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ONLINE
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Ballast Management

Don't Let Your Assets Go by the Wayside - The unique design of the Plasser Ballast Distribution System minimizes the costly and time consuming need for ballast trains. The BDS-100/200 utilizes a hopper for ballast storage, conveyor to distribute the ballast, plows for profiling, double-brooms to sweep excess ballast from the track and a conveyor to transfer the excess to the storage hopper or a Plasser MFS-type Conveyor/Hopper Car. This innovative machine is a fast efficient means for ballast management with minimum track occupancy and rapid return on invest.

For the love of those distinctive diesels

I am a steam guy, but I still like a diesel with character. It's just that they sure are hard to find these days



Jim Wrinn

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Fellow locomotive enthusiasts, be prepared for a shock. I'm about to speak well of internal combustion power. Most of you know that anything with a boiler that has siderods or gears quickens my pulse. But today, I'm here to praise diesel locomotives.

Steve Glischinski's report on Electro-Motive Division GP30s that still prowl the Southwest (page 42) got me thinking about diesel locomotives that I like. My general pecking order is that



Once a GP30, now a road slug, CSX No. 2259 still retains its distinctive forehead profile. This unit was at Cullman, Ala. Darrell Krueger

a cab unit — a streamlined E, F, or something by Alco or Baldwin with a round face and a smooth carbody — is tops. Right after that are the Century-series locomotives that Alco built near the end of its production in 1969 — 50 years ago! And just behind are diesels with distinction — the GP30s, U30Cs, and such of the world.

A few Class I railroads still roster GP30s that have been heavily rebuilt, as on BNSF, or modified into road slugs, like those on CSX. This magazine has long praised the GP30 with its one-of-a-kind skyline casting that gives it a look like no other diesel locomotive before or since.

Conformity, of course, is part of the economics behind building locomotives on a budget. The cabs that ride today's locomotives are built to protect the crews in case of derailment. My intellectual side likes that. I have many friends out there who are engineers or conductors.

But in my heart, the all-time classic diesel will be the GP30. Built in 1962 and 1963, their numbers have dwindled, but I'm confident that I shall see at least a handful still running off more miles in their 60th year. Here's to the people who designed them; the crews who have, do, and will run them; and the fans who appreciate them more and more each year.

LOCOMOTIVE 2019

Our popular annual, *Locomotive 2019*, is on the horizon. This year's 100-page special issue looks at the American Locomotive Works' finest products. We highly recommend it for this reason alone, but there's much more that endears this year's *Locomotive* to us: A behind-the-scenes look at Wabtec-GE's remote monitoring system; the F59 series of passenger locomotives that continue the cab-unit tradition; and, my favorite, an in-depth look at Union Pacific No. 4141, the unit painted like Air Force One to celebrate the life of President George H.W. Bush.



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Central Maine & Quebec Job 1 rumbles across the Onawa Trestle with a pair of SD40-2Fs for power at Onawa, Maine, on Sept. 15, 2018. Thomas Coulombe

On the web TrainsMag.com



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***Cascades* investigation finds widespread blame, dooms Talgos**

NTSB faults Amtrak, Washington DOT, Sound Transit, FRA for pre-wreck actions

▲ The fatal derailment of an *Amtrak Cascades* train in 2017 had a number of contributing factors, the National Transportation Safety Board determined. Steve Carter

ALMOST NO PARTY ESCAPED unscathed in the National Transportation Safety Board's investigation into the fatal 2017 derailment of an *Amtrak Cascades* train in DuPont, Wash. Some agencies targeted were quick to respond.

Just days after the NTSB announced its findings, the Washington State Department of Transportation said the *Cascades*' Talgo Series 6 trainsets — like the one involved in the Dec. 18, 2017, accident that killed three people — would be removed from service “as soon as possible.” And Sound Transit, the Seattle-area agency that owns the Point Defiance Bypass where the accident took place, said it would have an outside review of its safety procedures. The NTSB found fault with

WSDOT, Sound Transit, Amtrak, and the Federal Railroad Administration in the 53 findings and 26 recommendations unveiled in a May 21 meeting. The derailment, on the first trip of a *Cascades* train over the route south of Tacoma, Wash., came when the train entered a 30-mph curve at 78 mph [See “Train 501's Tragedy,” “News and Photos,” March 2018]. NTSB Chairman Robert Sumwalt declared the train's engineer “was set up to fail” by issues including the lack of positive train control, inadequate crew training, and insufficient warning signage before the reduced-speed curve.

The NTSB also criticized the crashworthiness of the Talgos and recommended they be removed from service, triggering

WSDOT's declaration — and drawing a rebuttal from Talgo. The manufacturer said its analysis concluded “the equipment behaved very well under the extreme forces to which it was subjected” and that the trainset “may have reduced the number of fatalities and injuries” that would have occurred with conventional equipment. It has offered newer Series 8 equipment to replace the Series 6 trainsets.

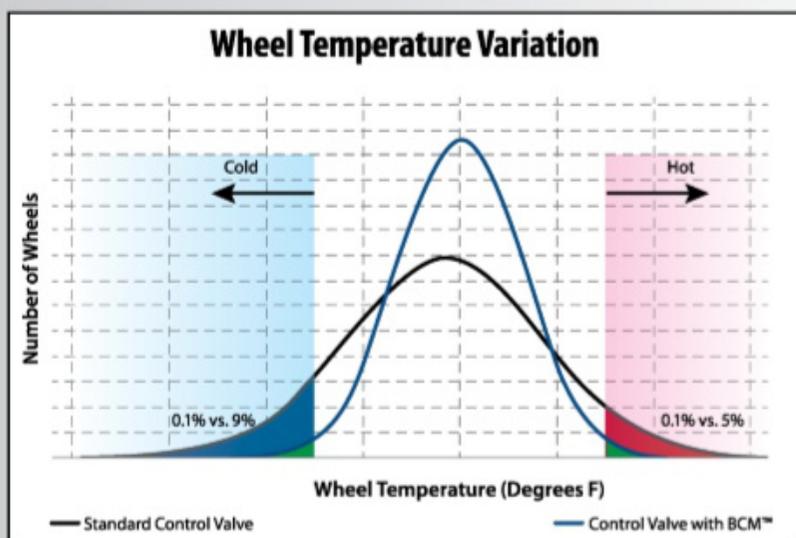
Washington's desire to replace the Talgos faces its own challenges. Amtrak has little in the way of spare equipment, and while the passenger railroad has begun the process of ordering new single-level cars, the delivery date for such equipment is still years away. — Curtis Tate, Bill Virgin, and David Lassen



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THE TRAINS INTERVIEW

Michael Litschi

'Pacific Surfliner' staffer helps promotional efforts growing train's ridership

MICHAEL LITSCHI RECALLS going to the passenger station in Fullerton, Calif., to watch trains with his dad. Now he's one of the managers that oversees Amtrak's *Pacific Surfliner*, a major component of rail traffic at that station.

The LOSSAN Rail Corridor Agency — the acronym refers to the major route points of Los Angeles, San Diego, and San Luis Obispo — took over management of the *Surfliner* from the California Department of Transportation in 2015. "It was a two-man team for probably the first 18 months or so until we were able to start bringing on staff to support all of the efforts and initiatives," recalls his boss, Jennifer Bergener, managing director. Together, the pair developed the proposal that earned LOSSAN its managing and marketing role. Since LOSSAN took over, ridership has increased 11.5% and revenue has grown 17.2%. The *Pacific Surfliner* recorded its highest passenger counts ever in 2017 and carries almost 3 million people yearly. A lot of that has to do with LOSSAN's marketing efforts, which Litschi spearheads, although he insists that he is "just the guy behind the scenes."

Three of LOSSAN's 12 staff members report to Litschi. They handle the dedicated *Pacific Surfliner* website, social media, advertising, and promotions. But for Litschi, marketing the *Surfliner* is more about building relationships.

"Since we've taken over management of the service," he says, "we've been working a lot with local visitors bureaus and destination marketing organizations." By partnering with groups such as Visit San Diego, LOSSAN piggybacks on their efforts to promote tourism and business travel.

One example was LOSSAN's "Hug the Coast" campaign. It came after a devastating fire in December 2017 and subsequent mudslides that dampened travel and tourism in Ventura and Santa Barbara counties. "It was a marketing campaign that we ran



Michael Litschi

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A southbound Amtrak Pacific Surfliner passes CP Orangethorpe in Anaheim, Calif. Discounted admission to Disneyland is one of several marketing efforts for the train. David Styffe

all throughout the corridor, both digital and with billboards, promoting taking the train," Litschi says. "As part of that we did a friends and family promotion, which is the first time we'd done that sort of promotion on this route. The Santa Barbara and Ventura [visitor bureaus] worked the train angle into all of their promotions as well."

Anaheim's Surfliner stop offers bus connections to Disneyland every 20 minutes. Last year, LOSSAN reached out to Disney, and together they came up with a program offering Surfliner passengers discounted admission to Disneyland. For Litschi, this represented an opportunity to "align the Surfliner with a major national brand."

Litschi says LOSSAN staff are on the

train a lot; Bergener calls it a "very focused local presence" that helps them "keep their finger on the pulse."

That was evident in January 2018, when mudslides cut off U.S. Route 101, the main highway from Los Angeles to Ventura and Santa Barbara. Other than a 200-mile highway detour, the Surfliner became the only option for people needing to get to work and other activities. Collaborating with Amtrak and CalTrans to get 15 additional coaches, and with Union Pacific to move them south, LOSSAN was able "to add quite a bit of capacity in a very short amount of time to accommodate all the additional people wanting to travel," Litschi says.

Other special trains are planned well in

advance. These have included trains to San Diego during the annual Comic-Con, which draws more than 130,000 comic book fans; for the opening week of Del Mar racetrack's summer season; and late-night trains from Irvine to Los Angeles for concertgoers at the new FivePoint Amphitheatre.

Litschi's staff, collaborating with Amtrak's operations center in Oakland, posts train delay and service interruption information on a Surfliner-specific Twitter feed. "We saw a need to reach out to passengers to provide better information about what's going on," he says, "... and what their expectations should be." His team is also active on Facebook and Instagram.

A similar need made a dedicated website one of the first things he implemented when LOSSAN took over, to offer "a place people could go to get more detailed information about the Surfliner route and the various destinations along the route." The agency also stepped in when Amtrak eliminated student fares and raised the eligible age for senior discounts to 65. It offers 15% discounts for veterans, seniors starting at age 62, and students 13 to 25. Children 2 to 12 riding with an adult are entitled to half-price tickets. "We want to remove any barriers to using the train," he says. — Dan Zukowski

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Widespread PSR moves continue

Operating philosophy brings more Class I changes

PRECISION SCHEDULED RAILROADING is unfolding in predictable and unpredictable ways on Class I systems this year.

Union Pacific will consolidate six Chicago-area intermodal terminals into four in July. And Chief Operating Officer Jim Vena says the focus on hump yards is misplaced. “Did we shut down and curtail operations at two hump yards? Absolutely. Is there probably more that we’re going to do? Absolutely,” Vena says. “But at the end of it what it comes down to is: What can you do to move a railcar faster?” A hump yard is efficient, he says, but it’s best to avoid them when possible.

Kansas City Southern slashed a day out of some of its cross-border intermodal schedules, nearly all of which were tightened as it combined traffic into longer trains, particularly in Mexico.

After reducing terminal dwell to record levels, Norfolk Southern was preparing to roll out a plan that would bring PSR-style changes to its merchandise and bulk networks. NS will concentrate traffic on longer trains and use more distributed power.

CSX Transportation has tripled its use of distributed power this year, with more than 100 trains per day running with power spread through the train to improve safety and efficiency, CEO Jim Foote says. “CSX is arguably the best-running railroad in North America right now,” says Loop Capital analyst Rick Paterson, noting the railroad’s average train speed and terminal dwell are 41% better than its 10-year average.

BNSF Railway remains the lone PSR holdout. Warren Buffett, chairman of BNSF parent Berkshire Hathaway, fielded questions about PSR during Berkshire’s annual meeting May 4. Buffett suggested BNSF needs to become more efficient. Echoing those comments, CEO Carl Ice says efficiency is an essential ingredient in BNSF’s recipe for traffic growth. BNSF already focuses on terminal dwell, quickly turning assets like locomotives, setting schedules for individual cars, and running longer trains. “Any operating team worth its salt does those things. So we’ll do stuff our way, we’ll drive improvement,” Ice says.

Canadian National’s evolution toward PSR 2.0 — with a greater emphasis on growth and technology — saw the hiring of a chief operating officer from BNSF: Rob Reilly, head of BNSF’s Southern Region.

“Let that sink in for a moment. Just as every U.S.-based PSR railroad ... has gone big-game hunting for a Canadian railroader (or at least one with CN or CP experience), the PSR Mothership, CN, goes and finds someone without direct PSR experience nor a predilection for [Canadian coffee shop chain] Tim Hortons,” says analyst Anthony B. Hatch. — *Bill Stephens*

NEWS BRIEFS

FRA: no rule on crew size

The **FEDERAL RAILROAD ADMINISTRATION** said it would not implement a rule setting a minimum crew size for freight trains, citing a lack of supporting data and apparently nullifying laws in several states. The **ASSOCIATION OF AMERICAN RAILROADS** applauded the move; unions said they might go to court to prevent one-man crews or driverless trains.

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Another train derails

High speed rail in California is on life support. Better results may emerge from Florida and Texas



Fred W. Frailey
ffrailey@gmail.com
Blog: TrainsMag.com

Id be grateful if someone could figure out how to provide passenger rail service at a profit — or at least discover those few parameters or circumstances in which the economics come close to working. Or just demonstrate you can run passenger trains without throwing money to the winds. The failures are embarrassing. In June's column ["Fred Twitches, Durham Sizzles," "Commentary"], I wrote about the light rail line, 17 miles long, between Durham and Chapel Hill, N.C., that would cost \$3 billion to build and outfit. That came to \$169 million a mile. At that, my imagination failed me — how can you give away enough Benjamins to spend that much money every 5,280 feet? People more knowledgeable about public finance told me that other, similar light rail projects (think: Honolulu) are even more expensive per mile. The Research Triangle dinky was put to rest unbuilt. Now let's look at what happened to California High-Speed Rail Authority's bullet train.

Some of the same ingredients that bloated North Carolina's proposed light rail venture are there in California. First, it's to be built with taxpayer dollars, so numbers don't matter — natch. Second, it's neck deep in politics; consulting companies and construction unions were the biggest beneficiaries and gosh, by sheer coincidence became the biggest contributors in the campaign for voter approval of \$9 billion in bonds — natch. We know how the unions benefit, because government-financed projects by law must pay inflated union wages. But what about the consultants?

It turns out that California HSR is prisoner to the consultants. I am not kidding you. The Los Angeles Times reports that CHSRA has only 180 government employees but hundreds upon hundreds of consultants, principally engineering consultants. One firm alone, WSP (formerly Parsons Brinckerhoff), has 470 employees assigned to this job. Engineering consultants in 2010 were each costing CHSRA \$427,000, on average, more than three times what the state paid its own staff engineers.

What are the consultants doing? Everything. They did the expensive environmental and other studies, some 3,000 reports in all. They are designing and building the railroad those 520 miles from San Francisco to Los Angeles. There are even consultants on board to manage the consultants. Consultants went so far in 2012 as to supply CHSRA its chief executive, Jeff Morales, who had worked for WSP since 2004. He recently left.

WSP told the state in 2008 the whole shebang could be done for \$33 billion and be finished by 2020. It was on WSP's word that California voters approved those \$9 billion in bonds, which was to be the seed money. Those estimates were phony, inasmuch as the job is now \$44 billion over budget, and with a year to go until 2020 not a wheel is turning (or even ordered).

To his credit, California's new governor, Gavin Newsom,



Way ahead of the U.S., France has offered high speed train service since 1981. An SNCF TGV train awaits its next assignment at Aéroport Charles de Gaulle 2 TGV station outside Paris, July 6, 2018. Scott A. Hartley

applied brakes to the gravy train. For now, CHSRA will build only from Bakersfield to near Merced, 130 miles, at a cost of \$16-18 billion (the original estimate was \$6 billion). "I'm getting rid of a lot of consultants," Newsom told the Times. "How did we get away with this?" Good luck, gov. They own this baby. As the newspaper says: "When state rail authority employees go to their Sacramento headquarters, they work in offices rented by a consultant. When they turn on their computers, much of the data is stored on servers owned by consultants. The software they use to help manage the project is the property of a consultant."

You see all these examples of what doesn't work. They all seem to involve alliances of politicians, consultants, construction companies and their unions. They all have reasons not to finish the job. No wonder we can't build anything in this country anymore. Is this the legacy of passenger rail you want our generation to hand down? Each instance of government processes run amok tarnishes every other proposed passenger rail venture. At some point, the public says, enough!

But it doesn't have to end this way. We have going now in the U.S. two initiatives that merit watching. They are Texas Central, a high speed line between Dallas and Houston, and Virgin Trains, a not-so-high-speed project between Miami and Orlando that I wrote about last month. Privately financed, they are not government projects, and avoid that unholy alliance of pols, consultants, contractors, and unions. And should they fail, there will be consequences — reputations ruined, fortunes lost. Fear of failure could be precisely what will get them to completion. Their success could change the game. Or, am I just an eternal optimist? **I**

We want more; must we settle for less?

Seeking variety in modern railroading

As enthusiasts we thrill at variation and complexity. Face it, we want more of everything and decry any change that culls variety. Often I hear the complaint voiced, “things aren’t as interesting as they used to be,” typically meaning that there is less variety now than in the days of yore.

It seems that observers’ desires often contrast with the necessities of modern railroading. Must the changes that keep railroading competitive simultaneously invoke feelings of nostalgia and ambivalence to the modern scene? Must every change lead to less variety? The disproportionate interest in locomotive heritage paint schemes highlights our cravings for variety and yearning for railroad heritage.

Too often the economies of scale seem to coincide with, if not facilitate, the growing homogeneity in mainline railroading. Greater efficiencies have contributed rail tonnage nationally but it concentrated traffic onto just a few primary main lines and there are far fewer big railroads. Recent actions under the guise of Precision Scheduled Railroading have combined trains, resulting in fewer but longer trains on primary routes.

Twentieth-century transformations contributed to much simplified infrastructure and minimized track arrangements. Once-important places on the main line often now just feature a single main track, maybe with a dispatcher-controlled switch for a controlled siding — the minimum necessary for modern operations. Gone are the array of sidings, freight and passenger stations, and other colorful infrastructure.

