

# CANADIAN RAILWAY OBSERVATIONS

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## JUNE 2010

*Updated May 22, 2010*

<http://www.canadianrailwayobservations.com>

## CANADIAN NATIONAL

CN Locomotives retired since last issue: NIL (Last was on Jan 20<sup>th</sup>)

CN Locomotives Sold: Between April 26<sup>th</sup> and June 25<sup>th</sup> CN is holding an auction sale with the following 54 units (Updated list is below). EJ&E SD38 654 which is on CN's list, was actually sold in March to Foster Townsend Rail Logistics in East St. Louis, Illinois, and this unit was moved to destination during April. We will update the units sold next month.

### CN SURPLUS / RETIRED LOCOMOTIVES FOR SALE

RR,	NUM	LOCATION	HP	MODEL	BUILT	NOTES	
		<b>VANCOUVE</b>			<b>1955-</b>		
CN	226	R	BC	0	GP9 Slug	59	Accident damage

CN	241	TORONTO	ON	0	GP9 Slug	1955-59	To be scrapped on site
EJE	804	GARY	IN	1750	SD-M	1959	??
EJE	809	GARY	IN	1800	SD-M	1960	??
EJE	811	GARY	IN	1800	SD-M	1960	??
EJE	813	GARY	IN	1800	SD-M	1960	??
EJE	818	GARY	IN	1750	SD-M	1959	??
EJE	322	GARY	IN	1200	SW1200	1959	??
EJE	616	JOLIET	IL	1800	SD18	1960	??
EJE	654	JOLIET	IL	2000	SD38	1970	SOLD
EJE	T2	CHICAGO	IL	0	Alco Slug	??	SOLD
IC	6108	CENTRALIA	IL	3000	SD40-2	1976	WATER LEAK
IC	6064	FOND DU LAC	WI	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6066	FOND DU LAC	WI	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6134	MEMPHIS	TN	3000	SD40-2	1976	O/D YLY INSP.
IC	6127	WINNIPEG	MB	3000	SD40-2	1976	3EA TM BO
IC	6136	WINNIPEG	MB	3000	SD40-2	1976	GRA
CN	5334	WINNIPEG	MB	3000	SD40-2W	1980	RETIRED ON ARRIVAL-OK
CN	5384	WINNIPEG	MB	3000	SD40-2	1973	DYNAMIC BRAKE GRID FIRE
IC	6004	HOMWOOD	IL	3000	SD40-2R	1967	RETIRED ON ARRIVAL-OK
IC	6006	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6007	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6011	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6013	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6015	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6016	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6017	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6018	HOMWOOD	IL	3000	SD40A-2R	1969	RETIRED ON ARRIVAL-OK
IC	6030	HOMWOOD	IL	3000	SD40-2	1975	RETIRED ON ARRIVAL-OK
IC	6032	HOMWOOD	IL	3000	SD40-2	1975	RETIRED ON ARRIVAL-OK
IC	6050	HOMWOOD	IL	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6054	HOMWOOD	IL	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6056	HOMWOOD	IL	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6058	HOMWOOD	IL	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6059	HOMWOOD	IL	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6063	HOMWOOD	IL	3000	SD40-2R	1966	OIL OUT OF STACK
IC	6068	HOMWOOD	IL	3000	SD40-2R	1966	RETIRED ON ARRIVAL-OK
IC	6072	HOMWOOD	IL	3000	SD40-2	1979	RETIRED ON ARRIVAL-OK
CN	5248	HOMWOOD	IL	3000	SD40-2W	1975	REAR GEAR TRAIN DAMAGED
IC	6008	HOMWOOD	IL	3000	SD40A-2R	1969	STD
IC	6101	HOMWOOD	IL	3000	SD40-2	1976	B/O E/R
IC	6104	HOMWOOD	IL	3000	SD40-2	1976	W\SLIP #1 & 6 TMCO
IC	6113	HOMWOOD	IL	3000	SD40-2	1976	STD
IC	6117	HOMWOOD	IL	3000	SD40-2	1976	YLY
IC	6122	HOMWOOD	IL	3000	SD40-2	1976	GRA

IC	6123	HOMWOOD	IL	3000	SD40-2	1976	THROWING OIL
IC	6124	HOMWOOD	IL	3000	SD40-2	1976	D&D REASON UNKNOWN
IC	6126	HOMWOOD	IL	3000	SD40-2	1976	NLP
IC	6140	HOMWOOD	IL	3000	SD40-2	1976	TRI INSP
IC	6141	HOMWOOD	IL	3000	SD40-2	1976	LOSING WATER
							FREEZE DAMAGE COMBOS
CN	5301	TORONTO	ON	3000	SD40-2W	1978	TA
NBEC	1845	MONTREAL	QC	1800	RS18u	1957	RETIRED ON ARRIVAL-OK
NBEC	1856	MONTREAL	QC	1800	RS18u	1958	RETIRED ON ARRIVAL-OK
NBEC	1835	MONTREAL	QC	1800	RS18u	1958	RETIRED ON ARRIVAL-OK

Photos of some of the locomotive models included in CN's Auction Sale:

<http://www.canadianrailwayobservations.com/2010/06/cnsurplus.htm>

<http://www.railpictures.net/viewphoto.php?id=270506&showexif=1>

On May 8<sup>th</sup>, NBEC RS18u 1845 arrived in Joffre, QC and later moved to Montreal on CN train A40121. Soon after arrival, the MLW was placed in storage in Taschereau Yard, joining NBEC RS18u's 1835 and 1856 already stored in Montreal. Also during May, BCOL B39-8E's 1700 and 3901-3910 (Inclusive) were moved to IC Woodcrest for storage. According to reports we received, these are in BC RAIL blue and silver livery, and appear to be in very good shape.

Ken Lanovitch and Joseph Yarbrough reported a number of IC 6100-series SD40-2's will be retired very soon. The first two 6113 and 6124 are now riding on former EJ&E silver trucks, swapped out from Jay units. This is a peculiar decision, considering these units were completely rewired, overhauled, and repainted in the last 5-10 years. It appears CN plans on keeping the EJ&E SD38-2 and rebuilt -3's that are getting the trucks from the IC SD40-2's.

IC SD40 Dispositions (May 2010 Update)

Posted by: "Joseph Y." jhy.icrr@gmail.com jhy\_ic  
Fri May 21, 2010 7:05 pm (PDT)

IC SD40 Dispositions (May 2010 Update)

IC 6000 retired 05 Feb 2009 sold Feb 2010 to ASDX shipped to Georgiana, AL 12 Feb 2010  
IC 6001 retired 11 Mar 2009 sold Feb 2010 to ASDX shipped to Georgiana, AL 14 Feb 2010  
IC 6002 retired 04 Mar 2009 sold Feb 2010 to ASDX shipped to Georgiana, AL 19 Feb 2010  
IC 6003 retired 05 Feb 2009 sold Aug 2009 to ASDX shipped to Georgiana, AL 30 Aug 2009  
IC 6004 retired May 2010

IC 6005 retired 11 Mar 2009 sold Feb 2010 to ASDX  
shipped to Georgiana, AL 19 Feb 2010  
IC 6006 retired May 2010  
IC 6007 retired May 2010  
IC 6008 retired May 2010  
IC 6009 retired 05 Feb 2009 sold Aug 2009 to  
IBCX last noted on Chesapeake & Indiana (LaCrosse,  
IN)  
IC 6010 retired 11 Mar 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 25 Feb 2010  
IC 6011 retired May 2010

\*\* IC 6012 (previously retired: wrecked and rebuilt to IC 6024 19 Dec 1974;  
wrecked May 1989 and retired 13 Sep 1992)

IC 6013 retired May 2010  
IC 6014 retired 05 Feb 2009 sold Aug 2009; to IBCX Dec  
2009 sold to VVRR (?)  
IC 6015 retired May 2010  
IC 6016 retired May 2010  
IC 6017 retired May 2010  
IC 6018 retired May 2010

IC 6030 retired May 2010

\* IC 6200 stored serviceable (ex-IC 6031)

IC 6032 retired May 2010

\*\* IC 6033 (previously retired: wrecked and retired 26 Feb 1994 at Flora,  
MS)

IC 6050 retired May 2010  
IC 6051 retired 11 Mar 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 19 Feb 2010  
IC 6052 retired 11 Mar 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 14 Feb 2010

\*\* IC 6053 (previously retired: wrecked 03 Mar 1992 and retired 09 Jun 1992)

