



## CANADIAN NATIONAL

		<u>NUMBERS</u>	<u>SERIAL NO.</u>	<u>REMFCT'D</u>	<u>CLASS</u>	<u>TOTAL</u>	<u>LEFT</u>
Model	GMD-1u	<b>1400-1423</b>	See below	2-6/1989	GR-412a	24	11
Builder	GMD/CN	<b>1430-1444</b>	" "	10-12/1988	GR-412b	15	8
Engine	12-645C					----	----
H.P.	1200					39	19
C.T.E.	47000						
Wheels	B-B						
Weight	246000						
Speed	65						

- Rebuilt at Pointe St. Charles shops in Montreal.

- 1430, 1431 were previously 1600, 1601 - converted from A1A-A1A trucks to B-B trucks in 2000.
- 1432 was previously 1602 - converted from A1A-A1A trucks to B-B trucks in 1999.
- 1433-1444 were previously 1603-1614 - converted from A1A-A1A trucks to B-B trucks in 1998.
- Replacement builder's plate for 1435 stamped as A1421 rather than A1431.

Retired: 1402 [(nee 1913) 2013];  
 1403 [(nee 1061) 2010 - to Western Rail 1403 in 2011, then to Rentech (Atikokan, ON) in 2014);  
 1404 [(nee 1057) 2003 - donated to Wainwright Railway Preservation Society);  
 1406 [(nee 1064) 2012]; 1407 [(nee 1065) 2012 - to Western Rail 1407 in 2013);  
 1411 [(nee 1003) 2006]; 1413 [(nee 1045) 2007 - to Oregon Pacific 1413);  
 1414 [(nee 1002) 2007]; 1415 [(nee 1022) 2012 - to Western Rail 1415 in 2013);  
 1416 [(nee 1037) 2007]; 1417 [(nee 1068) 2007);  
 1418 [(nee 1073) 2012 - to Western Rail 1418 in 2013, then to Minn-Dak Farmers Co-op,  
 Wahpeton, North Dakota, in 2014);  
 1422 [(nee 1076) 2010 - to Porlier Express MP-100 in 2011);  
 1430 [(nee 1007) 2007]; 1431 [(nee 1025) 2007 - to Progress Rail 1431);  
 1432 [(nee 1008) 2007 - to Torch River Railway 1432 in 2008);  
 1436 [(nee 1028) 2007]; 1441 [(nee 1038) 2009); 1442 [(nee 1031) 2006);  
 1443 [(nee 1036) 2007).

<u>NEW</u>	<u>OLD</u>	<u>SERIAL</u>	<u>NEW</u>	<u>OLD NUMBERS</u>	<u>SERIAL</u>	<u>NEW</u>	<u>OLD NUMBERS</u>	<u>SERIAL</u>
1400	1917	A1591	1419	1052	A1749	1437	1607:2, 1012	A1432
1401	1916	A1590	1420	1058	A1755	1438	1608:2; 1019	A1439
1405	1062	A1759	1421	1074	A1889	1439	1609:2; 1032	A1595
1408	1075	A1890	1423	1000	A1420	1440	1610:2; 1014	A1434
1409	1004	A1424	1433	1603:2, 1026	A1446	1444	1614:2, 1046	A1709
1410	1003	A1423	1434	1604:2, 1010	A1430			
1412	1042	A1705	1435	1605:2, 1011	A1431			

## ILLINOIS CENTRAL (acquired 7/1999)

		<u>NUMBERS</u>	<u>SERIAL NO.</u>	<u>REMFCT'D</u>	<u>CLASS</u>	<u>TOTAL</u>	<u>LEFT</u>
Model	SW14	<b>1400/1411</b>	See below	1978	GS-412b	7	0
Builder	EMD/IC	<b>1419</b>	" "	1979	GS-412b	1	0
Engine	12-645	<b>1438/1445</b>	" "	1980	GS-412b	5	0
H.P.	1200	<b>1452/1500</b>	" "	1981	GS-412b	23	2
C.T.E.	47000	<b>1501/1511</b>	" "	1982	GS-412b	10	2
Wheels	B-B					----	----
Weight	248000					46	4
Speed	65						

- Retired: 1400 (1999); 1401 (1999); 1402 (1999); 1403 (1999); 1406 (1999); 1407 (2002);  
 1411 (1999); 1439 (1999); 1443 (2000); 1444 (1999); 1445 (1999); 1452 (1999);  
 1453 (1999); 1454 (1999); 1461 (1999); 1475 (1999); 1476 (2001); 1477 (2012);  
 1483 (2001); 1484 (2012); 1488 (2002); 1490 (2012); 1491 (2012); 1493 (2007);  
 1494 (2007); 1495 (2013); 1496 (2012); 1498 (2012); 1500 (2012); 1501 (2011);  
 1502 (2005); 1505 (2012); 1507 (2012); 1508 (2006); 1509 (2012); 1510 (2004);  
 1511 (2012).

- 1477, 1507 and 1511, retired in 2007, were un-retired in 2007.
- 1495, retired in 9/2007, was un-retired in 2/2008 and re-retired in 2013. Post retirement utilized at Training Centre in Homewood, Illinois.

- 1407 sold to D.J. Joseph via Epsilon, Reserve, Louisiana in 1/2002.
- 1475 sold to Essex Terminal 104 in 11/1999.
- 1476 and 1483 sold to Archer Daniels Midland, Decatur, IL, in 2001.
- 1502 sold to Larry's Truck Electric 1204.

Continued ....



NO	BUILDER	SERIAL	DATE	TYPE	NOTES
<b>REDWATER (58 km NE of Edmonton, 16 km east of Redwater on Highway 643) - Agrium Inc.</b>					
(Previously Veridian Inc. [Sheritt Gordon]; Esso Agricultural Chemicals Complex)					
Rail access: Canadian National, Beamer Spur, off mile 111.0, Vegreville subdivision.					
002	GMD	A 1908	9/1960	GK10B	ex-RPRX 002 (battery-powered demonstrator), 2005; exx-ALSTOM 8162, 11/2002; nee CP 8162, (10/2002)
0177	GMD	A 153	2/1951	SW9	ex-A.A. Merrilees (D), 2008; nee C&O 5244, (5/1982)
402	GMD	A1386	3/1958	SW900	ex-CN 402, 1994; exx-CN 7602:3, 1979; nee CN 7255:1, (11/1961)
404	GMD	A1388	4/1958	SW900	(also carries ME-50231 marking) ex-CN 404, 9/1991; exx-CN 7604:3, 1979; nee CN 7257:1, (3/1962)
50280	EMD	28420	12/1963	SW900	ex-CR 8714 via A. Merrilees (D), 6/1997; nee RDG 1514, (1976)
<b>REDWATER - Provident Energy (Previously Williams Energy Services) **</b>					
Rail access: Canadian National, Beamer Spur, off mile 111.0, Vegreville subdivision.					
102 *	EMD	24962	11/1958	TC10	Railsolve 102, 7/2014 (was at Dow Chemical, Prentiss, Alberta 7/2009 to 7/2014); ex-NS TC10 102; nee N&W GP9 520
106	EMD/RP	21347	3/1956	'LEAF'	Railsolve 'Low Emissions and Fuel' 106, 2009; ex-RSSX GG10B 106 (serial 1RPGGB1085100015, built 5/2005), 2008; exx-RSSX GP9 106; exxx-SP GP9E 3348; exxxx-SP GP9 3487; nee SP 5654
3756	EMD	22926	3/1957	GP9E	Railsolve 3756, 9/2001; ex-SP 3756; exx-SP 3585, 10/1973; nee SP GP9 5744
<b>RENO (290 km NW of Edmonton) - Northern Sunrise Crude Terminal, switched by Savage Services Corp.</b>					
7400	EMD	4608-58	5/1972	SW1500	SVGX 7400; ex-UPY 1182; exx-UP 1182, 11/2000; nee SP 2648, (2/1997)
7401	EMD	35759	1/1970	SW1500	SVGX 7401; ex-NIWX 2581; nee SSW 2581
<b>SEXSMITH (20 km north of Grande Prairie) - Viterra Canada</b>					
Rail access: Canadian National, circa mile 36.0, Grande Prairie subdivision					
3526	EMD	24036	2/1958	SW1200	ex-NREX 3526, 2010; exx-BNSF 3526; exxx-BN 172, 8/1998; nee NP 172, (1970)
<b>SOUTH BEAMER (near Redwater) - Pembina NGL Corporation</b>					
4454	EMD	10190	6/1950	GP7	Railsolve 4454, 9/2013; ex-WT&J 4454, 6/2012; exx-CNW 4454, 1991; exxx-PNC 517, 3/1980; nee SLSF 517
<b>STETTLER - Canac unit stored</b>					
8701	GMD	A948	6/1956	GP9	ex-Red Rock Mill (Red Rock, Ontario) 169, 2008; exx-A. Merrilees (D) 169, 1998; nee QNSL 169, (1982)
<b>VIKING (120 km SE of Edmonton) - Cargill Limited</b>					
Rail access: Canadian National, circa mile 184, Wainwright subdivision					
5035 *	GE	42599	10/1979	C30-7	ex-Johnson Railway Service 5035, 12/2014; exx-BNSF 5035; nee BN 5035, (1996)
<b>WABAMUN (60 km west of Edmonton) - Transalta Sundance **</b>					
Rail access: Canadian National, mile 44.3, Edson subdivision.					
1501 *	GE	32636	5/1956	25T	(leased Canadian Railsolve 1501); ex-Alberta Sugar (Taber, AB), 12/1997; nee Alberta Sugar (Picture Butte, AB), (1979)
1759 *	EMD	24965	11/1958	GP9	(leased Canadian Railsolve 1759) ex-Lakeland & Waterways 1759, 11/2001; exx-Dealer, 1998; nee GTW 4135, (11/1996)
<b>WARDEN - Savage unit stored</b>					
1272	GMD	A1168	8/1957	SW1200RS	ex-CANX 1272; exx-CN CS02:1, 1999; nee CN 1272, (1997)
<b>WINDELL (near Conklin) - Grizzly Oil Sands LLC</b>					
Rail access: Canadian National, mile 197, lac la Biche subdivision.					
1560 *	EMD	33286	10/1967	SW1500	(leased CEFX 1560, 4/2014); ex-PBR 4; exx-SB 4; nee RFP 4
1561 *	EMD	33287	10/1967	SW1500	(leased CEFX 1561, 4/2014); ex-PBR 5; exx-SB 5; nee RFP 5



