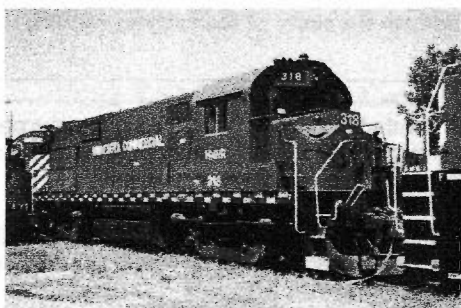
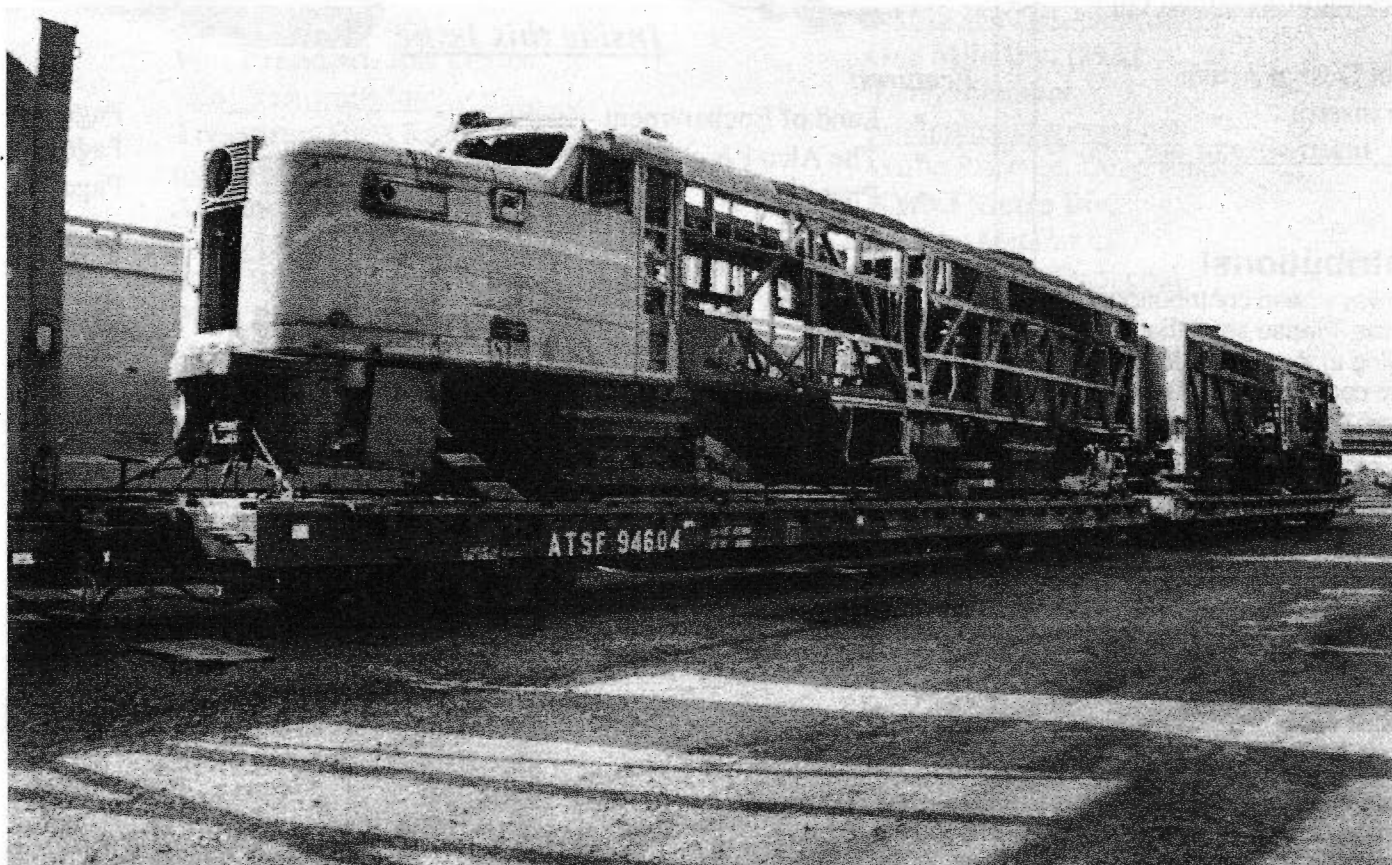


THE HOTBOX

Youth Model Railroading at its Finest!

**June 2001
Issue #347**

ISSN 1093-622X



**This Month:
The Alco PA
BNSF in New Mexico
And much more!**

**THE OFFICIAL PUBLICATION OF
THE TEEN ASSOCIATION OF MODEL RAILROADERS**

The HotBox

June 2001

Issue 347

Send Articles to:
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Contributions!

We always need contributions in all forms. Please send the following in if you wish for the staff to consider for an upcoming issue of *The Hotbox*.

Feature Articles:

This is what we really need. They can be from a half page to two pages typed on anything related to railroading, railfanning, model railroading, you get the idea. Accompanying pictures are also welcome.

Columns:

Another thing we can always use! If you wish to start one, please drop us a line. And if you like a current column, please let the staff know, we like the feedback.

Photos and Drawings:

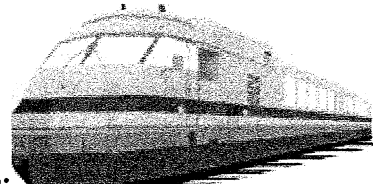
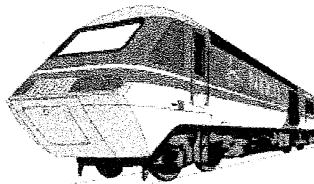
Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

Questions?

Ask the editor for more info.

On the Cover: PA4s 16 and 18 at the BNSF yard in Phoenix, Arizona on March 7, 2000. Nick Olek photo

(Inset) Minnesota Commercial RS27 318 idles in the back lot of their large roundhouse in the Midway District in St Paul, MN. Seen on July 23, 1999. Andy Inserra photo.