IC 6054 retired May 2010

\*\* IC 6055 (previously retired: wrecked at Freeburg, IL 29 Aug 1989 and  
retired)

IC 6056 retired May 2010

IC 6057 retired 05 Feb 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 14 Feb 2010  
IC 6058 retired May 2010  
IC 6059 retired May 2010  
IC 6060 retired 11 Mar 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 12 Feb 2010

\*\* IC 6061 (previously retired: wrecked at Flora, MS 26 Feb 1994 and  
retired)

IC 6063 retired May 2010  
IC 6064 retired May 2010  
IC 6065 retired 05 Feb 2009 sold to Cycle Systems (Roanoke,  
VA) shipped Nov 2009

IC 6066 retired May 2010  
IC 6067 retired 05 Feb 2009 sold Jan 2010 to  
ASDX shipped to Georgiana, AL 04 Feb 2010  
IC 6068 retired May 2010  
IC 6034 retired 05 Feb 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 12 Feb 2010  
IC 6070 retired 05 Feb 2009 sold Feb 2010 to  
ASDX shipped to Georgiana, AL 12 Feb 2010  
IC 6071 retired 11 Mar 2009 donated to Monticello Ry.  
Museum shipped 13 Mar 2010

\* stored serviceable

\*\* previously retired

**As CN acquired the Denver Ski Train equipment in 2009, 10 Algoma Central  
coaches from the CN's Agawa Canyon Tour Train are now for sale on the  
CN website. Ted Ellis confirmed these are former VIA/CN smooth side cars,  
and several of the 3200-series coaches are shown below in VIA paint just  
after the ACR got them.**

**<http://www.cn.ca/en/passenger-coaches-3210.htm>**

**<http://algomacentral.railfan.net/passenger.htm>**

### **CN acquires ex-UP Dash 8's:**

**At the end of April, CN purchased 35 ex-UP Dash 8-41C's. Numbered CN  
2100-2134, they are ex-UP 9065-9099, nee-CNW 8553-8577, 8549, 8543-8548,  
and 8550-8552 in this order. During May many of the 35 GE's were  
forwarded up from long term storage on the UP in Fort Worth, TX., to CN  
Harrison Yard in Memphis, TN. CN then moved several of them in groups**

dead-in-tow up to the IC's Centralia Shop, and Woodcrest Shop. These units were acquired by CN for a complete Woodcrest Shop upgrade on them for DPU service throughout their system, and they will be repainted into CN livery. The locomotives were purchased at a very good price (just above scrap value) and while in service, racked up many miles on the UP and CNW.

One of the first patched ex-UP Dash 8-41C's to be photographed was CN 2113, shown at the UP yard in Fort Worth, Texas on April 30<sup>th</sup>. Note Dash 841C is UP parlance for their C40-8's, and not an actual GE model designation. (Jim Spears photo via Bill Miller and Jon Snook with thanks).

<http://hostovsky.com/~WDM/cn2113.jpg>

Chris Bodkin took these great shots of ex-UP Dash 8-41C's patched (In black or grey paint), and renumbered CN 2103, 2106, 2113, 2128, 2132, 2134, on May 6<sup>th</sup> - 8<sup>th</sup> at Carbondale, IL and an earlier shot of ex-UP Dash 8-41C 9086 patched, but without a CN number:

<http://www.rrpicturearchives.net/showPicture.aspx?id=2047403>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2047408>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2047433>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2047431>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2047434>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2047411>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2050381>

<http://www.rrpicturearchives.net/showPicture.aspx?id=2050139>

<http://www.canadianrailwayobservations.com/2010/06/cn9086up.jpg>

Three of the Dash 8-41C's purchased by CN are still painted in the Chicago & North Western livery (9082, 9087, and 9089), and were three of the last five units on the UP roster still sporting the original CNW livery! It is believed the only CNW green and yellow units remaining on UP are CNW AC4400CW's 8646 and 8701, which are unpatched and often run as a pair out of UP (ex-CNW) Proviso Yard in Chicago, and (CNW Heritage) UP 1995. One unit in CNW livery is being painted at Centralia Shop and the other two units will follow. James Gardiner submitted this photo he took back on February 25<sup>th</sup>, 2007 of UP (CNW-painted) C41-8 9082 as trailing power on an eastbound CN freight at Brantford Ontario. At the time James had no idea how pertinent and ironic his "catch" would be in 2010!

<http://www.canadianrailwayobservations.com/2010/06/up9082.jpg>

Now see a former CNW Dash 8-41C patched CN 2122 with IC SW7RM 1204 in Harrison Yard, Memphis, TN on May 8<sup>th</sup>. (Terry Redeker).

<http://www.rrpicturearchives.net/showPicture.aspx?id=2053696>

**Ta-dah!!! Here is the first (Centralia Shop) repainted CN C40-8 2123 ready for upgrade at the Woodcrest Shop!**

<http://www.rrpicturearchives.net/showPicture.aspx?id=2069197>

**Ron Visockis clicked the following CN freights in Belleville, Ontario on May 4<sup>th</sup>: CN 5786-5690 with Train #149, CN 2700-8801 (e-b) and CN 5623 and an SD60F (w-b).**

<http://www.canadianrailwayobservations.com/2010/06/cnfreightsbelleville.htm>

**BC RAIL C44-9WL i4641 has been repainted into CN livery and is seen in this shot taken May 16<sup>th</sup> inside the omewood Shop. She joins 4615 also in CN paint.. (Terry Redeker photo)**

<http://www.rrpicturearchives.net/showPicture.aspx?id=2066757>

**Now sporting CN paint IC SD70 1008 is seen looking very fresh on May 16<sup>th</sup> at Homewood Yard, IL.**

<http://www.rrpicturearchives.net/showPicture.aspx?id=2062789>

**Joe Zika caught Bi-level commuter cars GCLX 8724 and 8720, at CN MacMillan Yard (Toronto) on May 2<sup>nd</sup> which were waybilled from Joliet IL to Quebec Metal Recycle Services in Jonquiere, QC. The pair left Mac Yard on CN M 36831 on May 3<sup>rd</sup> to join five other gallery coaches that Les Trains Touristiques de Charlevoix purchased back in 2006, and which were recently moved to Jonquiere, QC for rebuilding.**

<http://www.canadianrailwayobservations.com/2010/06/gclx87208724.jpg>

**David Schauer sent us his great shot of the CN 25-mph high-wide special movement of empty Schnabel Car CEBX #800 with company caboose PHNX 102. Taken at Solon Springs, Wisconsin on May 9<sup>th</sup>, the move began at the Port of Duluth and continued south of the Twin Ports behind CN ES44DC 2306. After Chicago, it moved east and into Canada (L59981 to Bronte, ON), for a special load at the Petro Canada Refinery near Toronto. It will then move from there with its load to Eldorado, Kansas.**

<http://www.canadianrailwayobservations.com/2010/06/CEBX800.jpg>

<http://southern.railfan.net/schnabel/cars/cebx800/cebx800.html> (CEBX 800)

**Chris Wilson also clicked the huge 36-axle “CEBX 800” (the largest heavy duty freight car in North America) on May 12<sup>th</sup> at White River, Ontario. Photos show: CN M386 (Flat Rock – Toronto) passing the machines. 2.**

The refinery in Sarnia, ON. 3. CN L599 (London Local) 4. CEBX #800 at White River, ON.

<http://www.canadianrailwayobservations.com/2010/06/cebx800.htm>

The power for CN #439 is seen backing to pick up its cars. Glen Mounk caught IC 1004, CN 5520, CN 5608, CN 8807. So we have an all GMD consist. Three SD70 variations, and an SD60F. The second shot is a CN Ottawa shunt tractor on train 438.

<http://www.canadianrailwayobservations.com/2010/06/cn439.htm>

## CNR Vignettes:

There is not much snow on the ground Christmas Eve (December 24<sup>th</sup>, 1978), as CN FPA4 6786 at the headend of VIA #15 at Halifax, Nova Scotia will soon be under way to Montreal. (Glenn Courtney).

<http://www.railpictures.net/viewphoto.php?id=322405&nseq=3>

On June 22<sup>nd</sup>, 1973, John Eull caught a CN Turbo Train resting between assignments at Toronto's Spadina Yard.

