



From all of us at CRO, **MERRY CHRISTMAS** & HAPPY HOLIDAYS
www.canadianrailwayobservations.com

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By William Baird

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CANADIAN NATIONAL

CN Locomotives Retired since last issue:

DMIR SD38AC 203, on October 2nd (Late report)
CN SD40-2W 5285, on October 19th
CN SD50F 5413 on October 26th
BCOL SD40-2 758 on October 31st
CN SD4-2W 5332, on November 8th
CN SD40-2 5387, on November 8th
CN SD50F 5442 on November 8th
CN SD50F's 5421, 5446, on November 9th
CN SD40-2W's 5256, 5308, 5314, on November 14th
DMIR SD38AC 202 on November 14th
CN GP40-2LW 9586 on November 14th
BCOL S3 Slugs 407, 410 on November 16th
CN SD40-2W 5290 on November 19th

On her very last trip, BC RAIL SD40-2 758 was photographed at Rousseau Road in Ontario, on September 28th, 2007 as trailing power on CN train #303 (Via Bill Miller). BCOL SD40-2 758 is officially retired as of October 31st, has now been placed in the Woodcrest storage lines, and may sold at the next CN auction sale. Interestingly to date, not a single former BC RAIL locomotive has been repainted into the current CN livery.

<http://hostovsky.com/~WDM/114596.JPG>

<http://hostovsky.com/~WDM/114600.JPG>

New CN Locomotives: It was confirmed to CRO that following the 15-unit order of ES44DC's, CN will continue with another new order of 40 of these units, numbered 2270-2309. On November 4th the following CN ES44DC's had been delivered 2256-2262, 2264, 2268, and 2269. (Ten units out of 65). CN SD70M-2's delivered are 8800-8807, 8810-8812, 8821, and 8828. (13 units out of 50). All of these ES44DC's and SD70M-2's are equipped with Distributed Power (DPU).

As study of CN noses: Ron Visockis provided these photos of the 8800 vs. 8000 versions of the SD70M-2 for comparison. (*I think prefer the nose light myself-ed*)
<http://www.canadianrailwayobservations.com/misc/Noses-CN8012vs8808.jpg>

London-built and brand new (but not yet delivered) CN SD70M-2's 8814, 8818, 8819, 8820 and 8822 arrived at MacMillan Yard Diesel Shop on October for completion at ITS in Welland, ON. In early November, factory fresh CN SD70M-2 8826 was at the Fairview Shop, Halifax with CN ES44DC 2229. Ron Visockis caught a CN eastbound through Belleville, ON, on November 3rd with CN ES44DC 2256 (CN Class EF-644k) showing off its new arrangement of lights, number & CN noodle.
<http://www.canadianrailwayobservations.com/misc/CN2256.jpg>

Michael Berry provided CRO with these fine shots of CN ES44DC 2261, leading a train heading west photographed it at the Norman St. overpass, then at Dorval Station. The trailing units were CN 5352 & CN 2694.
<http://www.canadianrailwayobservations.com/misc/mberry.jpg>
<http://www.canadianrailwayobservations.com/misc/mberry2.jpg>

Two recently out-shopped CN locomotives from Winnipeg, Transcona Shop in fresh paint (4728 and 4785) are seen at Belleville, On and in Toronto MacMillan yard in late October. Compare the new livery to Ron Visockis shot of 4728 taken in Edmundston, NB only four months ago! <http://www.canadianrailwayobservations.com/misc/cn4728.htm>

Here is another photo of GP38-2 4728 in the new paint
<http://www.railpictures.net/viewphoto.php?id=209785&nseq=9>

In November, the Transcona Shop released another GP38-2W, number 4805 repainted into the current CN livery.

Is it a superb Transcona touch-up, or a complete repaint ? ... you decide! Here is another view of the of that beautiful sergeant striped (CN GP40-2LW 9410 with a track inspection train on the Swanton Sub, on October 26, 2007. (Frank Jolin photo)
<http://www.railpictures.net/viewphoto.php?id=208427>

And yet another one CN 4713 was also seen sporting fresh sergeant stripes
<http://tinyurl.com/3b7mo2>

CNSD40-2W 5289 has been photographed in the new livery with "CN" sublettering.
<http://www.railpictures.net/viewphoto.php?id=213270&nseq=8>

The following units were repainted into the current CN scheme at Woodcrest Shop: WC SW1500 1564, WC GP40 3023, GTW GP9R 4611, and CN GP38-2 7507 which is a hump unit from Toronto and equipped with air-conditioning. IC GP38-2 9602 was forwarded to NRE-Capreol for overhaul and CN repaint. Also in early November, NRE-Dixmoor released

former GTW GP38-2 5857 in CN livery.

http://csxchicago.gotdns.com:6003/CN_Trains/Roll71/0010923-R1-073-35.jpg

On October 6th retired CN GMD1m 1078, which was sold to Progress Rail earlier this year, sits at Woodcrest shop waiting to be shipped out to JABCO in Chicago Heights for scrapping. This is an unfortunate ending for this former NORTHERN ALBERTA RAILWAYS locomotive. Units 1063 and 1082 will also be ending up as scrap soon. (Photo by Ken Lanovitch photo) An unconfirmed source said they were priced at \$40-50K per unit.

http://csxchicago.gotdns.com:6003/CN_Trains/SmallPicsRoll70/0010267-R1-035-16.jpg

Ken Lonovitch clicked retired GMD1m 1063 at Riverdale, IL on October 6th 2007, and in late October she was en route to a scrap yard in Chicago Heights, IL, along with her sisters 1078 and 1082.

http://csxchicago.gotdns.com:6003/CN_Trains/SmallPicsRoll70/0010267-R1-049-23.jpg

The last of three A1A trucked GMD1`s arrived at Woodcrest in November. Retired CN 1082 lettered PRSX (Progress Rail) was moved to the JABCO scrap yard in Chicago Heights, IL. As Ken puts it, It is unfortunate that only the WC SD45`s are being saved from scrapping by museums, and these ex-NAR and CN A1A GMD1`s are going to be torched and cut up. *I agree with you Ken, it would be nice to have one out west at least!*

Wrecked CN SD40-2W 5307 and two retired BC RAIL RS18CAT`s, sit on the deadline at Walker Yard - Edmonton, on October 15th, 2007. (Photo by Tim Stevens).

<http://www.railpictures.net/viewphoto.php?id=212345>

NREX 3GS21B 2011, which had been demonstrating at Woodcrest for the two weeks in October, has now returned to NRE in Dixmoor, Illinois.

Two days before CRO's release date, Ron Visockis provided us a variety of recent images taken on November 24th at Belleville, Ontario which show the newest CN power, older CN power and current VIA trains. Note the hasty and bland repaint on CN GP38-2W 4772 following repairs. <http://www.canadianrailwayobservations.com/misc/ron/ron.htm>

Just days before press time, former BC RAIL SD40-2`s 763, 754 and 765 hit a log truck at a rural mountain crossing just outside Fort St. John, BC, which is in a remote area north of Prince George. Sources state that all three units derailed with the lead unit severely damaged, and it is very likely that 763 will end up being scrapped.

In November CN operated a business train into MacMillan Yard. They added two business cars and moved the train symbol L 54930 23 to Mimico, Ontario on November 23rd, with the following consist to Toronto: CN 103, CN 102, CN 1057, CN 1061, IC 800210, CN 1058, CN 1059 and CN 1060.

