



# *Chicago & North Western Historical Society* **MODELER**

Volume 11, Number 1



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### An Invitation to join the CNW Historical Society

The CNWHS is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the C&NW and related roads. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the CNW. Currently the Society has close to 3000 registered members. Members regularly receive a variety of information including a quarterly publication: NWL.

North Western Lines (NWL) is dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original CNW source material. This publication makes otherwise unobtainable data available to the membership at reasonable cost. Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the CNW with a legitimate, respected voice in the railroad and historical communities. By working together, individuals interested in CNW are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with CNW and affiliated railroads.

The Archives Committee of the C&NWHS is very active and maintains a large collection of the C&NW and related roads. For more information see the CNWHS web site.

Merchandise related to the C&NW, as well as back issues of NWL, Car kits and structure kits for modeling are offered through the CNWHS web site.

Chicago and North Western Historical Society Modeler is a publication of the CNW Historical Society (CNWHS) for the purpose of disseminating CNW modeling information.

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Apologies if I have inadvertently omitted anyone. Any person left out is entirely the fault of the editor.

# ALL MY FAULT

by Michael Mornard

Welcome to the Chicago and North Western Historical Society Modeler, Volume 11, Number One. Or, perhaps, "CNWHS Modeler, Second Section."

I would like to begin with thanks. First, I want to thank Ron Christiansen for his ten years as editor of this magazine. Second, I want to thank everyone who contributed anything at all to this magazine during these ten years. Third, I want to thank the CNWHS Board of Directors, officers, and membership for trusting me enough to allow me to volunteer to take this endeavor over from Ron. Fourth, I want to thank Ron again, for the help he gave me during the run up period to this issue. Fifth, I want to thank this issue's contributors – Doug Harding, Cameron Tester, and Dan Vandermause.

Last, and CERTAINLY not least, I want to thank my wife Jean for being my Microsoft Word guru, and bailing me out every time I said "Why did it do THAT?" The layout of this issue is entirely her work.

Putting together an online magazine like this is new territory for me. For the first issue I deliberately aimed at keeping the format as simple as possible and just concentrated on getting the issue out. Where things go from here, we will see.

And, as every editor of every magazine anywhere ever has said, "we can only publish the articles we receive." This is your magazine; this is **our** magazine. We have been fortunate to have many very talented modelers submit material in the past. But it is also obvious to any of us who attend the modeling events at our Annual Meet, we have a lot of very talented modelers who haven't submitted articles yet.

Please send all submissions in Microsoft Word format, either .doc or .docx. Send submissions to michael.mornard@pobox.com

It is my hope that we will see more of these folks' work in the future. I have had a number of offers of help from people to help prospective authors create finished articles. Don't be afraid to avail yourselves of these resources.

I also very much want to see reviews of models, any scale. We have, finally, a very nice selection of C&NW models available, and we should be reviewing them. They don't have to be new models, either; witness my review of the Walthers 1993 kits in this issue. Nor should we be afraid to be honest with our reviews. Manufacturers want to make accurate models, and we can help with that process. The key, of course, is tone; saying "the classic yellow appears to be too greenish" is better than "those idiots couldn't even get the color right."

"Brevity is the soul of wit," as Shakespeare said, so I'm going to wrap up for this issue...and then we all get to see what happens next.

Michael Mornard

PS And apologies to Dan Vandermause for only getting his name right once out of three tries the first time through. I had Jeff Eggert re-post the corrections. Thanks Jeff!



# Prototype for a Small CNW Layout

## The Cornell Branch

(Omaha Road / Chicago & North Western)

