board of directors, I would like to thank Hunter for the outstanding leadership and service that he has provided to this company. His innovative Precision Railroading model and tireless dedication has led to the creation of a great North American railroad and will leave this company well positioned for future success," said McLean. "As Hunter prepares to step down from the company and from its board of directors, we extend our profound gratitude for what he has accomplished, and our best wishes for the future." Harrison, 65, became CN's president and chief executive on Jan. 1, 2003. Prior to that he served as CN's executive vice-president and chief operating officer. Harrison has received numerous accolades, including 2009 International Business Leader of the Year, from the Canadian Chamber of Commerce, Railroader of the Year by Railway Age magazine and Canada's CEO of the Year by Report on Business magazine. On April 21, 2009, CN's board of directors selected Claude Mongeau to succeed Harrison as president and chief executive officer effective Jan. 1, 2010.

### Joe Zika's MacMillan Yard Report (Joe returns next month)

Walter Pfefferle caught the following London-area activity including ECO-rebuild units UP SD60M 2512 and 2518 at EMCC, a new Euro Cargo Rail unit, CN 393 with 2628 and 5563 heads through Ingersoll, CN 148 with 5709 at London with 5556 and 5379 trailing. VIA 73 with F40PH-2 6424 and Spiderman 6408, VIA 85 with 6432 at London Jct.  
<http://teltech.50webs.com/cnvia120609London.htm>

Don McQueen caught a CN eastbound on December 19<sup>th</sup> passing through CN Paris West (behind CN 2596 & 2570 was this pair of LLPX GP38-2s 2304 and 2334. They are destined for the Quebec-Gatineau Railway (QGRY) after interchange at CP St Luc Yard, and were shipped from PAL in Paducah, Kentucky December 16<sup>th</sup> via Fulton and Champaign, Ill.  
<http://www.canadianrailwayobservations.com/2010/01/froth.jpg>

Former CN C630M 2028, which operated in Nova Scotia as CBNS 2028 in the 1990's, and was sold in 2002. It has been stored on Morristown & Erie for the past few years and is lettered with IBCX 2028 reporting marks. The "Big M" was sighted at the Norfolk Southern East Wayne Yard in New Haven, Indiana on December 19<sup>th</sup>. It was enroute to its new owner the WNY&P at Meadville, OH (still tagged IBCX) 2028.  
<http://www.rpicturearchives.net/showPicture.aspx?id=703496>

### CNR Vignettes:

Once a regular visitor to the turntable at St. Albans, VT, CNR 4-6-2 5288 is seen here in pseudo-Southern Railway dress at TVRM, Chattanooga, TN. (Froth).  
<http://www.pbase.com/image/69468552>

A snow covered "Ocean" was captured by Phil Mason in his shot from April 28<sup>m</sup> 1975. A CN FPA4 leads the smart looking A-B-A set and passenger consist eastbound through Routhierville, QC, in the Matapedia River Valley. In this late winter storm, it was part of Phil's epic Maritime journey with Stan Smaill. Although the his folks lived in Montreal and later Kingston and Toronto, which meant his "home for the holidays" train trips were on the CP "Canadian" or the CN and Via "Super Continental", he's always thought this image best portrays a holiday season passenger train.  
<http://www.canadianrailwayobservations.com/2010/01/oc.jpg>

In 1983, all four Bombardier-built HR616 demonstrators (BBD 7001, 7002, 7003, and 7004), are seen here in their demonstration trial on CP Rail. These historic shots by Bruce Chapman were taken on CP at Smiths Falls, ON. The year old units wore their CN livery during the CP tests without the CN noodle on the nose, and always operated as a four-unit set. Following the demonstrations on CP, they were renumbered to CN 2100-2103. <http://www.canadianrailwayobservations.com/2010/01/7001.jpg>

# CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (Last unit retired was August 4<sup>th</sup>)

CP Locomotives sold: NIL

Effective December 18<sup>th</sup>, 2009, Canadian Pacific completed a transaction with RailLink Canada Ltd. to permanently cease the operation of CP's freight train service on the "Ottawa Valley Railway" corridor between Smiths Falls and Coniston, Ontario. Effective 23:59 December 21, 2009, the OVR Chalk River Subdivision between mileage 0.5 (Scott) and mileage 104.0 has been removed from service. CP and OVR train and engine movements are prohibited from operating on this section without the authority of C.V. Jones, Director Network Strategy – Eastern Canada, Canadian Pacific.

Gary Knapp's D&H: My recent trip down to La Grange, at Rogers Island in Fort Edward, NY. gave me an opportunity to capture an image of D&H GP38-2 7312 leading a train at night on the D&H North End seems to have become part of the Holidays up here, with its annual appearance leading the Toys For Tots train. So I planned my departure time out of Hinesburg to be here on Rogers Island in time to set up a shot of 7312, before continuing south. Historic ground, the island was named for Major Robert Rogers and his company of Rangers, who used the island for their base camp from 1756 to 1759. Overhearing the dispatcher tell the crew aboard 7312 of nothing on the road ahead of them into Saratoga as they departed Plattsburgh, NY. The dispatcher held the non-revenue making Toys For Tots "deadhead" move on the north side of town here, to meet a money making 415 train with its gas tank-train heading north to Whitehall and the VRS interchange. After engineer Eddie Blaine passed by my location here with 415s train, I was up on the stepladder! In a few minutes you could hear the crossing above me being whistled for, then the headlight glow accented the darkness on the horizon as D&H 7312 rolled southbound out onto the bridge above the Hudson, crossing onto Rogers Island. Watching through the viewfinder, as often happens at night, I lose my mark amid the headlights glow and end up pressing the shutter release on intuition. With 7312 accelerating up to track speed for passenger trains, there was not much room for error catching her in this opening for a moment. I was drawn to this composition with the tower and rail fence framing the bridge upon driving in tonight, and was aware it would be a tight squeeze getting the relatively small (as locomotives go) 7312 in position. Shot on Rogers Island in Fort Edward, NY on December 6, 2009 at 22:55 with the 5D and Zeiss ZF 100/2 (Nikon) lens set at f2.8.

<http://www.canadianrailwayobservations.com/2010/01/fhg.jpg>

We have now confirmed the numbers of six CP units assigned to the Bio-Diesel evaluation tests. They are: AC4400CW's 9528, 9727, 9731 and 9740, plus two more, 9723 and 9729, that are currently in "regular" service and which are to be prepared after the holidays.

Some of the stored CITX SD40-2's are being reactivated. At Port Coquitlam, nine stored-serviceable CITX 2790, 3008, 3026, 3090, 3095, 3155, 3157, 3172 and 3183 are now being planned for movement for reactivation at the Toronto Diesel Shop, with possible substitutions if any mechanical surprises emerge during the process. As well, any units lettered "CEFX" will be re-initialed "CITX" for standardization. Elsewhere across the CP system, three other CITX's and eight CP SD40-2s are to be reactivated as well. CITX 2790 and 3155 spent some time laid-up in Thunder Bay, and CITX 3097 that was at Thunder Bay has already arrived in Toronto for reactivation. Bob Heathorn caught these units that had been stored in Montreal) heading W/B at Smiths Falls on December 26<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2010/01/leasers.htm>

SOO SD60 6027 recently had some repairs on the front end was repainted on the cab and nose. The cab numbers are using a CP font rather than the typical red/white SOO units. With the exception of

the white frame stripe the red/white separation on the cab and nose is typical of the old SOO scheme. (Douglas Hildebrand) <http://www.rrpicturearchives.net/showPicture.aspx?id=1394323>

Aside from those wild CN and ONR snow shots in our CN news above, Colin Tytler also took these sobering CP shots in December here in the Great White North!