<http://www.railpictures.net/viewphoto.php?id=248713&nseq=30>

# CANADIAN PACIFIC

CP Locomotives Retired since last issue: (Last was in January 2010)

CP SD40-2 5713 in April 2010

CP Locomotives sold: NIL

In early May, CP decided to return only 35 Big Mac's to service. These are SD9043MAC 9100, 9101, 9102, 9104, 9109, 9112, 9113, 9114, 9116, 9117, 9118, 9119, 9120, 8125, 9126, 9128, 9129, 9131, 9133, 9134, 9139, 9140, 9142, 9143, 8145, 9147, 9148, 9150, 9152, 9153, 9155, 9157, and 9160. Note: Two other unknown numbers are still to come. Two CP units that will NOT be returning to service are: CP 9108 (Stored Unserviceable at Ogden Shop, in Alberta), and CP 9158 (Stored Unserviceable in Winnipeg, MB).

With nothing to replace their aging GP7u / GP9u yard fleet, CP will be sending 50 retired SD40-2's to EMCC in London for the SD32ECO program. It is likely that this CP ECO unit initiative will take over four years as EMCC can only process 10 units on their property at a time.

The following 51 CITX SD40-2's leased to CP were all "In Service" as of May 10<sup>th</sup>: 2783, 2785, 2792 2794, 2799, 2804, 3053,3054, 3056, 3057, 3058, 3059,

3061, 3062, 3063, 3064, 3065, 3066, 3067, 3070, 3071, 3072, 3073, 3075, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3088, 3089, 3090, 3091, 3092, 3093, 3095, 3097, 3098, 3100, 3102, 3110, 3157, 3170, 3177, 3183, and CEFX 3164, CEFX 3166, CEFX 3173, and CEFX 3184. On May 13th at Smiths Falls, Ontario John Morin caught CITX SD40-2 3064 as third of five units on an Eastbound.

<http://www.canadianrailwayobservations.com/2010/06/CITX3064Falls.jpg>

The following CEFX AC4400CW's are currently leased to CP: 1002, 1006, 1007, 1014, 1018, 1019, 1020, 1023, 1024, and 1026-1059 inclusive. (On May 1<sup>st</sup>, two units 1007 and 1020 were added to our list).

One of the more interesting trains to follow in recent weeks has been CP #666. The Ethanol loaded tank-train moves from Enderlin, ND (on the SOO), and heads southeast to Chicago, IL. The train then goes (NS) via CP from Chicago to Montreal. From Montreal it goes south on the D&H to Whitehall, NY, where #666 is transferred to VRS, then to the NECR in Vermont and continues to the P&W in Rhode Island. Ray Farand submitted his images of CP Train #666 on April 19<sup>th</sup> May 1<sup>st</sup>. First shot has the mid- April move of ethanol loads eastbound with CP 8764 and CEFX 1014 at Smiths Falls, ON.. Next is the ethanol loads east of Lyons, NY on CSXT's Rochester Sub. Last is a look at the ethanol empties west of Smiths Falls on May 1<sup>st</sup> on the return move.

<http://www.canadianrailwayobservations.com/2010/06/ethanoltrain.htm>

After reaching Montreal, April 19<sup>th</sup>, #666 had the power swapped out to CP 8822 and CP 9735 for the trip south to Whitehall, NY and delivery to the Vermont Railway System (VRS) at Whitehall, NY and continued east. Kevin Burkholder captured these great shots of train #667 on April 30th with Green Mountain Railroad (GMRC) RS-1 405, CLP GP38 203 and GMRC GP40 305. The CP train photos show ES44AC 8820 and were taken at the S-curves along lower Lake Champlain at Putnam Station and on the causeway at Dresden, NY. With the South Bay of Lake Champlain in the foreground, we see #666 cruising toward Whitehall, NY. With plenty of green at Whitehall (visible in the background), #666 is also seen heading to the interchange with VRS. Then the returning #667 with VRS power (GMRC RS-1 405, CLP GP38 203, and GMRC GP40 305) is seen at North Walpole, NH returning to CP. The B&W image is of the 667 at Bellows Falls, VT on the GMRC former Rutland RR trackage!

<http://www.canadianrailwayobservations.com/2010/06/ethanoltrain2.htm>

CSX Transportation and Canadian Pacific subsidiary Delaware & Hudson filed an application with the Surface Transportation Board (STB) at the end of April for regulatory approval of a joint use arrangement that improves operating efficiency for both CSXT and D&H. Under the agreement, CSXT and D&H would use jointly a north-south rail corridor linking the New York

City area with the international border at Rouses Point. The joint use corridor would include a line operated by the D&H between Rouses Point at the Canadian/US border and Albany, N.Y., and CSXT's line between Albany and Fresh Pond, N.Y. D&H would operate all trains between Saratoga Springs, N.Y., and Rouses Point. Both railroads would conduct their own train operations between Albany and Saratoga Springs. Some of this traffic now moves over CSXT's Massena Line, which runs from Syracuse, N.Y., to Huntington, QC. The joint use arrangement would improve the transit time of this traffic to Albany by more than 45 percent, reduce transit miles by 35 percent and gross ton miles by 442 million. This joint use arrangement calls for CSXT to handle certain D&H freight moving between Albany, N.Y., and New York City boroughs of The Bronx and Queens, and enables D&H to offer significantly greater frequency of service between Montreal and New York City. D&H also will retain previously STB approved trackage rights between Albany and Fresh Pond. CSXT and D&H will continue to serve all customers that they serve today, including local shippers on the CSXT (Ex-NYC) Massena Line.

Several CRO readers requested updates on CPRS AC4400CW 9554. Believe it or not... she is still at RELCO Shop in Albia, Iowa and has been there since January 2008. This photo is from two years ago.  
<http://www.cprdieselroster.com/Roster%20Archive/CP%209500/CP%209554-3.jpg>

John Soehner clicked these shots after a CP mishap in Smiths Falls, ON in the afternoon of May 12th. The grain train had a problem with the switches to the siding "One Long" as it crossed over from the South Track, across the North Track. Seven cars derailed but all remained upright. Train #153 was sitting on the North Track waiting for the grain train to clear so it could head west on the Belleville Sub. This train did not leave Smiths Falls for some time. Train #234 with 9120 was the next eastbound and it eventually dropped its train at Elmsley and was about to pull back the tail end of the grain train cars that were still on the rails in an effort to clear the derailment site and open the South Track for traffic". The derailment caused a blockage for VIA service to Ottawa for approximately 36-hours.  
<http://www.canadianrailwayobservations.com/2010/06/crowlake.htm>

On May 12<sup>th</sup>, CP suffered a derailment on the Red Deer Subdivision a mile South of Carstairs, Alberta. Some of the derailed cars and empty containers from the Southbound freight came to rest beside Highway 2A. CP AC4400CW 9771 and CEFX AC4400CW 1043 both left the rails and sustained damage. The lead truck from the trailing CEFX GE was detached from the frame. These photos were taken by Trevor Sokolan.  
<http://www.canadianrailwayobservations.com/2010/06/carstairs.htm>

Cor van Steenis got a couple of shots of the cleanup of the CP derailment outside Carstairs, AB on May 14<sup>th</sup>. The two locos have been set on a bed of

gravel beside the track; note the engine truck sitting beside 9771. Trains were operating through the wreck site when we were there.

<http://www.canadianrailwayobservations.com/2010/06/carstairs2.htm>

Looking a little bizarre in its new appearance, Greg Shevchenko submitted this shot of former-Biodiesel CP ES44AC 9731. The photo was taken on May 9<sup>th</sup> on the BCR Port Sub, and is seen operating as the tail end DPU, with the head of the train in the siding moving to the Coal Dumper.

<http://www.canadianrailwayobservations.com/2010/06/IMG0380.jpg>

As we reported in the March CRO, CP is removing the Olympic Games logos off their fleet of 20 ES44AC's painted in this paint scheme. Here are a trio caught by Mark Forsiello all showing units still in the Olympic livery at in late April, at Port Coquitlam, BC.

