

# CANADIAN RAILWAY OBSERVATIONS

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# CANADIAN NATIONAL

**CN Locomotives retired since last issue:** (Last retirement was September 21<sup>st</sup>)

CN GP9 Slug 226 on October 19<sup>th</sup>. Classed as GY-00d, they were built by Pointe St. Charles Shop in Montreal in 1986, (#226 is from CN GP9 4275), and are mated with GP9RM's.

**CN Locomotives Sold:**

EJ&E SD38 650 was sold to S&S Contractors (via MJRX) in the first week of November. The destination for this SD38 is still unknown. In mid-November CN sold four units to Cycle Systems of Roanoke VA, and relettered them CSIX. The units were CN SD40-2W 5290, GTW SD40-2 5935, IC SD40-2R 6065, and NBEC SD40 6901. Later in the month the following CN units were sold to ASDX in mid-November: BCOL SD40-2's 746, 747, 751, 752, 764, 767, as well as NBEC SD40's 6900 and 6904 were sold for parts removal and their eventual scrapping. Three other units were sold in late-November; EJ&E SW1001's 444 and 445 to LTEX, in Ohio and CN sold CN SW1200RSm 7309 to Rail & Motor Supply (RIMX).

Walter Pfefferle took these great shots at the CN London yard on November 8<sup>th</sup>. CN GP40-2LW 9460 (which is assigned to Wisconsin Central), is seen here coupled with GP9RM 7025 working as the London yard power. CN SD70I 5623 is shown on the head end of #386.

<http://teltech.50webs.com/cn110809London.htm>

Jeremy MacPherson submitted photos of the CN units damaged in the derailment near Moncton, NB, which was discussed in the November issue of CRO. The frame of CN GP38-2W 4762 was damaged, and could end up being retired.

<http://i229.photobucket.com/albums/ee46/boomerred/Sept%205%202009/Picture006.jpg>

<http://i229.photobucket.com/albums/ee46/boomerred/Sept%205%202009/Picture009.jpg>

<http://i229.photobucket.com/albums/ee46/boomerred/Sept%205%202009/Picture001.jpg>

<http://i229.photobucket.com/albums/ee46/boomerred/Sept%205%202009/Picture019.jpg>

On November 22<sup>nd</sup>, a CN freight derailed at Saint-Tite, QC at the rail bridge over Rivière des Envies. The cause is under investigation. The line is also used by VIA trains #601 and #602, and has been shut down for several weeks since the incident. Currently, CN freights are being detoured through Joffre, QC, and VIA cancelled their two trains until further notice. Here are several images of the derailment, including the freight cars, damaged bridge, and subsequent cleanup. Pictures by André St-Amant and last 2 from unknown source.

<http://www.canadianrailwayobservations.com/2009/12/st.htm>

CN Dash 8-40CM 2400 was repainted into the current CN livery at the Woodcrest Shop in Chicago, Illinois during early November. Hump-assigned GP38-2 7520 arrived at the Woodcrest Shop on November 21 for repairs. GP38-2W 4791 (from Western Canada) and CN GP38-2 4729, GP38-2W 4806. CN GP38-2W 4772 is under repair at the Elgin Joliet & Eastern's Kirk Roundhouse.

## Joe Zika's MacMillan Yard Report

I'll first start off with some photo's that Frank sent me from Sarnia, He was on train 386 on Nov 7th and lifted GMDX 001 ( GMDX 1001 in the computer ) a SW 1001 from Lambton Diesel where it was in for some servicing and destined to the GMDD ( yes i'm old school ) Plant at London, Ont. Normally 386's consist terminates at London and then turns out on 434 to Mac Yard, well guess where the GMDX 001 ended up going along with that SD 70 IC 1026 and GP 9R GT 4623 - To Mac Yard, Realizing the error, Mac Yard promptly returned GMDX 001 back to London on the next mornings 435. Many thanks to Frank for sharing his photo's with us.

<http://www.canadianrailwayobservations.com/2009/12/001.htm>

Not much new at Mac Yard, the Kershaw undercutter aka the Super Gopher has been working all around Mac yard, also in conjuncton with numerous tie and lift gangs trying to get the yard trackage up to par in the last month before the snow starts to fly shortly for the season.

Nov 1st had a few strings of 89 foot flats loaded with new Navistar trucks for the Canadian Armed Forces, billing shows them moving from Ottawa, ON. Navistar Inc. being the shipper and the consignee is Diamond International in Scotford, AB. Some of the flats included CNA 750237, CNA 750200 and WC 39005 which appears to be either a Ex SP or CR reporting mark that was poorly patched out.

Nov 6th had CN 2503 in town, from the 1st order of 9-44CW's, also noticeable on attached photo of CN 2500 is the poor paint used by GE, wonder if it's still covered under warranty ? lol - probably not.

RMPX 9431 ex CN GP 40-2W in Camo paint ? was also in town on the 6th, if it wasn't for the faded orange cab and ends, you'd be hard pressed to find her amongst the weeds, she was dropped off at Brantford, ON for Railink by 383-07, 383 had CN 5786, CN 5611 GTW 4915 with RMPX 9431 trailing.

Speaking of that GP 38-2 GT 4915, check out the rear matching radiator cooling fans, possibly Late GP 9/18 style of fans? Interesting to see some of the stuff a shop will use as a replacement parts, these are definately not stock factory issue for this model.

Nov 7th had GP 9 CCGX 1000 intown heading to her new assignment at Ernestown, ON, also at the shop that same day was 8-40CM CN 2442 in what appears to be her original factory paint, what a difference between batches of paint used on the 2400 and 2500 series of units from GE.

Nov 9th had 9-44CW CN 2500 sporting the latest patched orange look as well as a shot of SD 40-2W CN 5296, note the ditch lights on the rear of 5296, the question is why ? She's still speed restricted longhood forward because she doesn't have a angled pilot, flat steel plate pilots, as effective as they are, they are not recognized as a pilot by the powers to be and have been speed restricted as well. Remember the old days when the CN SD 40's and M630/636's ran around with no end pilots at all, just those big gapping holes under the couplers.

Nov 14th brought GP 40-2W CN 9468 into town, as well as SD 40-2W's CN 5277 which came out of storage and CN 5244, both SD 40-2W's would soon find themselves on short term lease to the GEXR.

A couple of interesting freight cars, a pair of CSS cars hauling coiled steel, one of which was a ex Burlington Northern car, also a string of recently restenciled Chicago and North Western covered hoppers with INTX reporting marks, to all of those modelers out there, take heart in knowing that even the prototype railroads can't get the letters onto the side of a car in a straight line, lol ! And last but not least, Nov 23rd had GP 38-2 GT 5815 and SD 40-2W CN 5295 in town, note the lack of snow shields behind the cab on the 5295, they appear to have been removed from both sides based on a earlier posted photo of her a few months ago.

All pictures at : <http://www.canadianrailwayobservations.com/2009/12/mac.htm>

On November 28th CN Engineers went out on strike but according to news sources, the Canadian Government is putting a end to the strike with legislation, has imposed a arbitrator to settle things, claiming the strike is adverse to the economy.

[http://ca.news.yahoo.com/s/capress/091130/national/cn\\_rail\\_back\\_to\\_work](http://ca.news.yahoo.com/s/capress/091130/national/cn_rail_back_to_work)

-- Joe

In November CN trains M 33831 and M 33931 were abolished. Trains A 42131 and A 42231 have been extended to Fort Erie, ON with extra work done by M 33031 and M 33131. Long haul trains M 30131 and M 30251 are running via Northern Ontario again rather than via Chicago and the EJ&E, all of which is good news for Northern Ontario.

Mike Rocnik is a CN employee who in October moved from London, Ontario to Moncton, New Brunswick. Halloween weekend at his new digs, Mike caught some good eastern region activity with CN trains X122 and X473 on 10/30/09, and on 10/31/09; X123 W/B from Halifax, Nova Scotia with over 7000 feet of marine containers. CN is currently considering adding X122-X123 as regularly scheduled trains, or running CN trains 120-121 as DPU equipped trains. Here are Mikes views showing the building of the new depot at Petit Rocher, NB, and BC Rail 4617 solo on X473 departing Moncton November 18<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2009/12/pr.htm>

A decades old landmark in the Burlington, Ontario area has been the Aldershot Cold Storage facility West of Waterdown road. Built in the 1930s for area farmers requiring refrigerated storage of fruit and vegetables, the end is now here as a crew from Triple M Demolition chews away at the reinforced concrete structure. While in operation in the 1970s, an active siding existed where the new Oakville Sub 3rd mainline is now located. That's VIA #70 with the Telus 2010 Olympics unit passing by. (David R. Howard photos)

<http://www.canadianrailwayobservations.com/2009/12/telus.jpg>

<http://www.canadianrailwayobservations.com/2009/12/Feb2009.pdf>

<http://www.canadianrailwayobservations.com/2009/12/Dec2009.pdf>

Guy-Pascal Arcouette clicked the CN Test train on November 4<sup>th</sup> rolling westbound through St-Henri, QC (CN Montreal Sub), and lead by CNNA-liveried GP40-2W 9639.

<http://www.canadianrailwayobservations.com/2009/12/test.htm>

Glen Mounk recorded his friend Kevin Herman's train as it left Fort Frances, ON around 14:30 for the last time, on his "retirement run". Power was CN 2417, IC 6115, with 91 cars. The engineer, Kevin Herman first started with CN in 1973 and is a good friend of Craig Konopski as well. Glen said it was surreal to watch the train with his friend at the controls for the last time as he drove over the causeway beside his train. It was quite the experience to see his train as it went across the lake, with the 2417, and 6115 putting on a smoke show performance, as Kevin's last train was working to build speed as they approached Rockey Inlet.