<http://www.railpictures.net/viewphoto.php?id=306909&nseq=0>  
<http://www.railpictures.net/viewphoto.php?id=306908&nseq=1>

On December 19<sup>th</sup> Frank Jolin caught CP “Windmill” train 785 on its move from Quebec enroute to the USA (via St. Luc Yard to St. Paul) and routing via Toronto to Sudbury, Thunder Bay, Winnipeg and then south). Handling W-09 and W-10 dimensional loads, here are a few photos of the wind turbine shafts unit train. The train actually originated at Trois-Rivières QC, where they are fabricated at the Marmen Plant. This is a former CP Subdivision now operated by Quebec-Gatineau (QGRY). The train operated over the QGRY to Montreal, then onto CP at St-Luc Yard, in Montreal. Another CP train is expected to move again sometime in January 2010.

<http://www.railpictures.net/viewphoto.php?id=308062>  
<http://www.railpictures.net/viewphoto.php?id=308076>  
<http://www.railpictures.net/viewphoto.php?id=308058>

<http://franksrailroadphotography.fotopic.net/p62691886.html>

On December 11<sup>th</sup> Dave Young chased eastbound Train K12 between Mosley and Woodstock, Ontario for the last time over the St. Thomas Subdivision. CP GP9u 8211 led the train. CP no longer operates this Subdivision with the operation now long-term leased to the Ontario Southland, effective December 14<sup>th</sup>.

On December 14<sup>th</sup> Walter Pfefferle caught the first OSRX train on the former CP St. Thomas Subdivision. His second photos taken December 16<sup>th</sup>. Shows the following three units: ex-BCR M420W 644, ex-SOO GP7 378 and ex-BCR S13 501 in Woodstock, Ontario.

<http://teltech.50webs.com/osr1st.htm>  
<http://teltech.50webs.com/osr121709.htm>

Jay Brooks images from the past few days of OSR on the St Thomas subdivision (Froth):  
<http://www.flickr.com/photos/cefx-1036/sets/72157622941100951/>

Walter also caught the following CP (and CN) action in London, Ontario on December 3<sup>rd</sup>. including SOO SD60 6027 leading 8854 blowing through Zorra on the Galt Sub.

<http://teltech.50webs.com/cncp120309London.htm>

On December 8<sup>th</sup>, a CP unit potash train heading west derailed in mid December in Taber on the Taber Subdivision in southern Alberta near Lethbridge, AB. The derailment occurred around 2:00AM on December 12<sup>th</sup>, with about 17 loaded potash hopper cars coming off the track. Temperatures at the time were brutal, -39C with a wind chill of -50C.

<http://www.canadianrailwayobservations.com/2010/01/tb.htm>

Here is the link to the derailment story in the Taber Times:  
<http://www.tabertimes.com/index.php/news/local-news/118>

Under the terms of their new agreement, CN will not proceed with their controversial work rule changes announced the first week of December including increasing the monthly mileage cap for the locomotive engineers. CN and the union have also agreed to continue negotiations to resolve issues related to wages, benefits and work rules, but if there is no agreement any dispute over wages and benefits will be settled by binding arbitration. The two sides may also agree to submit work-rule issues to binding arbitration, but only if they can agree on the ones that should be subject to arbitration. The full article can be seen here: <http://www.thestar.com/business/article/733656--cn-rail-strike-settled>

On a frigid December 18<sup>th</sup>, John Soehner caught CP train #115 blasting over Mud Lake Trestle (with a nice looking lashup led by ES44AC 8810, AC4400CW 8520 and ES44AC 8879. Mud Lake Trestle is at MP 27.4 of the Belleville Sub at Feldspar, Ontario. Bolingbroke, ON is 3.5 km further along the County Road as one heads southward towards Westport. On the 21<sup>st</sup> he caught Train #115 with 8773, 9752 and 9702 at the same location.

<http://www.canadianrailwayobservations.com/2010/01/115.htm>

<http://www.canadianrailwayobservations.com/2010/01/8773.jpg>

Brenden Frisina reported the following two CP consists of interest on December 19<sup>th</sup>:  
Train 243: CP 5963-9507-HLCX5986-HLCX5994, and on Train 241: CP 5863-6017-9009. Craig Konopski reported CP 422-18 ordered for 1600 at London with the following: CP 8830, HLCX 5986, HLCX 5994, 9670, 5730, with about 7000 feet of a train.

Dan Tweedle report a sighting of QGRY GP38-2 2007 was travelling on CP 426 on December 27<sup>th</sup> moving on the Hamilton Subdivision at MP 41, enroute to the Buffalo & Pittsburgh Shop for repairs.

<http://www.youtube.com/watch?v=47jSrBBdoRQ>

My friend Maxime Boule just recently sent along these shots from the CP St-Luc Diesel Shop 50 years plus Anniversary from 2007. The shots show Guilio Capuano and other St-Luc Shop employees, as well as preserved CP M630 4563, brought up from the CRHA and eventually started up to our delight! Adorning a wall inside the shop, are some of the number boards of MLW's that have graced the shop in years past. Paul Trudel, Yves Renaud and Tony Synette (shown) set up several HO Scale Canada Central modules and placed them on the wheel truing track, face to face with an AC4400CW! We all took turns in the cab of 4563 (Max and Yvan Lafaille are shown), with your Editor posing on her battery box, and looking skyward for some dumb reason.

<http://www.canadianrailwayobservations.com/2010/01/s.htm>

On July 14<sup>th</sup>, 2009, Dave Howard photographed this westbound CP #115 crossing the long bridge near Trenton, Ontario. It was in the siding at Trenton, and after waiting for an Eastbound to clear. It is seen on the bridge after accelerating out to the mainline.

<http://www.canadianrailwayobservations.com/2010/01/br.jpg>

## CP Brooks Subdivision report - Part 2:

<http://www.canadianrailwayobservations.com/2010/01/CPR-BROOKS-PART-2.pdf>

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

The annual "winter rail" program (shipping export grain via Quebec, bypassing the port of Thunder Bay) on the CP is in full swing. There are rumours of 80 to 100 trains projected during the winter. As of December 28th there have been 7 trains already shipped out with the first one occurring back on/around December 14th. Out of Thunder Bay the trains are normally robotized with a '2+1' set-up (mid-train about 35 back) and between 100 and 110 cars in size. The first two trains were actually solid, or nearly solid, 'ALPX' (Alberta) consists!! Train symbols are in the 30x and 31x-series originating from various points on the prairies (ie: Brandon, Moose Jaw, Swift Current, Medicine Hat).