Inside this Issue:

Features:

- | | |
|------------------------------------|---------|
| • Land of Enchantment - BNSF style | Page 6 |
| • The Alco PA | Page 13 |
| • Photo Gallery | Page 15 |

Columns:

- | | |
|----------|---------|
| • Top 7 | Page 5 |
| • LOASSB | Page 10 |

Departments:

- | | |
|--|---------|
| • Directory | Page 3 |
| • From the Tower | Page 4 |
| • A word from the Editor | Page 5 |
| • A word from the Layout Design Artist | Page 5 |
| • Events Calendar | Page 11 |
| • TAMR on the Web | Page 12 |



Please Read and Recycle

Thanks to rrhistorical.com for some of the railway clipart.

The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof.

Membership to the TAMR includes an eleven issue subscription to the *Hotbox*, the annual directory of members, quarterly regional newsletters and an invitation to participate in all TAMR events. The available membership categories are as follows:

Regulars (under 21).....\$15
Associate (21 and over)....\$20
International (outside US)..\$15
Sustaining.....\$20

Please send membership to:
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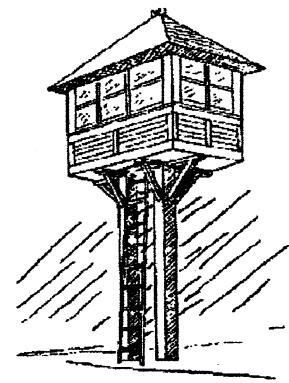
www.tamr.org
Dane Watson

From the Tower

By **Chris Burchett** and **Joel Durfee**

President

Vice President



Hi folks!

I'm not Chris or Joel; it is just me, Andy the Layout Design Artist. *From the Tower* is taking the month off. Chris figured with all of the stuff going on getting ready for the

Ohio State Limited that this column needed a break for a month. But that doesn't mean you can't get hold of them. Below are the ways for you to find them if you have a question or just want to get in contact with them. See you next month!

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Snail-mail:

Calling all Photographers!

There's still time to get in on the first ever photo issue!

We need your railroading photos for the first annual *Hotbox* photo issue!

They can be of any railway topic (modeling, railfanning, structures, employees, you get the idea). Send them to the editor and/or the layout design artist via either snail mail or email. Please, no slides, as we can't reprint those at this time. Now maybe you're saying, "My work isn't good enough" or "I'll never get published." Well this is your chance! It doesn't matter if you've submitted dozens of photos before or have never submitted a single one; send in your favorites! All will be considered for use. The deadline for sending them in is now August 15th, 2001 due to delays beyond the staff's control. Don't miss out on being a part of this first ever, landmark, smash hit, collector's issue that will be worth millions on eBay someday. Charles and Andy are looking forward to seeing your work.



[Left to Right] Minnesota Commercial RS18 83, RS20 80, C424 314 by their roundhouse in the Midway (St Paul). CP AC44s head east at Hoffman in St Paul - both shots by Andy Inserra.

A Word from the Editor

Hi all, I'd like to say thanks to those who contribute month after month to the Hotbox filling up those empty pages, and tell those of you who don't that it only takes a few minutes to draw a cartoon, or to write a joke or a story. That would help fill pages that otherwise would be empty. If you have any pictures of trains please do not hesitate to submit these to Andy or I and we will do our best to include them.

-Charles W

A word from the Layout Design Artist

Welcome to yet another issue of *The Hotbox*! We're getting back on the timely schedule you've come to know and love; it is just taking some time (no pun intended). This month we have a guest from the NMRA writing for us. Please give a big TAMR hand to Bob Warren and check out his article on page 6. Also, Nick Olek has sent us some great photos of the ex-D&H PA4s and we have an article about them reprinted from a newsletter in Australia. And of course the favorites like the Top 7, LOASSB, and the Photo Gallery are all back. For all of you photographers out there be sure and check out the info on our first ever all-photo issue and its new deadline. It's all on the page to the left, yes, that one you just got chocolate on. And it is on top of our hard work, too! Oh well, keep reading and enjoy the rest of this issue. Till next month, see you trackside!

-Andy Inserra

Thanks to this month's contributing editors:

Peter Maurath

Tim Vermande

Dave Honan

Bob Warren

Nick Olek

Editor of the Month:

This goes to Nick Olek for his great pictures of the PA4 duo in Arizona. They are terrific photos by themselves but with the subject being very historic and popular in the news in the last year they are very timely as well as hard to find. Thanks Nick for bringing us these shots of classic diesels!

Top Seven Parodied Railroad Slogans

Purchased from a defunct dot-com site by: Peter Maurath and Dave Honan.

- #7. Penn Central: Bankruptcy Standard of the World.
- #6. New York Central: 20th Century Lamented.
- #5. Conrail: Continuous Quality Improvisation.
- #4. Canadian Pacific: Losing the stuff you love.
- #3. Union Pacific: We won't deliver/We can't Handle it (tie).
- #2. BNSF: We move your world (wait a minute, that is their slogan).
- #1. CSX/NS: You move it/we lose it.

Land of Enchantment - BNSF style

Bob Warren

Saturday, June 2nd began sunny and calm, a perfect day to do some train chasing, except instead of chasing trains, I opted to let them come to me. And the best place in this part of New Mexico is at Dalies, a location that is at the apex of grades both east and west, sitting upon a bluff overlooking the former Santa Fe mainlines between Chicago and the west coast. The track diagram helps explain the various locations mentioned below.

In this particular area trains are run 'wrong iron' as compared to normal North American practice with the engineer on the 'outside' of the track. This 'wrong iron' running appears to continue as far as Gallop, NM, a distance of approximately 100 miles. East of Belen the trains are operated 'normal'. All trackage in New Mexico is signaled for bi-directional operation as evidenced by some of the action noted in the following.