<http://www.canadianrailwayobservations.com/2009/12/436.htm>

Craig Konopski has submitted some "sounds" of veteran CN locomotive engineer Kevin Herman's final three runs on westbound train 437 out of Thunder Bay. As above, Kevin's final run on 437 occurred Nov. 17<sup>th</sup> and as of Nov. 18<sup>th</sup> was back in town off counterpart # 436, and is officially retired! Congrats Kevin! Here are sound files from Kevin's last trips:

- <http://www.canadianrailwayobservations.com/2009/12/CN8004.mp3> CN8004.mp3 -- Most of train 437 was out of Thunder Bay North (Port Arthur, track TC92) this night.... approximately 95 cars (grain empties) are in-tow behind CN SD70M-2 # 8004 and SD75I's 5763 + 5683 as Kevin slowly starts over the busy grade crossing at Fort William Road (mile 1.9 Kashabowie Sub) at 10 per, then starts notching-out to get the train up to 15 MPH. Nice job Kevin!
- <http://www.canadianrailwayobservations.com/2009/12/CN2429b.mp3> CN2429b.mp3 -- Kevin's train with a pair of Dash 8's..... 2429 + 2427. I first captured him at my usual spot by the X-ing at Fort William Road where there is a 10 MPH head-end restriction with a little rule 14(I) thrown in. 16 cars out of Port Arthur with a pick-up at Neebing pending.
- <http://www.canadianrailwayobservations.com/2009/12/CN2429c.mp3> CN2429c.mp3 -- Final sound clip of Kevin is a couple of miles west of the yard at Neebing.... along Rosslyn Road and the old station known as "Twin City" (mile 12.3 Kashabowie Sub). Kevin now has his 51-car train in tow with those Dash 8's chugging away nicely. Beautiful doppler effect with that fine horn too! Great job Kev..... we're going to miss you out there!

On November 17<sup>th</sup>, Roman Litarchuk caught CN 313 at Chappelle Junction in Saskatoon, SK with CN 8001, BCOL 4654 and RSSX 473. The engine looks similar to RSSX 8321 his friend Clayton Chaloner caught on the PNL a month ago.

<http://tinyurl.com/RSSX473>

<http://tinyurl.com/RSSX8321>

On November 4<sup>th</sup>, Roman caught CN Train 312 at Saskatoon, SK with four railroad paint schemes! The lash-up had CN Dash 8-40CM 2419, IC SD40-2 6100 and retired BCOL SD40-2 767 and retired ANY GP9RM 4006 which are enroute to Woodcrest. (The BC Rail unit was sold in November). IC SD40-2 6100 was also seen twice leading CN 541 during the first three days of November.

<http://www.canadianrailwayobservations.com/2009/12/4119.htm>

With the Rocky Mountains as the backdrop, John Leeming submitted the following super shots all taken on October 7<sup>th</sup>: CN C44-9W 2519 , CN C44-9W 2594 East (Train 112) , CN 5800 (The last SD75I purchased) and CN GMD1m 1440 all taken at Kamloops, BC. As well on October 7<sup>th</sup>, John caught CN SD70M-2 8003 West (Train 843) at Boulder, BC, CN SD75I 5750 West (Train 411) at Vavenby, BC, a view of Moose Lake, BC from the CN mainline and a nice diesel line-up at the yard.

<http://www.canadianrailwayobservations.com/2009/12/lem7.htm>

John Leeming took this shot looking back from the Cab of RMR Train 609 with engine RMR 8011 as the train crossed the Anderson Creek Bridge - looking east as well as CN 8813 East leading train #354 at Savona, BC, CN 2266 East with train #790 at Abrahamson, BC, and finally big BNSF power arriving at Thornton Yard in Vancouver, all taken on October 9<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2009/12/lem9.htm>

On November 25<sup>th</sup>, Jason Jongen caught CN #314 rolling through Washago enroute to Toronto. CN ES44DC 2299, 2228 and C44-9W 2529 had five M-O-W cars on the head end including a fuel car, an 89ft bunk car, a former baggage car (numbered 70742 "Spirit of the North"), Hornepayne Auxiliary 59343, and another unmarked car in faded CNR green.

<http://www.canadianrailwayobservations.com/2009/12/mow.htm>

## The Canadian National's "Three Hills Subdivision" (By Cor van Steenis)

In 1913, the Grand Trunk Pacific Railway opened a branch line from its transcontinental mainline at Tofield (east of Edmonton) to Calgary, AB. Today, the southern part of this line is Canadian National's "Three Hills Subdivision". The only scheduled daily traffic on that line (Train Q115 and return Train Q114) both high-priority intermodal trains operating between Brampton, ON and Calgary, AB. Cor van Steenis followed, photographed and documented Q115 for a number of days last month as it rolled through the various stations along the route. The western prairies are not totally flat, and have much to offer the railfan and photographer. Click on the link to see Cor van Steenis' superb and complete report:

<http://www.canadianrailwayobservations.com/2009/12/CNR-THREE-HILLS-SUB.pdf>

### CN Vignettes:

On November 15, 1982 Aleks Stefanovic caught CN RS18 3118 hard at work throttling up to shove a string of freight cars in the Brantford yard. This RS-18 had been geared for 80 MPH, and had been equipped with a steam trainline for passenger service, but never had a steam generator. When used in CNR passenger service it would have been teamed up with another unit that had a steam generator, or with an SGU. (Froth) <http://www.railpictures.net/viewphoto.php?id=305326&nseq=32>

Pierre Fournier clicked heavily cannibalized CN 9435 and 6535 at AMF (CN Point St-Charles Shop) in Montreal in July 1988. 6535 had been cannibalized since 1978 and even her sand box chute has been cut out. Wrecked GP40-2LW 9435 had been there since 1985. (Froth)

<http://www.railpictures.net/viewphoto.php?id=265133>

Former CN 9158 R.I.P ... rests in pieces. (Froth)

<http://www.railpictures.net/viewphoto.php?id=234590&nseq=55>

# CANADIAN PACIFIC

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

CP Locomotives sold: NIL

In late October, CP reorganized their assignments of their ES44AC "GEVO" series. From Coquitlam to Alyth, CP transferred 8700-8759, 8858-8878, and 8890-8899, and from Coquitlam to St. Paul: 8879-8889. This will leave 109 ES44AC's assigned to St. Paul and 91 assigned to Alyth. For now, only the yard and transfer power remains assigned to Coquitlam, BC. These units are SD40-2's, GP38AC's, GP9u's, and MP15's. In addition, CP transferred AC4400CW's 9600-9614 from Montreal (St-Luc Yard) to Calgary (Alyth Yard).

Canadian Pacific will be testing six biodiesel-fueled GE locomotives in captive service between Calgary, and Edmonton. The units are AC4400CW's 9723, 9727, 9729 and 9731, plus two more unknown AC4400's, which are converted for testing with biodiesel fuel. They are to be tested in Alberta for six months over the winter season, and have a modified CP paint scheme. At press time, two units 0927 and 9731 were spotted at the Alyth Shop. The pilot project will evaluate the effect cold weather has on biodiesel applications in real world conditions. This is the first cold weather use of biodiesel by any railroad. This pilot project is a partnership with Natural Resources Canada,

under the National Renewable Diesel Demonstration Initiative. Modified, polished up, and sporting new "Bio" lettering CP 9727 and 9731 are shown in this short video crossing the Bow River Bridge on the Red Deer Sub. Turn up the volume, it sounds great!

<http://cnw.pathfireondemand.com/viewpackage.action?packageid=269>

The Canadian Pacific Holiday Train has returned once again, visiting over 130 communities in eight states and six provinces to assist local food banks raise badly needed funds. The Canadian Train run began in Quebec on November 26<sup>th</sup> and at press time was rolling through Ontario. The Manitoba and Saskatchewan runs begin on December 5<sup>th</sup> and the Alberta and British Columbia runs begin on December 9<sup>th</sup>. In the US, the northeast train started on November 26<sup>th</sup>, and the US midwest runs will begin on December 5<sup>th</sup>. The Holiday Train units are immaculate looking AC4400CW's 9815 and 9824, and the rolling stock feature brand new conceptual lighting effects. For the schedule click here: <http://www8.cpr.ca/cms/English/General+Public/Holiday+Train/default.htm>

### The 2009 Canadian Holiday Train consist:

CP AC4400CW 9815

CP 220031- 220 series box car

CP 220332- 220 series box car

CP 220037- 220 series box car

CP 220476- 220 series box car

CP 507197- Flat Car with Generator (CPPU 900084) to power the lights

CP 220225- 220 series box car

CP 220451- 220 series box car

CP 220458- 220 series box car

CP 424959- Auxiliary Power car for the Business Cars

CP 220508- 220 series box car

CP 401750- Box Car (re-configured as the enclosed stage for the entertainment)

CP Business Car "Dominion"

CP Business Car "Banffshire"

CP Business Car "Killarney"

CP Business Car "Van Horne"

Guy-Pascal Arcouette caught the Holiday Train in Old Montreal and provided these shots and video:

<http://www.youtube.com/watch?v=2nGfKScD5a4>

Last month on November 12<sup>th</sup>, CP marshalled two sets of five heritage cars at Ogden Yard in Calgary for deadheading to Montreal on Business Train 40B-13. These are the assigned cars for the tail end of the two Holiday Trains and the train departed Calgary on 13 November 13<sup>th</sup>. See Cor van Steenis' photo report: <http://www.canadianrailwayobservations.com/2009/12/CPR-BUSINESS-TRAIN-40B-13.pdf>

On November 17, Ray Farand caught the Holiday Train equipment enroute to Montreal for final fitting. It was at MP 70.1 (near Avonmore) on the Winchester sub moving as 40B-17, CP 9815 East.

<http://www.canadianrailwayobservations.com/2009/12/8715.jpg>

### The 2009 US Holiday Train consist:

CP 9824 AC4400 Locomotive

CP 220305 - 220 series box car

CP 220009 - 220 series box car

CP 220592 - 220 series box car

CP 220219 - 220 series box car

CP 507165 - Flat Car with Genset (CPPU 900056) to provide power for lights

CP 220127 - 220 series box car  
CP 220300 - 220 series box car  
CP 401753 - Box Car (re-configured as a STAGE for entertainment)  
CP 401754 - Box Car  
CP 96 - AUXILIARY Power Unit for Business Cars  
CP Business Car - Smokey Smith  
CP Business Car - N.R. Crump  
CP Business Car - Mt. Royal  
CP Business Car - Strathcona

The US Train was shot on an overpass near Lacolle, QC on November 26<sup>th</sup>, by Marc Caya, rolling at a good clip, shot with a hand held SLR camera.

[http://bicot.ca/gallery2/v/trains/meli01/cp9824\\_holiday.jpg.html](http://bicot.ca/gallery2/v/trains/meli01/cp9824_holiday.jpg.html)

CP with assistance from the US Marine Corps will again be running the D&H "Toys for Tots" train, collecting and distributing toys for less fortunate children. The power is expected to be D&H GP38-2 7312 and the freshest looking CP-liveried unit available. Schedule is below:

Saturday, Dec. 8 - Binghamton to Delanson

Binghamton Yard, Depart 10:50 a.m.

Bainbridge, arrive 12:10 p.m., depart 12:40 p.m.

Oneonta, Gas Ave., arrive 1:35 p.m., depart 2 p.m.