Modern locomotive manufacturers, striving to produce more efficient machines while reducing design and construction costs, have favored clever engineering solutions and mass production aimed at allowing universal applications for the latest road locomotives. These contrast to steam-era practices, when in order to maximize efficient operations, locomotive builders custom-engineered locomotives for individual railroads and distinct applications. So the seemingly limitless variety in American locomotives that prevailed in the early 20th century was gradually reduced to just a few types with little external variation, except for paint schemes, and even these are now dominated by just a handful of company liveries.

As enthusiasts, we love scenery, and the more scenic a railway line the better! We are especially impressed by the challenges presented by scenic grades; some of the most popular locations are busy mountain grades. Yet freight railroads weren’t built as scenic interludes, and railroads avoid grades where possible to keep costs down. Historically, steeply graded lines required specialized locomotives, helpers, extra tracks, extra engine facilities, and places to turn engines, so wherever possible, railroads have



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Blog: briansolomon.com/trackingthelight/

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lowered grades through line relocation and route consolidation, and by diverting traffic away from the steepest lines. Long tunnels make for impressive engineering, but often take much of the thrill from observing operations. Yet, consider one of the exceptions: distributed power — radio-controlled remote locomotives — a solution now employed to help eliminate the need for manned helpers and minimize drawbar limitations to enable much longer trains, and so has resulted in more interesting operations on many modern main lines, in the mountains, and in more level territory.

By comparing now with then, we will find endless examples of lost treasures. But wasn’t this always true? A century ago we might have bemoaned the loss of the traditional 4-4-0 and the switch from classic varnished, wooden-bodied passenger cars



Commuter rail systems offer regional variety: A Los Angeles-bound Metrolink train, with an F59PHI pushing at the back, passes an eastward BNSF Railway stack train on the former Santa Fe at Fullerton, Calif., on Nov. 16, 2018. Brian Solomon

to the then-new 'soulless' all-steel cars, and worried about the threat to steam posed by widespread electrification. Since change is inevitable and ongoing, we must be proactive by expanding our railroad interests and explore variety where it abounds. Seek variety in new places. In "Retro Regionals" ["Commentary," April 2019], I highlight one option. But also consider regional variety offered by commuter rail and modern light rail networks. Not only do commuter systems retain individualistic motive power fleets, often buying custom-tailored locomotives for their systems, but they offer variety in rolling stock, myriad approaches to ticketing, as well as the opportunities to travel over new lines as their systems expand.

Travel overseas and embrace the variation from country to country; you'll find trains are very different in some countries and in others they'll be remarkably familiar. Take a nostalgic interlude and embrace railroad preservation; to step back in time, visit a railroad museum or tourist line where you can seek out wooden-bodied cars or the elusive operational 4-4-0,

among other lost treasures.

Nothing remains the same, and anticipating change remains one of the most fascinating elements of railroad observation. Work conducted in conjunction with installation of positive train control and other changes to mainline signaling systems have been sweeping away line-side legacy signal hardware, yet in some places traditional signals survive — for now.

**ANTICIPATING
CHANGE REMAINS
ONE OF THE MOST
FASCINATING
ELEMENTS OF
RAILROAD
OBSERVATION.**

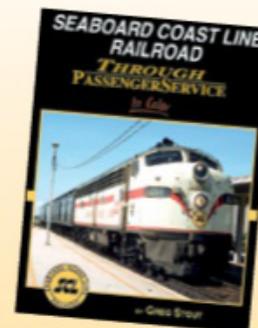
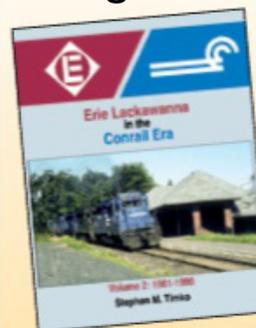
How might railroads continue to blend traditional and new technologies? While changes are unlikely to restore classic elements that we've lost, they may usher in a new era of variety.

Have you noticed that shipments of lumber moving on centerbeam flats are often covered in elaborately decorated wrappings that vary considerably from shipper to shipper?

Despite the march toward standardization, the pendulum may someday swing the other way. Unanticipated events may produce dynamic upheaval that shakes the pot and produces variety where and when we least expect it; changing times are often the most interesting. What do you think might change next? **I**

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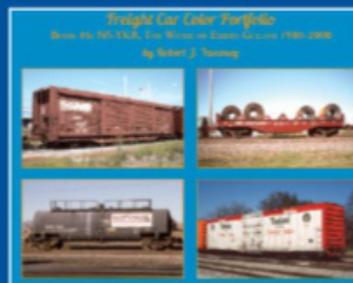
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What to watch in 2019 and beyond

Noteworthy motive-power changes on Class I and shortline railroads

▲ **Cimarron Valley C40-8 No. 4053 displays its new colors outside Metro East Industries paint booth in East St. Louis, Ill., in May. Sister C40-8 No. 4052 was painted in-house at the company's Satanta, Kan., shop.** Mark Mautner

▶ **A trio of six-axle Alco-design locomotives smoke it up on the Western New York & Pennsylvania main line near Eldred, Pa.** Stephen C. Host

CIMARRON VALLEY RAILROAD was covered in this column last year with its eclectic mix of power, but major changes have occurred since then, and more are to come. The Kansas Department of Transportation has awarded a grant to the railroad that partially funded the

acquisition of seven secondhand General Electric locomotives to modernize the fleet. Three C40-8s and four B40-8s will become the primary power on the line, with only the existing GP26s and B39-8 remaining after the new locomotives are delivered. The company has

apparently retired its all-blue paint scheme and adopted the former Santa Fe pinstripe scheme used on freight locomotives delivered between 1960 and 1972. Two C40-8s, Nos. 4052 and 4053, have received the new colors and should be in operation shortly.



WESTERN NEW YORK & PENNSYLVANIA will transform a portion of its roster this year with the introduction of General Electric locomotives to its

fleet. The western New York-based company is acquiring eight former CSX Transportation AC6000CWs from Progress Rail. These will replace the

six-axle Alco-design locomotives in use on its road trains from Olean, N.Y., to Driftwood, Pa., over the grueling 2.2% Keating Summit.



Nashville & Eastern B40-8 No. 8572, now painted for parent R.J. Corman, leads a stone train at Carthage Junction Wye near Gordonsville, Tenn., on May 9, 2019. Corman acquired the road in late 2018. Mike Ball

IN TENNESSEE, R.J. Corman's 2018 acquisition of the Nashville & Eastern family of companies had produced little visible difference since the takeover. That has changed this spring with the repainting of the first two Nashville & Eastern locomotives into R.J. Corman red-and-silver paint.

General Electric B39-8 No. 8572 and B40-8W No. 573 were the first to wear the new colors in early May 2019, with Nashville & Eastern's logo and name on the cab and long hood, respectively. The company will be aggressive in painting the road's fleet of locomotives in the coming months.

'Powered By Our People'



Union Pacific unveiled its latest commemorative locomotive at Omaha, Neb., on June 6, 2019. The unit, SD70ACe No. 1111, features a mural of employees on the hood and the slogan "Powered By Our People" on the cab. Chairman, President, and CEO Lance Fritz officiated the ceremony. Two photos, Becky Stone

Grand Canyon Steam PHOTO SAFARI

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Local opposition threatens expansion

Projects challenged in Florida, Texas, California, and the Midwest

▲ A northbound Amtrak *Hiawatha* crosses Techny Road in Northbrook, Ill. Opponents in nearby Glenview blocked a siding on the freight route in the background that would have allowed more *Hiawathas*.

Three photos, Bob Johnston

“ALL POLITICS IS LOCAL,” legendary U.S. House Speaker Tip O’Neill said. That axiom is stalling passenger rail initiatives that have already gained regulatory approval.

The latest instance occurred along Amtrak’s Wisconsin- and Illinois-sponsored Chicago-Milwaukee *Hiawatha* corridor in May. A group of Glenview, Ill., landowners convinced city, state, and congressional lawmakers that constructing a passing track near their homes was onerous enough to derail a proposal that would increase round trips from seven to 10. The village spent more than \$500,000 on the lobbying effort.

As a result, the Illinois Department of Transportation advised two state senators representing the district that it “will not agree to freight train holding tracks in either Glenview or Lake Forest and will not be moving forward seeking federal support for this project.” The Glenview ACTION Committee — the capitals are an acronym for “Alliance to Control Train Impacts on Our Neighborhoods” — announced in an email, “In short, we have beaten the railroad.”

The Federal Railroad

Administration had found “no significant impact” to residents who had chosen to live next to an active Canadian Pacific rail line that has seen freight trains pound past day and night for about 100 years. Wisconsin had negotiated an infrastructure improvement agreement with UP and Canadian Pacific to allow more passenger departures. It now must come up with a new plan to address surging *Hiawatha* ridership, which will approach 900,000 in 2019, even though the sole northbound out of Chicago between 4 p.m. and 8 p.m. often bulges with standees.

“Canadian Pacific runs about 20 freight trains daily over the Chicago-Milwaukee route and has earned an industry-best rating for its timely handling of Amtrak trains,” CP spokesman Andy Cummings tells TRAINS. “CP considers requests for proposals to expand passenger service over its routes, but must protect capacity for its freight customers now and into the future when it does so.”

Illinois DOT spokesman

Guy Tridgell insists “the department is a strong supporter of service on this line.” But capitulation to lawmakers who feel they needn’t be responsive to citizens they don’t directly represent — travelers who would benefit from more *Hiawatha* frequencies — says otherwise.

Local roadblocks aren’t new. Connecticut residents fought Amtrak’s Boston-New Haven, Conn., electrification in the

1990s during the federally required environmental impact process, but improvements paving the way for *Acela Express* were built. Then, more than a decade ago, San Joaquin Valley almond growers and dairy farmers began

financially supporting politicians at the state and federal level who opposed California High Speed Rail Authority’s Los Angeles-San Francisco plans.

Texas Central, the privately funded Dallas-Houston high speed rail venture, has beaten back more than a dozen legislative moves by state senators and representatives from districts along its route. They challenged



Joe Catrambone

the company's ability to negotiate land acquisition, if necessary, utilizing the eminent domain remedies routinely available in highway and utility construction.

What fuels political opposition? "For the politician, it's all about getting re-elected and where the votes are; an outfit that raises money for a [political action committee] gets their attention," explains Joe Catrambone. He's president and CEO of the Stuart/Martin County, Fla., Chamber of Commerce, and has had a ringside seat to the five-year battle waged by Citizens Against Rail Expansion opposing Virgin Trains USA's (formerly Brightline) expansion north of West Palm Beach to Orlando International Airport.

Catrambone tells TRAINS that wealthy boat owners, concerned primarily about more frequent bridge closures over the St. Lucie and Loxahatchee rivers, led the charge. "Trust me, if there were no railroad bridge delays for boaters, 50% of the naysayers would have gone away, and for the other 50% it was mainly about traffic problems they were told would occur," he says. CARE and Martin County last year struck a deal with Virgin to address and mitigate congestion and safety issues.

Further north, Indian River County continued to file a barrage of lawsuits



A southbound Brightline train speeds through Delray Beach, Fla., in January 2018. Opponents have tried to prevent the passenger service's expansion to Orlando.

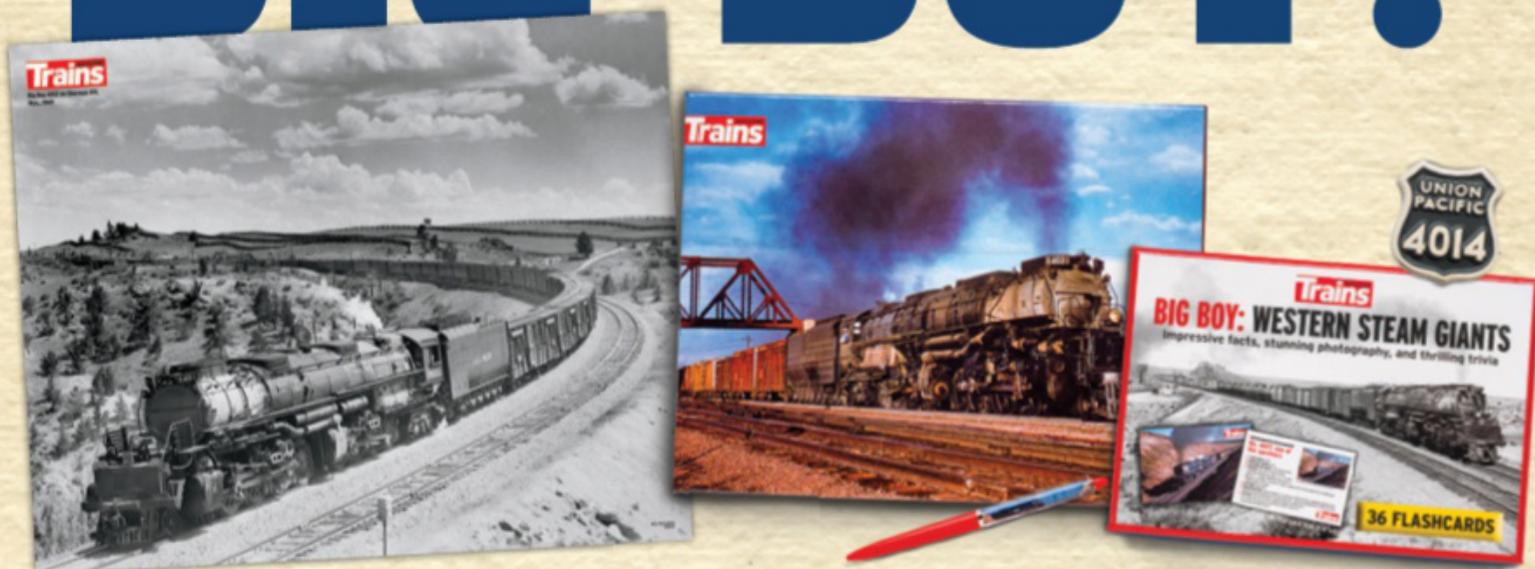
aimed at delaying or stopping the expansion. However, a court ruling on Dec. 24, 2018, by U.S. District Court Judge Christopher Cooper denying the county's arguments could have a significant impact on other "stop the train" attempts.

In a scathing 72-page rebuke, Cooper decries "the absurdity of the plaintiff's view" that every governmental entity through which a project passes should have the power to veto a significant public infrastructure project. He notes that the FRA did a thorough job in its environmental impact

report. Among other issues, the judge took time to debunk the county's claims that "surface transportation" only applies to highways and that the FRA ignored aspects of public safety, waterway interference, and route and bridge alternatives.

On May 21, 2019, Virgin announced that construction had begun on the Orlando extension. Perhaps *Indian River County, et. al., vs. Department of Transportation, et. al* should be required reading for officials intent on imposing local will to the detriment of public mobility. — *Bob Johnston*

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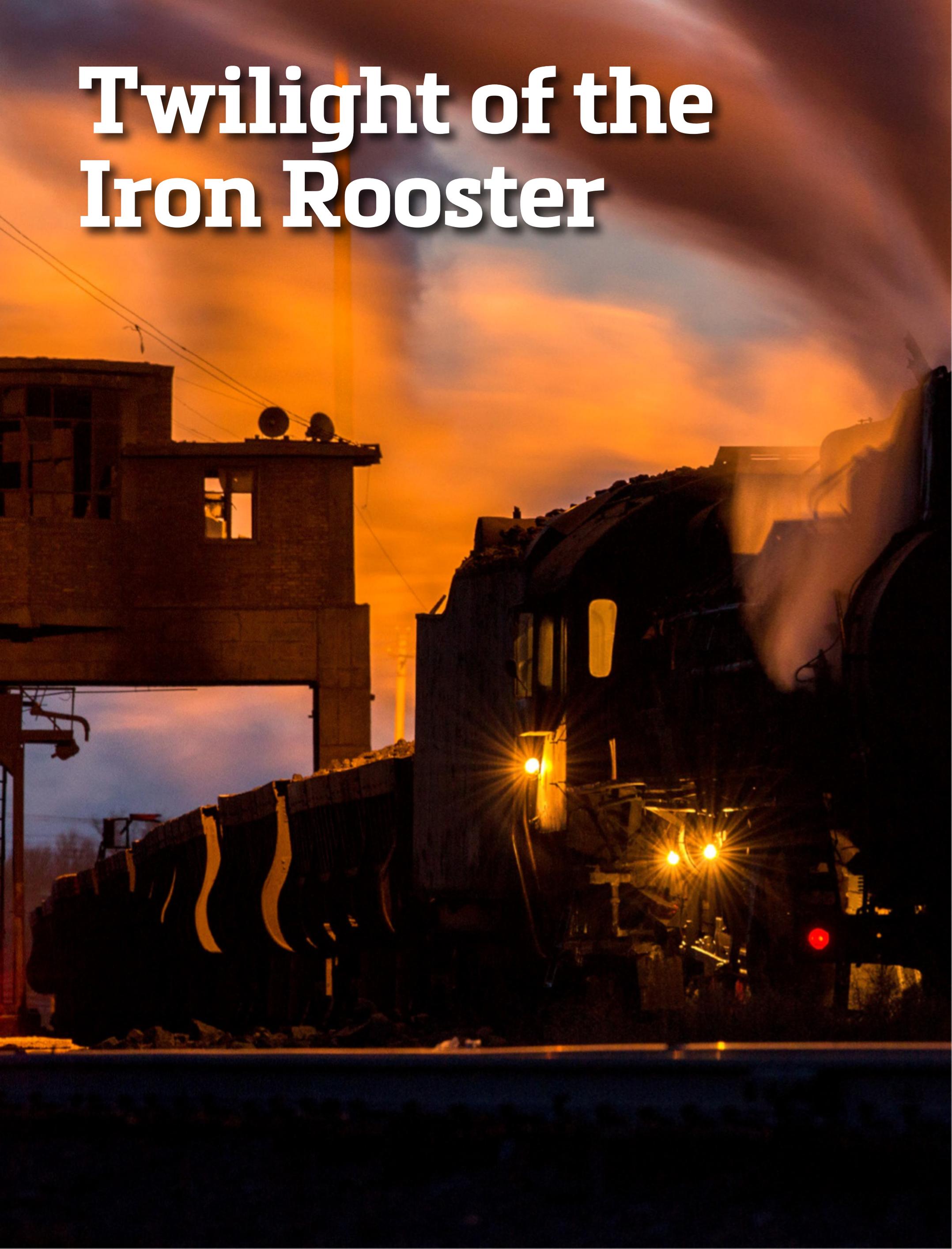
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Twilight of the Iron Rooster





I **SEVERAL HOURS BEFORE DAYBREAK** at a dozen degrees below freezing, a small, dedicated group of railroad workers prepare for the twice-daily, crew change (12 hours on and 12 hours off) in Sandaoling, China. Located 1,800 miles northwest of Beijing at a remote, mountainous border with Russia, Sandaoling is a high desert plain along the ancient Silk Road trade route. Since the 1950s, the bounty here has been coal that is extracted and shipped by rail all across China.