A few "notable" lash-ups reported in Ontario during the month of December: (sorted by earlier dates first)

220-06 -- 5642, 5763, 5870

440-05 -- 5923, 3121, 3120

233-07 -- 5736 + 5583

235-07 -- 5988 + 5994

234-08 -- 5982, 5994, 5960

244-08 -- 8823, SOO 6028, 9616

220-09 -- 9002, 9012, 6078, 8547, 9519

424-09 -- 8825, 5420, 5857, 6033  
232-10 -- 5788, 6077, 9015, 9774  
222-08 -- 5788, 6077, 9015, 9774, 9014, STLH 5615, 5954  
441-10 -- 5876 + STLH 5560  
223-09 -- STLH 5651 + 5993  
223-10 -- 9710, 8560, 8566, 5994  
221-11 -- STLH 5615, 9014, 5928  
422-18 -- 8830, HLCX 5986, HLCX 5994, 9670, 5730  
440-20 -- 3116 + 3126  
342-689 -- 5984, 6011, 9010  
222-21 -- 5687, 5993, CITX 3097, 3121  
221-21 -- 5901, 6078, 5773  
221-27 -- 6029, 5877, 5847, 5963  
223-27 -- 6077, 5993, CITX 3097, 5766, 6017

**Thunder Bay** - Yard power "on-hand" in active duty as of December 10<sup>th</sup>

CP 5864 + CP 5499 (Westfort)  
CP 5912 + CP 5969 (Westfort)  
CP 1643 + CP 1629 (Westfort)  
CP 6613 + CP 5959 (downtown)  
CP 1574 + CP 1570 (downtown)  
CP 3119 solo (downtown)  
CP 3059 solo (downtown)  
CP 3108 + CP 3056 (Current River)  
CP 1250 solo (car shops)  
CP 8166 solo (car shops)

NOTE: CP GP38-2 3029 was by the car shops for a wheel changeout in early December.

**Thunder Bay:**

441-10 ~ 1130 Thu -- 5876 + STLH 5560 \*42 cars.... set-back for Kam Sub block  
223-09 ~ 1000 Fri -- STLH 5651 + 5993 \*35 & 51 ex-Sudbury  
223-10 ~ 0200 Sat -- 9710, 8560, 8566, 5994  
221-11 ~ 1000 Sat -- STLH 5615, 9014, 5928  
440-08 ~ 2330 Thu -- 5863 + 5990 \*54 cars ex-Kenora  
222-10 ~ 0030 Fri -- 8875 + 5952 \*Possible power swap with 440-08's units ex-T.Bay??  
440-09 ~ 0900 Fri -- 6062 + 3048 \*73 cars ex-Kenora  
112-09 ~ 0145 Sat -- CEFX 1059 + 9626  
858-008 ~ 0230 Sat -- 8621 + 9801 \*Possibly the final CP coal train of the year??  
304-401 ~ 1000 Sat -- still no details on this 1st "winter rail" train of the season  
304-402 ~ 2230 Sat -- ditto

**Windsor:**

CP 9599, CSX 4793, CP 5863, CP 6019, CP 9009 (Dec 20<sup>th</sup>)

**Toronto:**

T11-10 ~ 1230 Thu -- 3042 + 4656  
222-08 ~ 1530 Thu -- 5788, 6077, 9015, 9774, 9014, STLH 5615, 5954  
424-09 ~ 1700 Thu -- 8825, 5420, 5857, 6033  
232-10 ~ 1800 Thu -- 5788, 6077, 9015, 9774  
T25-10 ~ 1900 Thu -- 3105 + 8226  
244-08 ~ 1945 Thu -- 8823, SOO 6028, 9616  
437-10 ~ 2000 Thu -- 5857, 5420, 6004  
T13-10 ~ 2130 Thu -- 3031 + 8209  
220-09 ~ 2345 Thu -- 9002, 9012, 6078, 8547, 9519  
436-10 ~ 0315 Fri -- 9017 + 5763

123-10 ~ 0320 Fri -- 5841 + 5944  
244-09 ~ 0410 Fri -- 8732 + CEFX 1049  
159-10 ~ 0900 Fri -- 9559 + CEFX 1050  
235-10 ~ 1100 Fri -- 8781 + 5642  
240-10 ~ 1130 Fri -- 8616 + CEFX 1042  
115-11 ~ 1630 Fri -- 9648, CEFX 1031, 9568  
222-09 ~ 1645 Fri -- CEFX 1033, 6030, 5939  
244-10 ~ 0115 Sat -- 8805 + SOO 6055

Chris Wilson caught these two CP trains on December 21<sup>st</sup> at Marathon, Ontario:

CP 221 [Manifest; Toronto Yard, ON - Thunder Bay, ON] 118 cars  
41 mixed/45 grain empties/32 mixed  
CP 5901 (SD40-2) - CP 6078 (SD40-2B) - CP 5773 (SD40-2) - CP 9017 (SD40-2F) - CP 5763 (SD40-2)  
<http://www.youtube.com/watch?v=uu2PTDwgEdc>

CP 301-401 [Grain; Montreal St Luc, QC - Thunder Bay, ON] 88 empties  
CP 9646 (AC4400CW) with a train of ALPX hoppers connects with 345-057 at Thunder Bay.  
[http://www.youtube.com/watch?v=oXiY\\_1rQhN8](http://www.youtube.com/watch?v=oXiY_1rQhN8)

On the morning of Dec 12<sup>th</sup>, CP was moving two heritage interurban cars from Vancouver to Coquitlam Yard for safe storage during the upcoming Olympics. The cars were trucked from the False Creek trolley line they had been running on to Ballantyne Pier on the Vancouver waterfront. They were lowered on to the tracks and the plan was for CP to take them at 15 MPH out to Coquitlam Yard where they would be placed inside one of the diesel shop buildings for safe keeping. The Downtown Historic Railway line they run on in Vancouver, BC is hosting two modern demonstrator trolleys from Brussels that will run during the Winter Olympics and ParaOlympics in February and March 2010. During the move to access the mainline CP geeps were shoving on the cars through a series of crossover switches when both cars derailed. When I left the scene 10-15 CP officials had shown up with a crane and materials to get them re-railed. The DHR 1207 dates from 1905 and the DHR 1231 from 1913. Both operated in interurban service in the Vancouver area in to the 1950's.  
<http://www.canadianrailwayobservations.com/2010/01/der.htm>

CP's 2009 Holiday Train arrived in Calgary on Dec 10<sup>th</sup> from Brooks, AB., and is seen here after servicing backing into the 'P' Yard at Alyth the following day, awaiting darkness before heading to the scheduled display location on the MacLeod Subdivision.  
<http://www.canadianrailwayobservations.com/2010/01/holx.jpg>

On December 11<sup>th</sup>, Cor van Steenis caught SOO GP40 4601 and SOO GP38-2 4514 backing on to their train, the "Rockyview Turn" at the west end of Alyth Yard, Calgary, AB. They then moved north onto the Red Deer Subdivision to Mile 11.7, where the Rockyview Spur heads four miles east to the Calgary Energy Centre. <http://www.canadianrailwayobservations.com/2010/01/soo1.jpg>

On December 18<sup>th</sup> Cor clicked CP AC4400CW 9779, which had just arrived at Alyth from Port Coquitlam, and is seen here on the tracks east of the Alyth Diesel Shop. It appears to have no evident external damage other than perhaps to the plow. CP 9779 was the trailing unit behind CP 8869 in the Oct 29<sup>th</sup> 2009 collision at Redgrave, BC.  
<http://www.canadianrailwayobservations.com/2010/01/9779.jpg>

The same day Cor caught Toronto based CP Slug 1002 after being moved to Alyth. It had arrived at Ogden Shop, Calgary, AB., on Aug 24<sup>th</sup> 2009 for major maintenance and is photographed at Alyth n Dec 18<sup>th</sup>, 2009. It appears to still have some damage to the rear railing area to be repaired before it can deadhead back to Toronto. The 55-year old former switcher is ex-SOO 1221, nee-MILW SW1200 2046, and was built by EMD in 1954.

<http://www.canadianrailwayobservations.com/2010/01/1002.jpg>

The CP Holiday Train reached the Pacific and these images by Kevin Dunk show the train at Kootenay Landing and Creston, British Columbia led by CP 9815.