Cobleskill, south end of Fire Company fence, arrive 3:20 p.m., depart 4 p.m.

Delanson, Railroad Ave., arrive 4:50 p.m., depart 5:20 p.m.

Sunday, Dec. 9, Albany to Plattsburgh

Albany, Kenwood Yard, depart 8 a.m.

Mechanicville, Elks, west side, arrive 8:50 a.m., depart 9:10 a.m.

Saratoga Station, arrive 9:50 a.m., depart 10:10 a.m.

Whitehall Station, arrive 11:10 a.m., depart 11:30 a.m.

Port Henry Station, arrive 1:05 p.m., depart 1:25 p.m.

Port Kent, Quay St., arrive 3:05 p.m., depart 3:25 p.m.

Plattsburgh Station, arrive 3:45 p.m., depart 4:05 p.m.

[http://www.railpictures.net/showphotos.php?train\\_id=Toys%20For%20Tots%20Train](http://www.railpictures.net/showphotos.php?train_id=Toys%20For%20Tots%20Train)

Several Army trains were moved on CP in November, this one moving the BATUS (British Army Training Unit Suffield) tanks and other equipment from Alberta to the Port of Montreal. Symbolized ARMY-17 Bob Heathorn caught as it passed through Smiths Falls on November 14<sup>th</sup> lead by CP 9706 and 5736 out of Toronto. The nice looking former VIA business car on the tail end has the reporting marks RPCX 800693, and named "Tioga Pass" (Barstow, California).

<http://www.canadianrailwayobservations.com/2009/12/arm.htm>

Raymond Farand sent these images around a very busy Smiths Falls, Ontario on Nov 19th. CP ES44AC 8842 is seen turning on the wye just east of the station. It was to become the leader on ARMY-18's train. Then it was out on to the Smiths Falls Sub to catch VIA #45 arriving from Ottawa. The new passing track at VIA Smiths Falls certainly looks good, don't you think? Then back into town to see VIA #42 arriving from Toronto. With all of CP's traffic facing westbound, it made for an impressive picture! It wasn't long after VIA #42 departed for Ottawa that things started to roll. First up was #115, followed by #153 (no pix). Then it was the OVR's turn to head up the Chalk River Sub with another load of empties for Camspur. With any luck the next batch of cars might come down to the Falls in daylight as opposed to the first loads (ARMY-18) that travelled from Chalk River to Smiths Falls at night. The other images have 115's train just west of Smiths Falls at Glenview Road.

From there we went out around Perth, finally settling on Elmsley for a last look at the CP 8842 West enroute to Toronto and points further to the west. Pat Scrimgeour submitted his photos of the train with the army equipment at Smiths Falls, Nov 19<sup>th</sup>. This Army train arrived at Windsor and entered the United States at Detroit November 20<sup>th</sup>.

<http://www.canadianrailwayobservations.com/2009/12/sm.htm>

<http://picasaweb.google.com/patscrimgeour/MiscellaneousTrainAndShipPictures#5407069480126707170>  
<http://picasaweb.google.com/patscrimgeour/MiscellaneousTrainAndShipPictures#5407069569790448114>

On November 8<sup>th</sup>, D&H GP38-2 7312 arrived in St-Luc Yard, and was returned to Binghamton, NY. The unit has returned following repairs at Progress Rail in Winnipeg, MB. Another D&H unit, STLH liveried GP38-2 7308 arrived in Winnipeg on November 9<sup>th</sup> for engine repairs at Progress Rail, and at month end had already returned to the D&H.

**STLH livery unit trace:** As of November 25<sup>th</sup>, 2009. (Luc Lanthier)

- STLH SD40-2 5560 Arr. Brendebury, SK November 25 at 17:22pm
- STLH SD40-2 5593 Dep. South Dakota November 25 at 20:37pm
- STLH SD40-2 5615 Arr. Toronto Yard, ON November 20
- STLH SD40-2 5651 Arr. Toronto Yard, ON November 21
- STLH GP38-2 7306 Arr. Bluff Point, NY November 28 17:59pm
- STLH GP38-2 7308 Arr. Saratoga Springs, NY November 25 at 20:17pm

After hitting a boulder and subsequent derailment at Glenogle, BC on Oct 18<sup>th</sup> 2009, Cor van Steenis caught CP AC4400CW 9659 being backed into the Alstom Locomotive Shop at Ogden Yard, Calgary for repairs. The unit is seen here on Nov 10<sup>th</sup>, with evidence of plow, handrail, and minor step damage.

<http://www.canadianrailwayobservations.com/2009/12/9569.jpg>

On October 29<sup>th</sup>, CP Olympic painted ES44AC 8869 was wrecked along with trailing CP AC4400CW 9779 at Redgrave, BC on the Mountain Sub. The units ended up on their sides after hitting loaded autoracks on the tail end of IMS 110 East. The IMS 110 EAST had stopped on the mainline beside Redgrave siding and was waiting for 8869 WEST to enter the siding. IMS 110 was longer than the siding, and several autoracks were sticking out past the west end of the siding. CP 8869 WEST entered the east end of the siding but did not stop at the west signal, and struck the cars of IMS 110 stopped on the main at the west end of the siding. The two locomotives and four grain cars from the westbound grain train derailed, as did the four autoracks they collided with on the stopped intermodal. The cause has not yet been determined, and CP 8869 and 9779 were moved to Port Coquitlam on Nov 2<sup>nd</sup>. Wreck damaged CP ES44AC 8869 finally arrived at Alyth on Nov 28<sup>th</sup> and is seen here the next day. Cor suspects that the cardboard and duct tape on the side is to cover the Olympic Logo as that area does not seem damaged.

<http://www.canadianrailwayobservations.com/2009/12/8869arr.jpg>

On November 17<sup>th</sup> CP Train 317-999 with one unit, CP 9667 (St-Luc Assigned) handling a train of CN domestic traffic for the Vancouver north shore, with a CN crew, hit a washout while on the CN while at Kamloops, BC. The unit rolled over on its side and down a bank and the crew were injured.

On November 6<sup>th</sup>, CP scheduled a test run of a 170 car export potash train to Vancouver from the Duvco and Allan mines near Saskatoon. Up until 2008, the standard potash consist was 124 cars with a length of 6,100 feet and a weight of 17,700 tons with 4 locomotives (two up front and two at mid-train); in the past year that was increased to 142 cars with a train length of 7,000 feet and a weight of 20,400 tons with two locos up front, one in the middle and one at the rear of the consist (info from CPR website). A 170 car consist would be 8,400 feet long with an astounding weight of 24,300 tons; the location of the distributed power units in such a consist would be critical in keeping track wear to a minimum. On November 7<sup>th</sup> Cor van Steenis took the following shots on the Laggan

Subdivision during the short daylight hours waiting for that 170 car potash test train, but he did not catch it! The snow has begun at Lake Louise and Cor caught these trains and snow equipment at the ready. <http://www.canadianrailwayobservations.com/2009/12/pot.htm>

On November 20<sup>th</sup> at Geddis (Mile 106.9 Shuswap Sub), John Leeming shot CP Train 899-740 (coal test) with 7 units and 240 cars. This ECP (electronic brake – hardwired) train was marshalled as follows: 8892-8896 – 64 cars – 8894 – 56 cars – 8899-8895 – 60 cars – 8897 – 60 cars – 8890. Content was 27728 tons, tare was 5415 tons, EGT was 33143 tons and a length of 13,253 feet. The train was built empty at Golden, then split in two at Sparwood for loading, and reassembled for the loaded move at Sparwood. It then ran to a point just west of Geddis where it was split in two again for the run to Vancouver. We can confirm train operated with no problems. <http://www.canadianrailwayobservations.com/2009/12/88.htm>

Trevor Coward reported a CP intermodal train November 24<sup>th</sup> at mile 100 on the Indian Head Sub (same location where the new container yard for Regina will be). The 11,000 foot long train had four GE's, one on the front, one on the rear, and others two placed in different spots mid-train. This is the first report CRO has received of a "monster" Intermodal train in regular operation; a 12,000 foot test train was operated from Vancouver to Toronto at the end of September (Train 110-30) as reported in November CRO. Other readers reported catching this train as well.

## CP Brooks Subdivision report - Part 1:

This is the first of Cor van Steenis exclusive reports on the Canadian Pacific Railway Brooks Subdivision, from Medicine Hat to Calgary, Alberta. The report will portray the long relationship (1883 – 2009), and history between the railway and Prairie communities, and delve into the irrigation systems built by the CPR in the early 1900's to attract settlers and the subsequent grain trade. The report will be presented in four parts over four issues of CRO, and follows the timetable stations along the route from M 0.0 at Medicine Hat to M 175.8 at Calgary:

PART 1: Medicine Hat to Brooks will appear in the December 2009 edition of CRO

PART 2: Brooks to Bassano will appear in the January 2010 edition of CRO

PART 3: Bassano to Shepard will appear in the February 2010 edition of CRO

PART 4: Shepard to Calgary will appear in the March 2010 edition of CRO

<http://www.canadianrailwayobservations.com/2009/12/CPR-BROOKS-PART-1.pdf>

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

Over the last month, CP has Increased train lengths, tonnage, more robots on various CP trains. Take the following examples..... that 899 (coal) train out west in B.C. with 240 cars, 33143 tons, 13253 feet and a robotized "2+1+2+1+1" (7 units) arrangement. Also, many train 110's ex-Coquitlam this month have been 10-12000 tons and 12000 feet with a "1+1+1+1" arrangement. In the Manitoba/Northern Ontario Service Areas, trains 104 and 222 have occasionally been beefed-up to between 150 and 200 cars between 15 and 20000 tons and over 10000 feet ex-Winnipeg to Thunder Bay (often a 'combo' with either a grain train or a 440 between WPG and T.Bay).

In November, CP returned seven SOO LINE SD60's back to service from storage. Rob Schreiner caught 6025 with sister on CP Rail's C&M Sub, MP 43, Wadsworth, Illinois on November 23<sup>rd</sup>.