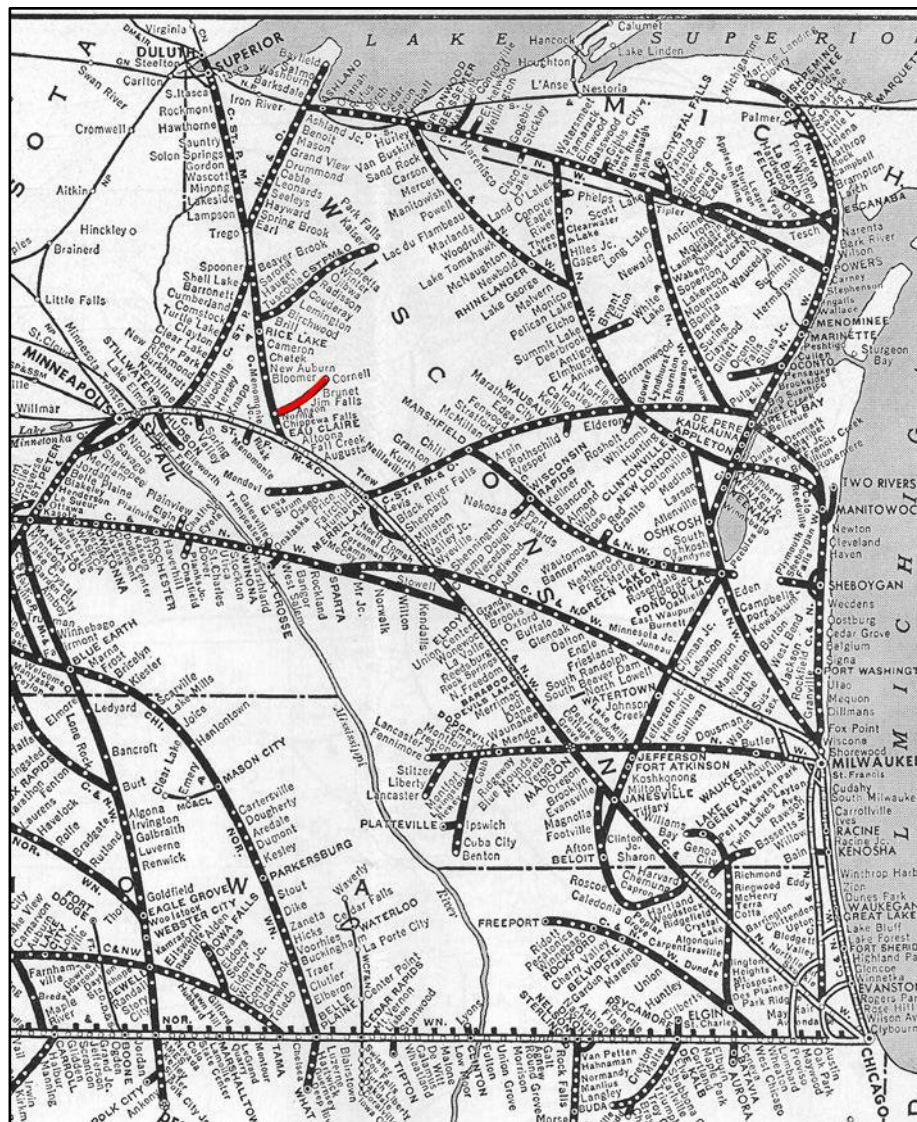
By Dan Vandermause

### Part 1, The Prototype

Are you looking for a Chicago and North Western prototype as inspiration for a small layout? How about a CNW branch line that served several significant rail customers well into the 1980's? How about a CNW branch line that featured a mixed train as late as 1960? Well, we may have just the prototype you are looking for: The Omaha Road / Chicago & North Western's Cornell Branch.

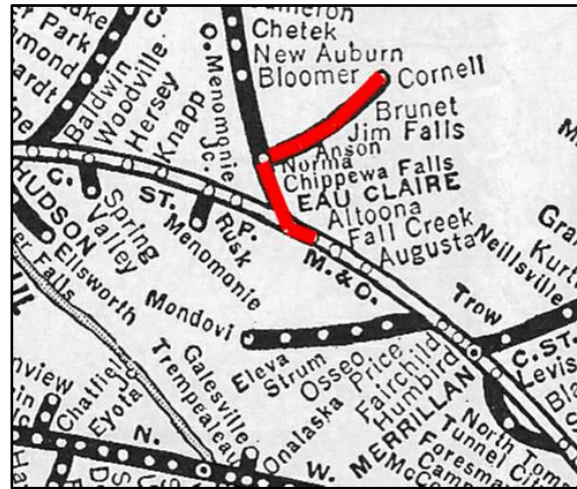
### The Cornell Branch

The Cornell Branch was located in western Wisconsin. Built by the Omaha Road (Chicago, St Paul, Minneapolis & Omaha Railway), the Cornell Branch became a C&NW property when the Omaha Road was absorbed by the C&NW in 1957 (C&NW controlled the Omaha Road as early as 1882).



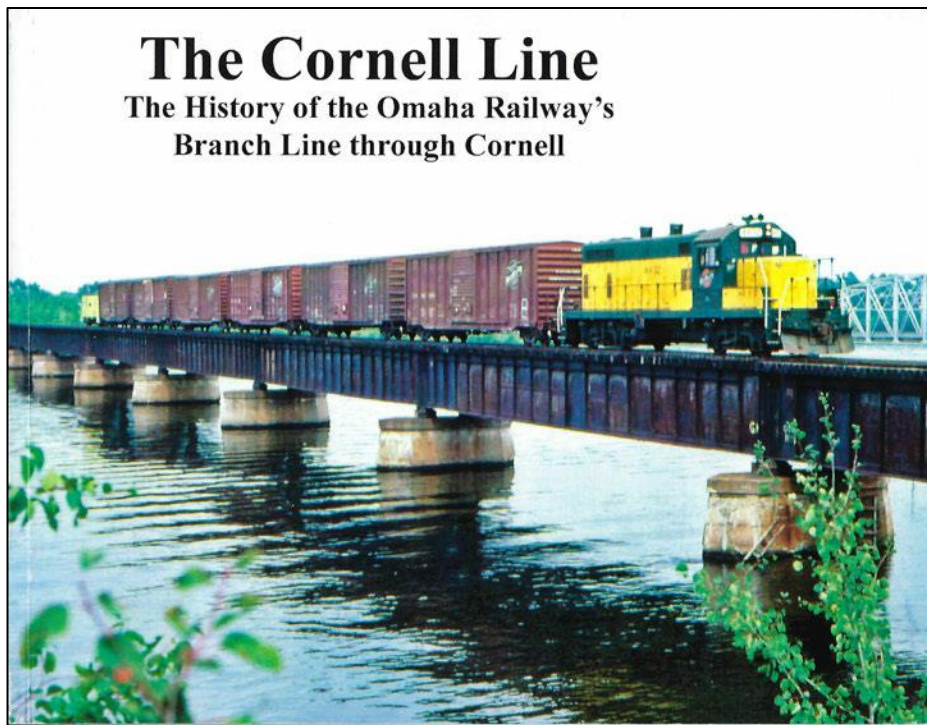
Map from 1956 C&NW public timetable

The Cornell Branch extended 19.3 miles from Norma, WI to Cornell, WI. From an operational standpoint, Cornell Branch trains actually originated in Altoona, WI (named for the famous Pennsylvania railroad town).