<http://www.canadianrailwayobservations.com/2010/01/hol1.jpg>

<http://www.canadianrailwayobservations.com/2010/01/hol2.jpg>

## CPR Vignettes:

Great Shot! In 1956, CPR Royal Hudson #2860 was in freight service and is seen here pulling this extra into Vancouver, BC. The N-Yard servicing facility is just behind the two wooden CPR box cars, and you can see the original sand tower for the yards that were serviced there. Pier BC is now long gone and the original structure is the foundation for Canada Place and the Pan Pacific Hotel. (Andy Cassidy) <http://www.canadianrailwayobservations.com/2010/01/rh.jpg>

Steve Morris kindly submitted this rare and interesting photo of CP (Germany-built) locomotive #1000 in Montreal, QC in the 1950's. Built by Maschinenbau Kiel of Germany as diesel hydraulic MAK-1000 demonstrator unit. This unit had spoked wheels and connecting side rods and an 800 HP. 4-stroke MaK-MA-301A engine with a Voith Hydraulic transmission. It was painted in the CP Tuscan red and grey and numbered CP #1000, and tested on CP in 1956. The unit was returned to Germany and none were purchased. <http://www.canadianrailwayobservations.com/2010/01/cpvign.jpg>

“US-built” locomotives in a variety of American railroad paint schemes have graced St-Luc Yard for decades, and the following photos bring back especially fond memories for your editor. As a toddler my Dad often brought me to CP St-Luc in the late 1960's, and some of our favorite locomotives were those of the New York Central and Penn Central. I have many prints not yet scanned, therefore I was pleased when both Bruce Chapman and Neil Compton kindly sent a group of their images of NYC and PC in Montreal. In Neil's first shot, a pair of PC GP40's (3134 in the bi-colored mating worms logo) have left the shop and are seen moving along Atlantic Avenue in St-Luc Yard toward their train waiting in the departure Yard near Ballantyne. The second shows PC GP40 3098 and U30B 2845 on the St-Luc diesel ready tracks. NYC F7 1870 and PC RS-32 2028 Southbound at North Junction, after departing St-Luc Yard. NYC 1633 and a U-boat rolling past the Wentworth Golf Course and an F-unit and GP9B at St Luc. PRR (later PC) and UP were the only Class One railroads that owned the EMD-built cab-less model. The last two show a rare C-430 rolling through Cote St-Luc, and a pair of PC GP40's, with a B&M “blue dip” RS2 at the St-Luc Diesel Shop.

<http://www.canadianrailwayobservations.com/2010/01/nyc.htm>

Other notable US units that CP had leased were the UP FA's. These units had 27 pin MU receptacles and therefore could not be MU'd with CP units. Bruce Chapman thankfully recorded UP FA 1627 with a matched set at Ottawa West while a transfer heads south on the Prescott Subdivision west-side wye past Ottawa West shop and UP FA 1627 as the van on the transfer passes the units; they had arrived from St. Luc shop in Montreal on train #85 March 1964. The locomotive foreman, the late Don Storr, stands in front of the set. <http://www.canadianrailwayobservations.com/2010/01/up.htm>

Bruce Chapman photographed NYC RS3's 5233 and 5284 on the ready tracks and a black and white image of 5303 and 5332 beside the St-Luc Diesel Shop back in 1964.

<http://www.canadianrailwayobservations.com/2010/01/lbc.htm>

In an American builder potpourri, Bruce Chapman caught NYC Alco-built RS32 2034 and FB 3338 beside the St-Luc Diesel Shop, NYC EMD-built GP30 2191 and PRR GP35 2353 on the ready tracks, and a trio of sleek new GE-built NYC U25B's roll through Hagersville, Ontario.

<http://www.canadianrailwayobservations.com/2010/01/lbc2.htm>

Bruce Chapman also kindly submitted some of his photos of the CP leased RSD12's and RS3 Alco's from LS&I, and GP9's from BAR. Included are LS&I 1803-1606 at Ottawa West on Jan 15<sup>th</sup> 1966, and BAR 78 at Walkley Yard. 20 February 20, 1969. Bruce is also working on another CP "Vignette" featuring US units leased to CP during 1970-1980, coming soon in CRO.

<http://www.canadianrailwayobservations.com/2010/01/lbc3.htm>

In the mid-1960's Bruce Mercer clicked a pair of handsome NYC Geeps (7430 and 7431) posing at CP's Agincourt Yard in Toronto, after their arrival earlier from Niagara Falls.

<http://www.canadianrailwayobservations.com/2010/01/18.htm>

Phil Mason was the head end trainman on this train 67 in August 1974. This train still exists, although the train number has changed many times. Back in the days of train orders and timetables, it was known as #967. It performed all the intermediate switching between Calgary and Vancouver, and frequently gets stored at Revelstoke or Kamloops awaiting local tonnage. The train in his image is very short and has an odd looking lash-up: CP M636 4566 is coming back from servicing at Ogden Shops in Calgary, and the F-unit is likely heading to Golden, for service on the Kootenay Division. The car with extended sides is a very old steel hopper car modified for coke service headed for the coking plant at Michel BC. Phil says the other hopper cars in the consist may be coal from Canmore which was winding down by the mid-1970's. Phil can't recall if it was this train, but sometime during this era he worked a short freight that had no radio, and he was called upon to switch "old school", relaying on hand signals from the roof of a boxcar back to the engineer and fireman. <http://www.canadianrailwayobservations.com/2010/01/4566.jpg>

Phil Mason sent along this gem that I just had to include as well. (Ross Harrison and LBC kindly provided some of the details) CP RAIL M640 4744 is shown highballing Westbound through Dorval, QC in February 1972. Train 903's consist is 4744-5021-4231-4245-4019 with Engineer B. Wilson, Conductor W. Kerr, and brakemen Foss and Salter. This train originated in Vermont. You will note much of its consist are empty newsprint cars, returning from paper mills in the northeastern US to pulp mills in Canada. This was big business in those days with the Canadian mills making the raw paper, and the US mills refining it for use in their big dailies (New York Times, etc.). Phil thinks the M640 and GP35 may have been added in Montreal as insurance. This was hot freight traffic back then and even in those early days, CP didn't trust 4744, and added power on the train, just in case.

<http://www.canadianrailwayobservations.com/2010/01/v4744.jpg>

Ron Visockis took this great MLW line up at St-Luc Yard on June 23<sup>rd</sup>, 1977. The models include C424's, an RS23 and RS3 all looking smart in Action Red under a clear blue sky.

<http://www.canadianrailwayobservations.com/2010/01/lineup.jpg>

# VIA RAIL – Passenger and Commuter

(By Terry Muirhead and William Baird)

After few days of testing between Montreal QC and Coteau in late December, RB Recycling in Lachine released these four ex-GO F59PH units (RBRX 18521, 18522, 18524 and 18529) to VIA.

Guy-Pascal Arcouette caught the latest CADRAIL rebuild, VIA F40PH-2d 6437 at the VIA Montreal Maintenance Centre on December 24<sup>th</sup>, and included “Before and After” Shots. He also clicked three of the four ex-GO-Transit F59PH’s. At VIA MMC he caught the 521, now renumbered RBRX 18521, and 522 now renumbered RBRX 18522. At CADRAIL in Lachine, he caught ex-GO-Transit 524 (renumbered RBRX 18524), and the CADRAIL’s own (ex-CP) RS18u plant switcher (1825). Ex-GO 18529 and rebuilt 6437 arrived in Montreal on December 31<sup>st</sup>.

<http://www.canadianrailwayobservations.com/2010/01/p.htm>

GO units currently running between Mtl-Ottawa, Mtl-Jonquiere/Senneterre & Mtl-Gaspé. Here’s a video from Shawinigan.