<http://www.railpictures.net/viewphoto.php?id=305044>

CK reported several Lakehead trains with SOO SD60's:

Train 376-080 with 9624 + SOO 6030

Train 295-26 with SOO 6048 + SOO 6055

Train 498-24 with 8545 + SOO 6027

Train 281-25 with SOO 6037 + SOO 6025

Train 668-003 with SOO 6029 + SOO 6026

Latest tracking for December (by Luc Lanthier):

SOO 6021 Arr. Winnipeg,MB December 3  
SOO 6023 Dep. St-Paul,Mn December 4 at 12:19pm  
SOO 6025 Arr. Thief River,Mn December 4 at 16:35pm  
SOO 6026 Arr. St-Paul,Mn December 1  
SOO 6027 Arr. Unknown December 4 at 18:18pm  
SOO 6028 Arr. St-Paul,Mn December 3  
SOO 6029 Arr. St-Paul,Mn December 4 at 12:03pm  
SOO 6030 Dep. St-Paul,Mn December 4 at 16:59pm  
SOO 6032 Arr. St-Paul,Mn December 4 at 12:03pm  
SOO 6034 Arr. Clearing Yard,Il December 3  
SOO 6035 Dep. St-Paul,Mn December 4 at 12:19pm  
SOO 6036 Arr. St-Paul,Mn December 2  
SOO 6037 Arr. St-Paul,Mn December 4 at 13:31pm  
SOO 6040 Arr. St-Paul,Mn December 2  
SOO 6044 Dep. Wabasha,Mn December 4 at 17:32pm  
SOO 6045 Arr. St-Paul,Mn December 2  
SOO 6048 Arr. St-Paul,Mn December 1  
SOO 6049 Arr. St-Paul,Mn December 2  
SOO 6055 Dep. Bensenville West,Il December 4 at 09:00am

ARMY-28 was showing out of Smiths Falls, Ontario November 28<sup>th</sup> with STL&H 5651 and CEFX 1052 for power. It arrived in Toronto after midnight.

Bill Miller reported the last remaining SD40-2 in the red SOO livery is 6617, here seen still looking lovely at the Alyth Shop, in Calgary on June 25<sup>th</sup>. (Steve Arnot photo) Note: There is another SOO SD40-2 in the white-livery, but #769 is currently inactive and has been stored.

<http://www.railpictures.net/viewphoto.php?id=303877&nseq=5>

Walter Pfefferle caught SOO SD60 6027 leading an E/B at Zorra on CP train

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

On November 20<sup>th</sup> in Westfort (Thunder Bay's southside) CK notted the following action.... Loram RG-311 and the CP 'UW12' (0759 "woodyard") assignment coming back from the Abitibi-Bowater mill with 6 kraft loads + 2 empty sodium chlorate hoppers from Erco with the usual pair of GP9u's. Action seen at Mountdale Avenue (mile 2.68 Kaministiquia Sub) on November 6th, 2009.

<http://www.canadianrailwayobservations.com/2009/12/l.htm>

As in years past, CP brought all trains across Canada and the United States to a halt at 11 a.m. local time on November 11th, to observe two minutes of silence in honour of those who have served their country at war in the past and today. The silence was followed by one long train horn blast as a salute to those Canadian men and women. 33,127 Canadian Pacific employees served in WWI and WWII alone with 1,774 giving their lives. As part of Remembrance Day and Veterans' Day ceremonies at CP's headquarters in Calgary, all CP employees who fought for Canada and USA will be honoured at a special monument outside GCS. Current employees enlisted in the reserve in both Canada and USA will also be recognized at the event, as well as the role Canadian Pacific has had as a company in supporting Canada and the US during armed conflicts.

Two "notable" lash-ups on westbound grain empties out of the Lakehead on November 13<sup>th</sup>.

CP #345 with 9591, 5993, 6029, 3123, 6071.

CP #343 with 3131, 5969, 9009.

Chris Wilson submitted the following videos trackside at MP 63.0 on the CP Heron Bay Subdivision (Marathon, ON) on November 29, 2009.

0918 CP 111-28 [Intermodal; Toronto Yard, ON - Vancouver Coquitlam, BC] 126 cars

CP 8872 (ES44AC in Olympic Livery)

CP 8555 (AC4400CW)

-16 racks/55 platforms-

CP 8858 (ES44AC in Olympic Livery)

-55 platforms-

<http://www.youtube.com/watch?v=BnaW52Q2GC8>

0929 CP 221-28 [Manifest; Toronto Yard, ON - Thunder Bay, ON] 82 cars  
70 mixed/12 racks

CP 9593 (AC4400CW)

CEFX 1042 (AC4400CW)

CP 8758 (ES44AC)

[http://www.youtube.com/watch?v=Dm5Cl1F\\_g2Q](http://www.youtube.com/watch?v=Dm5Cl1F_g2Q)

0951 CP 103-28 [Intermodal; Toronto Yard, ON - Winnipeg, MB] 108 platforms

CP 8801 (ES44AC)

-72 platforms-

CP 9757 (AC4400CW)

-36 platforms-

\*\*train to reprofile @ Winnipeg, MB to CP 2103-xx and run via Calgary, AB

<http://www.youtube.com/watch?v=Pyuo5VAaSqC>

1315 CP 752-26 [Automotive; Dunmore, AB - Toronto Yard, ON] 73 racks

CP 8886 (ES44AC)

<http://www.youtube.com/watch?v=upnth3ggAJc>

1533 CP 222-28 [Manifest; Thunder Bay, ON - Toronto Yard, ON] 86 cars

CP 9713 (AC4400CW)

CP 8713 (ES44AC)

1704 CP 220-28 [Manifest; Thunder Bay, ON - Toronto Yard, ON] 109 cars

CP 9604 (AC4400CW)

CP 9635 (AC4400CW)

CP 9594 (AC4400CW)

<http://www.youtube.com/watch?v=0FxINBdfUec>

Chris also caught this CP train on November 7<sup>th</sup>, with equipment for the Vancouver 2010 Olympic Torch Run. <http://www.facebook.com/album.php?aid=158377&id=516412118&l=2b18487227>

Now that over 70% of the 140 or so GP38's on CP's roster (plus some SOO GP38's) have been repainted in the 'CPR Beaver' or 'Canadian Pacific' schemes, it is becoming common in the Calgary region to see a trio of these units in action. There are still a number of units in the small multi-mark and dual flags scheme, as well as CP 3084 in Tuscan red and gray, and the SOO units. The only GP38-2 still in the E&N Green is CP 3005. The other, CP 3004 was repainted CP four years ago. As

Cor wrote, it wont be long before the multi-mark is relegated to history (Cor van Steenis and Andy Cassidy photos)

<http://www.canadianrailwayobservations.com/2009/12/gp38.htm>

In November, Andy Cassidy caught several CITX and CEFX units tied up at Coquitlam, including 2796, 2797, 2799, 2802, 2804, 3091, 3100, 3163, and 3166 in both UP yellow and the blue livery.

<http://www.canadianrailwayobservations.com/2009/12/ce.htm>

## CP Vignettes:

**St-Luc Diesel Gallery:** In April 1969, Phil Mason visited the CPR St-Luc Diesel Shop in Montreal, QC, and very kindly allowed us to post these fantastic MLW photos. Included here are two C424's and an RS18 on the ready track, with the shop on the left and roundhouse on the right; a trio of RS23 road switcher's on track # next to the turntable, S2's and S4's in back of the shop (Note: 7012 has one AAR truck and one Blunt truck); a hump set pushing cars up the grade, a gorgeous RS10 blowing steam, and a terrific side view and long profile of C630M 4503, which is seen at the rear of the shop. Interestingly, the brand new CP RAIL paint scheme had just been introduced 6-months prior to these photos and is no where to be seen, yet a decade later the St-Luc Shop would be a sea of Action Red with black and white Multi-Marks!

<http://www.canadianrailwayobservations.com/2009/12/stf.htm>

Check out Kevin Day's shot of the "Pool train" at Ottawa West by Bill Linley, CPR RS10, CN baggage, CP coach, CN coach, CP coach, CN diner, CP Parlour car. You can see the order bard is down and a CP station employee is about to hoop up orders. What a nice train to model!!!!

<http://www.canadianrailwayobservations.com/2009/12/image004.jpg>

Ron Visockis caught CP RAILFP9A 1404 back-to-back with an FP7A leading Train #1 "The Canadian" taking the crossover on the CP mainline at Vaudreuil, QC on October 27<sup>th</sup>, 1974.

<http://www.canadianrailwayobservations.com/2009/12/vaudreuil.jpg>

On January 2<sup>nd</sup>, 1976 Ron Visockis photographed FP7A 4037 still in CPR Tuscan Red and Gray at St-Luc Diesel shop, a tad shabby and missing her beaver shield. Over a year later on April 17<sup>th</sup>, 1977, Doug Hatley photographed CPR 4037 on a freight trailing freshly painted CP RAIL FP7A 4061 at Newtonville, ON. In 1977 this was the last F-unit to wear the old livery, and Doug's photo maybe the last one ever taken of #4037 in the CPR "Script" paint scheme.

<http://www.canadianrailwayobservations.com/2009/12/4037.jpg>

<http://www.canadianrailwayobservations.com/2009/12/4037next.jpg>

Not long after Doug Hatley's photo above, 4037 was sandblasted at the St-Luc Diesel Shop and hustled off to the Ogden paint shop for her special role in the 1978 "Superman" movie starring Christopher Reeve. It was filmed between March 1977 and October 1978 and the F-unit is seen here painted for the "Kansas Star". This very rare photograph was taken by Doug Phillips, at Aldersyde, Alberta in 1978, and we thank Doug for sharing it, and for his recollections on that day: *"The consist was one box car, one horse car, one baggage car and two 2200-series coaches. The box car was silver/grey painted CP 4907 and received a red band along where a letter board would be. In later years this car was renumbered into work service and many rail fans thought the car was painted in CP Rail red multi-mark which was not so. The car remains today as 29114, the tool car for #2816! Filming was conducted at and just south of Barons, Alberta. Barons became "Smallville" in the movie. Filming went on for several weeks. If any remember teenage Kent (later Superman) running in front of the train, this was accomplished by filming the scene backwards. The actor playing Kent was hung by wires and suspended from a truck crane. The train was backed up slowly over the crossing and the truck then backed over just after the train cleared. The actor ran his legs suspended in reverse. In the film it is speed up and is run forward so as to show Kent running just in from of the train. The scene where young Lois looks out the train window at Kent running as fast as*

*the train is between mile 17 and 20 on the Aldersyde Sub looking at highway 24. This photo at Aldersyde is of the train consist in reverse traveling southward. The 4037 was turned at the then new Lethbridge Yard, and the train during filming always faced north. On completion of filming, 4037 was quickly repainted at Ogden.”*

<http://www.canadianrailwayobservations.com/2009/12/super.jpg>

Dan Dell'unto kindly submitted this You to video of the actual scene:

<http://www.youtube.com/watch?v=ISITr5NVUg>

Ron Visockis caught this fine quartet of CP RAIL RS18's with #8800 at the point just west of Montreal near Beaconsfield on July 7<sup>th</sup>, 1982.