NO. BUILDER SERIAL DATE TYPE NOTES

**CRANBROOK - The Canadian Museum of Rail Travel continued -**

*On Track 2 - the following two cars represent cars of the Museum's planned representative collection of the 1887 "Pacific Express":*

8029	Harris/ICR		7/1890	BAGGAGE	ex-Alberta Railway Museum 8029, 1992; exx-CN Museum Train 8029, 1969; exxx-CN 8029, 1953; exxxx-CGR 2736, 1/1920; nee ICR 736, (1916) (was repainted and renumbered CP 345 for the CBC film "National Dream" in 1973)
52 (X)	H&H		9/1882	COACH	ex-Mine Assay Office (Blairmore, AB), 1986; exx-Province of Alberta Mine Rescue Car 1, c1930; exxx-CP Second Class Coach 1816, 1913; exxxx-CP Second Class Coach 843, 11/1911; nee CP First Class Coach 52, (8/1906) (Oldest known extant car built for CP)

*On Track 2 - the following are interpretive cars:*

759	CC&F		1954	CAFÉ LOUNGE	ex-VIA 759, 1996; exx-CN 759, 3/1978; exxx-CN Coach-Lounge 3020, 4/1969; nee CN Coach 5451, (2/1965)
<i>Redvers</i>	CC&F/CP		5/1929	SLEEPER	ex-Alberta Railway Museum <i>Redvers</i> , 1992; nee CP '8-1-2' Sleeper <i>Redvers</i> , (1974) (modernized in early 1950s and is a direct comparison to restored sister <i>Rutherglen</i> -see above)
436965	CP		1928	CABOOSE	(wood) nee CP 436965, (1978) (restored)

*On Track 2 - FP9 1409 and F9B 1901 were collected to head up the Museum's planned set of stainless steel cars of the 1955 "The Canadian":*

1409	GMD	A593	3/1954	FP9	ex-VIA 6557, 7/1994; exx-VIA 1409, 4/1982; nee CP 1409, (9/1978)
1901	GMD	A601	1/1954	F9B	ex-VIA 6651, 7/1994; exx-VIA 1962, 1/1983; exxx-VIA 4474, 2/1979; exxxx-CP 4474, 9/1978; nee CP 1901, (6/1971)

*On Track 3 - the following cars represent the Museum's collection of "Business Cars, Royal Cars, Interpretive Cars, and Cars of State":*

<i>Strathcona</i>	CP-Angus		5/1927	OFFICIAL	ex-Conklin & Garrett Shows 002 - <i>Strathcona</i> , 1990; nee CP <i>Strathcona</i> , (1974) (built for CPR Board of Directors as an "Executive Night Car" - companion to Day Car <i>Mount Stephen</i> )
<i>Grand Pre</i>	CC&F/CP		11/1930	SLEEPER	ex-NMST 411288, 1989; exx-CP Work Car 411288, 1985; nee CP 14-Bedroom Sleeper <i>Grand Pre</i> , (10/1960) - (used on 1939 Royal Train)
<i>British Columbia</i>	CP-Angus		11/1928	OFFICIAL	ex-CP Official 19, 1983; exx-CP Official <i>British Columbia</i> , 3/1952; exxx-CP Official <i>Champlain</i> , 9/1947; exxxx-CP Official <i>Rupertsland</i> , 2/1946; nee CP Official <i>British Columbia</i> , (1/1946)

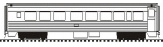
*On Track 3 - the following represent the entire and only surviving set of four cars of the lightweight 1936 "Chinook":*

3612	NSC		1/1940	BAGGAGE	ex-CP Work Car 404936, 1993; exx-CP Baggage/Express 3813, 1/1970; nee CP Mail/Express 3612, (9/1960)
3051	NSC/CP		8/1936	COMBINE	ex-NMST 3051, 6/2000; exx-CP Work Car 411691, 7/1975; nee CP 3051, (6/1967)
2104	NSC/CP		8/1936	COACH	ex-Museum of the Highwood 353 (High River, AB), 1995; exx-GWWD 353:2, 1930; nee CP 2104
1700	NSC		3/1938	COACH	ex-STCUM (MUCTC) 840, 1990; exx-CP Coach 840, 1982; nee CP First Class Smoking Coach 1700, (1977)

*On Track 3 - Future interpretive cars:*

4481	CC&F/CP		5/1929	BAGGAGE	ex-CP Service Car 272030, 1978; exx-CP Baggage 2500; exxx-CP Horse Express 4555, 9/1973; exxxx-CP Baggage/Express 4423, 5/1958; nee CP Combination Baggage/Slpr. 4481, (11/1943)
<i>Newcastle</i>	CC&F/CP		6/1921	SLEEPER	ex-CP Work Car 411262, 1990; nee CP '12-1' Sleeper <i>Newcastle</i> , (9/1959)
<i>Wingfield</i>	CC&F/CP		1/1921	DINER	ex-CP Work Car 411327, 12/2006; nee CP <i>Wingfield</i> , (5/1961)

Continued ....



HEP-II CLUB GALLEY (56 LRC-type seats) [stainless steel; Head-End Power Equipped]

NUMBERS	BUILDER	DATE	ACQUIRED	TOTAL	REMAINING
4000-4006	Budd/AMF	1949	See below	7	7
4007-4009	Budd/AMF	1947	" "	3	3
				10	10

{xxx} indicates temporary number used from purchase to time of conversion. Conversion completed in 1995-96.

- 4000 {135} (Rail/Sea Cruises 830 {19xx-89}; NRHS 830 {19xx-xx}; SOU 830 {1979-xx}; AMTK 5291 {1979-79}; SOU 830 {1949-79})
- 4001 {139} (Rail/Sea Cruises 824 {19xx-89}; S.S. Svikes {1985-xx}; AMTK 5285 {1979-85}; SOU 824 {1949-79})
- 4002 {155} (Century NY Dining Car Co. 825 {19xx-90}; NRHS 825; SPENO 825 {1980-xx}; AMTK 825 {1979-80}; SOU 825 {1949-79})
- 4003 {158} (Rail/Sea Cruises 6068 {19xx-90}; Indiana Hi-Rail {1984-xx}; AMTK 6068 {1974-84}; AMTK 5214 {1971-74}; L&N 3251 {1949-71})
- 4004 {159} (Rail/Sea Cruises 106 {19xx-90}; Georgia Railway 106 {1970-xx}; WofA 106 {1949-70})
- 4005 {179} (? {19xx-92}; Arctic Cold Storage {1984-xx}; AMTK 6067 {1974-84}; AMTK 5213 {1971-74}; L&N 3250 {1949-71})
- 4006 {188} (Pandrol Jackson 122 {19xx-93}; SPENO 122 {19xx-xx}; SOU 5277 {1979-xx}; AMTK 5277 {1979-79}; SOU 815 {1949-79})
- 4007 {185} (VIA Coach 4123 {1995-2000}; Village Rail Excursions 6022 {1989-92}; Rail/Sea Cruises 6022 {19xx-xx}; Mohawk & Hudson Chapter - NRHS {1984-xx}; AMTK 6022 {1974-84}; AMTK 5209 {1971-74}; SCL 5209 {1967-71}; SAL 6224 {1947-67})
- 4008 {186} (VIA Coach 4124 {1995-2000}; Rail/Sea Cruises 6069 {19xx-92}; North Alabama RR Club {1984-xx}; AMTK 6069 {1974-84}; AMTK 5281 {1971-74}; PC 4059 {1968-71}; PRR 4059 {1947-68})
- 4009 {187} (VIA Coach 4125 {1995-2000}; Rail/Sea Cruises 6014 {19xx-93}; Bluewater Michigan Chapter-NRHS {1984-xx}; AMTK 6014 {1974-84}; AMTK 5201 {1971-74}; SCL 5201 {1967-71}; SAL 6216 {1947-67})

HEP-II COACH (68 LRC-type seats) [stainless steel; Head-End Power Equipped]

NUMBERS	BUILDER	DATE	ACQUIRED	TOTAL	REMAINING
4100-4125	Budd/AMF	1947-53	See below	26	23

- 4123-4125 converted to Club Car configuration in 2000 and renumbered 4007-4009.

{xxx} indicates temporary number used from purchase to time of conversion; conversion completed between 4/1995 and 3/1996.

