Franklin Park Fest 2018
Train Viewing – June 9, 10 AM to 3 PM
Equipment Scheduled for Viewing

CSX Transportation* – CSXT 3440 an ET44AH "Spirit of Ravenna" Built 10/2016
General Electric Evolution Tier IV

CP – (1) AC 4400
(1) 8100 Series Locomotives

UPRR - UP1982 with the Missouri Pacific Heritage paint scheme (SD70ACE 4300HP)
UP1983 with the Western Pacific Heritage paint scheme (SD70ACE 4300HP)

IHBRR - Sending the 2142 , which is a 2100HP 4 axle genset road switcher.

METRA – F40PH-3
F59PH
Coach 7424(w/airline seats)
Control cab 8529

BELTWAY RR – Genset G-140 G-59 Locomotive

AMTRAK*** – Siemens "charger" Locomotive

* CSX began receiving an order of 200 ES44ACs (referred to by CSX as the *ES44AH*) in December 2007. The "H" in *ES44AH* stands for "heavy", which is in reference to a combination of subsystems that produce high levels of tractive effort at low speeds. In order to be classified as an "AH" by CSX, a locomotive has to have not only an increased nominal weight (currently to 432,000 pounds or 196,000 kilograms), but also (1) steerable trucks, (2) TM3 adhesion control software, (3) software that extends to 33,000 pounds (15,000 kg) from 30,000 pounds (14,000 kg) the maximum amount of tractive effort that each traction motor is permitted to produce, and (4) GE's Rail Cleaner, which directs high-pressure air onto the rails.

** What is a Genset locomotive? The term refers to the type of engines used to provide power to the wheels of the locomotive. Where a conventional locomotive would use one large (typically 1,500 hp to 3,000+ hp) diesel electric engine, the genset uses one to three smaller, modern, ultra-low emissions, diesel electric engines to provide the power. A computer controls this set of smaller engines for maximum efficiency — starting and stopping each engine as needed for the power required. More efficient by design Genset locomotives are also equipped with advanced control logic that increases tractive effort by about 15% tightly controlling the wheel RPM and ground speed. The long-term fuel savings from a genset are remarkable. Most genset locomotives are programmed to shutdown after the locomotive has not moved for five minutes, thus greatly reducing idle time. Start times are also much shorter than a conventional locomotive. A genset can be re-started at the push of a button, while the conventional locomotive engine has a lengthy 30 minute startup process. It is considered to be environmentally friendly because it replaces a conventional diesel locomotive, with a 50% fuel savings, with 250,000 lbs less CO_2 and are considered "green and clean."

*** – New locomotives are now serving Amtrak customers in Illinois and Wisconsin, with the U.S.-built, Midwest-powered, Amtrak-maintained units slated to operate on state-sponsored services in the region. These Siemens Charger locomotives will provide enhanced smoothness, better speed capability and upgraded safety features – along with reduced exhaust emissions. They carry the new Amtrak MidwestSM logo to promote the five-state network of connecting trains with a robust reservations system, eTicketing and mobile apps; AmtrakConnectSM cellular-based Wi-Fi; and the Amtrak Guest Rewards® program. Powered by a 4,400 horsepower Cummins QSK95 diesel engine, the locomotives will operate at speeds up to 125 mph, with faster acceleration and braking for better on-time reliability. They also are the first higher-speed passenger locomotives to meet the highest federal environmental standards, meaning a 90 percent reduction in emissions and a reduction in fuel consumption of up to 16% compared to the previous locomotives.