<http://www.canadianrailwayobservations.com/2009/12/8800.jpg>

Raymond Farand sent along some of his CP and CDAC Eastern Townships memories. On November 24, 1992, Ray had the opportunity to ride a portion of this line aboard a special Operation Lifesaver 'Officer on the Train' move between Farnham and Sherbrooke, QC. The train comprised of SD40-2F 9019, railway technology exhibit car 91(former RDC-2 9108), and CP business car Wentworth. For the trip, a video camera was located in the cab of the locomotive with a hard-wire feed to a monitor in car 91. The camera was used to video tape anyone who decided to drive through the activated crossing protection in front of the approaching train, while the monitor allowed guests and officials to have a live view of the action up front ahead of the locomotive. In cooperation with the Sûreté du Québec, six \$100.00 fines were handed out to risk taking motorists during the one and a half hour trip of 64 miles. For Ray personally the trip was a hoot, with a considerable amount of time spent standing outside on the back porch of the Wentworth enduring a mind numbing wind chill. The cold notwithstanding, there was no bloody way that he was going to miss a chance to see the line up close and personal from the back of that business car! (His account of the trip can found in the January 1993 issue of 'Branchline'). It's ironic that in the same issue of Branchline there is an article detailing the CPR's intent to sell off all its assets in Eastern Canada. It would take two more years to materialize, but on January 4, 1995 CP sold its trackage between the CP-CN diamond at Lennoxville QC and Brownville Junction in Maine to the Canadian American Railroad Company, a joint venture of the Bangor and Aroostook Railroad and Iron Road Railways. A little over a year and a half later on September 28, 1996 Iron Road Railways acquired CP's assets between Lennoxville and St-Jean QC along with the running rights between St-Jean and Montreal. Additional elements of the sales transaction effectively removed the CPR from the Eastern Townships entirely. The other photos are from January 1994 on a brutally cold day near the junction of the Magog and St-Francois rivers in downtown Sherbrooke. They show the CP and VIA(CN) stations. Ray revisited the scene four years later in the fall of 1999, and caught CDAC power between Foster on the Sherbrooke Sub and MP106 of the Moosehead Subdivision a few miles west of Boundary.

<http://www.canadianrailwayobservations.com/2009/12/far.htm>

# VIA RAIL – Passenger and Commuter

(By Terry Muirhead and William Baird)

In November, VIA awarded a contract to Avalon Rail in Milwaukee, WI, for the remanufacture of eight “Chateau” series sleepers, and four “Park” series dome observation cars. Avalon Rail is well respected in the industry, and has performed remanufacture of many private cars in the USA. The VIA cars are to be moved between Montreal and Milwaukee on the rear of Amtrak passenger trains: Amtrak #69 Montreal-Albany; #49 The Lakeshore Limited to Chicago; and on any of the Amtrak trains in Milwaukee service to Milwaukee. The first two cars to be sent are VIA 8206 “Chateau Denonville” and VIA 8207 “Chateau Dollard”.

In mid-November CADRAIL released VIA F40PH-2d 6417 the seventh one to be rebuilt, and moved it to MMC. CRO has learned VIA is experiencing software troubles with all of these units (6400, 6402, 6443, 6452, 6454, 6457), specifically difficulties when operating as a single unit, or MU'ed with the older F40's. Currently VIA can now only operate them in pairs on trains that need two units such as on #14 and #15 in the east and no where else on their system for now. (Nicolas Houde photo)  
[http://www.myrailfan.com/collection/VIA/VIA\\_6417/img.aspx?ID=VIA\\_6417\\_MMC\\_1.jpg](http://www.myrailfan.com/collection/VIA/VIA_6417/img.aspx?ID=VIA_6417_MMC_1.jpg)

To demonstrate this practice: On November 7<sup>th</sup> Guy-Pascal Arcouette caught two of the rebuilt VIA F40PH-2d's 6454 and 6443 leading Train #14 through St-Lambert, QC. He also clicked this great side view of the specially painted Amtrak full-length dome car on the “Adirondack”, while the train was parked at MMC on November 15<sup>th</sup>.  
<http://www.canadianrailwayobservations.com/2009/12/gpa.htm>

The rebuilding of the VIA F40's is going well. The next unit to be released is expected to be 6437, followed by (in order) 6444, 6436, 6433, 6416, 6406 (Spiderman), 6455, 6403 (CBC) and 6410. You can stay updated on Marc's website : [http://www.myrailfan.com/tables/list\\_F40.aspx](http://www.myrailfan.com/tables/list_F40.aspx)

On November 13<sup>th</sup>, Bill Linley caught another example of a “pure” Renaissance liveried VIA consist. Train #15 is seen in Halifax, NS, with “Ren” cars and paired F40PH-2d's 6457-6443.  
<http://www.canadianrailwayobservations.com/2009/12/renset.jpg>

On November 9th, at a ceremony in Oshawa, Ontario, Colin Carrie, Member of Parliament for Oshawa; Oshawa Mayor John Gray, and Mr. Pierre Santoni, VIA Rail's National Sales Director, announced VIA's plans for a new station with improved and expanded facilities. VIA estimates that it will invest as much as \$7 million for the new station and \$3 million will come from the government's Economic Action Plan. VIA's new Oshawa station will be fully-accessible and adjacent to the existing building. VIA is currently studying options for the design of the new station, with the final design to be selected early next year. The new Oshawa station will replace a structure originally built by the Canadian National Railway in the 1960s and expanded by VIA in the 1990s. VIA's previously-announced, \$300 million Kingston Subdivision Project will add sections of new main line track and will include rearranging the track layout in some locations to increase safety, train frequency and service reliability. In Oshawa, this involves adding one new main line track and a second platform, as well as reconfiguring the track layout. This cannot be done while still making use of the existing station.

During roof top generator testing in downtown Montreal on November 7<sup>th</sup>, Yves Cloutier took these two images of passenger trains leaving Central Station from a very unique perspective. Amtrak train #69, and three car VIA LRC train are seen navigating the slip switches on the viaduct south of Central Station, and are seen passing over the HO Scale Canada Central club. The rust coloured A-Frame poles are part the original catenary infrastructure used in the time of the CNR Box Cab, Center Cab and EMU commuter electrics, and the similar looking aluminium ones were installed when the line was modernized in the late 1990's for the Bombardier EMU's.  
<http://www.canadianrailwayobservations.com/2009/12/cl.htm>

## VIA Vignette:

Bill Sanderson submitted this beauty showing the clean lines of VIA FP7Au 6553 (ex-CP FP7 1404) and blue fleet consist of VIA Train #1 leaning into the curve at Charleton Place, Ontario on July 13, 1988. In 1988 when Bill took this shot the train operated as #1 from Montreal to Sudbury where passengers connected with the Toronto section (which had the normal "Canadian" stainless-steel consist) for the remainder of the trip west. This was different from when the "Canadian" began in 1954 - then both Montreal and Toronto sections had stainless steel consists and it required some switching of cars in Sudbury to make one train for the rest of the journey west. In 1988 this was simply a connecting train and the same blue consist would lay over in Sudbury and make the return trip to Montreal as VIA #2. <http://www.canadianrailwayobservations.com/2009/12/6553.jpg>

## Montreal AMT Commuter:

Two new AMT rebuilds will arrive in Montreal shortly. While 274 and 301 arrived here last month, AMT 526 (ex-GO F59PH) and AMT 418 should be in service for January 2009 (if everything goes to plan).

Here is your first look at a former GO F59PH in AMT livery taken by Rod Bushway at Derby shops. <http://tinyurl.com/yqbgqyab>



On November 23<sup>rd</sup>, AMT released the first train with the Bombardier cars (Series 3000) on train #809. The biggest comment of the ride was "I have a seat!". Pictures by Guy-Pascal Arcouette. <http://www.canadianrailwayobservations.com/2009/12/amtcars.htm>

In November, AMT released its 3-year capital spending program. This is a lot of stuff here and Jean-Francois Turcotte has prepared a detailed table which summarizes each commuter rail-related project: <http://www.canadianrailwayobservations.com/2009/12/AMT-CapitalSpending-2010-2012.pdf>

In the previous document, AMT is talking about buying and upgrading the M&O sub. to raise the speed from 30Mph to 60Mph. But on November 23<sup>rd</sup>, AMT told Vaudreuil-Soulanges citizens that there is a possibility that AMT cease service to Rigaud, QC on January 1<sup>st</sup> 2011. Check out <http://www.stationrigaud.com> for more details and links to different articles.

St-Hilaire commuters! MyRailfan needs your help. ☺ If you take this line please take note of the engine # (and new car numbers if possible) and report it to Marc . Please include time of arrival in Montreal (to identify train #). Marc need these infos for the AMT (St-Hilaire line) reports. Send infos to <mailto:marc@myrailfan.com?Subject=8xxTrain>

## Toronto GO Transit:

Rob Boes took this shot on November 23<sup>rd</sup> at the Motive Power shop in Boise, Idaho showing the unusual 8 wheel trackmobile prepares to shove one of the new GO MP40PH-3C units into the paint shop. GO has ordered over 20 more of these units. (Froth)

<http://www.railpictures.net/viewphoto.php?id=305021&nseq=53>

On November 24<sup>th</sup> Thomas Blampied caught GO Train 917 (Oshawa to Whitby) showing the F59PH 538 pushing the train westbound as it approached CN Henry (Whitby). It is seen crossing over to the right hand main track, and continuing on to Toronto.

<http://thomasblampied.fotopic.net/p62271468.html>

# CANADIAN LOCOMOTIVE SHOPS

**IRSI:** Sarnia's Lambton Diesel Services sold their (LDSX) SW8 8620 to Industrial Rail Services Inc (IRSI) in Moncton, NB a few months back and the SW8 has now been repainted and renumbered IRSI 1001. Mike Rocnik snapped their new rebuilt and repainted SW8 shop switcher IRSI 1001, idling in front of the IRSI shops. Mike also sent a couple of photos from the IRSI shops on November 18<sup>th</sup> of VIA RDC 6202 outside sporting its new look.

<http://www.canadianrailwayobservations.com/2009/12/irsi.htm>

Justin Babcock submitted his November 6<sup>th</sup> shot of (Arcelor Mittel) AARX SW1500 316, a remote controlled switcher at Campbellton, NB, recently released from IRSI.