<http://www.canadianrailwayobservations.com/misc/CN103.jpg>

<http://www.canadianrailwayobservations.com/misc/CNCars.jpg>

With the latest retirements of some of the CN SD50F-series, we felt we should post this terrific photo by E. D. Motis showing CN in the good old days! This photo goes back to September, 1992 at Boston Bar, BC. The station has now moved, CN vehicles are no longer orange, the cowl-bodied SD's look a little worse for wear and eastbounds now run on the CPR <http://www.canadianrailwayobservations.com/misc/bostonbar.jpg>

Joe Zika kindly provided CRO with these two November rail fan reports with his photos: On my way into MacMillan Yard on November 14th, I spotted an old friend, Consolidated Bathurst No 2, an old Alco S-1 that started life as L&N 24. I remembered her shuffling strings of 40 foot box cars for Newsprint loading as well as strings of tank cars from the Interchange yard at Portage Du Fort in Quebec back in the mid 80's when I first started as an operator, some days she'd make a second trip up from the mill, the crew always popped in to say hello while picking up and dropping off their waybills ... the good old days! Today she's renumbered VLIX 24, after spending several months at Ottawa Central's Walkley Yard awaiting retrofit with roller bearings, she finally made it to Lachine, QC for some brake work, and now is off to Vermillion Valley Railroad in Olin, IN. Shipper is Vintage Locomotives Inc. Also in town is VIA 6148 a Budd RDC-1, which started life as CP 9305 an RDC-2. Today she's waybilled from Vancouver BC to Moncton, NB. Shipper Consignee is VIA Rail Canada. Also posing in some nice sunlight was DASH 8-40CM BCOL 4617 as well as CN 4727, a GP 38-2 with a somewhat rare combination of large CN Noodle on the side, yellow reflective stripping and a full regular orange cab and ends. She's been painted like this for some time by the looks of it, which is kind of a mix of both "Yard" and "Road" paint schemes all-in-one! AARX 310 that SW 1500 was still in town from last week, as well as CP 1559 a GP 9u, was also still in town. She came in on a 377-07 on the 8th from Belleville. Cando Contracting Ltd is the shipper, and Canadian Pacific Railway the Consignee. I was waiting for a nicer sunny day to get a photo of her, but here's a shot of her on Nov 9th in a wild consist at Mac yard, CN 4706, CP 1559 and AARX 310. An eclectic consist ... too bad they weren't all MU'd and operational! (all are Joseph Zika's photos)

<http://www.canadianrailwayobservations.com/misc/01/joepics.htm>

On November 15th. typical weather on the way into work today, breezy, cold and severally overcast with a mix of cloud and heavy diesel exhaust, it was like a thick blue fog or haze at the shops, out of about 20 shot's of AARX 310, i was only able to salvage one shot, taken after a small gust of wind blew thru, otherwise everything was a blue blur, the other units were more in the open and the breeze kept the diesel fumes dissipated so those shot's didn't come out too bad. That stranger in town was AARX 310 a SW 1500 switcher owned by MITTEL STEEL USA moving from Weirton WV to Industrial Rail Services in Moncton NB, according to Bruce and his sources, looks like there may be a few headed that way for various maintenance work. In town also were well worn CN 4776 a GP 38-2W, CN 9418 a GP 40-2W in the short lived CN North America paint scheme and two more brand new ES44DC's, CN 2269 and CN 2268.

Not much doing at work today, VIA No 85 with the VIA 6429 had one of her coaches broadsided by a SUV just east of Stratford around mile 86 on the GEXR Guelph sub, the crew and passengers were ok but a bit shook up as the SUV nailed one of the coaches right in the side of the truck bouncing the car off of the track. At last report the SUV driver was in serious condition, re-railing efforts were successful, albeit tediously slow. Upon inspection by VIA maintenance staff, the train was allowed to proceed with a 50 MPH Speed restriction back to the VIA TMC via London, the train arrived London around 2000, No 83 was waiting for him at London Jct for their turn on the wye. No 85's remaining passengers as well as No 88's did the honorary bus trip to their final destinations.

<http://www.canadianrailwayobservations.com/misc/mac/mac.htm>

On Nov 21st at Mac Yard, AARX 310 departed Mac yard at 0506 and arrived at Moncton Intermodal Terminal NB on Nov 22nd at 18:43. On a tip from Paul, AARX 304 showed up at

Mac Yard, another SW 1500, same billing as AARX 310 Shipper is Mittal Steel USA ex Wierton, WV and Consignee is Industrial Rail Service(s) in Moncton, NB. Left Buffalo, NY Nov 20 at 0800 and arrived Mac yard Nov 21st at 1948, and laid-over at Fort Erie for a day.
<http://www.canadianrailwayobservations.com/misc/aarx1.jpg>
<http://www.canadianrailwayobservations.com/misc/aarx2.jpg>

The surprise catch of the day on November 23rd were Brand New Cartier AC4400CW's #11 and #12 Both locomotives had departed Fort Erie, Ont. Nov 22nd at 20:56 and arrived Mac Yard Nov 23rd at 02:42.
<http://www.canadianrailwayobservations.com/misc/cartier11.jpg>
<http://www.canadianrailwayobservations.com/misc/cartier12.jpg>

American President Lines (APL) announced in November they will now standardize on 53' containers, for the far east and Europe. Other International Container companies are expected to follow this trend. Already, CN has begun retiring superfluous 40/45 well cars. On November 8th, 50 of the older CN blue Thrall-built well cars built in 1992 were sidelined in the St-Foy yard, and earmarked for scrap just west of St-Augustine, QC. In late November CN #640464 (abcde) were the first 5 car set to leave for the scrap yard in late November. The Thrall cars earmarked for scrap are five car sets and some stand alone well cars.

Photos: CN operated a TEST train on Nov 2nd as a 834 from Windsor to Mac yard. It did a crew change at London, and tested the south track from London Jct. to Bayview. Then it ran light to Mac yard, although it may have tested the Chatham sub on the way into London. CN train #146 with only 40 cars rolls through Ingersoll, Ontario with the first snow shot of the season
<http://railfan.thegrebs.com/CN/cn5410a> Photo by Walter Pfefferle.

A nice pair of photos showing a CN local with a GP9RM and street running:
<http://www.rrpicturearchives.net/showPicture.aspx?id=948496>
<http://www.rrpicturearchives.net/showPicture.aspx?id=948490>

The old CN water tower at Washago, Ontario, which is still standing was recently repainted. <http://dualflagrrphotos.com/Storage/DSC08827.jpg>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: *Nil since May 2007.*

The final total of NREX units leased from NATIONAL RAILWAY EQUIPMENT to CP is 52. The following five listed in the last issue are now NOT coming: NREX 903, 3934, 4405, 6304 and 7361. NREX SD50 5067 (ex-CNW 7007) has been received by CP, replacing NREX (Ex-CP) 5661 which failed.

