

CANADIAN RAILWAY OBSERVATIONS

Editor
William H. Baird

Collaborators
VE2MCC (Website and Production)
Don McQueen (EMCC Diary)
Jody Moore (Green Locomotive Roundup)
GR17f (Coordinator)
Roman Litarchuk (Western Coordinator)
Sean Graham-White (US Coordinator)
Joe Zika (MacMillan Report)
Craig Konopski (Lakehead Report)
Terry Muirhead (VIA News)
Claude Prutton & Mark Forseille (BCRail Story)
Jean Francois Turcotte (Quebec News Reporter)

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HAPPY NEW YEAR!

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CANADIAN NATIONAL

CN Locomotives retired since last issue: NIL (Previous retirement October 30th)

In Mid-December CN announced an order for 40 new SD70M-2's from the EMCC plant in London, Ontario. They are expected in 2010 and there is an option for 50 more of the 4,300 horsepower locomotives which would be delivered in 2010. CN currently has 75 SD70M-2s in service, and 25 additional units, previously ordered in 2007, will join the CN locomotive roster during the first quarter of 2009. E. Hunter Harrison, President and Chief Executive Officer, said: "The new EMD locomotives are a sound investment. They will help CN to improve the efficiency and reliability of its motive power and enhance customer service, and will also allow us to reduce fuel consumption and exhaust emissions. Rail is the "green" mode of transportation, and our new locomotives will further enhance our environmental performance." The new EMD locomotives will be up to 20 per cent more fuel efficient than the ones they replace and will comply fully with the latest regulatory requirements for reduced locomotive emissions. All of the new locomotives will have improved crew cabs that will also be isolated from the frame to reduce noise and vibration for train personnel. In addition, the units will be equipped with distributed power (DP) capability. (DP enables remote control of a locomotive or locomotives throughout a train from the lead control locomotive. Currently, CN has more than 200 DPU equipped locomotives).

In late November, CN delivered SD75I's 5761 and 5768 to the Paddington Interchange for CP in Winnipeg. During early December these units were repaying H-P-H to CP, and operated from Winnipeg to Saskatoon with CP units, and returned on December 1st to Winnipeg. On this trip, CN 5768 failed and was returned to CN. At press time CN 5761 had been returned to CN and had been replaced with CN C44-9W 2613. They operated on CP between Calgary, Moose Jaw, Saskatoon, Winnipeg and Thunder Bay. Clayton Chaloner caught CN C44-9W 2613 on a CP 300-series train at Neepawa, MB with CP AC4400CW 9538, CP SD90-43MAC(u) 9120 and CN 2613. CN units are seldom seen on the CP's Minnedosa or Brendenbury Subdivisions.

In December, to the North American economic slowdown in traffic CN placed the following locomotives into storage at these locations on the system: Note: These dispositions are all as of December 28th, 2008.

At Woodcrest: GTW SD40-2's 5930, 5932, 5933, 5934, 5936, 5937, GTW SD40-3's 5941, 5942, 5943, 5944, 5946, 5947, 5952, 5955, 5956, IC SD40A-2R's 6003, 6005, 6011, 6014, 6018, IC SD40-2's 6032, 6057, 6059, 6101, 6106, 6113, 6114, 6117, 6123, 6127, 6130, 6132 and 6140. On Christmas Day Robby Gragg caught IC SD40A-2R 6014 heading the deadline at Homewood, Illinois with OCCR RS18u 1865 and GTW SD40-2 5936, one of just two still in GTW blue paint. All three engines are operational.
<http://www.railpictures.net/viewphoto.php?id=264728>

At Memphis, TN: (on the IC): GTW SD40-3 5948, 5949, 5950, 5953, 5954, IC SD40-2R 6052, IC SD40Xu 6071, IC SD40-2's 6108, 6111, 6119, 6121, IC SD40-3 6264. At the same time the following DMIR locomotives were being cannibalized in Memphis: DMIR SD40-2's 411, 413, and 417.

At Proctor, MN: (on the DM&IR), IC SD40-2R 6017, IC SD40-3's 6251 and 6258.

At Fond-du-Lac, WI: (on the WC), IC SD40-2 6064.

At Greenville, PA: (on the B&LE), B&LE SD38AC 868, SD40T-3's 900, 901, 904, 905, and 908.

At Toronto, ON: GTW SD40-2 5931, IC SD40A-2R 6016, IC SD40-2's 6100, 6139.

At Winnipeg, MB: IC SD40A-2R's 6008, 6013, IC SD40-2's 6034, 6065, 6136.

At Edmonton, AB: GTW SD40-3 5945.

CN - QUEBEC RAILWAY CORPORATION (QRC) Updates: During the first week of December, the only NBEC units actually working on the railway were the 6900-series SD40's. As reported last month in CRO, NBEC SD40 6909 is currently at the SYDNEY COAL RAILWAY Shops for repairs. During the month of December, CN began training conductors at Moncton, NB, and have hired back some others. CN power is now seen all over NBEC, for example: CN C44-9W's, GP40-2LW's, SD40-2W's and SD75I's are now on NBEC Trains 402 and 403. The CN GP40-2LW's assigned to Bathurst, NB., are 9402, 9461, and 9513. As many of our readers are aware, many of the units on the NBEC roster never actually ran on NBEC, or have not run for years, or were purchased as parts sources only. It is the same story on the OTTAWA CENTRAL. By mid-December four CN units replaced the outgoing OCRR MLW's: CN GP40-2LW's 9416, 9433, 9455 and 9525. In late December near press time, CN 9416 suffered a failure, and was expediently replaced by CN GP9RM 7054.

By late December, the following QRC MLW's had arrived at Woodcrest from Toronto: RS18u's, 1818m 1824, 1828, 1840, 1846, 1854, 1865. According to some reports we received, RS18u's 1828 and 1865 are still operational. On December 28th, the following QRC units were in Toronto and had not yet moved to Woodcrest; RS18u's 1814, 1815, 1816, 1834, 1838, 1854, 1865, 1866, and C424m's 4202, 4203, 4204, 4210, and 4214. The lettering "ERS" on one of the C424m long hood's is for Quebec Railway Corporation's "Eastern Rail Service", or in the French translation: SFEX = Services Ferroviaires de l'Est.

Also in Mac-Yard in late December were QRC RS18u's 1842 and 1859 for the ST. THOMAS & EASTERN. Note: The ST&E's HR412W 3582 will soon be moving to the PORT COLBORNE HARBOUR Line. (Both shortlines are owned by TRILLIUM RAILWAY CORP). At Campbellton, NB, and to be forwarded to Woodcrest were RS18u's 1813, 1819, 1821, 1845, 1849, 1851, 1856, 1857, 1867, 1868, and C424m 4235. The following QRC units will be scrapped on the CHARLEVOIX RAILWAY (CFC): NBEC RS18u's 1841 and 1853. The following units are to be scrapped on NBEC at Campbellton: NBEC RS18u's 1809, 1830, 1855, 1858, as well as NBEC C424m's 4219, and 4243. The following QCR unit is to be scrapped in Ottawa: OCRR RS18u 1829. One-of-a-kind (QRC) SFEX RS18u 3000 is to be leased to CHEMIN de FER LANAUDIÈRE, a shortline near Joliette, QC. They had BELL GAZ (BG) ex-CN S13m 114 which failed, and in the meantime have been using a QGRY SW1500. SFEX 3000 is enroute to Joliette for BELL GAZ to lease. Charles De Jean provided these photos of the two units in CN-Taschereau Yard on December 29th and the RS18u was running! On December 31st, BG S13m 114 was being returned to CADRAIL for repairs and had been uinterchanged to CP-St-Luc Yard

<http://www.canadianrailwayobservations.com/2009/1/3000.jpg>

<http://www.canadianrailwayobservations.com/2009/1/bellgaz.jpg>

Mike Lockwood's caught a movement of QRC MLW's at Beare on the York Sub: CN 8009, CN 5639, with NBEC 1840, SFEX 4203, NBEC 4210, SFEX 4202, SFEX 4204, NBEC 4214.

<http://tinyurl.com/6e5lhw>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1431069> (OCR units at Homewood)

<http://www.rrpicturearchives.net/showPicture.aspx?id=1431165> (Ryan Kertis photo)

<http://www.rrpicturearchives.net/showPicture.aspx?id=1433002> (Mark Malnekoff photo)

As of December 3rd, CN had stored the following: On NBEC: 1814, 1816, 1819, 1821, 1845, 1849, 1851, 1856, 1857, 1868, and SFEX unit RS18u 3000 (Upgrade). Note: The CHARLEVOIX RAILWAY (CFC) is still owned by QRC and has RS18u 1835 still in service.

In December 2009, Federal regulators gave a green light to CN's plan to divert freight traffic through Chicago's suburbs, The U.S. Surface Transportation Board unanimously approved CN's \$300 million purchase of the ELGIN JOLIET & EASTERN Railway. But in response to critics, the board imposed an unprecedented condition: CN must pay tens of millions of dollars to build two overpasses in Aurora and Lynwood. Approval means the Montreal-based railroad can turn the lightly used EJ&E into a rail superhighway, tripling or quadrupling the number of trains now running through Chicago suburbs as well as Mundelein, Joliet and Gary. The decision, which doesn't become official until Jan. 23, is expected to face a legal challenge from suburban opponents. The purchase also isn't a done deal, as CN will miss a Dec. 31 deadline set by the EJ&E's owner, U.S. STEEL. The railroad said in Mid-December it still hopes to close this purchase.