I visited the town and adjacent 10-mile-long, 3-mile-wide open-pit mine in 2018, to document the mine and railroad's last months of operation prior to an anticipated closing at the end of 2019. Sandaoling mine was the last exclusively steam-locomotive-powered freight railroad in daily revenue service on earth.

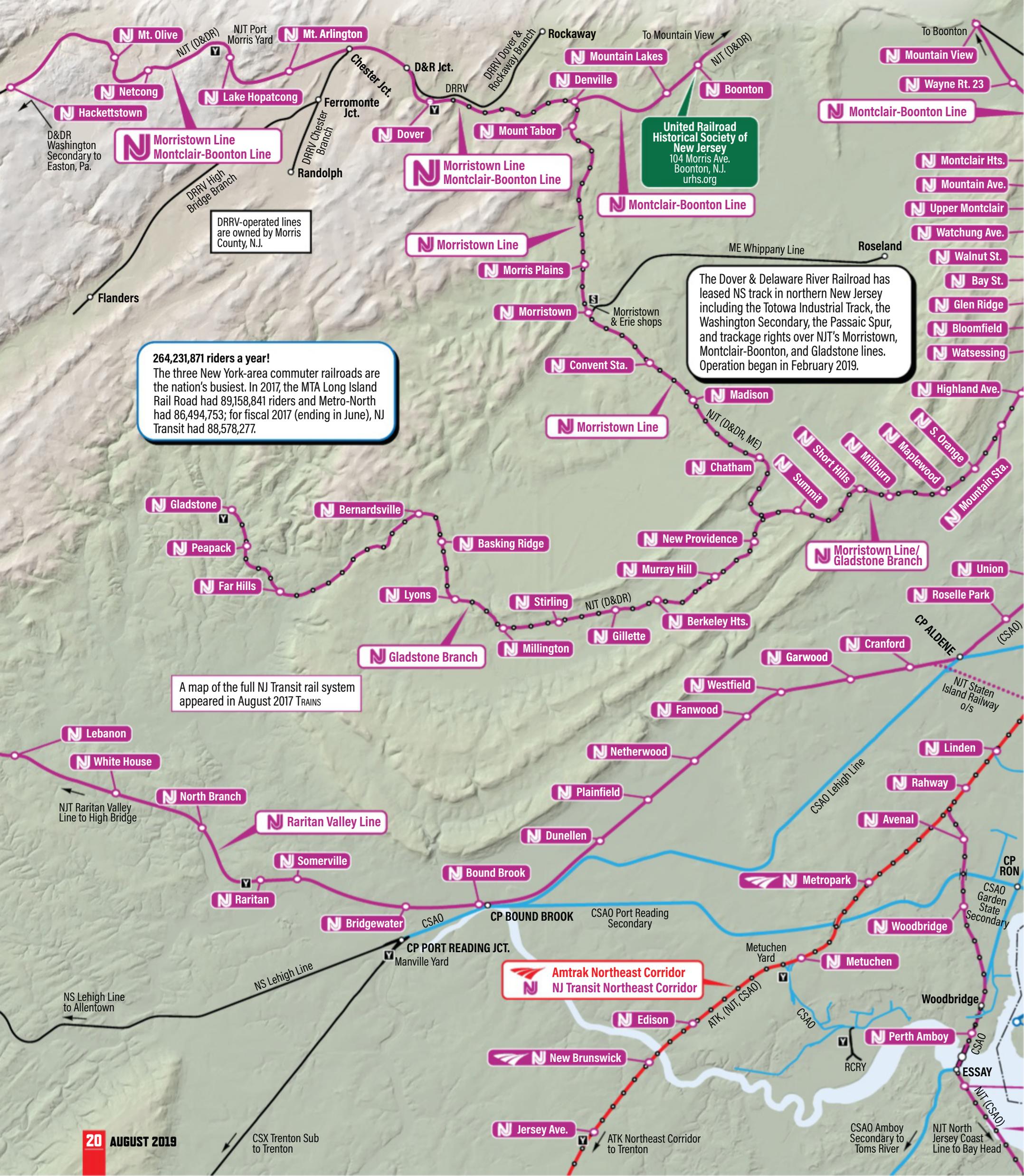
Powered by Chinese-built, JS-Class, 2-8-2 steam locomotives of Russian design that closely resemble the U.S. Mikados manufactured by Alco in the early part of the 20th century, there were 15 locomotives in operation, (of more than 50 locomotives working the mine 20 years previous) with several more in the shops in varying degrees of repair and parting out to keep the rest running.

This was my first unforgettable experience photographing steam, having been born a decade too late for the American experience. I will not forget the magic of communing with living, fire-breathing dragons in the middle of a rugged Chinese winter, witnessing each locomotive's personality, held lovingly together with hose clamps, duct tape, grit, and determination.

Awaiting a fresh tank of water and a tender full of coal to begin the new day, JS- 8190 awakens from a brief nap, as the second-shift crew arrives to light their hand torches and begin the predawn ritual of thawing the brake valves and stoking the boiler as the iron horse begins to breathe. Exhale. — *Todd Halamka*

The rider's guide to New York City

Rail transit in the City That Never Sleeps forms a complex network

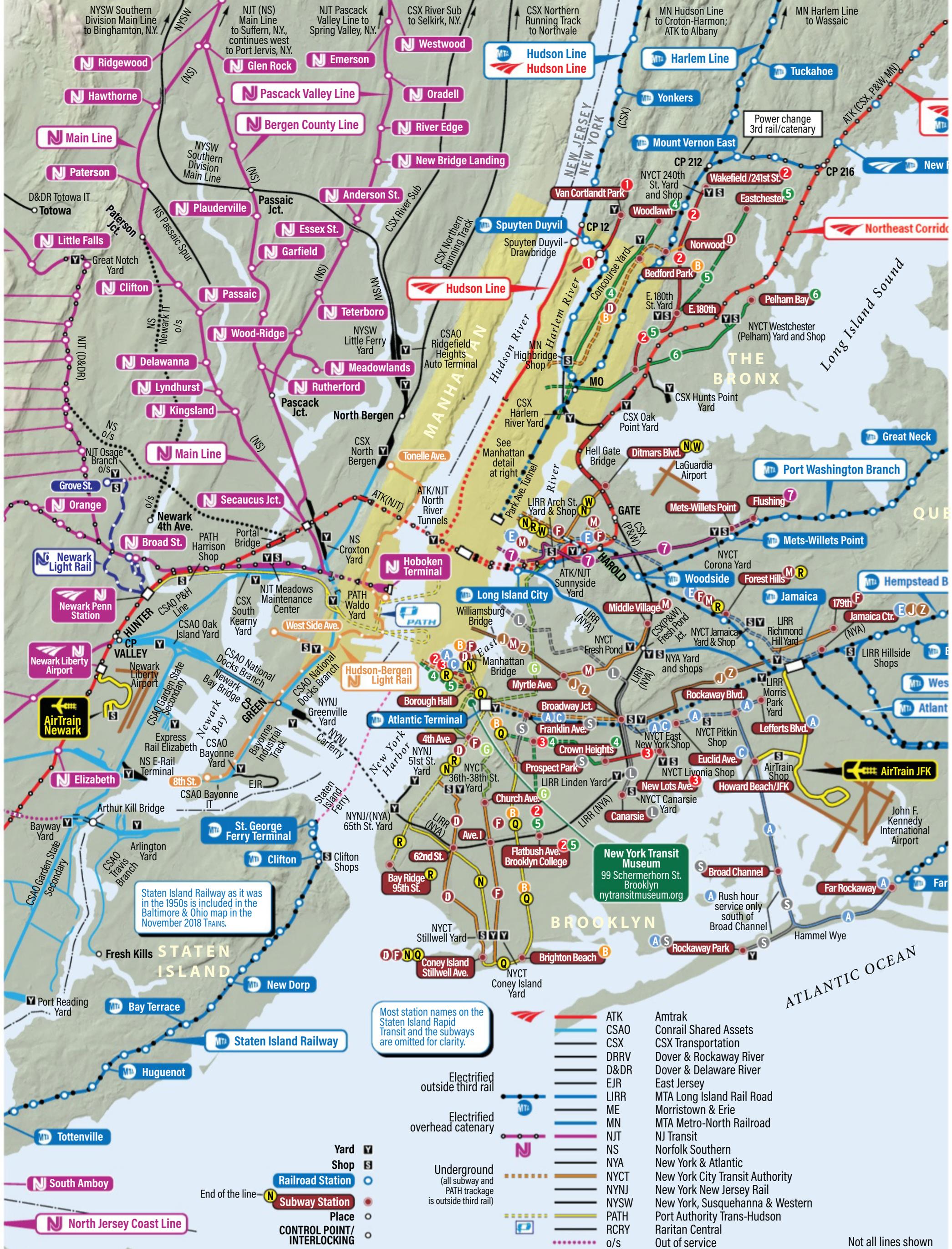


264,231,871 riders a year!
 The three New York-area commuter railroads are the nation's busiest. In 2017, the MTA Long Island Rail Road had 89,158,841 riders and Metro-North had 86,494,753; for fiscal 2017 (ending in June), NJ Transit had 88,578,277.

The Dover & Delaware River Railroad has leased NS track in northern New Jersey including the Totowa Industrial Track, the Washington Secondary, the Passaic Spur, and trackage rights over NJT's Morristown, Montclair-Boonton, and Gladstone lines. Operation began in February 2019.

A map of the full NJ Transit rail system appeared in August 2017 TRAINS

Amtrak Northeast Corridor
NJ Transit Northeast Corridor



Staten Island Railway as it was in the 1950s is included in the Baltimore & Ohio map in the November 2018 TRAINS.

Most station names on the Staten Island Rapid Transit and the subways are omitted for clarity.

- Yard **Y**
- Shop **S**
- Railroad Station **○**
- Subway Station **●**
- Place **○**
- CONTROL POINT/INTERLOCKING **○**
- End of the line **N**

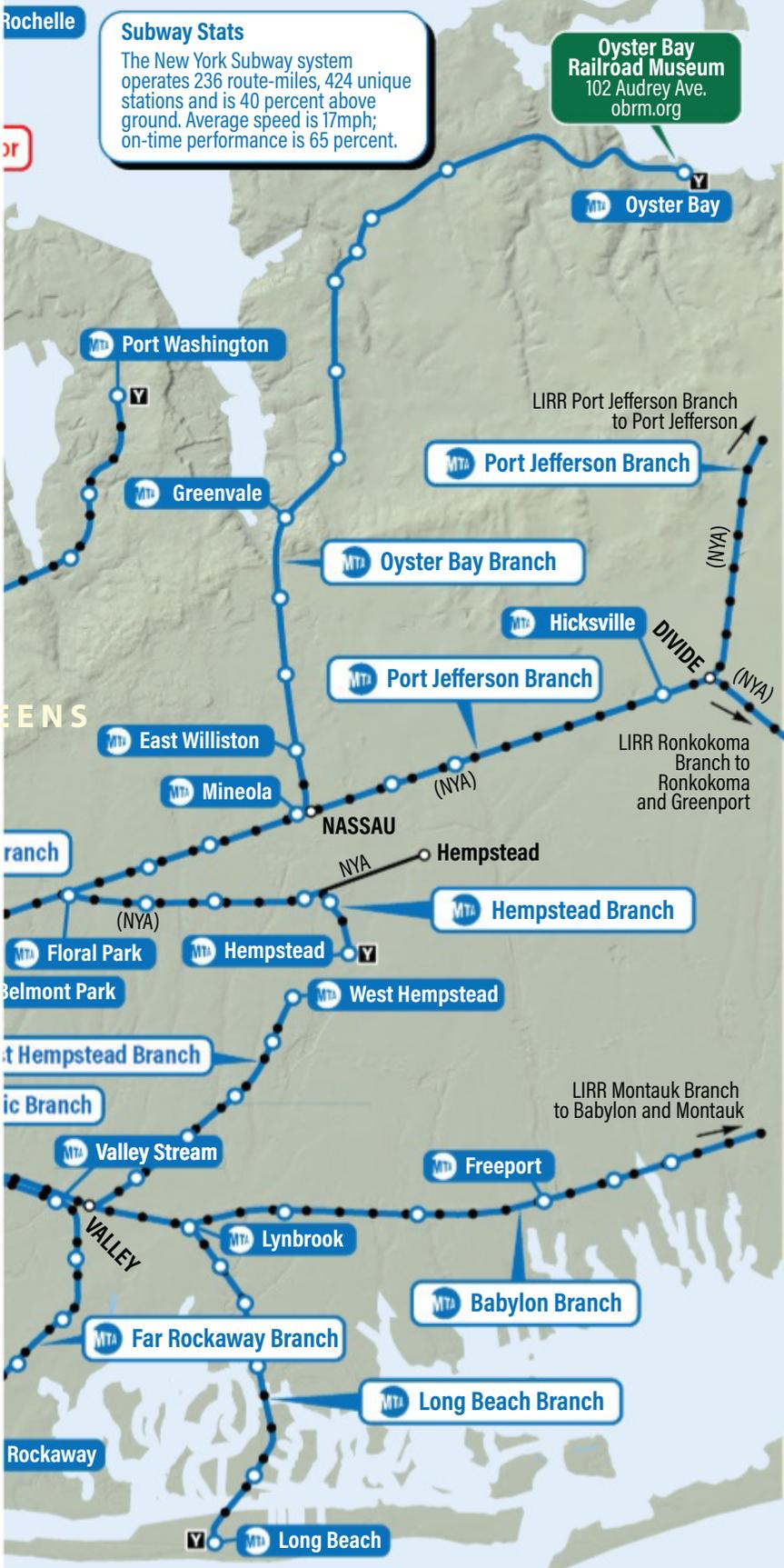
- Electrified outside third rail
- Electrified overhead catenary
- Underground (all subway and PATH trackage is outside third rail)
- ATK
- CSAO
- CSX
- DRRV
- D&DR
- EJR
- LIRR
- ME
- MN
- NJT
- NS
- NYA
- NYCT
- NYNJ
- NYSW
- PATH
- RCRY
- o/s
- Amtrak
- Conrail Shared Assets
- CSX Transportation
- Dover & Rockaway River
- Dover & Delaware River
- East Jersey
- MTA Long Island Rail Road
- Morristown & Erie
- MTA Metro-North Railroad
- NJ Transit
- Norfolk Southern
- New York & Atlantic
- New York City Transit Authority
- New York New Jersey Rail
- Port Authority Trans-Hudson
- Raritan Central
- Out of service

Not all lines shown

MN New Haven Line to New Haven; ATK Northeast Corridor to New Haven and Boston

Northeast Corridor
New Haven Line

Take the A Train - it's the longest
The longest New York subway line is the A line. It runs from Far Rockaway to Inwood, 207 St. It covers over 30 miles and has 59 stops. New York City Transit says it's the longest subway line in the world. The shortest line is the 42nd St. Shuttle, S, 0.6 miles long with two stops. - moovit.com



- A 8th Ave. Express
- B Central Park West Local-6th Ave. Express
- C 8th Ave. Local (168th St.-Euclid Ave.)
- D 6th Ave. Express
- E 8th Ave. Local (World Trade Ctr.-Jamaica Ctr.)
- F 6th Ave. Local
- G Brooklyn-Queens Crosstown
- J Nassau St. Local
- L 14th St.-Canarsie Local
- M Queens Blvd.-6th Ave./Myrtle Local
- N Broadway Express
- Q 2nd Ave./Broadway Express
- R Queens Blvd./Broadway/4th Ave. Local
- S Franklin Ave. Shuttle
- S 42nd St. Shuttle
- S Rockaway Park Shuttle
- W Broadway Local
- Z Nassau St. Express
- 1 Broadway - 7th Ave. Local
- 2 7th Ave. Express (Wakefield/241st St.-Flatbush Ave.)
- 3 7th Ave. Express (Woodlawn-New Lots Ave.)
- 4 Lexington Ave. Express (Harlem-New Lots Ave.)
- 5 Lexington Ave. Express (Eastchester/Dyre Ave.-Flatbush Ave.)
- 6 Lexington Ave. Local-Pelham Express
- 7 Flushing Local



AirTrain JFK

An 8.1-mile-long standard gauge system powered by outside third rail and operating 32 driverless cars which use linear induction motors for propulsion, rather than conventional traction motors. Operated by Bombardier.

AirTrain Newark

A 3-mile-long straddle-beam driverless monorail operating 10 cars. It connects Newark Liberty Airport with the Northeast Corridor. Operated by Bombardier.

East Side Access

A 2.1-mile-long, \$11.1 billion construction project to connect Grand Central Terminal with the LIRR and Sunnyside Yard. To be completed in 2022.

Roosevelt Island Aerial Tramway

At 3,100 feet in length and 250 feet above the East River, it's one of two aerial commuter tramways in the U.S., the other being in Portland, Ore. About 2.5 million passengers ride the tramway, which is independently operated but accepts MTA fare cards.

PATH (Port Authority Trans-Hudson)

A heavy rail 13.8-mile-long rapid transit system that serves as the primary transit link between several stations in Lower and Midtown Manhattan and New Jersey. It operates 350 cars and is the sixth-busiest transit system in the U.S. with an annual ridership of 93,012,400.

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Scale 4 miles



EXTRA

4014

EAST

The Big Boy returns home to Cheyenne after a dazzling run to Utah

by Jim Wrinn





Union Pacific 4-8-8-4 No. 4014 and 4-8-4 No. 844 head east on the Evanston Subdivision at Leroy, Wyo., on May 13, 2019.
Justin Franz



1

After appearing in Ogden, Utah, to celebrate the 150th anniversary of the Golden Spike, Union Pacific Big Boy No. 4014 and Living Legend 4-8-4 No. 844 went home to Cheyenne, Wyo., the same way they'd gone west, via the Overland Route that was Big Boy territory from 1941 to 1959.

The trip home was more leisurely, with time to rest the crew at Rock Springs and Laramie. But it had its moments. The May 12 journey from Ogden to Wahsatch, Utah, included the fabled 65-mile Wasatch grade that the Big Boy locomotives were designed to conquer (the train served as a low-capacity, high-dollar fundraiser for the Spike 150 organization that conducted transcontinental railroad anniversary events in Utah). On May 16, traveling at yard speed in Rawlins, Wyo., Big Boy second engine axles two and three dropped between the gauge. The resulting effort to re-rail them took 3 hours. That efficiency under pressure speaks well of the steam crew, their precise wood blocking, and an unflappable local track gang confronted with the world's largest

2**3**

operating steam locomotive at 600 tons. Then there was the eastbound climb across fabled Sherman Hill from Laramie and then downgrade into Cheyenne and home.