I arrived at Dalies after a 3-mile drive down a dirt road, actually in New Mexico it's a sandy road and barely stopped the van before the first of the day's 'train chasing' began as follows:

10:55 A westbound intermodal with 3 units.

11:05 An east bound intermodal with 4 units.

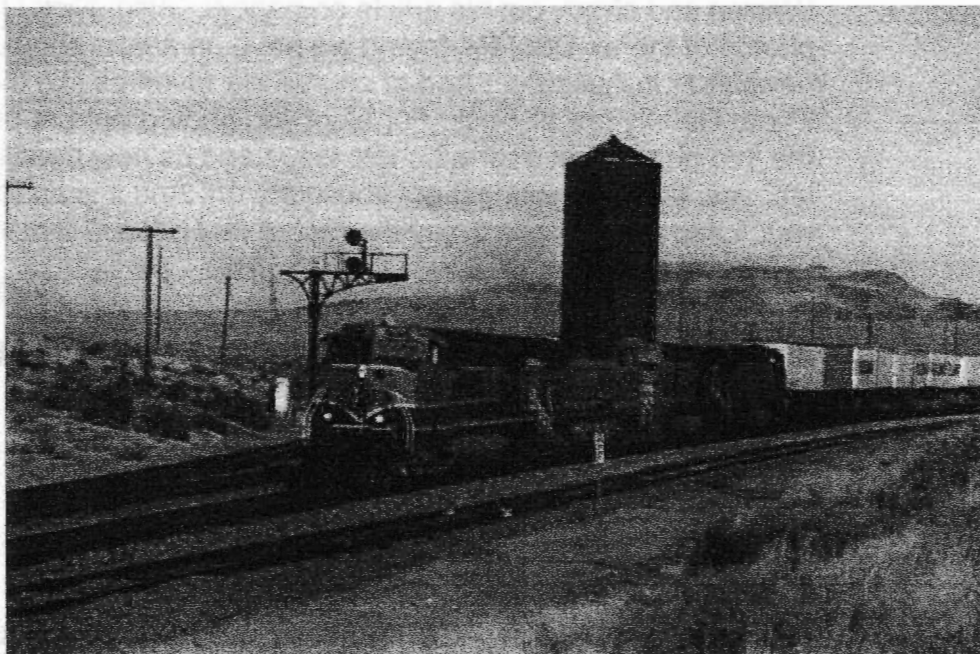
11:15 Another eastbound intermodal with 4 units.

11:30 Another eastbound intermodal with 4 units. It was noted that many of the trailers were United Parcel Service - expedited service for UPS.

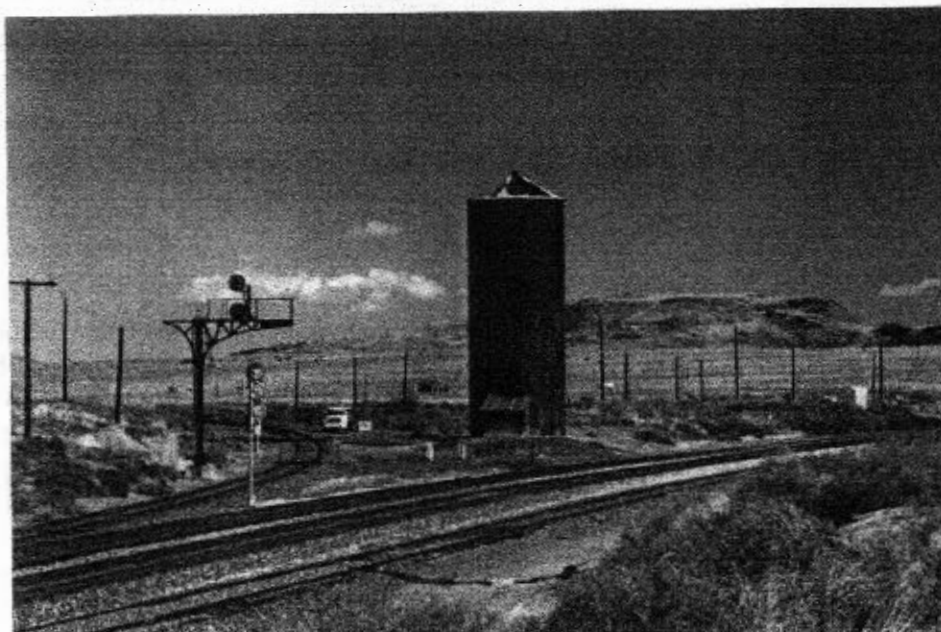
11:35 Noted an east bound Intermodal stopped on the west bound track coming upgrade.

11:50 Chicago bound Southwest Chief passes stopped intermodal and swings off the main to Albuquerque. Train consisted of 4 Genesis engines, elephant style, baggage car, 9 passenger cars and 13 roadrailers on the rear. The lounge car appeared to be fairly full.

12:05 West bound autorack train with 2 units. Stopped at signal B in order for the east bound intermodal to complete the cross over from the west bound main to the east bound main.



- 12:07 Stopped eastbound intermodal underway to Belen. Didn't get very far as was stopped on the downgrade. Belen only has six through tracks for east and west bound trains for servicing (three in each direction). When the tracks are full with other trains, in coming trains are held at various locations. It is not unusual to see two or three trains held waiting to enter Belen. Train was underway again at 12:25.
- 12:15 Heard the switch motor controlling to the turnout from eastbound main to the Albuquerque line move the points.
- 12:20 North bound empty auto rack train heads toward Albuquerque.
- 12:27 West bound empty unit open hopper train. Train consisted entirely of BN 3-bay hoppers.
- 12:35 East bound intermodal with 4 units. Right behind the motive power were three mechanical refrigerator cars for Western Refrigerator (?) [painted green with white lettering]. BNSF operates an express refrigerator service and it's possible these refrigerator cars were part of that service. Typically one does not see any other type of car on an intermodal train.
- 1:00 East bound general freight held at signal A. 2 units. Didn't move till 2:20.
- 1:20 Roadmaster vehicle (pick up truck with flanged guide wheels) stops on west bound main.
- 1:25 Roadmaster vehicle passes Dalies checking rail joint bars (rail joiners).
- 2:15 West bound intermodal with 4 units. At this time I decided rather than just calling them intermodal would identify if all containers IM-C), all highway trailers (IM-T) or mix of both (IM-M). This one was a mix of containers and highway trailers.
- 2:20 West Bound IM-C with 3 units.
- 2:30 East bound general freight with 3 units. This was the train that was stopped at 1:00.
- 3:05 Roadmaster's vehicle comes west on the Albuquerque line. Exits track at grade crossing and then proceeds west visually checking the east bound main.
- 3:? East bound general freight stopped at signal A coming up grade.