CN and IC again operated their Chicago-District 2008 Santa Train on December 13th-14th. CN-IC Engineer Joseph Santucci who coordinates the train, and is part of the crew explained to CRO, CN typically uses a Geep on the south end of the train (any recently repainted model) and the E-unit on the north end with five cars from the IC fleet including coaches, a sleeper, the IC Safety Car as it has a kitchen, and CN "Gatineau". Later in the month they operate the same train on the former GTW at several locations. This year the 2008 CN Santa Train featured the CN painted GTW GP9R 4633 for power with IC E9Au 101 on the other end. All locations are south of Chicago and Markham, Illinois. Homewood, IL, which is at the south end of IC's Markham Yard, is where all CN southbound's depart at MP 24. Kankakee (proper) is MP 55 and Gilman is at MP 81. Onarga is as far south as the train goes on the Chicago Subdivision and is at MP 84.6. Gibson City is as far south as the train goes on the Gilman Subdivision and is at MP 110. (All are distanced from Chicago). On Saturday, the train is run as a deadhead move from Gilman to Gibson City and then works its way back north on the Gilman Line to Gilman. They go around the north leg of the wye at Gilman, then proceed south on the Chicago Sub to Onarga, and then come back to Gilman and back into the north leg of the wye where we work there. The train is pulled into a track called west 3 at Gilman when finished and ties up there for the night. Then on Sunday they come out of west 3, and head north working the stations on the Chicago Sub to Kankakee. Once at wrapped up at destination, several CN employees re-board the train and then take it to Markham and back into Woodcrest Shops where it is tied up and the "IC" side of the Santa Train is concluded for the year. The following week they take the cars (we don't know what power or if the E-unit goes with it) up to Michigan for stops at several terminals on the former GTW. That is only open to CN/GTW employees and their families. They used to do it on the WC side in Green Bay, WI but dropped it this year as they could not get enough volunteers. While some of our volunteers (all of the train and engine crews and some of the other people we support the train in numerous important ways) are railroaders from CN, and railroaders from other nearby railroads and museums. Here is Joe's train sitting on 8 lead at Markham on the 12th getting ready to take the train to Gilman, IL to tie it up for the night there in

preparation for the beginning of the festivities on Saturday the 13th. Joe was at the throttle here and was waiting for the train next to us to clear up so we could cross over to 7 lead and head out. <http://flickr.com/photos/24084206@N08/3104900385/>
<http://www.railpictures.net/viewphoto.php?id=263514&nseq=6> (The Train at Melvin. IL)
<http://www.flickr.com/photos/nictd1000/3113758683/meta/> (The E-unit end!)
<http://blackhawk.artsalive.org/icsanta.htm> schedules & website

Retired CN SD50F watch:

On December 2nd, a CSXT SD60I leads a "retired" CN SD50F paying off H-P-H in Ohio.

<http://www.railpictures.net/viewphoto.php?id=262208>

CN C44-9W 2714 and "retired" SD50F 5444 kick up the snow rolling through Woodstock, Ontario on December 7th (Walter Pfefferle and "Froth")

http://railfan.thegrebs.com/CN/CN_2714_5444_Woodstock_12_7_08

http://railfan.thegrebs.com/CN/CN_5444_Woodstock_12_7_08

G-P Arcouette shot this Youtube video of CN SD50F 5409 the first week of December.

<http://fr.youtube.com/watch?v=1ge6SPblttQ>

<http://www.rrpicturearchives.net/showPicture.aspx?id=1433013> CN 5424, 5417 and sisters stored at Homewood. (Mark Malnekoff)

Over October 22nd - November 12th, CN held their auction sale. Some of these locomotives have now been sold and are now highlighted below in "yellow".

CN SW1200RS CSO3 (formerly CN 1387)

DMIR SD38AC's 200, 201, 205 and 207

DMIR SD38's 214 and 223

DMIR SD18u's 303 and **316*** (donated to the MISSABE RAILROAD HISTORICAL SOCIETY)

DMIR SD40T-2's 410, 411, and 417 (all ex-SP)

BCOL RS3 Slug 404, 407, and 410.

BCOL RS18Cat's 604, 617, 629, and 630.

SAR B36-7 3604

ANY GP9RM 4005

GTW GP9R 4635

CN SD40-2 5380 (Ex-UP)

CN SD50F's 5401, **5402**, **5404**, 5405, 5406, 5407, 5408, **5411**, **5416**, 5417, 5418.

CN SD50F's 5423, 5424, 5426, 5429, 5434, 5437, **5438**, 5439, 5440, 5443, 5445,

CN SD50F's 5450, 5451, 5454, 5455, and 5458. (To DAKOTA MINNESOTA & WESTERN: 5402, 5404, 5411, 5416, 5438).

On December 7th Peter Ernstsohn caught the following units: CN SD70M-2 8006 already missing part of its nose noodle, and (CN-Repaint) IC SD40-2 6139. He also caught the CSX train led by CN 2546 and CSXT SD40-2 8408 and SD60 8623 bound for Selkirk Yard, NY. Both trains were shot at Dorval, QC after departing Montreal Taschereau Yard, westbound.

<http://www.canadianrailwayobservations.com/2009/1/1.htm>

On December 2nd, 2008, CN ran its last scheduled train, No. 115, westbound through Hanna, AB, (the route taken by Intermodal Train's from CN's main line at Saskatoon, SK. to Sarcee Yard, Calgary, AB). The section of the route between Oyen, AB. and Lyalta, AB., a distance of 181 miles, will no longer be used. <http://www.hannaheald.com/ArticleDisplay.aspx?e=1337430>

The CN freights previously using the Hanna Line will now be added to the traffic on CN's Camrose and Three Hills Subdivisions between Edmonton and Calgary. CN 2233 South, one of the re-routed intermodal trains, was seen on now the only CN route left to Calgary, south of Three Hills, AB., with 28 manifest cars ahead of a long string of intermodal cars on December 12th, 2008. (Cor van Steenis)

<http://www.canadianrailwayobservations.com/2009/1/last1.jpg>

<http://www.canadianrailwayobservations.com/2009/1/last2.jpg>

In December, Ken Lonovitch photographed this fine looking repainted CN (WC) SW1500, #1562 in Chicago. http://csxchicago.gotdns.com:6003/CN_Trains/Roll87%2688/0022111-R1-012-4A.jpg

Ken Lanovich also caught this repainted GTW Geep which has a bad location for the sub-lettering ...“TV”? http://csxchicago.gotdns.com:6003/CN_Trains/Roll87%2688/0022111-R1-062-29A.jpg

A rare sight in Calgary, Alberta was WISCONSIN CENTRAL GP38-2's 2002 and 2006 coming off the Three Hills Subdivision into Sarcee Yard as the third and fourth units behind CN 9677 & CN 9566, a manifest freight from Edmonton on December 15th. The two WC units were built in 1981 as ALGOMA CENTRAL 201 and 205, and were acquired by CN in 2001. They are currently assigned to Prince George, BC.

<http://www.canadianrailwayobservations.com/2009/1/wc1.jpg>

A BC RAIL unit in Ohio: On December 22nd, 2008 Tom Habak caught a rare BC RAIL C44-9W (4647) heading up CSX K651-21. The train is seen pulling through the Eastlake high/wide defect detector at Mile Post 165 on the CSX Erie West Subdivision. The visitor seems right at home in the lake effect snowstorm.

<http://www.railpictures.net/viewphoto.php?id=264397>

On December 5th Chris Wilson took these two CN images, CN Q104 zipping through CN-Cree at MP 290 CN Ruel Subdivision (Hornepayne, ON), with CN C44-9W 2606 and CNNA SD40-2W 5319. The second image is the same train at Hornepayne Yard.

<http://www.railpictures.net/viewphoto.php?id=262690>

<http://www.railpictures.net/viewphoto.php?id=263810>

Chris also sent these photos from the same day at Hornepayne Yard. CN 112 pulls up to 5th Avenue, CN-Hornepayne MP 296 on the CN Ruel Subdivision. CN SD75I 5797 leads (ex-LMSX) blue IC C40-8W 2464. On the right, abandoned ALGOMA CENTRAL passenger cars sit next to the abandoned coal silo.

<http://www.railpictures.net/viewphoto.php?id=262634>

<http://www.railpictures.net/viewphoto.php?id=262743>

Glen Mounk took this shot of CN Train 347 on Christmas Day, with CN 5689, CN 6015, CN 2579, CN 5693, CN 2555, CN 2623, and CN 5547

<http://www.canadianrailwayobservations.com/2009/1/5689.jpg>

Peter Ernstsohn caught this eastbound from Toronto on December 28th, stopped at Dorval, (QC) Station and waiting for an Eastbound ahead to enter Taschereau Yard so it idled near Dorval for quite some time. Note the presence of CN/IC C40-8W, the bluebird!!!

<http://www.canadianrailwayobservations.com/2009/1/2459-1.jpg>

<http://www.canadianrailwayobservations.com/2009/1/2459-2.jpg>

Joe Zika's CN MacMillan Yard Report:

Anybody need a fix of Ex-CP RAIL MLW's?

With CN's recent acquisition of some of the Quebec Railway Corp's properties, or should I say “re-acquisition” of some of CN's former properties, CN has started to purge most, if not all of the MLW-built motive power on the Ottawa Central Railway and New Brunswick East Coast Railway. As of this writing, CN has no plans for the MLW units and they are headed to Woodcrest for storage and eventual disposal at the next yard sale unless they get snapped

up beforehand. None of the units were traveling under waybills, and all are strictly Dead in Transit moves, and you'd be surprised how ill informed some of CN's people are about these units, we've traced a few on the journals and they showed as on line and are working as 3000 HP six-axle units, somebody's pipe dream when they decide to make the trains handling these stop and lift more tonnage on line, little do they know that they were only 4 axle units rated between 1800 and 2400 HP.

Anyway, there have been a few that I have missed either due to poor weather, blocked by other power, spotted out of range, or just plain simply gone through within 12 to 16 hours. Some of those units include:NBEC 1854, NBEC 4210, OCRR 1828, OCRR 1842, OCRR 1865, QGRY/OCRR 1846.