Behind the two locomotives were more than 1,000 miles of relatively trouble-free operations. They'd dazzled crowds along the route with thousands of fans from across the continent and substantial overseas delegations. Once the locomotives were bedded down, there was rest for the crew, additional cosmetic items to install, and plans to finalize for tours across other parts of the UP system this year. It will be interesting to see where UP runs this most famous of all large North American articulateds in territories that are far from the Overland Route, but we're already getting indications where it may be headed. On the books is a July 15 fundraising excursion (for the UP Museum in Council Bluffs, Iowa) from Omaha, Neb., to Boone, Iowa, on the former Chicago & North Western's main line and across the Kate Shelley Bridge. Be sure to check "News Wire" at TrainsMag.com for the latest schedule developments. Until then, enjoy these images of the impossible dream, a Big Boy back in steam! **I**



1 No. 4014 gets ready to depart Rock Springs, Wyo., eastbound while a westbound Union Pacific freight train races through on May 16. John Crisanti

2 After completing the service stop at Wamsutter, Wyo., Nos. 4014 and 844 pass a farm on the last leg of the day's trip to Rawlins, May 17. Ryan Nicolay

3 Nos. 4014 and 844 roll their 12-car deadhead passenger special through the rock face on the ridge overlooking Rock River, Wyo., on May 17. TRAINS: Jim Wrinn

4 The clouds break as the two steam locomotives lead their 12-car train through the searchlight signals at Hermosa, Wyo., on May 19. John Crisanti

5 Cut off from their train at Cheyenne, the two locomotives move to the steam shop, their task completed on May 19.

TRAINS: Jim Wrinn

DOODLEBUG COUNTRY

Self-propelled railcars of yesterday goose, skunk, and windsplit their own unique ways

by David Crosby

It's May 20, 2018, in Sunol, Calif., and the Pacific Locomotive Association is celebrating the 30th anniversary of its Niles Canyon Railway. While the railroad is home to seven steam locomotives and more than a dozen historic diesels, the star of today's event is diminutive railcar M200, affectionately known as "The Skunk." Painted bright yellow and adorned with a cartoon version of its namesake animal, the car makes for an unusual sight as it arrives at the restored Sunol depot to the delight of waiting passengers, accompanied by the sounds of a brass band. It was this car that inaugurated service on the Niles Canyon Railway in May 1988 at a time when volunteers were slowly re-laying track through the canyon.

Long before its time in the spotlight, the car rolled out of the Skagit Steel & Iron Works plant in Sedro-Woolley, Wash., in 1926 as that firm's sole entry into the self-propelled railcar market. Simply known as No. 20, the car would operate for the next decade and a half in relative obscurity, plying the rails of Washington's Longview, Portland & Northern Railway and later the Trona Railway in California. In 1941, the car became M200 when it was purchased by the California Western Railroad, where it would serve with several other self-propelled railcars between Fort Bragg and Willits in the

Northern California redwoods. It was there where the M200 and her sisters became popularly known as "Skunks" due to their original gasoline engines, of which the locals said, "You can smell 'em before you see 'em". Even though the original engines were eventually replaced with more powerful diesel counterparts, the nickname stuck and became a marketing gimmick as tourists discovered the line in the 1950s. Now simply known as "The Skunk Train," the line still operates self-propelled railcars as well as conventional locomotive-powered trains.

By the mid-1970s, the M200,





Transplanted from redwood country of Northern California to the San Francisco Bay area, former California Western "Skunk" railcar M200 is a popular attraction at the Niles Canyon Railway. Christopher R. Hauf



One-of-a-kind railcar M200, built in 1926, was rescued from being scrapped by the Pacific Locomotive Association in 1975 and inaugurated service on the Niles Canyon Railway in 1988. Christopher R. Hauf

smallest of the Skunks remaining on the line, was considered inadequate to carry sightseers through the redwoods on the tourist railroad that also has steam- and diesel-powered trains. Inoperable and faced with scrapping, the M200 was rescued by the Pacific Locomotive Association in 1975. Recognizing the historic significance of the car, the association restored the M200 to service as part of its Castro Point Railway, which operated on leased trackage near San Francisco. After operations at Castro Point ceased in 1985, all equipment, including the M200, was transferred to the fledgling Niles Canyon Railway.

Today, the M200 has joined the ranks of an unlikely class of preserved railway equipment: self-propelled railcars originally introduced as a cost-saving mode of transport, replacing locomotive-hauled trains on sparsely traveled lines. These so-called motorcars, once merely viewed as an austerity measure at best, are now revered as priceless artifacts. Given imaginative nicknames like Skunks, Galloping Geese, and Doodlebugs, a precious few have been restored and are an important component of several museum and tourist railroad operations.

Perhaps the most unusual story in motorcar preservation has

taken place just a few hours south of Niles Canyon in the Los Angeles suburbs. There, visitors to the Knott's Berry Farm amusement park can take a ride on a genuine piece of Colorado history. Sharing duties with full-size steam trains on the park's Ghost Town & Calico Railroad is former Rio Grande Southern No. 3, one of the line's famed Galloping Goose railcars.

During the Great Depression, the RGS deployed a fleet of seven home-built, self-propelled railcars using auto and bus bodies grafted onto railroad wheels and drive trains, powered by gasoline engines. These unusual contraptions allowed the perpetually struggling railroad to deliver freight, mail, and passengers in the most economical way possible. While the origin of the nickname "Galloping Goose" is still the subject of debate, the term can be traced back as far as World War II. The railroad itself referred to the cars as "motors" until finally embracing the Goose moniker circa 1950 as an advertising gimmick, not unlike the Skunks of Northern California. Rebuilding the cars with expanded passenger seating and applying cartoon goose characters to the exterior, the RGS hoped to pad its bottom line as Americans hit the road en masse in the years immediately following World War II.

The tourist trade was not enough to save the RGS, however, and by 1952 the line was being scrapped using a partially dissected Goose No. 3. It was then that Walter Knott purchased the forlorn car (along with a variety of conventional railroad equipment) for his burgeoning amusement operation in Buena Park, Calif.

A WELL-MAINTAINED GOOSE

Restored to its 1950-era appearance, No. 3 is now impeccably maintained and operated during the off-season at Knott's. Given a new Cummins diesel engine in 1996 and an extensive structural rebuilding, Goose No. 3 should be carrying passengers for years to come. While the car is the only one of its flock to leave Colorado, five of its counterparts are alive and well in their home state.

Goose No. 2, the oldest existing and least modified of the Rio Grande Southern motors, was purchased by Robert Richardson, founder of the Colorado Railroad Museum, in 1952. It was restored for the museum's opening in Golden six years later. In time, Geese Nos. 6 and 7 would also land in Golden. The reunited trio remain operational at the museum to this day. Geese Nos. 4 and 5 made their way to Telluride and Dolores, respectively, and in recent years have been restored to operation by their owners. While the first car, No. 1, was scrapped by the railroad in 1933, it has been faithfully recreated as a fully functioning replica by a private individual in



Six of the seven "Galloping Goose" railcars built for the Rio Grande Southern survive, but only one found a home outside Colorado. Goose No. 3 was purchased in 1952 for the Knott's Berry Farm amusement park in Buena Park, Calif., is well maintained, and sees frequent operation.



One of two ex-Pennsylvania Railroad motorcars operating on tourist railroads, the Wilmington & Western's No. 4662 underwent a full restoration funded by the Revere Copper Co. in 1989. Four photos, David Crosby

Ridgway, Colo., and makes frequent public appearances.

The narrow gauge motorcar legacy also inhabits southeastern Pennsylvania. Here the Strasburg Rail Road operates one of the oldest known self-propelled railcars. Former Lancaster, Oxford & Southern car No. 10 began life as a passenger coach circa 1880, and in 1915 was given a gasoline engine and four-speed manual transmission. Structurally modified to operate as a self-contained vehicle, No. 10 would operate for less than three years on line, as the 3-foot-gauge pike closed for good in 1918 and was subsequently scrapped. Car 10 escaped this fate and made its way to the Grasse River Railroad operating in New York's Adirondack region. Converted to operate on standard gauge tracks and given No. 12, the car saw duty there until the line closed in 1957. Purchased in 1962 by Strasburg Vice President Winston Gottschalk, the car became No. 10 once more and returned to its native Lancaster County.

Restored to near-original condition (but retaining its standard gauge configuration), No. 10 was leased to New Hampshire's Wolfeboro Railroad in the 1970s and Lowell National Historical Park in Massachusetts between 1980 and 1984. Rebuilt with a diesel engine in 2009, Car 10 is now a permanent resident of Strasburg and operates a few weeks each year during the railroad's off-season.

HOME BUILT IN MAINE

Even the narrowest of narrow gauge railroads saw fit to construct their own railbuses. By the mid-1920s the famed 2-foot-gauge railroads of Maine were experiencing the same decline in passenger service as their 3-foot counterparts. In 1925, the Sandy River & Rangeley Lakes Railroad built its own 12-passenger railbus using an REO truck frame and engine. As No. 4, it operated until that line's abandonment in 1936. The car would later operate on the Bridgton & Harrison 2-footer until 1941 when that railroad also folded. Escaping the scrap drives of World War II, No. 4 was acquired by Ellis D. Atwood, rebuilt with Ford components, and put to use on his Edaville Railroad in Massachusetts, until it was wrecked in a grade-crossing accident in 1961. It has since been restored and is now the property of the Maine Narrow Gauge Railroad Co. & Museum in Portland. Currently on loan to nearby



Even Maine's 2-foot-gauge railroads had railcars. The Sandy River & Rangeley Lakes home built this example, using a REO bus body, in 1930. It survives today and operates during special events on the White Mountain Central Railroad in Lincoln, N.H.

Boothbay Railway Village, No. 4 operates on select dates over the museum's loop of track.

The Sandy River & Rangeley Lakes constructed several self-propelled railcars at its Phillips, Maine, shop over the years. The last of these, railbus B-1, was completed in 1930 using a 1929 REO bus body. After the 1936 abandonment, it was converted to standard gauge and used by a lumber company. After passing through several hands, a badly deteriorated B-1 was acquired by the Clark family of New Hampshire for use on its White Mountain Central Railroad. Rebuilt to showroom condition, the car was used during slower periods instead of the tourist pike's steam-powered trains, until it was no longer able to accommodate the number of visitors. Kept spotless and ready to run, B-1 still makes public appearances during special events such as the annual Railroad Days.

Not every self-powered railcar was a home-built affair. In fact, a majority were commercially produced, high-capacity vehicles that found favor on branch lines operated by the largest railroads. Like their homemade counterparts, several of these machines — frequently called “doodlebugs” — have been preserved and see service on tourist railroads. No greater example can be found than the cars



After a 14-year restoration, the Nevada State Railroad Museum's rare McKean motorcar was returned to operation in 2010, a century after its delivery to the Virginia & Truckee. Two photos, David Crosby

operated by the giant Pennsylvania Railroad. Three of its cars survive, and two still provide the same basic service for which they were built on heritage lines in Delaware and Pennsylvania, respectively.

PENNSY'S SURVIVORS

Pennsylvania Railroad No. 4666 was constructed by the J.G. Brill Co. as a gas-electric car in 1930, but converted to diesel after the railroad ended use of gasoline engines in railcars following a horrific wreck of doodlebug 4648 in Ohio in 1940. The crash laid bare the dangers of using highly volatile gasoline when it was determined that fire, not the crash itself, was responsible for 34 of the 43 fatalities onboard. In the case of No. 4666, the car operated without incident until its retirement in 1963 and was purchased, along with sister car No. 4668, by Sloan Cornell of the Penn View Mountain Railroad in 1965. Neither car was used by Cornell, with each car passing through several hands over the ensuing decades. No. 4668 faded into relative obscurity and is currently in private hands in Michigan.

No. 4666, however, has operated on a number of tourist railroads over the past five decades. The car spent time stored on the Arcade & Attica Railroad in New York state, and ran on the New Hope & Ivyland in Pennsylvania, and the Black River & Western Railroad in New Jersey. Stored out of service for several years, PRR No. 4666 was moved in 2016 to the Allentown & Auburn Railroad in the car's namesake state. The classic doodlebug was returned to service later that year and now makes frequent appearances.

PRR No. 4662 was built in 1929 by the Pullman Standard Co. with operational components supplied by Brill. This doodlebug saw similar service and modifications while in service and operated until 1959. First purchased by the National Capitol Trolley Museum, the car languished in storage until acquired by the Wilmington & Western Railroad's parent organization eight

years later. Eventually moved to Delaware, the car was returned to operation in 1979 and given a thorough restoration funded by the Revere Copper Co. in 1989. Now bearing the name "Paul Revere" in honor of its benefactors, the immaculate car has become a regular performer on the Wilmington & Western's weekday trains during the summer. The recipient of additional mechanical work in 2017, No. 4662 should be fit for service for decades.

The Brill company was by far the largest producer of self-propelled motorcars, with several different models available and well over 200 produced. Several noteworthy examples have been preserved, in addition to the PRR survivors. In Kingston, N.Y., a diminutive Model 55 car operates at the Trolley Museum of New York, while a much larger Model 250 from the New York Central is stored out of service at the Delaware & Ulster in Arkville, N.Y.

Pennsylvania's storied East Broad Top has a unique 3-foot-gauge car constructed as a kit of sorts, with operating components supplied by Brill and Westinghouse and a home-built carbody. Operational into the 2000s, EBT motorcar M-1 is currently stored as the 3-foot-gauge line remains shuttered. Perhaps the most striking Brill survivor is maintained by the Museum of the American Railroad of Frisco, Texas. AT&SF M160, a 1931 Brill product, wears the Santa Fe's iconic "warbonnet" red-and-silver paint scheme and is expected to be a centerpiece of the museum once work on a new display site is completed. Trading its gasoline engine for a diesel power plant in 1952, the M160 remains fully operational.

ELECTRO-MOTIVE'S DOODLEBUGS

Other large-scale doodlebug builders included the Electro-Motive Corp. and the Edwards Rail Car Co.

Survivors from EMC include the largely unmodified Montana Western No. 31 at Wisconsin's Mid-Continent Railway Museum. Built in 1925 for the Great Northern, car 31 retains its original Winton gasoline engine, making it one of the few true gas-electric cars remaining. Another EMC product, 1929 Santa Fe M177, also



**EXPLORE OUR
DOODLEBUG
AND MOTORCAR
PHOTO GALLERY AT
TRAINS.MAG.COM**



Few Edwards Rail Cars survive, but this one, built for the Tucson, Cornelia & Gila Bend Railroad, operates regularly at the Nevada State Railroad Museum, along with the museum's McKean car.

retains its original gasoline engine and is undergoing a long-term restoration at Travel Town in Los Angeles.

The Edwards Rail Car Co. of North Carolina produced more than 100 self-propelled cars between 1922 and 1940. Typically smaller than their Brill and EMC counterparts, Edwards cars found favor on the lightest of branch lines in the United States and abroad. Even though the company enjoyed a brief revival of sorts as a railcar and trolley restoration business between 1997 and 2008, few cars from the original firm remain today. One such car, No. 401, built in 1926 for the Tucson, Cornelia & Gila Bend Railroad, operates most summer weekends at the Nevada State Railroad Museum in Carson City.

Sharing space with car 401 is perhaps the oldest and most unusual self-propelled car in operation today. Built by the McKean Motor Car Co. of Omaha, Neb., for the storied Virginia & Truckee Railway,

car No. 22 is only one of at least four cars to survive out of 152 built between 1905 and 1917. Delivered to the V&T in 1910, the car features a distinctive "wind splitter" design common to McKean cars. Also adorned with round porthole-style windows, the car's futuristic look could easily be mistaken as a product of a Jules Verne story.

Underpowered for the steep grades on the Virginia & Truckee's line to Virginia City, No. 22 spent most of its days running the flatlands between Carson City and Reno. Retired in 1945 and stripped of its trucks and mechanical components, the car would see use as a diner and later the office of a plumbing supply business. Remarkably intact after 50 years of commercial use, the carbody was donated to the Nevada State Railroad Museum. On May 9, 2010, after a 14-year restoration, No. 22 re-entered service on the 100th anniversary of its delivery to the V&T. Powered by a Caterpillar diesel engine mounted on a recreated power truck, the car now operates for special events throughout the year.

Declared a National Historic Landmark in 2012, the McKean car represents the pinnacle of early-20th century railcar construction. Along with its commercially produced and home-built brethren, the car is an unlikely survivor from an amazing period in railroading. Built to stretch the bottom line, the Doodlebugs, Geese, and Skunks have outlived their initial roles, earned their place in history, and secured a place in the hearts of their fans. **I**



Santa Fe M160, built in 1931, is one of the most distinctive surviving Brill motorcars. It is part of the collection of the Museum of the American Railroad in Frisco, Texas. The museum remains under construction but walking tours offer limited access. TRAINS: Jim Wrinn

A RAILROAD

Central Maine & Quebec sees five years of changes, with more in store



Central Maine & Quebec's Job 1 rolls west at Magog, Quebec, with AC44CWs, Nos. 1002 and 1006, and GP38-3 No. 3812 in June 2018.
Frank Jolin

REBORN

by Scott A. Hartley



Brownville Junction, Maine, part of the town of Brownville (population 1,250), is far from just about everywhere. By rail, it's 45 miles north of Northern Maine Junction, a once-bustling yard near Bangor. Since 2014, it has been the heart of the Central Maine & Quebec Railway. Outbound traffic between Searsport and Millinocket, and cars from interchange partners Maine Northern Railway and Eastern Maine Railway are combined here to make up the railroad's one daily through freight train to the west, designated Job 1. Switching crews work two shifts at Brownville Junction to assemble Job 1, as well as to break up and classify cars arriving on east-bound Job 2.

On a chilly October 2018 afternoon, car inspectors have completed their check of Job 1's train. Engineer Dana Martin grew up working on a family potato farm in far northern Maine, and hired out on predecessor Bangor & Aroostook's track department in 1992. Conductor Jeremy Hempeler recently moved north and joined CM&Q after working several years for a Pennsylvania switching railroad. With SD40-3F No. 9014 leading another ex-Canadian Pacific cowl unit and two leased EMDs, Job 1 is on its way west as shadows grow long on the tracks.

We are on the railroad's Moosehead Subdivision, part of the one-time Canadian Pacific main line between Montreal and Saint John, New Brunswick. This is Central Maine & Quebec's main artery to the west, via its connection with primary interchange partner CP at Saint-Jean, Quebec, southeast of Montreal.