3:? East bound Intermodal (IM-M), on west bound main, stops next to stopped general freight and crews swap trains. Then the intermodal proceeds passing Dalies at 3:20.

3:35 East bound, again on west bound main - crosses over to east bound main) intermodal (IM-T) with 4 units.

4:00 Departed Dalies for home. East bound general freight still waiting to move.

While there were 'long' breaks between trains, the average was a train every 15 minutes - not bad for a day of train chasing.

Regarding the running 'wrong iron' at Belen: due to the number of grade crossings as the north end of the Belen yard (where the west bound trains are stopped for fueling, inspection and crew change), the railroad has all west bound trains on the west side of the yard, hence running 'wrong iron'. Trains are stopped at Belen for their 1000 miles check-up as well as crew changes and fueling, which can consume up to an hour depending on the amount of overall through traffic in the yard.

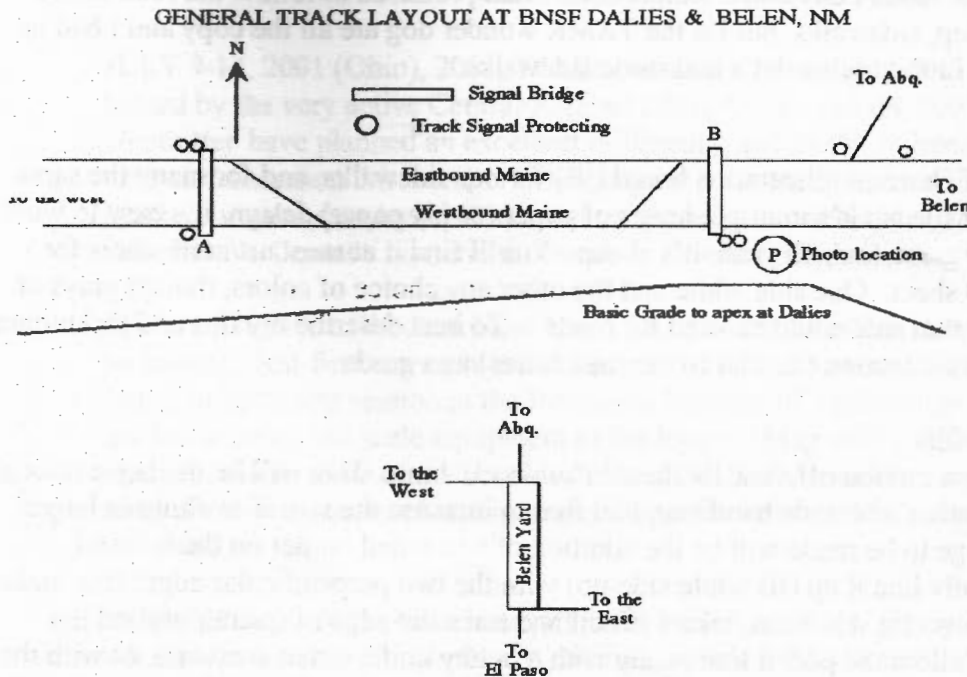
'Nother day at Dalies

Since the weather seemed to be cooperating why not spend a few more hours at Dalies and see if can replicate the previous adventure there. The day started off by stopping at the grade crossing to the photo location by an eastbound intermodal with 2 units. That was at 10:40 on the 5th of June 2001.

- 11:10 Southwest Chief heads toward Albuquerque with 4 Genesis on the point trailing a baggage car, 10 passenger cars and 4 boxcars that were followed by 11 roadrailers.
- 11:50 Eastbound general freight with 3 units - 1 wide cab and 2 SD40-2's.
- 12:00 Eastbound general freight with 5 units on the point (1 wide cab, 4 SD40-2s2) and 2 wide cab pushers on the rear. There were a number of grain cars on the head which explains the pushers.
- 12:25 Eastbound Unit Coal train with 2 wide cabs on the point and 2 wide cabs as pushers. As the pushers passed the photo location I could hear the dynamics come into play. I estimated that the train consisted over 100 open hoppers - loaded.
- 12:35 Westbound general freight appeared on the scene coming from Albuquerque with 2 units on the point. The train remained on the east bound main as there was track work being performed on the east bound main.
- 12:45 Westbound intermodal (IM-T) with 3 units pulling. Most of the trailers were UPS.
- 1:25 Westbound intermodal (IM-M) with 3 units.
- 1:50 Eastbound light engine move consisting of 11 wide cab units.
- 2:00 Eastbound general freight with 4 units.
- 2:15 East bound 'what appeared to be solid auto racks' with 4 units (2 wide cabs, 1 SD40-2 and 1 LMX B23). Mixed in with the empty auto racks were several tank and covered hoppers. I estimated that there were at least a 100 auto racks in total on the train.
- 2:45 Westbound intermodal (IM-T) with four units.

With track work continuing it appeared that additional train traffic would be very light so left at 3:25.

Not as many trains as my previous visit but that's the fun of train chasing.