Then, there are a few questionable's that needed to be seen to be confirmed as the AEI Scanners had issues with them, including SFEX 4202, and SFEX 4203 which were shown on 305-14 arriving Mac yard. Anyway, here are photo's of [OCRR 1815](#), [OCRR 1824](#), [OCRR 1838](#), [NBEC 1816](#), [NBEC 1818](#), [NBEC 1834](#), [NBEC 1840](#), [NBEC 1866](#), [NBEC 4214](#) and [ERS-SFEX 4204](#).

CV Vignette: Bob Heathorn photographed a quartet of CENTRAL VERMONT GP9's leading on a Northbound freight crossing the Georgia High Bridge just south of St Albans VT in June1984. We can only imagine how good those EMD-567 engines sounded reverberating off that bridge! <http://www.canadianrailwayobservations.com/2009/1/cv.jpg>

CANADIAN PACIFIC

CP Locomotives Retired since last issue: NIL (Previous Retirement November 20th)

After being released from NRE's Paducah, KY facility on December 21st, CANADIAN PACIFIC's new gensets were moved northbound on the IC toward Chicago. The units are model 3GS21B-DE with extended range dynamic brakes and are numbered CP 2100 and 2101 and is the first CP diesel ever numbered in this series. On December 23rd they arrived at CP-Bensenville, IL and moved on eastbound train 240-27 with CP 9617-9568-2101-2100 for Toronto, ON. They are expected to work in Southern Ontario.

CP bestowed its annual environmental excellence award this year to a supervisor who helped develop environmental practices at the Class I's Montreal yard, such as battery recycling and fuel-use reports for all of the yard's equipment. As a reward, Carol Ann Odorico, supervisor of terminal access and billing, received a one-year lease on new a hybrid Toyota Prius and has her name etched on the first two CP Genset switchers. (Thanks to Peters Bowers)

(Ken Garber photos)

<http://home.cogeco.ca/~railroad/gallery/CP2100.jpg>

<http://home.cogeco.ca/~railroad/gallery/CP2101.jpg>

<http://home.cogeco.ca/~railroad/gallery/CP2100cabside.jpg>

On December 16th, local CP train G80 was involved in a moving side collision with CP Train 487 at River Jct, Minnesota on the CP River Subdivision on the Soo Line.

G80 was lead by CP GP38-2 4520 (an Ex-NRE GP35) and SOO GP40 4648. Unit 4648 sustained the worst damage and 4520 rolled in to the Mississippi River. Train 487 was enroute from Portage, MN, and had 100 cars; Train G80 was coming from La Crescent, MN and had 15 cars. After the derailment, the crews could only see 49 cars left standing on the rails.



<http://www.canadianrailwayobservations.com/2009/1/wreck2.jpg>

<http://www.fuzzyworld3.com/pictures3/railroad/soo1/cp4520.html> CP 4520 - Mark W. Hintz

<http://www.railpictures.net/viewphoto.php?id=127201&nseq=11> SOO 4648 - Dan Grossell

In December, four additional CP units have been sent to LARRY's TRUCK ELECTRIC (LTEX) in Ohio: CPRS SD40M-2 5498, CP SD40-2's 5584, 5633 and 5758. The units were moved via CP to Clover Bar, Alberta then on CN to the USA and then finally on CSXT from Toledo, OH.

The CP's GP-38-2's continue to cycle through the Ogden, Calgary paint shop into the newest Canadian Pacific scheme. During December CP 3095 and 3122 were released.

<http://www.canadianrailwayobservations.com/2009/1/3122.jpg>

<http://www.canadianrailwayobservations.com/2009/1/3095.jpg>

Due to the economic slowdown in traffic, CP has stored a number of locomotives including most of their London-built SD9043MAC(u) 's. 46 of the 61 locomotives in the 9100-series are now Tied Up Serviceable. In Addition three 9100-series are now Tied Up Unserviceable, (No Numbers yet). The balance of the series is still in service. Then in Mid-December, due to severe winter weather, many of the units earmarked to go into storage have been temporarily diverted from being shut down and will remain in service for a bit longer. At month end CP was continuing to take them out of service as their scheduled maintenance is performed, the coolant is drained and fuel is pumped out of the units. They are then being moved in groups of three for storage in the North Transcona yard in Winnipeg, MB.

Over a dozen SD40-2's will also become TUS between now and February 2009, when they come in for their scheduled maintenance, (No Numbers yet). As well the lease has now expired on the CEFX SD90MAC's and they are now Tied Up Serviceable as well across the system. At press time even some of the B-trucked units such as CP GP9u 8205 are also being Tied Up Serviceable.

As reported last month, the CITX SD40-2 / SD40-3's were being shut and stored system-wide. Mark Forseille caught these at Port Coquitlam, BC on December 14th

CITX 3032, 3059, 3060, 3061, 3062, 3063, 3065, 3066, 3071, 3074, 3075, 3080, 3083, 3089, 3093, 3099, 3139, 3151, 3170, 3188, CEFX 3105, 3120, 3121, 3128, 3143, and 3145.

Of interest CITX 3080 (ex-CP 5544), CITX 3083 (ex-CP 5519), CITX 3065 is ex-CN 5050 and CITX 3093 is an ex-BN nee-GN SDP40!) As of December 28th this line up was 43 units.

<http://www.canadianrailwayobservations.com/2009/1/leasers.htm>

<http://www.canadianrailwayobservations.com/2009/1/leasers.jpg> (By Craig)

On December 12th, a westbound potash train CP derailed 30 potash railcars derailed around 8:30 p.m., with the slave pusher CP 9728 near mile 102.3 on the Indian head sub, which is on the edge of the town of Grand Coulee, Saskatchewan. Mike LoVecchio, senior manager of

media relations for Canadian Pacific Railway, said the cleaning process should be complete in a few days. "We're going to take the time necessary to do it properly," LoVecchio said. "Not only do we want a clean site for the community, but we want to ensure that the track is safe to use again. "In the meantime ... we have quite an extensive network of track in Saskatchewan, so we are able to reroute trains over our other tracks. Grain producers will need to know that their shipments are still moving." The cause of the derailment is under investigation. LoVecchio said the derailment didn't pose any danger to the town or the environment. There was a small leak in one of the locomotive fuel tanks, but it was pumped out overnight and was being cleaned up Friday. 9728 suffered damage to rear cab the firemen's side and damaged her nose which is bent inward and the front steps are now bent back toward the trucks. The frame looks to be in good shape. Once the derailed equipment was moved off the tracks panel tracks were installed and tamped and the trains began rolling by late afternoon on the 13th. (Trevor Coward & Mike LoVecchio)

On December 6th, Chris Wilson was on the CP's White River Subdivision at MP 129 and clicked a night time meet with VIA Budd cars and CP Train 102 preparing to depart White River lead by AC4400CW 8549. Also a terrific roster shot of CP SD40-2 5872 that he caught earlier in the day. <http://www.railpictures.net/viewphoto.php?id=263808>
<http://www.railpictures.net/viewphoto.php?id=262741>

A final look at the 2008 CP HOLIDAY TRAINS:

Northern route (Canadian train) Train #01H-30

CP 9815 - AC4400 Locomotive
CP 220031 - 220 series box car
CP 220332 - 220 series box car
CP 220037 - 220 series box car
CP 220476 - 220 series box car
CP 507197 - Flat Car with Genset (CPPU 900084) to provide power for lights
CP 220255 - 220 series box car
CP 220451 - 220 series box car
CP 220458 - 220 series box car
CP 220508 - 220 series box car
CP 401750 - Box Car (re-configured as a STAGE for entertainment)
CP Business Car - Dominion (club-coach)
CP Business Car - Banffshire (sleeper)
CP Business Car - Killarney (reversed observation)
CP Business Car - Van Horne (observation)

<http://www.railpictures.net/viewphoto.php?id=262719> (Photo by Chris Wilson)

Southern route (US and Canada) Train #01H-28

CP 9824 * AC4400 Locomotive and/or IC&E 6211 * SD40 Locomotive
CP 220219 - 220 series box car
CP 220592 - 220 series box car
CP 220009 - 220 series box car
CP 220305 - 220 series box car
CP 507165 - Flat Car with Genset (CPPU 900056) to provide power for lights
CP 220127 - 220 series box car
CP 220300 - 220 series box car
CP 401753 - Box Car (re-configured as a STAGE for entertainment)

CP 401754 - Box Car
CP 96 - AUXILIARY Power Unit
CP Business Car - Smokey Smith (coach)
CP Business Car - N.R. Crump (sleeper)
CP Business Car - Mt. Royal (reversed observation)
CP Business Car - Strathcona (observation)

<http://www.canadianrailwayobservations.com/2009/1/hohoho.jpg> (Photo by Richard Young)

One of the world's most colourful trains, here is Gary Knapp's shot of the 10th annual CP "Holiday Train" passing the ex-D&H Station in Plattsburgh, NY at 00:34, on November 27th, 2008. <http://www.railpictures.net/viewphoto.php?id=261606&nseq=3>

Here is JJ Young's image of the same train in Binghamton, NY on November 28th.

<http://www.rpicturearchives.net/showPicture.aspx?id=1404469>

IOWA CHICAGO & EASTERN also handsomely decorated ICE SD40-2 6211 leading the ICE - DME version of the "CP Holiday Train" through Iowa and Minnesota! ("Froth")

<http://carlsonphotos.net/mediagallery/displayimage.php?album=34&pid=3961>

<http://icedisp.rpicturearchives.net/archivethumbs.aspx?id=38329> (Sam Botts' photos)

On November 29, 2008 Andrew Blaszczyk captured the CP Holiday Train posing on the 2,375 feet long and 240 feet tall Tunkhannock Viaduct in Nicholson, PA

<http://www.railpictures.net/viewphoto.php?id=262084>

Craig Konopski's CP/CN Lakehead Report:

As of December 14th, the following SD40-2's-SD40M-2's were in yard service on the CP in Thunder Bay: CPRS SD40-2 5420, CPRS SD40M-2's 5491, 5492, 5493, 5499, CP SD40-2's 6033, 6040, 6613 and CP SD40F-2 9009. (The crews call her the Big-F unit ☺)! On hand were six leased units at the diesel shops CITX 2790, CITX 3078, CITX 3097, CEFX 3109, CEFX 3155, and CEFX 3163.