<http://www.canadianrailwayobservations.com/2009/12/aarx.jpg>

**LSDX:** Don Janes recorded Ontario Southland Railway (OSRX) GP9 175 and GP7 383 at Sarnia's LDSX Shop on November 6<sup>th</sup>. Both OSR Geeps are here for repairs with the 175 still in Chessie System paint and appearing a little worse for wear and missing her headlights. Don also caught EMCC SW1001 #1 the same day in Sarnia. The unit was EMD SW1001 #117, built in 1979 at EMD La Grange, IL and worked at EMD till 1994. It was transferred to London and relettered and renumbered GMD #1 by 2000, when repainted in celebration of GM's 50 years of locomotive production in Canada. It was at Lambton Diesel Services for routine contract maintenance and to correct some electrical problems, with LDSX sending LDSX SW1200RS #0178 (nee- CN 1218) to London as a temporary replacement and has been at the London plant for almost two weeks. Now repaired, EMCC #1 was moved east from Sarnia to MacMillan Yard's wheel turning shop in Toronto. Then on November 8<sup>th</sup> EMCC #1 was behind the second unit on CN #435 arriving at Aldershot with CN SD75I 5789 and C44-9W 2642, enroute back to the London plant and has arrived safely.

<http://www.canadianrailwayobservations.com/2009/12/osr.htm>

**NRE:** Taylor Moskal submitted these two shots from the NRE-Alco Shop in Capreol, Ontario. During December 2008, VIA F40PH-2 6448 was at the shop for new wheels after a minor derailment. The SD40-2 on the left is NREX 5619, the SD75i barely visible on the right is CN 5681 in for wreck repairs, and the long hood door section on the right is from CN GP9RM 7271, which was getting a new engine following a major failure. Taylor's exterior shot shows CN ES44DC 2242 with RLK SD18 1800 at NRE. The CN ES44DC was undergoing a self-load test after being in the shop for moderate wreck repairs while Ottawa Valley Railway SD18 1800 is hooked up for load tests following a generator changeout on Dec 18, 2008.

<http://www.railpictures.net/viewphoto.php?id=303203>

<http://www.canadianrailwayobservations.com/2009/12/moskal.jpg>

**Marine Diesel Engines Ltd.**, of Caraquet, NB is advertising four former Quebec, North Shore & Labrador (SD40CLC) SD40-3s for sale on their homepage. The units are 301, 302, 307 and 309 and are currently stored in Mon Jolie, QC. We have confirmed the road numbers in the photos ex-QNS&L 303, 306 and 308 and all were scrapped back in 2007 in Chicago with two others. Therefore these photos are not the units that are for sale.

<http://www.mdeld.com/search.php?i=448&t=products&s=SD40>

**RB Recycling / CADRAIL** in Lachine, QC on November 26<sup>th</sup> the following locomotives were reported outside CAD: CSXT AC4400CW's 511, 512, and 543, and CST SD70MAC 4520. Of the eight GO units in RB Recycling, five of the units were not outside, and were inside.

## **Jody Moore's "Green" Locomotive Roundup**

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

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

### **BROOKVILLE EQUIPMENT:**

According to parent company Genesee & Wyoming, Inc., Pennsylvania-based shortline Buffalo & Pittsburgh Railroad has received CMAQ funding for conversion of two switchers to genset power. Information on the CMAQ application indicates that the units will be built by BPRR crews at their Brookville, PA shops, using locally-supplied parts. They will be built using retired SW-type yard locomotives as cores.

Reading between the lines, that means that they will be model BL14CG twin-engine units using kits supplied by Brookville. In October, two former Railserve switchers were noted at Brookville. The units are ex-RSS 952, an SW-9, and ex-RSS 771, a former Rock Island EMD NW-2. They are believed to be the cores for this project. More information can be found on the G&W's website at [http://www.gwrr.com/about\\_us/community\\_and\\_environment/gwi\\_green/genset\\_locomotives.be](http://www.gwrr.com/about_us/community_and_environment/gwi_green/genset_locomotives.be)

After wrapping up its demonstration on the Sierra Railroad in November, BL20CG demonstrator BMEX 259 headed east to Chicago for interchange to CSX (will be on the Belt Railway of Chicago for testing for a short period of time, arriving there on Dec 3<sup>rd</sup>). It was expected that the locomotive was headed back to Brookville, PA.

### **ELECTRO MOTIVE DIESEL:**

Several of the GP22ECOs repowered by EMD for KANSAS CITY SOUTHERN have been repainted into the modern "Retro Belle" paint scheme by the railroad. KCS received nine GP22ECO's from EMD London earlier this year, but none had been repainted. So far, KCS 2810, 2820, 2840, 2842 and 3151 have been confirmed in new paint. The latter three appear to have been painted at KCS's Shreveport, LA shops.

In addition, the former TFM SDP40's that were rebuilt as SD22ECO's by EMD London have been repainted and assigned KCS numbers. Ex-TFM 1319 is now KCS 2600, while TFM 1320 has become KCS 2601. Bob Brown sent us photos of newly repainted KCS 2601 and 3151, both of which made an appearance in Shreveport on Nov. 11: <http://www.trainweb.org/gensets/emd/kcs/2601a.jpg> and <http://www.trainweb.org/gensets/emd/kcs/3151a.jpg>

KANSAS CITY SOUTHERN de MEXICO GP22ECO KCSM 2500 has been doing some testing with CSX TRANSPORTATION before being delivered to Mexico. According to reports, the unit has made a tour of CSX's eastern states, traveling from Georgia to Maryland during the month of November. On Nov. 19, the 2500 made a very interesting trip out of Hagerstown, MD for adhesion

testing in the company of PROGRESS PR22B demonstrator PRLX 2005 and two CSXT geeps.

Doug Koontz caught several photos of this unique move and posted them on his blog at <http://dougkoontzphotography.blogspot.com/>

### **NATIONAL RAILWAY EQUIPMENT:**

Three of the four remaining 3GS21B-DE locomotives of a five unit order for CALIFORNIA NORTHERN were shipped during the month of November. CFNR 502 was pulled from NRE's Dixmoor plant, and delivered via Union Pacific on Nov. 25. CFNR 504 and 505 departed NRE's Paducah, KY plant on Nov. 12 and traveled via BNSF to West Colton, CA, where they were in transit on UNION PACIFIC as of Dec. 2.

Kim Piersol caught CFNR 502 passing through Blue Island, IL and sent these photos:

<http://www.trainweb.org/gensets/nre/cfnr/502a.jpg>

<http://www.trainweb.org/gensets/nre/cfnr/502b.jpg>

In November, NRE announced a strategic partnership with Compass Capital Corporation to provide easier financing for genset locomotive purchases. According to the press release, Compass Capital's customized leasing services will be designed to provide N-ViroMotive customers with competitive operating lease financing, and will be a major driver in facilitating increased deliveries of N-ViroMotives to industrial, short-line, and regional operators.

"Our price effective lease alternatives will help spur the growth of the N-ViroMotive and allow many more organizations to begin to realize all of its operating and environmental advantages, while providing the investment community with rock solid returns," said Mike O'Gara, Senior Vice President of Compass Capital in the release. "We are pleased to align ourselves with NREC."

Full text of the release can be found on NRE's website:

<http://www.nationalrailway.com/NViroMotiveAlliance0909.pdf>

At the beginning of November, NRE's Mt. Vernon shops released CSX 3GS21B's CSXT 1312 and

1313. Photos by Joe Ferguson: <http://www.trainweb.org/gensets/nre/csxt/1312a.jpg> and

<http://www.trainweb.org/gensets/nre/csxt/1313a.jpg>

The pair was moved to Avon, IN, where they were put into service at the Big Four Yards amid much media fanfare. The cost of the units was paid in part by CMAQ grants, and by a grant application by the city of Avon. Articles from Progressive Railroading:

<http://www.progressiverailroading.com/news/article.asp?id=22024> and Avon Star.com:

<http://www.indystar.com/article/20091126/LOCAL0502/911260336/1020/LOCAL05>

### **PROGRESS RAIL SERVICES:**

On November 3, PRLX 4300 – a PR43C six axle repower – was noted on the Paducah & Louisville in Paducah, KY en route from Progress' Mayfield, KY facility to NORFOLK SOUTHERN. The unit was painted in NS black colors, with Progress markings on the long hood, but an NS horsehead logo on the nose, and a smaller NS logo at the rear of the long hood. The unit has been identified as former Norfolk Southern SD50 NS 6525.

Photos courtesy of Bryan Jones and John L. Scott:

<http://www.trainweb.org/gensets/progress/prlx/4300a.jpg> and

<http://www.trainweb.org/gensets/progress/prlx/4300b.jpg>

As a footnote in the most recent issue of the Port of Tacoma's "Inside Line" bi-monthly newsletter, it was announced that Progress Rail Services would be opening a new shop at old CEECo site in Tacoma. According to an article in the Tacoma News Tribune, the shop will employ around 30 people at startup, with the possibility of up to 100 as business develops.

The initial information from the Port of Tacoma can be found at this link:

<http://www.portoftacoma.com/Page.aspx?cid=3832> while the follow-up article from the Tacoma News Tribune can be viewed here: <http://www.thenewstribune.com/business/story/963639.html>

Your Roundup editor made a brief stop by the former CEECo facility in late November, and noted only three locomotives – former Chehalis Western Alco C415 number 684, which was stripped of its prime mover and repainted for display in the city of Fife, WA; former Amtrak F40PH MRLX 327, and former CEECo SW1200 switcher 217, which is lettered for Pacific Rail Services. There were no signs of Progress' pending occupation of the facility, and the CEECo signage was still up all over the plant. Most everything else had been removed, including much of the stored tools and parts.

Progress has released another PR22B demonstrator. PRLX 2009 was noted working on CSX Transportation in Jacksonville, FL in on November 4. Photo courtesy of G. Gerard: <http://www.trainweb.org/gensets/progress/prlx/2009a.jpg>

PR22B demonstrator PRLX 2005 has been working out on CSX. See the note in the EMD section for a link to photos of the genset making an interesting test move with GP22ECO KCSM 2500.

### **RAILSERVE:**

Ralserve has released another rebuilt GP9 from its LEAF rebuild program. RSSX 473, a former IC GP10, was spotted moving through Saskatoon, SK on CN on Nov. 17, 2009 following conversion. See the CN section of this month's CRO for a link to Roman's photo and more details of the move.

### **RAILPOWER TECHNOLOGIES:**

Railpower has leased its five RP20BD lease units to the MODESTO & EMPIRE TRACTION in Modesto, CA. We reported in last month's Roundup that the RPRX 5403, 5404, 5405 and 5406 had been interchanged to the M&ET in early October. The fifth unit in the group, RPRX 5402, was forwarded from RJ Corman in Kentucky in November, and was expected to arrive on the M&ET in the evening of Dec. 2.