A lot has changed on the 480-mile Central Maine & Quebec in the five years since Fortress Investment Group Inc. purchased the property in the bankruptcy auction of the Montreal, Maine & Atlantic Railway. In a rapid succession of owners that began in 1995, Fortress followed MM&A, and before that, Iron Road Railways, in operating today's system. More changes are likely for the CM&Q.

A pivotal event in railroad history brought us to today's Central Maine & Quebec. On July 6, 2013, a parked MM&A crude oil train rolled downhill and derailed in the town of Lac-Mégantic, Quebec. The resulting explosions and fire burned much of the town's center



Farnham, Quebec-Newport, Vt., train No. 710 passes customer Blue Seal Feeds' mill at Richford, Vt. This 58-mile line also provides a gateway for New England traffic via Vermont Rail System.

and resulted in 47 deaths. MM&A sought bankruptcy protection two months later.

Fortress' Railroad Acquisition Holdings paid \$14.5 million for MM&A's remaining routes: the 263-mile main line from Brownville Junction to Saint-Jean, Quebec; a 116-mile line from Brownville Junction north to Millinocket and south to Searsport; and a 58-mile branch from Brookport, Quebec, to Newport, Vt.

Fortress' new railroad, the Central Maine & Quebec, was incorporated in both the U.S. and Canada, and began operations in May and June 2014. CM&Q has worked hard to bring back customers that had stopped using the railroad in recent years, and to attract new business, according to railroad President and CEO Ryan Ratledge.



Ryan Ratledge

But prior to beginning operations, the company had to satisfy regulatory agencies on both sides of the border, and reassure customers and on-line communities that it would be a good neighbor. CM&Q's first president, veteran railroader and railroad executive John Giles, spent many months meeting people along the length of the railroad. "John worked with regulatory bodies," Ratledge recalls. Particularly sensitive was dealing with the community of Lac-Mégantic. Ratledge says that Giles developed a "social compact" with Lac-Mégantic's leaders. Among the promises: The rebuilt tracks through Lac-Mégantic were made safe for

25-mph speeds, but all trains would pass the town at 10 mph. Inspections are conducted ahead of any train carrying hazardous materials. Local officials are informed of dangerous materials in trains. The railroad agreed that it would not park trains on the main line at the location where the runaway oil train had been stopped in 2013.

"Although we were not asked, we felt it was insensitive to rebuild the Mégantic Yard," Ratledge says. These practices all continue.

In the past five years, CM&Q has spent about \$55 million to restore the property, according to Ratledge. The company has replaced 348,000 feet of rail and 184,200 ties, and installed 99,800 tons of new ballast. Forty-two turnouts have been replaced and all tracks have been resurfaced. All lines can handle industry-standard 286,000-pound freight cars and operating speed is 25 mph. A \$9 million Transportation Investment Generating Economic Recovery grant in 2015 helped with extensive track work over most portions of the railroad in the U.S., and the rebuilding of the yard at Searsport.

MOVING WEST ON THE MOOSEHEAD SUB

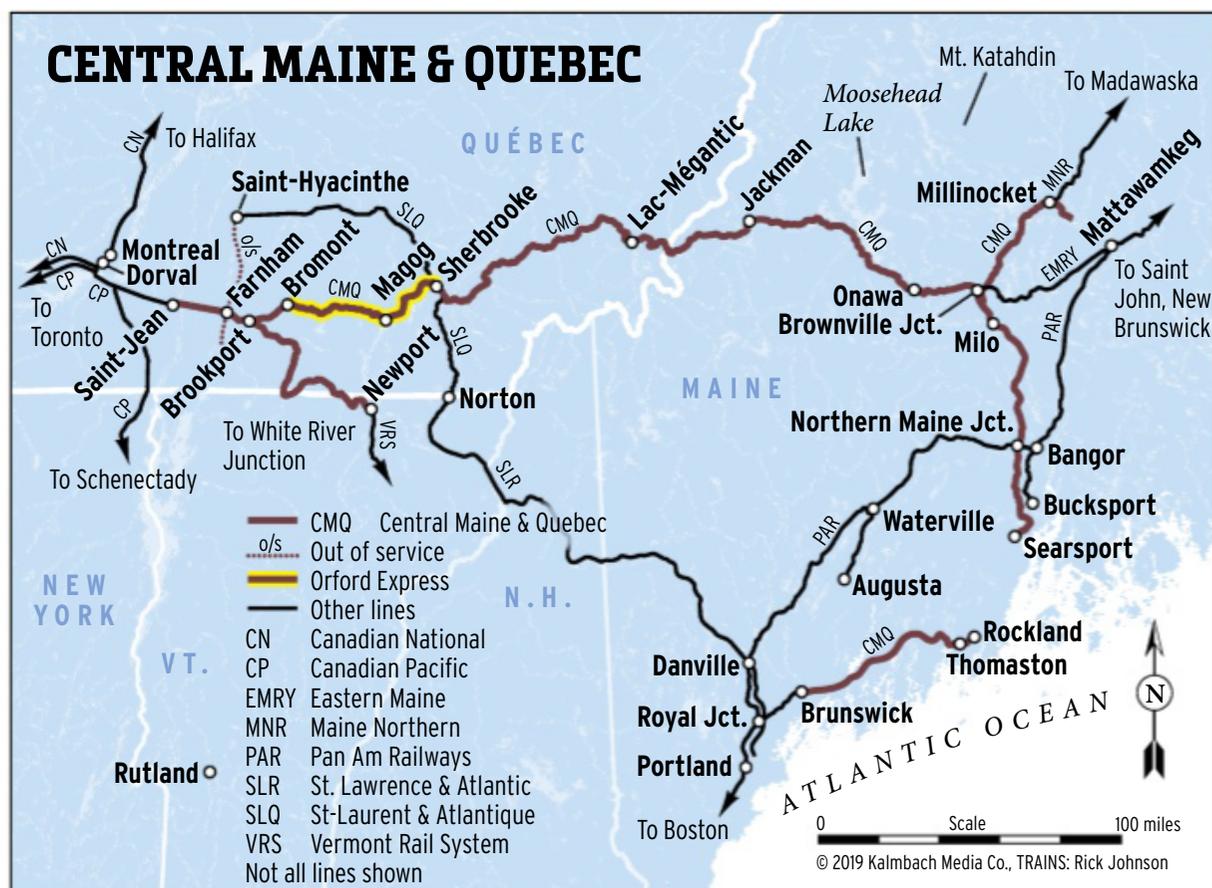
"Moose" is a common theme on CM&Q: The large animals are seen frequently from trains. The railroad skirts the south shore of 117-square-mile Moosehead Lake, Maine's largest lake. And the silhouette of a moose head is featured in the railroad's logo. The logo is carried on nine of the road's 10 GMD SD40-3Fs, as well as three leased GP38-3s and a pair of General Electric AC44CWs. All wear variations of an eye-catching, light-blue-and-silver



scheme. The company also recognized predecessor Bangor & Aroostook by painting the final SD40-3F in that railroad's 1970s-vintage orange, gray, and black image. The railroad also owns one SD40-2 and four ex-BNSF Railway B23-7s, and rounds out its motive power fleet with four additional SD40-2s and nine more GP38-3s leased from Larry's Truck & Electric and CIT. CM&Q performs all maintenance of its fleet in its Derby Shops in Milo, Maine.

The Moosehead Sub is wilderness railroading, and it has few contacts with civilization. Curves, high fills, and cuts abound. Job 1 crosses two long and high trestles at Onawa and Wilson Stream as dusk settles. Martin has run trains here for four railroads, and points out historic sites along the way: the location of a 1919 head-on crash that killed 23 people, vanished station sites, and junctions where Bangor & Aroostook and Maine Central connected with CP long ago. Old searchlight-style automatic block signals that once protected frequent Canadian Pacific trains are now turned away from the tracks.

Moving Job 1 is a carefully choreographed performance that involves four crews to get the cars from Brownville to CM&Q's interchange with Canadian Pacific at Saint-Jean. Martin and Hempeler will turn over their train to a Sherbrooke, Quebec-based crew at Jackman, just a few miles short of the Canadian border. The Canadian crew had brought Job 2 to Jackman that morning and will have had their rest at a house that the railroad maintains in Jackman before taking over this night's Job 1. At Sherbrooke, a crew from Farnham, Quebec, will be waiting to return to their home base



after bringing the next Job 2 east. Finally, a local crew in Farnham will take interchange cars to Saint-Jean, where they will meet a Canadian Pacific train and swap cars. "We have found CP very consistent and good to work with," Ratledge says. Jobs 1 and 2 both make drops and pickups for Lac-Mégantic and Sherbrooke, where locals serve large customers in those regions. CM&Q's interchange with Canadian National is conducted via Genesee & Wyoming's St. Lawrence & Atlantic Railroad at Sherbrooke.

In addition to Jobs 1 and 2, CM&Q operates locals out of Sherbrooke, Farnham, Brownville Junction, Northern Maine Junction, and Newport. Switchers work at

some of those same locations, as well as at Lac-Mégantic.

FORTRESS INVESTMENT'S RAILROADS

Fortress Investment Group LLC, founded in 1998 and owned by Japan's SoftBank Group Corp. since 2017, manages \$42.1 billion in assets for clients and investors. It is no stranger to railroading and has owned and operated some prestigious properties. The investment group is best known in the rail industry for its majority ownership of Florida's Brightline passenger service — now being rebranded as Virgin Trains USA after the British company became a minority shareholder in 2018 — and its planned



Ex-Canadian Pacific SD40-3Fs Nos. 9017 and 9020 rest at CM&Q's Derby Shop near Milo, Maine, in September 2018. No. 9017 displays a paint scheme honoring predecessor Bangor & Aroostook. The 400-mile railroad was folded into Iron Road Railways in 1995. Two photos, Scott A. Hartley



Job No. 1 works at Jackman, Maine, in January 2018 with SD40-3F No. 9011 up front. The railroad hauls logs from two Maine locations and serves a sawmill at Jackman that ships out lumber. Finished wood products are its largest commodities group. Dan Kwarciany

XpressWest high speed service linking Las Vegas, Nev., with Victorville, Calif.

Fortress previously owned RailAmerica, which operated 45 short lines in Canada and the U.S. before it was sold to Genesee & Wyoming in 2012. Fortress owned Florida East Coast Railway from 2007 to 2017, when it was sold to Grupo México. Bright-line trains run on FEC.

Ratlidge began his railroad career in 1994 as a Santa Fe switchman at Clovis, N.M., rose through the operating ranks, and served as terminal superintendent at San Bernardino, Calif., for Santa Fe successor BNSF. In 2007, he joined RailAmerica, holding a variety of management positions there and with Genesee & Wyoming. Giles hired out as a locomotive fireman on the Baltimore & Ohio in 1969 and held management positions at CSX Transportation and Great

Lakes Transportation before joining RailAmerica as it was being acquired by Fortress in 2007. Ratledge had worked with Giles at RailAmerica, and in June 2014 he became chief operating officer of the new CM&Q. Ratledge succeeded Giles as president and CEO in 2017. Chad Mowery, vice president of operations, began his railroad career as an Indiana & Ohio Railway conductor in 1999, and moved up to various RailAmerica and Genesee & Wyoming management positions before joining CM&Q in 2015. Adding a local perspective to the team is Vice President of Administration Gaynor Ryan, who started with Bangor & Aroostook in 1994. All of CM&Q's administrative offices are housed in leased space near downtown Bangor.

About three-quarters of CM&Q's employees worked for Montreal, Maine &

Atlantic. Canadian operating employees are represented by the United Steelworkers. The International Association of Sheet Metal, Air, Rail and Transportation Workers represents employees in the U.S.

CM&Q contracts its train-dispatching functions to RailTerm, a company that provides such services for 50 railroads. RailTerm is based in Dorval, Quebec, and operates dispatcher offices there and at Rutland, Vt. Trains in Quebec communicate with the dispatcher in Dorval. U.S. operations are handled from Rutland. Ratledge says one reason for choosing the company was to ensure that all Quebec operations are overseen by bilingual dispatchers.

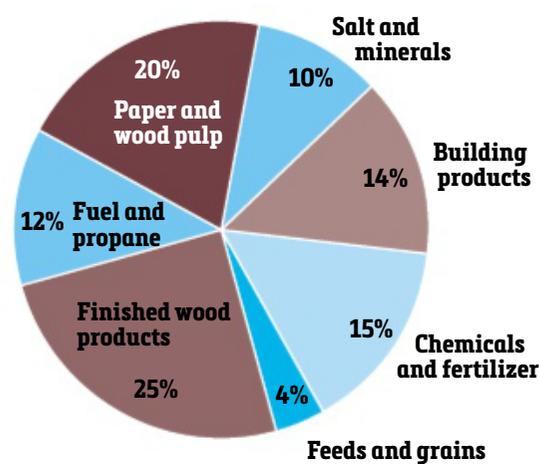
REVENUE SOURCES

Central Maine & Quebec moved 25,585 carloads in 2018, an increase from the previous year, but slightly fewer than in 2016. Finished wood products remain the railroad's most important commodity. Tafisa Canada, a particleboard manufacturer, operates a huge plant at Lac-Mégantic that provides much of the railroad's wood-products traffic. CM&Q has a crew assigned to switch Tafisa and other Mégantic customers five days a week. A new rail route bypassing downtown Lac-Mégantic, long proposed by local leaders and to be funded by the federal and provincial governments, will run north of town, enabling the railroad to continue to serve local customers. CM&Q's second-largest commodities group is paper and wood pulp. Although the railroad does not directly serve any paper mills, active plants on Maine Northern Railway at Madawaska, Maine, and on New Brunswick Southern Railway at Saint John forward



Engineer Dana Martin (right) and conductor Jeremy Hempeler review upcoming work while preparing to depart Brownville Junction, Maine, with Job 1 in October 2018. Scott A. Hartley

CENTRAL MAINE & QUEBEC 2018 TRAFFIC



much of their outbound product west over CM&Q. The railroad carried 5,039 cars of paper and wood pulp in 2018.

Building products, fuels and propane, and chemicals all help the bottom line. GAC Chemical at Searsport, which produces materials for the paper industry, municipal water treatment, and pharmaceutical companies, is an important CM&Q customer, receiving more than 700 cars annually. GAC President David Colter commends the railroad for its service philosophy and infrastructure improvements. "We have been pleased and appreciate our collaborative relationship," he says.

Canadian fuel oil arrives by water at Searsport and moves north in CM&Q trains, but Ratledge considers the deep-water port to be underutilized. "We are still optimistic that there will be more commodities," he says. The yard there has been totally rebuilt as part of the TIGER project and is ready to accommodate traffic growth.

Ratledge also sees potential in intermodal traffic, but he says it will require a Class I railroad partner. Logically, that would be Canadian Pacific. CP once handled considerable intermodal business between Saint John and Montreal, but today that route is divided among three railroads, creating a challenge to restoring such services.

The former Bangor & Aroostook's century-old Derby Shops complex at Milo is seeing new life under CM&Q ownership. In December 2018, railroad subsidiary Katahdin Railcar Services opened a full-service tank-car cleaning and repair business in what had once been Bangor & Aroostook's wheel shop. (The company name is derived from 5,267-foot Mount Katahdin, Maine's highest point.) The new owners renovated the 25,000-square-foot brick structure to house a state-of-the-art car facility. Inside are clean resin floors, controlled climate, bright lighting, shiny tanks, and modern repair equipment.

CM&Q and Katahdin Vice President Chad Mowery explain the complexity of tank car procedures: The majority of North America's tank cars are owned by leasing

CENTRAL MAINE & QUEBEC'S ROUTE MAP includes lines from Canada's first transcontinental railroad and many miles of a famous Maine potato hauler. CM&Q has integrated these Canadian Pacific and Bangor & Aroostook routes to best serve the overhead and online customers.

Nearly three-quarters of Central Maine & Quebec's active trackage consists of lines that were operated by CP until 1994. CM&Q's primary artery is the 263-mile route between Brownville Junction, Maine, and Saint-Jean, Quebec, in suburban Montreal. Completion of the Montreal-to-Saint John, New Brunswick, line (which includes 200 miles across northern Maine) in 1888 was the final link in CP's Atlantic-to-Pacific rail system, a true transcontinental.

For decades, CP carried freight to and from Saint John and its busy port. Traffic was heaviest during the winter months when the Port of Montreal was closed. Improved ice-breaking technology and the completion of the St. Lawrence Seaway in 1958 cut into business on the Saint John line, and by the late 1980s Canadian Pacific started to spin off its trackage east of Montreal. Beginning in 1995, CP sold the trackage west of Brownville Junction in increments to Iron Road Railways, a Virginia-based holding company, which operated it as Canadian American Railroad. The 189 miles east from Brownville Junction to Saint John were purchased by Canadian industrial conglomerate J.D. Irving Ltd., which operates it as Eastern Maine Railway in the U.S. and New Brunswick Southern Railway in Canada. The line's last passenger train, VIA Rail Canada's *Atlantic*, which used the CP route east of Lennoxville, Quebec, made its final run

CENTRAL MAINE & QUEBEC'S DNA

in December 1994.

Central Maine & Quebec's other former Canadian Pacific route, the Newport Subdivision to Newport, Vt., was a major artery between eastern Canada and New England until the early 1980s. Freight from Montreal was turned over to Boston & Maine and Maine Central to reach various destinations. Much of that traffic subsequently was rerouted over the Delaware & Hudson south of Montreal, and CP sold the Newport line to Iron Road Railways in 1995.

Former Bangor & Aroostook Railroad lines make up the remainder of Central Maine & Quebec. At its peak, BAR (or "B&A" to locals) operated a 600-mile system covering much of northern Maine, with a branch into New Brunswick. It is best known to outsiders for its large fleet of blue, white, and red boxcars and reefers lettered "State of Maine Products." Many of those cars carried potatoes, the railroad's staple.

Interstate highways and slow car movement by interchange railroads had wiped out the potato business by the 1970s, and forest products — timber, wood chips, pulp, lumber, and paper — became the railroad's focus. Iron Road Railways purchased Bangor & Aroostook in 1995, during the same period when it was purchasing the CP lines that connected at Brownville Junction. Iron Road marketed its combined Maine, Vermont, and Quebec lines as the "Bangor & Aroostook System."

Iron Road would not be successful, however, and it sought bankruptcy protection in 2002. Illinois-based

Rail World Inc., led by veteran railroader and Wisconsin Central Ltd. founder Edward Burkhardt, purchased the Iron Road combination, and began operations as the Montreal, Maine & Atlantic Railway. In 2010, the state of Maine purchased from MM&A 233 miles of lightly used



An eastbound Canadian Pacific freight passes Lac-Mégantic, Quebec, in June 1972. Scott A. Hartley



Colorful cars that hauled potatoes were a symbol of the Bangor & Aroostook. Art Mitchell, Jerry Angier collection

former-BAR trackage north of Millinocket, which is now operated by J.D. Irving's Maine Northern Railway.