CN KINGHORN SUB - WORK TRAIN #3 report: The 3rd "Kinghorn Killer" (CN work train W905) was photographed near mile 172 just east of the Pass Lake trestle. The rails had been ripped-up to this point (total of about 20 miles of rail). This work train headed into Thunder Bay, on December 8th and this could mark the FINAL MOVEMENT over the Pass Lake trestle. Operations will then resume in May 2009, and the rails on top of the trestle itself are to be left in-place and the next section to be ripped-up will commence east of Nelson Road and west of the trestle itself (near mile 174). They will remove the rails on top of the bridge, but it is unclear at this time how they will do it. Whether it be with the train or a contractor going down and cutting the rails up and removing them that way. There's barely enough room up there for the train to run over it, let alone work with the train on it. But that will not be the deciding factor. When the crew returns in May they will start where they left off today, so in 2009 there could very well be ONE last train to creep over the bridge. The 4th rail train (first in the New Year) will start ripping-up from M.P. 174 westwards towards McKenzie and Kohut (M./P. 190 is where they will complete the western section of the line). Once the west end portion of the line is ripped-up, the boys will focus on the east-end of the sub. Talk is to have the first train on the east end shove all the way down from Longlac to Dorion (or by mile 153) and work east! This probably won't happen until sometime in the summer of '09. (It maybe with another work crew from the eastern region which does removes the eastern section of the line. There could be two trains on their respective sides of the line at the same time in May 2009). Thanks to Craig Konopski, Dave Young and Kyle Stefanovic.

<http://www.canadianrailwayobservations.com/2009/1/cr.htm>

The four surviving ST LAWRENCE & HUDSON SD40-2 as of December 20th, 2008.
STLH 5560 Arr. Oshawa, ON Dec.20 at 20:24pm
STLH 5593 Dep. Portage, WI Dec.20 at 07:24am
STLH 5615 Arr. Toronto Yard, ON December 13
STLH 5651 Arr. Milwaukee, WI Dec.20 at 16:24pm

Here's a lashup that you don't often see: Cor van Steenis clicked SOO SD40-2 6617, CP SD40-2 6061 & CN SD70I 5600 at Alyth, Calgary, AB. on December 5th. The CN unit had been in the CP Alyth diesel shop for repairs was being moved back to CN's Sarcee yard in Calgary.
<http://www.canadianrailwayobservations.com/2009/1/soo.jpg>

Bob Heathorn provided these terrific photos of a June 2003 week that he spent with Tom Newton in the Canadian Rockies, just west of Golden, BC. Two photos show a CP Freight n on the Stony Creek bridge, and two different trains at Albert Canyon, including the RCP eastbound with CPR FP9Au 1400 leading and a westbound train. CPR FP9Au 1400 has been stored SUS at Ogden, for some time and it is nice to revisit this old girl again, back in the day! Currently CPR 1400, is missing its beaver nose herald and stainless steel grills, and was moved this past summer from the EMPRESS compound to the main Ogden Yard in Calgary, AB. She is SUS (stored unserviceable) in a line with privately owned Canadian Locomotive Company CPA 16-4 4104 and Fairbanks Morse H16-66 7009. Cor Van Stenis' photo could be the last photo of 1400 before she was moved. CP 1401 and 1900 were utilized again this past summer behind CP 4-6-4 Hudson 2816 in excursion service. CP FP9A's 4106 and 4107 are now (since 2007) the prime motive power for the Royal Canadian Pacific.
<http://www.canadianrailwayobservations.com/2009/1/bob1.jpg>
<http://www.canadianrailwayobservations.com/2009/1/bob2.jpg>
<http://www.canadianrailwayobservations.com/2009/1/bob3.jpg>
<http://www.canadianrailwayobservations.com/2009/1/bob4.jpg>
<http://www.canadianrailwayobservations.com/2009/1/1400.jpg> CPR FP9Au 1401 (SUS)

Bob Heathorn also clicked this SOO LINE image over the Christmas Holiday's at the CP crew change point between Montreal and Toronto. As Bob wrote, this could have been anywhere in Wisconsin or Minnesota, but it was Smiths Falls, ON. Also caught by Marc on December 23rd.

<http://www.canadianrailwayobservations.com/2009/1/soo6028.jpg>
http://www.myrailfan.com/collection/CP/SOO_6028/SOO_6028_STCLET_1.jpg

CP has a "Vintage Coach Car" for sale on their website which is stored in Cranbrook, B.C. The Canadian Trackside Guide shows it as a Sleeper from the Auxilliary Trains, with it being built in 1953 by CC&F as CP Baggage # 4777. (Chris Blaschuk)
<https://www8.cpr.ca/inet62/snp/Pages/ViewTender.aspx?Tender=2156>

CPR Vignettes: Prairie Derailment images: (Via Bruce Chapman and Ron Bearman) A view of the August 16, 1959 affair at Gull Lake in which No. 6 rear-ended No. 8 No 6's power was RS18's 8557-8481 (I believe). And the mishap resulted in the scrapping of "Fundy Park", No 8's tail-end observation car. (Image 3)
<http://www.canadianrailwayobservations.com/2009/1/gull3.jpg>

Long view Image 1: Bell Manor still on rails. An unnamed Diner laying steeply and propped up. Unnamed car on side (probably Manor car.) Lead unit on no 6 can be seen just to left of

“Bell Manor”. Swift Current, S’s “Big hook’ to the left. No 6 closely followed No 8 on schedules. Story I got was No 8 started out of Gull Lake and backed up for some reason...deactivating the station protection signal (SPS board) It was extremely foggy at the time also. Ergo recipe for an accident!

<http://www.canadianrailwayobservations.com/2009/1/gull1.jpg>

Image 2: Removing wreckage from in front of CP RS10 8557. The chunk being hoisted is a grab iron and marker lamp holder from between rear windows on boat-tail end of car. What an unholy mess !!!

<http://www.canadianrailwayobservations.com/2009/1/gull2.jpg>

Image 4: Here you can see how engine 8557 literally plowed right through “Fundy Park”. The “Bell Manor” is still on tracks.

<http://www.canadianrailwayobservations.com/2009/1/8557.jpg>

Image 5: The remains of “Fundy Park”. It was reported 69 people injured...no deaths-- which is a miracle. It was very early in the am and so no one was riding in the lower observation as they would have been obliterated. As it was, people had to be removed from the compartments which were in the forward part of the car and the car (what was left of it) was laying on its side. Engineer Dave Ralston, the hogger on no 6 , despite serious head lacerations, was instrumental in helping remove psgrs until he had to be taken away for treatment. Now look right smack in the centre of the photo....you should see a blue square (behind the metal chunk with the black square on it) well thats the mural from the 'mural lounge' .

<http://www.canadianrailwayobservations.com/2009/1/gull5.jpg>

CP RAIL Vignettes: Here are three fine shots of CP MLW's from Bob Heathorn's collection. The one and only CP RAIL M640 4744 seen here at Agincourt Yard Toronto, on July 9th, 1982 (photographer Doug Boyd), CP RAIL S3's 6561-6560 between duties at Lethbridge in July 1978 (photographer unknown) and a beautiful shot of CP RAIL M636 4709 on CSX Train K140 leading what appears to be an Acid train off the D&H at Havre de Grace Maryland on July 19th, 1992 – (photographer Robert Palmer).

<http://www.canadianrailwayobservations.com/2009/1/cpbridge.jpg>

<http://www.canadianrailwayobservations.com/2009/1/656x.jpg>

<http://www.canadianrailwayobservations.com/2009/1/4744.jpg>

On December 18th 1949, a CP passenger train derailed on Dorion bridge (Vaudreuil QC). MyRailfan is currently seeking informations about this event happened 59 years ago!

<http://www.myrailfan.com/news/1020/index.htm>

VIA RAIL and COMMUTER RAILROADS

(William Baird and Terry Muirhead)

VIA RAIL NEWS

VIA Train #2 (The Canadian) consist departing Vancouver on December 2rd, 2008:

VIA F40PH-2 6448, 6441 (Both Vancouver-Assigned), 8331 Jarvis Manor D/H, 8303 Amherst Manor D/H, 8612 Baggage. 8129, 8141 (Ex-Amtrak coach), 8517 Skyline, 8411 Imperial Diner 8330 Hunter Manor, 8302 Allan Manor, 8329 Hearne Manor, and 8716 Tweedsmuir Park,

AMTRAK Train #517 (to Seattle, WA). consist Departing Vancouver on December 2nd, 2008:

AMTRAK F59PHI 468, 34102 Coach Superliner 2, 33009 Sightseer Lounge Superliner 1, and 34039 Coach Superliner 1.

AMTRAK Train #510 from Seattle WA, to Vancouver BC incurred a minor derailment on Christmas Day in the evening backing up on the the Wye into Vancouver as the train was making its way to Pacific Central Station.

After the train was uncoupled from derailed coach, the train was spotted at Glen Dr. Crossing and arrangements made for Amtrak passengers to be bussed to Pacific Central Station where the passengers were screened by Canada Customs & Immigration. The return train #517 for Seattle the next day had to be cancelled and passengers were bussed instead. The derailed car was AMTK #82530 Amfleet 1 Regional Coach and the locomotive was AMTK P42DC 100. AMTK Train #510 out of Seattle to Vancouver was cancelled for Boxing Day as well. Preliminary reports suggest the cause of the derailment is related to the large amount of snow and Ice in the Vancouver area during the Christmas holiday week. AMTRAK #517 to Seattle was cancelled and the equipment except for the derailed coach deadhead the train to Seattle the evening of the 26th. After inspection the derailed coach was removed from the wye.