<http://www.canadianrailwayobservations.com/2010/06/88608870pc.htm>

Beginning last year CP had been experimenting on new bell locations for their "Beltpack" GP9u's. Several have had the cab mounted electronic bells moved back to the fan area on the roof near the Dynamic Brake blister. Mark Forsiello's shots show the new locations on top of the long hood. When first installed, these new electronic bells were placed in the original bracket. Then last year CP begun moving them to the long hood when crews complained of the bell volume while on the radio or operating with a Beltpack outside up front. More recently however, CP has gone back to having the engineer inside the cab for yard switching. *(Just as well too ... having no bell in the bracket up front gives these geeps an out-of-service appearance. -Ed)*

<http://www.canadianrailwayobservations.com/2010/06/cplcobells.htm>

Mark also submitted these GMD-built roster shots from Coquitlam, BC on April 18<sup>th</sup>: CP SD40-2 #6018 in the old dual flags scheme, a pair of GP9u's #1579 and #1580 in the newest Canadian Pacific less the Beaver logo, and GP38AC #3009 in the CP Golden Beaver scheme.

<http://www.canadianrailwayobservations.com/2010/06/cpgmddbuilt.htm>

There were two great Lash up's this month: CP Train #240 arrived in Toronto Yard May 15<sup>th</sup> with the following consist: CP AC4400CW 8538, MPEX (GO) MP40PH-3C 633, CP AC4400CW 9658 and ICE SD40-2 6408. (Video) It is interesting to note this is the first "ICE livered" unit to arrive in Canada. (Jim Kirsch ICE photo) The other was CP Train #422 of May 17<sup>th</sup> with SOO SD60 6041, CP GP40 4618 (Off at Woodstock) and the following five SD40-2's: CP 5907, CSXT 8117, CP 5759, CP 5990, and CP 6014, (No GE's in the consist!).

<http://www.rrpicturearchives.net/showPicture.aspx?id=472720>

<http://www.youtube.com/watch?v=UsvvngNMV4E&feature=channel>

### STLH-Liveried SD40-2 Trace (By Luc Lunthier)

- STLH 5560 Arr. London, ON May 15 at 20:03pm
- STLH 5593 Arr. Montreal, QC May 16 at 02:55am
- STLH 5615 Arr. Montreal, QC May 16 at 16:19pm
- STLH 5651 Arr. Chatham, ON May 16 at 22:49pm

### Craig Konopski's CP/CN Lakehead Report: (Craig is off this month)

### CPR Vignettes:

Ron Visockis caught M630 4511 and 4555 "smokin" at Calgary, AB on May 12<sup>th</sup>, 1972. What a sight! The second shot shows a CP pairing some 40 years later with AC4400CW 9594 and sister unit leading a stack train.

<http://www.canadianrailwayobservations.com/2010/06/cprvignetteron.htm>

Bruce Chapman submitted a photo of LS&I 1803, an Alco DL-702 with a 12-cylinder 251B engine, rated at 1800 hp. Three of these Alco's, LS&I 1802-1804 were leased to CPR during 1966.

Another more recent locomotive leased by CP in 1997 was Locomotive Leasing Partners GP60 LLPX #6003. A rare diesel when compared with the SD60, the GP60 model didn't see wide production, with less than 300 units built. Another 63 GP60M's and a further 23 cableless GP60B's were constructed for ATSF. LLPX purchased three GP60's (#6001-#6003) from EMD, where they had spent their lives as EMD demonstrator units #5-#7. CP leased all three of them for a time in 1997. #6003 was part of the power on CPR Calgary-Montreal intermodal freight #492 at Smiths Falls on March 23, 1997. (Bill Sanderson)

<http://www.canadianrailwayobservations.com/2010/06/LLPX6003gp60.jpg>

The following is from Phil Mason who went to Westmount High School not far from Westmount station and is parallel to the CPR between Windsor Station and Glen Yard. *A couple of my classes were held in rooms at the back of the building, and of course, (like William Baird would do there a decade later), I would spend part of the school day gazing out the window at the tracks. One day, I noted the Glen yard engine pushing some interesting cars into Hillside yard, which was just west of the school. I took my camera to school the next day, and after classes finished for the day, went over to Hillside yard. The gates were open. The unusual cars were for the "Ice Capades" show that was on at the nearby Montreal Forum, home to Les Canadiens. I also photographed CPR baggage boxcar 4472. I was intrigued by the crane straddling the tracks and remembering containers on the "Atlantic Limited", I wondered if this is where the containers were unloaded? I'm glad I photographed the signal bridge, another is visible closer to Windsor station in the far distance. In the 1960's, this would be*

*interlocking limits. Was Hillside where the tower at Windsor street handed over to Westmount tower?. The "finials" atop the mini-signal masts on the bridge are interesting. I believe the track arrangement included (north to south) industrial lead, westbound main, eastbound main, bi-directional signalled yard lead from the Glen to Windsor Street. The empty RDC's are seen heading to Windsor station from Glen Yard, the consist for a commuter train in an hour or so.*

<http://www.canadianrailwayobservations.com/2010/06/cpafterschool.htm>

Exshaw is a small Alberta community between Calgary and Banff and is literally the gateway to the Canadian Rockies. CP's Exshaw switcher spends most of its day switching the limestone plants in the area. These days CP GP38-2's are the usual power, but back in 1995 Phil Mason shot a pair of CP GP9u's with majestic scenery as a backdrop. The striped unit seen outside the facility is Lafarge Cement #12, which is former Algoma Central GP7 166. (This unit may have been replaced by a BN-like painted GP10). The previous Lafarge Alco switcher was donated to the APRA, and remained on Lafarge property for some time awaiting new wheels.

<http://www.canadianrailwayobservations.com/2010/06/cpexshaw.htm>

## VIA Rail and Commuter

(By Terry Muirhead and William Baird)

One of our contributors took these shots at the VIA Vancouver Maintenance Centre on May 5<sup>th</sup>. Take note of the "Revelstoke Park" lettering on the VIA dome observation car! There must have been a standard sized letter shortage at MMC where she was restenciled earlier this year! These photos show "Revelstoke Park" and VIA F40PH-2 6407 sitting outside:

<http://www.canadianrailwayobservations.com/2010/06/revelstoke.htm>

Outside VMC and next to VIA FP9Au 6300, Terry caught ex-CPR 4-6-4 Royal Hudson #2860 which has had its main rods removed from the driving wheels. This was done because the centre axle boxes were removed and resurfaced. VIA has been assisting the WCRA with repairs and the locomotive is seen waiting to return to the VMC drop table.

<http://www.canadianrailwayobservations.com/2010/06/vmc2860.htm>

Inside the shop was VIA #4100, an HEP 2 coach was being prepared for its new Summer season assignment on Skeena trains #5/6.

Since the Panorama Cars (Ex BC Rail) are now assigned to the "Canadian" an HEP 2 Coach is required to provide snack service since there is no

Dining Car on the Skeena. Photos of equipment at VMC on May 5<sup>th</sup>:

<http://www.canadianrailwayobservations.com/2010/06/skeena.jpg>

<http://www.canadianrailwayobservations.com/2010/06/interiorexterior.htm>

**Our contributor returned to VMC on May 19<sup>th</sup> and provided these exclusive photos: Rebuilt VIA 6452 was back in town after arriving off of #1. It was up in Prince George for a week, then over in Prince Rupert. He also managed to get a close up on the CAD Builders Plate.**

**<http://www.canadianrailwayobservations.com/2010/06/via6452rebuild.htm>**

**Sitting outside the east end of the VMC is VIA FP9Au 6300 which used to be the VMC Switcher. Now sidelined due to some major mechanical issues. It hasn't operated for some time.**

**<http://www.canadianrailwayobservations.com/2010/06/via6400terry.htm>**

**Since West Coast Express has a spare unit, there is always a WCE Unit sitting down at the VMC.**

**<http://www.canadianrailwayobservations.com/2010/06/viaexclusive2.jpg>**

**The Royal Hudson #2860 is seen inside the VMC getting work done it's Drivers. It was brought into the VMC after sitting outside the past few weeks.**

**<http://www.canadianrailwayobservations.com/2010/06/hoodson2860.htm>**

**Also a few shots of the VIA Equipment inside the VMC:**

**<http://www.canadianrailwayobservations.com/2010/06/viacarsvmc.htm>**

**WCE Cab Car 101 sits on Track 3 against Pacific Central Station and note the new lighting that was installed on the platforms last Fall. PHOTO**

**To improve stability on the rebuilt VIA F40PH-2d's, the Toronto and Montreal VIA Maintenance Centres have been adding shims and spacers in order to raise the rear of the carbody from the truck bolster in order reduce the 'floating' that was occurring at the front end of the loco's. For now this has resolved the issue. However, these modified units are now lightly higher than before on the rear end, one of the units being moved inside the TMC Shop for maintenance encountered the overhead sprinkler system.**

