Carolina Conductor

Volume 5 Number 1 **Monthly Newsletter of the Carolina Railroad Heritage Association, Inc.** January 2018

Preserving the Past.
Active in the Present.
Planning for the Future.

Web Site: hubcityrrmuseum.org
Facebook: Carolina Railroad Heritage Association

Meeting Site:
Woodmen of the World Bldg.
721 East Poinsett Street
Greer, SC 29651-6404
Third Friday of the Month at 7:00 pm

Hub City Railroad Museum and SOU Caboose #X3115:
Spartanburg Amtrak Station
298 Magnolia Street
Spartanburg, SC 29301-2330
Wednesday 10-2 and Saturday 10-2

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Articles can be submitted anytime.

Progress Rail
A Caterpillar Company

Progress Rail

Progress Rail Services Corporation traces its roots to a recycling company founded in Albertville, Alabama, in 1982. Progress Rail became a division of Progress Energy in 2000 as a result of the merger of Florida Progress Corporation and Carolina Power & Light Company. In February 2005, Progress Energy announced it was selling Progress Rail to One Equity Partners for $405 million. The sale closed on March 28, 2005, with Progress Rail becoming a separate private company.

On May 17, 2006, Caterpillar Inc. announced it would purchase Progress Rail from One Equity Partners for $1 billion in cash, stock and debt. The acquisition by Caterpillar was announced as part of its long-term strategy, Vision 2020. In July 2011 the company announced it was to assemble EMD locomotives at a plant leased in the state of Minas Gerais, Brazil.

Progress Rail markets products and services worldwide and maintains 110 facilities in the United States, 34 in Mexico, four in Canada, two in Brazil, five in UK, one in Italy, and one in Germany. Progress Rail is organized into two divisions: Engineering & Track Services (ETS) and Locomotive & Railcar Services (LRS).

On May 24, 2008 Caterpillar agreed to acquire all of the capital stock of MGE - Equipamentos e Serviços Ferroniobiums Ltda., a São Paulo, Brazil-based locomotive component and transit car services company to become part of Caterpillar's Progress Rail Services Corporation. The acquisition of MGE marked Progress Rail's first entry into the South American market.

On June 1, 2010, Caterpillar announced Progress Rail Services Corporation would buy Electro-Motive Diesel from Berkshire Partners LLC

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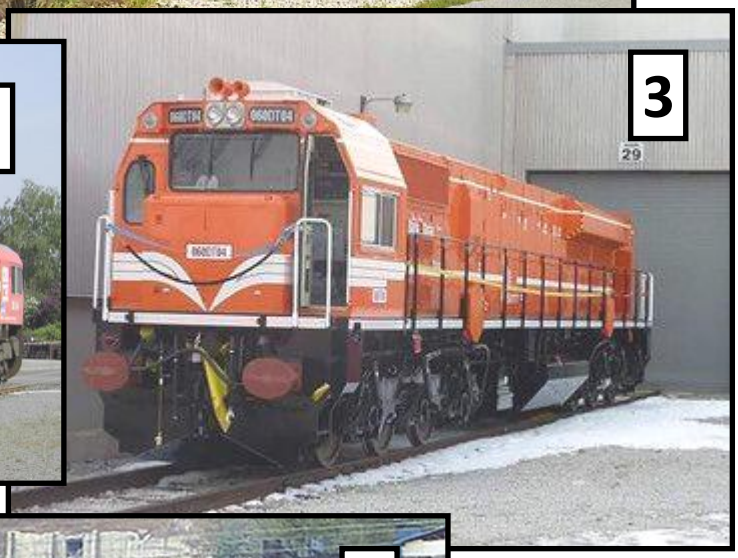
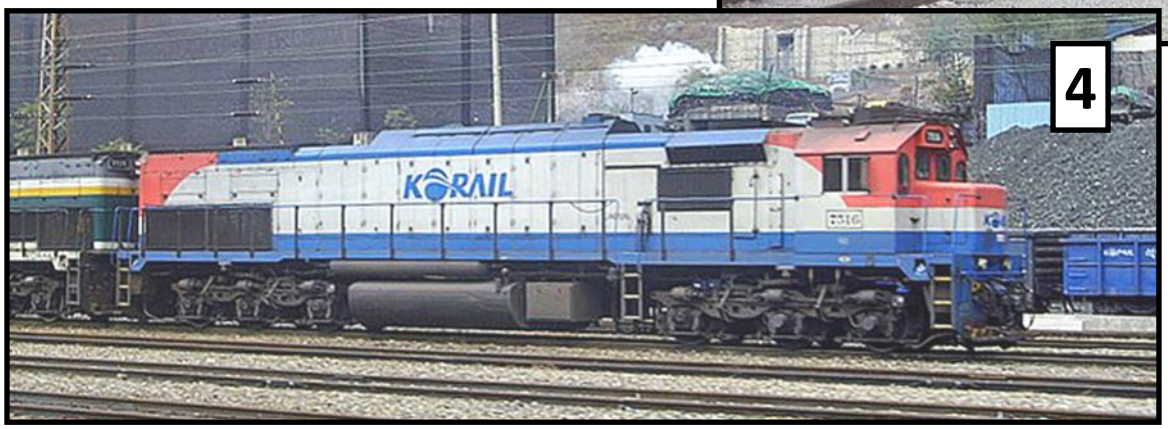
Arrivals