The NREX Demo SD50 unit 5462 visited Montreal St-Luc yard on the morning of October 29. <http://www.rrpicturearchives.net/showPicture.aspx?id=759699>

CP Train 235 got the clear from RTC at 07:20 and was at Dorval at 0735 with. CEFX 1028 leading.
http://www.myrailfan.com/collection/CEFX/NREX_5462/img.aspx?ID=NREX_5462_PTECLAIRE_1.jpg

Note : While NREX 5462 is called an SD50, it could be technically considered SD50-3. NRE kept the 3500HP rating, and equipped it with their N-Force microprocessor, which greatly enhances traction. The same computer is used in the new 2GS14B, and 3GS21B Gen-Set locomotives. It was built at GM LaGrange as CONRAIL 6808, an SD50. When it went to NS under the Conrail split, it was renumbered PRR 5462.

NREX 3GS21B 2009, a low emissions demonstration switcher continues to test at the Ogden Shop in Calgary. Here are some recent photos of it including inside the cab.

<http://www.canadianrailwayobservations.com/misc/2009.htm>

An update and correction to last months issue: NREX 2GS14B 2007 was not demonstrating on CP in Vancouver after all. When the unit returned from Alaska, it demonstrated for a short time at VANCOUVER ELEVATORS, hence the mix-up. The unit is now being forwarded to the CALIFORNIA NORTHERN in Davis, California over the UP.

BURLINGTON NORTHERN SANTA FE has delivered four SD40-2's to CP in Vancouver (BNSF-New Westminster, BC. for repayment of Horse-Power-Hours: BNSF 6870, 7144, 7148, and FURX 7211, which is ironically also a former BNSF unit. CP has put them to work immediately ... Bill Miller reported that CP train 198 out of Field BC on November 17th had BNSF SD40-2's 6870 (Ex-ATSF) and 7144 together in the consist.

CSXT has delivered six units to CP in Chicago in order to Repay Horse-Power-Hours to CP: CSX ES44DC 5341, C40-8's 7704, 7763, 7785, 7899, and SD60 8707.

Starting in October, one or two SOO LINE GP38-2's (which are US units), were working in Canada in Saskatchewan,. These units have never been overhauled and their emissions are too dirty for the US. Two units were already working in Saskatchewan, and have now gone back to the SOO LINE for overhaul. Currently, unit 4420 is working in Saskatchewan trail only, but will go back to the SOO if it fails or comes due. At press time, SOO LINE 4420 was bad ordered at Alyth, and no other GP38-2's from SOO have come into Canada.

<http://www.mountainrailway.com/SOO%20Line%20Roster%20Archive/SOO%204400/SOO%204420.htm>

SOO units are regular visitors to Sutherland, Saskatchewan. Currently they have the only SOO GP38-2 in Canada 4420, and the last SOO 6600 series in SOO paint, SD40-2 6617. Just outside of the frame, a CP ES44AC trio framed at these oldies. Photo By Roman Litarchuk <http://tinyurl.com/3x9ckd>

DELAWARE & HUDSON GP38-2 7312 "B.C. O'Brien" has received small modifications to its gorgeous Ogden Shop retro-D&H paint scheme. A new small round CP decal now adorns each side of the air filter box on the roof, with the slogan "Keep your head in the game" written in blue and white. As well, and most shocking to this D&H purist, because it actually looks pretty good with its new regulation yellow frame stripe. Here is a photo of yours truly freezing my tail off, aboard 7312 at St-Luc yard on November 22nd, which was in Montreal for repairs. <http://www.myrailfan.com/News/1006/D&H.jpg>

At press time, CRO had not been able to confirm if the two other D&H painted GP38-2's 7303 and 7304 have had a similar treatment.

Former CP SD40-2 high-nose 5481 is now hauling trains in Brazil. The much traveled former NORFOLK SOUTHERN locomotive was last in service in Canada as a Toronto yard hump unit, and previously had operated on the CP east of Winnipeg, and over the D&H during the 1990's, and of course since the 1970's up and down the east coast of USA. Look at her history: Built in 1975 by EMD-LaGrange as SOUTHERN 3251, then in 1982 became NORFOLK SOUTHERN 3251, then sold to GATX in 1991, purchased by CP in 1992 still numbered to 3251. Then in 1993 repainted and renumbered to CP 5481 operating as a

trailing B-unit with her cab windows blanked out. Finally sold to NRE, in Mt. Vernon IL in 2004. Photo of this engine in Brazil:

<http://www.canadianrailwayobservations.com/misc/cpr5481.jpg>

<http://www.mountainrailway.com/Roster%20Archive/CP%205400/CP%205481.htm>

The Holiday Train schedule for the Canadian and US trains is available on the CP website at: <http://www8.cpr.ca/cms/English/General+Public/Holiday+Train/default.htm> CP Holiday train engines were being prepared at St-Luc Yard on November 22nd. The Canadian train will use AC4400CW 9815 and the US train will use 9824. This is the first time either of these GE's have been used before on the train, and they both will have a new Christmas lights design.

http://www.myrailfan.com/collection/CP/CP_9815/img.aspx?ID=CP_9815_STLUC_1.jpg

http://www.myrailfan.com/collection/CP/CP_9824/img.aspx?ID=CP_9824_STLUC_1.jpg

For more pictures (including FP9Au 4106) and news of our St-Luc visit please click on Marc's report

<http://www.myrailfan.com/News/1006/index.htm>

The CP eastbound 'RCP' (Royal Canadian Pacific) train, symbolled "40B-16", arrived in Montreal from Calgary on November 20th with a CP ES44AC 8777 on the point and the two Script units dead in tow due to a minor mechanical mishap enroute. The original train consisted of CPR script painted locomotives GP38-2 3084, and FP9Au 4106 and 10 cars from the Royal Canadian Pacific train and three other cars from 2816's train including APU 96, Dominion, Smokey Smith, APU 95, Mount Royal, Killarney, N.R. Crump, Banffshire, Strathcona, Van Horne, Royal Wentworth, Craigellachie and the Mt. Stephen.

A total of three units and 13 cars, and approximately 1300 feet of a train. On November 22nd, CP GP38-2 3084 was forwarded dead to Toronto Shop for repairs. CP 4106 left Montreal with a baggage car and 3 RCP cars on Nov. 27 at 11h25. Photos by Bryan Martyniuk and Craig Konopski.

<http://www.canadianrailwayobservations.com/misc/rcp/rcp.htm>

CP FP9Au 4106 <http://www.mountainrailway.com/Roster%20Archive/CP%204100/CP%204106.htm>

CP GP38-2 3084 <http://www.mountainrailway.com/Roster%20Archive/CP%203000/CP%203084.htm>

As in years previous, the D&H Toys For Tots train will run again on December 8th from Binghamton to Delanson and then on the 9th, and it is a safe bet that the power will again be D&H lightning striped GP38-2 7312, with the freshest CP GP38-2 that is available.

Binghamton Yard, Depart 1050 hrs

Bainbridge, Arrive 1210 hrs, Depart 1240 hrs

Oneonta (Gas Ave) Arrive 1335 hrs, Depart 1400 hrs

Cobleskill (South end of Fire Company fence) Arrive 1520 hrs, Depart 1600 hrs

Delanson (Railroad Ave) Arrive 1650 hrs, Depart 1720 hrs

The train then deadheads to Albany.

Sunday, December 9th, Albany to Plattsburgh:

Albany (Kenwood Yard) Depart 0800 hrs

Mechanicville (Elks, west side) Arrive 0850 hrs, Depart 0910 hrs

Saratoga Station, Arrive 0950 hrs, depart 1010 hrs

Whitehall Station, Arrive 1110 hrs, Depart 1130 hrs

Port Henry Station, Arrive 1305 hrs, Depart 1325 hrs

Port Kent (Quay St), Arrive 1505 hrs, Depart 1525 hrs

Plattsburgh Station, Arrive 1545 hrs, Depart 1605 hrs

The train will then back to Bluff Point to turn on the wye, and then will return to Saratoga.