**Of the morning of May 5<sup>th</sup> VIA Train #1 "The Canadian" was involved in a level crossing incident at Winterburn Road at Mile 10.7 on the CN Edson Sub, (West of Edmonton, AB) with fatal results. Our exclusive photos show damage to lead unit (F40PH-2 6407) is primarily on the pilot, steps and plow area. According to witnesses, the vehicle almost disintegrated on impact. This is a double track level crossing about 13 Kilometres from the Edmonton VIA Station, and occurred during a surprise Spring snow storm. This was the VIA consist as it departed Toronto Union Station on May 1<sup>st</sup>:**

F40PH-2 6407 Mtrl Assigned Unit,  
F40PH-2 6408 Mtrl Assigned Unit  
F40PH-2d 6452 (Rebuild)  
4100 Hep 2 Coach D/H  
8616 Baggage  
8122  
8103  
8503 Skyline  
8411 Imperial - Dining Car "A"  
8505 Skyline  
8310 Brock Manor  
8307 Blair Manor  
8325 Elgin Manor  
8315 Carleton Manor  
8214 Chateau Laval  
8210 Chateau Jolliet  
8227 Chateau Varennes  
8515 Skyline  
8413 Louise - Dining Car "B"  
8319 Dawson Manor  
8302 Allan Manor  
8333 Lorne Manor  
8711 Revelstoke Park

Tragically, level crossing incidents happen all too frequently in Canada and CRO rarely posts personal information on the victims. However, when I read this story, and saw this beautiful family photo, it touched me in a personal way and I decided to include it with Terry's report. Very, very sad.  
<http://www.cbc.ca/canada/edmonton/story/2010/05/04/edmonton-crash-train-multiple-fatalities.html#>

Terry's photos from May 14<sup>th</sup> showing VIA Train #2 "The Canadian" prior to Departure of Vancouver's Pacific Central Station. VIA F40PH-2 6411 Has been making a regular appearance on #2. but on this evening 6411 was sitting idle outside the VMC on the east side after playing "switcher" and putting #2's train together.  
<http://www.canadianrailwayobservations.com/2010/06/assortedviaterry.htm>

On April 30<sup>th</sup>, VIA Train 61 carried a special banner for Frank Bartlett's last run after 44 years with VIA and CN. Photo at Oshawa by Thomas Blampied:  
<http://thomasblampied.fotopic.net/p64572893.html>

My least favourite VIA F40PH-2 is #6414, but Ron Visockis captured a really nice photograph of the Loto-Quebec-liveried beast at Belleville, Ontario on April 30<sup>th</sup>! Kudos Ron!  
<http://www.canadianrailwayobservations.com/2010/06/via6414bellville.jpg>

**VIA VIGNETTES:**

VIA FP9A 1410 (ex-CP) with "The Canadian" at Carleton Place, Ontario, 27 miles west of Ottawa, and that's Paul Dupuis hooping up the orders. (LBC)  
<http://www.canadianrailwayobservations.com/2010/06/FP9a1410Canadian.jpg>

We included these two shots to show the good looking Tempo HEP baggage cars. There were only three (15300, 15301, or 15302), and they were rarely photographed. This classic scene shows Toronto Spadina Shop in April 1985 (Note the LRC's too)! In the second photo, VIA FPA4 6762 backing into Bayview Junction, (Michael Folemsbee) with one of these cars. (Thanks Pierre Fournier, Dan Dell'Unto and Richard Longpre).

<http://www.railpictures.net/viewphoto.php?id=225251&nseq=1>  
<http://www.canadianrailwayobservations.com/2010/06/via6762a.jpg>

### **Montreal AMT Commuter:** (By Jean-François Turcotte)

Ron Visockis submitted the following AMT shots from his visit to the West Island of Montreal on May 7<sup>th</sup>, 2010: AMT F59PHI 1327 is seen W/B at Beaconsfield, QC., AMT (ex-AMTRAK) F40PH-2 400 is seen E-B, and AMT Bombardier cab car 2002 is being pushed W-B at Beaconsfield, QC.

### **Toronto GO Transit:** (By Daniel Dell'Unto)

Ontario Northland is continuing refurbishing and modernizing older GO bilevels in the 200, 2200 and 2300 series at their facility in North Bay. The refurbished cars have a new modernized interior matching GO's newest deliveries, as well as other additions such as exterior door lights and new paint. In addition, the cab cars receive a full width cab with space for two crewmembers up front, easily noted by windows on both sides of the front. One rebuilt example was photographed by Rob Eull leading a Barrie train at Maple, ON:

<http://www.railpictures.net/viewphoto.php?id=297444>

GO is introducing dedicated bike cars for its seasonal Niagara Falls trains (operating Fri-Sat-Sun). They will feature bike racks in the bottom level section, with seating on the second level. Two VIA car numbers assigned to this service are 2743 and 2744. See photos on GO's Facebook page:

<http://www.facebook.com/album.php?aid=175234&id=90684118443&ref=mf>

As of May 12<sup>th</sup>, 2010, the GO F59PH roster shows 541-564 inclusive. (24 total units in three different groups):

- 541-547 GCE-430h (built 1989/1990)
- 548-561 GCE-430k (built 1990)
- 562-564 GCE-430m (built 1994)

The current GO MP40PH-3C order (2009/2010) is for units 627-646. As of May 12<sup>th</sup>, units 627-633 had all been delivered, and most were in service. As well, there is an additional MP40PH-3C order for 10 more (647-656),

earmarked for late 2010. Both these groups will likely spell the end of the F59PH on GO Transit. On May 21<sup>st</sup> CP train 240 had MPEX (GO) 634 and 635 trailing 9532-9553 to Toronto Yard.

At press time MPEX MP40PH-3C's 633, 634 and 635 had arrived at Toronto, and the RBRX units (Sold to RB Recycling) were being held in Toronto until further notice. RBRX 18536, 18537, 18539, and 18540 are in (CN) Mac Yard, and RBRX 18538 is being held at Mimico.

On a recent trip to the states, Paul Cordingley reported seeing one of the GO Transit F59PH units that were sold to Trinity Railway Express (525/27/28) outside the NS Juniata Shops in Altoona PA. They are being upgraded there and will be renumbered into the TRWX 120 series.

<http://i79.photobucket.com/albums/i131/bigsmokemofocasper.jpg> (2010)

<http://www.rpicturearchives.net/showPicture.aspx?id=1887229> (2009)

## **CANADIAN LOCOMOTIVE SHOPS**

**GLOBAL RAILWAY INDUSTRIES (RB Recycling / CADRAIL Lachine, QC):**

The following locomotives were noted at CADRAIL in mid-May 2010.

### **VIA RAIL F40PH-2d Project:**

6439 fully stripped and undergoing sandblasting

6434 body partially modified

6432 body modifications completed

6401 in paint shop for primer

6431 Fuel tank install and wiring complete, air piping in progress

6429 fitting of trucks, fuel tank, dash work, and auxiliary power.

6442 prime mover install and control wiring

6410 in paint shop for VIA colors application

6403 completed, pre-delivery inspection and was released May 14<sup>th</sup>

**Note:** VIA 6403 was in fact inside the CADRAIL paint shop in April, but as we did not see it anywhere, we failed to include it in our May report. VIA 6403 was returned to service by May 20<sup>th</sup>

### **Other Motive-Power at CADRAIL:**

CP SD40-2 6080 main generator repair (left the property)

CEFX AC4400CW 1050 major engine overhaul (left the property)

CEFX AC 4400CW 1033 anti-slip repairs (left the property)

CP AC4400CW 9505 main alternator and engine repair

CP ES44AC 8751 motor main bearing work (left the property)

RBRX F59PH 18533 fuel tank repairs completed

AMT GP9u 1310 repairs  
AMT GP9u 1311 routine inspection  
AMT GP9u 1312 repairs  
GECX General Electric C32-8 899 experimental testing (long-term)  
NBSR GP 38-2 2317 left the property via CP in mid-May.  
CEFX SD90MAC 112 left the property in early May.  
RPRX (Rail Power) RP20BH 5401 stored long-term.

Michael Berry caught some of the CAD facility movements at Lachine, QC.  
<http://www.canadianrailwayobservations.com/2010/06/cadrailnews.htm>

Change HEADER

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

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

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

# **ELECTRO-MOTIVE CANADA COMPANY**

(By Don McQueen)

**Summary of EMCC activity during April 2010:**

On May 7<sup>th</sup>, GEXR moved four of the rebuilt Union Pacific SD32ECO's 2473, 2497, 2511, and 2520 to London East from EMD London on 2010/05/07. On the exterior, the former SD60M's remain in original paint with the exception for the new modifications, which are visible in primer grey. Geoff Williams caught each unit on May 7<sup>th</sup>, on the Goderich- Exeter.