The July 6, 2013, derailment of an MM&A crude oil train at Lac-Mégantic, Quebec, marked the beginning of the end for the railroad. MM&A declared bankruptcy in both Canada and the U.S. The railroad continued limited operations until bankruptcy courts accepted a bid by Fortress Investment Group subsidiary Railroad Acquisitions Holdings to purchase the MM&A's assets in 2014. — Scott A. Hartley

CM&Q SD40-3F No. 9011 waits at Jackman, Maine, with Job 1 while Job 2 passes on Jan. 12, 2018. Trailing on Job 1 is Bangor & Aroostook-painted heritage unit No. 9017. Dan Kwarciany



companies, and lessees usually are responsible for cleaning the cars fully before they are returned. Tank cars must be cleaned by shops certified by the Association of American Railroads. Mowery led the CM&Q team that designed Katahdin's cleaning system. An assembly is lowered into the top center of an empty car, and two high-pressure lances extend to the far ends of the car. Water spray can reach 20,000 pounds per square inch, but only 25 gallons of water is used each minute, Mowery says. A control-room worker using joysticks and cameras guides and monitors the cleaning process.

"Although some other companies use robotics, there is not another shop that has what we have here," Mowery says. Katahdin offers a "one-stop shop," he adds. "This increases efficiency for car owners to get their cars back in service, maximizing utilization."

Other parts of the Derby complex are contributing to railroad revenues, too. The main building handles all of CM&Q's locomotive maintenance as well as a growing number of complete locomotive rebuilds for lease-fleet owners. CM&Q also

performs overhauls and conversions of lease-fleet freight cars. Some carry CM&Q reporting marks when they are released.

CM&Q added to its route map in January 2016 when it began operating a state-owned, 57-mile former Maine Central branch between Brunswick and Rockland, Maine. Most of the business is located at the outer end of the line, where concrete from Dragon Products in Thomaston is moved by rail to Rockland to continue its journey by water. CM&Q, which has a 10-year operating contract, works the line three or four times a month.

It still is possible to ride a passenger train on Central Maine & Quebec rails. The privately owned Orford Express dinner train, powered by an EMD FL9 or a Montreal Locomotive Works M420TR and based in the tourist town of Magog, Quebec, uses CM&Q tracks and crews to run between Bromont and Sherbrooke.

Surprisingly, another CM&Q operation can be found 900 miles southwest of the Pine Tree State, where the company's trains serve Fortress Investment Group's Long

Ridge Energy Terminal. The company owns a large industrial and logistics facility and the future site of a new natural gas-fired power plant at Hannibal, Ohio. Long Ridge hired CM&Q to run the busy rail operations. CM&Q employees use two leased SD40-2s on this line, which runs along the Ohio River near Wheeling, W.Va.

Even with Central Maine & Quebec's successes, Fortress appears ready to part with the railroad. During a March 5, 2019, J.P. Morgan webcast, Fortress Transportation & Infrastructure Investors CEO Joe Adams told participants that the company plans to sell CM&Q. He was complimentary of the railroad's team, but said "owning one short line really does not make sense." He explained that the company has tried to buy other short lines in recent years, but that prices are extremely high. The unit's focus is aviation leasing, which accounts for 59 percent of its portfolio. Its primary infrastructure holdings are three large rail/water port terminals. Further plans were not announced. Meanwhile, operations on the CM&Q appear to be business as usual.



Orford Express excursions operate over 45 miles of Central Maine & Quebec track between Sherbrooke and Bromont, Quebec, with the freight carrier's crews. Scott A. Hartley

INTO JACKMAN AND BACK HOME

Most nights, Job 1 crews will switch loaded and empty log cars as well as outbound lumber loads at Jackman, although that work is not needed tonight. But Martin and Hempeler need to remove a unit from Job 1's locomotive consist and add it to the power of the waiting Job 2. After completing this task in the darkness at the east end

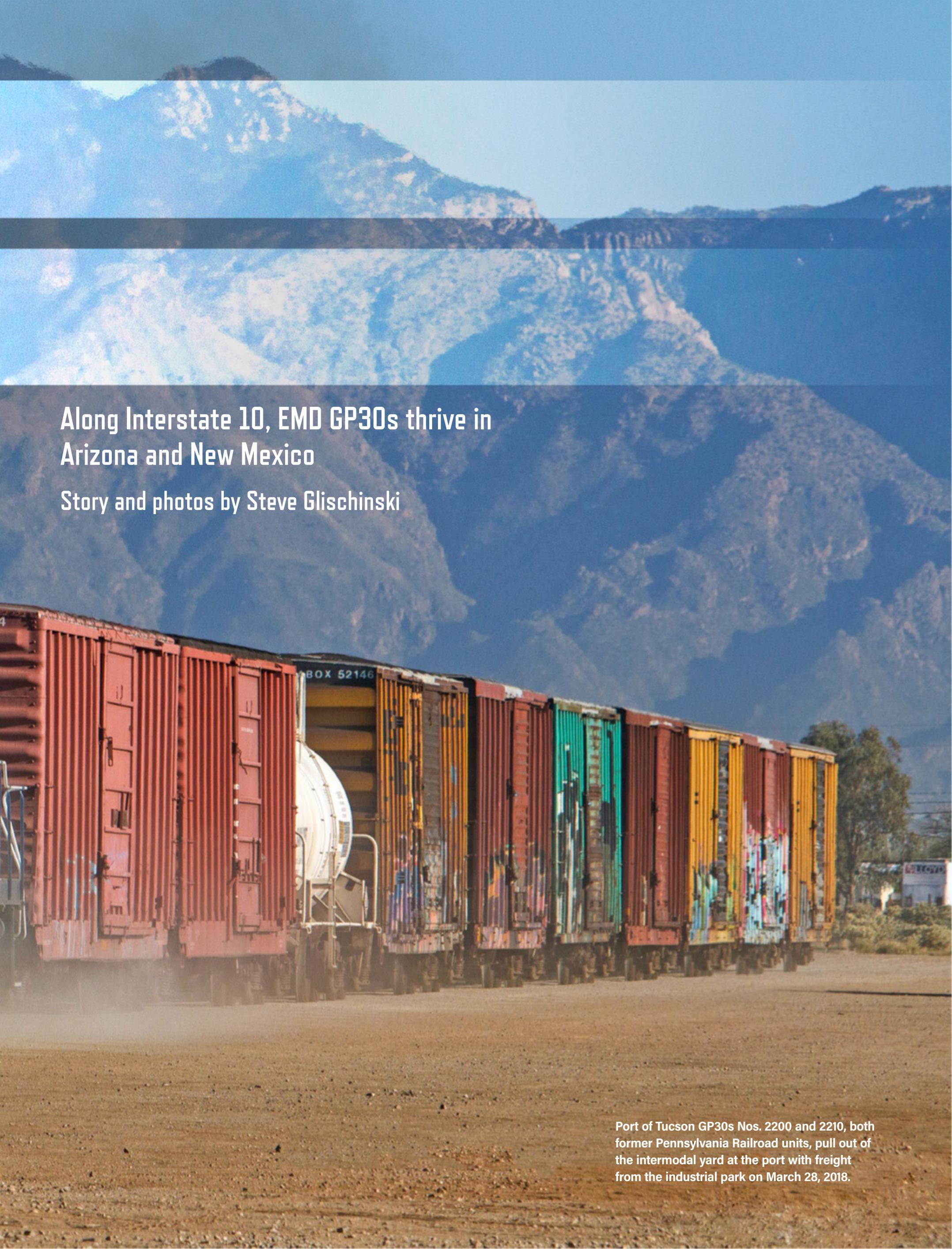
of the Jackman siding, Job 1 pulls west to the railroad's office trailer in the center of the small town. The Sherbrooke crew members, who brought Job 2 into Jackman earlier in the day, arrive in a railroad vehicle several minutes later, and the men brief each other on the status of their respective trains. CM&Q is truly an international railroad: The primary language for most

Canadian employees is French, while the American crews speak English. Martin is fluent in both and enjoys chatting with the new engineer. Safety is ensured as all train dispatchers overseeing this section of the railroad are bilingual. And all railroad timetables and rulebooks are published in both English and French translations. Job 1 soon is on its way on the overnight 112-mile run to Sherbrooke, stopping en route to drop and pick up local cars for Lac-Mégantic at a siding outside of town. Minutes later, Hempeler calls the RailTerm dispatcher at Rutland and receives authority for Job 2 to move east to Brownville Junction.

The outside temperature has dropped below freezing, and earlier rain and wind have left plenty of fallen leaves on the rails. Although the big SD40-3Fs are three decades old, they are well-maintained and up to the task of handling Job 2's 69 cars over the grades. Brownville Junction is quiet as Martin and Hempeler tie down their train in the early morning darkness. More chapters are yet to be written about this storied Northeastern regional railroad. **I**

SENIOR CITIZEN LOCOMOTIVES





Along Interstate 10, EMD GP30s thrive in Arizona and New Mexico

Story and photos by Steve Glischinski

Port of Tucson GP30s Nos. 2200 and 2210, both former Pennsylvania Railroad units, pull out of the intermodal yard at the port with freight from the industrial park on March 28, 2018.

THE SOUTHWESTERN DESERTS OF ARIZONA AND NEW MEXICO

ARE MAGICAL.

Saguaro cactus, desert sunsets, distant mountains, and the allure of the Old West are magnets for tourists, snowbirds, and residents. Railroads such as Union Pacific's former Southern Pacific Sunset Route have been part of the desert landscape since the 1880s. Today, Interstate 10 parallels the Sunset Route through much of the Southwest, but while travellers routinely zip through the desert at high speeds, railfans know to slow down and head off the interstate to see not only the UP, but also short lines and industrials that connect to the Sunset. In so doing, they will discover three railroads that offer EMD GP30s.

EMD ended GP30 production 55 years ago, but the model remains a favorite among rail enthusiasts. The 2,250-hp units, constructed from July 1961 to November 1963, sold 948 copies, all for U.S. railroads with the exception of two for Canadian Pacific. Offered as an alternative to General Electric's U25B, the GP30's popularity with fans can be traced to its distinctive stepped cab roof. GM's Automotive Styling Center created the trademark GP30 "hump" and cab-roof profile to make the locomotive look modern in the Jet Set era of the 1960s. The hump starts at the front of the cab and envelops the air intakes for the air system



and the dynamic braking blister.

It was EMD's first truly "second generation" model, and while steam-starved fans of the 1960s paid little attention to "just another diesel," the GP30 caught on with new diesel fans. Its popularity has held steady. As it has left the Class I railroad rosters, the GP30 has found favor in the second-hand market, heading to short lines, industrial operations, and serving as switchers at grain elevators. Class I railroads have upgraded others into GP38-2s, although some lost their humped roofs.

ARIZONA GP30S

Tucson, Ariz., is a one-railroad town, with Union Pacific providing the action. UP yellow is broken only by Amtrak's triweekly *Sunset Limited*. Yet Tucson, miles from any ocean, has its own "port" with a large rail component. On the north side of Interstate 10 and the Sunset Route at Kolb Road is the Port of Tucson, an "inland port." The multi-modal facility boasts warehouses and facilities to receive and ship domestic and international containers. About 10 miles of track offer connections to the UP, leads into customers' warehouses, and serves transloading and intermodal facilities. A double-track loop enables trains to be built and moved to and from UP. A pair of GP30s and an EMD GP28 provide the power.

Alan Levin and his sons Matt and Mike opened the port in 2001. As general contractors in Tucson, they had built more than 200 buildings in the city. The Levins acquired 267 acres of property along the Southern Pacific main line in 1996, and began building warehouses for leasing. "As we were building the buildings, my dad and I would see the trains going by on the main line," says Matt Levin, the port's vice president of operations. They began discussions with SP and successor UP about bringing rail service to the warehouses. At the same time, UP was looking to shut down its Phoenix intermodal facility because the closure of the west end of the Phoenix Line put Phoenix on the end of a branch.



Port of Tucson No. 2210 switches cars as a westbound Union Pacific intermodal train passes on the ex-Southern Pacific Lordsburg Subdivision on March 6, 2019.



San Pedro Southwestern's two ex-Santa Fe GP30s are about to cross state Route 80 north of Curtiss, Ariz. on March 15, 2018. In October 2018, the railroad came under new ownership and was renamed San Pedro Valley Railroad.

In 2004, the port opened the only privately owned intermodal facility on UP. Today, the facility has about 2 million square feet, with 60 percent of the space rail served. In 2017, the port added approximately 10,000 more feet of track, and UP installed power crossovers from its main line.

Each Monday through Saturday morning, UP delivers a train of intermodal and manifest cars. At 6 a.m., a port crew meets the UP. They deliver the cars to approximately a dozen customers and spot intermodal cars for loading and unloading. When the port gates open, truckers come in to drop off and pick up. A former heavy-weight passenger coach serves as the check-in office. Much of the intermodal business is inbound and outbound traffic that travels

on UP to Chicago and eastern points. The port also handles containers of waste paper that go to Los Angeles and then China. The port handles approximately 15,000 container lifts annually, Levin says. Typically, crews do about 2-3 hours of switching in the morning and another 2 hours in late afternoon. Intermodal gates close at 5 p.m.

The port acquired its first unit, a GP28, in 2001. "My dad grew up in a small town of about 300 people about 15 minutes from Phillipsburg [Kan.]," Levin says. "We were looking for locomotives, and a friend of my dad's brothers mentioned a friend at Kyle Railroad and that they were getting ready to scrap a bunch of these GP units. They had one GP28 that they had really fixed up nice at Phillipsburg, so we bought it."

Built for Illinois Central in 1964, GP28 No. 1827 is one of just 31 constructed. For the first three years of operation, it was the port's sole power. As business increased, the port acquired a pair of GP30s from Kyle. The ex-Pennsylvania Railroad GP30s wear "POT" reporting marks and Kyle's blue-and-white paint. The port uses all three units every day, with the Kolb Road overpass providing a catbird seat to view them, as well as parallel Sunset Route trains.

Two ex-UP mechanics maintain the units. "At the end of the day that is our lifeblood: to make sure we can lift cars. If we didn't have the locomotives up and going and maintained properly, there would be severe penalties from [UP] for not being able to switch cars in and out," Levin says.



BOUND FOR BENSON

Heading east from Tucson on I-10, it's a 37-mile drive to Benson, Ariz., headquarters of the San Pedro Valley Railroad (until October 2018, it was known as the San Pedro & Southwestern Railroad). It uses two ex-Santa Fe GP30s on its 7-mile line through the Sonoran Desert. Its biggest customer is Apache Nitrogen Products, an explosives manufacturer at Curtiss, Ariz.

The San Pedro Valley route dates to 1894, when the Arizona & South Eastern Rail Road laid 19.1 miles of track from Fairbank to Benson. A&SE was constructed to serve copper mines near Bisbee, Ariz., and previously interchanged with the Santa Fe-controlled New Mexico & Arizona at Fairbank. Concerned about NM&A's increasing rates, the railroad built a line to connect with SP at Benson. Primary traffic came from the copper mines around Bisbee and Douglas, and the railroad's business and mileage expanded. In June 1901, A&SE became part of the newly formed El Paso & Southwestern, which eventually reached Deming, N.M., and El Paso, Texas. EP&SW was sold to Southern Pacific in 1924. Portions of its line from Tucson to Mescal and El Paso to Santa

Rosa, N.M. are now part of UP's Sunset and Golden State routes, respectively.

The line east of Douglas to El Paso was abandoned in 1961. In 1992, SP sold the Benson-Douglas line to Kyle Railways, which commenced operation as the San Pedro & Southwestern Railway. Kyle operated the line until 1997, and for several years ran passenger excursions out of Benson. The line was sold to StatesRail in 1997, then RailAmerica in 2002. The following year it was sold to David Parkinson's Arizona Railroad Group (ARG Transportation). Traffic didn't increase, and the line south and east of the Apache Nitrogen Products plant at Curtiss was abandoned in 2006, leaving only 7 miles of railroad.

In October 2018, shortline holding company Ironhorse Resources Inc. acquired San Pedro & Southwestern and changed its name to San Pedro Valley Railroad. Based in O'Fallon, Ill., Ironhorse owns five shortline railroads.

The GP30s were purchased in 2013 from Larry's Truck & Electric in McDonald, Ohio, says San Pedro Valley Railroad General Manager Aaron Lovelady. He and another ARG Transportation employee went

I-10 GP30S

Number	Built	History
POT 2200	3/63	PRR 2200, PC 2200, CR 2200, Kyle 2200
POT 2210	3/63	PRR 2210, PC 2210, CR 2210, Kyle 2210
SPVR 2408	5/62	ATSF 1208, ATSF 3208, ATSF 2708, BNSF 2408, LTEX 2408
SPVR 2426	6/62	ATSF 1226, ATSF 3226, ATSF 2726, BNSF 2426, LTEX 2426
SW 2414	5/62	ATSF 1214, ATSF 3214, ATSF 2714, BNSF 2414, LTEX 2414
SW 2428	6/62	ATSF 1228, ATSF 3228, ATSF 2728, BNSF 2728
SW 2468	5/63	ATSF 1270, ATSF 3270, ATSF 2770, BNSF 2770
SW 29	6/63	Ex-Phelps Dodge 29, out of service

Notes: Former ATSF 2700s/BNSF 2400s remanufactured by Santa Fe at Cleburne, Texas, 1982-1984; designated GP30u. **ATSF** – Atchison, Topeka & Santa Fe, **BNSF** – BNSF Railway, **CR** – Conrail, **KYLE** – Kyle Railways, **LTEX** – Larry's Truck & Electric, **PC** – Penn Central, **POT** – Port of Tucson, **PRR** – Pennsylvania Railroad, **SPVR** – San Pedro Valley Railroad, **SW** – Southwestern Railroad

to Ohio and selected six Santa Fe GP30s. Four went to sister company Coos Bay (Ore.) Rail Link, with two going to Arizona.

"These have been great locomotives for us and have required minimal maintenance while handling our 2,000-plus carloads a year," Lovelady says. "Our main commodities are mining chemicals that



Bracketing a GP40, two of Southwestern Railroad's GP30s switch at Hurley, N.M. The train will soon depart for Whitewater and a meet with the local from Deming.

are brought in by rail and transloaded to truck for delivery to mines in our region and into Mexico. Our big customers at Benson/Curtiss are Apache Nitrogen Products, CPChem [Chevron Phillips], and Superior Carriers, with Apache Nitrogen Products bringing in about half of our total traffic to Benson.”