As CP has done for the last few years, on November 11th at 11 a.m. local time, all CP employees were asked to observe two minutes of silence in honour of those who have served Canada in war times in the past and today in Afghanistan. As a tribute, CP will bring all trains, track units and work equipment across Canada and the United States to a halt at 11 a.m. local time on November 11th, observing two minutes of silence followed by one long whistle blast as our salute to those men and women in the Canadian Armed Forces.

Many years ago, around 1960, IPSCO STEEL of Regina, Saskatchewan purchased the former CPR Northern No. 3101 for scrap. However, after looking the impressive 4-8-4 locomotive over, wisely decided to display it proudly out front, rather than cut it up. In early November, an IPSCO public relations representative Ms. Kelly Brossart was quoted as saying "Yes, I can confirm that we have been approached by the Canadian Pacific Railway, and have agreed to allow them access to the locomotive to perform a feasibility study to ascertain if restoration to operating condition is possible. The locomotive currently remains in the ownership of IPSCO. It is standing outside and is deteriorating. We fully support the CP in their endeavor". As well, CRO has learned that the Canadian Museum of Science & Technology in Ottawa are in the information gathering stages of possibly returning their CPR Northern no 3100 to CP (which is in far better condition), for a full restoration to operational status. While still only a possibility, wouldn't that be something, if either of the CPR's big Northern's 3100 or 3101, were returned to steam! (Thanks to Trevor Heath for the IPSCO report)

On November 4th, CP #291 missed a signal and ran into a standing ICE train at River Jct. (La Crescent) on the other side of the river from La Crosse, WI. Thankfully there were no serious injuries but as you will see in the photos, CP AC4400CW 9554 was on its side. <http://www.canadianrailwayobservations.com/misc/grange/grange.htm>

Rumor has it, it may be scrapped due to cost of repair and age of unit. If this had been a GM unit in the old days there would be no question it would be rebuilt! The rear truck is extremely bent, and would have to be replaced.

The CP's Rockyview turn is photographed exiting the longest tunnel in Alberta on a 3% down grade as it heads back to the main line on the Rockyview spur. This tunnel is just north of the Calgary City Limits (by about 100 feet) and was built to get under the QE2 highway (highway # 2). This tunnel only gained the notoriety of being the longest when the portion of the Willingdon subdivision between Lloydminster and Star was abandoned last year. Photo by Carl Schnurr. <http://www.canadianrailwayobservations.com/misc/cptunnel.jpg>

The Turntable at St-Luc Yard has been in service since the 1950's, and while no longer steam powered and no longer serving a large roundhouse, it is still used daily to turn out bound motive-power, In this classic shot that can never be repeated, CP RAIL RS23 8028 (wearing white extra flags!) hauls out dead CP RAIL FB1 4404 onto the turntable. Photo by Ron Vosockis. <http://www.canadianrailwayobservations.com/misc/4404.jpg>

In a classic image, CPR GP9 8624 leads four sisters at Spuzzem, BC on April 4th 1974. <http://www.canadianrailwayobservations.com/misc/cp8624.jpg>

Fans of CP RAIL in the 1970's will love this sequence of shots taken at Schreiber, ON. It shows M640 4744 leading a CP freight through the station, in all its MLW glory! . <http://www.canadianrailwayobservations.com/misc/m640.htm>

An unfortunate engine compartment fire caused the demise of CP RAIL FP9A #4062 (ex-1420) at Franz, Ontario July 5th, 1975 on CP Train #955. This is one heck of a photo! <http://www.canadianrailwayobservations.com/misc/4062.jpg> Thanks to D`Arcy Furlonger for the previous great CP photos.

Through Bruce Chapman with thanks: Branchline columnist Duncan DuFresne wrote about railroad characters in this little tidbit, and I knew both the characters well, even though I was only about 12 years old at the time:

Mr. Bert Rowd was the engineer on the Prescott-Ottawa passenger local back in the late 1940's and into the '50s. Bert. liked the job and lived in Prescott so that he could be at home each night in his own bed, as the job "layed over" in Prescott. Bert. was a nice enough fellow, and I fired the job for him many times. Normally the engine on the local was one of C.P.'s G1 or G2 (G1-2200's, G2's-2500's and 2600's) hand-fired light Pacifics, and the train was three or four old wooden cars, although steel equipment was used during its last years of operation. On the "funny trip" in question, Bert had a spare fireman with him by the name of Mr. Narcisse Piché. The northbound trip to Ottawa had gone along pretty well according to plan, and engine and train had reached the (then) outskirts of Ottawa where the track ran parallel to, and to the left of, Ottawa's main north/south street, named Bank Street. The train had passed the Walkley Road and Heron Road crossings at grade, and was approaching the point where the railway right-of-way veered off to the left to cross Bank Street on an acute angle and at the same point where Bank Street veered off to the left. Bert had noticed an all-black tank truck running north on Bank Street more or less beside the train, and pretty well matching the train's speed. Obviously, the driver of the truck had seen and heard the train with its engine bell ringing. Narcisse, of course, hadn't seen anything, for he was sitting on the left side of the cab. As the engine got very close to the crossing, and at the very last second, Bert. realized that the driver of the tank truck wasn't going to stop. Too late, Bert. yelled at Narcisse to "look out!" at just about the time that the front end of the engine met the tank on the truck. Narcisse, being the dutiful fellow that he was, looked out. In fact, he looked out just in time to see the engine split the tank open and see warm black tar fly in every direction, covering the engine and the first few cars of the train, - and Narcisse! When the dust settled, or rather when the tar settled, an incensed and tar-covered Narcisse looked across the cab at Bert., and in his best French-accented English, spurted out: "What de hell you tell me to look out for ?"

The Prescott-Ottawa passenger local is no more; in fact, it disappeared years ago. Neither Bert. nor Narcisse are around any more either. The light Pacific is long gone as are the cars in the wooden consist. Bank Street is still there, no longer on the "outskirts". The crossing is gone and the right-of-way north of Bank Street is now Kilborn Avenue. Nothing stays the same for long, but some memories linger on; in fact for both Bert. and Narcisse, this memory lingered on far too long, for none of the Ottawa West-based railroaders would let either of them forget his incident.

WILL'S MEMORIES OF GLEN YARD Part 2 (1980-2007)

In the early 1980's I would venture down from time-to time to check out the AMTRAK version of the New York train, but pretty soon I got tired of the seeing an F40PH and three AM-tubes. By the 1980's much had disappeared from the Glen. The trains I had loved

“The Atlantic Limited”, “The Quebec”, and the D&H-NY train, were now history. As well, CP was no longer operating the Montreal - West Island commuter trains, and VIA was now operating the nation’s passenger trains, including the former CP “Canadian” which now was leaving from CN’s Central Station. By the 1980’s, The Canadian had morphed into a blue and silver amalgamation, with half the equipment ex-CP stainless steel, and the other half former CNR smooth side cars, sporting the VIA blue and yellow livery, Rail fans I knew who truly loved the original CPR Canadian, would scoff and look now upon the new VIA Canadian with distain.