- 4100 {150} (AMTK 5802 {1971-90}; L&N 3243 {1970-71}; C&EI 481 {1953-70})
- 4101 {151} (AMTK 5803 {1971-90}; L&N 3244 {1970-71}; C&EI 482 {1953-70})
- 4102 {152} (AMTK 5804 {1971-90}; L&N 3252 {1953-71})
- 4103 {153} (AMTK 5805 {1971-90}; L&N 3240 {1970-61}; C&EI 476 {1953-70})
- 4104 {154} (AMTK 5807 {1971-90}; L&N 3245 {1970-71}; C&EI 484 {1953-70})
- 4105 {144} (AMTK 4412 {1971-90}; SP 2225 {1961-71}; T&NO 437 {1951-61}; SP 2364 {1950-51})
- 4106 {145} (AMTK 4414 {1971-90}; SP 2227 {1961-71}; T&NO 439 {1951-61}; SP 2366 {1950-51})
- 4107 {146} (AMTK 4417 {1971-90}; SP 2230 {1961-71}; T&NO 442 {1951-61}; SP 2369 {1950-51})
- 4108 {147} (AMTK 4419 {1971-90}; SP 2232 {1961-71}; T&NO 444 {1951-61}; SP 2371 {1950-51})
- 4109 {148} (AMTK 4423 {1971-90}; SP 2236 {1961-71}; T&NO 448 {1951-61}; SP 2375 {1950-51})
- 4110 {171} (AMTK 3850 {1979-90}; SOU 950 {1949-79})
- 4111 {172} (AMTK 3851 {1979-90}; SOU 951 {1949-79})
- 4112 {173} (AMTK 3852 {1979-90}; SOU 952 {1949-79})
- 4113 {174} (AMTK 3853 {1979-90}; SOU 953 {1949-79})
- 4114 {175} (AMTK 3854 {1979-90}; SOU 954 {1949-79})
- 4115 {176} (AMTK 3855 {1979-90}; SOU 955 {1949-79})
- 4116 {136} (Rail/Sea Cruises 3816 {19xx-89}; H. Fraser {1983-xx}; AMTK 3816 {1976-83}; AMTK 3902 {1971-76}; SP 2223 {1961-71}; T&NO 435 {1951-61}; SP 2362 {1950-51})
- 4117 {138} (Rail/Sea Cruises 3815 {19xx-89}; Althork Industries {1983-xx}; AMTK 3815 {1976-83}; AMTK 3900 {1971-76}; SP 2220 {1961-71}; T&NO 432 {1951-61}; SP 2359 {1950-51})
- 4118 {137} (Rail/Sea Cruises 3302 {19xx-89}; Charlotte Pipe & Foundry {1984-xx}; AMTK 3302 {1971-84}; SCL 5106 {1967-71}; SAL 6232 {1950-67}; C&O 1606 {1948-50})
- 4119 {156} (Rail/Sea Cruises 6007 {19xx-90}; EJ&S Railway {1984-xx}; AMTK 6007 {1974-84}; AMTK 4830 {1971-74}; SCL 5101 {1967-71}; ACL 271 {1950-67}; C&O 1600 {1948-50})
- 4120 {157} (Rail/Sea Cruises 6065 {1990}; EnterTRAINment 60 {1989-90}; Midland Maryland Railway 60 {1987-89}; Jack Desev {1987}; Rail Diversified/T.G. Jones {1984-87}; AMTK 6065 {1974-84}; AMTK 4832 {1974}; AMTK 4404 {1971-74}; SCL 5104 {1967-71}; ACL 274 {1950-67}; C&O 1605 {1948-50})
- 4121 {178} (PPCX 6028 {19xx-91}; S.L. Feilhauer {1984-xx}; AMTK 6028 {1974-84}; AMTK 5217 {1971-74}; RF&P 851 {1947-71})
- 4122 {183} (North Coast 6806 {19xx-92}; Great Western Tours 6806 {1982-xx}; AMTK 6806 {1971-82}; PC 4063 {1968-71}; PRR 4063 {1947-68})

**SUBWAY SYSTEM -**

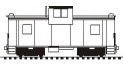
- All cars operate in married pairs except where noted. Class T-1 cars cannot MU with other than Class T-1 cars.

	<u>NUMBERS</u>	<u>DATE</u>	<u>CLASS</u>	<u>TOTAL</u>	<u>REMAINING</u>
Builder Length Seats Weight in lbs. - "A" Car "B" Car	Bombardier 74.5" 66 72,532 71,836	1995-2001	T-1	372	370

- Cars 5184-5185 and 5326-5327 were damaged in a collision at Wilson Yard in April 2008. The four cars were shipped to Bombardier in Thunder Bay. Nos. 5185 and 5326 were retired; Nos. 5184 and 5327 were repaired, with 5327 renumbered 5185:2 and mated with 5184.

- Operated in the following pairs (maximum train length of six cars):

5000-5001	5062-5063	5124-5125	5186-5187	5248-5249	5310-5311
5002-5003	5064-5065	5126-5127	5188-5189	5250-5251	5312-5313
5004-5005	5066-5067	5128-5129	5190-5191	5252-5253	5314-5315
5006-5007	5068-5069	5130-5131	5192-5193	5254-5255	5316-5317
5008-5009	5070-5071	5132-5133	5194-5195	5256-5257	5318-5319
5010-5011	5072-5073	5134-5135	5196-5197	5258-5259	5320-5321
5012-5013	5074-5075	5136-5137	5198-5199	5260-5261	5322-5323
5014-5015	5076-5077	5138-5139	5200-5201	5262-5263	5324-5325
5016-5017	5078-5079	5140-5141	5202-5203	5264-5265	
5018-5019	5080-5081	5142-5143	5204-5205	5266-5267	5328-5329
5020-5021	5082-5083	5144-5145	5206-5207	5268-5269	5330-5331
5022-5023	5084-5085	5146-5147	5208-5209	5270-5271	5332-5333
5024-5025	5086-5087	5148-5149	5210-5211	5272-5273	5334-5335
5026-5027	5088-5089	5150-5151	5212-5213	5274-5275	5336-5337
5028-5029	5090-5091	5152-5153	5214-5215	5276-5277	5338-5339
5030-5031	5092-5093	5154-5155	5216-5217	5278-5279	5340-5341
5032-5033	5094-5095	5156-5157	5218-5219	5280-5281	5342-5343
5034-5035	5096-5097	5158-5159	5220-5221	5282-5283	5344-5345
5036-5037	5098-5099	5160-5161	5222-5223	5284-5285	5346-5347
5038-5039	5100-5101	5162-5163	5224-5225	5286-5287	5348-5349
5040-5041	5102-5103	5164-5165	5226-5227	5288-5289	5350-5351
5042-5043	5104-5105	5166-5167	5228-5229	5290-5291	5352-5353
5044-5045	5106-5107	5168-5169	5230-5231	5292-5293	5354-5355
5046-5047	5108-5109	5170-5171	5232-5233	5294-5295	5356-5357
5048-5049	5110-5111	5172-5173	5234-5235	5296-5297	5358-5359
5050-5051	5112-5113	5174-5175	5236-5237	5298-5299	5360-5361
5052-5053	5114-5115	5176-5177	5238-5239	5300-5301	5362-5363
5054-5055	5116-5117	5178-5179	5240-5241	5302-5303	5364-5365
5056-5057	5118-5119	5180-5181	5242-5243	5304-5305	5366-5367
5058-5059	5120-5121	5182-5183	5244-5245	5306-5307	5368-5369
5060-5061	5122-5123	5184-5185:2	5246-5247	5308-5309	5370-5371



## MAINLINE CABOOSES - Steel - some utilized as a rider car

NUMBERS	BUILDER	DATE	TOTAL	REMAINING
79350-79427	CN - Pointe St. Charles	1970	78	1
79428-79534	CN - Pointe St. Charles	1971	107	1
79535-79609	CN - Pointe St. Charles	1972	75	1
79610-79684	CN - Pointe St. Charles	1973-74	75	1
79685-79731	CN - Pointe St. Charles	1974	47	2
79732-79809	CN - Pointe St. Charles	1975	78	0
79810-79837	CN - Pointe St. Charles	1976	28	4
79838-79897	CN - Pointe St. Charles	1976-77	60	5
79900-79924	CN - Pointe St. Charles	1970-75	(25)*	3
			-----	-----
			548 %	18

- Constructed from 472000-series box cars.

\* Modified and renumbered in 1982.

% 41 (Nos. 78100-78140) modified for international service; 10 (Nos. 78190-78199) modified for British Columbia coal service; most sold to BC Rail.

- 7 assigned to auxiliaries renumbered into 77014-77021 group in 1995.

- 79810-79924 equipped with Diesel Generator; all others equipped with axle generator.

79421	79623	79810	79831	79847	79918 (79356)
79500	79707	79823	79840	79857	79923 (79404)
79543	79730	79825	79844	79875	79924 (79354)

The following cabooses were acquired with the purchase of the Quebec Railway Corp. properties on 01/11/2008:

NUMBER	BUILDER	DATE	NOTES
<b>From Ottawa Central Railway -</b>			
9106	HS/CN	1967	ex-Sydney Coal 9106, 2/2003; exx-Devco 9106, 2001; nee CN 79321, (1990)
79834	CN-PSC	r/b 1976	(named <i>Millennium</i> ) ex-OCRR 2000, 2009; exx-OLO 2000, 2001; exxx-CN 79834, 1997; nee CN 472000-series box car, (1976)
<b>From Chemin de fer de la Matapédia et du Golfe -</b>			
9101	CN-PSC	r/b 1971	ex-Canada & Gulf Terminal 79507, 1999; exx-CN 79507, 1996; nee CN 472000-series box car, (1971)
9104	HS/CN	1967	ex-Sydney Coal 9104, 2005; exx-Devco 9104, 2001; nee CN 79202, (1990)

The following EJE cabooses were acquired with the purchase of the Elgin, Joliet & Eastern in 2/2009:

NUMBER	BUILDER	DATE	NOTES
177	Morrison Int.		Cupola - rebuilt from caboose 524
185	Morrison Int.		Transfer - used in Maintenance of Way
195	Morrison Int.		Transfer - used in Maintenance of Way
508	Morrison Int.		Cupola
531	Morrison Int.	12/1953	Cupola
532	Morrison Int.		Cupola
533	Morrison Int.		Cupola
539	Morrison Int.		Cupola