Progress Rail/EMD Export Locomotives





1.Tasmanian Rail #TR01 - Class PR22L
2.European Railways Class 66 or JT42CWR
3.Brazilian Railways SD70ACe
4.Korean Rail GT26 like SD40-2

Departures

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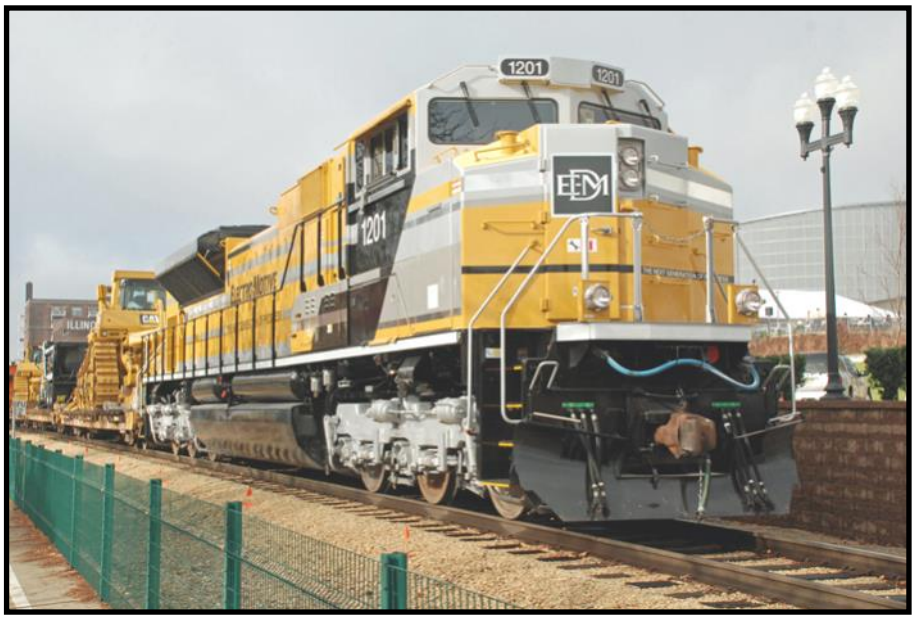

Progress Rail (EMD) SD70ACe demonstrator unit pulling CAT equipment train.

and Greenbriar Equity Group LLC for US$820 million. The purchase was completed on August 2, 2010, making Electro-Motive Diesel a wholly owned subsidiary of Progress Rail Services Corporation.

During 2010, Progress Rail acquired two makers of signal equipment, Coast to Coast Signal Engineering and C&S Signaling, as well as a General Electric subsidiary involved in the signal industry; now Progress Rail Inspection & Information Systems.