While only a shadow of its former self, the Glen was still in use, and under contract to service The Canadian’s Budd-built stainless-steel sleepers. This created an interesting train move. Around 10:00PM each night, a CP RAIL Alco switcher would haul the prepared stainless-steel set of about four to eight sleepers out of Glen Yard, through Westmount, Montreal West, North Junction, St-Luc Junction, and finally to Parsley to interchange with CN at Taschereau Yard. From there a CN SW1200RS would pick up the cars and bring them through Ballantyne Junction, Ville St-Pierre, passed Turcot Yard and then through St-Henri to the VIA Yard in Pointe St-Charles (Which is now known as VIA MMC). Unfortunately I never saw the train that brought the cars back from CN.
<http://www.canadianrailwayobservations.com/misc/glen1.jpg>

STCUM , the Montreal Transit system which operates the bus and Metro on the island, took over the CP and CN commuter train systems on October 1st, 1982. STCUM eventually repainted most of the CP equipment into their two-tone blue livery which included a stylized F-unit nose its railroad logo. The former CANADIAN NORTHERN trackage which was the CN Deux-Montagnes electric line, operated eclectic Z4A and Z1A Box Cab’s, EMU’s and GE center cabs, which was all museum equipment in daily service!
<http://www.butoba.net/homepage/tmr.html> It will not be surprising that none of this ancient equipment ever got repainted into STCUM livery and remained in CN paint up until the line was shut down in 1990’s for modernization. Today the line is one of the busiest in Montreal and runs the new BOMBARDIER Built EMU’s exclusively which were intentionally designed to serve high City Staton platforms and rural stations with Doors at different heights. The STCUM lettering on the buses and Metro cars eventually became the shortened STM (Societie Transport de Montreal), and In 1995 the rail division of STCUM became the AGENCE METROPOLITAINE de TRANSPORT de Montreal, or AMT
<http://www.amt.qc.ca/> as it is still known today.

Here are two of my photo’s from 1994 that show a typical February afternoon rush hour at the Glen. The first shot shows a commuter train leaving the yard enroute to Windsor Station and is passing the old Westmount Station ,and the former POM Bakeries which has been transformed into a condo. The second photo shows the yard layout that remained. The large stack in the backround marks the location of the old roundhouse.
<http://www.canadianrailwayobservations.com/misc/GlenYardSpring94-2-Web.jpg>
<http://www.canadianrailwayobservations.com/misc/GlenYardSpring94-Web.jpg>

<http://www.railpictures.net/viewphoto.php?id=73318&nseq=0>

On October 12, 2001 two AMT railway employees prepare the trains for the afternoon rush with a double headed commuter train. The units will head to Windsor Station (which is known as Lucien- L`Allier Station now) , and will then push the train to the west Island with the Bombardier cab-coach leading those old CP 800-series coaches, which are now all retired. The ex-Amtrak F40PH’s were leased by AMT from Railworld in Chicago in 2000, they are now repainted in what I refer to as the AMT-Trak livery, which is basically the

Amtrak red strip is now painted AMT blue! This view of Glen Yard is taken at M.P 2.2. We are standing on the South track of the double track CP Westmount Subdivision. The AMT's Vendome is just at the west end of the yard. From 1940 –1980, there was a third track here going all the way to Montreal West Station, which I only saw used a couple of times in the 1960's. Where the grass is in the photo, used to be the eastbound arrival platform at Westmount, and the large loop track around the entire yard.

<http://www.railpictures.net/viewphoto.php?id=25570&nseq=1>

A Reason to ride or railfan the AMT is evident in this August 7th, 2003 photo of Glen Yard. Although they are only former CN GP9RM's and not old CP geeps running long end first ... the AMT is the only commuter railroad in north America to still use GP9's in passenger service! This view shows the three standard AMT locomotive types F59PHI, F40PH-2, and GP9RM. The FP7A's were retired five years ago. Note the HEP generator car behind the GP9RM

Here is the AMT photo roster: http://www.myrailfan.com/collection/AMT/index_AMT.htm

Westmount Station in 2003: <http://www.flickr.com/photos/55348010@N00/18760818/>

On July 20th, 2003, the McGill University Hospital Centre (MUHC) received the go-ahead from the new provincial Liberal government. to be built at Glen Yard, opositethe Vendome Metro and AMT station. This sounded the death-nell for my old haunt. Over the next year, the remaining tracks were removed and large bulldozers and dumptrucks removed most of the toxic terrain leaving a flat emotionless expanse that almost brought a tear to my eye.

In Late 2004, the AMT moved from the Glen to their new home at Sortin Yard, just southeast of Ballantyne (at St-Luc yard) where they remain to this day. They are now able to store their coaching stock there and their locomotive fleet and cars can be maintained at the St-Luc Diesle shop which is five minutes away.

When part of an overpass collapsed onto an autoroute in Laval, Quebec a few years back, killing five people, AMT (AGENCE METROPOLITAINE de TRANSPORT) was called upon to assist moving many of the commuters to Montreal island. GO TRANSIT kindly offered up a complete train set with GO F59PHI 564 and a set of double deck gallery cars.

<http://www.myrailfan.com/GOMTL/index.htm>

As AMT found them selves power short at times, leased VIA F40PH's have become regular sights on Montreal Commuter trains. Since June 6th, 2007, VIA F40PH-2 6401 was in use on the AMT west Island Montreal-Vaudreuil line. It has now been replaced by AMT F59PHI 1323 as of November 8th. On November 23rd VIA F40PH-2 6401 returned AMT following inspection at MMC. . Tracking and pictures on Marc's website.

http://www.myrailfan.com/collection/VIA/VIA_6401/VIA_6401.htm.

<http://tinyurl.com/ys3eyq> This is a satellite image of the trackless Glen yard today. Compare this to the image in last month's CRO! The two CP/AMT mainline tracks are still visible and some remnants of the yard trackage, but that's about it!

In 2004 The CPR Empress #2816 was arrived on the West Island with a special train bound for Windsor Station. Jean Mercier and myself chased it all the way back from Baie D'urfee to Glen Yard. We entered the yard and walked up to the CP Mainline just east of Vendome Station (as in the first photo) and were the only two people there! The big Hudson appeared from the West and slowed to a nice easy stop right next to us about 5:00PM.

Then after detraining some passengers at Vendome Metro Station, The engine steamed out and passed the old Westount Station and turned the bend enroute downtown. Watching the over head gantry signal flicker to red, I recall thinking this is very likely how the very same engine looked with similar looking CP commuter cars on the very same track in the 1950's. A little bit of history repeating!

(Thanks to Marc Chouinard, and others for their assistance).

Correction to last months Glen Yard article. I was informed by one of our readers that the St-Henri spur is no longer in service and the switch-back tracks are now removed.