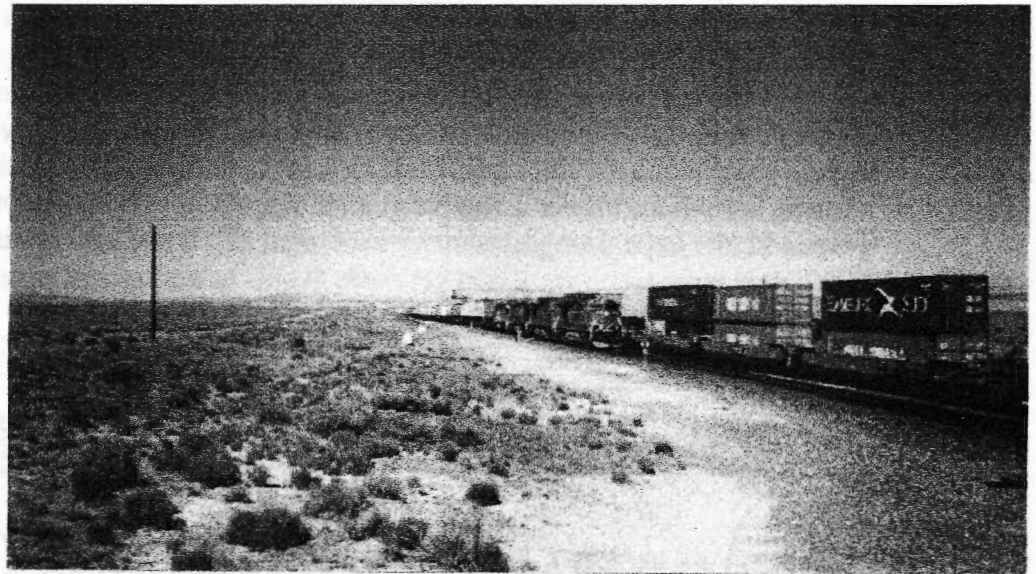


ABOUT THE PICTURES

(Page 6) This picture of a westbound train shows the typical mix of BNSF power that flows through this area. (Page 7) Dalies Jct is basically at the crest of the east/west grades. The single track off to the left is the line to Albuquerque while the double tracks go to Belen, about 4-5 miles away. The steel tank between the two lines is a water tank in not-so-good condition these days. It is similar to other water tanks I have seen on the Santa Fe in New Mexico.

(Right) One eastbound train is passing the other, presumably the one that you can see the engines of is of a higher priority than the other one, hence the dispatcher is performing a run around.

There are numerous crossovers between the two main lines about every 4 or 5 miles in this general area, which gives the dispatcher ample opportunity to move trains around.



BOB WARREN is a member of the NMRA and works on the staff of *The Bulletin*, their magazine. His job on their crew as he puts it - "basically I edit various regional and divisional publications for items that I think will be of interest to the 'modeler' more than the 'politician', that is to say items that will help people with their modeling."

Containing no MSG, it's LOASSB! This month we kick-off a long overdue series on sidewalks to go with the roads I covered a while back. I had promised to follow the road series with the logical next step, sidewalks, but Bo the TAMR wonder dog ate all the copy and I had to start fresh, so, without further delay, let's add some sidewalks.

MATERIALS

The material of choice is illustration board (IB) for our sidewalks, and for many the same reasons why I use it for roads. It's multiple layers of paper (or ply paper) design, it's easy to work with, color choices are great, and, oh yeah, it's cheap. You'll find it at most art/craft stores for about \$3-5 for a 20*30 sheet. One side white and the other any choice of colors, though grays or black works best, later that side could be used for roads. To best describe my tips and techniques I'll use a tutorial sidewalk section (similar to the road series) as a guide.

AROUND THE CORNER

Start by cutting a section off your IB sheet 1/2" wide x 1" long. This will be the basic tutorial sidewalk (due to the author's N scale handicap, feel free to increase the size if working in larger scales). The first change to be made will be the addition of a rounded corner on the left end. Using a quarter, carefully line it up (IB white side-up) with the two perpendicular edges that make up the square corner now (fig. 1). Next, take a pencil and trace the edge of quarter around the corner (fig. 1). Now, follow the pencil line gently with a hobby knife, either freehand, or with the quarter as a guide. Make several passes until you've cut it away. There will now be a rounded 90-degree corner.

CURB YOUR SIDEWALK

With the corner complete, let's add some curbing to the outer edge of our tutorial sidewalk. Taking a ruler move approx. 1/16" away from the edge of the sidewalk. Using the hobby knife, lightly score along the ruler edge starting just beyond the curvier corner (fig. 2). Finish the curbing around the corner using the quarter again to follow the curve. Finish the curbing with perpendicular expansion joints every inch or so (fig. 2). That raps-up this month's column, stay tuned next issue when we'll add yet more details to our tutorial sidewalk.

FIGURE ONE

TRACE AND CUT ALONG THIS LINE

IB, LEFT END, WHITE UP

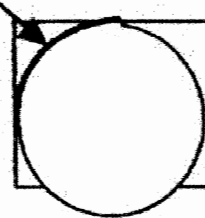
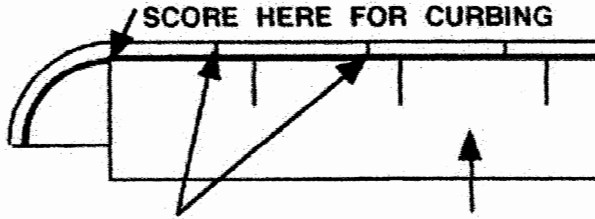


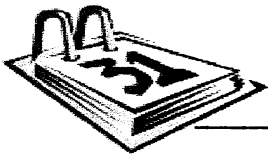
FIGURE TWO

SCORE HERE FOR CURBING

EXPANSION JOINTS

RULER





Upcoming Events

A bumper crop of activities this year!