<http://www.rpicturearchives.net/showPicture.aspx?id=2048684>

<http://www.rpicturearchives.net/showPicture.aspx?id=2048698>

<http://www.rpicturearchives.net/showPicture.aspx?id=2048699>

<http://www.rpicturearchives.net/showPicture.aspx?id=2048700>

**On the 12th, Walter Pfefferle spotted the four units, 2473, 2497, 2511 and 2520 sitting in London at Edgerton.**

<http://www.canadianrailwayobservations.com/2010/06/up2473london.htm>

GEXR #433 (3821 and GSCX 7369) set out five UP SD32ECO's 2511, 2520, 2497, 2473 and 2495 at London East.. For more info on the UP SD32ECO's

see Jody Moore's page at: <http://www.greenrailnews.com/owners/up1.html>  
<http://www.greenrailnews.com/emd.html>

On May 14<sup>th</sup>, Walter saw GEXR SD40-2 7369 (ex-GATX, ex-UP nee-MP) lifting the last two units (2520 and 2497) to take to EMD London.

<http://www.canadianrailwayobservations.com/2010/06/gatx7369.htm>

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

### **Western Canada:**

Alliance Grain in Vancouver, BC is forwarding SW1200 #3 to NREX in Illinois as part of an arrangement with National Railway Equipment with the new NRE genset and booster Alliance Grain purchased in early 2010.

NREX SW1200 3526 (ex-BNSF nee NP), is enroute to VITTERA, who are opening a new grain facility in Sexsmith, Alberta which is not far from Grande Prairie, AB.

### **Ontario:**

Following contract upgrades at the Ontario Southland (OSRX) Salford Repair Shop, CP (SOO) MP15AC 1446 returned to the Soo Line in St. Paul Minnesota in mid-May. At the shop are several other units for ZTR Smart Start installation, CP (SOO) MP15AC 1447, CITX SD40-2 2811, CP (SOO) GP40's 4600 and 4602. As well on May 17<sup>th</sup>, CP (SOO) GP40 4618 arrived at Woodstock, ON enroute to the OSR Shop. Walter Pfefferle photographed some of the power at the shop in May.

[http://railfan.thegrebs.com/OSR/CP\\_4600\\_Beachville\\_Ontario\\_05\\_13\\_10](http://railfan.thegrebs.com/OSR/CP_4600_Beachville_Ontario_05_13_10)

[http://railfan.thegrebs.com/CPR/CP\\_4602\\_2\\_Woodstock](http://railfan.thegrebs.com/CPR/CP_4602_2_Woodstock)

[http://railfan.thegrebs.com/OSR/CITX\\_2811\\_2\\_Beachville](http://railfan.thegrebs.com/OSR/CITX_2811_2_Beachville)

[http://railfan.thegrebs.com/OSR/CP\\_4618\\_Salford](http://railfan.thegrebs.com/OSR/CP_4618_Salford)

<http://railfan.thegrebs.com/OSR> (power seen at the OSR Salford Shop)

<http://www.youtube.com/watch?v=BaJ7t8TswSM>

### **ONR Report (by Mike Robin):**

The Ontario Northland Transportation Commission announced in April 2010 the appointment of Paul Goulet as President and Chief Executive Officer. "Following a national search, Paul was chosen from a very rich pool of applicants," said Ted Hargreaves, Chair of the Commission. "His

demonstrated leadership, exceptional experience and comprehensive understanding of the organization and the enormous contribution that Ontario Northland does and can make in the North made Paul a stand out candidate." Goulet will take on the role in an acting capacity from May 10 to June 30, 2010, during which time he will work with current President and CEO Steve Carmichael through a transitional period. Goulet's official appointment as President and CEO of Ontario Northland will come into effect on July 1, 2010. Goulet succeeds Carmichael, who will retire effective July 1, 2010, following a successful five year term in the position and a 28 year career with the Company. "Steve has made an incredible contribution to this organization and to all of the North," said Hargreaves. "His passion and belief in the vital role of Ontario Northland within Northern Ontario have been inspiring." "I am honoured to take on this role," said Goulet upon learning of his appointment. "As someone who has been with the organization for five years, I understand the importance and value of Ontario Northland and its services to the North. I am also well aware of the challenges and issues facing the region and our organization and look forward to ensuring the sustainability and growth of both."

Goulet, who originally hails from Northern Ontario, is a proven leader and strategist, with a highly successful track record in team building and business transformation and change. He joined Ontario Northland in 2004, as Chief Information Officer with Ontera, the company's telecommunications division. He was appointed Vice President and General Manager of Ontera in 2006 and in 2008 also took on the responsibilities of Chief Operating Officer with Ontario Northland. Prior to joining the organization, he was Director/Chief Information Officer for Deloitte Consulting Outsourcing in Washington, DC, Principal Consultant with PricewaterhouseCoopers LLP in both Washington, DC and Toronto, ON, and President and CEO of 1st Facilities Group, Inc. in Toronto, ON. Goulet has a Bachelor of Arts degree from Laurentian University.

CP Track Evaluation Train Returns to ONR Trackage: The month of May brought the CP Track Evaluation Train back to do an annual inspection of the complete ONR track network. This year's consist is being lead by CP Geep 8205. Here's a video of the train on the Island Falls Subdivision north of Cochrane Ontario captured by Joey Lemieux.  
[http://www.youtube.com/watch?v=tl5EvM\\_x3zk](http://www.youtube.com/watch?v=tl5EvM_x3zk)

The Ontario Northland Transportation Commission announced May 12th the appointment of Corina Moore as Chief Operating Officer . As Chief Operating Officer (COO), Moore will be responsible for ensuring that business operations are optimized across all divisions of Ontario Northland and will be taking on the role of Vice President of the Refurbishment Division as part of her COO responsibilities.  
Mike Robin's ONR "Pic Of The Day":

<http://www.onrgallery.com/picoftheday/picoftheday.htm>

## **Quebec:**

Quebec Vignette:

### **Eastern Canada - "Atlantic Report"** (By David Othen)

On May 7<sup>th</sup>, Bill Linely caught (ex-CR) WHRC B23-7 1968 on her first revenue trip to Windsor Jct, Nova Scotia at mileage 0.5 of the Windsor & Hantsport's Halifax Sub. This location is just west of the wye connection with the CN on the former Dominion and Atlantic (DAR).

## **"Modeller's Corner"** (by Mike Pebesma)

### **Updates and Announcements:**

Rapido Trains has released the CP Rail painted version of their HO scale Transcona Yard caboose. It is available in 12 road numbers in the Action Yellow with multi-mark scheme. The latest Rapido telegraph with this information and other news is available for viewing here:

[http://rapidotrains.com/tt\\_current.html](http://rapidotrains.com/tt_current.html)

Also now in stores are Atlas Trainman N scale 40' airslides in roadnames which include Canadian Doughnut Company and Redpath Sugar.

<http://www.atlastrainman.com/NFreight/tmnairslide.htm>

Microtrains has released a CN 50' ex-Railbox boxcar which comes pre-weathered and with graffiti.

<http://www.micro-trains.com/wc-archive.php>

Intermountain has announced Canadian Pacific grey and maroon script schemes for their HO and N scale FP7 A and B units and Fox Valley Models has announced GE ES44DC locomotives in their N scale line to be available in CN with 3 different road numbers.

<http://www.imrcmodels.com/currentflyers.html>

### **On the Bench:**

CRO reader Paul Lymburner sent the following "how-to" article on modelling a BC rail 60' combination door boxcar in HO scale.

Warning: large "5 MB file" (5-15 second download):

<http://www.canadianrailwayobservations.com/2010/06/modellercornerjune.pdf>

The first new CN SD70M-2's arrived on the HO Scale CANADA CENTRAL RAILWAY (Montreal MRMA Club) during late-April 2010. Tony Synette provided us these photos of his big CN units. Photo #1 Will Baird's CPR Fairbanks Morse locomotives are seen arriving at St-Paul Yard with a long freight earlier in the day. On the left a pair of CN RS18's and a GTW SD40-2 idle in the yard. Photo #2 Two brand new CN SD70M-2's are seen stopped at the platform at Wellington Station for crew change. Photo #3 shows the same CN freight easing through Salisbury Hill, QC, and Photo #4 has the train arriving at St-Paul Yard, in Port Harcourt, ON.