Here is Terry Muirhead's photo taken around 11:30pm (Dec 25th), of the single coach derailment (you can see the Amtrak crew trying to clear snow out from under the rear trucks).

December 26th found another big dump of snow in Vancouver, and VIA #2 "The Canadian" became another causality. While the VMC Crew was backing #2's equipment to the Station from the VMC, the 8315 Carleton Manor derailed in the Yard. The Derailment caused by all the thick & heavy snow. VIA #2 out of Vancouver that evening ended up being cancelled.

<http://www.canadianrailwayobservations.com/2009/1/der1.jpg>

<http://www.canadianrailwayobservations.com/2009/1/der2.jpg>

The Consist for Train #2 was as follows:

VIA F40PH-2's 6424 (MTL Assigned Unit) and 6435 (VAN Assigned Unit)

8605 Baggage

8338 Rogers Manor D/H to Toronto

8116

8143 Ex Amtrak Coach

8112

8502 Skyline

8341 Thompson Manor

8410 Frontenac Diner

8315 Carleton Manor <-----Derailed Car

8313 Cabot Manor
8340 Stuart Manor
8708 Kootenay Park

Shot in Riviere-du-Loup, QC on August 28, 2008, Gary Knapp returned to his regular haunt and its spellbinding inner city, Parc des Chutes. Personally remembered for being the first location he successfully used a telephoto lens with the flash units at night, resulting in the opening spread photo for a TRAINS magazine feature published this year and up until recently a spot top catch "black dip" CFMG SD40's operating over this bridge. Now, however, CN has bought back NBEC/CFMG railways so we'll get to shoot newer CN power here at night in the future. Mother Nature contributes ample water flow over the park's Upper Falls, while I do a slow motion final set-up of lights along the banks of the gorge. While the water is shallow along the bank, rocks abound everywhere, and some rock climbing is involved in lighting up the falls. At this time of year, VIA 14 ("The Ocean") operated separately from VIA 16 ("Le Chaleur") and was following #16 tonight. The mist from Upper Falls reaching my face from time to time, when I hear a VIA air horn and the F40's. I fire a safety flash for the crew, and then VIA 6428 appears, slowly crossing above the falls. I'm atop the stepladder, all smiles, as I click to capture the scene! I turn back on my headlamp and give the head end crew a highball sign and receive an acknowledgement from the cab as VIA 6428 slowly moves away through the trees above me.

<http://www.canadianrailwayobservations.com/2009/1/via16.jpg>

On November 16th, Paul Duda captured this sad scene showing the remains of two AMTRAK F40PH's and VIA FP9A 6501 sitting in a junkyard near OHIO CENTRAL's Youngstown Yard. After sitting at CN's Pointe St-Charles Shop for a time, 15 years ago the collision damaged unit was sold to LTEX . <http://www.railpictures.net/viewphoto.php?id=261337>

Toronto GO Transit News:

The second to last GO MP40PH-3C 622 arrived in Toronto on December 4th. The last unit is MPEX 623 arrived in Toronto on December 27th and is to be forwarded to GO Transit Willowbrook Shop on December 30th. GO units 602 and 608 were shipped from Toronto to LDSX in Sarnia in November for repairs and were still at the facility at press time. As well in December, GO Transit issued a tender for the sale of seven of their stored F59PH commuter locomotives. At press time no specific unit numbers were available.

http://gotransit.com/pcs_PUBLIC/en/TENDERS/CURRENTTENDERS/TenderAds/S-2008-PCS-001.htm GO Tender

GO Transit has retired the following eight F59PH's: GO 520, 521, 524, 524, 525, 527, 528, 532, and 533. (These are not part of the tender).

Rail-Videos.Net - Morning rush hour "meets" at Toronto's Bathurst Street: (Froth)

<http://www.rail-videos.net/video/view.php?id=4534>

Montreal AMT Commuter News:

As of December 22nd, 2008 AMT Trains number 12, 40, 41 and 23 (on the CP Vaudreuil Line), now use NEW JERSEY TRANSIT coaches interspersed through the train with the AMT 700 series cars.

As the NJT cars only have high level doors, passengers can only board and exit the train through the 700-series AMT cars as all the CP stations only have low platforms.

The consist was finally on tracks 2 days behind schedule, causing problems on a daily basis. Just before Christmas, AMT 1326 had to rescue NJT 4140 after a failure and is still running double engines as of January 2. On December 24th, consist was reversed (engines on the west end).



On December 14th Peter Ernstsohn caught another group of NEW JERSEY TRANSIT (NJT) rail cars arriving in Montreal (CN-Taschereau) on the CSX train from Selkirk Yard, hauled with CSX GE's 257 and 7306! Some of some of the cars whizzing past him were NJT 5721, 5717, 5707, 5743, 5715, 5729 and 5708.

<http://www.canadianrailwayobservations.com/2009/1/njt1.htm>

On December 9th, Peter clicked AMT EMU electric-set from Montreal in the snow storm departing Roxboro at 18:20 for Deux-Montagnes, QC.

<http://www.canadianrailwayobservations.com/2009/1/p1.jpg>

<http://www.canadianrailwayobservations.com/2009/1/p2.jpg>

On November 16th, the day after the fire at the Pointe-St-Charles Shop, Guy-Pascal Arcouette caught NJT 4117 parked on the tracks over Charlevoix Street.

<http://www.canadianrailwayobservations.com/2009/1/4117.jpg>

In December AMT added additional commuter trains on the following lines: Montréal to Deux-Montagnes (CN Electrified - North), Montréal to Dorion (CP - West), Montréal to Mont-Saint-Hilaire (CN -South East), and (Montréal to Candiac (CP - South)

http://www.amt.qc.ca/comm/affiche_avisaux.asp?no=681 (en francais)

CANADIAN LOCOMOTIVE SHOPS

This month, CADRAIL in Lachine, Quebec is expected to roll out their extended hood VIA prototype no. F40PH-2D 6402. The locomotive is expected to sport a modified VIA Renaissance livery. Also construction of Railpower's UPY 894-895 genset's is continuing and the two KCS gen 1 GG20B's 1868-1869 are still to be upgraded. On December 13th, Michael Berry caught this odd looking CP consist idling outside CADRAIL with a caboose, three cars and an CP ES44AC 8705. While he was there another ES44AC

(CP 8716) and 2 UP Hybrids (UPY 2300 & 2305) were added, which were released from CADRAIL. CP GP9u 8241 arrived a short time later to haul the whole consist to St-Luc Yard. Mike photographed it from the Westminster street overpass in Montreal West.

<http://www.canadianrailwayobservations.com/2009/1/cad.htm>

On December 22nd UPY 2300 and 2305 arrived in Chicago on CP and were transferred to UP-Proviso Yard. As well UPY 2309 was released from CADRAIL and was moved to Toronto Wayne Shaw caught UPY 2300 and 2305 out of Toronto and enroute to Chicago at speed on the CP Galt Sub behind three CP GE's up the hill toward Campbellville, ON., on Dec. 20th.

<http://www.canadianrailwayobservations.com/2009/1/upy.jpg>

In early December "Bad Order" CANAC SW1299RS 1349 moved on the CP from Marathon, ON to Montreal, QC, and arrived in Montreal December 13th. As of the Christmas Holiday It was still waiting to get to the CN interchange at Parsley for CN-Taschereau Yard. It is to be repaired at a local Repair Shop. Chris Wilson took this photograph of the engine in Marathon prior to pick up. <http://www.railpictures.net/viewphoto.php?id=262310&nseq=0>

Jody Moore's "Green" Locomotive Roundup:

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

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

COAST ENGINE & EQUIPMENT CORP:

Further details have emerged on CEECo's CERES, or Controlled Emissions REpower System. The Skagway News published an article stating that the WHITE PASS and YUKON had committed to rebuild all 11 of its GE 90-class locomotives with Cummins power plants. Among other things, the article states: "The new engines are of a modular design, which will simplify maintenance and reduce repair time. Control functions will be CEE-Trac Microprocessors, which will provide up to 30 percent more tractive effort for a higher horsepower to weight ratio. These controls will reduce wear and overheating of electrical components and increase life of rail and track structure and eliminate unnecessary idling time. The electronic control systems will also increase the safety and handling functions of the locomotive." Full text of the article can be found at

<http://www.skagwaynews.com/112608SNstories.html> Look halfway down the page.

ELECTRO MOTIVE DIESEL:

EMDX 7102 has returned to the lower 48 after spending several months demonstrating for the ALASKA RAILROAD. The GP22ECO demonstrator was unloaded from the barge on Nov. 25, and sent to CEECo in Tacoma. On Dec. 18, the 7102 was at work on Tacoma Rail.

MOTIVEPOWER:

MP21B genset demonstrator MPEX 244 has been sent to Roanoke, VA, for testing and evaluation by NORFOLK SOUTHERN. NS has a comprehensive testing program out of Roanoke, and has recently tested its own 3GS21B and RP20BD gensets, along with Brookville's BL20CG prototype. The unit arrived in Roanoke sometime around the 7th of December.

NATIONAL RAILWAY EQUIPMENT:

MONTANA RAIL LINK is planning to test a 3GS21B-DE in the near future, according to a recent issue of the railroad's employee newsletter. MRL's sister railroad is the **SOUTHERN RAILWAY** of BC, which tested 2GS14B demonstrator NREX 2007 and Railpower RP20BD demonstrator RPRX 5400 earlier this year. Both railroads are also owned by the same parent company that operates CEECo, featured earlier in this roundup.

Two more **CSX TRANSPORTATION** gensets are nearing completion at NRE's Dixmoor, IL facility. The new units are model 3GS21B-DE's, and are equipped with extended range dynamic brakes. They are expected to go into service in the Chicago area. Numbers for these units are not known.

