



Railroad Daze 2014 Train Line-up

Iowa Pacific Cars: Adirondack Club (800224):



The "Adirondack Club" was built by Pullman Standard in 1950 for the Chesapeake and Ohio Railway as the Blue Ridge Club and saw service on their trains including the George Washington, Sportsman, and the FFV. Amtrak acquired the car in 1971 and renumbered it to #8200. Retired by Amtrak in 1978 and sold to a variety of private owners over the years. At one time it was named "Goombay Sunrise" and based in Portland, Oregon. The car is a flat-end observation sleeper lounge and serves Iowa Pacific on the regular Pullman New Orleans service and other charters nationwide. This Club car has three different uses: Observation, lounge, and sleeper. Features a sitting area, a small gallery and bar, drawing room and three bedrooms. For more information at www.premierrailcollection.com.

See article in Franklin Park Herald Journal:

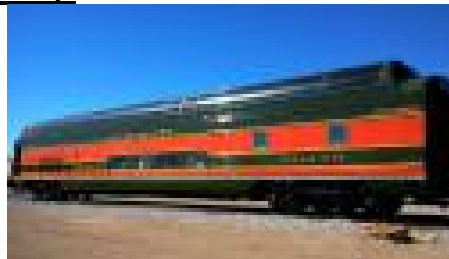
<http://franklinpark.suntimes.com/2014/06/05/franklin-park-railroad-daze/>

SLRG 448 (800448):



SLRG 448, 800448, built by the Budd Company for the New York Central Railroad in 1947 as their NYC 448 for service on their train "New England States" between Boston and Chicago. It became Penn Central 4548 before becoming privately owned. Iowa Pacific acquired this 48 seat diner in 2011.

Prairie View GN 1394 (800606):



Was eventually used as an Amtrak parts car and was sold 5/93 as a shell (less trucks) to the [BN](#).and again in 1994 to [Holland America Westours](#). After putting over \$1million into it, the car is now in service in Alaska. It carries the name "Deshka" and entered service in 1997. In 2003 Westours put all but 3 of their Budd domes up for sale as "excess". They kept 1394 because it required no coupler pocket modifications for the new Colorado Railcar domes and it has Budd braked trucks (from under one of the two 1956 Budd built Santa Fe business cars that were re-trucked with 4 wheel trucks in 1989). The car transferred in late 2004 to a new division called Alaska Rail Tours (defunct) with the other retained cars to begin service in 2005 in a non "cruise ship" travel/tour operation in Alaska. It was sold in 10/09 to Iowa Pacific/San Luis & Rio Grande and renamed back to original "Prairie View".

Credit to: http://trainweb.org/web_lurker/GNf/#1394

Scenic View Car (Santa Fe Railway):



The scenic view car was built in 1954 by Budd Company for the Santa Fe Railroad. The Car was then sold to Auto Train Corporation where its main function was carrying people and cars from Virginia to Florida. During 1981, Auto Train stopped operating and Sold Scenic View to private owners. After the sale, the Scenic View Car operated in Alaska operating as part of a Holland America Steamship Lines land cruise Program. Iowa Pacific then bought the car in 2007 and used them as excursion trains. Some neat features include a full kitchen and dining room, the car has two levels.

http://www.highirontravel.com/scenic_sky_view.html

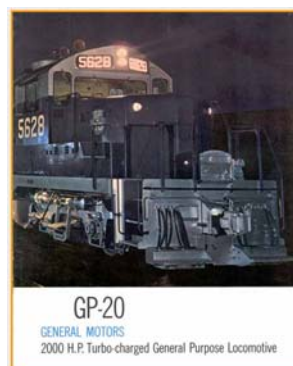
48- Set Dining Car:



This car was originally built by the Budd Company for the New York Central Railroad in 1947.

Canadian Pacific

GP20:



The full name of this train is Electro-Motive Division General Purpose 20 or EMD GP20. General Motor's Electro-Motive Division is the manufacturer of the locomotive, hence

the EMD in the name. This specific model was created because of the necessity to have a locomotive with greater horsepower. It was the first turbocharged model Production began in November of 1959, production ended in April 1962. During that time 260 Units were produced. Base cost of was \$187,000, as an incentive for sales EMD offered trade in of older units that would give the customer credit toward the new GP20. GP20's physical characteristics include a rectangular bulge behind both cab sides, rectangular radiator grills, and a large exhaust behind the first cooling fan. It had a 2000 H.P Turbo-charged engine.