The following BC Rail, Bessemer & Lake Erie, Grand Trunk Western, Illinois Central and Wisconsin Central active cabooses were believed to be on the roster at press time:

## CABOOSES -

BCOL 1802 (ex-IC steel box car 9465, converted 6/1983)  
 BCOL 1804 (ex-IC steel box car 199451, exx-IC 9495, converted 6/1983)  
 BCOL 1854, 1855 - built by PGE Squamish in 1969  
 BCOL 1861, 1862 - built by PGE Squamish in 1971  
 BCOL 1866, 1870, 1871 - built by BCR Squamish in 1973  
 BCOL 1879 - built by BCR Squamish in 1974  
 GTW 79047, 79054 - built by International Car in 1980  
 GTW 79197 - built by International Car in 1977  
 IC 199309 (ex-IC 199309, nee IC 9309) - built by International Car in 1976  
 IC 199310 (nee IC 9310) - built by International Car in 1976  
 IC 199369 (ex-IC 199369, nee IC 9369) - built by IC Centralia in 1972  
 ICG 199408, 199418, 199421, 199432, 199436 (nee IC 9408, 9418, 9421, 9432, 9436 respectively) - built by IC Centralia in 1972.  
 IC 199500 (ex-ICG 199500, nee IC 9500) - built by IC Centralia in 1968  
 ICG 199505 (nee IC 9505) - built by IC Centralia in 1968  
 ICG 199549 (nee IC 9549) - built by IC Centralia in 1969.  
 ICG 199576 (nee IC 9576) - built by IC Centralia in 1969.



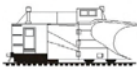
## PART 7

### RAIL-MOUNTED CRANES

Rail-mounted cranes belonging to Canadian mainline and industrial railway operations are listed on the following pages. In addition, hi-rail cranes that travel by road between work locations, but are equipped with steel wheels for movement on the rails, are listed separately within the particular railway. Your continued assistance is requested in obtaining missing Serial numbers.

#### CANADIAN NATIONAL

NUMBER	MANUFACTURER	SERIAL	DATE	CAP.	NOTES
47655	Ohio	4925		55-80	ex-ICG 100470
[50008:2]	Bucyrus-Erie	36210	1946	250	SYMINGTON - spare
50138	American Hoist 830-DE	2620	2/1951	30	CN West -
[50351]	Burro Model 40		1960	12	Transcona; noted for sale
[50356]	American Hoist 830DE	J-3495	6/1959	30	CN East
[50360]	American Hoist 830DE	J-3478	9/1958	30	CN East
50361	Brownhoist DE50CL	12261	1953	50	ex-BC Rail #6043 ((Also LC1 and CC-451); offered for sale 2008-11
50363	Ohio Model DE250	5049	1974	25	ex-BC Rail #6044 (also LC724); offered for sale 2008-11
[50364]	Browning Model 300 DE	4361	1957	30	CN East
50367	Browning/Wellman 300DE	4363	1958	30	CN East
50372	American Hoist 840-DE	J-3078	11/1952	40	CN West
50373	American Hoist 840-DE	J-3079	11/1952	40	CN East
50381	American Hoist Model 830DE		1954	30	CN East
[50386]	Browning/Wellman Model 300 DE		1955	30	CN East
50389	American Model 830 DE	J-3322	12/55	30	CN East; ex-Construction Eqpt. Co.
50393	Browning/Wellman Model 300DE		1957	30	CN East
50395	Browning/Wellman 300DE	4345	1957	30	CN East (ex GT)
50396	Browning Model 300 DE		1957	30	CN West
[50397:2]	American Locomotive crane				likely ex-DMIR X-16; noted for sale
50398:2	American Locomotive crane				ex-DMIR X-19
50402	Browning Model 400 DE	CR4387	1956	40	CN West
50404	Browning Model 400 DE	CR4398	1957	40	CN East
50409	Burro Model 40		1965	12	CN West
50414	Ohio Model 400 DE	CR4878	4/1969	40	CN West
50417	Browning/Wellman 400 DE	CR4402	1969	40	CN West
50418	Burro Model 40	40-284	7/1970	12	CN East
GT50420	American Hoist 830 DE		1958	30	
[50430]	American Hoist 400 DE	L3937	6/1971	40	CN West
50431	American Hoist 7030 DH	L3980	2/1973	30	CN East
50434	American Hoist 7040 DE	L4049	7/1974	40	ex-NAR #16527, 1981
50435	Ohio	CR4941	7/1974	40	CN West
50437	Browning Model 400DE	L4005	5/1975	40	
50438	Browning Model 400 DE	CR4981	4/1975	40	CN East
50451	Browning Model 300 DE	4958	3/1974	30	CN East
[50468]	Burro Model 40	40375	8/1975	12	CN East -
50470	Ohio	CR5027	9/1976	40	CN West
50471	Ohio	CR5028	9/1976	40	CN East
50472	Ohio Model DE 400	CR5029	9/1976	40	CN East
50473	Ohio		7/1976	40	Transcona
50474	Ohio	CR5035	11/1976	40	CN West
50475	Ohio Model DE400	CR5033	09/1976	40	CN East
50476	Ohio Model DE400	CR5034	10/1976	40	CN East
50479	Burro		8/1980	12	CN West
50482	American Hoist	L4348	12/1984	100	Model 850 DE - CN East
50483	American Hoist 840 DEH	L4353	5/1986	60	CN East
50484	American Hoist 840 DEH	L4354	4/1986	60	CN West
53066	Pyke Model 8020	8706	1987	20	Fort St. John (ex-BCR #6048, 2005)
AC 10215	Industrial Brownhoist	H-12160	1953	30	
AC 10216	American Hoist 850-80DE	J-3158	8/1952	80	ex-Algoma Steel c.1985 (Canadian Furnace Co., Port Colborne ON)
BCR [6041]	American Model 7040DE	L-3855	10/1969	75	nee-Pacific Great Eastern
BCR 6045	Pyke Model 8020	8615	1986	20	
BCR 6046	Pyke Model 8020	8704	1987	20	
BCR 6047	Pyke Model 8020	8705	1987	20	
BCR C75996	Pettibone Hi-Rail Crane	1308			Model 260ARRC
DMIR X-10	Locomotive crane				
DMIR X-16	American Locomotive crane				To CN 50397:2?
DMIR X-19	Locomotive crane				To CN 50398
DMIR X-20	Locomotive crane				
DMIR X-21	Locomotive crane				
DMIR X-22	Locomotive crane				



## CANADIAN NATIONAL (continued)

## FLANGERS

NO	NOTES
56200:2	Rebuilt 1979 from 40 foot boxcar #475168
56212:2	Rebuilt 1980 from 40 foot boxcar #478822
56215:2	Rebuilt 1981 from 40 foot boxcar #483629

## CANADIAN PACIFIC

## ICE BREAKER CARS

NUMBER	DATE	NOTES
410005	1951	ex-260785 Box Car (1984)
410007	1951	ex-261410 Box Car (1984)
410008	1950	ex-257741 Box Car (1984)
410009		ex 40' Box Car
410011	1957	ex-55049 Box Car (1988)
410012	1961	ex-58561 Box Car (1988)

## SPREADERS (all built by O.F. Jordan Company)

Number	Built	S/N	Model	Type	Assigned	Notes
401202	07/1952	859	A	S	Kamloops	as built
402800:2	11/1972	920	R/M		Revelstoke	nee CN 50950 (2002)
402862	03/1931	754	A	B	Revelstoke	as built
402869	12/1946	815	A	S	Alyth	as built
402870	07/1950	835	A	S	South Edmonton	as built
402872	06/1950	838	A	S	Milwaukee	as built
402875	10/1951	850	A	S	Revelstoke	as built
402877	12/1952	864	A	S	Thunder Bay	as built
402879	07/1959	1179	R/M		Saratoga Springs	as built
402880	06/1959	887	A	S	Kamloops	as built
402881	06/1959	1135	R/M		Binghamton	as built
402882	06/1963	1403	J	S	Moose Jaw	as built
402883	04/1965	1405	J	S	Smith Falls	as built
402884	05/1965	1406	J	S	Kenora	as built
402885	09/1966	1411	J	S	St. Luc	as built
402886	12/1966	1412	J	S	Schreiber	as built
402887	06/1966	1410	J	S	Thunder Bay	as built
402888	09/1967	1414	J	S	Chapleau	as built
402889	08/1967	1413	J	S	Revelstoke	as built
402890	03/1970	1420	4-200B	S	White River	as built
402891	11/1970	1423	4-200B	S	Sudbury	as built
402892	01/1971	1424	4-200	S	Winnipeg	as built
402893	07/1971	1425	4-200	S	St. Luc	as built
402894	12/1971	1427	4-200	S	Havelock	as built
402895	11/1973	1435	4-100	S	Winnipeg	as built
402897	02/1985	142392	4-100	S	Cranbrook	as built
402898	08/1985	142393	4-100	S	Cartier	as built
402998	10/1981	1489	4-150X	S	Bredenbury	as built
402999	12/1981	1492	4-150X	S	Moose Jaw	as built
DME 1004	spreader	blt. Jordan				
DME 1006	spreader	blt. Jordan				
ICE 100000	spreader	blt. Jordan			ex-IMRL 100000 (7/2002), exx-MRL 100000 (1987), nee-BN ?	
SOO 300288	9/1973	ex-MILW 300288, exx-MILW X-288				
SOO 300289	9/1973	ex-MILW 300289, exx-MILW X-289				
SOO 900061		Yard Spreader				
SOO 900078	10/1948	ex-SOO X-78				
SOO 900080	09/1934	ex-SOO X-80, possibly ex-SOO 302860 ?, nee SOO D-8xx				

TYPE: S - Spreader-Ditcher S/S - Spreader-Ditcher-Snowplow  
 B - Ballast-Spreader B/S - Ballast-Spreader-Snowplow

MODEL: Std - Standard Air-operated Spreader Built 1904-1957  
 Comp - Composite Air-operated Spreader-Ditcher Built 1918-1957  
 (Also noted as 2-100/150/200 etc.)  
 A - Heavy Air-operated Spreader-Ditcher Built 1928-1972  
 R/M - Roadmaster light air-operated spreader; introduced 1951  
 (Also noted as 3-100/150/200 etc.)  
 J - Modern Heavy Hydraulic Spreader; introduced c.1961  
 (Also noted as 4-100/150/200 etc.)