<http://www.youtube.com/watch?v=KHUukwFiQ9s>

Six VIA cars arrived Avalon Rail in Milwaukee, WI, on December 4<sup>th</sup>, after moving on CP from Montreal to Toronto and then to Chicago, and over SOO to Milwaukee. They did go via Amtrak as previously reported. Avalon will remanufacture eight “Chateau” series sleepers, and four “Park” series dome observation cars. The first six cars are VIA 8206 “Chateau Denonville”, VIA 8207 “Chateau Dollard”, VIA 8213 “Chateau Lauzon”, VIA 8226 “Chateau Salaberry” and observation cars VIA 8708 “Kootenay Park” and VIA 8709 “Laurentide Park”. In December, Marc Chouinard caught rebuilt Sleeper (VIA 8311) “Burton Manor”, the VIA prototype, completed two months ago by their own employees at MMC.

<http://www.myrailfan.com/misc/burton.jpg>

During the Christmas holidays (from 16 December 16<sup>th</sup> 2009 to January 4<sup>th</sup> 2010), the Ocean is running as trains 614 and 615 separately from the Chaleur. Train 615 starts 30 minutes later and arrives in Montreal 43 minutes later than 15’s regular schedule so no time is gained by not having to connect with the Chaleur in Matapedia. in fact 13 minutes are lost. However 614 leaves 15 minutes later but arrives at the same time as 14 would so 15 minutes is gained coming east! By contrast the Chaleur, which runs ahead of the Ocean in both directions, is 1 hour and 17 minutes quicker westbound than its regular schedule and 42 minutes quicker eastbound. Starting on December 17<sup>th</sup> with the Montreal departure, (which was a stainless steel set), a Park car has been added to each of the three consists (one of which is a Stainless Steel set and the other two are Renaissance cars). VIA is offering Sleeper Touring Class tickets, which include meals and access to the Park Car. However on the morning of December 19<sup>th</sup>, the Park car developed brake problems (as reported by Jim Babcock), and was removed from the train at Campbellton, NB.

Terry sent this video taken Christmas Eve showing VIA’s Malahat Dayliner travelling S/B through Parksville BC. No snow there! <http://www.youtube.com/user/Novabus9228>

Mayor Mike Bradley and representatives from the Sarnia-Lambton Economic Partnership, the Chamber of Commerce and local labour met with VIA representatives at Sarnia City Hall December 7<sup>th</sup> to discuss a new service could run as much as four to five times a day between Sarnia and London on top of regular stops by full VIA trains. The use of Budd cars was looked at as they require only a small crew to operate, and are ideal for short runs with fast turnaround. VIA is currently refurbishing a number of the Budd cars for use in Vancouver and Northern Ontario. The Committee believes operating RDC’s would be an ideal way to link Sarnia with the rail hub in London, Ontario.

A timely heads-up December 2<sup>nd</sup> enabled Raymond Farand to catch VIA 34 and then VIA 635 arriving in Ottawa, with an extra set of equipment deadheading on the rear. In order of appearance from west to east is VIA 6454, HEP-II Club Galley 4002, HEP-II Coaches 4106 and 4105, and VIA 6452. The equipment is in the Ottawa Terminal area testing for the next couple of nights. I'm told that it all has to do with the change of ownership from CNR to VIA of the CTC signalled territory from Hawthorne to Federal, and the subsequent transfer of the dispatching responsibility from CN to Rail-Term's Rail-Control in Dorval. <http://www.canadianrailwayobservations.com/2010/01/v.htm>

**VIA Vignettes:** VIA (ex-CP) FP9A 1410 (Bruce Chapman)  
<http://www.canadianrailwayobservations.com/2010/01/f.htm>

### **Montreal AMT Commuter:**

The following four units are being made ready at the MM&A Derby Shop in Maine. Former GO F59PH's 526, 530, and 532 and ex-AMTRAK F40PH-2 418. These will be released in the AMT livery. AMT 418 already left Derby on December 28.

Pat Taillon submitted his shots of the brand new AMT train at sunrise December 2nd, 2009 on train # 803 at the McMasterville, QC station. As well he sent pictures of a CN 368 on November 25<sup>th</sup>, in Mont-St-Hilaire during the detouring by the South Shore main line after train derailment in St-Tite, QC. <http://www.canadianrailwayobservations.com/2010/01/amt.htm>

### **Toronto GO Transit:**

While in Boise, ID on family business, our "Green Roundup" Editor Jody Moore paid a visit to Motive Power in hopes of finding some Kansas City Southern de Mexico EMD ECO rebuilds, and perhaps even MPI's elusive (to him) MP21B genset demonstrator. He was successful on both counts, but also noted with great interest that several of the new GO Transit MP40PH-3C locomotives are starting to emerge from the plant. The upcoming 20 unit order was an option on the original order for the locomotives (See the March 2009 edition of CRO for more details) and are expected to start delivering in late 2010. GO 627, 631, 633 and 634 were all observed at the plant on Dec. 24, 2009. The photos show MPEX SW1 243, MARC 30, 31, 22, 25, 27 and 35, KCSM slug 400, 401 and 2403 KCSM slug 401, GO 633, UP 3136, and MARC 24, an unnumbered prototype for the New York City Subway locomotives that was reportedly rejected by the MTA. One photo of GO 627 includes (left to right) BNSF 9570 and MARC 18, 17, 16, and 15. <http://www.canadianrailwayobservations.com/2010/01/go.htm>

Former GO TRANSIT F59PH's sold to a commuter line in Texas are being renumbered to Trinity Rail (in Dallas) 120-126 (from ex-GO 525, 527, 528, 565 to 568 in order). The most recent to be sold (ex-GO 525, 527 and 528) have been moved to NS's Shop in Altoona, PA, for this work. <http://www.rrpicturearchives.net/showPicture.aspx?id=1886117>

## **CANADIAN LOCOMOTIVE SHOPS**

**IRSI:** Former CP RDC4 9251 lettered DAWX 9251 (owned by Daniel Fantino and long stored at Les Cedres QC), is being refurbished by Industrial Rail Services Inc (IRSI) in Moncton, NB for VIA Rail along with a number of other RDC cars (Five rebuilt units to be swapped for five existing VIA RDC's, plus an additional eight rebuilt units). The RDC's are intended (NOT CONFIRMED) but believed to be for the White River and E&N services, as well some runs in Southern Ontario (VIA 85/88 seem likely candidates). The donor units are yet to be determined, obviously coming from IRSI's large stock of former VIA and BC Rail RDC units (most originally CN/CP). Already a few units are sitting around the

complex stripped and sitting on shop trucks 6105, 6208, 6217, and 6219. The IRSI RDC rebuild contract for VIA: <http://nbbusinessjournal.canadaeast.com/journal/article/882304>

CP 9057/VIA 6130 owned by Farmrail has also been rebuilt and refurbished, sporting WP-like orange and black striping at the ends. And even more of those old RDCs may regain employment if the Blue 22/Pearson rail connection in the Toronto area opts to use rebuilt RDCs for its possible future operations between Union Station and Pearson International Airport as well there is discussion of improving Sarnia's rail service using IRSI rebuilt Budd cars.\* IRSI is also modifying Renaissance coaches to improve wheel chair accessibility and working on two of the Glass roofed Skeena coaches. In addition IRSI has just completed work on the ArcelorMittal remote controlled SW1500 switcher 316 and 302 is sitting outside ready to be converted. (David Othen photos) <http://www.canadianrailwayobservations.com/2010/01/ir.htm>

RB Recycling / CADRAIL in Lachine, QC: NBSR GP38-2 2317 left Saint John, NB in late December enroute to CAD in Montreal over the MMA to get to Montréal. Following transfer from CP to Cadrail, it is to receive an engine rebuild since blowing two pistons, and get its trucks rebuilt. On December 24<sup>th</sup> the following power was seen outside CADRAIL in Lachine: ex GO-Transit 524 (renumbered RBRX 18524), CADRAIL RS18u 1825 and CSXT AC4400CW's 511, 512 and 543 and SD70ACe 4520.