In early July 2017 Progress rail put forward a proposal to acquire Downer EDI Freight Rail Maintenance for an undisclosed sum. To become unconditional as of September 30th, 2017. The 3 Things lead to the purchase was, Downer EDI freight rails substantial growth and large increase of profits over the last 12 months. The device of Downer EDI Rail into Downer Freight Rail from Downer EDI Passenger and Progress Rail's desire to be the sole EMD OEM provider in Australia. For more than 90 years, Electro-Motive Diesel provided quality products and services to the railroad industry worldwide. We continue this proud history by producing freight, passenger and road-switching locomotives for use in the U.S. and abroad.

The Progress Rail SD70ACe freight locomotive offers proven AC technology, sophisticated mi-

Norfolk Southern #1111, nicknamed by railfans as the "Bar Code" unit, SD70ACe.

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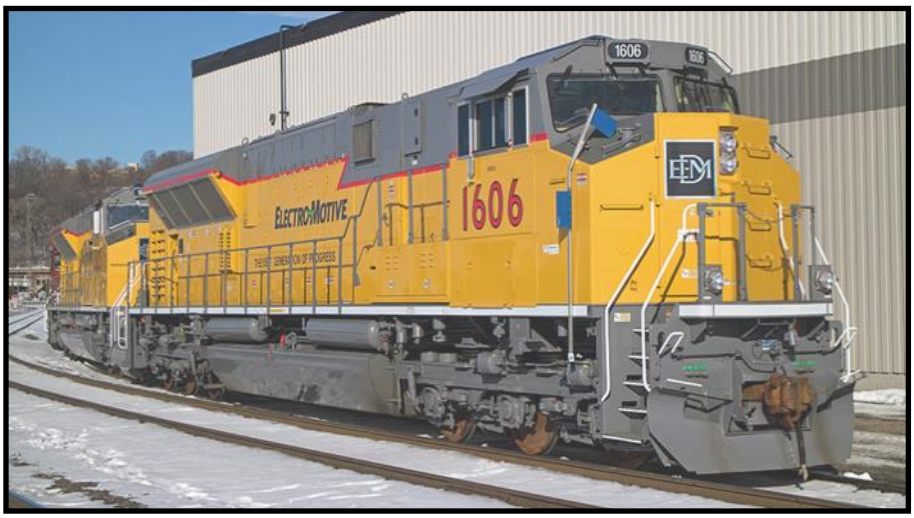


EMD SD70ACe-Tier 4 locomotive, Union Pacific #1606.

croprocessor controls, advanced safety features, easier maintenance and accessibility, radial and conventional trucks and extended maintenance cycles that reduce overall costs.

By offering a wide range of features and technologies, we deliver locomotives that meet specific customer requirements - with performance and reliability that our customers demand.

Internationally, our performance knows no borders. We are bringing the full range of EMD products and services to all parts of the world, including transfer of technology agreements, and servicing our product portfolio through our network of international associates, partners and licensees.

Our passenger locomotive offerings include high-speed operation (up to 125 miles per hour), for intercity and commuter operations. We incorporate cutting edge technologies such as Crash Energy Management (CEM), regenerative braking, inverter-driven Head End Power (HEP) and Positive Train Control (PTC) compatibility.

