Indiana Harbor Belt Genset Engine # 2141

Indiana Harbor Belt (IHB) Genset Engine # 2141 was one of the first four gensets to arrive on the IHB property in June of 2011. These engines are numbered from 2140- 2143 and were manufactured by National Railway Equipment. Their model designation is“3GS21B”. The “3” stands for its three engines, the “21” for 2100 total horsepower across the three engines, and the “B for its four axles. This Genset engine runs on diesel fuel and runs more efficiently making them more environmentally friendly. There is roughly a 30%- 40% savings on fuel compared to traditional diesel locomotives. The Village of Franklin Park seal can be found on this engine.


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 and production began in November of 1959, with production ending in April 1962. During that time 260 Units were produced. Base cost 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.

Most Information retrieved from:  
**Union Pacific Missouri Heritage EMD 1982**

On December 22, 1982 a United Pacific, Missouri Pacific and Western Pacific merger was resulting in the third largest rail network in the nation. In 1997, under the name of Union Pacific Railroad (UP), the merger was legally finalized. UP 1982 is an EMD SD70ACe locomotive, part of the heritage units, which pays tribute the merger with Missouri Pacific initiated in 1982. This diesel electric engine was built by the manufacturer Electro-Motive Diesel (EMD) with 43000 horsepower (HP). In recognition of Missouri Pacific Railway, the locomotive is painted in its color scheme—two tone blue and white.


https://www.up.com/aboutup/special_trains/heritage/western/index.htm

**United Pacific Western Heritage EMD 1983**

In the same fashion as the Missouri Heritage locomotive, The UP Western Heritage 1983 SD70ACe was built by EMD with diesel electric power to honor the merger of Union Pacific (UP) and Western Pacific. This locomotive is painted in Western Pacific Railroad scheme colors of orange and silver and yields 4300 horsepowere. http://www.rrpicturearchives.net/showPicture.aspx?id=208364
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 uses them as excursion trains. Some neat features include a full kitchen, dining room, and two levels.

http://www.highirontravel.com/scenic_sky_view.html
Amtrak Superliner Dining 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.

The Upper level contains 18 tables seating 72 passengers, as well as a central serving area for the service attendants. When fully functional the downstairs is fluorescent-lighted, air-conditioned with an all-electric kitchen. Originally the kitchen had convection and microwave ovens, grill, toaster, coffee maker and warming table.

Amtrak 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, and 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.

Metra EMD F40 PH 217

The EMD F40 PH was initially built by Electro-Motive Diesel (EMD) with 16 cylinders, four-axles and a 3000 horsepower. Originally this car was built for the Virginia Railroad Express with number V32 and then sold to Amtrak with a car number of 364 then retired to the Tennessee Central Railway Museum. In 2009 Tennessee Central Railway Museum sold its F40PHs to Metra. Progress Rail refurbished The F40PHs and Metra’s EMD F40PH was born. This locomotive contains three separate engines. In late 2016 Metra’s Wi-Fi program was launched making Wi-Fi free for passengers on Metra’s F40PH 217.

https://en.wikipedia.org/wiki/EMD_F40PH

https://metrarail.com/about-metra/newsroom/first-rebuilt-locomotive-returns-service

http://www.railpictures.net/photoexif/613186/
Belt Railway Chicago- Cupola Caboose

This car is put at the end of freight trains as a means to provide shelter for the crew. The crew can also keep an eye on if the load shifts, if there are damages to the equipment and cargo, or if the axles become overheated. [https://en.wikipedia.org/wiki/Caboose](https://en.wikipedia.org/wiki/Caboose)

Belt Railway of Chicago MP15DC

The MP15DC is a 1500 horsepower switcher type diesel locomotive that was built the Electro-Motive Division (EDM) between 1974 and 1983. The MP stands for Multi- Purpose locomotive, the 15 for the 1500 horsepower, and DC for its generator. This engine uses a 12 cylinder version of the 645 E series engine. Belt Railway of Chicago owns four of these engines and specifically rebuilt locomotive 151 in 2014. [https://en.wikipedia.org/wiki/EMD_MP15DC](https://en.wikipedia.org/wiki/EMD_MP15DC)