CANAC (CANX) SW1200 1517 was sold to LTEX as a replacement for CP SW1200RS 8131. which was scrapped in Winnipeg. It arrived in the USA in November. CANAC (CANX) SW1200RS 1272 and CANX GP9 8701 were both sent to Stettler, Alberta for storage.

## Jody Moore's "Green" Locomotive Roundup

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

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

Green roundup returns next month.

## ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

### Summary of EMCC activity during November 2009:

For the second consecutive month there were no shipments from London. Work continued on the six orders currently active. Still under construction are two for Canadian customers, one for 40 SD70M-2 for CNR, and seven SD70Ace's for QNS&L. Painted units in grey and orange, with yellow livery for the latter order, have been spotted around the plant. QNS&L 501, in primer, as EMDX 3006 was moved to Mitchell on the GEXR (via Stratford) late in the month for radio testing. The 16 retro-fitted JT42CWRM units for Euro Cargo Rail and the already completed 11 JT42CWM for Dillen & LaJeune (D&L) Cargo have yet to be prepared for shipping. The nine UP SD60M for ECO repowering, in various states of disassemble, are often seen stored south of the plant.

Southwestern Ontario's battered economy received a major boost yesterday as Toyota announced it's adding 800 jobs at its Woodstock assembly plant.

The addition of a second shift there will also create thousands of spinoff jobs for the region -- many in London -- as the world's largest automaker tries to keep up with demand for its hot RAV4 crossover utility vehicle (CUV). "This is the best Christmas gift a community can get," said Woodstock Mayor Michael Harding. "Anything that creates employment is good news and these jobs are among the best we have."

The plant, which began production in November 2008 with one shift and 1,200 workers, will double its production to make 150,000 RAV4s, like the one shown at right. But the 800 production workers --

boosting the total workforce at the plant to 2000 by spring -- is only the start of the jobs boom, said Sandra Pupatello, Ontario's Economic Development and Trade Minister.

**CRO Special feature article: “They Came, They Saw, They Conquered”**

**How the Canadian-built EMD Class 66 changed the face of British railfreight**

**(By Thomas Blampied and Dave Kirwin)**



**DOWNLOAD:** <http://www.canadianrailwayobservations.com/2010/01/class66.pdf>

As we went to press, another new class 66 livery appeared - just released in late December. DB Schenker has taken over much of the Eddie Stobart traffic from DRS and so DB Schenker have repainted 66048 into the Stobart livery. Here is a link to an image taken yesterday:  
<http://amiddlemass.fotopic.net/p62687669.html>

# SHORT LINES, REGIONALS & INDUSTRIALS

## Western Canada:

Tim Stevens reported CN A41251 07 departed Jasper December 8th behind SD70M-2 8865, solo. Behind the lead unit were OKAN GP10 1006 (Central Kansas livery) and HBRY M-420W 3550 (CN livery) heading for the HBRY at The Pas, MB. A412 terminates at North Battleford, SK these days, so the units will likely end up on A452 from there to Saskatoon and then on a PNL train, likely G852 from there.

The November issue of the WCRA NEWS announced they had acquired the funds necessary to move the former WSJR FP9Au's 6508 and 6520 and remaining coach 5569 to Squamish via CN tariff rates. The two locomotives and coach are former VIA (nee-CNR) equipment that has been stored at VIA's Toronto Maintenance Centre at Mimico. The WCRA have been successful in persuading VIA to wave the storage charges at Mimico, which had been accumulating since the arrival of the equipment since 2006. The WCRA have AEI tags prepared and are being installed and the three pieces of equipment are now registered in UMLER in preparation of movement out west. In August 2008 Dan Dell'unto (using his telephoto) clicked the nice looking group behind VIA's TMC in Mimico. <http://www.canadianrailwayobservations.com/2010/01/dandell.jpg>

In December, PWTX GP7 1326 was seen moving on CP enroute to Prairie West Terminal at plenty, Saskatchewan. This Geep was most recently owned by RailAmerica, and was originally Santa Fe (ATSF) GP7 1326.

## Ontario:

In late-December, NREX GP40 4631 was moved to Sault Ste-Marie, Ontario on the Huron Central (HCRY). This unit is likely going for lease to HCRY, and is a former US Army and SCL owned GP40.

## ONR News (By Mike Robin):

Cochrane Ontario Provincial Police received a phone call at approximately 12pm December 6th reporting several fires in Moose River, located at Mileage 142 of ONR's Island Falls Subdivision. Several buildings at Mile 142 and a portion of ONR's 1600 foot Moose River Bridge (at Mile 142.5) were set afire. Police tracked and captured the offender the same day. The fire which was set on the bridge effected 51 ties in total. Due to the remoteness of Moose River, all train service was cancelled beginning Monday, December 7th in order to allow Maintenance of Way Crews the time required to remove and replace the ties affected by the fire. Passengers that were stranded due to the crime were paid meals and lodging during their extended stays in Cochrane and Moosonee. On Wednesday, December 9th, Ontario Northland officially announced that the Moose River bridge will be safe to cross Thursday, December 10th. The first Northbound 419 Freight and 421 Polar Bear Express pulled out that Thursday morning.

See a photo of the fire damage to the Moose River Bridge here...

<http://www.lantz.ca/MoosoneeOrBust/>

Approximately 40 people who provide a wide range of support services at Cochrane Yard were taken out to lunch on December 15th by ONR President Steve Carmichael and Vice President Cheryl Sutton in recognition of the work undertaken in the re-opening of the Moose River Bridge.

ONR's North Bay Shops have elected to render SD75I 2101 out of service indefinitely after the unit was involved in a grade crossing collision earlier this year. The locomotive's prime mover has been removed and transplanted into fellow SD75I 2100 which suffered a catastrophic failure of its prime

mover approximately 2 years ago. 2100 has been reported back in service leading a 214 freight on Christmas Eve.

CN said in early December that it is interested in acquiring Ontario Northland.

"If that became available, we would certainly look at it," Claude Mongeau, who will become CN's chief executive in January, told a conference in New York.

CN tried to buy Ontario Northland's Rail Division from the Ontario provincial government in 2001, but talks fell apart in a disagreement over job guarantees. Presently, ONR Managers claim that Ontario Northland isn't for sale at this time.

Soon after Claude Mongeau made that statement to the New York conference, the Government of Ontario announced on December 15th that they have hired 2 Banks with experience in privatization to see into creating a blueprint for possible privatization of Provincial Crown Corporations which include Ontario Northland. The Government predicts they will have the proposed blueprint within a couple of months, at which time the Government can decide whether any sales will occur.

ONR Lounge Car 906 was photographed in December with a modified livery. . The interior contains a section of tables and a section of chesterfields. Very fancy and well preserved "The Manhattan" served as a Business Car for ONR Management on the PBX a couple of times since it's purchase from BC Rail in 2003. The car's interior boasts of lots of stainless steel, and very luxurious seating, all decorated in a New York City theme. The car is not in revenue service.

See a photo of the newly painted "Manhattan" here...

<http://i1016.photobucket.com/albums/af285/mikerobinrail/dec0940b.jpg>

Here is a link to the interior shot of 906...