From Altoona, the Cornell Branch trains would proceed west on the Minneapolis mainline as far as Eau Claire, then west (north) along the mainline to Duluth/Superior to a junction at Norma, WI. The branch ran 19.3 miles from Norma to Cornell (a town named by Ezra Cornell, who also founded Cornell University). Two of the main customers on the Cornell Branch were a dairy in Jim Falls, and a paper mill at Cornell. The branch was finally abandoned in 1989.

For those wanting to learn all about the Cornell Branch, you are in luck -- a native of this area of Wisconsin, Arlyn Colby, recently published a book about the Cornell Branch:





Arlyn's book is filled with photos and detailed information on the Cornell Branch. You can order this great reference book online at: <https://www.wisconsinrailroadbooks.com/cornell-line.html>  
To give you a flavor of the Cornell Branch, let's look at the route of the Cornell Branch local:

## Eau Claire

After departing the Altoona yard, the Cornell local headed west on the Minneapolis mainline to Eau Claire. Here we get our first look at a typical Cornell Branch mixed train:



**Cornell Branch local passes Eau Claire tower in 1959**  
**Both photos by A. Robert Johnson, Arlyn Colby Collection**



## Chippewa River Crossing

Departing Eau Claire, the Cornell Branch local continues on the Duluth/Superior mainline to Norma, where the Cornell Branch begins. Just beyond Norma, the local crosses the Chippewa River:



**Crossing the Chippewa River in 1982**  
**Photo by A. Robert Johnson, Arlyn Colby Collection**

## **Jim Falls**

Jim Falls was the location of a feed and grain dealer and Jim Falls Dairy. The dairy was a major rail customer, creating rail moves of refrigerator cars, boxcars and coal hoppers. The photo below shows the eastbound local on the main track. A double ended siding served both the feed and grain dealer (left) and the dairy (right).



**Photo by Bruce Oldenberg**



Here is another photo showing both the feed and grain dealer and dairy in Jim Falls:



**Photo by A. Robert Johnson, Arlyn Colby Collection**

The Cornell Branch went through some beautiful Wisconsin farmland and wooded areas. Portions of the line ran very close to the Chippewa River. The prototype scene below was taken near Jim Falls:



**Photo by Bruce Oldenberg**



## Cornell, WI

The branch terminated at Cornell (previously, the line continued another 26 miles to Hughey, but this portion of the branch was abandoned in 1943). The major industry in Cornell was the paper mill, which created outbound shipments in boxcars, and also received some pulpwood in gondolas. Other customers included a feed and grain dealer, a wood products company and an oil dealer.



Photo by Bill Edgar

The Cornell depot was painted in the “400” color scheme of yellow and green in 1956. Scott Peterson has created an HO and S scale kit of this depot: <http://hrmlasermodels.com>

Page 36 of Lloyd Keyser’s book “Chicago and North Western In Color, Volume 3” is the photo shown below of the Cornell Branch mixed train in April 1960. The heavyweight combine was used to handle express shipments on the branch, and to accommodate the occasional passenger. The photo caption in the Lloyd Keyser book also contains an excellent summary of a typical day in the operation of the Cornell Branch mixed train.

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Photo by A. Robert Johnson, Arlyn Colby Collection

# Building the CGW 1937 AAR Boxcar in HO

By Douglas Harding

Each year the Chicagoland Railroad Prototype Meet (RPM) gives early registrants a mini-kit. These mini kits typically consist of a few special cast resin parts to change an off the shelf freight car kit into a prototypical accurate, if not unique, model. In 2017 this was an 1937 AAR Chicago Great Western boxcar. The mini-kit consisted of a 1937 AAR boxcar kit (Red Caboose kit) resin parts, and decals to correctly model a CGW 1937 AAR boxcar. The resin parts, prepared by the folks at Resin Car Works, included Pullman-Standard "carbuilders" Corrugated ends and Superior seven panel doors, along with coupler pockets and brake detail parts,.

The proprietary Pullman Standard "Carbuilders" corrugated ends are noted for their round corner ends and a 4-5 arrangement of thick corrugations with sharp points at each end. These ends were used on two series of Chicago Great Western 1937 AAR box cars.

CGW 91000-91099 – Built 9/1944, Lot 5771

CGW 92000-92149 – Built 9/1945, Lot 5805

The late Stan Rydarowicz wrote an article about these cars many years ago for Railmodel Journal, for which he created cast ends for an HO model. But with Stan's death, those parts are no longer available. Modern technology to the rescue, using new CAD drawings and 3D printed masters, the ends were created, then cast in resin.

As I stared at the kit contents, I did some research on the AAR 1937 boxcar. I learned there were two HO kits for this 40' car, one by Red Caboose and one by InterMountain. A search of my stash showed I had an undec Intermountain kit for the 1937 AAR boxcar. Unlike the Red Caboose kit, the IM kit had separate ends, meaning I did not need to cut the ends off the Red Caboose body included with the kit. I looked over both bodies and could see only very minor differences, ie the door stops differed. The ease of not having to hack the body made the choice easy. I used the IM kit for my CGW model and saved the Red Caboose kit for another project.



The two cast ends differ, one has brackets for the brake platform. Both ends need holes drilled for ladders and other details. I taped the IM ends over the resin ends, to use as a drill guide. I chucked a #74 drill bit in my battery operated Dremel and quickly drilled the holes, only to discover a few holes were not where they needed to be.

**Alan Brotherton's painted and unpainted models. The roof of the unpainted model is not fastened down so it can be easily painted. Photo by Doug Harding.**



Out came Squadron Green putty, plug a few holes and re-drill, this time using a pin vise. Once holes were drilled, the ends were sanded smooth on the back, flash trimmed, then glued to the car body using CA. A little Squadron Green putty was used to fill any gaps around the edges. If you do a good job of sanding the back, you have almost no gap.

