

RAIL MAINTENANCE AND TEST CARS

BURLINGTON NORTHERN #BNX-54-0046

Ballast Tamper 1975

Builder: Canron Company

Self-propelled track alignment machine; Model JRA-JDG Electromatic Mark 1.

GREAT NORTHERN #2100

Steam Locomotive 1923

Builder: Baldwin

Tender

Vanderbilt-type tender from steam locomotive; 15,000-gallon capacity; last used as maintenance water car.

ILLINOIS CENTRAL #30

Dynamometer Car 1943

Builder: Illinois Central

Jointly owned by Illinois Central and University of Illinois (which provided equipment) for testing steam locomotive pulling power; instrument came from wooden 1907 car.

ST. LOUIS SOUTHWESTERN ("Cotton Belt") #MW 95589

Wedge Snowplow 1913

Builder: Baldwin

Originally a Vanderbilt tender to Rock Island 2-8-2 #2572; rebuilt in mid-1920s to "loaf of bread" water tank design; converted to plow in 1957; conveyed to St. Louis Southwestern when Rock Island was broken up and its lines were sold.

UNION PACIFIC #BC-33

Locomotive Crane 1984

Builder: Pyke

Self-propelled; 18-ton capacity.

UNION PACIFIC #SDA2

Track Spiker 1981

Builder: Fairmont

Used to drive spikes into railroad ties to secure rails; Fairmont model W96B.

UNION PACIFIC #THC12M

Tie-Handling Crane ca. 1970

Builder: Kershaw

Crane is model TC/C3.

UNION PACIFIC #90081

Rotary Snowplow 1966

Biggest, heaviest rotary plow made, with 12-foot cutting wheel and 3,000-hp engine to turn it using diesel-electric drive; weighs 376,400 lbs. fully loaded.

US ARMY #226

Locomotive Crane 1953

Builder: Orton

Self-propelled; 25-ton capacity.