VIA and COMMUTER RAILROADS

VIA Rail Canada tested refurbished RDC Budd cars from IRSI in Moncton, on the Alexandria Subdivision for compatibility with signal and grade crossings circuits. The two Budd cars are IRSI 6202 and FARMRAIL 6130 both of which are repainted in the VIA colours. Following the testing, they will return to Moncton; 6202 has been badly damaged with graffiti on one side, and 6130 has not yet had its interior installed. When testing on the Alexandria Subdivision, they had a VIA 8100-series stainless steel coach between them. They may eventually be placed in service between Toronto and Sarnia, Ontario. Other developments include the planned transfer of the Casselman Station to the town, and an increase in frequency of Montréal - Ottawa services with a new timetable on January 15th, 2008 by one train a day each way, which is expected to be renaissance equipment. Finally, the new money for VIA from the Canadian Federal Government will permit VIA to reinstate the passing siding at Carlsbad Springs. (See Industrial Rail Services in Repair Shop section for more on IRSI Budd's)

<http://www.canadianrailwayobservations.com/misc/rdc1.jpg>

<http://www.canadianrailwayobservations.com/misc/rdc2.jpg>

VIA F40PH-2 6405 has returned to service following nose repair and repaint following the collision two months ago. It appears only the nose was repainted.

http://railfan.thegrebs.com/VIA/via6405a_001

A track washout on November 7th caused by flooding near Perc, Quebec, had forced the cancellation of VIA Rail's Chaleur service between New Carlisle and Gaspé, Quebec for a few days. The eastbound train operates as VIA No. 16 from Montreal to Gaspé every Wednesday, Friday, and Sunday. Westbound VIA No. 17 operates from Gaspé to Montreal every Monday, Thursday, and Saturday. Service returned to normal along the route in both directions on Saturday, November 10th. The route is well known as one of the more scenic in eastern Canada following the St. Lawrence River, the Matapédia Valley, and Chaleur Bay to Gaspé.

VIA Train #1 (The Canadian) had a full consist passing through Thornhill, Ontario on November 10th: VIA F40PH-2 6415, 6440, Chateau Jolliet, Laird Manor, Christie Manor, Chateau Dollard, Imperial, Skyline 8502, 1750 (Glenfraser), 8616, 8142, Skyline 8501, Wolfe Manor, Empress, Dawson Manor, Allan Manor, Draper Manor, Kokanee Park. (Via Tom Jankowski),

The Stainless Steel Budd-built train set returned to service on the VIA "Ocean" with the November 14th departure of Train #14 from Montreal. This was the consist: VIA F40PH-2 6413, 6428, baggage 8606, coaches 8132, 8108, Skyline 8509, diner Acadian, and sleepers Chateau Montcalm, Chateau Maissoneuve, Chateau Papineau, Chateau Radisson, Chateau Lauzon, but with no Park car. The ex-CP stainless steel cars are scheduled to be used on VIA #15 on Wednesdays and Saturdays and VIA #14 on Thursdays and Sundays from now through April 26nd. A second Budd set is to make a one-time only run from Montreal on December 21st and from Halifax on the 23rd. (Via -Tom Box)

On November 22nd, VIA train #83 had an engine failure and stopped at 18:00 MP 67 on Dundas Sub. on the north track with its only loco, VIA 6419, dead. CN Train 585's crew was on duty at 19:00 at London, with CN 4138. Its crew proceeded to #83, and hauled the train into the London VIA station. There 4138 was cut off and returned to London East to do road-switching on the Dundas Sub. #83 was about 3 hours late arriving London. The engine failure of 6419 (which had apparently been taken out of storage across the tracks from TMC Mimico), also caused the loss of hotel power to the train. (Steve Lucas)

25 years ago this month was the last run of the iconic but ill-fated CN /VIA United Aircraft Corporation-built Turbo train. Check out this 1973 photo of the CN Turbo approaching Wellington Tower in Montreal: <http://www.freewebs.com/rail/turbotrain.htm>

At Norman Street heading west from the CP bridge in Ville St-Pierre: <http://www.railpictures.net/viewphoto.php?id=16660> and another at Norman street, this time in VIA livery: <http://www.railpictures.net/viewphoto.php?id=16661> And finally why railfans, myself included, loved riding in the Turbo's bar car.... Yes, that is the cab! http://www.morscher.com/rr/1977/19771221_03.jpg The AMTRAK turbo was equally impressive: <http://www.railpictures.net/viewphoto.php?id=212071&nseq=14>

The City of Toronto has unveiled its new plans for the "revitalization" of Union Station. See this website link for more info: http://www.toronto.ca/union_station/index.htm

In November, it was announced that the operation of six of seven GO Transit lines in the Toronto region has been outsourced to Bombardier Transportation in a new five-year contract worth \$130 million. Bombardier said Friday the fleet-operations deal with the Greater Toronto Transit Authority includes options for up to 15 additional years, which would raise the value of the arrangement to \$483 million. Bombardier's Thunder Bay, Ont., factory supplied the 400-plus two-level commuter rail coaches in the GO fleet, which moves 165,000 passengers each weekday on 181 trains linking 57 stations along 360 kilometres of track. The company has provided maintenance services for GO coaches and locomotives for more than a decade.

As was mentioned in last months CRO, the AMTRAK Adirondack has a former GREAT NORTHERN full length dome in its consist. In Early November Tom Jankowski, took a trip in the Adirondack dome car, and filed this photo story on his website. It showcases his experience in Montreal and riding in the dome over D&H trackage, with photos. (Posted by his permission) <http://www.trainweb.org/Tomsrailtravels/Adirondack%20trip.htm>

SHORTLINES, REGIONALS & INDUSTRIALS

Locomotives QRC RS18M 3000 and NBEC SD40 6901 arrived in Sydney, NS on October 23rd. SYDNEY COAL RAILWAY (SCR) which operates the former Cape Breton Development Corp (DEVCO) Railway, has been putting their well equipped shops at Victoria Junction to work by bringing in units from sister roads. 6901 is lettered for the NBEC while 3000 is lettered for the Quebec Rail Corp. Several other units have been recently been repaired as well. The Sydney Coal Railway SCR) is a short line railway operating from the international coaling piers on Sydney Harbour in Cape Breton County to the Lingan Generating Station a coal- fired electrical facility near New Waterford, NS. <http://www.canadianrailwayobservations.com/misc/219.jpg>

BURLINGTON NORTHERN - SANTA FE has a Canadian assigned unit, an SW1500 3469, for sale in Vancouver, BC. This switcher has been for sale for over one year. Here is a photo of the switcher in New Wesminster <http://www.locophotos.com/PhotoDetails.php?PhotoID=3555>

QUEBEC CARTIER MINING AC4400CW's 11 and 12 were moving east to Montreal via CN. The pair are travelling under AARX 11 and AARX 12 reporting marks. The Shipper is General Electric in Erie, PA and Consignee is Quebec Cartier Mining via the Port of Montreal, QC.

During the month of October, GEXR diesel mechanics were working on leased CEFX GP38-3 6537 at the GODERICH-EXETER Railway's Shop. They were repairing the unit's mechanical ailments so it could become operable for the upcoming winter season. The GP38-3 has been stored unserviceable at Goderich for well over a year. GEXR two FP9u's, 1400 and 1401, remained stored unserviceable at Goderich throughout the fall.

The end of an era. Effective Dec. 1, 2007, NORFOLK SOUTHERN will terminate its 109-year operating agreement in Ontario, known today as "The Joint Section." NS will offer interline rail service for these customers at interchange points in the US for business to/from the following locations in Ontario: Chatham, Ft. Erie, Thamesville, Walkerville, Welland, Windsor, Niagara Falls, and Port Robinson. NS will continue to participate in joint line business opportunities with our Class I and short line partners located in Ontario. NS will honour contractual commitments with customers involving freight business located at stations in Ontario until expiration of the existing transportation agreement. (NS 071026) The Buffalo-/Ft Erie turn, 369, will be abolished on this date as well; CN is initiating a new road switcher that goes on duty in Niagara Falls. The Windsor, Ontario transfer is also affected by this decision. Adieux N&W!