The underframe was built as the stock kit. While the resin brake detail parts looked nice, this car was going on an operating layout, not on a display shelf. I chose to save the resin parts for another car. I used the resin coupler boxes, glued in place then drilled and tapped for an 0-80 screw. I screwed the coupler box lid in place. I then drilled and tapped the bolsters for a 2-56 screw to hold the trucks.

Once ends, doors, underbody and detail parts were glued in place it was to the paintbooth, for a coat of ModelFlex dark oxide red. ModelFlex is a water based acrylic paint that dries decal ready. These cars had black roof and underframes; the roof is a separate piece making it easy to paint, but I had to mask the body for the black paint. I used ModelFlex Engine Black. As acrylic paint dries fast I was able to do the entire paint job in one sitting using a hair dryer to accelerate drying. The Running Boards were unpainted wood, so I painted mine a brown. Trucks were black.

Speaking of the trucks, these CGW cars rode on double truss 50 ton trucks with plankless springs, and a center leaf spring in the coil spring pack. Tahoe Model Works offers this truck as their coil-elliptic 50-ton trucks, #108/208. I used the Tahoe trucks with InterMountain metal wheel sets. This combination gives the best rolling trucks I have ever used.

The decals included with the kit were created by Ted Culota for this project and included numbers for both the 1943 & 1944 car series. This is one of the most complete set of decals I have seen for a boxcar. The film was thin and the lettering sharp. One trick I have learned with decals is color the back of the paper with a black marker, which makes it much easier to see the white lettering on the light blue backing paper. I used a fresh xacto blade to cut out decals, soaked them in distilled water and applied them. They went on easy. I applied an application of Micro Sol and when dry picked air bubbles with a sharp knife point, then applied more Micro Sol. Repeated this several times.



**Doug's photo of his finished car shows the new ends in place**

Once decaled, I sprayed the car with a clear flat finish made from Acrylic Floor Finish and Tamiya Flattener. Kadee #58 couplers and InterMountain metal wheelsets completed the model. These Mini Kits make a unique model, and are just one more reason to attend the Chicagoland RPM held each October.

Because I used the InterMountain kit, I now had unpainted Red Caboose kit. Now it happens the M&StL had a fleet of 1937 AAR boxcar and I had some dry transfers from Greg Komar for these cars. So I assembled the stock kit, painted and lettered it for the MSTL. The MSTL used ASF 50 cars. These were offered by Branchline, which is what I used.



# Walthers HO 4-bay Airslide Hopper Kit 3-Pack

Review by Michael Mornard

Photos by the author

At first glance, reviewing a kit that came out in 1993 and was replaced by a RTR car over 15 years ago may seem like an odd choice. However, there are two very good reasons I chose this car. First, the Walthers RTR Airslide is a preassembled version of this kit. Second, and more important, this kit can still be found at model train flea markets and shows, often separated into its individual cars.

## OVERVIEW

The three-pack consists of one green car, one grey car, and one yellow car. Comparing the cars to personal observations and to photographs in the CNWHS' book, *Chicago and North Western Final Freight Car Roster*, the cars look good overall in terms of color, size and placement of heralds, etc. The green car is not quite as rich a color as a brand new CNW green car, but considering the lesser intensity of most indoor lighting the color looks right. The lettering is clean and well done, including the reporting marks and dimensional data. The numbers match car numbers in the 1985 ORER (*Official Railway Equipment Register*). The dimensional data are amazingly crisp, especially considering the vintage of these models. The data are so small that I personally found I had to use **both** my reading glasses **and** my Opti-Visor to read them. Capacity markings match the ORER, as do the extreme width and extreme height data. However, the external width and external height are incorrect. The width matches some much smaller C&NW Airslides, but the height matches no car I could see in the ORER. How much this matters with lettering that most of us cannot read with the naked eye is up for you to decide. Decals are available from Microscale and Oddball's Decals, but I don't have sets available to check the accuracy.



This photo shows the yellow version of the car fully assembled.

## ASSEMBLY

The kits are molded with a one-piece body and a two-piece underframe, to both of which detail parts are added. The molding is clean and well done, the fit of the parts is good, and the instructions are clear; even a new modeler should have no problem assembling these cars. I added ½ ounce of additional weight to bring the model up to NMRA standards. The kits come with horn-hook couplers. Kadee #5 couplers are a drop in replacement. However, I did encounter a few things that modelers should be aware of when building these cars.

First is the plastic involved. I use Tenax 7R or similar thin liquid cements for kit assembly. This works extremely well on styrene plastic, giving a very strong, very clean joint. The green and grey cars went together very well. However, the yellow car was obviously a different type of plastic for some reason; it was translucent in the unpainted areas instead of opaque, and more importantly, it was virtually impervious to solvent type cements. I ended up assembling this car with a nitrocellulose type glue (examples of this are Duco household cement and tube-type plastic cement). With care you should get a clean joint.

The second issue I encountered is a matter of kit design. The walkways above the couplers are small rectangular shapes that attach to four small lugs on the car body that represent the brackets. I found it rather difficult to get these walkways attached solidly due to the small surface area involved. I ultimately solved this by cutting small pieces of square plastic rod and gluing them underneath the walkway. As shown in the picture below, even when upside down this is almost invisible, but it makes the walkway connection much stronger. The photo to the right shows the grey car end upright, and the reinforcing pieces cannot be seen.



**This photo shows a piece of white styrene used as reinforcement for the walkway on the green car.**



**This view of the grey car shows that the walkway brace is not visible, and the simplified end lettering.**

The only end stenciling on the cars is the reporting marks. When these kits were first introduced, it was rare for a car to have any end markings at all, so the reporting marks represented a noticeable step up. Modelers who wish may use decals to add missing end data.