# PART 9



## RAIL SERVICE EQUIPMENT

There are some very interesting looking pieces of equipment that are used by railways to keep their right-of-way and track in top condition. They may be owned by the railways themselves, or hired from private companies. The yellow **Sperry Rail Service** cars used to check for flaws in the rail are probably the most visible. These self-contained units have interesting histories as the list on page 5 of this section indicates. The blue **HARSCO TRACK TECHNOLOGIES** (formerly **Pandrol Jackson** and before that **Speno Rail Services**), and the yellow **Loram Maintenance of Way** rail grinding equipment are seen grinding out rail corrugations. Other large specialized equipment operated by the major railways is also listed. In most cases, equipment listed in this section is large enough that it can move under its own power, and does not require any additional motive power, or can be placed into the consist of a freight train..

### CANADIAN NATIONAL

<u>NUMBER</u>	<u>BUILDER</u>	<u>DATE</u>	<u>MODEL</u>	<u>NOTES</u>
50550	CANRON	1977	P811	Track Renewal - P811 Rail Changeout & Tie Inserter that removes old ties and rails, levels and compacts the ballast, and relays track with new rails and ties in one continuous operation and in one pass. Gantries carry new ties to the laying conveyor unit, and returns old ties back to tie cars.
50551	CANRON	1979	RCO	Track Renewal - Rail Change-out Unit that replaces both rails and performs all major track restoration operations in a single pass. The RCO threads old rails to the shoulder and removes old tie plates to a gondola. It then plugs spike holes, cribs ballast, adzes and creosotes ties. The new tie plates are positioned and new rail threaded in, lined and gauged, and anchored spikes driven to hold alignment.
50552	CANRON	1979	RCO 2	Track Renewal
50553	PLASSER	1977	RM 76U	Ballast Undercutter & Cleaner, purchased in 1982
50554	PLASSER	1984	RM 76U	Ballast Undercutter & Cleaner
505-62	Kershaw	2001?	KBC 750	Ballast Undercutter and Cleaner
unknown	Kershaw	2001?	KBC 750	Ballast Undercutter and Cleaner

### CANADIAN PACIFIC

<u>NUMBER</u>	<u>BUILDER</u>	<u>DATE</u>	<u>MODEL</u>	<u>NOTES</u>
5001-01	CANRON		RCO	Track Renewal - Rail Changeout Unit

### ARCELORMITTAL CANADA (CARTIER RAILWAY)

<u>NUMBER</u>	<u>BUILDER</u>	<u>DATE</u>	<u>SERIAL</u>	<u>NOTES</u>
RG-3	LORAM	1989	SX2002890107	16 Stone Rail Grinder; perhaps sold?

### DAPCO RAIL SERVICES

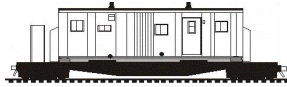
Dapco, owned by Nordco, a manufacturer of railroad maintenance-of-way equipment, operates a number of ultrasonic rail inspection vehicles

DRS-19 "Rail Inspection Car" hi-rail truck.

### GEORGETOWN RAIL EQUIPMENT

GREX 6000	Brandt	2005	13136	Self Powered Slot Car; built on chassis of a SW9 built by EMD in 02/1951 as Atlantic Coast Line 659, then to Seaboard Coast Line 141, then to MBTA 1900, then to Coastal Refining and Marketing 1900, then to Larry's Truck Electric #001 about 1994.
GREX 6001	Brandt	2005	9754	Self Powered Slot Car; built on chassis of a SW7 built by EMD in 6/1950, serial 9754, as Connemaugh & Black Lick 109, later Bethlehem Mines 109 at Century, West Virginia, then to Rauer Coal 109, then to Larry's Truck Electric #002.

# PART 10



## WORK SERVICE CARS

Equipment listed in this section is for the most was formerly used in passenger service, and in most cases are now being used in various work or non-revenue service. A car in parentheses, e.g. [2088], indicates a car that is stored unserviceable pending repair or retirement. The rebuilt date indicates the date that the car was rebuilt and/or renumbered from its last passenger service configuration into work service. For CN equipment, we have added information to indicate what part of the country you will likely find the equipment, or its specific assignment in the case of Auxiliary equipment. However, with CN and CP continuing to reduce the number of Auxiliaries, the disposition of some of this equipment is unknown.

### CANADIAN NATIONAL

<u>NUMBER</u>	<u>TYPE</u>	<u>BUILT</u>	<u>BUILDER</u>	<u>NOTES</u>
99 (800723)	"AMERICAN SPIRIT" Dome-Lounge-Observation	1955	BUDD	Ex-AOE "American Spirit" (4/2005); BN 4605 (not applied), Amtrak 9465, Amtrak 9409 (HEP) (12/83) - equipped with freight brakes for Amtrak Auto Train service, Montana Rockies Daylight (800723) BKSX (Beagle-Kirkwood-Steplock) 9409 (not operated) (1/96), Henry Hillman/Oregon Rail Corp/American Orient Express/Montana Rockies Rail Tours (11/98) - car in Sandpoint ID 11/2000 with "American Spirit" - car repainted in "American Spirit" livery - operation sold to RailQuest America 01/2001 - car retained by AOE - moved to Chehalis WA 9/2001. Began operating on AOE trainset in Canada 7/04 - still in "American Spirit" livery. Ex-GN #1325
(Following three cars are Business Cars)				
100:8	"PACIFIC SPIRIT" -assigned Chairman - Montreal -normally stays in Vancouver	1959	NSC	named in 1996; ex-"BONAVENTURE":9 (1991); exx-95:5(1979); exxx-15111:2, (1978); nee #98:3, "BONAVENTURE":4 (1977)
1057	"LOUIS JOLLIET" (assigned President - Montreal)	1959	NSC	ex-#96:4 (2004); named in 1999; exx-#99:4 (1979); nee #21:2 (1969); named "GRAND TRUNK" (1969-77); named "BONAVENTURE":4 (1977-78)
1059	Reception-Marketing "TAWAW"	1954	NSC	ex-#15165; exx-VIA #1088 Sleeper-Buffer Lounge "CAPE CHIGNECTO", (1986); nee CN #1088 - "CAPE CHIGNECTO"
1061	Company-Service "COUREUR DES BOIS"	1954	NSC	ex-#15162; exx-#59136:1 work car, (1981); exx-Baggage-Dormitory #9211 (1957); nee Baggage #9211
1501	Track Geometry	9/58	BUDD	exxx-CN RDC-1 #15016 (2010); exx-VIA #6108 (3/78); ex-CN #6108 (3/69); nee-CN #D108
1710	Power Car "Fraser Spirit"  painted CN green/yellow/black	1954	NSC	ex-BCR Power Car #1710 "Bridg River"; exx-WSJR 9614 (1999); exxx-VIA 9614, 1996; exxxx-CN 9614, 3/1978; nee CN 9220, (12/1974);
15002:2		1954	PS	ex-VIA Sleeper-Buffer-Lounge #1084 - "CAPE PORCUPINE", (1983); nee CN #1084 "CAPE PORCUPINE"; originally planned for track geometry service, car was rebuilt in 1993 for work service on Rail Grinding Trains (usually Loram)
[ 15003:2]	Track Geometry "TEST" (Western Canada)	1954	PS	ex-VIA Sleeper-Buffer-Lounge #1085 - "CAPE RACE", (1983); nee CN #1085 - "CAPE RACE"
[ 15004:2]	"TEST" Ballasted Box	1-64	THRALL	ex-GTW 60' boxcar #375003, (1984); Used with #15003
15007:3	"TEST" Ballasted Box	1964	PS	ex-CN 60' boxcar #CNA 794704, (1988); Used with #15008
15008:3	Track Geometry "TEST" (Eastern Canada)	1954	PS	ex-VIA Sleeper-Buffer-Lounge #1082 - "CAPE ROSIER", (1988); nee CN #1082 - "CAPE ROSIER"
(cars 15002-15008 painted VIA blue with red stripe in place of yellow stripe)				

# PART 11



## SCALE TEST CARS

Scale test cars are used to calibrate track scales that are scattered across the country. Many of these unique (old and short) pieces of rolling stock are small four-wheeled cars that have no air brakes of their own and usually travel on freight trains at the rear of the train, or on their own flat car. Newer (and longer) scale test cars are being built from former freight cars.