In November, RJ CORMAN also deployed former RP20BD demonstrator RPRX 5400 to its Ohio lines, based in Dover, OH. According to various sightings, RJC is using the Railpower demonstrators in the following locations: RPRX 1701 (GG20B, ex-CP 1701): Novelis Switcher, Berea, KY; RPRX 2406 (GG20B, former CP 1700): Memphis Lines based in Guthrie, KY; RPRX 5400 (RP20BD): Ohio operations based in Dover, OH. RPRX 2009 (RP20BD, formerly RPRX 5407): Central Kentucky operations based in Lexington, KY.

### **WHITE PASS & YUKON RAILROAD**

Two more White Pass & Yukon GE locomotives were spotted on flatcars in Tacoma, WA in late November. Amid rumors that they were to be rebuilt by former CEECo staffers, TACOMA RAIL moved WPYR 91 and 99 up to the former Chehalis Western and AOE shop facility at Western Junction, WA on Nov. 22. So far there is nothing concrete about why they are in Washington, whether or not they are to be rebuilt, and if so, by whom. We are seeking more details.

CEECo rebuilt units 90 and 98 with Cummins power. They were released earlier this year, shortly before the operation was shut down. Progress Rail recently announced that they would reopen CEECo's former facility in Tacoma.

Photos: <http://www.railroadforums.com/forum/attachment.php?attachmentid=104263&d=1258945668>  
<http://www.railroadforums.com/forum/attachment.php?attachmentid=104264&d=1258945668>

*Thanks for their assistance in assembling this month's roundup goes out to: Railpower Technologies, Kermit Geary, Jr., Lynn Powell, Roman Litarchuck, Tacoma News Tribune, Camron Settlemier, Mark R, Chris Toth, Joe Ferguson, Bryan Jones, Doug Koontz, Wayne A Wagner, Progressive Railroading, Avon Star, Kim Piersol, Sean Graham-White, Will Baird, Christopher Palmieri, and NRE.*

## ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

### Summary of EMCC activity during October 2009:

There were no shipments during the month but work continued on the seven orders currently active. Under construction are two for Canadian customers, one for 40 SD70DCes for CN, and seven SD70ACes for QNS&L. The already completed export orders include 16 units for Euro Cargo Rail and 15 (in three separate contracts) for Dillen & LaJeune (D&L) Cargo. Nine of the ten UP SD60M candidates for ECO repowering were also in and out of the plant as needed.

London's Electro-Motive Canada workers are being recalled to work as the rail industry prepares for an economic recovery. The locomotive manufacturer on Oxford St. has recalled about 150 laid-off workers as the order board fills up again. Another 100 may return by year's end, boosting the ranks to about 500.

More EMCC testing on the GEXR ... this time on the Goderich sub. At Stratford's station November 27<sup>th</sup>, waiting to be transferred by GEXR 518 to Mitchell (as 518 moved on to Hensall). The unit was placed on the Moffatt and Powell Spur in Mitchell for radio testing. EMDX 3006 will become QNSL 501 when completed. (Froth)

<http://www.canadianrailwayobservations.com/2009/12/gexr.jpg>

KCS GP22ECO repowered at London

<http://www.rrpicturearchives.net/showPicture.aspx?id=1835176>

London ECO repowered KCS 3151GP40 conversion (but not painted here).

<http://www.rrpicturearchives.net/showPicture.aspx?id=1840688>

London ECO repowered KCS 2601 SDP40 conversion (ex TFM 1320).

<http://www.rrpicturearchives.net/showPicture.aspx?id=1840687>

San Luis & Rio Grande (SLRG) repaint on London -built SD9043MAC #116. SLRG intends to acquire another ex-CITX SD9043MAC shortly (#115).

<http://www.rrpicturearchives.net/showPicture.aspx?id=1841405>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1841406>

**Coming soon in CRO: How the Canadian-built Class 66 locomotive conquered Europe.**  
(By Thomas Blampied) <http://class66.photonation.co.uk/p55460334.html>

## **SHORT LINES, REGIONALS & INDUSTRIALS**

### **Western Canada:**

Eurocan Pulp & Paper at Kitimat, BC has shut down permanently and they have three locomotives to dispose of: ex-CN SW1200RS 1256, ex-CN SW1200RS 1365 (Which was wrecked and has a broken frame), and leased CN SW1200RS CS02, (ex-1379).

As reported last month, the Lost Mountain Railway is a new Saskatchewan shortline which has taken over the south end of CN Craik Subdivision between Davidson and Regina. They are currently using leased RMIX B23-7's 1009 and 1010, which are painted black with no lettering or visible numbers. The only way to tell them apart is that one has a nose light and the other a high headlight. RMIX 1009 began as a CSXT B23-7 and 1010 started as an NS B23-7 and neither one is former Conrail.

In early November, ANY SD40-2 5232 and CCGX (Cando Leasing) GP9RM 4010 moved a CEMR train with two former CP SD40-2s (5655 and 5656) in tow to Winnipeg, MB for scrapping. These SD40-2s had been stored for some time in Manitoba on the CP awaiting their eventual scrapping which will be completed at the Central Manitoba Railway Shop in North Transcona, for Tracomex who extract scrap metal for recycling and own scrap yards in Canada, Chile and Argentina.

Rail Switching Service (RSSX) has sent GP10 473 to Edmonton for service. The unit is ex-Iowa Interstate 473, a former IC GP10 and was originally a GP9. This unit is not a Genset.

J&L Contracting (JLCX) has sold their ex-CP GP9u 1586 to Candian Rail Services (CRSX) in Stettler, AB. JLCX has also purchased DMIR SD-M 308, which is going to St-Louis for repairs.

Mark Forseille sent us recent photos of ex-CP FP7u #1404 now located at the West Coast Railway Association in Squamish, BC. According to the Canadian Trackside Guide, she was renumbered back to the 1404 in June 2002. She only had her ex-ACR number 1756 on the body and was missing her numberboards in Sept 2002 at Squamish, BC. The next photo the numberboards were back on in June 2003 at the SRY in New Westminster. Mike Coles caught her with her new old number 1404 at the CN Port Mann Yard in Oct 2004.

<http://www.canadianrailwayobservations.com/2009/12/1404.htm>

**WP&Y Vignette:** On April 7<sup>th</sup>, 2001 John Leeming uncovered a WP&Y Rotary working hard in deep snow in the aptly named White Pass. As Deane Motis is a close friend of Gary Danielson, the President of the WP&Y. When the decision was made to run the rotary plow special, Gary contacted Deane to invite him up for the event. Since Deane and John both turned 50 in April of 2001, Deane thought it would be a good idea to have John tag along. The plow train with rotary #1, and steam locomotives #73 and #40 ran ahead of us out of Skagway and we followed with a four car train powered by GE's #99 and #100. As you can see from the photo, we had perfect weather. The snow had drifted deeply between Mile 23 and 24 that winter so that is where the rotary went to work. Our train pulled up behind the plow train so that all the passengers could walk out on the drifted snow to get into position for photos. As well there were many snowmobilers out to enjoy the event. At the end of the day, our train coupled onto the plow train to take it back down the hill to Skagway. Johns' great shot will no doubt whet your collective appetites for Deane Motis' next instalment: The White Pass & Yukon - Part 2, coming soon in CRO.

<http://www.canadianrailwayobservations.com/2009/12/wpy.jpg>

**BC RAIL Vignette:** Mark Forseille sent us this set BC RAIL GF6C electric's on the Tumbler Subdivision. None of these photos were taken by him, and are photos he picked up lacking the photographer's name. The photos show BCR 6001, 6007 and 6004 at Tacheeda, BC on August 14th, 1999, BCR 6002 at Murray, BC in Sept 1999, BCR 6002, 6003 & 6006 at Murray, BC in Sept 1999, BCR 6004 on the Tumbler Sub in Sept 1999, and BCR 6004, 6007 & 6001 on the Tumbler Sub Sept 1999. (Mark Forseille Collection)  
<http://www.canadianrailwayobservations.com/2009/12/bc.htm>

## **Ontario:**

The ONR 2009 "Santa Train": [http://s152.photobucket.com/albums/s162/Brutus\\_231/Updates/](http://s152.photobucket.com/albums/s162/Brutus_231/Updates/)

Two ONR SD751's, 2100 and 2101 are tied up unserviceable. ONR 2101 has been stored at the North Bay Shop for several months following a major collision last winter with a snowplow. As 2101 has a slightly bent frame, and has been cannibalized of usable parts at North Bay Shop. The prime mover of 2101 is being removed and installed into 2100, currently up on blocks following its crank-shaft failure in late 2007. Sometime next year, ONR will attempt to repair 2101's structural damage and replace the cannibalized parts. Mitch Randall's photo shows ONR 2101 following the collision.  
<http://www.onrgallery.com/picoftheday/picarchive37.html>

Jon Snook reported CN SD40-2W's 5244 and 5277 were leased to the GEXR from November 16th to the 22nd. Both CN units then returned back to the property November 25<sup>th</sup> and will stay for an undetermined amount of time, at least while HLCX SD40-3 6091 receives repairs from a crossing related incident on November 25<sup>th</sup>. On November 25<sup>th</sup>, RLK GP35 2211 was in the shop for her routine 90-day inspection. RLK GP9-4 4001 was released from the shop November 24th following power assembly repairs.