The prototype of this model is a 100 ton capacity car that is equipped with 36 inch wheels. Like many of Walther's freight cars, this kit is supplied with 33 inch plastic wheels on a brass axle. Using 33 inch wheels will result in the couplers being too low as well, while 36 inch wheels put the couplers at the correct height, showing that the design work was correct but the wrong wheels were included in the kit.



This kit builds into a good looking car, and should take only an evening or two to complete. Comparing the kit to prototype photos shows ample opportunity for additional detailing such as uncoupling levers, ACI labels, lube stencils, etc, as well as weathering to taste. You can frequently find these kits at flea markets for around \$10 or so. Give one a try, I think you'll like what you get.

# Rock Island Rebuilds – the C&NW GP7R

By Cameron Tester

## Part 1, The Prototype

All photos from the C. Tester collection



**GP7R looks every inch a “classic GP7” in this March 12, 1985 photo. The snow on the ground and the C628 behind her remind us that this is Green Bay.**

The tale of the C&NW GP7R's begins back in 1974, when the Rock Island was looking to upgrade its motive power fleet. Rock Island would go Precision National Corp., with their request of a 120-unit order. Between 1974 and 1976, PNC would buy up several original Rock Island GP7's, as well as a handful from the UP, Frisco and N&W. The GP7's would be sent through Rock Island shop at Silvis, Illinois before being acquired by the PNC. Along with those rebuilt at Silvis, Morrison-Knudson in Boise, Idaho and the Illinois Central Gulf shop at Paducah, KY would handle some of the work. Included in the upgrade was upgrading the engines to 567BC's, general overhaul of the locomotive, 26L airbrakes, and addition of doors on the top of the long hood on some to make power assembly changeouts easier. When the engines were complete, they would be owned by Precision National, and leased back to the Rock Island.

After the Collapse of the Rock Island in 1980, the fleet was returned to Precision National, who in turn would sell 109 of the former Rock GP7s to the Chicago and North Western in 1981. CNW would number them starting at 4100 and went on through 4209, with the exception being 4171, which was wrecked before it was delivered. The numbering sequence did go in order corresponding with previous Rock numbers, starting with RI 4425, becoming CNW 4100. The freshly rebuilt GP7's from the Rock would be a natural supplement to the then on-going in house rebuild of original CNW owned GP7 and GP9's being done at the Oelwein, IA shops. Only one of the former Rock geeps would get a chop nose, 4153, in the late 1980's. While it is rather common to see these referred to as GP7R's, there is no conclusive evidence that they were labeled as such, unlike the in house rebuilt engines. However we will call them as such for this article, as that is how they are widely known.

The GP7R fleet would begin to slowly be sold off in the early 1990s, with some going to the new short line Fox River Valley, and several being sold for scrap. 86 of the fleet would make it to the UP merger, however 45 were sold in 1996, 27 more in 1997, and 13 in 1998. UP would retire off the last one (4165) in 1999. See the table to final dispositions. Many of these GP7Rs would find homes on short lines, grain elevators, and even a few in museum ownership.



**Shown here in Milwaukee, 4128 hasn't been out of the paint shop long. Note the later style color separation and numbers.**

While the GP7R's were basically all of them same, they each had some varying differences. Horn location can be either on the short hood, centered or offset, or on the long hood behind the 1<sup>st</sup> set of radiators. Horns were mostly Nathan-Airchime P5R24 horns, which would have been from the Rock days, however some were changed to M3's, P3's, and in the later years, Leslie RS3L variations were common. Strobe lights were another detail that changed often. Early on, Western-Cullen-Hayes rotary beacons were common, but were later changed to Xenon strobes and then Tomar strobes by the early 1990s. Other things that change between units is headlight style, truck journals, bells, class light style and door louver

arrangements. 4 standouts in the fleet include 4101, 4127, 4128 and 4153, which all have later, stamped style handrails, vs. the older cast ones. The following table will note some of the major spotting differences in the GP7R fleet, however not every detail will be covered. Be sure to always work off a prototype photo for the exact engine you choose to model, as details can and do often change from year to year.

4160 will be the first engine modeled covered in this article. 4160 is a rather straight forward GP7 with few major modifications. Not to mention,



**4130 shows her faded "Zito Yellow" paint in this T. Farrell picture taken in Melrose Park, IL on January 17, 1993.**



there are more than enough photos and documentation out there of this engine, being owned by the Illinois Railway Museum now. The basis for this model will be a Proto 2000 GP7. These engines are easy enough to find on the market, or you can opt for the newer Walthers run GP7's, which are more DCC friendly and have an all-new helical drive under them. While most of the fleet used the Rock Island's own custom style fuel tank, many did have the stock one. If you are going to do one with the RI tank, you can use an Athearn Genesis model as a starting point, which have those tanks(modeling with one of these will be covered later), or Gotham Rail & Marine will be adding them to their 3D printed parts line in the future, that will work with the Proto/Walthers model.



4160 will be the subject of our model. Here she sits at Illinois Railway Museum in Union, IL on July 19, 2009 in this Cameron Tester photo.

The following are the detail parts needed to complete 4160. Except for the horn and headlights, this listing will work for most of the GP7R's.