### CANADIAN NATIONAL

<u>NUMBER</u>	<u>BUILDER</u>	<u>DATE</u>	<u>NOTES</u>
52104# 52107	GTR NSC	c.1901-09 1967	Two axles; ex-GT #95602; weighs 31,000 lbs. (14,061 kg.) Rebuilt from 35' cylindrical ore car #346015; "MacMillan Yard Calibration Car" (for hump scales at Toronto); Weighs 224,000 pounds.
52108# 52109# 52257#	CN Moncton CN Moncton	1929 1929 1917	Two axles; weighs 60,000 pounds; Two axles; weighs 80,000 lbs. (36,288 kg.) Two axles; Purchased second-hand in 1943 from PRR; Weighs 40000 pounds; Two axles
52258#		1906	Two axles; Purchased second-hand in 1943 from PRR; Weighs 80,000 pounds; car lettered as built in 1943
52259	MARINE	8/1956	Rebuilt from 44' covered hopper #352209 in 1987. Weighs 165,000 pounds; four axles; 36' long
52260	NSC	1957	Rebuilt from 24' ore car #344485 in 1996; weighs 46,500 lbs
GTW52264# GTW52265# 52274# 52277#	Atlas SP&M ECC ECC	1952 1925 1956 1957	Two axles; was on frame of a caboose; weighs 82,000 lbs Two axles, weighs 36288 kg or 80,000 lbs Two axles; Weighs 80,000 pounds; Two axles; weighs 80,000 lbs; (36,287 kg.)
52283	NSC	1967	Rebuilt from 34' cylindrical ore car #346007, (1993); weighs 212,000 lbs
52286	NSC	1954	Rebuilt from 24' ore car #344229, (nee 322275?) (1993); weighs 220,000 lbs nee GTW 113xxx series covered hopper (c.1984?)
GTW 80023 IC 100110 IC 100112 IC 100119 IC 100120 IC 100121		6/1953	weighs 177,300 lbs  weighs 240,000 lbs weighs 240,000 lbs weighs 185,650 lbs
WC 870			Two trucks, four axles; weighs 80,000; ex-SOO X-870; converted from 4,500 gallon steam locomotive tender; was behind engine #4 on D&S division Feb. 25, 1925; behind 411 on Minnesota Division December 2, 1930. Converted to Scale Test Car September 27, 1935
DMIR W132499			

# Stencilled CANX; normally transported on CANX 61300 and CANX 61301, former bulkhead flatcars with ramp at one end of car.

FREQUENCY  
TRANSMIT RECEIVE

CHANNEL USE

## CANADIAN NATIONAL

161.415	1	End to End	
161.205	2	Dispatcher	
160.935	3	Dispatcher	
160.665	4	Dispatcher	
160.365	5	Terminal Switching	Yard Channel in Halifax, Moncton, Saskatoon, Melville
161.295/160.485	6	Dispatcher	Halifax, Montreal Customer Service Centre, Toronto Macmillan Yard Diesel Shop, Winnipeg, Saskatoon, Melville
161.055/159.810	7	Dispatcher	Yard Channel in Halifax, Moncton, Montreal Central Station, Winnipeg, Saskatoon, Melville
161.025	8	Dispatcher	Yard Channel in Halifax, Moncton, Winnipeg, Saskatoon, Melville
160.335/160.845	9	CP Channel 12	
160.335/161.175	10	CP Channel 14	
160.245/160.845	11	CP Channel 15	
160.245/161.265	12	CP Channel 17	
160.575	13	Police	Montreal, Vancouver; see also Ch. 90
160.605	14	Yard	Edmonton, Vancouver; see also Ch. 59
160.635	15	Yard	Saskatoon
160.215	16	Yard, M of W	Thunder Bay, Sarnia; see also Ch. 82, 89
160.695	17	Yard & Car shop	Garneau, Joliette, Thunder Bay, Niagara Falls, Oshawa, Windsor, Winnipeg
160.725	18	Yard	Halifax, Oakville, Prince George, Vancouver; (also CP channel 78)
160.785	20	Yard/M of Way	System-wide
160.815	21	Yard	St. John NB, Sarnia, Scotford, Vancouver area
160.245	22		
160.875	23	Yard	Maritimes, Vancouver
160.905	24		Senneterre, Thunder Bay, Scotford
160.275	25	Yard	Oakville, New Westminster
160.965	26	Yard, RTC	Thunder Bay, Toronto, Sorel, Edmonton, Vancouver area, Oakville, Vancouver (also CP channel 87)
160.995	27		
160.305	28	Yard	Moncton, Saint John, Toronto, Thunder Bay, Winnipeg, Saskatoon, Vancouver
161.055	29	Yard	Halifax, London, Toronto, Winnipeg, Saskatoon
161.085	30	Yard	Moncton, Scotford
160.395	31	Yard	Moncton, Edmonton, Winnipeg, Vancouver
160.455	32	Yard	Winnipeg, Vancouver
160.485	33	Yard	Vancouver, Montreal, Charny, Hamilton, Oakville, Oshawa, Sarnia, Talbotville Ont., Vancouver, Windsor
160.515	34	Yard	Montreal Customer Service Centre, Winnipeg, Saskatoon
161.235	35	Montreal hump	Toronto police, Winnipeg,
160.545	36	RTC, Police	RTC, Maritimes, Montreal, Sarnia, Thunder Bay, Winnipeg
161.295	37	Yard	Charny, Montreal, London, Vancouver
161.115	38	CP channel 4	Vancouver
161.355	39	CP Interchange/Yard	Moncton
161.385	40	Yard	Vancouver, Calgary, Edmonton, Saskatoon, Winnipeg, Montreal
161.265	41		Edmonton, Vancouver
161.445	42	Yard	Edmonton, Saskatoon, Vancouver, Winnipeg, Thunder Bay
161.475	43	CP channel 1	Shawinigan, Quebec; Vancouver
161.505	44		Sarnia, Moncton Yard
161.325	45		Rosedale BC, Yale BC and district
161.175	46	CP Channel 13	
159.810	47	Yard/M of Way	Vancouver, Winnipeg, Toronto, Ottawa, Melville
159.930	48		
160.050	49	Yard	Halifax, Moncton
160.215/160.785	50	M of W	
161.070/161.070	51	M of W	Great Lakes
160.965/160.215	52		
160.965/160.305	53		Vancouver area
	54		
160.995/159.930	55	Yard	Moncton, Kamloops
	56		
160.305/161.085	57		
160.365/160.965	58	Car Dept.	Moncton, Saskatoon
160.605/161.355	59		Moncton, Kamloops
161.085/160.305	60		Jonquiere
160.530/160.530	61	Yard	Sarnia
160.590/160.590	62	Yard	Sarnia, Windsor/Detroit
160.965/160.395	63	Yard	Campbellton, Kamloops, Vancouver Area, Melville, Regina, Saskatoon, Toronto MacMillan Yard

# PART 13

## TRAIN NUMBERS

This section will enable you to determine what all those trains are that you hear on your scanners. On the following pages you will find listed the origin and destination of assigned train numbers. Odd-numbered trains usually operate west and north, with even-numbered trains operating east and south. Train operations are changed on an on-going, often daily, basis by the railways as they adapt to customer needs.

For this edition of the GUIDE, we have re-instated 'Local' trains for CN and CP in Canada. Please note that CN and CP are constantly changing train numbers, and origin and destination to meet customers's requirements.

### CANADIAN NATIONAL

On CN, the 100, 200 and 300-series trains are regularly scheduled long-haul freight trains. They do not necessarily operate every day, and operating days can change due to customer demands. In addition, depending on traffic volumes, a particular train on a particular day may start somewhere other than its listed Origin. For example, train 149 may start at Montreal one day, and not at Halifax or Moncton. Or, train 306 could start in Montreal instead of Joffre. With the exception of the OCS trains, most of the 400-series trains operate on a regular, although not necessarily daily, basis. Because of the nature of their work, the 500-series trains may operate irregularly or for example only a few times a week, as the traffic warrants. Unit trains run as required. For the most part, CN listings are Canadian-oriented.

Train numbers are prefixed with an alphabetic character indicating the type of service.

A = 400 series short haul freight	M = 300 series long haul freight
B = 700, 300 series potash trains	P = 001-099 and 600 series passenger trains
C = 700 series coal trains	Q = 100 series intermodal trains Quality service
E = 200 series priority freight and automotive	R = 900 series roadswitchers (IC lines only)
F = foreign lines detours and running rights	S = 700 series unit sulphur train
G = 800 series grain trains	U = 700 series unit trains other than coal, grain and sulphur
H = CPR origin, shared running	W = work trains
K = 500 series transfer runs	X = extra trains
L = 500 series locals	

Train numbers are suffixed by one-digit number indicating where the train originated:

- 1 = Atlantic Region
- 2 = St Lawrence Region
- 3 = Great Lakes Region
- 4 = Prairie Region
- 5 = Pacific Region
- 6 = Michigan Division
- 7 = Central Division
- 8 = Wisconsin Division
- 9 = Central Division

For example, train number 1013109 refers to train 101 that originated on the Great Lakes Region, was the regular section ( a 0 would indicate an advance section, a 2 a second section), and the last two digits indicate the date that the train originated (i.e. 09).