After the RSI exhibition, **BUNGE NORTH AMERICA'S** 1GS7B BNGX 8002 was delivered briefly to BUNGE in Danville, then shipped to the Crane Naval Base in Crane, IN for demonstration in Oct.-Nov. 2008. Once the demonstration was completed, the unit was sent back to Dixmoor for installation of R/C equipment. The remaining units in the Bunge order will be BNGX 8001 and 8003-8004. On Dec.19, BNGX 8001 departed Mt. Vernon headed for Iowa.

2GS14B demonstrator NREX 2007 moved in November from CANFOR in Prince Rupert, BC. The unit has now arrived at the ADM facility in Marshall, Minnesota.

On Dec. 7, NRE's Mt. Vernon, IL plant delivered US ARMY gensets USAX 6502 and 6503 to interchange with BNSF. The 3GS21B models were destined for Fort Lewis near Tacoma, WA.

The first of **CANADIAN PACIFIC's** 3GS21B gensets was spotted inside NRE's Paducah, KY facility on Dec. 11. The unit is a model 3GS21B-DE with extended range dynamic brakes, and is numbered CP 2100. The second unit, CP 2101, was part of a switch move inside the plant on Dec. 17. Shortly before this edition of CRO went to press, the pair departed on CN bound for CP in Toronto.

Also seen at NRE Paducah on the 17th was CSXT 1304, a standard 3GS21B without dynamic brakes. This is the fifth unit of a reputed five-unit order for the railroad. The pair of dynamic brake-equipped units at Dixmoor are not included in that order.

BRC tested NREX 2020 in October, and took a very brief look at Railpower RP20BD demonstrator RPRX 5407 in December.

METROPOLITAN STEVEDORE's new 3GS21B-DE, MSC 0805, was photographed on the Union Pacific in West Colton, CA on its way to Long Beach on Dec. 19. Photos: <http://www.trainweb.org/gensets/nre/msc/0805.html>

NRE has constructed two units, a Genset Mother and Daughter set numbered **NEPTUNE TERMINALS** 808 and 808A. These units are enroute to Neptune Terminals in Vancouver, BC.

PROGRESS RAIL SERVICES:

In late November, PRSX 2002 was seen working at the Fairburn, GA intermodal ramp. The ramp is a joint CSX/BNSF facility, and is operated by Progress under contract. The 2002 was among a number of PRSX SD40-2's.

RAILPOWER TECHNOLOGIES:

The end of the year provided quite a rush for upgraded UNION PACIFIC GG20B Green Goats moving out of CAD. As mentioned in last month's Rounds, UPY 2301 moved out of Montreal on the 25th of November. It left Toronto on the 25th, but was turned back from London, ONT for unknown reasons. It finally arrived in Chicago on CP train 245-28 on the 29th.

The next day, UPY 2303 (which had been seen at St. Luc on Nov. 25) departed on train 245-29. UPY 2300 and 2305 were billed for departure as of Dec. 1, and were transferred to St. Luc on Dec. 13. A week later, UPY 2309 departed Montreal on train 235-20. Thanks to Bob Heathorn for these photos of the 2300 and 2305:

<http://www.canadianrailwayobservations.com/2009/1/upyboth.jpg>

<http://www.canadianrailwayobservations.com/2009/1/sign1.jpg>

<http://www.canadianrailwayobservations.com/2009/1/sign2.jpg>

<http://www.canadianrailwayobservations.com/2009/1/truck.jpg>

<http://www.canadianrailwayobservations.com/2009/1/2300j.jpg>

<http://www.canadianrailwayobservations.com/2009/1/2305j.jpg>

NS 3830, the NORFOLK SOUTHERN's RP20CD kit project, was spotted in the THOROUGHBRED MECHANICAL SERVICE paint booth in Altoona, PA on Oct. 27, and outside in late November. It's expected that it will be released soon.

RP20BD demonstrator RPRX 5407 made a brief demonstration stop on the BELT RAILWAY OF CHICAGO, then was sent to RJ CORMAN in Lexington, KY for demonstration on the railroad's former Gulf & Ohio line. Photos on the unit on RJ Corman can be found here: <http://www.railroadforums.com/forum/showthread.php?p=222829> - post222829

On the evening of Dec. 5, MODESTO & EMPIRE TRACTION RP20BD's MET 2000 and 2001 departed TMS on Norfolk Southern train 11G bound for Empire Junction, CA. The units are former Railpower GG20B "Green Goat" demonstrators RPRX 2404 and 2401 respectively. The units moved to Chicago on NS, then continued to the M&ET via BNSF through Galesburg, IL and Barstow, CA. They were handed off to the M&ET sometime around Dec. 17.

On Dec. 20, M&ET 2000 was seen testing in McClure Yard on the east side of Modesto, CA. Photos: <http://www.trainweb.org/gensets/railpower/met/2000.html>. During the units' transit from Altoona, they were covered with tarps to prevent them from being vandalized. Unfortunately, the tarps were removed in Galesburg, IL, resulting in damage to the units. The once railfan-friendly railroad had cause to believe that the tarps were removed by picture-seeking railfans, and responded by closing the line off to railfans for the immediate future.

Thanks for their assistance in assembling this month's roundup goes out to: Joe Ferguson, Ken Lanovich, Bruce Mercer, Mark Gillings, Sean Graham-White, Lance Meyers, David Stewart, William Baird, Bob Heathorn, Lynn Powell, Brian Taggart.

ELECTRO-MOTIVE CANADA COMPANY

(By Don McQueen)

Summary of EMCC deliveries during November 2008:

Although a large number of orders were about the plant during November, only thirteen units were seen shipped from EMCC. Between November 4 and 19, the thirteen bagged SD70ACe units for EDI Rail Proprietary Ltd., Australia, Broken Hill Proprietary (BHP) in order 20078915 were shipped to the Toronto waterfront for loading onto JumboShip JUMBO VISION. BHP 4334-4346 were shipped in numerical order as GMDX 1000 to 1009, 2001-2002 via GEXR and CN.

Seen painted around the plant were many of the Canadian National (CNRC, order 20086896) for 25 SD70DCe's (aka SD70M-2's) 8850-8874 both in primer and paint. (On December 11th, Ian Platt spotted painted CN SD70M-2's 8851; 8855; 8856; 8864; 8869; 8873 with others outside the plant).

The remainder (77044-77060) of the JT42CW units for Euro Cargo Rail (order 20068864 for 60 JT42CWRM) were sighted in paint, primer and suppliers' undercoat. The seven JT42CWR-T1 units for Dillen & LeJeune Cargo/CrossRail Benelux (order 20078968), still not numbered or with full livery were also at the plant. The blue JT42CWR, Egyptian Railways 2124, appears to still be the only unit painted in the order for 40. Those (white) Euro Cargo Rails and Dillen & LeJeune Cargo/CrossRail Benelux JT42s going into temporary storage in the GEXR Stratford yard, are a possible sign of the world-wide softening economy.

Here's another side of this issue, as viewed from the UK and Europe:

It is reported not one of the ECR units has entered traffic! Tilburg Works is full to overflowing, and there is a long line of overflow at Rotterdam Europoort. The major issue on this side of the pond is that the French are insisting that these ECR locos must go through their type testing and approval/certification procedure from scratch, the reason given that these locos are different from the Class 66 brought across through the Channel Tunnel from England - in that they are JT42CWR-M's with the low emission engine. Getting our original 66's through the French beurocracy took near twelve months, so heaven knows how long for the ECR ones! Especially as there now seems to be other issues. The French are being protectionist and awkward of course ... SNCF does not really want these open access rail operators working in France, but the European Commission insists that they must let them in! SNCF have some lovely locomotives, but most arcane working practices and procedures, which make them uncompetitive, an old drawback of nationalized railway set-ups. As well, during early December at least six of the Euro 66s are now out of traffic stored in various parts of Europe. The last delivery from EMD to Holland is still on the dock side, all lined up and not a single loco of the white EWS 77xxx order looks to be working. In addition, EWS in the UK (part of German operator DB) is said to be cutting over 600 from its workforce in the next few weeks, this follows a massive downturn in UK freight operations. (Froth)

SHORT LINES, REGIONALS & INDUSTRIALS

During the winter months there is a major decrease of freight traffic on the HUDSON BAY RAILWAY, therefore in early December the fleet of HBRY SD50's were moved to The Pas, Manitoba for use on the only two trains that will still be operating to Flin Flon and to Thompson, from The Pas. The HBRY SD50's are (OMLX) 5000, 5001, 5004, 5005, 5006 and 5007. Leased GMTX GP38-2 2686 was on CN train #853 heading for Canora, SK to eventually operate over the CARLTON TRAIL RAILWAY. As of December 1st, the following HBRY-painted locomotives are in use on other OMNITRAX properties: NEBRASKA-KANSAS-

COLORADO SYSTEM are now using OMLX SD50's 5002 and 5003, and to ILLINOIS RAILNET went OMLX SD50's 5008 and 5009.

In mid-December KEEWATIN RAIL CORP M420W 2402 has been spotted still being tested on at RAILSIDE Locomotive plant in the St. James Industrial Park (the former Dominion Bridge plant) in Winnipeg, and still in grey primer paint. OMLX 2402 is expected to have arrived in the Pas by press time.

In Late November Chris Blaschuk drove out to BC, and provided these photos from British Columbia's Okanagan Valley. OMNITRAX's OKANAKAN VALLEY Railway operates a variety of interesting power including this M420W 3550 with GP20 2506 smoking like an Alco, as well as some leased blue KPR GP38 and GP40's owned by GATX and LLPX.

<http://www.canadianrailwayobservations.com/2009/1/llpx2606.jpg>

<http://www.canadianrailwayobservations.com/2009/1/2506.jpg>

In late November, LLPX GP40 3000 was moved from the ST. LAWRENCE & ATLANTIC (SLR) to Sudbury, Ontario where it has been leased to INCO.