<http://www.canadianrailwayobservations.com/2010/06/junemodel.htm>

## CANADIAN RAILWAY HISTORY

Exporail – The Canadian Railway Museum, Saint-Constant, QC.

WCRA West Coast Railway Assoc: Squamish,, BC

Unfortunately, several historic WCRA owned passenger cars were vandalized during May 8<sup>th</sup> and 9<sup>th</sup> while in transit from SRY to CN in New Westminster. All five pieces of equipment have been covered in graffiti to varying extents. Reports have been filed with both CN Police and with New Westminster Police and we are currently looking into options for removal of the painting if possible. We cannot project the outcome or the potential costs at this point. Russ Grycan has been working with the police organizations along with SRY on this, and this continues. At the moment, SRY retrieved the cars back to their yard and we are not sure when we will next attempt the move, but we do need the cars to Squamish as they are required for the Day Out With Thomas event. Fortunately, it does not appear that there was any other damage than the paint.

<http://www.canadianrailwayobservations.com/2010/06/hudsonvandals.htm>

## SOUTH OF THE BORDER

Gary Knapp lensed Montreal Maine & Atlantic B39-8E 8569 working in the MM&A handsome maroon and yellow on May 7, 2010 at 22:06 with the 5D and Canon 85mm lens set at f2. Above the photogenic GE the lights of the city of Newport, VT shine across the south end of Lake Memphremagog.

With the red feed store in Westminster, VT as a backdrop Gary clicked NECR 3848 & FEC 437 at night! The lights have worked their magic again! Shot in Westminster on April 30, 2010 at 02:04 with the 5D and Zeiss ZF

35/2 set at f2.

<http://www.canadianrailwayobservations.com/2010/06/necrqp38-2.jpg>

One of Metrolink's new cab commuter cars is backed into Los Angeles Union Passenger Terminal for display on National Train Day on May 8th, 2010. These new cars, built by Hyundai Rotem in South Korea, feature new Crash Energy Management (CEM) technology to protect passengers in the event of a collision. There will be 117 new cars, split between cab cars and coaches.

<http://www.railcarphotos.com/PhotoDetails.php?PhotoID=57737>

<http://www.railpictures.net/viewphoto.php?id=323631&nseq=95>

Marc Mautner kindly shared images and story from his recent trip to southern Indiana.

The Primary objective of this trip was to capture the Indiana Railroads "last train to Bedford" as the INRD has effectively ended service of the INRD Chicago Subdivision between Crane Naval station and Bedford, Last summer the CSXT abandoned there Hooiser Subdivison from Bedford to New Albany thus forcing the INRD to reroute there Louisville traffic off this awesome line. The last customer located in Bedford received there final switch on April 30<sup>th</sup>, 2010 and the following Friday the INRD ran a five car VIP special to make a official last run of the line. Later in the day after the run to Bedford was made the INRD Passenger special consisting of two GP38-2's and five passenger cars in a way made a "first run". The special ran down the new spur to Peabody Energy's new Bear Run mine which is set to open in less than a month. This line comes off the INRD Indianapolis sub at a new junction called "CP Glenn" which is very close to Dugger, IN. After the INRD special on Friday we spent Saturday doing some stuff on the Indiana Southern and Respondek's Squaw Creek Southern. As luck would have it two friends from PA and RI were in the area so we met up with them and railfanned for a bit before putting together a small photo freight on the SQS. With only six railfans present all we did was run three veteran RRC/SQS diesels on the spur to Peabody's old mine near Rolling Acres In.

1. Where else but Respondek Railroad can you see a lash-up like this? Peabody Coal GP7 415, Respondek GP7 4139 and Squaw Creek Southern SD9 204 pull freight on the spur to Rolling Acres at Boonville, IN may 8th 2010. Looks like the 415 and 4139 will get a little more TLC and be sent to the Squaw Creek Southern operation in Georgia . The SD40T-2 8795 currently at SQS in GA is too big for what they need. The #4139 should see paint before leaving while the #415 is in good paint and will just be touched up and lettered RRC/SQS

2. Taken at the famous rock cut at MP 252 Chicago Sub in Williams, IN. Close to 20 fans were on location at this spot forcing me to shoot from the wrong side of the tracks but Indiana Railroad #3803 still looks pretty good May 7<sup>th</sup>, 2010..
3. Looking incredible ...freshly painted Indiana Railroad SD90MAC 9010 just out of overhaul at Progress Rail in Mayfield, KY rests in the CN/IC yard at Effingham, IL. Later that night a CN/IC local will deliver the INRD #9010 to them at Newton, IL May 6th 2010.
1. 4.. Indiana Railroad's "last train to Bedford" is seen southbound near MP 246 Chicago subdivision near Cale, IN. consist was GP38-2 3801 five passenger cars and GP38-2 3803 May 7th 2010.
4. As mentioned above after the "last run to Bedford" was made the INRD VIP special in affect made a "first run to Bear Run Mine" seen running northbound on the spur after making a loop thru the loading area near Dugger, IN May 7th 2010.
5. CEFX ex-SOO LINE SD60's 6015 and 6000 lead Indiana Southern coal empties into Black Beauty Coal's Sommerville Central loadout south of Sommerville, IN May 8th 2010. INRD currently has four of these ex SOO Line SD60's in service.
6. Two Respondek diesel classics- Squaw Creek Southern SDP35 # 11 and Algiers Winslow & Western SD9 # 203 at the former YDC enginehouse in Yankeetown, IN May 8th 2010. For railfans wanting to visit here- Peabody Energy now has a rent a cop patrolling the property, Marc was fortunate in that the regular crew was around and that we know them. Do not trespass!

<http://www.canadianrailwayobservations.com/2010/06/usaindiana.htm>

<http://www.railpictures.net/viewphoto.php?id=324191&nseq=1>

## ODDS AND SODS (By Tim Organ)

### Letters:

Mr. Baird,

I love the CRO magazine; I look forward to the first of every month for the next issue. In May's issue there is a slight geographical typo. The B&LE 858 and 859 that were sold to LTEX are listed as being in Greenville, OH. The state should be "PA" as this is the B&LE's engine facility. Word is they were hauled north to Conneaut, Ohio and interchanged with the CSX for transport to McDonald, Ohio, where the LTEX facility is located.

Great magazine! Keep up the great work!

Carl Timko  
Meadville, PA

Hi Will,

**A correction: In the March issue of CRO (Page 5) regarding Peter Cox's great CPR #5205 photo. It is not a 4-6-2 Pacific, it s actually a 2-8-2 Mikado.**

**As well, #5205 is not a class G5a, but us in fact a class P1n. Some history: CPR #5205 was built in August 1911 as a class N3a Consolidation 2-8-0 by Canadian Locomotive Company as CPR #1820 with old-style cylinders and Walschaerts gears. It was renumbered to #3820 in January 1913, then was rebuilt by CPR in June 1927 and renumbered #3620 Class N2a with new cylinders and modern Walschaerts gears. CPR rebuilt it again in 1946 as Class P1n #5205 and she was scrapped in May 1963. I enjoy the "CRO"!**

**Jean L. Mercier  
Hemmingford, QC.**

Hi Will,

I retired from the railway about 11 months ago. It has been great thus far, and I have not been idle. Candy and I made a trip across Canada on the Canadian and the Skeena, we've spent a week in Arizona chasing the Apache, and doing a myriad of other things we have wanted to do. Oh, I did I mention that includes writing a book ?

Yes, I finally did it, and it's called Seasons of Trains, a New England Railroader's Journey. It's a compilation of about two hundred forty odd of my favorite photographs over the last 35 years of my railfan "career". It features my former employers the Canadian Pacific and the Maine Central, but of course contains much more than those two lines. It primarily includes northern New England, Massachusetts, Quebec, and New Brunswick, although there are a few interlopers from Nova Scotia. Its is organized chronologically by the four seasons. For a much better look at the book, and an opportunity purchase it at a reduced, pre publication price go to <http://railroadexplorer.com/books/seasons/> I'm sure you'll enjoy it.