<b>Cannon and Company</b>	
1707	36" Cap top radiator fan set
2022	Side step set – p2k GP7/9/18/20
2052	Step lights
<b>Detail Associates</b>	
1019	Diesel class lights, late
1024	Pyle headlight w/ visor
1401	Drop steps
1901	Round vents

<b>Cal Scale</b>	
190-522	Coupler lift bar, SW, GP, SD
190-501	Eye bolts
<b>Details West</b>	
BE-127	Bell, frame mount
AH-190	Horn, Leslie RSI-3LR
SC-363	Scale buffer plate
SK-196	Spare knuckle
AH-268	Air hose
MU-295	4 cluster MU hose
AF-139	Air filter
SF-201	Sand filler hatch
SA-124	Spark arrestor, "super" style
PL-303	Snowplow, no doors
LN-342	Headlight lens
FH-323	Flag holders
SR-285	Speed recorder
<b>Athearn</b>	
ATHG68222	All weather window, 3 pane
<b>Gotham Rail &amp; Marine (Shapeways store)</b>	
	CNW GP7R pack (Strobes, hood doors, spark arrestors, brooms)
<b>Plano Model Products</b>	
14906	GP7/9 Sub base step set
<b>Microscale Decals</b>	
87-541	CNW Diesels (late)
<b>Tichy Train Group</b>	
1102	.015 Bronze Wire
<b>Evergreen Styrene</b>	
	strip, .010 sheet, .005 sheet, .040 rod
<b>Archer Transfers</b>	
AR88136	GP7/9 Treadplate (Optional, will be discussed in Part II)
AR88056	Louvers
AR88136	EMD Latches
	Depending on which GP7 sill you use, you may wish to also get Archer AR88056 louvers, as well as AR88136 Latches, so you can add/remove the vents on the battery box and under cab doors to match the correct prototype as needed and have extra latches in case you nick the ones on the model.
<b>Smokebox Graphics</b>	
R187	Reflective stripes (Yellow)
	Note: You can also use Microscale #87-781 CNW decals, which include the yellow stripe decals.
<b>Paint</b>	
	Your choice of paint, but Tru-Color and Scale Coat both make CNW Yellow and Green.

Sources:

Diesels of the C&NW by Paul K. Withers & Don Strack

The Run of the GE's, The Final Northwestern Motive Power Roster – Bob Baker/CNWHS

C&NW Power V1 by Stephen M. Timko

RRpicturearchives.net

Utahrails.net



# C&NW GP7R Roster

By Cameron Tester

CNW	Horn	S/A	R/D	Strobe	AWW	HL F	HL R	DS	Tank	Ret/Sold	Notes	Last Paint
4100	RS3L	Y	N	Tomar	Yes	Old		Y	Rock Is.	1998		Old Yellow
4101	P3	N	Y	Xenon		Old	Old	Y	Rock Is.	1997		Old Yellow
4102	P5R24	Y	Y	Tomar	Yes	Old	Old	Y	Rock Is.	1998		Safety Yellow B
4103	RS3L	N	Y	Tomar	Yes	Old	Old	Y	Rock Is.	1997		Old Yellow
4104	P5R24	N	N	Xenon		Squ	Old	Y	Rock Is.	1997	Built from a GP9, WAMX 4105 (2005)	Old Yellow
4105	RS3L	Y	N	Tomar	Yes	Old	Old		Rock Is.	1996	Built from a GP9, Verticle handrails on F end pilot	Old Yellow
4106		N			Yes				Rock Is.	1996		Old Yellow
4107	RS2M	N	N	Tomar	Yes	Squ	Old	Y	Rock Is.	1998		Old Yellow
4108	RS3L	N	Y	Xenon	Yes	Squ	Squ	Y	Stock Rock	1996		Traditional
4109	P5R24	N	Y	Xenon	Yes	New	New		Rock Is.	1996		Old Yellow
4110	P5R24	N	Y	Xenon	Yes	New	Old	Y	Rock Is.	1996		Old Yellow
4111	P5R24	N	Y	Xenon	No	New	New	Y	Rock Is.	1991	Iowa Northern 4111	Old Yellow
4112	P5R24	N	N	Xenon	Yes	Old	Old	Y	Rock Is.	1991		Old Yellow
4113	RS3L	Y	N	Tomar		New	New	Y	Rock Is.	1996		Old Yellow
4114	P3	N	Y	Tomar	Yes	Old	New	Y	Rock Is.	1997	Stored LTEX	Old Yellow

4115	P5R24	N	Y		No	New	New	Y	Rock Is.	1993	Wrecked	Old Yellow
4116	P5R24	N	Y	Xenon	Yes	New	Old		Stock	1997	4 Stacks/Stored LTEX	Old Yellow
4117	P5R24	N	Y	Tomar	Yes	Old	Old	Y	Stock	1996	Note 1	Old Yellow
4118	P3	N	Y	Xenon	Yes	New	New	N	Stock Rock	1998	No plow	Old Yellow
4119	P5R24	N	N	Tomar		Old	Old	Y	Is.	1989	FRVR 1989, MRIX 4119 Illmo MO, Note 2	Old Yellow
4120	P5R24	N	N	Tomar	Yes	Squ	Squ	Y	Stock	2000	Note 1, Note 4, ADMX 4120, Fasco Grain Seward IL	Traditional Safety Yellow A
4121	RS3L	Y	Y	Tomar	Yes		Old	Y	Stock Rock	1998		
4122	P5R24	N	Y	Tomar	Yes	New		Y	Is.	1996		Old Yellow
4123	RS3L	N	N	Xenon	Yes	Squ	Squ	Y	Stock Rock	1996		Old Yellow
4124	P5R24	N	Y	Tomar	Yes	Old	New	Y	Is.	1997	Stored LTEX	Old Yellow
4125	RS3L	N	Y	Tomar	Yes	Old	Old	Y	Stock	1997	ECRX 4125 (2011)	Traditional
4126	P5R24	N	Y	Tomar				Y		1997	BARX (Bartlett Grain) 4126 (2018)	Old Yellow
4127	P5R24	N	Y	Xenon	Yes	New	New	Y	Stock Rock	1997	MWLX 4127 (2014)	Old Yellow
4128	RS3L	N	Y	Tomar		Old		Y	Is.	1997	Class lights blanked, GMTX 607 (2017)	Traditional
4129	P5R24	N	Y	Xenon	Yes	Old	New	Y	Stock Rock	1994		Old Yellow Safety Yellow C
4130	M3R1	Y	Y	Tomar	Yes		New	N	Is.	1997	Stored LTEX, now RSSX 4130	
4131	P5R24	N	Y	Xenon	Yes	New	Old	Y	Stock Rock	1997	Stored LTEX	Old Yellow
4132	P5R24	N	Y	Tomar	Yes	Old	New	Y	Is.	1998		Old Yellow
4133		Y	Y	Tomar	Yes	Old	Old	N	Stock Rock	1988	FRVR 1988 .Stratolite Originally	Old Yellow
4134		N	N		No	Old		Y	Is. Rock	1996		Old Yellow
4135	RS3L	Y	Y	Xenon	Yes	Old	Old	Y	Is.	1998		Old Yellow