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC deliveries during October 2007:

During October, 22 units were shipped from London, although four were not for the customer. CNRC SD70DCe 8830 & 8835 went to ITS in Welland for final fitting, but 15

(8807, 8811, 8812, 8814, 8816, 8818-8822, 8825, 8827, 8828, 8834 & 8836) were delivered to the company. ITS delivered another pair (8804, 8805) to CN.

Three English Welsh & Scottish-France units (77003-77005) with yellow ends, ivory-white finish with blue and red Euro Cargo Rail livery (order 20068864) were shipped in a special export train to Toronto for loading onto the Jumbo Ship STELLANOVA.

During the month 12 additional shipments were sighted on flats for Bombardier, Mexico for the Kansas City Southern orders. Additional CNRC SD70DCe (aka SD70M-2) units, 66-class JT42CWRM (20068864) for ECR under order 20068864 and at least one BNSF have been sighted in paint at the London plant. In Welland, in addition to the four CNRC units there for final work, two SNTF (Algeria) blue passenger GT36HCW units (060DS-02 and up) have been seen.

During October a freshly painted CN GP40-2LW forwards a trio of DIRECT RAIL SERVICES (UK) Class-66 JT42CWR units towards Halifax for shipment overseas in <http://railfan60.fotopic.net/p44878164.html> Website: <http://class66.railfan.nl/>

During November Black and white LDSX (LAMBTON DIESEL SPECIALISTS) SW1200RS 0178 was at the EMCC plant on a short-term lease, to fill in for GM's SW1001 no.1 which had gone going to Toronto-Macmillan Shop for wheel turning and/or replacement. GEXR should do the transfer move on the switcher. LDSX SW1200RS 0178: <http://railfan.thegrebs.com/CN/ldsx0178a> (Via Froth)

Algerian passenger locomotives SNTF GT36HCW, likely 060DS-02 to 060DS-06 are seen in London loaded on TTX bulkhead flats in November. (Via Froth) <http://www.canadianrailwayobservations.com/misc/joejoe.jpg>

On November 25th, Walter Pfefferle caught Goderich - Exeter Railway moving new GM-built export units. The blue ones are for SNTF, Algeria's national railway. I believe they are designated as GT36. The four white ones are EuroCargo Rail Class 66, which are owned by EWS (England, Wales, Scotland) which is owned by WC which is owned by CN and all may be shipped through the Port of Montreal instead of the usual Port of Halifax. <http://railfan.thegrebs.com/EMD-Move-11-25-07>

Freightliner Group has placed an order for 30 freight locomotives of a new design giving greater hauling capacity and a significant improvement in fuel economy than currently seen on the UK network. Project Genesis, which is being developed in partnership with General Electric (GE), will bring new technology to the UK rail freight market, enabling Freightliner to move longer and heavier trains whilst reducing CO2 emissions per tonne moved. Starting in mid 2009, Freightliner will utilise the most advanced locomotive product in the industry while GE - Transportation will enter the UK rail freight market for the first time. The innovative design offers an array of new features, including AC traction technology and dynamic braking. GE - Transportation's JS37ACi locomotives allow Freightliner to increase its hauling capacity while lowering fuel consumption by an estimated 10 percent compared to the current locos in its fleet.

CANADIAN LOCOMOTIVE REPAIR SHOPS

Industrial Rail Services: The last week of October RDC`s IRSI 6202 and FARMRAIL 6130 (leased to VIA and now in fresh VIA paint) left the shop in Moncton, NB, both for testing between Ottawa and Montreal. While they were enroute to Montreal, 6202 somehow got spray painted in graffiti. VIA 6130 is also in fresh paint done at IRSI with some interior modifications. VIA RDC 6148 which has been assigned to Malahat service for the past while, was enroute to IRSI in November for an upgrade to the toilet retention tanks. The following LRC hulks have been scrapped by IRSI: 6904, 6912, 6915, 6927, 6928 and 6930, with 12 more to be done. As well IRSI continues to sand blast and paint the roofs on VIA's European-built Renaissance equipment. IRSI is also doing contract repairs and refurbishment on some US units. They have already received MITTAL STEEL SW1500's 304 and 310 from Warton, WV, and are expecting some GP11's (ex-IC) from this company in the coming weeks.

CANADA ALLIED DIESEL: During November at CAD in Lachine, QC, the following units were seen: CN C44-9W 2538 for repairs, GE C32-8 899, CN GP38-2W 4765, and a GE engine which arrived at the plant on an 89-foot Trailer-Train flat car.

http://www.myrailfan.com/collection/OTHERS/GE_899/img.aspx?ID=GE_899_CAD_1.jpg

http://www.myrailfan.com/collection/OTHERS/testx/testx_cad_1.jpg

On November 23rd, three Gabon-bound SETRAG export units arrived in Halifax, numbered BB565, BB566, and BB567 and appear to be rebuilt from former SW1200RS switchers. All three unit were rebuilt by Canadian Allied Diesel (CAD) in Montreal. (Photos by Alex Roberts)

<http://i118.photobucket.com/albums/o86/Locospotter/022-2.jpg>

<http://i118.photobucket.com/albums/o86/Locospotter/025.jpg>

<http://i118.photobucket.com/albums/o86/Locospotter/024.jpg>

AMERICAN MOTIVE POWER Inc of Dansville, New York, is negotiating to lease a portion of the former CN Pointe St-Charles shops that ALSTOM once had used. They are looking to lease 200,000 sq.ft. in Montreal to use for the rebuilding of locomotives, and passenger and transit cars. <http://www.americanmotivepower.com/>

DIESEL ELECTRIC SERVICE of Sudbury, ON, who are located inside a stall of the former CPR Sudbury Shop were to complete the rebuild of the two export LRC`s for the African Congo, however the work appears to have ceased on this initiative. The pair were to be re-engined and receive new 6-axel trucks in a new guage, but no new modifications have been done on them for three months. However one of the LRC`s is now repainted in a colourful red, yellow and green livery. CRO has learned that the deal has now fallen through. There are two GMD-1m's there as well and they be ex-INCO units. While they do rebuild locomotives, this is also the shop that scrapped many of the former INCO locomotives. http://steve.hostovsky.com/des/html/DSC_9652c.jpg.html

<http://www.canadianrailwayobservations.com/misc/lrc.jpg>

INCO Locomotive photos can be found at: <http://www.trainweb.org/incorail/index.html>

CANADIAN RAILWAY HISTORY

The Toronto Railway Historical Association -

Here are some recent updates on developments at the CPR Roundhouse in Toronto:

<http://www.trha.ca/news.html>

For the latest news and updates from each historical group and museum website homepage, please refer to our CRO website – MUSEUM - GROUPS LIST:

SOUTH OF THE BORDER

<http://www.railpictures.net/viewphoto.php?id=209479> Here are three views of the storage lines at PROGRESS RAIL in Waresboro, Georgia, over a one year period showing PRSX (Former BCOL) B36-7 3608, a few former CP SD40-2's, and other assorted BC RAIL, NS, CSX, and UP units. <http://www.rpicturearchives.net/showPicture.aspx?id=601031>
<http://www.rpicturearchives.net/showPicture.aspx?id=851815>

October 29, 2007, sporting an outstanding retro-based livery, KANSAS CITY SOUTHERN's executive F- units were spotted on the KCS Vicksburg Subdivision at Mound, Louisiana; F-units hauling a double stack ... how bout that! (Photo by Chris White, via Jason Noe) <http://www.railpictures.net/viewphoto.php?id=209015>

KCS & NS F Units New Scheme

Night shots:

<http://www.rpicturearchives.net/archivethumbs.aspx?id=26702>

KCS & NS F Units New Scheme

Day shots:

<http://www.rpicturearchives.net/archivethumbs.aspx?id=26734>

Via Froth and posted by Shawn Levy: I spotted KCSM 4060 & 4061 on train LZJA (Lazaro Cardenas, MX - Jackson, MS) near Vicksburg, MS. The two SD70ACe were delivered to the KCS at Beaumont, TX on November 7th. Check out KANSAS CITY SOUTHERN de MEXICO SD70ACe 4060 and 4061 looking absolutely gorgeous!