**George Pitarys  
Hudson, NH.**

The Last Word:

*Hi All,*

*With the long Victoria Day weekend I had the chance to open a beer and watch and review my new MLW video "Montreal's Machines - Last Stand of the 251" (Part 1). The Broken Knuckle Video Productions DVD shows some great Eastern Townships MLW action CP's "Quebec Division"*

*filmed by Timothy Wakeman and Jerry Bertie during the 1980's. With hi nosed RS18's C424's and lots of Big M's in the content. I anxiously opened my copy. The DVD begins with coverage of the scenic Sherbrooke Subdivision, what a feast for the eyes to see Big M's, hauling 1980's cars with no graffiti and cabooses. There are several notable scenes like the trio of C424m's meeting CP Train #908 at Shanks, and a terrific meet later on with big Alco plumes and great sound MLW effects. There is also a segment following a pair of great looking CP RAIL RS18u's on the Quebec Central. At certain spots the video includes a complete "roll by", and as I model CP RAIL in the 1980's this is a nice bonus! Clear and concise locomotive model info and pertinent text, with dialogue and maps are included throughout the presentation. For me the highlight of the film is the chase sequence of a huge CP MLW lash-up that includes leased Chessie System GP40's hi-balling between Farnham and Sherbrooke QC. Another segment that brought back memories for me was the cab ride in M636 #4739 leading EB #908 on a roller coaster ride from 10 to 70 MPH with lots of Alco 251 sonics, crew talk and cab alarm bells! I recommend this DVD to my friends and any who like the sights and sounds of Big M's! Contact [www.bkvp.com](http://www.bkvp.com) for the on line catalogue. I will review Part 2 next month. Will*

<http://www.canadianrailwayobservations.com/2010/06/montrealmachine.jpg>  
<http://www.canadianrailwayobservations.com/2010/06/mmposter.pdf>

Cheers,  
Will

**THANK YOU:** Guy-Pascal Arcouette, Kevin Babcock, Michael Berry, Thomas Blampied, Jay Brooks, Paul Burgess, Kevin Burkholder, Guilio Capuano, Bruce Chapman, Marc Chouinard, Chris Davidson, Daniel Dell'Unto, Ray Farand, Brendan Frisina, Sean Graham-White, Ken Lanovitch, Bryce Lee, Roman Litarchuk, Phil Mason, Mark Mautner, Don McQueen (Froth), Bruce Mercer, Jody Moore, Terry Muirhead, Jason Noe (Railpace), Jim Parker, Donna Peters, Walter Pfefferle, John Read "GR17", Earl Roberts (Branchline), Bill Sanderson, Doug Sanford, Wilco van Schoonhoven, Cor van Steenis, David Schauer, Aleks Stefanovic, Greg Shevchenko, Jean-François Turcotte, Ron Visockis, Chris Wilson, Joe Zika, The Bridge Line Historical Society, and The Canadian Trackside Guide.  
Merci: James, John, Michel, Tony, Denis, Richard, Mohammed, et tout mes amis a St-Luc Diesel.

**Submitting photos to CRO?** We encourage our readers to forward current pertinent news photos, and historical material as well. Please include the Loco #'s, Train # or Direction, Date, Location, etc, and send to CRO at [williamhbaird@gmail.com](mailto:williamhbaird@gmail.com) NOTE: As we get a lot of mail, please Indicate "CRO Photo" in the subject line. Please send your photos in jpeg format, but make sure the size is not exceeding 1Mb. Walter Pfefferle is now our CRO Photo Editor. The CRO server room and all technical operations are controlled by CRO Co-Editor / Webmaster Marc Chouinard with thanks!

**GOT AN OBSERVATION?** New issues of CRO are posted each month on our website. News stories pertaining to Canadian railways, photos, comments, favourite links, and questions are always welcome. Please send us your photos, newsworthy sightings and railway stories and if used, will be placed in the CRO newsletter. Please indicate if you wish your name to be withheld. Please inform us of e-mail address change, or to cancel the announcement mailings. If your own website pertains to Canadian railways, please contact us.

For FACEBOOK (will remove)

I invite you to check out GLEN YARD MEMORIES (CPR 1950-2010) on line on our website; <http://www.canadianrailwayobservations.com>

I invite you to visit <http://www.canadianrailwayobservations.com/> and befriend us on FACEBOOK.

Canadian Railway Observations MAY 2010 issue is now ready for you at: <http://www.canadianrailwayobservations.com> I invite you to become a "FAN" of Canadian Railway Observations on FACEBOOK. This month exclusive Rocky Mountaineer pictures and CN CP and VIA news. This classic photo shows UP ALCO C630's testing on CPR in the 1960's (Thanks to Bryan Switzer).

I invite you to become a "FAN" of Canadian Railway Observations on FACEBOOK, and to visit my popular website at: <http://www.canadianrailwayobservations.com>

Our March Special Report "Railfanning Montreal" is now on line on our Canadian Railway Observations website: <http://www.canadianrailwayobservations.com/docs/MTL-RF.pdf>

SOUTH AMERICAN ex-CP SD40-2's

<http://www.canadianrailwayobservations.com/docs/CRO-SA.pdf>

## MONTREAL MACHINES

<http://www.youtube.com/watch?v=e8WEy6lqAPo>

CP RAIL SD40-2's and M636 Pacing Video

[http://www.youtube.com/watch?v=HD\\_NcDmpzeE](http://www.youtube.com/watch?v=HD_NcDmpzeE)

QUESTION: D&H RS11 #5002 has always been one of my favorite locomotives. Can you name something unique about this specific Alco?

**A repeat.... but this is one of my favourite videos: CN SD40 5158 and MLW HR616 2102 tghrottling up in unison and (to me), sounding as good as a Classical Symphony!**

<http://www.youtube.com/watch?v=rw7BSdU7wCQ&feature=fvw>

## POETRY

**Le temps d'un moment, Tu célèbres tes .. ans, Tu en mesures la portée, Au rythme de tes rêves, Pour ce cœur dénudé, Rempli de planètes inconnues, Ou les pensées sont fertiles, Et les mains agiles, Tes yeux s'éclairent pour tous, Elles effacent les rides, Elles parfument le vide, D'un amour qui subodore, L'anonymat des mots XXX**

**Our BC RAIL EXCURSION TRAINS Special Report (With ex-CPR Steam Royal Hudson and Consolidation Locomotives), is now available for download at:**

<http://www.canadianrailwayobservations.com/2010/04/newbcr.doc>

Gary Knapp clicked CEFX Ac4400CW 1006 at Plattsburgh, NY on CP Train #252 Shooting one of the blue leasors leading here during the short period the trees are blooming is quite a gift from the D&H! Of course, Gary still has to get over here, as Plattsburgh is a good two hour drive over from the compound in Hinesburg. Tonight though, everything falls into place! Several minutes after passing the Beekmantown Detector 252 crosses the Saranac River and swings round the s-curve the station is situated within, to complete the scene. After noticing the warning flash of the lighting system, the crew has me spotted as they roll through! Standing on the stepladder at this favorite spot. Trailing in the power consist is CP 7311 to be left at nearby Bluff Point Yard for DS-11s crew to use. This scene could pass for fall eh!? Shot on April 18, 2010 at 05:26 with the 5D and Zeiss ZF 100/2 lens set at f2.

## **TIMETABLES available:**

**QNS&L Wabush Lake to Sept Iles, 1990? (Français/ English) SOLD**

**ONR Timetable #1. (Entire system) 1990? SOLD**

SP Central Region #2 1990  
SP Western Region #4 1990  
CN Atlantic Region #98 1990  
CN St-Lawrence Region #66 1991 **RESERVED** FOR WILL  
CN Great Lakes Region #50 1993 **SOLD**  
CN Great Lakes Region #46 1992  
CN Great Lakes Region #45 1991  
CN Prairie Region #37 1990 **SOLD**  
CP RAIL Alberta South Calgary, Revelstoke and Vancouver Div. #86 1990  
CP RAIL Lakehead and Winnipeg #67 1991  
CP RAIL Lakehead Winnipeg Moose Jaw and Saskatoon Div. #66 1990  
**SOLD**  
CP RAIL Quebec Divison Quebec Central #25 (Francais/English) 1990 **SOLD**  
CP RAIL Toronto Algoma, Lake Erie and Grand River Divisions # 46 1990  
**SOLD MIKE**

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Brandt's prototype genset switcher

<http://www.canadianrailwayobservations.com/2010/04/3132a.jpg>

<http://www.canadianrailwayobservations.com/2010/04/brandt.htm>