Correction: in November LLPX GP40 3003 was moved from SLR to Sudbury Ontario where it has been leased to the HURON CENTRAL (HCRY). This unit is apparently not going to the PUGET SOUND & PACIFIC in Washington as previously reported.

GODERICH-EXETER (GEXR) Roster Updates as of December 1st, 2008: (Jon Snook)
Currently RLK FP9Au's 1400 and 1401 are now long term stored. GEXR GP7 slug 4161 was scrapped sometime in the fall of 2008, possibly in September the same time as geep's 177, 901 and 2127. As of right now, GEXR GP40 4046 and CEFX GP40u 6537 are also stored. Both are to eventually be moved off property. GEXR 4046 was said to be going to HESR, but hasn't moved yet. CEFX 6537 is now said to be going to NRE-Capreol, but it has not moved yet. GEXR 3821 and HLCX 6091 are currently out of service awaiting repairs in Goderich.

GEXR Power Assignments as of December 1st, 2008:

LLPX 2210 and LLPX 2236 assigned to Kitchener for 580 and 584.

GEXR 4019 and RLK 4096 assigned to Stratford for 516 and 433.

HLCX 6061 and HLCX 6522 assigned to Stratford for 432/431 and 581.

RLK 4001 and RLK 2211 assigned to Goderich for 518.

GEXR caboose 79568 is now stored in Goderich for the winter and is assigned to 518 from spring to autumn.

GEXR plow 55408 is stored in Goderich and GEXR plow 55413 is stored in Stratford.

GODERICH-EXETER Vignettes: Walter Pfefferle caught RAILINK (RAILAMERICA) RLK FP9Au 1401 coupled up to Geep 4001 back on April 3rd, 2003 in Goderich, Ontario, and you can view other good GEXR images here: http://railfan.thegrebs.com/GEXR/GEXR_1401

Mark Perry caught RTEX SW1200RS 8153 (ex-CP) as the trailing unit on CN Train 853's consist the first week of December in Dauphin, MB heading west to Flin Flon, MB and on lease to HUDSON BAY MINING & SMELTING. It joins GMD-built sisters RTEX SW1200RS's 8161 and 1274 and their GE 70-Tonner #1.

<http://www.canadianrailwayobservations.com/2009/1/8153.jpg>

OTTAWA CENTRAL Adieux: As an homage to the late OCRR, Bob Heathorn put together these three images he took during 1999. The first image shows the OCRR Arnprior turn at Carp, Ontario on 28 June 1999. I enlarged this and gave it to James Allen the General

Manager and mentioned it looked like a race between his Black and Whites and the farmers Black and Whites. The second image is Bob's favorite Ottawa Central image. OCR 529 wb at Bells Corners (a suburb of Ottawa) on June 3rd 1999. And finally the third image, two MLW's smoking it up on the way back form Cott Lumber in Nepean (another suburb of Ottawa), on July 22 1999..

<http://www.canadianrailwayobservations.com/2009/1/ocr3.jpg> 1

<http://www.canadianrailwayobservations.com/2009/1/ocr2.jpg> 2

<http://www.canadianrailwayobservations.com/2009/1/ocr1.jpg> 3

Denis Fortier kindly sent CRO these photos he took on September 18th 2008 in the CHEMIN de Fer de CHARLEVOIX (CFC Railway) Yard in Clermont, Quebec, with ABITIBI – BOWATER Alco S2 locomotive being transferred from Clermont mill, to their mill in Beaupré, QC. As reported last month, CFC was purchased by Daniel Gauthier of Le Massif - and we could eventually see a tourist train by 2010 from La Malbaie, QC to Quebec City!

<http://www.canadianrailwayobservations.com/2009/1/d.htm>

Denis Fortier also clicked this recent shot from Clermont, Quebec, taken on November 8th. 2008. It show LLPX 1510 and 1511 which are two of the three leased GP15-1's (LLPX 1509 is the other), that CFC is currently using. Denis added it was sad to see the yard so empty now, especially when in better times it used to be full with Lumber loads to be shipped to the states on bulkhead flat cars.

<http://www.canadianrailwayobservations.com/2009/1/15101511.jpg>

THE BC RAIL STORY Part VIII

By Claude Prutton and Mark Forseille
Additional BC Rail photos - Circa 1985 to 1995

BCR 503 S-13 Waiting for next switching assignment at North Vancouver, BC in May 1987.
Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b503.jpg>

BCR 601 RS-18Cat on the shop tracks at Prince George, BC in August 1994. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b601.jpg>

BCR 603 RS-18Cat taking a break at Williams Lake, BC also in August 1994 . Photo by Mark Forseille

<http://www.canadianrailwayobservations.com/2009/1/b603.jpg>

BCR 629 RS-18Cat on the shop tracks at North Vancouver, BC in October 1994. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b629.jpg>

BCR 644 M-420W at the Diesel Shops in Prince George, BC in August 1994. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b644.jpg>

BCR 682 M-420B at the shops in Prince George, BC in August 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b682.jpg>

BCR 684 M-420B arriving into the yard at Prince George, BC in August 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b684.jpg>

BCR 687 M-420B also at the shops in Prince George, BC in August 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b687.jpg>

BCR 706 M-630 on the shop track at North Vancouver, BC in July 1989. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b706.jpg>

BCR 710 M-630 also on the shop track at North Vancouver, BC in March 1990. Sadly, within about a year, the BCR Big Alco's would be gone off BC Rail's roster. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b710.jpg>

BCR 713 M-630 still in the old Two Tone Green scheme is parked at Williams Lake, BC in July 1989. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b713.jpg>

BCR 739 SD40-2 former Kennecott Copper Corporation # 104 parked on the shop track in Prince George, BC in August 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b739.jpg>

BCR 746 SD40-2 former Oneida & Western #9953 on the shop track in North Vancouver, BC in August 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b746.jpg>

BCR 750 SD40-2 former Oneida & Western #9957 looking in need of a wash on the shop track also in North Vancouver, BC in June 1994. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b750.jpg>

BCR 751 SD40-2 BC Rail's first new SD40-2 ever ordered at North Vancouver, BC in August 1989. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b751.jpg>

BCR 805 C-425 on the shop tracks at Prince George, BC on July 24th, 1988. Like the next photo of the 812, these two C-425's were the only two to sport the lightning bolt scheme and the end stripes on both ends of the unit. Photo by Claude Prutton.

<http://www.canadianrailwayobservations.com/2009/1/b805.jpg>

BCR 812 C-425 waiting for her next assignment at Prince George, BC on August 3rd, 1986. Photo by Claude Prutton.

<http://www.canadianrailwayobservations.com/2009/1/b812.jpg>

BCR 4602 Dash8-40CM arriving into the yard at North Vancouver, BC in June 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b4602.jpg>

BCR 4603 Dash 8-40CM was getting ready to hook up to it's train at North Vancouver, BC in June 1990. These units arrived from GE with the horns mounted onto the bell, and were later relocated to middle of the roof. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b4603.jpg>

BCR 4609 Dash 8-40CM has the all clear and has started heading Railway North under the Lions Gate Bridge in North Vancouver, BC in May 1995. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b4609.jpg>

BCR 4611 Dash 8-40CM on the siding at Glenfraser North of Lillooet, BC in September 1995. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b4611.jpg>

BCR 4612 Dash 8-40CM arriving into the yard at North Vancouver, BC in November 1993. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b4612.jpg>

BCR 4622 Dash 8-40CM on the shop tracks in North Vancouver, BC in August 1992. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b4622.jpg>

BCR Dash 8's heading Southbound after just leaving Lillooet, BC are approaching the North End of Seton Lake. Claude Prutton took this lovely photo from the BC Hydro Lookout spot along BC Highway #99 back on March 14, 1992.

<http://www.canadianrailwayobservations.com/2009/1/bdash8.jpg>

BCR S-402 Slug unit built from RS-3 #571 in Dec-83 at Prince George, BC in August 1994. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/bs402.jpg>

BCR S-410 Slug unit built from RS-3 #562 in May-87 at North Vancouver, BC fresh from being released in May 1987. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/bs410.jpg>

O&W 9951 SD40-2 later to become BCR #744 at North Vancouver, BC in September 1987. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/9951.jpg>

O&W 9955 SD40-2 later to become BCR #748 also at North Vancouver, BC in September 1987. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/9955.jpg>

BCR 6001 GF6C 6000 HP Electric unit at Tacheeda on the electrified connection to the Tumbler Sub, in August 1994. We will have more on these phenomenal GMDD-built "electric's" in a later part of the BCR story. Photo by Mark Forseille.

<http://www.canadianrailwayobservations.com/2009/1/b6001.jpg>

CANADIAN RAILWAY HISTORY

The West Coast Railway Association at Squamish, BC announced that their ex-CPR 4-6-4 Royal Hudson 2860 will be in operation next year. They will be hosting the 2009 ARM Conferance between September 16-20, 2009. As part of their itinerary, an excursion with the Royal Hudson is planned from Squamish to North Vancouver and return on September 19th. The departure from Squamish is currently scheduled for 07:30, with the return set to commence at 15:30 . For more information: www.wcra.org

Ex-CNR Canadian Steam in action in a Pennsylvania Winter. (Froth)
http://www.youtube.com/watch?v=i6Jmq_D-pkw

For all of the latest news from the historical and preservation groups and railway museums in Canada, we invite you to visit the CRO MUSEUMS LIST on our website:
<http://www.canadianrailwayobservations.com/museums.htm>

SOUTH OF THE BORDER

LARRY'S TRUCK ELECTRIC has repainted ex-CN SW1200RS 7301 into their LTEX red / grey lease livery and it is now renumbered LTEX 1241. On December 13th, Larry Truck sent LTEX SD-M 310 still in DM&IR paint from McDonald, Ohio off to its new home an industry in Owatonna, Minnesota.