4136	P5R24	N	Y	Xenon		Old	Old	Y	Rock Is.	1996		Old Yellow
4137	P3	N	Y	Xenon	Yes	Old		Y	Stock	1996		Old Yellow Safety Yellow C
4138	RS3L	N	Y	Tomar	Yes	Old	Old	Y	Stock	1997	No plow originally	C
4139		N	Y	Western	Yes		New	Y	Stock	1991	RRC 4139	Old Yellow
4140	P5R24	Y	Y	Tomar	Yes	Old		Y	Rock Is.	1997		Old Yellow
4141	Rs3L	N	Y	Xenon	Yes	Squ	Squ	Y	Stock	1998		Old Yellow
4142	P5R24	Y	Y	Xenon	Yes	Old		Y	Stock	1996	CRGX 2000	Old Yellow
4143	P3	N	Y	Tomar	Yes	New		Y	Stock	1997	Stored LTEX	Old Yellow
4144	M3R1	N	Y	Tomar	Yes	New		Y	Stock	1998	CWG 4144	Old Yellow
4145	P3	Y	N	Tomar	Yes	New		Y	Stock	1996		Old Yellow
4146	P5R24	N	N	Xenon	Yes	Squ	Squ	Y	Rock Is.	1988	FRVR 1988, BMC 4146 (Badger Milling)	Old Yellow
4147	RS3L	Y	N	Tomar	Yes	Old	New	Y	Note 2	1994		Old Yellow
4148	RS3L	N	N			Squ	New	Y	Note 2	1996	Note 1, Extra grabs on hood ends	Old Yellow
4149	P3	Y	N	Tomar	Yes	Squ	New	Y	Rock Is.	1996	Extra grabs on hood ends, Nebkota 4149	Old Yellow
4150	P5R24	N	N	Tomar	Yes	Old	Squ	Y	Stock	1996	WC 415	Old Yellow
4151	P5R24	N	N	Western	Yes	Squ	Squ	Y	Rock Is.	1988	Extra grabs on hood ends, FRVR 4151, WC 4151	Old Yellow
4152	M3R1	N	N	Tomar	Yes	New	New	Y	Stock	1996	Extra grabs on hood ends	Old Yellow
4153	RS3L	N	Y	Tomar	Yes	Squ	Squ	Y	Rock Is.	1996	Chop Nose, 4 Stacks/DBGX 4153	Traditional B Safety Yellow C
4154	RS3L	N	N	Xenon	Yes	Old	Old	Y	Rock Is.	1996	Horst Air Filters	C
4155	P5R24	Y	Y	Tomar	Yes	Old	Squ	Y	Stock	1996	RSSX 4155	Old Yellow
4156	RS3L	Y	Y	Tomar	Yes	Old	Old	Y	Rock Is.	1996	RSSX 4156	Old Yellow



4157	P5R24	N	Y	Tomar	Yes	Old	Old	Y	Stock	1997	-2 class lights on F end	Safety Yellow C
4158		N	Y	Western	Yes	Old		Y	3	1991		Old Yellow
4159	P5R24	Y	Y	Xenon	Yes	Old	Old	Y	Stock	1988	FRVR, WC. MNTX 559 (Soo)	Old Yellow
4160	P5R24	Y	Y	Tomar	Yes	Squ	Squ	Y	Stock	1998	-2 class lights on F end, HL Visors	Traditional
4161		N	Y	Xenon	Yes	Old		Y	Stock	1996	MALX 466	Old Yellow
4162	P5R24	N	Y		Yes	Old	Squ	Y	Is.	1996	Rear # boards blanked/DDDX 4162 Silver Creek NE	Traditional B
4163						Old	Old	Y	Stock	1997	Horst Air Filters, RSSX 4163	Old Yellow
4164	P5R24	N	Y	Tomar	Yes	New	New	Y	Stock	1996	Hoosier Southern 467 (2018)	Safety Yellow C
4165	RS3L	N	Y	Tomar	Yes	Old	Old	Y	Is.	1999	WCTX 4165 Ralston IA	Old Yellow
4166	P5R24	N	Y	Xenon		New		Y	Is.	1991		Old Yellow
4167		N	Y	Western		Old		Y	Is.	1992		Old Yellow
4168		N	Y	Xenon	Yes	Old		N	Is.	1996		Old Yellow
4169	P5R24	N	Y	Tomar		New		Y	Is.	1997	No plow	Old Yellow
4170	P5R24	N	Y	Xenon	Yes	New	New	Y	Stock	1996		Old Yellow
4172	P5R24	N	Y	Tomar	Yes		Old	Y	Stock	1992		Old Yellow
4173		N	Y		Yes	Old	Old	Y	Is.	1994	Iowa Pacific 4173	Old Yellow
4174	P5R24	N	Y	Tomar	Yes	Old	New	Y	Stock	1997	Rear # boards blanked, NBER 4174 (2018)	Traditional
4175		N	Y	Western		Old	Old	Y	Is.	1996		Old Yellow
4176		N	Y	Tomar		New		N	Stock	1996		Traditional B
4177	P5R24	N	Y	Xenon	Yes	Old		Y	Is.	1991		Old Yellow
4178	P5R24	N	Y	Tomar	Yes	Old	Old	Y	Stock	1997		Old Yellow