Progress Rail Modifications and Upgrades

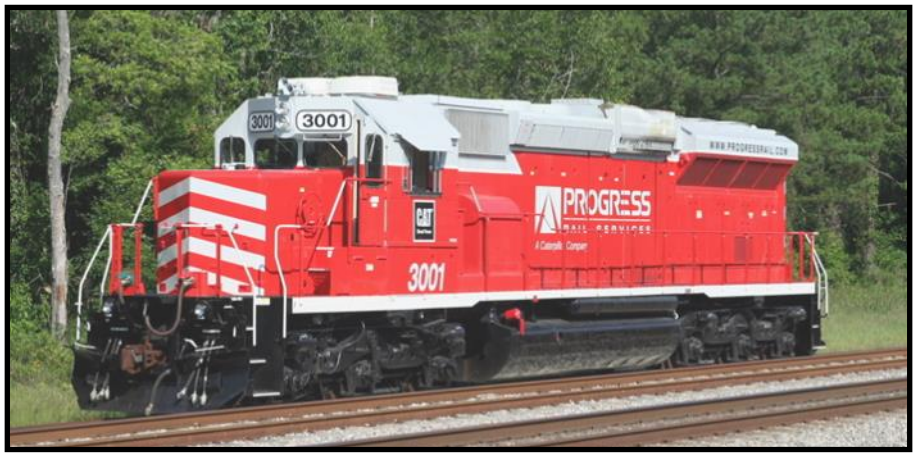
PR30C

The Progress Rail PR30C is a 3,005 hp C-C diesel-electric locomotive rebuilt by Progress Rail Services. It is the result of a conversion to an existing EMD SD40-2-type locomotive. This involves replacing the existing prime mover with an EPA Tier-II-compliant turbocharged V16 Caterpillar 3516. The prime mover is equipped with an additional exhaust treatment system, in a large box mounted at hood top level, in front of the radiator section.

This conversion alters the external appearance of the locomotive; in addition to the addition of the large exhaust treatment box, the radiator section is replaced with one similar in appearance to that of an EMD SD70ACe.

PR43C

The Progress Rail PR43C is a 4,300 hp C-C genset diesel-electric locomotive built by Progress Rail Services Corporation. It is the result



Progress Rail PR30C upgrade to Tier 2 compliance.

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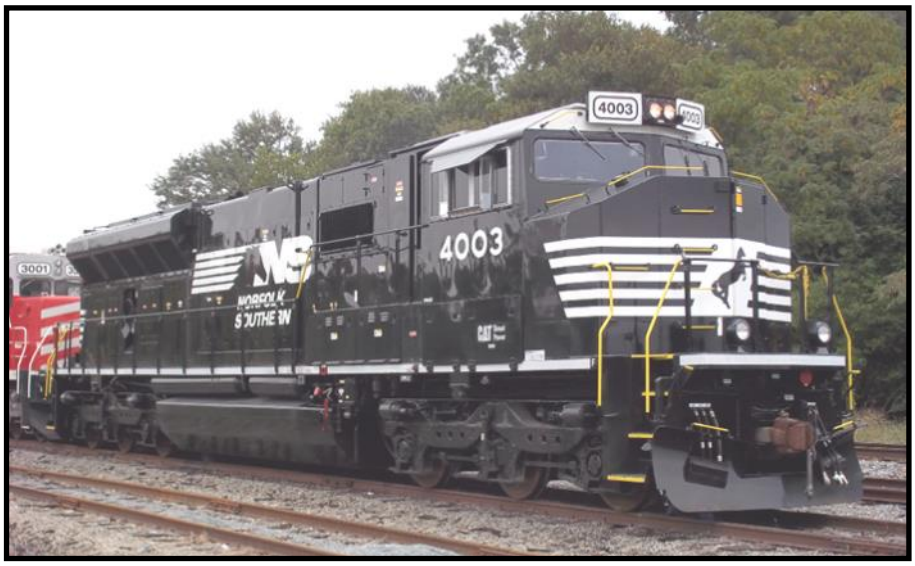
Rare Mileage

of a conversion of existing EMD SD50 locomotives. This involves replacing the original EMD 645 prime mover with a pair of Caterpillar engines, a 3,600 hp C175 engine and a 700 hp C18 engine. The locomotive was jointly designed by Progress Rail and Norfolk Southern Railway. Development began in 2008.

Three locomotives have been built: two are operating in revenue freight service on Norfolk Southern, while a third is operating as a demonstrator unit for Progress Rail. Norfolk Southern has four more PR43Cs on order. The locomotives operating for Norfolk Southern work on freight trains in central Illinois, leading to speculation that they are being tested, as Caterpillar's headquarters are located in Peoria, Illinois. All three locomotives were manufactured at Progress Rail's Mayfield, Kentucky factory.

The process of converting an SD50 to a PR43C alters the external appearance of the locomotive; the original radiator section is replaced with a larger one that is similar in appearance to that of an EMD SD70ACe or SD70M-2. They do in fact look like both of those locomotives.