<http://www.onrgallery.com/august/aug200526.html>

Videos of ONR's Santa Claus Express on the Ramore Sub, between Timmins and Porquis: Part 1:

Crossing Frederick House River at Connaught (1808):

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

Part 2: Crossing Camp Bickel Road (1802):

<http://www.youtube.com/watch?v=HTclGEeZWKE&feature=channel>

On December 18<sup>th</sup>, RailAmerica reported that its subsidiary RaiLink Canada Ltd. has closed on a transaction with the Canadian Pacific Railway (CP) to terminate its lease of the Ottawa Valley Railway (OVR) line. Under the terms of the agreement, RailAmerica received C\$73 million in gross proceeds. The Company estimates net cash proceeds after taxes and transaction related expenses of C\$69 to C\$70 million. RailAmerica's subsidiary will terminate its lease of the CP-owned OVR rail line between Smiths Falls and Camspur, near Petawawa ON, effective upon clearance of the remaining cars from the line. Under the Canada Transportation Act, CP has 60 days to decide if train service will be restored on the line. RailAmerica's subsidiary will continue to maintain and operate the CP-owned rail lines between Sudbury and Mattawa, ON, Mattawa and Temiscaming, PQ, and Mattawa and Camspur until dates in 2010 to be determined by CP. The OVR operation consists of 342 mainline miles of track and primarily transports bridge traffic, chemicals, and pulp and paper products. For the nine months ended September 30, 2009, total revenue for OVR was C\$13.3 million, operating income was C\$4.6 million, depreciation/amortization expense was C\$0.4 million and capital expenditures were C\$0.7 million. The Company will record the income or loss from these operations in discontinued operations beginning in the fourth quarter of 2009. RailAmerica, Inc. owns and operates short line and regional freight railroads in North America, operating a portfolio of 40 individual railroads with approximately 7,400 miles of track in 27 U.S. states and three Canadian provinces.

## Quebec:

A brand new SD70ACe locomotive from the QNSL order sits on the London test track on December 28<sup>th</sup> (by Larry Broadbent via FROTH)

<http://www.canadianrailwayobservations.com/2010/01/qn.jpg>

QNS&L SD70ACe from Overland Models:

[http://www.overlandmodels.com/images/trains/AA-1610\\_main\\_large.jpg](http://www.overlandmodels.com/images/trains/AA-1610_main_large.jpg)

Jim Parker kindly shared this gem! Arnaud Railway RS18 905 photographed in black and white with good light and at a great angle, revealing much detail. This unit was built by MLW with a low nose and purchased new by Arnaud Ry. <http://www.canadianrailwayobservations.com/2010/01/47x.htm>

## Eastern Canada:

A New Brunswick Southern Railway employee sent us this image of a fine group shot of his NBSR mates during a "photo op" with Canadian Prime Minister Stephen Harper and other dignitaries on September 28<sup>th</sup> at the NBSR Maintenance Shop in Saint John, NB. Promoting the Government's Economic Action Plan, spotless NBSR GP38-3 2317 makes a very nice backdrop.

The New Brunswick Southern Railway commenced operations on January 7, 1995 when it took over 85 miles of former CPR trackage from McAdam, NB to St. John, NB along with the 34-mile-long branch from McAdam to St. Stephen. In the beginning it leased RS-18u, RS-23 and SW1200RS units from CP to power its trains, then in late 1995 obtained 10 GP9's (eight former Southern Pacific GP9E's plus a couple of ex-QNS&L GP9's). The geeps were extensively rebuilt by Omnitrax and deliveries began in December, 1995. Four of the rebuilt SP locomotives - NBSR 3795, 3744, 3757 and 3735 (all former SP numbers) - were being transferred to their new home behind the road power on CP eastbound freight #482 at Smiths Falls, Ont. on December 25, 1995 where the train was laying-over for Christmas Day. (Bill Sanderson)

<http://www.canadianrailwayobservations.com/2010/01/nbsr.jpg>

**Attention CRO Readers:** David Othen is requesting contributions (both photos & news items) about Eastern Canadian railways. This information will be compiled and summarized for his new CRO "Atlantic Report" starting with our February issue. Please email all your news items to David directly at: [often@eastlink.ca](mailto:often@eastlink.ca)

# MODELLER'S CORNER

by Mike Pebesma

## New Releases

Trueline Trains has released their first Platinum Line RTR locomotive, an HO scale CN U-2-g class Northern (4-8-4) locomotive with factory installed DCC and QSI sound. Road numbers available are 6200 and 6218 with other numbers to be available in future releases.

[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)

Rapido Trains has released the first freight car in their Transcona Yard series, an HO scale CP Angus Shops caboose. The first run includes TH&B in four road numbers and undecorated, as well as several US roads which are suitable as stand-ins as these road didn't run CP style vans.

<http://www.rapidotrains.com/freight1.html>

## Announcements and Updates

Overland Models has announced a future release of HO scale QNS&L 's new SD 70 Ace locomotives, due for release in late 2010 or early 2011.

[http://www.overlandmodels.com/images/trains/AA-1610\\_main\\_large.jpg](http://www.overlandmodels.com/images/trains/AA-1610_main_large.jpg)

Atlas has posted photos of pre-production samples for their upcoming GP 40-2W in both CN and GO Transit schemes in HO scale. Release is scheduled for March 2010.

[http://forum.atlasrr.com/forum/topic.asp?TOPIC\\_ID=57525](http://forum.atlasrr.com/forum/topic.asp?TOPIC_ID=57525)

Kato has announced a run of ES44DC "Gevo" locomotives in N scale including CP units in road numbers 8705 and 8718 due out in April or May 2010.

During the MRMA/AMFM Open House in October William Baird met Louis Letourneau who sent us these photos of the club layout. CP RAIL RSD17 8921 and C630M 4505 are seen rounding the curve at West Waterford, ON and head downgrade to St-Paul Yard. AMT and VIA trains load passengers at Normandy Station, and a CPR FP7A departs Port Harcourt with an express box car and short stainless steel consist. <http://www.canadianrailwayobservations.com/2010/01/m.htm>

## CANADIAN RAILWAY HISTORY

Relive the building and first runs of Canadian Pacific Railway 4-8-4 K1 Northern #3101 with historic footage at Angus Shop.

<http://www.cinemamuetquebec.ca/content/movies/23?lang=en>

CNR steam locomotive photos and history: <http://yourrailwaypictures.com/CNRsteamengines/>

Myles Roach posted his November 2009 photos taken around St. Thomas, ON. The shots include Elgin County Railway Museum employees working on their recently acquired CN F3Au 9171 and local CN crews busy switching a bunch of places around town.