JULY 9-14, 2001 (Ohio), 2001, TAMR National Convention, The Ohio State Limited will be hosted by the very active Central Region! Chris, Louis, and the 2001 national convention committee have planned an excellent railfanning and model railroading experience! Get ready for a super convention this summer! Three layout tours are already official with more on the way! Mark your calendars now!! Check out progress on the web at <http://www.tamr.org/osl01>. For more information, Contact: National Convention Director, Chris Burchett, E-mail: osl01@hotmail.com.

JULY 16-20, 2001 (Western New York) The TAMR "Western New York Division" will be hosting their first convention this summer! The 5 day event will feature a variety of layout tours, an operating session at the Rochester Institute of Technology Club layout. Members are invited to bring HO scale equipment to the layout. (Magnetic couplers only! No "horn hooks") Get ready to railfan some of the best locations in the Buffalo and Rochester areas! Railroad and yard tours are already in the planning stages. For more information, contact: Nicholas Wilson

AUGUST 9-14, 2001 (New Jersey) TAMR New York/ New Jersey Metro Division 4th annual Summer Convention. Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ). Visit the variety of model railroads, ride the train and railfan along the NEC, movies, pizza, pool party, and plenty of the traditional NJ post convention activities! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

NOVEMBER 10 and 11, 2001 (British Columbia, Canada) TRAINS 2001 will once again be held at the TRAINS show, held on November 10th and 11th. Bring money for new toys and food! We will also again run the Digitrax DCC display. This was the best convention of 2000; so don't miss out this year. Please contact Dane Nicholson, or E-mail: TAMR2860@Canada.com by September if you plan to attend.

NOVEMBER 2001 (New Jersey) TAMR New York/ New Jersey Metro Division Fall convention! Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ), visit a variety of member model railroads, railfan along the NEC, pizza party, train videos, and more! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

And for those of you that really plan ahead...

FEBRUARY 1-3, 2002 (West Springfield, Mass) Annual TAMR Winter Convention! This huge event will be held in conjunction with the largest railroad hobby show in the Northeast! (5 1/2 acres of trains under the roofs of three large buildings) TAMR table and layouts at the show. Contests, clinics, "Beach Party," and more! Another awesome multi-region event is being planned. Ideas and suggestions are definitely welcomed! We also welcome any TAMR member who would like to join the Winter Convention Committee. Mark your calendars now! For more information, contact: Adam Sullivan, E-mail: TAMR30@yahoo.com or Newton Vezina, E-mail: TAMR19@aol.com or call (413) 739-1949

JULY 10-18, 2002 (New Jersey / New York) The Broadway Limited 2002. With under a year and 4 months away, the 2002 TAMR National Convention is scheduled to be held in New York and New Jersey, hosted by one of the TAMR's fastest growing, and active divisions! Get ready for the best model railroading and railfanning in New York and New Jersey! For more information, contact The Drew Crew, 2002 Andrew Matarazzo, Convention Director. E-mail: TAMRnymets@aol.com and Northeast Region Rep., Andrew Sabens, (Convention Director) E-mail: TAMR13@aol.com

TAMR ON THE WEB

What could be better than free stuff?

The TAMR has an active presence on the Internet, and we hope our members will take advantage of what we have to offer. All of this is included in your membership, so it is free. Yes, that's right, it won't cost you a dime!

First is our own site, www.tamr.org. Here you can find out what's going on and see pictures from conventions. If you have a picture to add, or would like your own web site linked, contact us. We are also always looking for members who would like to help with the site (no experience is required). If you would like to have your own page at the site, we'll help you with that, too. For more information, contact webmaster@tamr.org.

Second is our e-mail list. The list does not replace the *Hotbox*, but does provide a fun way for members to get the latest news and make new friends. You can join the list in several ways:

- send a blank e-mail to TAMR-subscribe@yahoo.com
- on the web, go to <http://groups.yahoo.com/group/TAMR>. (This is most useful if you are already registered with E-groups or Yahoo).
- send an e-mail to pivotpin@tamr.org and request an invitation.

Note: Yahoo has recently bought E-groups. Most URL's will take you to a Yahoo page. Until things settle down, you may experience some difficulty using the site. Contact the Pivot Pin if you have a problem.

Yahoo also has a "files" area where you can find the TAMR logo, some more pictures, and other information. Note: the list is only open to TAMR members, although a few exceptions occur for former members or industry contacts.

Third, you can have an e-mail address "@tamr.org." This is a forwarding address, so the e-mail is sent to another address that you already have. (It is possible to get a POP or stand-alone account, but there is a charge associated with this). For information, contact treasurer@tamr.org.

Check us out on-line!

www.tamr.org

And while on the web, stop by our sponsor's site!



