

## PRESERVATION

BY BOB WITHERS

## More Chinese steam arrives

R.J. Corman is the latest railroad company to import a QJ 2-10-2; will more follow?



Workers finish the tie-down on R.J. Corman 2-10-2 No. 7040 in New Orleans. The engine arrived at Corman's railroad in Kentucky in mid-January 2008. Henry Posner III

R.J. Corman Railroad Group's Chinese QJ 2-10-2 No. 7040 arrived in New Orleans on Dec. 24 and made it to its new home on Corman's railroad in Lexington, Ky., in mid-January.

Crews unloaded the locomotive from Chipolbrok Chinese-Polish Joint Stock Shipping Co.'s *M/S Yongxing* in a single day – Dec. 27 – and placed it onto a heavy-duty QTTX flatcar, with the tender on an HTTX 60-foot flat. The flatcars carrying the engine and tender traveled via Norfolk Southern to Kentucky.

Crews in Lexington were set to go to work reinstalling components such as injectors that were removed to permit the lifting of the locomotive by crane. Work will be conducted in accordance with the Form 4 Federal Railroad Administration Part 230 inspection process so the engine can receive federal certification. Once that's done, test runs will take place to ensure No. 7040's readiness for special events on RJC's Central Kentucky Lines. This is a former Louisville & Nashville line with 118

route-miles between Winchester and Anchorage, Ky. Corman acquired it in 2003.

In February 2006, Henry Posner III's Railroad Development Corp. and Multi-power International identified No. 7040 for export along with sisters Nos. 6988, 6998, 7002, and 7081. The locomotives were towed to the Chinese National Railway's 701 Factory near Jinzhou, China.

Railroad Development acquired Nos. 6988 and 7081 and subsequently placed them into service on its Iowa Interstate Railroad in September 2006. The two engines also ran a regular Iowa Interstate freight for photographers in June 2007.

Although the Chinese scrapped Nos. 6998 and 7002 in early December, a sufficient number of QJs survive on industrial railroads so that additional locomotives can be imported if there is a demand. At least one other U.S. railroad has been studying the purchase of a Chinese steam locomotive.

This was RDC's second locomotive import into the U.S. in 2007, the first being two 3-foot-gauge General Electric diesels from Panama that went to Oregon's Sumpter Valley Railway in October.

The process of preparing No. 7040 for movement to the U.S. began last summer. 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, not welded, safety appliances such as steps, ladders, and handrails, as well as the installation of a bell.

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