<http://519myles.rpicturearchives.net/archivethumbs.aspx?id=51712>

<http://www.youtube.com/watch?v=K3rajURKMb0>

<http://www.youtube.com/watch?v=oYR4eRuTR6o&feature=channel>

CNR steam locomotive photos and history: <http://yourrailwaypictures.com/CNRsteamengines/>

Please visit our museum page for updates on several railway museums in Canada:

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

## SOUTH OF THE BORDER

The following list shows the new GE, GM and MPEX locos which have been ordered by these railroads, and are for delivery in 2010. (Sean Graham-White)

- 35 ES44DC for CN
- 26 SD70ACS for Saudi Arabia
- 168 ES44DC for BNSF
- 6 PH37ACmi for Freightliner (out of 30 units)
- 10 MP36PH-3C for Utah Railway Authority
- 15 MP36PH-3C for Virginia Railway Express
- 28 MP8C for New York City Transit

Looking very smart in here Claremont Concord livery, CCRR 105 is ex-CN snow-blower 50560, a long time resident of Taschereau Yard when it was painted orange and white! It is actually former CNR S4 8032. (Via Froth) <http://www.railpictures.net/viewphoto.php?id=122686&nseq=4>  
Here is a photo of CN snow-blower 50560 taken by Bob Boudreau:  
<http://www.northeast.railfan.net/images/cn50560a.jpg>

The Lake States railway (LSRC) continues its efforts to get more units painted in the blue and white paint scheme. Three of the nine GP40-3's have been painted as well as the ex GTW SD40 5921. In August, GP35m 2052 was observed inside the Saginaw roundhouse getting prepped for painting. Add to the above, the C425's and M420's (3500, 3504 3575, 3572 – 3583 (*The HR412W is now scrapped - Froth*)) that have previously been painted over the years. The most frequently asked question we hear regarding the LSRC is, "how many Alco and MLW units are still active?" As of mid August, that number was seven. They are generally concentrated on the northern part of the railroad, i.e., Bay City and north. <http://lakestaterailwaymsn.multiply.com/>

On December 7<sup>th</sup>, signal crews switched over to the new signals today from Smithton to Pittsburgh on the CSX Pittsburgh sub. The signal's at MP 294 (Hogpen or known as Jacks-Hogpen by some crews), went dark 12/07/2009 at about 14:10. In a few days there will be no sign that these signals ruled over the B&O mainline for almost 70 years! Here are Jack Kuiphoff's shots from one month ago. He has preserved, and fully restored a signal set for historic and sentimental reasons. <http://www.canadianrailwayobservations.com/2010/01/sign.jpg>

## D&H - The Bridge Line:

Steve Morris caught D&H #302 getting ready to leave Windsor Station and then about 20 minutes later steaming toward Montreal West Station. "D&H #302" is actually a Reading 4-8-4 in disguise. (Jim Bachorz believes it may have been RDG #2102). The D&H had worked hard to make it look like a class K Northern ... a great P.R. effort!

<http://www.canadianrailwayobservations.com/2010/01/wi1.jpg>

<http://www.canadianrailwayobservations.com/2010/01/wi2.jpg>

In 1973 the D&H celebrated its 150th Anniversary. As part of the celebrations, it ran a steam excursion up to Montreal's CPR Windsor Station. The train arrived late on a Saturday night after stalling on the grade that comes up from Lasalle to Montreal West. A diesel was dispatched to get it up the hill then was cut off to allow it to run into Windsor Station on its own. Meeting the train was CPR historian Omer Lavallee who presented President Bruce Sterzing with a silver tray commemorating the event. The train was serviced at CP Glen Yard and then headed home on Sunday morning. A few years later Sterzing was gone. A little more than a decade later, the D&H became part of CPR. (Steve Morris) <http://www.canadianrailwayobservations.com/2010/01/st.htm>

The same year the D&H also ran a display train to celebrate the 150th Anniversary of the D&H Canal Company. The display included the "Stourbridge Lion" on a flat car. The display train visited Montreal a day or so before the steam excursion. The images kindly submitted by Phil Mason show the display train northbound at Lacolle, QC. In 1973, there was still an operator there, note the green spotlight style train order signal in the turret. The second image shows the train between South Junction and Montreal West Station on the connecting track which is still used to today by AMT. Phil also managed to get photos of the southbound excursion from the public works yard at Westmount station on April 29th, 1973.

<http://www.canadianrailwayobservations.com/2010/01/ph.htm>

Finally Kevin Day caught the Southbound 302 at the Penn Central- CP "Adirondack Junction south of the Seaway Bridge on Indian territory. A CP freight is also seen passing earlier with a very nice consist.

<http://www.canadianrailwayobservations.com/2010/01/dh.htm>

There was another other "D&H" steam engine that ran that year. It was a former CP engine belonging to Steamtown. CPR 4-6-2 Pacific 2317 was modified to resemble a D&H passenger engine. Interestingly a little more than a decade later that CP bought D&H; it was late 1990, although the deal might have officially closed in early 1991.

## Letters:

Fellow railroaders and railfans, wishing you all the best in 2010!

The CPR Holiday Train celebrated its 10th Anniversary this year, and I headed south to the Crowsnest line to photograph the train December 12<sup>th</sup> and took these shots:

<http://www.southernprairie.com/images/RailfanTrips/HolidayTrain2009/content/index.html>

Regards,  
Josh Soles

## The Last Word:

*Hi All,*

*Hope you all add a wonderful holiday with you families. Now with a new year upon us, whatever are faiths or beliefs we must all work to improve our lives with knowledge, understanding, tolerance, forgiveness, and hopefully with a little love. Lets make a commitment to take care of our planet and each other. New Years resolutions come and go but I personally am very thankful for my new career opportunity, and I intend to jump out of the starting gate in 2010.*

*I am happy to announce changes are coming in CRO during 2010. We have new departments "Eastern News" with David Othen, "Modeller's Corner" with Mike Pebesma and Deane Motis will submit the anxiously awaited "WP&Y Part 2". You can expect more great stories from (CP-CN) Cor van Steenis, (BCR) Mark Forseille, (CPR Steam) Jean Mercier and others. As well, we want your input ... Feel free to write us on any CRO issue.*

*My friend Wayne Koch sent this nostalgic glimpse into our railroad past: an old black and white short movie reel about riding a Santa Fe Passenger Train back in 1954! This is a genuine old film with standard (now silly sounding) narration of the time. Note the handsome ATSF warbonnet EMD F-units with classy skirted fuel tanks and the glorious stainless steel cars. <http://www.youtube.com/watch?v=nRVEOZphmDQ&feature=channel>*

*Will-*

**THANK YOU:** Guy-Pascal Arcouette, Kevin Babcock, Jim Bachorz, Martin Baumann, J.P. Cadieux, Giulio Capuano, Andy Cassidy, Bruce Chapman, Neil Compton, Dan Dell'Unto, Kevin Dunk, Ray Farand, Brendan Frisina, Rod Bushway, Sean Graham-White, Bob Heathorn, Joe Zika, Jody Moore, Gary Knapp, Craig Konopski, Jack Kuiphoff, Ken Lanovich, Luc Lanthier, Jacques Leroux, Ernest Letherby, Roman Litarchuk, Phil Mason, Don McQueen (Froth), Bruce Mercer, Steve Morris, Deane Motis, Terry Muirhead, Jason Noe (Railpace), David Othen, Walter Pfefferle, John Read "GR17", Earl Roberts (Branchline), Mike Robin, Mike Rocnik, Bill Sanderson, Wilco van Schoonhoven, John Soehner, Dean Splittgerber, Andre St-Amant, Cor van Steenis, Pat Taillon, Paul Trudel, Jean-François Turcotte, Dan Tweedle, Colin Tytler, Ron Visockis, Chris Wilson, Mike Zollitsch, Tempo Jr, The Bridge Line Historical Society, and The Canadian Trackside Guide. Merci Aussi: James, John, GE-John, Michel, Tony, Denis, Richard, Mohammed, et tous les gars a St-Luc Diesel!

**Submitting photos to CRO?** We encourage our readers to forward pertinent news photos and historical material for our "Vignettes" series. However we prefer if you upload your pictures to one of the many photo hosting websites and then us send the "link". Please (Include Train #, date, location, etc, to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) As we get a lot of mail please Indicate "CRO Photo" in the subject line. If you are really unable to send us your hyperlinked photo and can't put your pictures online, you of course can send them to us in jpeg format, as long the size is not exceeding 1Mb.

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