Witness the December 9th 2008 derailment of AMTRAK Train #301. You can see the rear section of the lowboy trailer the train still struck under AMTRAK P42DC 173, as R.J. Corman is equipment moved in position. The passengers and crew had been removed at this point with only some minor injuries. (Jason Noe)
<http://www.railpictures.net/viewphoto.php?id=262943>

New and very long-looking PROGRESS RAIL model-PR43C re-built from a retired NORFOLK SOUTHERN SD50. Photos by Chris Thompson:
<http://www.rrpicturearchives.net/showPicture.aspx?id=1433070>
<http://www.rrpicturearchives.net/showPicture.aspx?id=1433067>

On November 27th 2008 Dave Stewart photographed OMLX (FULTON CENTRAL RAILROAD - FCR) SW1500 1298, which is one of only two (Ex-RF&P) EMD SW1500's (1298-1299) that ever graced the CP roster. OMLX 1298 is currently out of service and is shown here on the RIP track in Atlanta, GA, with minor parts removed such as head light and ditch light lens. It also appears one set of hand rails are missing from the front pilot on the right side.
<http://www.rrpicturearchives.net/showPicture.aspx?id=1404235> In 2008.

<http://www.mountainrailway.com/Roster%20Archive/CP%201200/CP%201298.htm> In 2005.

Back on July 7, 2001 Bob Heathorn caught the entire roster of CANADIAN PACIFIC SW1500's rolling through Smiths Falls, Ontario, enroute to Montreal.

<http://www.canadianrailwayobservations.com/2009/1/129x1.jpg>

<http://www.canadianrailwayobservations.com/2009/1/129x2.jpg>

<http://www.canadianrailwayobservations.com/2009/1/129x3.jpg>

The downturn in the economy is the principal reason that SUPER STEEL-Schenectady, NY plant will close in April 2009. SUPER STEEL opened 12 years ago in suburban Glenville, producing locomotives and the shells for light-rail passenger cars. It also refurbished a fleet of 1970's-era Rhor-built Turbo trains for AMTRAK service in New York State. Super Steel's first contract was to build locomotives for General Motors Corp. for delivery to the Long Island Rail Road. The contract was worth \$70 million. <http://blogs.timesunion.com/business/?p=5566>

On May 19th 2001, Bob Heathorn was at Valley City, North Dakota to photograph the big bridge over the Cheyenne River. The bridge is (ex-NORTHERN PACIFIC) BNSF and the CP train below is winding on the SOO LINE trackage
<http://www.canadianrailwayobservations.com/2009/1/bbb1.jpg>
<http://www.canadianrailwayobservations.com/2009/1/bbb2.jpg>
<http://www.canadianrailwayobservations.com/2009/1/bbb3.jpg>

Former CN HR412W 3588 is still active. Though still in OHIO CENTRAL's (OHCR) paint scheme, ex-CN 3588 has now been relettered and renumbered ARKANSAS & MISSOURI (AM) #76. The locomotive's history: CN 2588 to CN 3588 to OHCR 3588 to AM 3588 to AM 76. (Bill Miller)

D&H-The Bridge line (Xmas 2008)!

On December 7th, 2008 at 20:11PMt, Gary Knapp photographed the D&H's "Toys For Tots" train. Celebrating it's tenth year of operation, it stops at communities all along the D&H. A US Marine in full dress uniform assists Santa in giving out presents to children of less fortunate families. As in previous years, the train was lead by "Glamour Girl" D&H GP38-2 7312, one of three units remaining wearing D&H lightning stripes on parent CP's locomotive roster. Gary photographed the train at Port Henry, New York with engineer Jim Thomas running at track speed. A glowing 7312 appears for a moment in the frame provided by Port Henry Station with the VRS private passenger cars! Gary gave Jim a wave as D&H 7312 rolled through.

<http://www.canadianrailwayobservations.com/2009/1/g2.jpg> front end
<http://www.canadianrailwayobservations.com/2009/1/g1.jpg> tail end

Letters:

Hi gang,

Well the feeling of loss is starting to hit home now.

As I stood out in the freezing cold today snapping off a few images of 537 returning to Walkley Yard, I couldn't help but think how much I would like to freeze the passage of time as cold as the air temperature around me and prevent the 'last man standing' from making that final run down the Alexandria Sub. Sadly I don't have that power, and those that do would laugh at such stupid sentimentality. With the demise of the 1859 from the local scene, it's going to be difficult to find any evidence that the Ottawa Central ever existed in the Nation's Capital. Branding rolling stock with the Company logo was never a priority for the former owners, with only the locomotives receiving the corporate colours and not even all of them benefited from the five-gallon make-over. The snow plow, vans and OCS covered hoppers still all look the same as they did before being acquired by the OCR. Heck, even the station name signs read CN.

Do you think that the brass sitting around the boardroom table could be convinced to adorn one of their modern GE's with 'Ottawa Central' in tribute to the effort expended by all of the local employees over the past 10 years. Geez, if the UP can field a fleet of heritage units, then why not CN. This could be a public relations bonanza for the Company. Just imagine what heritage livery schemes celebrating the GT, GTW, CV, BCR, WC,

IC, ACR, DM&IR, OCR, CFMG, Mackenzie Northern and while we're at it why not the CNoR and Canada Atlantic (just make one up for these last two) would do for the Company's image. Ok, you can all stop laughing now. I know what the green, black and gold coloured business cars now look like. But hey, there are still some Office Cars done up in IC black and silver, and what about that second pair of E-8s.

Still for my money, rather than spending the cash on all that paint wouldn't it be just easier to let us keep one OC unit here in Ottawa for old time's sake. No one other than the locals will know it's here because cash strapped railfans from outside the region would never consider coming to the Nation's Capital for pictures, and Company brass have to be within sight of the 401 or they're overcome with panic and a fear of being lost.

I'm sure that this could remain our little secret for a long, long time. I think that I was out in the cold a little too much today. Anyway, am I not allowed one good rant each year? ☺ ☺

Take care.

Raymond Farand

<http://www.canadianrailwayobservations.com/2009/1/r.htm>

In the spirit of Jeff Foxworthy and his redneck jokes, Bruce Chapman sent us:

You Might be a RAILROADER if.....

- ...If the only time you are glad not to be riding a widebody is when you're having sex!
 - ...If after a nice romantic dinner, you whisper in your wife's ear " Do you wanna couple and shove? "
 - ...If you walk into Wal-Mart, and ask the door greeter "Where can I find 2 car lengths of garden hose?"
 - ...If you request three step protection from your wife before doing the deed.
 - ...If you audibly call all traffic signals out as you pass them in your car
 - ...If you ask the cop after he pulls you over "You're not going to pull my tapes, are ya?"
 - ...If you have more years in seniority than your supervisor has been on this planet.
 - ...If you wake up screaming, and then realise, You've never even fallen asleep!
 - ...If your daily vernacular includes the term "Hump channel" and you're not talking about playboy TV.
 - ...If the term "Hotbox" no longer excites you
 - ...If you won't take a dump at a fancy restaurant because you can't find the second unit.
 - ...If you are reading this list, and it all makes sense
-

The Last Word: Video: Surviving CN B-unit 6622, and rolling on bad track!

Carolina Southern has recently contracted a surfacing crew to tamp and regulate the Conway Sub. They started at Red Hill, just outside of Conway, and are working North towards Chadbourn. It's obvious in this clip showing this work train with the CN painted B-unit in the consist that they haven't quite made it to this part of the railroad yet. The train has just cleared the road crossing that intersects with US 701 and now charges upgrade towards "Hubcap Crossing".

<http://www.rail-videos.net/video/view.php?id=4222>

THANK YOU: Guy-Pascal Arcouette, Chris Blaschuk, Sam Botts, Steve Boyko,, Doug Boyd, Guilio Capuano, Clayton Chaloner, Bruce Chapman, Marc Chouinard, Trevor Coward, Peter Ernstsohn Mark Forseille, Ken Garber, Robby Gragg, Sean Graham-White, Dan Grossell ,Ross Harrison, Bob Heathorn, Mark W. Hintz, Ryan Kertis, Gary Knapp. Craig Konopski, Mike Lockwood, Ken Lanovich, Roman Litarchuk, Mike LoVecchio, Don McQueen's "Froth, Bruce Mercer, Jody Moore, Glen Mounk,Terry Muirhead, Jason Noe, Tim Organ, Robert Palmer, Donna Peters, Walter Pfefferle, Claude Prutton, John Read "GR17f", Earl Roberts,

Joseph Santucci, Jon Snook , Cor van Steenis, Kyle Stefanovic, Wilco van Schoonhoven, Paul Smith, Dean Splittgerber, Dave Stewart, Ed Van Pelt, Chris Wilson, Dave Young, Richard Young, Joe Zika, Branchline, BLHS, WCRA, Railpower Technologies, the Canadian Trainside Guide, and others. Aussi, un grand merci a John, Guilio, Tony, Denis, Ron, et Mohammed a St-Luc Diesel!

Submitting photos to CRO? We prefer if you upload your pictures to one of the many pictures hosting websites and then us send the link (Include Train #, date, location etc) to CRO at williamhbaird@gmail.com. If you are really unable to do this and can't put your pictures online, you of course can send them directly to us in jpeg, as long the size is not exceeding 1Mb. Operation costs are graciously covered by Marc Chouinard's servers.

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 e-mail photos, newsworthy sightings and railway stories to williamhbaird@gmail.com and if used, will be placed in the newsletter. Please indicate if you wish your name to be withheld. Please inform us of e-mail address change, or to cancel the announcement mailings. We now offer a RSS feed to alert you when something is added on CRO website. If your own railway website pertains to Canadian Rail, contact us: www.canadianrailwayobservations.com