With the change in ownership, Lovelady says the locomotives will be painted in new company colors of John Deere green and yellow and lettered SPV.

San Pedro Valley operates Mondays and Thursdays. After switching in the Benson yard, the train ambles south to Curtiss behind the two GP30s at 10 mph. After more switching at Curtiss yard, the train backs under the Apache Powder Road overpass (a public road) and into the Apache Nitrogen Products plant. Originally known as Apache Powder Co., it started operations as a major manufacturer of explosives in 1922, supplying the mining industry.

Crews spend 1 or 2 hours switching in the plant (strictly off limits to the public), then head back to the main line. The train then backs all the way to Benson, where more switching is done before the day's end.

NEW MEXICO GP30S

Heading onto I-10 east at Benson, a 168-mile drive will bring you to Deming, N.M., where the Southwestern Railroad's Whitewater Division has two lines. One heads north from Deming to Tyrone and Hurley, and another east to a BNSF connection at Rincon, N.M. Southwestern's locomotive fleet includes three GP30s.

In 1990, Southwestern acquired the Santa Fe's line north and west of Whitewater, N.M., to serve Phelps-Dodge copper mines at Chino and Tyrone, and a smelter at Hurley. Today, those facilities are owned by

Freeport-McMoRan. In 1994, Southwestern acquired an additional 27 miles from Whitewater to Peruhill from AT&SF. In 2001, the railroad added the ex-Santa Fe line from Deming to Rincon, where it connects with BNSF. The Western Group of Ogden, Utah, owns Southwestern and other short lines, including Cimarron Valley in Kansas and Colorado, Clarkdale Arizona Central, Oregon Eastern, and tourist lines Verde Canyon in Arizona and Texas State Railroad.

Three ex-Santa Fe GP30s work for the Southwestern. A former Phelps-Dodge GP30 is on the property but out of service. “We have more interest on our short lines with the GP30s than almost anything else we do,” says Bruce Carswell, Western Group senior vice president. “With our two excursion operations, we do some fun stuff, but for whatever reason the GP30s seem to get even more attention than the steam locomotives on the Texas State Railroad.”

Carswell says the GP30s are in good shape, having been rebuilt by Santa Fe at its Cleburne (Texas) shops in the 1980s. “They went through a good overhaul program back in that era, and the wiring and the power assemblies are good. So their future is secure on that railroad.” Another former Santa Fe/Southwestern GP30 was relocated to the Eastern Washington Railroad when it began operations in November 2018 in Washington state.

Carswell says the Southwestern brings in commodities used in the processing of copper and transports out copper concentrates. The GP30s typically roam between Deming, Hurley, and Tyrone because that line has more curvature and lighter rail. Typically, a crew comes on duty in Hurley weekdays and works down to Whitewater, where it exchanges cars with another job that comes up from Deming.

For these three operations along Interstate 10, the GP30s have proved to be reliable, rugged locomotives more than 55 years after their construction. It's a testament to their manufacturer and the employees who built them that they endure in the Southwest deserts. These senior citizens of EMD appear to have even more years of service ahead of them. **I**



Southwestern Railroad's local passes old cattle holding pens at Whitewater, N.M., on Feb. 27, 2019. The train has picked up cars from the Hurley local and is returning to Deming.

IN MY OWN WORDS

Railroading in the 1940s ... **unofficially**



Age was no issue for a crossing tender looking to outsource his work

by Fred Newbill



At left, the manually controlled crossing-gate arms at Winton Place stand watch at Clifton Avenue, opposite from Mitchell Avenue, where the author “worked.” Top, a B&O lantern with a red globe, like the author used in the 1940s. Above, the Winton Place station, preserved at nearby Sharon Woods in 1975. Left, W. Mike Weber, Denny Hamilton collection; top and above, David P. Oroszi

WHEN I WAS ABOUT 11, I would go train-watching at Winton Place, north of Cincinnati Union Terminal. There was a one-room suburban station at the Mitchell Avenue crossing.

The gentleman who manned the crossing figured out that I wanted to be a railroad engineer and chose to become my mentor, which, of course, could also lighten his workload. To be an engineer, I would have to start as a fireman first.

But to start my railroad education, he let me operate the double-knife switch that started the crossing bell, while he dropped the crossing gate as a train approached. I can still picture in my mind where the locomotive should be when I start the bell.

Then I moved up to swing the red lantern. I was assigned to flag stop a passenger train just out of Cincinnati Union Terminal if necessary. I can tell you when to start swinging the lantern for that, too — it’s just after the train rounds a curve from

today’s Queensgate Yard, way before you push the switch for the crossing gate.

Well, like a lot of 1940s railroading, mine gradually faded. I became too old for a bike and taking a streetcar required too many route transfers. My visits dwindled, college and the Army came along, steam engines disappeared, and passenger trains just about vanished. Then, the Mitchell Avenue grade crossing was elevated and even Winton Place station was gone.

One day, I took my family to a nearby park, Sharon Woods. There I spied a familiar shape: Winton Place station, transplanted to a permanent yesteryear village.

And if the preserved Winton Place station ever needs a crossing guard, or just an assistant to start the bell, I think I know where to find one. **I**

FRED NEWBILL, 90, lives in Cincinnati and is retired from a career in print journalism and advertising. This is his first byline in TRAINS.



Bolting through Iowa

The man in charge of Iowa Interstate's 2-10-2s talks about these locomotives

▲ Far from its birthplace in China, Iowa Interstate QJ 2-10-2 No. 6988 rolls across a stream in Annawan, Ill., during trips in May 2019. The locomotive was active in May and June. Read our interview with Robert Franzen about these unusual steam locomotives. Kevin Gilliam

ROBERT FRANZEN is responsible for maintenance and operation for Iowa Interstate's two Chinese-built QJ Class 2-10-2s that have been in the U.S. since 2006. One of the engines, No. 6988, ran 510 miles in 2018 and 1,742 in 2019 after being stored since 2013. The engine rolled off those miles on short fundraising trips (using five open-window P70 coaches) to benefit local emergency response organizations along the Iowa Interstate's cross-Iowa route and on dead-head moves (some of them with tonnage freight).

Crewing the engines and

working to maintain them are volunteers with the nonprofit Central States Steam Preservation Association. We asked Franzen to update us about the two steam locomotives that are among the most remarkable in U.S. railway preservation.

No. 6988 can operate through July 2020, he says, before it is due for a five-year inspection, a procedure that is more exhaustive than an annual because it involves the removal and inspection of staybolt caps. He's applied for a waiver to the Federal Railroad Administration, which would clear the

locomotive and sister No. 7081 to run through September 2021 when both would be due for expensive (think in the \$300,000 to \$500,000 range) and time-consuming FRA-mandated 15-year inspections.

No. 6988 has changed the most of the two locomotives, both mechanically and cosmetically. Its red driver centers are now black, as is most of the locomotive. Cowling around the throttle and water heater are gone. In are a lean-to smokebox front bell mount and a Pyle-National headlight, mounted below center on the smokebox front in the style of the Southern Railway or Atlantic Coast Line. The bell and headlight brackets came from Tennessee Valley Railroad Museum in a trade for extra lubricators that accompanied the QJs from their homeland. A brass front number plate completed the look. But there was one more thing: The whistle.

"The Chinese had it mounted in front of the cab, and to the crew, it was real loud," Franzen says. "We tapped into the dry pipe and added a whistle mount." The engine can, on any given day, feature replica whistles of the Grand Trunk Western, Illinois Central, Southern Railway, and one from



Rio Grande Southern No. 20 steams again!

An 1899 Schenectady product, Rio Grande Southern narrow gauge 4-6-0 No. 20 steamed for the first time since 1951 on May 23 at rebuilder Strasburg Rail Road in Pennsylvania. The locomotive was shipped to the Colorado Railroad Museum in Golden in late May, where restoration will be completed. Wayne Laepple



Guatemala that is a particular favorite of Henry Posner, chairman of Iowa Interstate's parent company, Railroad Development Corp. Posner brought the QJs to the U.S.

The locomotive had two dynamos for electrical power in China, and one was removed before it was shipped to the U.S.; the second one has since been restored.

Franzen asked Posner about removing the smoke deflectors that frame the smokebox. Posner wants to keep them on the engine, and that resulted in the latest cosmetic change to No. 6988 — the addition of a red-and-yellow, zig-zag stripe that has prompted a nickname for the locomotive, "Iowa Bolt."

The moniker is an apt description, Franzen says, for a locomotive that is both powerful and economical all at once. The 195-psi welded boiler (downrated from 215 in China) develops 2,400 to 3,000 hp ("It's similar to a GP38," Franzen says), while it holds coal consumption to 18 to 20 miles per ton and water consumption to 80-100 gallons per mile. The locomotive is stoker fired, although the engine does see some hand firing to fill in holes on the grates and when it is sitting still. Two injectors and a pump make up the water supply controls, while the fireman has an HT stoker motor to feed the firebox.

Steely steam in Ohio



Youngstown (Ohio) Steel Heritage has steamed Jones & Laughlin Steel 23-inch-gauge 0-4-0T Porter No. 58 for the first time in 60 years. The small engine moved ingot trains at the steel plant. It runs on 600 feet of track with plans to add more. David Baer

One question that Franzen gets more than others is about the controls. On the QJ, the engineer is on the left side of the locomotive and the fireman is on the right side, a reverse of U.S. practice. Does that pose problems? "It's not that hard. We got used to it real quickly," he says. "I'm right handed, so it's actually easier for me to use the controls." A few items are unique to the

QJs, such as their foot-pedal-activated cylinder cocks — a stark difference in comparison to American locomotives with their manual valves.

In contrast to No. 6988, No. 7081, the locomotive credited with hauling the world's last regularly scheduled steam-powered passenger train in China, has changed little: It has Iowa Interstate lettering, but it retains its red wheel centers. "We've kept its Chinese heritage," he says. "All we've done is to change the whistle and rebuild the appliances." It is stored serviceable, and would need a five-year inspection to run again, Franzen says.

Should the FRA grant waivers for the engines, their future is set for two years. During that time, they can roam the Iowa Interstate main line a few times a year, earning money for local fire and rescue departments, and generating good will for the railroad company that operates the former Rock Island Railroad main line between Chicago and Council Bluffs, Iowa.

The Americanized "Iowa Bolt" can put on a show as it cuts through the cornfields, crosses the mighty Mississippi River, and livens up Iowa City, Des Moines, Davenport and other Hawkeye State communities, where the railroad is still an important part of daily Midwestern life. — *Jim Wrinn*

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A Family Railroad Fun Guide



Short line: St. Maries River

How the Milwaukee Road's famed Pacific Coast Extension survives in Idaho

▲ **St. Maries River Railroad's westbound Plummer Job crosses Benewah Lake Trestle on Oct. 19, 2018.** Three photos, Justin Franz

IN THE FORESTS of northern Idaho, a small piece of the once-mighty Milwaukee Road survives into the 21st century. In 1980, after the Milwaukee Road abandoned its main line west of Miles City, Mont., Potlatch Corp. purchased the lines around St. Maries, a mill town in the northern panhandle of the state. The main line between Avery and Plummer and a branch to Bovill became the St. Maries River Railroad.

For years, the railroad ran log trains to St. Maries, where the wood was turned into lumber and then shipped by rail to the Union Pacific interchange at Plummer. The last log train ran on the Bovill branch in 2009, but finished lumber still moves between St. Maries and Plummer. In 2010, Potlatch sold the railroad to MidWest Pacific Rail Net & Logistics, a Missouri-based shortline operator.

LOCATION: St. Maries, Idaho, 60 miles southeast of Spokane, Wash.

TYPICAL DAY: The railroad runs to Plummer three days a week, usually Monday,

Wednesday, and Friday, subject to change depending on demand. The train usually leaves St. Maries mid-morning and returns from Plummer in the afternoon after exchanging cars with UP.

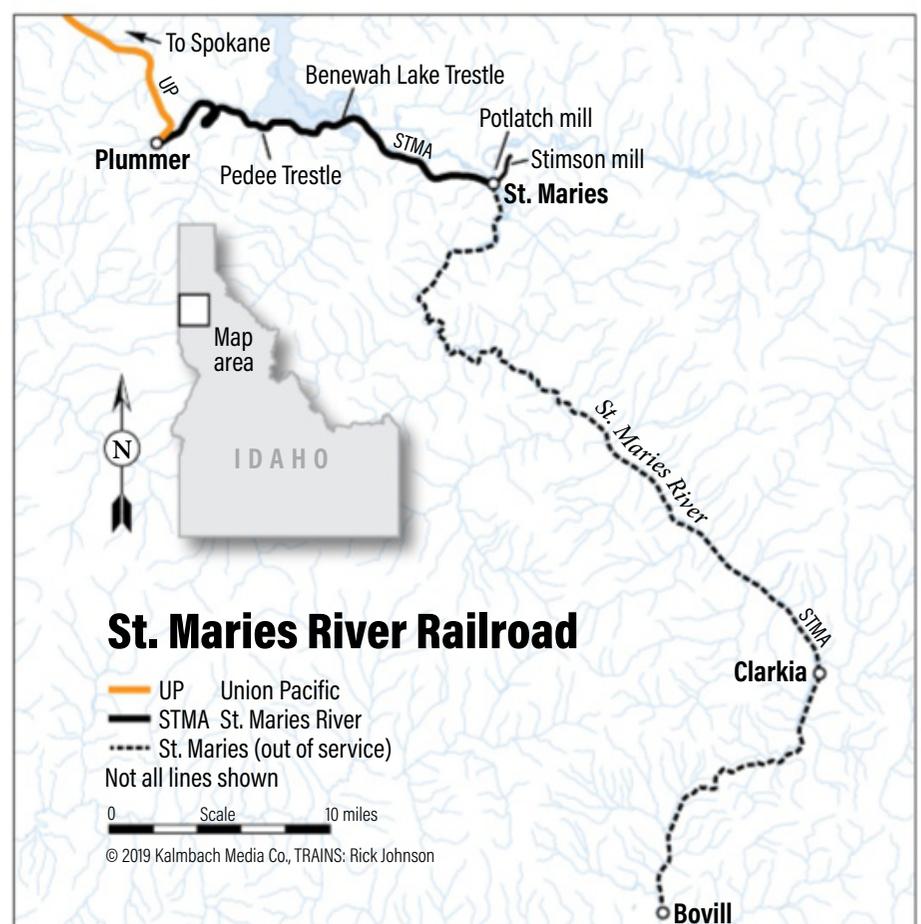
BEST VIEWING: State Highway 5 follows the railroad from St. Maries to Plummer and there are a

number of locations to take photos along the way, especially as the railroad passes through Heyburn State Park.

WHY VISIT? Nearly 40 years after the Milwaukee Road pulled out of the Pacific Northwest, the railroad is one of the only segments of the Pacific Coast Extension main line that is still in use.

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 - No. 502**
SW1200, ex-MILW No. 618
- MILW: Milwaukee Road





The railroad's Plummer Job heads west over Pedee Trestle on Oct. 19, 2018.

✓ DON'T MISS: About 10 miles west of St. Maries, the railroad crosses Benewah Lake on a long, low trestle that can easily be seen from state Highway 5.

📍 NEARBY: After photographing the former Milwaukee Road main line, head east and ride it on the spectacular Route of the Hiawatha mountain bike trail. Called the "crown jewel" of rail trails, the 15-mile bike path crosses seven trestles and goes through 10 tunnels, including the incredible 1.6-mile-long St. Paul Pass Tunnel. Go to www.ridethehiawatha.com for more information. St. Maries is also close to a number of other popular Northwest railfan destinations, including Montana Rail Link and Sandpoint, Idaho, where BNSF Railway crosses Lake Pend Oreille on an impressive bridge three-quarters of a mile long. — Justin Franz



SW1200 No. 502 brings an empty cut of cars down to a lumber mill at St. Maries, Idaho, on March 31, 2010. This section of track was once the Milwaukee Road main line.

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A Family Railroad Fun Guide



Q What is the purpose of the A1A C4 truck on the BNSF ES44C4s? — Nathan Penn, Monmouth, Ill.

▲ A westbound BNSF grain train led by a pair of GE ES44C4s rolls across the Missouri River in Townsend, Mont., on July 1, 2018. A spotting feature of the ES44C4 is the pair of air cylinders on the side of each truck sideframe, between the outer axles.

TRAINS: Tom Danneman

A BNSF Railway uses two models of six-axle locomotives with only four powered axles: GE Transportation's (now Wabtec Freight) ES44C4 and Progress Rail's SD70ACe-P4. The two builders have chosen different arrangements for power: GE uses an A1A-A1A arrangement while EMD uses a B1-1B setup.

Translated from the Association of American Railroads wheel arrangement system, letters are powered axles in a row, where A is one axle, B is two, C is three, and so on. Numbers are unpowered idler axles in a row. An A1A truck has an idler axle in between two powered axles while a B1-1B truck has the two axles closest to the fuel tank unpowered.

Both locomotive models use alternating current for traction. They aim to give railroads the increased reliability of A.C. traction at the lower power and cost of a direct-current locomotive, which has all six axles powered.

Having all six axles powered is mostly useful at low speeds.

Once at speed, horsepower sets the pace. At low speeds, the ES44C4 automatically shifts some weight off the unpowered axle using a compressed air cylinder, giving the powered axles more weight to increase wheel-rail adhesion. It's all about how to apply the right pressure to move efficiently. — Tyler Trahan

Q When a train displays color flags on the engine indicating "Extra" or "Second" section, how is that information used in the operation of the railroad? — Robert Miller, Hernando, Fla.

A A complete answer is available at TrainsMag.com in



Displaying the white flags of an extra train, Nickel Plate Road 2-8-4 No. 765, while visiting Cuyahoga Valley Scenic Railroad in September 2018, rolls passenger cars near Independence, Ohio. TRAINS: Jim Wrinn

“ABCs of Railroading” under the title: Locomotive classification lights.

Here’s an excerpt that answers your question well: “The purpose of classification lights [and flags during the day] was to help identify the train on which they were displayed. The three colors and their meanings were as follows:

“White. Indicated an “extra” train not shown in the timetable. For much of railroad history, train-movement authority was granted by timetables. If a train was listed in the timetable, it had the authority to operate according to its printed schedule. Deviations from the timetable, such as a train running late, were handled with train orders from the dispatcher. Under this ‘timetable-and-train-order’ system, it was important that trains kept as close to schedule as possible, and that any special trains not shown in the timetable be clearly identified as such with a white light. Many freight trains operated as extras, and thus carried a white classification signal.

