

## Chinese steamer, bound for Corman, arrives stateside

NEW ORLEANS - R.J. Corman Railroad Group's Chinese QJ 2-10-2 No. 7040 arrived in port Dec. 24 after a trip across the ocean, and is expected to arrive at a Corman property in Lexington, Ky., in mid-January.

The locomotive was unloaded from Chipolbrok Chinese-Polish Joint Stock Shipping Co.'s M/S Yongxing on Dec. 27, and was loaded onto a heavy-duty QTTX flatcar with the tender following on an HTTX 60-foot flat equipped with tie-down chains. Final clearance measurements were being taken, and after Norfolk Southern's clearance department in Atlanta gives the nod, New Orleans Public Belt is scheduled to deliver the engine to NS on Monday, Jan. 7.



*(photo by Henry Posner III, Railroad Development Corp.)*

Once the 7040 arrives in Lexington, crews will reinstall components such as injectors that were removed to permit lifting of the locomotive. Work will be conducted in accordance with the Form 4/FRA Part 230 inspection process so the engine can receive her federal certification. Once that's done, test runs will be conducted to ensure the 7040's functionality for special events service on RJC's Central Kentucky Lines.

In February 2006, the 7040 was identified for export by Henry Posner III's Railroad Development Corp. and Multipower International, along with sisters 6988, 6998, 7002, and 7081. The locomotives were towed to CNR's 701 Factory near Jinzhou, China. The 6988 and 7081 were rebuilt for RDC and subsequently placed into service on its Iowa Interstate Railroad. Posner sold the 7040 to Corman, and, sadly, the Chinese scrapped the 6998 and 7002 in early December. However, there are sufficient QJs surviving in industrial service that additional locomotives can be imported should market conditions justify. This was RDC's second locomotive import into the USA in 2007, the first being the two 3-foot gauge GE diesels from Panama received by Oregon's Sumpter Valley Railway in October.

Matt Schwerin, Corman's manager of operating practices, and Dennis Daugherty, chief mechanical officer for the California State Railroad Museum and Posner's project manager for repairs to his QJs, traveled to the 701 Factory in July and early August to supervise the 7040 project. Along with new boiler/superheater tubes and rebuilt running gear, many FRA-mandated modifications were made, including bolted safety appliances such as steps, ladders, and handrails and bells. - Bob Withers