J AND J HOBBIES

www.ho-only.com

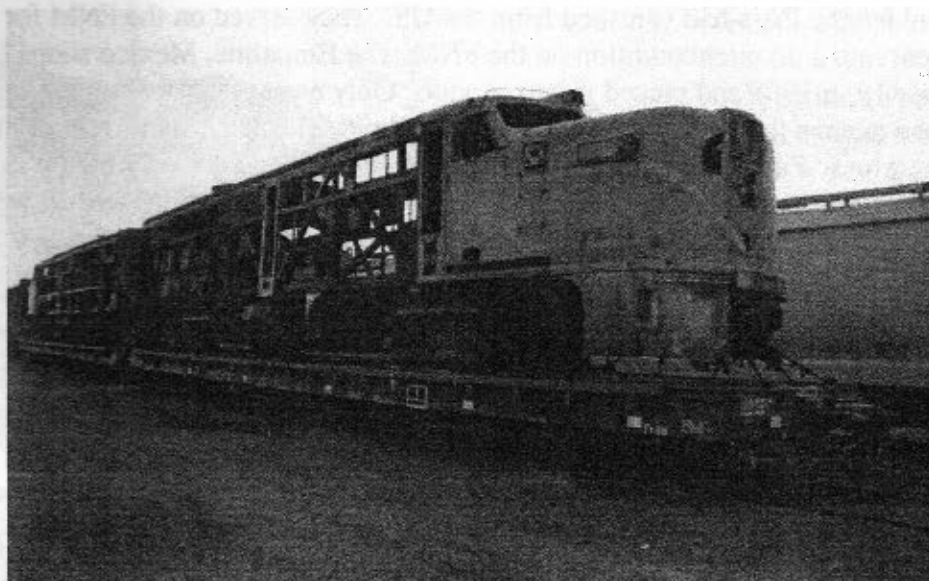
They give discounts to all TAMR members



The Alco PA4

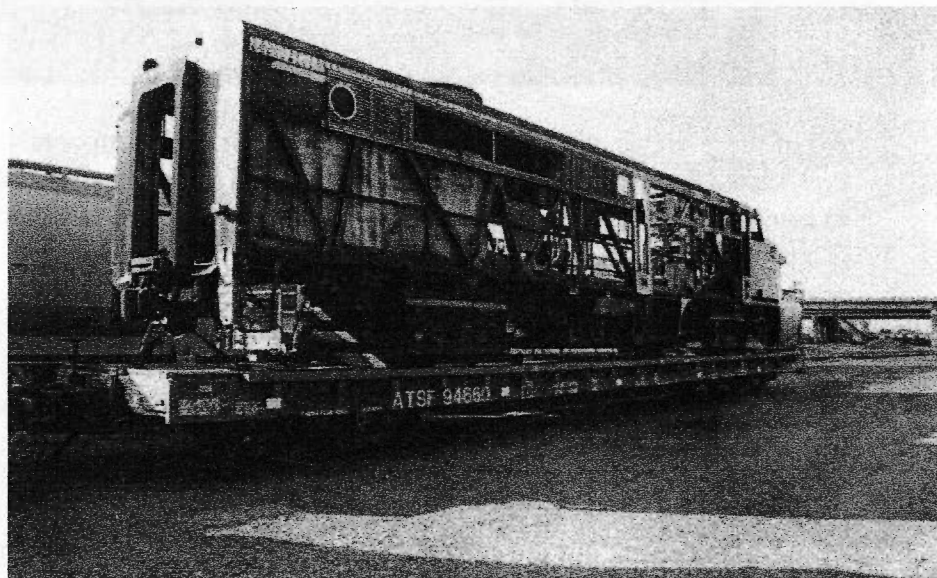
By Andy Inserra

Photos by Nick Olek



The PA. It's name alone sounds great, simple yet majestic. These incredible units have a proud and colourful history. They have served on such railroads as the Santa Fe; Southern Pacific; Cotton Belt; Rio Grande; Erie (and later the Erie Lackawanna); Missouri Pacific; Gulf, Mobile and Ohio; Southern; Leigh Valley; Nickel Plate; New Haven; New York Central; Wabash; Union Pacific and the Pennsylvania. The PA came in three different styles, PA1, PA2 and PA3, although there is little difference between the last two models. They also had PB units to go with the PA's. Like many B units, these didn't sell nearly as well. The PA1 was powered by a 2000 hp, 244-style engine. The PB1 was powered the same way. The PA2 and PB2 had 2250 hp, 244-style engines as did the PA3 and PB3. Alco produced 297 PA and PB units between June 1946 and May 1953, 47 of them were PB style and the rest PA style. PA's were well suited for either passenger or freight work. They could be found in just about all parts of the country through the 1950's and into the mid-1960's.

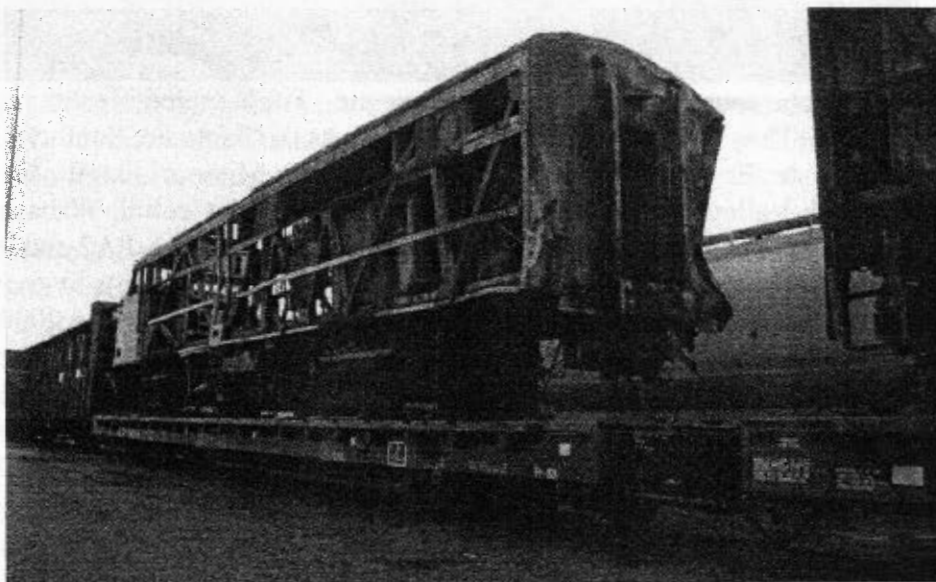
In the mid-1960's most the PA's careers were winding down. You could only find them on the Santa Fe, SP, EL and Rio Grande. Just as there seemed to be little hope of seeing PA's operate into the 1970's, the Delaware and Hudson made a surprising move - they bought four Santa Fe PA's! PA's number 59, 60, 62,



and 66 had a new lease on life. They were repainted in blue, yellow and silver, much like the Santa Fe had them, and renumbered 16-19. They were assigned to the *Laurentian* on the D+H and held down that assignment for many years. They were even rebuilt by Morrison-Knudsen into