<u>SYMBOL</u>	<u>ORIGIN</u>	<u>DESTINATION</u>	<u>FREQUENCY</u>	<u>NOTES</u>
Q10131	Toronto BIT, ON	Robert's Bank, BC	SMTWTFS	
Q10251	Robert's Bank, BC	Toronto BIT, ON	SMTWTFS	
Q10531	Toronto BIT, ON	Robert's Bank, BC	SMTWTFS	
Q10651	Robert's Bank, BC	Montreal Taschereau, PQ	-MT-TFS	
Q10721	Montreal Taschereau, PQ	Winnipeg Symington, MB	SMTWTFS	
Q10851	CP Coquitlam, BC	Kamloops, BC	SMTWTFS	
Q10951	Kamloops, BC	CP Coquitlam, BC	SMTWTFS	
Q11051	CP Coquitlam, BC	Chicago Markham, IL	-----	Overflow Traffic
Q11131	Toronto BIT, ON	Vancouver VIT, BC	SMTWTFS	
Q11251	Vancouver VIT, BC	Montreal Taschereau, PQ	SMTWTFS	
Q11441	Winnipeg Symington, MB	Toronto BIT, ON	SMTWTFS	
Q11451	Calgary Logistics Park, AB	Winnipeg Symington, MB	SMTWTFS	
Q11531	Toronto BIT, ON	Calgary Logistics Park, AB	SMTWTFS	

TAKLA			
NORTH	SUBDIVISION		SOUTH
Mile	STATIONS		Siding
72.7	FORT ST. JAMES	Y	Yard
76.0	MANSON	Rule 105	
99.0	TACHIE		4900
127.5	TREMBLEUR		
151.5	LEO CREEK	OCS	5400
176.5	NATION		
185.0	TAKLA		
188.5	BLUFF		4750
196.0	RICHARDSON	Rule	
197.0	LOVELL		
199.0	MARTIN	Y	
206.0	BULKLEY HOUSE	105	
217.5	DRIFTWOOD		
231.5	TETANA	OCS	2500
253.0	CONNELLY		
269.0	SLOANE		
273.3	MINARET	Rule	
274.0	END OF OPERATED TRACK	105	
274.0	Construction stopped		
289.7	MOSQUE		
309.5	CHIPMUNK		

Standby 28 160.305  
 RTC Call In 144 161.265/160.305  
 Engineering 4 160.395  
 Avalanche zone at mile 248.1  
 No movement north of Mile 274.0 without proper authority

DAWSON CREEK			
NORTH	SUBDIVISION		SOUTH
Mile	STATIONS		Siding
0.0	CHETWYND	Y	Yard
	Jct. with Fort St. John Sub.	Rule 105	
0.9	NORRIS		
8.1	WABI		
10.0	PERRY		
14.3	SUNDANCE		
16.6	1013' bridge over Pine River	OCS	
22.6	FOSS		
35.5	TREMBLAY		
46.0	476' bridge over Kiskatinaw R.		
49.3	KISKATINAW		
59.3	ROWLAND	Rule	
66.0	DAWSON CREEK	105	Yard

Standby 28 160.305  
 RTC Call In 144 161.265/160.305  
 Engineering 4 160.395  
 Grande Prairie Spur (part of Grande Prairie Sub.) extends Dawson Creek (mile 138.0) to Hythe (mile 88.1)

MACKENZIE			
NORTH	SUBDIVISION		SOUTH
Mile	STATIONS		Siding
0.0	KENNEDY	Y	Yard
1.0	GOAD	Rule 105	
		OCS	
17.0	CHURCH		
21.5	FINDLAY	Rule	
23.5	MACKENZIE	105	Yard

Train Standby 5 160.695  
 RTC Call In 6 161.520  
 Engineering 4 160.395

FORT ST. JOHN			
NORTH	SUBDIVISION		SOUTH
Mile	STATIONS		Siding
658.5	CHETWYND	Y	Yard
	Jct. with Dawson Creek Sub	Rule 105	
662.3	WILLIAMS		
670.5	BOND		
678.6	WINDY		
697.0	WORTH		
704.8	SEPTIMUS	OCS	
713.3	TEKO		
714.8	1953' bridge over Peace River		
716.0	TAYLOR		
724.3	152' bridge over Highway 97		
725.0	LWISKI	Rule	
728.0	FORT ST. JOHN	105	Yard

Train Standby 1 159.570  
 RTC Call In 2 161.370  
 Engineering 4 160.395  
 Hot Box Detector at mile 677.0

FORT NELSON			
NORTH	SUBDIVISION		SOUTH
Mile	STATIONS		Siding
728.0	FORT ST. JOHN	Y	Yard
729.6	BARR	Rule 105	
743.1	MURDALE		
757.0	NUNES		
767.5	BLUE HILLS		
771.0	622' bridge over Blueberry R.		
776.2	BUICK		
791.2	SNYDER		
798.1	ZEKE		
815.9	BEATTON RIVER		5350
821.0	631' bridge over Beatton River		
831.8	105' bridge over Black Creek		
832.4	180' bridge over Wendy Creek	OCS	
835.2	SILVER LAKE		
852.9	TAMARACK		
864.3	GUTAH		
874.6	260' bridge over Gutah Creek		
876.5	SIKANNI		6100
897.2	NITEAL		
910.6	NEEDLEY		
916.0	419' bridge over Fontas R.		
917.9	FONTAS		
931.2	EKWAN		
942.6	ELLEH		
960.8	KLUA		
973.4	419' bridge over Fort Nelson (planked for public highway)		
977.5	ALLEN	Rule	
978.8	FORT NELSON	105	Yard

Train Standby 1 159.570  
 RTC Call In 2 161.370  
 Engineering 4 160.395

MONTREAL/OTTAWA - TORONTO/ALDERSHOT																			
STATIONS	651	655	41	641	43	61	51	643	45	63	65	61	47	55	57	67	59	69	669
	Mon. - Fri.	Sat.	Mon. - Fri.	Sat.	Mon. - Fri.	Ex. Sun.	Mon. - Fri.	Sat. Sun.	Mon. Fr-Su	Daily	Daily	Ex. Sat.	Daily	Ex. Sat.	Ex. Sat.	Daily	Daily	Ex. Sat.	Fri. & Sun.
Dep MONTREAL						06:45	06:20			10:10	11:50	11:45		12:50	15:05	15:40	16:00	17:00	18:30
DORVAL						07:11	06:44			10:35	12:14	12:09		13:14	15:26	16:04	16:23	17:23	18:54
CORNWALL						08:01				11:29	13:05	12:59			16:55				19:46
Dep OTTAWA							08:32	09:00	10:30					12:30	15:09	17:06	18:17		
FALLOWFIELD							08:52	09:20	10:48					12:50	15:27	17:23	18:37		
SMITHS FALLS							09:20	09:48									19:14		
BROCKVILLE							09:49	10:21		12:16				13:52	16:33		19:51		
GANANOQUE														14:18c	-				
Ar KINGSTON	05:32	06:45	07:32	08:36	09:19	09:26	10:29	11:01	12:32	12:58	14:27	14:20	14:38	17:13		18:17	20:30		21:08
NAPANEE	05:54	07:05	07:35	08:39	09:22	09:29	10:33	11:04	12:34	13:02	14:31	14:24	14:42	17:17		18:21	20:33		21:11
BELLEVILLE	06:14	07:24	08:17	09:20			11:25	11:48		13:45			15:25	-			21:14		
TRENTON JCT.	06:27	07:36												-			21:24c		
COBOURG	06:59	08:06	08:51	09:54			11:44	12:21		14:25				18:28			21:52		
PORT HOPE	07:10	08:14						12:29						-			-		
OSHAWA	07:39	08:41	09:28	10:30		11:10		13:01		15:01			16:32	19:01d		20:05	22:25c	21:05d	22:55
GUILDWOOD	08:01	08:57	10:48				12:33	13:18		15:19	16:29	16:21	16:52	-		-	22:42c		
Ar TORONTO	08:25	09:12	10:02	11:04	11:34	11:39	12:49	13:33	14:48	15:35	16:44	16:39	17:08	19:33	20:59	20:34	22:57	21:36	23:23
Dep OAKVILLE																		21:49	
Ar ALDERSHOT																		22:10	
																		22:24	

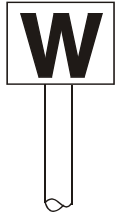
c - for a stop at this station, reservations are required at least 40 minutes before train departs from original station  
 d - alighting only

RULE	ASPECTS	NAME	INDICATION
405		Clear Signal	Proceed
406		Clear to Limited	Proceed, approaching next signal at limited speed.
407		Clear to Medium	Proceed, approaching next signal at medium speed.
408		Clear to Diverging	Proceed, approaching next signal at diverging speed.
409		Clear to Slow	Proceed, approaching next signal at slow speed.
410		Clear to Restricting	Proceed, next signal is displaying restricting signal.
411		Clear to Stop	Proceed, preparing to stop at next signal.
412		Advance Clear to Limited	Proceed, approaching second signal at Limited Speed



The following track signs are used on the Canadian National and Canadian Pacific within Canada. Many of these signs can also be seen on other railways.

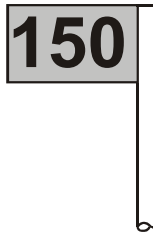
**WHISTLE POST**



*Black letter W on reflective silver background*

Located at least one-quarter (1/4) mile from the edge of all public crossings at grade, blind curves and tunnels. As prescribed by Rule 14 (l).

**STRUCTURE NUMBER SIGN**



*Black numerals on white background*

To designate to nearest tenth of a mile the location of certain structures such as bridges, tunnels and snowsheds.

**SWITCH MILE SIGN**

*Black numerals on reflective silver background*

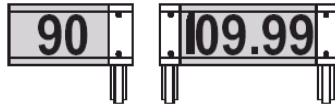
Located opposite actual point of switch, to identify certain switches which are designated



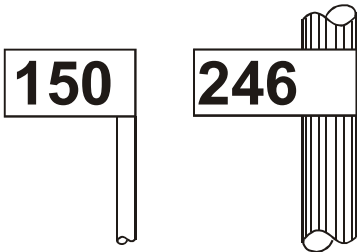
**PROHIBITED WHISTLE POST**

*Black letter W encircled in red with diagonal bar, on reflective silver background*

Located at least one-quarter (1/4) mile from the edge of every public crossing at grade, where engine whistle signal Rule 14 (l) is prohibited by special instruction, except to prevent an accident.



by mileage in Track Occupancy Permits or Clearances.