This information is from:

<http://www.trainweb.org/WPRRINFO/EMDGP20.html>

<http://www.trainweb.org/WPRRINFO/EMDGP20Brochure.html>

For information about Canadian Pacific: <http://www.cpr.ca/en/Pages/Default.aspx>

Union Pacific:



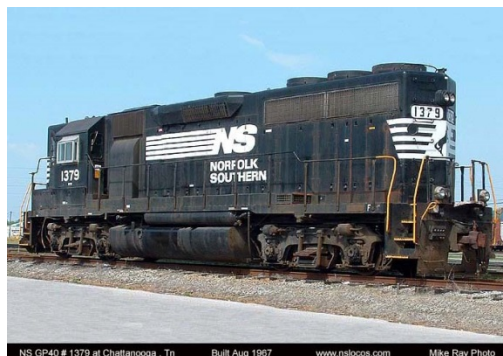
GE C45-AH Train #8100

Manufactured by General Electric and has a top speed of 75 mph. The 8100 was built Pennsylvania with a 4300 horsepower engine. This train has an American Flag painted on the side. It was built this year, 2014.

SD70-AH:

This is an Engine built in Mexico with 4,300 horsepower. It has 12 wheels instead of the standard 8 wheels.

Norfolk- Southern GP 40



Full name is General Purpose 40. It was manufactured by General Motors' Electro-Motive Division (EMD) between November 1965 and December 1971. The EMD produced 1,221 units. Its engine is an EMD 64E3 and generates 3,000 horsepower. It is distinguishable by the three 48-inch radiator fans that are located in the back of the long hood.

Norfolk Southern: <http://www.nscorp.com/content/nscorp/en.html>

Information above from: <http://www.gettransportation.com/locomotives#railconnect>
http://en.wikipedia.org/wiki/EMD_GP40

Norfolk Southern Operational Lifesaver Locomotive:



This train is specifically used to raise public awareness about being safe and alert around railroad property and highway-rail grade crossings.

Belt Railroad of Chicago: Steel Cupola caboose



(Toy Example Picture)

This is put at the end of freight trains as a means to provide shelter for the crew. The crew can also keep an eye if the load shifts, damages to the equipment and cargo, or if the axles become overheated.

EMD Engine

EMD Engines are Electro-Motive Diesel Engines. Belt Railroad of Chicago will be providing the engine.

Indiana Harbor Belt Genset:



Indiana Harbor belt received its first three gensets during June 2011. They were manufactured by National Railway Equipment. They have the model number "3GS21B", each part of the model number has a meaning: the '3' is for how many engines were received, the 'B' for the number of axels it has (4 axels), and the 21 for the 2100 which is the combined horsepower of the three engines (700 horsepower each). IHB acquired six axle gensets in July and December of 2012, these are NRE Models and have the model number of 3GS21C. They will haul heavier transfers because it has better tractive effort than the 4 axle gensets. The engines are designed with a three engine compartments that contain the engine, generator, and exhaust system.

IHB Gensets; <http://www.dhke.com/ihbarchive/ihbgensets.html>

Metra MP36:



MP36PH-3S: This was the first version built and was only built for the Chicago Metro it is turbocharged, 3600 horsepower, 16 cylinder, is 70 Ft long, and has a top speed of 88 mph. This version uses a series of static (hence the S in the name) invertors which reduce the power needed to move the train. This series was built from 2003-2004

MP36PH-3C: Has the same features as the engine listed above, the difference is that it has a small separate diesel engine to provide Head End Power.

The manufacturer is Motive Power (Wabtec). These trains are used for commuter rail purposes only. Metra decided in November 2012 to convert the MP36PH-3S to MP36PH-3C in order to reduce noise pollution and increase fuel efficiency.

The newer ones are manufactured by Nippon Sharyo which is Japanese Company.

<http://www.truelinetrains.ca/locomotives/ho---mp36-3c-3s-mp-40>

http://en.wikipedia.org/wiki/MPI_MPXpress

Amtrak : **Superliner Coach Car**



First Amtrak cars to have onboard waste treatment and disposal that linked to all toilets aboard. The trains have both lower and upper level- seating. They use overhead luggage compartments.

Superliner Sleeper Car

Upper level has the bedrooms, the bathrooms. The lower level has a family bedroom which takes up the width of the car, showers/toilets, luggage racks.

The name “superliner” was created by the Manhattan-based advertising agency Needham, Harper, and Steers. The first superliners were assembled by Pullman Standard in 1977. These trains are passenger trains and are used to transport people between cities.

CSX Genset



Has ultra-low emissions, manufactured by CSX Corporation. Use a set of smaller engines instead of one large engine which boosts efficiency and reduce GHG emissions. It also reduces diesel consumption by 25%. CSX Corporation is the manufacturer of these trains.

<http://history.amtrak.com/blogs/blog/amtrak-year-by-year-1976>

[http://en.wikipedia.org/wiki/Superliner_\(railcar\)](http://en.wikipedia.org/wiki/Superliner_(railcar))

CSX Website: <http://www.csx.com/index.cfm/media/press-releases/csx-genset-locomotive-featured-at-national-train-day/>

<http://www.csx.com/index.cfm/media/press-releases/csx-earns-epa-2013-climate-leadership-recognition/?keywords=genset>