PA4's with a new 16 cylinder 251 engine put in place of the tired 244 engine. After Amtrak finally took over the Albany-Montreal service (which was performed by the D+H for many years for Amtrak) the PA's did time hauling freight for the D+H. But the D+H was falling onto hard times. The PA's were soon leased to Boston's MBTA for service there. Unfortunately, when the D+H sold almost all of their six axle Alcos and GE's to Mexico, the PA4's went with them. All of the sudden the PA's had vanished from the US. They served on the FNM for many years. Sadly, all went into a derelict condition on the FNM. The Empalme, Mexico shops lovingly rebuilt number 19 in 1988 and placed it into service. Only a year later it was sent to a museum by the railroad against the will of the people at Empalme. The same shops rebuilt number 17 to make up for their loss. First it was in the FNM tow-tone blue, then they repainted it in spectacular Southern Pacific Daylight colours. It too is now in a museum. Numbers 16 and 18 were never rebuilt. That is, until today. They have both been purchased and plans are to bring them home to the US. One will be cosmetically rebuilt and painted in Santa Fe colors for the Smithsonian museum. The other will be fully rebuilt to operational condition! It will carry Nickel Plate colours and have a 251 engine from a wrecked BC Rail M420. Trucks have been found for both. The project may take up to five years, but it will be well worth the wait! Once again a PA will be at work in the US!

(Reprinted from the *Alco Addict* Fall 1999 issue, Sydney, Australia)



All of these views of PA4s 16 and 18 were taken in Phoenix on March 7, 2000. The BNSF yard there was their temporary home as they traveled to Portland on Santa Fe flat cars. Nick was lucky to catch them en route – not many people got to see them as the route was never publicized and the times that they moved were rarely known.

- An update to the story above – the units are now in Portland and have met up with their new trucks and donor locomotive. Doyle is finishing up his current project and looking forward to getting going on these units. Hopefully they will be roaming the rails again in a few years.
- For those of you who are interested in Alcos be sure and check out **AlcoWorld** – the Internet's biggest and best site on Alcos around the globe. It is at alcoworld.railfan.net. Also check out the author's site at www.tamr.org/Andy_Inserre for more on Alcos. And now appearing in *The Railroad Press* magazine is a regular Alco column, the *Alco Watch*, which the author co-writes.

Photo Gallery

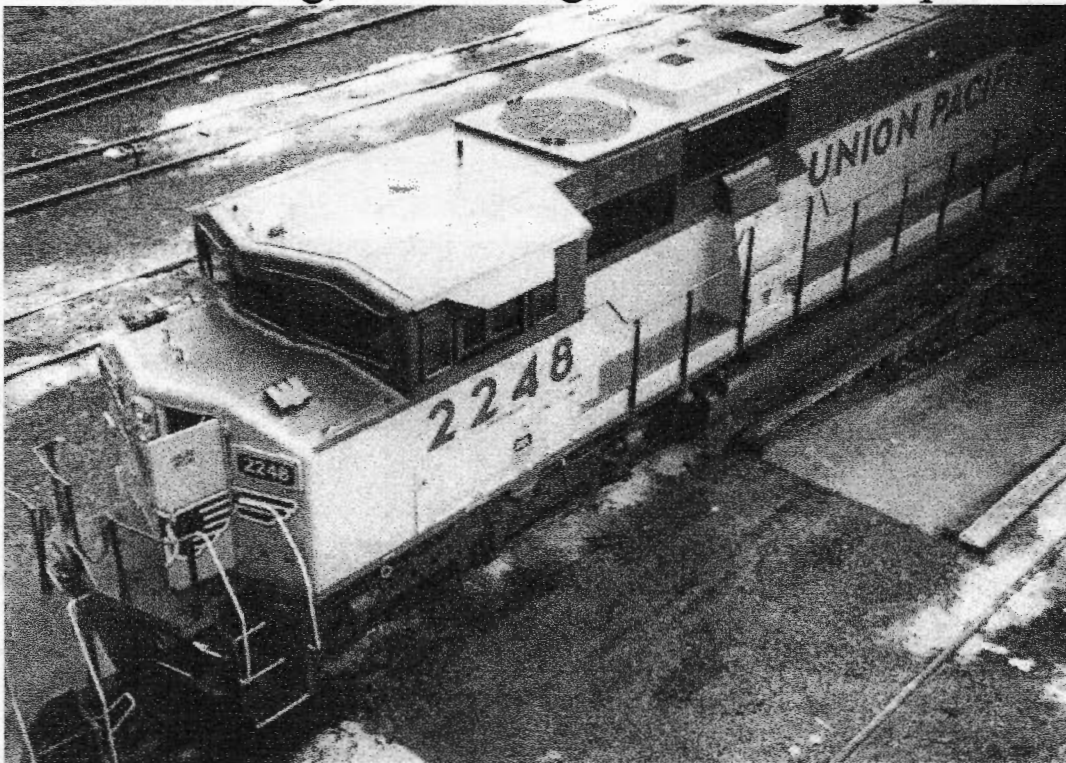
Here we have a couple of Australian locomotives. **Left** is the Crocodile GE. This C36-7 is making its home on the Minnesota Commercial Railway in St Paul, MN. Andy Inerra caught it on March 16, 2001-it's now their number 59. **Below** is one of the SD50s on the Indiana Railroad as seen through Dave Honan's lens. Both units are from Hamersly Iron on the western coast of Australia. NRE bought three C36-7s and five SD50s from them and all but 5059 are still on their lease fleet.



Above Soo 4401 is the lead unit on the local switching the Dakota Grower's Pasta Plant at Carrington, ND, on April 5, 2001. The train is utilizing Red River Valley & Western track to access the plant. Lewis Ableidinger photo

Photo Gallery

Where members can display your shots of model railroading, railfanning, or convention photos!



Above - UP SD60M 2248 was spotted at Selkirk Yard on Friday, April 13, 2001, in fresh "Wings" paint. Dave Honan photo

Below - Even if no one else is celebrating the United States' 225th anniversary, we are! Here is a blast from the past, 25 years to be exact with Santa Fe's tribute to red, white and blue. SD45-2 5700 is seen here at Joliet, Ill in this shot by Tim Vermande.