<http://www.rpicturearchives.net/showPicture.aspx?id=947388>

<http://www.rpicturearchives.net/showPicture.aspx?id=947389>

Mexican Invasion....CSX train Q380 is seen at Guilderland, NY with FERROMEX ES44AC #4608 and FERROMEX SD40-2 #3223 along with brand new CSX ES44AH coming into New York State via Ohio. Later in the day both units went west on Q381. This is the second time in the last four months that a FERROMEX unit has lead a train on CSX's Albany Division, but It is the first time that two Mexican units have been sighted on the same train on this division. Photo by Dean Splittgerber <http://www.canadianrailwayobservations.com/misc/mexico.jpg>

Ex-Patriated Canadians: On November 4th, Dave Parker found these ex QUEBEC-CARTIER MINING (QCM) 6-axle MLW's at Cohocton NY which is the short line The BATH & HAMMONDSPORT RAILWAY. Thee numbers are (SUSQUEHANNA) NYSW 3674, NYSW 3664, NYSW 3670, QCM 77 & NYSW 3660. Also on hand was NYSW 3668 and SIXX 73

which is ex-MINNESOTA COMMERCIAL 73, nee-CPRAIL-4573. (Via Don`s FROTH)

<http://www.canadianrailwayobservations.com/misc/3664.jpg>

Here are some great images sent to CRO from Al Gorney

Subject: Fridays Alcotown Photos 2

<http://www.canadianrailwayobservations.com/misc/al1.jpg>

<http://www.canadianrailwayobservations.com/misc/al2.jpg>

The METRO NORTH Harmon Shop in New York held their Open House last month. Here are a couple of terrific images of NEW HAVEN painted FL9`s (Photo by Wayne Koch).

<http://www.canadianrailwayobservations.com/misc/mnr01.jpg>

Letters:

Hi William

My name is John Peakman and I am the owner of John's Rail Photos.

I was pleasantly surprised to see that your November 2007 issue had a link to my photo of three SD70M-2s passing though Kingston, Ontario,

<http://johnsrailphotos.fotopic.net/p45852869.html>, personally I think it is a poor photo.

Anyway I just thought I would let you know that I have some better shots of 8816 and 8834 that were taken on November 17 at Belleville. I don't know if you want to include them in the next issue but if so the links are.

<http://johnsrailphotos.fotopic.net/p46709074.html>

<http://johnsrailphotos.fotopic.net/p46709072.html>

<http://johnsrailphotos.fotopic.net/p46709073.html>

Canadian Railway Observations looks quite interesting and I look forward to reading through the various issues.

John Peakman

Kingston, Ontario

Hey Will, late CRO addition if you can fit it in.

CN A45131 25 (today)

CN 8819 F

CN 5432 R

CN 4136 R

Clear of mile 126 Newmarket sub at 20:41

Note: Set off 4136 with Huntsville's

CN A45131 25 (today)

CN 2544 F

CN 8819 R

Times not taken

First new SD70M-2 to lead up the Newmarket sub is 8819, I think on her first trip too.

CN 2338 moved to sit behind CN 7316 outside the shops at Mac yard, all ends shootable. Also, CN 7507 has been repainted, as seen November 17th at Mac yard, one of my shots if you get it into the CRO for Nov.

<http://img.photobucket.com/albums/v472/Colman/DSC09515.jpg>

<http://img.photobucket.com/albums/v472/Colman/DSC09537.jpg>

<http://img.photobucket.com/albums/v472/Colman/DSC09550.jpg>

Also on Nov. 17th, I shot M30511 16 slowly pulling up to Whitby to pick up the conductor after setting off 2 cars at Oshawa. (1 more shot is on railpictures.net)

<http://img.photobucket.com/albums/v472/Colman/DSC09687.jpg>

<http://img.photobucket.com/albums/v472/Colman/DSC09721.jpg>

<http://img.photobucket.com/albums/v472/Colman/DSC09725.jpg>

Shot of 2338 in her current resting place, extremely slanted, must fix lol.

<http://img.photobucket.com/albums/v472/Colman/DSC09512b.jpg>

Sorry to dump this on you 2 days before the ETA!

Colin Tytler,
Bracebridge, ON

Will,

On November 25th, while most people were shaking off their pre-Grey Cup hangover and getting ready for the next one, the old CN Mimico depot was moved from its temporary location to a long term placement at Coronation Park in Mimico at Judson Avenue and Royal York Road. Here are a couple of photos of the move:

<http://s79.photobucket.com/albums/j131/bigsmokemof/?action=view¤t=MimicoMoves2.jpg>

<http://s79.photobucket.com/albums/j131/bigsmokemof/?action=view¤t=MimicoStationMoves.jpg>

John Godfrey
Montreal, QC
www.semaphoreservices.com

The last word:

On November 5th a slight mishap occurred near Steamtown USA on the Lackawanna Festival steam special: <http://www.subchat.com/read.asp?id=512373>

The CRO team would like to welcome our newest co-editor Samuel Thibodeau, who has become our OFC-Quebec News Coordinator. He will translate CRO into French, and also assists in gathering information for CRO from his contacts in Quebec. Samuel is also the President of Railfan Montreal, who are a group of very knowledgeable railfans in Montreal, Ottawa and Quebec City.

THANK YOU: Micheal Berry, Tom Box, Bruce Chapman, Guilio Capuano, Marc Chouinard, John Godfrey, GR17f, Craig Konopski, Wayne Koch, Ken Lanovitch, Wendell Lemon, Roman Litarchuk, Don McQueen's "Froth", Bruce Mercer, Deane Motis, Terry Muirhead, Jason Noe, Mark Perry, Walter Pfefferle, Wayne Regaudie, Andrew Reid, Alex Roberts, Earl

Roberts, Glen Smith, Dean Splittgerber, Samuel Thibodeau, Ron Visockis, Joe Zika, Branchline, BLHS, Tempo Jr, WCRA, the Canadian Trackside Guide, and others.

GOT AN OBSERVATION? New issues of CRO in English and in French are posted each month on our website. News stories pertaining to Canadian railways, photos, comments, favourite links, and questions are always welcome. Please e-mail photos, newsworthy sightings and railway stories to williamhbaird@gmail.com and if used, will be placed in the newsletter. Please indicate if you wish your name to be withheld. Please inform us of e-mail address change, or to cancel the mailing.

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