“Green. Indicated that, while the train displaying the lights was a regularly scheduled one, a second section was following behind it. This was done, for example, when ridership demand exceeded the capacity of a single passenger train. If there were too many passengers for a single

section of, say, New York Central’s *20th Century Limited*, a second section was operated, and, if needed, a third, fourth, fifth, and even sixth. The engine of each section except the last would display green lights. While each section was a separate entity, the timetable’s ‘train 25’ would not be considered to have passed a given point until the last section of the train had gone by. For operational convenience, special trains that otherwise might have carried white ‘extra’ signals were sometimes operated as advance or second sections of regular, but unrelated, trains.

“Red. Indicated the end of a train. A train, be it a single engine, a group of engines, or an engine(s) with cars, must have a marker on the rear end. In the (relatively rare) situations when the last element in a train would be a locomotive, the red lights would be lit.” — *TRAINS staff*

Q I’ve seen ex-Santa Fe SD45-2s and BNSF Railway SD9s in storage with reporting marks for GN. What do the reporting marks GN stand for on these old locomotives? — *R. Hahn, San Dimas, Calif.*

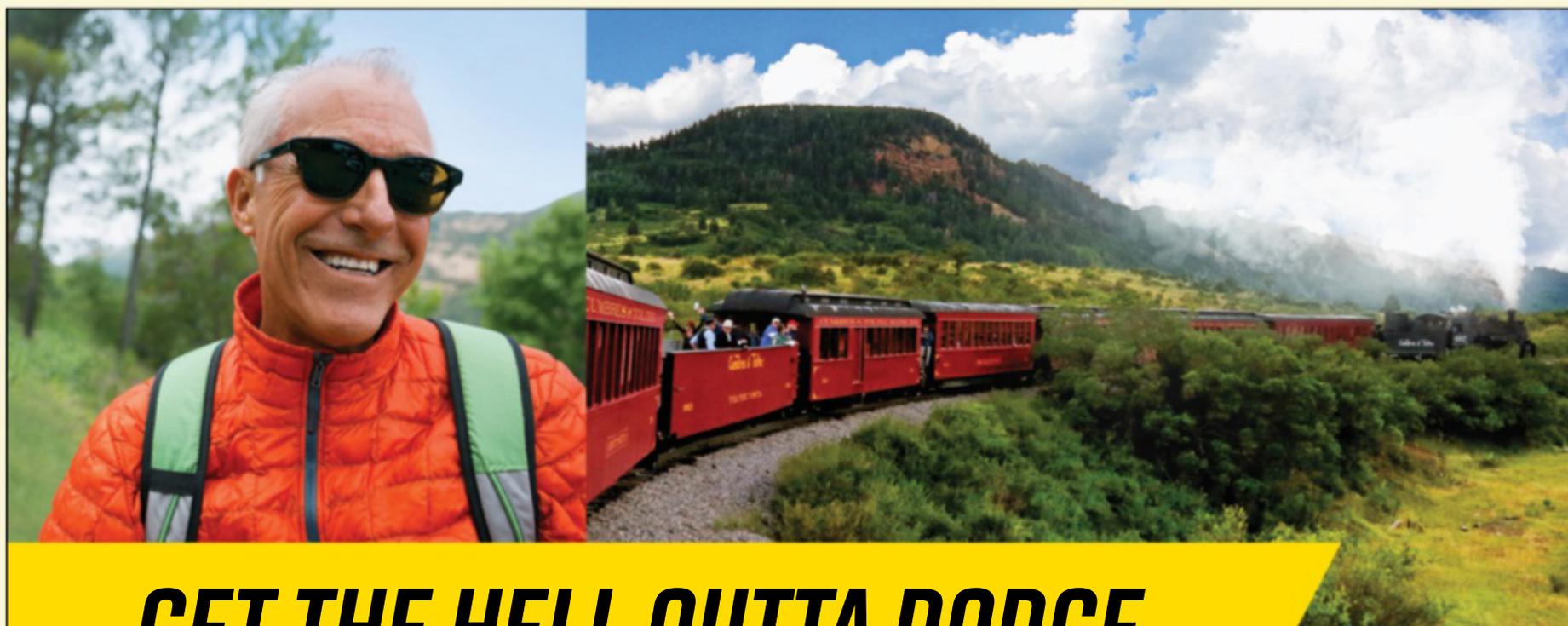
A The reporting mark GN came from the Great Northern Railway, one of BNSF Railway’s predecessors. Great Northern



BNSF subletters some units on its roster for predecessor Great Northern, such as on this switcher, to ensure plenty of room for new units in a number series. Jeff Carlson

merged with the Northern Pacific; Spokane, Portland & Seattle; and Chicago, Burlington & Quincy in 1970 to form Burlington Northern, which then merged with the Atchison, Topeka & Santa Fe in 1996 to form BNSF Railway.

Large railroads often retain the reporting marks of their predecessors and use them to organize their locomotive rosters. Entire fleets of locomotives may be renumbered to make room for new orders so that all units of the same type are numbered in the same series. — *Tyler Trahan*



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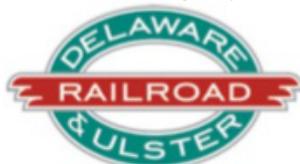
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**In the September issue**
Flying high
Why 737 aircraft go by train
to make their first journey

BNSF RAILWAY moves the planes that move the world from the Heartland to the Pacific Northwest. We tag along. In **CONSOLIDATIONS**, we'll look at the everyday steam locomotive that was once the backbone of the freight industry. David Lustig takes us to visit the Los Angeles Basin's forgotten entry, **UNION PACIFIC's** Beaumont Hill. We'll also look at how to kill a railroad career and peek inside a shop full of Alco's finest products. There's all this and much more!

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Word Rate: per issue: 1 insertion — \$1.57 per word, 6 insertions — \$1.47 per word, 12 insertions — \$1.37 per word. \$25.00 MINIMUM per ad. Payment must accompany ad. To receive the discount you must order and prepay for all ads at one time. Count all initials, single numbers, groups of numbers, names, address number, street number or name, city, state, zip, phone numbers each as one word. Example: Paul P. Potter, 2102 Pacific St., Waukesha, WI 53202 would count as 9 words.

All Copy: Set in standard 6 point type. First several words only set in bold face. If possible, ads should be sent typewritten and categorized to ensure accuracy.

CLOSING DATES: Sept. closes June 25, Oct. closes July 24, Nov. closes Aug. 20, Dec. closes Sept. 25.

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EXCURSIONS

1950'S DOME CAR TOURS: Travel in style with ZEPHYR ROUTE aboard private rail cars. Chicago to St. Paul via full dome, October 4-6. Meals aboard served the traditional dining car way. For details and other trips: www.zephyrroute.com or call 630-542-3607.

LODGING

GO BEYOND MODEL TRAINS Our B&B has antique Pullman train cars as your guest suite. All cars with modern amenities. Central Minnesota, 800-328-6315, www.whistlestopbedandbreakfast.com

ROADMASTERS LODGE AND FLS CABOOSE: Nightly lodging in Folkston, GA, next to the tracks walking distance to Folkston Funnel. Lodge sleeps 6 with a full kitchen, Caboose sleeps 2 adults, 2 children. "Once again being managed by the original owners, James and Sarah Lewis". www.roadmasterslodge.com - 912-270-5102.

STATIONINNPA.COM 827 Front St., Cresson, PA. The Inn is 150 feet from the PRR Pittsburgh Main. We host hundreds of railfans yearly. Our website cams stream train activity 24/7. Check to see what you are missing. 814-886-4757

WISCONSIN, FERRYVILLE - Custom built two-bedroom luxury vacation home along scenic Mississippi River and BNSF Railroad. www.153main.com 608-317-1530.

WWW.MANASSASJUNCTION.COM: Trackside lodging in a 1902 Victorian B&B. View Amtrak, Norfolk and Southern and VRE from property. 10 minute walk to board or view trains at historic Manassas Depot and Museum. 703-216-7803.

BOOKS AND MAGAZINES

CAN DAN AND HIS CLUB SAVE Their favorite engine from the scrap yard? Read the Deltic Disaster and Other Tales, available at Amazon.

LOCOMOTIVE BUILDER RECORD BOOKS 80 books available, with more coming, offering fully detailed builders' records. Send SASE for list to RH Lehmutz, 104 N. 2080 E. Circle, St. George, UT 84790 or email: rhlehmutz@hotmail.com for details, costs and sample page.

COLLECTIBLES

TOP DOLLAR PAID for steam/diesel or electric builder plates. mr_slides@hotmail.com Telephone: 216-321-8446

PHOTOS, PRINTS AND SLIDES

TOP DOLLAR PAID for 35mm slide collections especially pre-1980. Mr. Slides, mr_slides@hotmail.com Telephone: 216-321-8446

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PRR LW PULLMAN CAR Cast-iron door nameplates, 1938-1950. J.H. STEVENSON, Rocky River, OH 440-333-1092 jhstevenson8445@gmail.com

RAIL SHOWS AND EVENTS

JULY 27, 2019: Rail Fair, Copeland Park, Rose & Clinton Streets, La Crosse, WI. 10:00am-4:00pm. Admission \$5.00 adults, under 12 free. Railroad Show, Sale & Exhibition. 608-781-9383

JULY 27-28, 2019: European Train Enthusiasts (<http://www.ete.org>) EUROWEST at Hiller Aviation Museum, San Carlos Airport, 601 Skyway Road, San Carlos, CA 94070. Saturday 10:00am-5:00pm and Sunday 10:00am-4:00pm. Layouts, clinics, vendors, raffle. Admission (<http://www.hiller.org>) includes Air Museum, free parking. Contact Dave Cowl: eurowest@ete.org

AUGUST 24, 2019: 57th Atlanta Model Train & Railroadiana Show. Infinite Energy Center, 6400 Sugarloaf Parkway, Duluth, GA 30097. 9:00am-4:00pm. Early admission Friday PM 23rd. Over 300 tables of model trains and railroad artifacts for sale. Free parking. Miller, 3106 N. Rochester St., Arlington, VA 22213, 703-536-2954. Email: rrshows@aol.com or www.gserr.com

AUGUST 25, 2019: Railroad Memorabilia Show, Painesville Railroad Museum (Painesville Depot), 475 Railroad Street, Painesville, OH 44077. Sunday, 10:00am-5:00pm. 216-470-5780 Email: prrm@att.net www.painesvillerrailroadmuseum.org

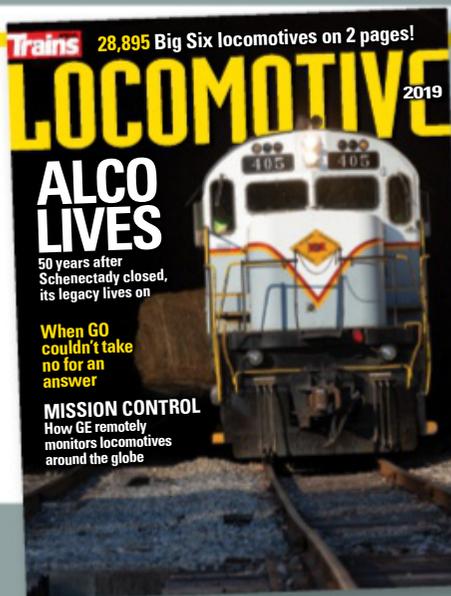
SEPTEMBER 28, 2019: 18th Fostoria Rail Festival, 1001 Park Avenue, Zip 44830. Saturday, September 28, 2019, 10:00am-4:00pm. Admission: \$4.00, children 10 and under free w/adult. Information: Fostoria Rail Preservation Society, 419-435-1781, EllenGatrell@gmail.com, www.FostoriaIronTriangle.com, Fostoria Rail Park Facebook

AUCTIONS

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- **Mission Control:** How Wabtec-GE remotely monitors locomotives around the globe.
- **Electro-Motive F59s:** A behind-the-scenes look at the birth of General Motors' game-changing passenger locomotives, the F59PH and its F59PHI offspring.
- **All-New Motive Power Review:** An exclusive listing of new locomotives and major rebuilds in North America.
- **4141: The Inside Story of a Presidential Locomotive:** A look at Union Pacific's SD70ACe dedicated to George H.W. Bush.
- **Notable Contributors:** Articles by David P. Morgan, Bill Stephens, Samuel Phillips, M. Ross Valentine, and David R. Busse.
- **Updated Big Six Fleets by the Numbers:** A look at trends in comparison to last year.
- **And More!**

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A grapy dusk

After a lengthy pause for another train ahead, Union Pacific Railroad C45ACCTE No. 7489 is on the move on the UP Yuma Subdivision at Winterhaven, Calif., at sunset on Nov. 20, 2016.

The eastbound train is just minutes away from crossing into Arizona and making another stop for a crew change at Yuma.





Devil's domain

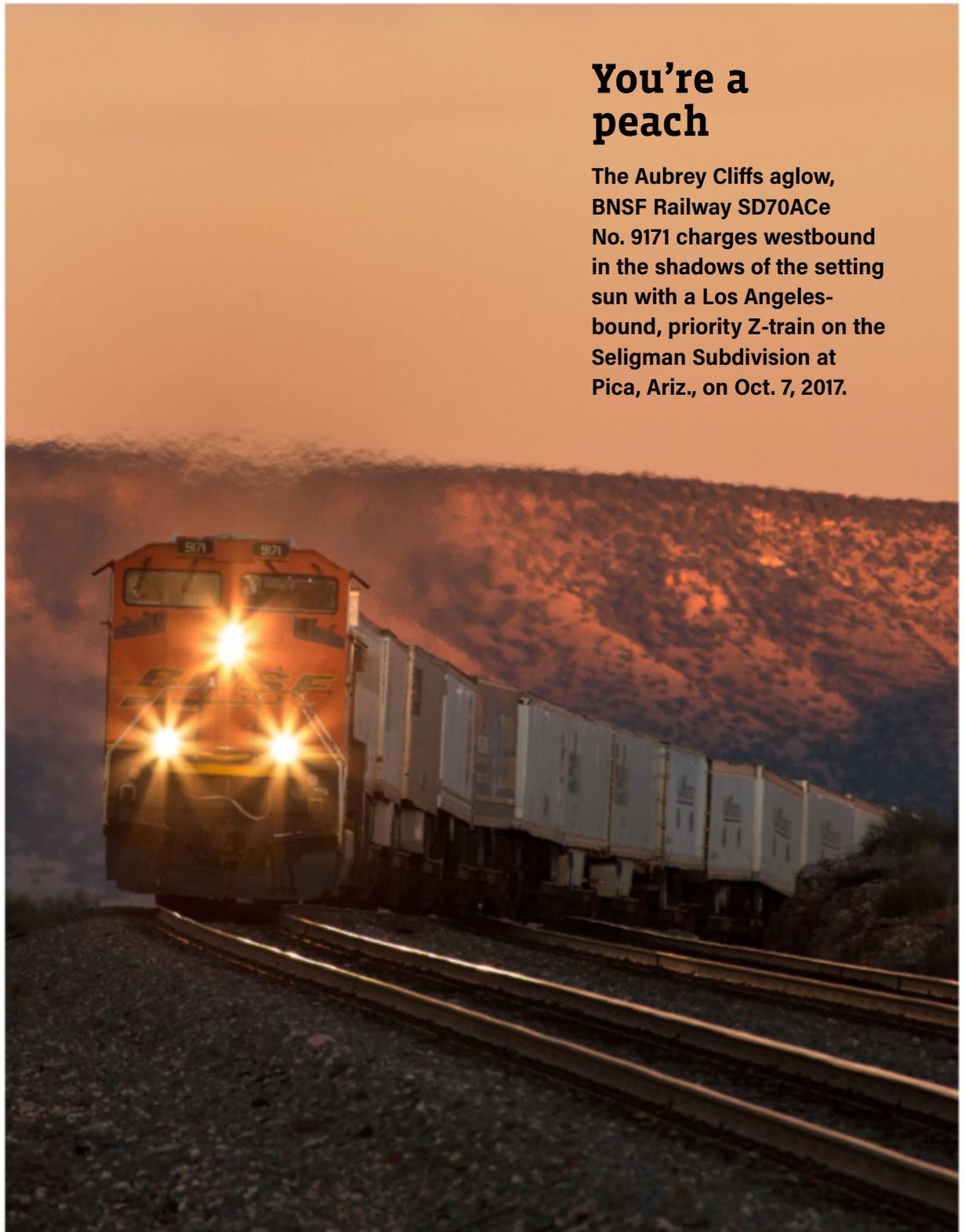
The setting sun and a quick moving monsoon combine to create a dramatic sky. Moments after the sun dips behind the San Francisco Peaks, BNSF Railway C44-9W No. 4349 leads an eastbound intermodal train at West Canyon Diablo, Ariz., on the Seligman Subdivision, on July 14, 2017.





You're a peach

The Aubrey Cliffs aglow, BNSF Railway SD70ACe No. 9171 charges westbound in the shadows of the setting sun with a Los Angeles-bound, priority Z-train on the Seligman Subdivision at Pica, Ariz., on Oct. 7, 2017.



Rocky start

In 1881, work on the Atlantic & Pacific transcontinental railroad came to a halt during the construction of the original bridge over Canyon Diablo in Arizona. As a result, more substantial structures were erected nearby to accommodate the construction workers and railroad employees until they completed the bridge. Remnants still exist, including a portion of the trading post, which frames westbound BNSF Railway AC4400CW No. 5700 and C44-9W No. 5150 on July 15, 2017.



High times

Amidst the Tehachapi Mountains, Union Pacific Railroad ET44AC No. 2620 leads train MWCRV-7 downgrade at Caliente, Calif., on Feb. 8, 2016.



Fog, fish, and freight

A local fisherman launches his kayak off the bank of the Susquehanna River as the sun begins to breach the horizon, prompting the fog to lift. Meanwhile, Norfolk Southern Railway SD70M-2 No. 2699 takes its train east across the famous Rockville Bridge at Marysville, Pa., at sunrise, on Oct. 11, 2014.



A scenic landscape photograph featuring a river in the foreground, a bridge with a train crossing it in the middle ground, and a forested mountain range in the background. The sky is blue with scattered white clouds. The scene is framed by lush green trees on both sides. The train consists of a white locomotive followed by several dark-colored oil tank cars. The bridge is a simple concrete structure with two main supports. The water in the river is calm, reflecting the bridge, the train, and the surrounding greenery.

Heaven and earth collide

On Aug. 19, 2014, BNSF Railway SD70MAC No. 9623 is far from home rails as it leads CSX Transportation train K081, hauling empty oil tank cars, west across the Jackson River near Covington, Va., on the CSX Alleghany Subdivision.