4179	P5R24	N	Y	Tomar		New	New	Y	Stock Rock	1996		Old Yellow
4180	RS3L	Y	Y	Xenon		Old	Old	Y	Is.	1997	RSSX 4180	Old Yellow
4181	P5R24	N	Y	Tomar		New	Old	Y	Stock Rock	1996	-2 class lights on F end	Old Yellow
4182	P5R24	N	Y	Tomar	Yes	New	New	Y	Is. Rock	1996	D&I Railroad 25 (2014)	Old Yellow
4183	P5R24	N	Y	Tomar	Yes	Old	Old	Y	Is.	1996		Old Yellow
4184	P3	Y	Y		Yes	Old		Y	Stock	1996	Class lights blanked	Traditional
4185	P5R24	N	Y	Stratolite		New		Y	Stock	1992	No snowplow	Old Yellow Safety Yellow C
4186	P3	N	Y	Tomar	Yes	Squ	New	Y	Stock	1996		
4187	P3	N	Y	Tomar	Yes	Old	New	Y	Stock Rock	1996	No snowplow	Old Yellow
4188	M3R1	Y	Y	Xenon			Old	Y	Is. Rock	1994	Iowa Pacific 4188	Old Yellow
4189	P5R24	N	Y	Xenon				Y	Is.	1992		Old Yellow
4190		N	Y	Stratolite	Yes	Old	Squ	N	Stock Rock	2000	Note 4. WCTX 4190 Templeton IA	Traditional
4191	P3	N	Y	Tomar	Yes	Old	Old	N	Is. Rock	1998	AGPX 4191	Old Yellow
4192	P5R24	N	Y	Xenon				Y	Is.	1996		Old Yellow
4193	P3	N	Y	Tomar	Yes	Old	Old	Y	Stock Rock	1996		Old Yellow
4194	RS3L	N	Y	Tomar	Yes	Old		Y	Is. Rock	1997		Old Yellow
4195	RSU3L	N	Y	Tomar	Yes	New		Y	Is. Rock	1997	RS5T in the late 1980s, Horn mounted on a stand	Old Yellow
4196	P3	Y		Tomar	Yes	Old		Y	Is.	1992		Old Yellow
4197	P5R24	N	Y	Tomar	Yes	New	New	Y	Stock	1997		Old Yellow
4198	P5R24	Y	Y	Tomar	Yes	Old	Squ	Y	Stock	1996	BRAN 4198	Old Yellow
4199	P5R24	Y	Y	Tomar	Yes	Old	Old	Y	Stock	1996	D&I Railroad, Northern Plains Railroad 1905	Old Yellow
4200	P5R24	N	Y	Tomar		Squ	Squ	Y	Stock	1996		Old Yellow

4201	RS3L	N	Y	Tomar	Yes	Squ	Squ	Y	Stock	1997		Old Yellow
4202	P5R24	N	Y	Tomar	Yes	Old	Squ	Y	Stock	1996	Elevator Amarillo TX	Old Yellow
4203	RS5T	Y	Y	Tomar	Yes	Old	Old	Y	Stock	1996		Traditional
4204		N		Tomar	Yes			Y	Rock Is.	1992		Old Yellow
4205	P3	Y	Y	Tomar	Yes	Old	Old	Y	Rock Is.	1997	Stored LTEX	Old Yellow
4206	P5R24	N	Y	Xenon	Yes	Old	New	Y	Rock Is.	1998		Old Yellow
4207	P5R24	N	Y	Xenon	Yes	Old		Y	Rock Is.	1996	No plow	Old Yellow
4208	RS3L	Y	Y	Tomar	Yes	Squ	Squ	Y	Is.	1996		Old Yellow
4209	RS3L	N	Y	Xenon	Yes	Squ		Y	Stock	1998		Old Yellow

The details in this table cover the time period of the late 1980's through early 1990's.

Note 1: Strobe light is mounted on the lower portion of the original rotary beacon.

Note 2: Only these engines have this style of fuel tank, a more rounded version of the standard RI tank.

Note 3: One of a kind fuel tank.

Note 4: Kept as the North Western Station Switcher, hence the late retirement date.

Abbreviations: S/A: Spark Arrestors, R/D: Roof Doors, AWW: All Weather Window, HL F: Headlight, Forward, HL R: Headlight, Rear, DS: Drop Step

Headlight Notes: "New" refers to the modern, Pyle rounded style, Detail Associates #1004, "Squ" refers to the modern, squared off style, Detail

Associates # 1003, and "Old" refers to the older style Mars (non oscillating) light, with both bulbs behind a piece of glass, Detail Associates #1006.