The York-Durham (YDHR) Santa Train schedule: <http://www.ydhr.on.ca/Schedule.html>

## **Quebec:**

Ken Goslett kindly sent along these shots of colourful Bell-Gaz liveried CFL S13 #114 at St-Felix de Valois, QC, on November 19<sup>th</sup>, 2009. The train is the "Joliette Turn" on the Chemin de Fer Lanaudiere. The MLW returned to service following repairs earlier this year.  
<http://www.canadianrailwayobservations.com/2009/12/kgoslett.jpg>  
<http://www.railpictures.net/viewphoto.php?id=304906&nseq=168>

## **Eastern Canada Vignette:**

We thank Phil Mason for submitting these lovely Cape Breton and Central Nova Scotia Railway shot's. All taken in 1994, they show the crew and handsomely painted CBNS M630's 2034 and 2015 leading trains out of Sydney, Nova Scotia.  
<http://www.canadianrailwayobservations.com/2009/12/cbns.htm>

# **CANADIAN RAILWAY HISTORY**

**CPR Mikado #5468:** When CP decided to break up its historical collection of motive power in 1992, a "hospital train" was put together to move the pieces to their eventual new destinations. Three CP diesels 4090, 4469 and 8554 which had been stored outdoors in Quebec City (along with the 4065 which moved later to Ottawa), were moved to Montreal. At this same time, the Canadian Railway

Historical Society Museum in Delson, QC had donated former CPR Class-P2k 2-8-2 Mikado #5468 to the railway museum in Revelstoke, B.C, and was to be moved west in the same train. Built by MLW in September 1948, #5468's working life lasted only 12 years when the end came for steam. CP donated her to the CRHA in 1963 and she had been stored there for nearly 30 years before this move. To spread the weight, the three units and steam engine were interspersed among a number of old CP freight cars that were all destined for the scrapper. Also added to the train was CP GP9u 8245 which had a heavy coupling incident on her front end, and had to be moved to Weston shops in Winnipeg for new draft gear. It of course had to be trailing and facing backwards as nothing could be coupled to it, and it also carried the SBU. Bill took these shots on Sunday, September 20, 1992 after the train had arrived in the east yard at Smiths Falls, ON for the night. That's Bruce Chapman discussing matters with members of the train crew and others who were tending to #5468's needs during the cross-country trip. For those of you who don't know Bruce, he's second from left - the tallest of the group with his back to the camera. (Photos by Bill Sanderson)

<http://www.canadianrailwayobservations.com/2009/12/image1.jpg>

Mark Forseille submitted these photos of former CP units now at the West Coast Railway Heritage Park (WCRA) in Squamish, BC. The first photo shows ex-CPR FP7A 4069 taken in June 2000 at the BC Rail shops in North Vancouver, BC. The next photo of 4069 was taken exactly one year later in 2001 is Northbound at Porteau Cove at MP 26.5 of the Squamish Sub. The 4069 had replaced the BC Rail's Royal Hudson #2860 on the Squamish run from North Vancouver, after the 2860 was sidelined for major repairs. CPR's repatriated Hudson #2816 was being overhauled for CP at the BC Rail Steamshop in North Vancouver at the time. Former CPR Consolidation 3716 was also not running, thus the 4069 was leased from the WCRA to run this train. Last photo is of CP 4459 F7B in March 1998 at the CP yard in Port Coquitlam, BC on her way to the WCRA Rail Museum in Squamish. <http://www.canadianrailwayobservations.com/2009/12/wcra.jpg>

The town of Hanna is trying to raise funds to restore this 10-stall 1913 roundhouse at Hanna, AB. There's more information here: <http://www.avivacommunityfund.org/ideas/acf2308>

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

## **SOUTH OF THE BORDER**

Savage is headquartered in Salt Lake City, Utah and is a North American leader in providing high quality and innovative transportation systems and management services. Savage also owns Canac Railway Services Inc (Montreal). James Belmont allowed us to post his photo taken November 6<sup>th</sup>, of former CN SW1200RSm "Sweep" SVGX 7107 far from home, at the joint Union Pacific-Utah Railway yard at Provo, Utah. It is enroute to a chemical plant in Henderson, Nevada. The first eight of these unique looking switchers were rebuilt from SW1200RS's at CN's Pointe St-Charles Shop during 1985-1987, and were numbered CN 7100-7107. All were 1300HP upgrades, hence the reason they needed the larger (ex-GP9) hood up front. However, these were not well liked by the CN crews and have all been retired and sold. <http://www.railpictures.net/viewphoto.php?id=303158>

SOO GP9R 4203, recently sold to Rail & Motor International, has now been resold to Savage Services Group, and is renumbered SVGX 8625.

Former CP SD40-2's 5591, 5616, 5673 and 5676, sold to Larry's Truck Electric in Ohio, have been resold to Ohio Central Railroad, and are renumbered OHCR 3306, 3304, 3305 and 3303.

Due to mechanical issues in Nevada, UP added an extra locomotive to the Amtrak train, normally a dirty UP GEVO, but on November 23<sup>rd</sup> it had a Canadian visitor. CP AC4400CW 9631 leading "The Zephyr" is seen here far from home in Emeryville, California. (Steven M. Welch photo via Tim Organ) <http://www.railpictures.net/viewphoto.php?id=305060&nseq=14>

Brand new GE-built Class 70 export units for Freightliner were delivered to the UK in late October, part of a 30-unit order placed in November 2007. These new PowerHaul units represent GE's first entry into the U.K. and European markets, and utilize a diesel engine rated at 3,700 HP. <http://www.jackboskett.fotopic.net/c1778331.html>

### D&H - The Bridge Line:

On November 16<sup>th</sup>, Dean Splittgerber took a ride down to Delanson and saw the signals at Gage Road were lit for a Southbound coming from Mohawk Yard. Sure enough #252 showed up on the Controlled Siding, waiting for a Northbound NS piggyback coming up from Binghamton. Dean took this shot of the CP train at Howes Cave, a photo location well known to any D&H fan. <http://www.canadianrailwayobservations.com/2009/12/splitt.jpg>

## MODELLER'S CORNER

by Mike Pebesma

This is a new column for Canadian Railway Observations for those who model Canadian railways. The focus will be on HO and N scale models of Canadian prototypes looking at two main areas: The first is new releases or announcements of models of Canadian prototypes with some discussion/review on their accuracy and which prototype they match; and the second will be creating prototypical models through kitbashing/modelling. The intent of the column will be to help those who are interested in prototype modelling to more accurately model Canadian Railways and also to share model building ideas.

My own modelling efforts focus on CN in the Niagara Peninsula of Ontario during the late 90's, in HO scale. I have been kitbashing, scratchbuilding and custom painting for close to 30 years and I particularly like modelling locomotives, although I also do a fair amount of freight car modelling, and have an affinity for tank cars. <http://i221.photobucket.com/albums/dd145/rallyboy905/014-1.jpg>

Although I have a certain level of detail that I like to model, by no means do I feel that everyone needs to model to that standard. That is one of the great things about this hobby; you can take it as far as you want or make it as easy to do as makes you happy. I enjoy doing research on a particular project, both before and during construction and building the model, but as soon as I complete one project, I like to get started on the next. Model railroading and railfanning are also hobbies I share in common with my Dad and one of my brothers. <http://i221.photobucket.com/albums/dd145/rallyboy905/bench001.jpg>

I encourage other modellers to contribute their own modelling efforts to this column so that other scales, eras and lines can be explored as well, and as I don't claim to be an expert, if you see something here that isn't correct or a new product announcement that was overlooked, please let me know.

In coming issues, I want to take a look at two recent announcements of locomotives that have previously never been offered to Canadian modellers: The Atlas HO CN GP 40-2W and the Intermountain SD 40-2W in HO and N scales.

## Letters:

Hi Will,

Just wanted to make you aware of my new gallery of night photos offered at The Rail Gallery in the catalog section here: [http://web.mac.com/tikilitic/The\\_Rail\\_Gallery/News.html](http://web.mac.com/tikilitic/The_Rail_Gallery/News.html)  
It's a great site and honor for my night photos to be displayed here. Please consider purchasing one or more prints of a favorite image as a gift for the Holidays. You provide support for Gary as well as benefit The Rail Gallery, as I get a percentage of the proceeds from orders. SO make several people happy with your purchase(s), maybe including yourself Santa.....

Gary Knapp  
Hinesburg, VT.

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Hi,

Here is a link as to what CN 5385 looks like, note the comment in the picture about it now being retired. Maybe its the power for the Kinghorn Work train just a few months late!  
<http://www.railpictures.net/viewphoto.php?id=214072&nseq=0>  
and here is what the 4792 looks like.  
<http://www.rpicturearchives.net/showPicture.aspx?id=343847>

Kyle Stefanovic

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Hello William,

Just a note to say "Hi" and a "BIG" thank you and your crew for putting together CRO! There is a update to the posting by Ron. I shall pass on this message on to him, when I see him. The photograph of GTR Belleville Station from "Keith Thompson Colection, Frankford, Ontario" is fantastic! A number of years ago, Keith purchased the former COR/CNoR/CN station building in Frankford, and moved it to his property. The building has undergone restoration, and is now used for community events.

Cheers!

Dave at Canadian Railway Station news

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Hi William,

I noticed the 2 great photos of 2816 in the November 2009 CRO. You also mentioned that 11 steamers were fired up to replace the Glen boilers in February of 1961.

At that time I lived on Harvard Ave. two houses above the tracks, I nearly fell out of bed as the sound of live steamers chugged past my window heading for the Glen.

Here is a photo I took at the time showing a steamer heating the plant.  
<http://www.canadianrailwayobservations.com/2009/12/2816ice.jpg>

I have never seen any other photo of this event that lasted about 2 weeks as I recall!

Thanks

Peter Murphy  
CRHA

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## The Last Word

*Hi All,*

*This was a particularly difficult issue of CRO to produce. In November, I lost my good friend Yvan Lafaille to the H1N1 virus. Incredibly I had laughed with him only three weeks earlier at our HO Club open house, and was shocked to learn he was in a coma two weeks later. While a strong 55-year old auto mechanic his body was susceptible to the H1N1 because of complications with his dubieties, and previous chemotherapy for skin cancer. He never regained consciousness. Yvan was great chap, with a good sense of humour and extremely kind. He often helped me with personal issues with judgement or criticism. He worked for CN for a time and adored the BN, CB&Q, and SP&S and he and I spent many hours over a few beers talking trains. A member of the AMFM for 12 years, Yvan was brilliant at implementing and directing our club prototype operation, and he understood railroad freight traffic better than anyone at our club. He will be impossible to replace, and we have lost a major influence, contributor and a friend. Hundreds of his HO cars are assigned to the AMFM regular operations and I know for myself, each time I see a BN, SP&S or CB&Q freight car at our club, I will think of him! "Adieu, mon ami."*

*Maxime Boule kindly sent us his images of Yvan Lafaille up in the cab and enjoying a bite with me at the St-Luc Diesel Shop 50-year Anniversary, back in July 2007.*

<http://www.canadianrailwayobservations.com/2009/12/yvan.htm>

*If that wasn't enough, my position was abolished in November due to "Restructuring" so I am seeking new employment ... at Christmas! On some interviews I go to, there is no were to sit in the waiting room! Trying to staying positive, but I have let emails lapse and I am sorry to those wondering why.*

*I hope you all have a happy and safe holiday season, and I wish everyone health and prosperity in 2010!*

*Will-*

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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. All the servers and technical operations is graciously covered by our CRO Co-Editor and Webmaster: Marc Chouinard, with thanks.

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