Progress Rail Genset locomotive model PR22B three motors & three generators.



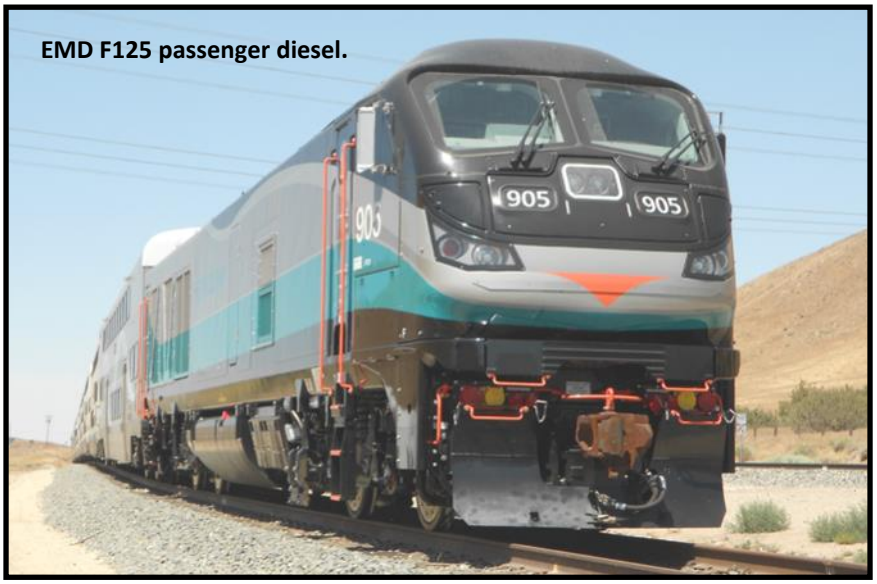
Norfolk Southern #4003 a PR43C conversion locomotive.

PR22B

The Progress Rail PR22B is a three genset locomotive. The PR22B has three CAT C-18 gensets, all three combined produce 2,235 hp. Not many PR22B's have been outshopped, all were built before 2012, and all PR22B's built are EPA Tier 2 compliant. The small fleet of Progress-owned locomotives have toured on RJ Corman in 2009, CSX in 2011, and NYS&W in 2013. As of January 1, 2014 no orders have been generated.

Progress Rail #3802 a Genset test bed loco.

Marker Lights



EMD F125 passenger diesel.

The EMD/Progress Rail F125 "Spirit" is a four-axle passenger diesel locomotive manufactured by EMD/Progress Rail for the North American market. It is powered by a Caterpillar C175-20 V20 diesel engine rated at 4,700 hp. The locomotive can travel at a maximum in-service speed of 125 mph pulling consists of up to 10 cars. It is EMD's first new passenger locomotive since the EMD DE30AC and DM30AC, and EMD's first domestic passenger locomotive in 15 years.

Features of the F125 include EPA Tier 4 emissions compliance (with exhaust after-treatment), AC traction systems, extended-range blend and dynamic brakes with HEP regeneration capabilities, advanced crash energy management (CEM) technology, and a streamlined body design, designed by Vossloh Rail Vehicles of Spain.

The Los Angeles commuter rail agency Metrolink is the launch customer for the EMD F125, with an order of 40 total. The cost of the base order of 10 units with an option of additional 10 was estimated at $150 million, with delivery commencing in 2016. The base order was signed on May 31, 2013 for 10 locomotives with an option for additional 10, [5] which has since been exercised. Additional orders were exercised as funding became available. They will replace the EMD F59PH and EMD F59PHI.

The first locomotive, SCAX 903, began testing in the first quarter of 2016. The bulk of the order was expected to be delivered by April 2017, but as of June 2017, 13 locomotives have been delivered. The first one delivered, SCAX 905, was unveiled on July 18, 2016 at Los Angeles Union Station during a special event, and had its first mainline run on June 10, 2017.

Wanted—Articles for the Carolina Conductor

Submit an article of 200 words or more with some photos and captions and see them in print. Every one of us has some unique railroad experience that would make interesting reading for our membership. Your editor always needs more contributions of local railway history and news.

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