**MILE POST**

*Black numerals on white background*

Located at one mile intervals to designate subdivision mileage.



**STATION MILE SIGN**

*Black letters on white background*

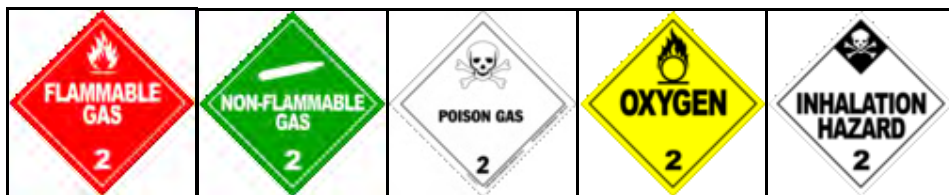
Located one mile from station, siding switch, first main track switch where trains can enter or leave yard tracks, designated switch, or junction switch, whichever is the most outlying in each direction.

**Class 1 - EXPLOSIVES**

- 1.1 Explosives with a mass explosion hazard. Ex: TNT, dynamite, nitroglycerine.
- 1.2 Explosives with a severe projection hazard.
- 1.3 Explosives with a fire, blast or projection hazard but not a mass explosion hazard.
- 1.4 Minor fire or projection hazard (includes ammunition and most consumer fireworks).
- 1.5 An insensitive substance with a mass explosion hazard (explosion similar to 1.1)
- 1.6 Extremely insensitive articles.

**Class 2 - GASES**

- 2.1 Flammable Gas: Gases which ignite on contact with an ignition source, such as acetylene and hydrogen.
- 2.2 Non-Flammable Gases: Gases which are neither flammable nor poisonous. Includes the cryogenic gases/liquids (temperatures of below -100°C) used for cryopreservation and rocket fuels, such as nitrogen and neon.
- 2.3 Poisonous Gases: Gases liable to cause death or serious injury to human health if inhaled; examples are fluorine, chlorine, and hydrogen cyanide.

**Class 3 - FLAMMABLE LIQUIDS (and Combustible Liquids[US] )****Class 4 - FLAMMABLE SOLIDS**

4.1 Flammable Solids: Solid substances that are easily ignited and readily combustible (nitrocellulose, magnesium, safety or strike-anywhere matches).



4.2 Spontaneously Combustible: Solid substances that ignite spontaneously (aluminium alkyls, white phosphorus).



4.3 Dangerous when Wet: Solid substances that emit a flammable gas when wet or react violently with water (sodium, calcium, potassium, calcium carbide).



#### Class 5: Oxidizing Agents and Organic Peroxides

5.1 Oxidizing agents other than organic peroxides (calcium hypochlorite, ammonium nitrate, hydrogen peroxide, potassium permanganate).



5.2 Organic peroxides, either in liquid or solid form (benzoyl peroxides, cumene hydroperoxide).



#### Class 6: Toxic and Infectious Substances

##### 6.1 Poison

6.1a Toxic substances which are liable to cause death or serious injury to human health if inhaled, swallowed or by skin absorption (potassium cyanide, mercuric chloride).

6.1b (Now PGIII) Toxic substances which are harmful to human health (N.B. this symbol is no longer authorized by the United Nations) (pesticides, methylene chloride).



6.2 Biohazardous substances; the World Health Organization (WHO) divides this class into two categories: Category A: Infectious; and Category B: Samples (virus cultures, pathology specimens, used intravenous needles).



#### Class 7: Radioactive Substances

Radioactive substances comprise substances or a combination of substances which emit ionizing radiation (uranium, plutonium).



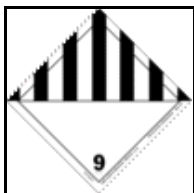
#### Class 8: Corrosive Substances

Corrosive substances are substances that can dissolve organic tissue or severely corrode certain metals:  
8.1 Acids: sulfuric acid, hydrochloric acid  
8.2 Alkalis: potassium hydroxide, sodium hydroxide



#### Class 9: Miscellaneous

Hazardous substances that do not fall into the other categories (asbestos, air-bag inflators, self inflating life rafts, dry ice).





# PART 18

## REPORTING MARKS

This section lists the reporting marks found on railway equipment, as assigned by the Association of American Railroads. The railway equipment reporting marks are assigned to railroads operating equipment in interchange service and to private car companies, and are current to January 2015.

Intermodal equipment reporting marks typically end with U (containers) or Z (trailers), and are current as of November 2009, the latest information available to us. With the growth of intermodal transport in recent years, container reporting marks are changing constantly, and rapidly. For the most up to date information, check the following website where you can enter the reporting mark you have seen, and see which company (and country) it is registered to: <http://www.bic-code.org/consultation-of-the-containers-bic-code-register.html>. Please note that containers may have reporting marks on them that have not been officially assigned to them by BIC (Bureau International des Containers et du Transport Intermodal). Additional information about domestic containers (that are not necessarily registered for international shipments) can be obtained at [http://www.matts-place.com/intermodal/part3/domestic\\_containers.htm](http://www.matts-place.com/intermodal/part3/domestic_containers.htm) and <http://www.prefixlist.com>.

[C] = Canadian company  
LC = Limited Company  
LP = Limited Partnership  
ABCD = Dropped in 2015

LLC = Limited Liability Corporation  
d/b/a = Doing Business As  
Added in 2015 will indicate a date in brackets

AA	Ann Arbor Railroad	ADLX	Adler Funding LLC
AAMX	Ingenieria Y Desarroolo En Equip Ferroviario S.A.	ADMX	ADM Transportation Co. ( <i>Archer-Daniels-Midland</i> )
AAR	Association of American Railroads	ADN	Arkansas Louisiana & Mississippi Railroad
AASX	AltaSteel Ltd.	ADRX	Addlestone Recycling Corp.
AATX	Ampacet Corp.	ADSX	Andrew Merrilees Ltd. (Quebec) [C]
AB	Akron Barberton Cluster Railway Co.	ADVX	API Enterprises, Inc.
ABB	Akron & Barberton Belt Railroad Co.	AEC	Norfolk Southern ( <i>Atlantic and East Carolina</i> )
ABBX	Abbott Labs	AECX	Associated Electric Cooperative Inc.
ABCX	ABC Recycling Ltd.	AEIX	Alan Eslick
ABL	Alameda Belt Line	AEPX	American Electric Power Service Corp.
ABOX	TTX Company	AEQX	ATEL Equipment Corp.
ABR	Athens Lines LLC	AERC	Albany & Eastern Railroad Company
ABRX	LHSTL Railway Co.;	AERX	Illinois Power Resources Generating, LLC ( <i>ex Ameren Energy Resources Generating Co.</i> )
ABS	Alabama Southern Railroad	AESX	General Electric Rail Services Corp. ( <i>A.E. Stanley Manufacturing</i> )
ABSX	Albert Bros., Inc.	AEVX	AKZO Coatings Inc.
ABWR	Alabama Warrior Railway, LLC	AEX	The Andersons, Inc.
ABWX	Asea Brown Boveri, Inc.	AF	Alabama & Florida Railway, Co.
ABYX	Albany Recycling Services, Inc.	AFCX	Atel Financial Services, LLC
AC	Canadian National - ( <i>Algoma Central Railway</i> ) [C]	AFPX	Honeywell International Inc.
ACAX	Honeywell International Inc.	AFRX	AF Railway Industries Inc.
ACCX	Consolidation Coal Co.	AG	Galveston Railroad, L.P.
ACDX	Honeywell International Inc.	AGCR	Alamo Gulf Coast Railroad, Co.
ACEX	Ace Cogeneration Co.	AGCX	Procor Limited (Ontario) [C] ( <i>Alberta Gas Chemicals Ltd.</i> )
ACFX	General Electric Rail Services Corp. ( <i>American Car &amp; Foundry</i> )	AGEX	Aggregate Industries
ACGX	Suburban Propane LP	AGHX	Agrium U.S. Inc. (Alberta) [C]
ACIS	Canadian National - ( <i>Algoma Central Railway</i> ) [C]	AGLF	Knoxville & Holston River Railroad ( <i>ex Atlantic &amp; Gulf Railroad Co.</i> )
ACIX	Great Lakes Chemical Corp.	AGLX	Franklyn Ventures, LLC
ACJR	Ashtabula Carson Jefferson Railroad Co., Inc.	AGMU	Agmark
ACL	CSX Transportation, Inc. ( <i>Atlantic Coast Line</i> )	AGMX	Terra Nitrogen Ltd. Partnership
ACLU	Atlantic Container Lines	AGPX	Ag Processing, Inc.
ACMX	Voith Hydro, Inc.	AGR	Alabama & Gulf Coast Railway
ACPX	Union Tank Car Co.	AGRX	Agri-Empresa, Inc.
ACRX	Elementis Chromium LP	AGS	Norfolk Southern ( <i>Alabama Great Southern</i> )
ACSX	Honeywell International Inc.	ASTX	Agroinsumos Y Semillas de la Region SA de C.V.
ACTX	Honeywell International Inc.	AGTX	Agrothrive, Inc.
ACWR	Aberdeen Carolina & Western Railway Co.	AGYX	Centext Construction Products, ( <i>American Gypsum</i> )
ACXX	Anderson Columbia Co., Inc.	AHCX	PCS Phosphate Co., Inc.
ACY	Norfolk Southern Railway Co. ( <i>Akron, Canton &amp; Youngstown Railway</i> )	AHW	Wisconsin Central Ltd. (CN) ( <i>Ahnapee &amp; Western Railway Co.</i> )
ACZX	JRR Rail LLC		
ADBF	Adrian & Blissfield Rail Road Co.		
ADIX	Adirondack Railway Preservation Society		