

Late Breaking Rail Industry News

GenSet locomotives for Detroit and California May 27, 2008

National Railway Equipment Company's multi-engine N-ViroMotive™ GenSet switcher locomotives continue barnstorming the nation's railroad yards. CSX is NREC's latest customer, and another successful test has been conducted in California.

In Michigan, a public-private partnership involving CSX Transportation, the Michigan Department of Transportation (MDOT), and the Southeast Michigan Council of Governments (SEMCOG) has brought two of the ultra-low-emission locomotives to CSX's Rougemere Yard in Dearborn, an EPA-designated non-attainment area. The units are the first low-emission locomotives to be deployed in Michigan, as well as on CSX's 23-state rail network. The two GenSet locomotives were retrofitted using 80% Federal Fiscal Year 2007 Congestion Mitigation and Air Quality Improvement (CMAQ) funds and 20% CSX funds. MDOT was the project sponsor and worked closely with SEMCOG. Two additional GenSet locomotives have been agreed to through continued partnership and contracts are currently in development. Once the additional locomotives are delivered, all yard locomotives at Rougemere Yard will use GenSet technology.

CSX, a member of the EPA's Climate Leaders program, in which the company has committed to reducing its emissions and leveraging other means for environmental benefits, has invested more than \$1 billion to upgrade its fleet with technology that reduces fuel consumption and air pollutant emissions. Through efforts like these, CSX says it has improved its fuel efficiency by approximately 80% since 1980. CSX is also a charter member of the EPA SmartWay Transport Partnership, which is designed to promote voluntary reductions in fuel consumption and emissions.

In California, Central California Traction Company (CCT) of Stockton successfully performed an operational test earlier this spring at the Port of Stockton and on its main line of a two-engine, 1,400 hp 2GS-14B four-axle GenSet. CCT General Manager Dave Buccolo remarked that the locomotive's adhesion "was impressive. It consistently pulled well, pulling the same tonnage as two of our SW1500 units up a 2% grade. And when CCT analyzed the fuel consumption, there was a 61% fuel saving per eight-hour shift compared to an SW1500." CCT operates between Stockton and Lodi, Calif., and interchanges with BNSF, Union Pacific, and Stockton Terminal & Eastern Railroad.

The N-ViroMotive GenSet, says NREC, can achieve an 80%-plus reduction in nitrous oxide (NOx) and particulate matter (PM) emissions, in addition to offering up to 60% in fuel savings capability in switching and road switching service and a 50% to 65%-plus improvement in tractive effort adhesion efficiency, compared to conventional switchers. "These locomotives are significantly quieter than existing locomotives; they achieve the most stringent noise level requirements for off-road capital equipment," the company says. "In contrast to existing locomotives, GenSets can be cranked up as quickly as a truck engine, avoiding the need to leave engines idling for long periods of time. They

utilize an engine load sharing system that evens out the wear and tear between each engine to reduce maintenance requirements by 35% or more. Microprocessor-based electronic controls and modularized mechanical platforms significantly decrease maintenance requirements. They're EPA certified as an ultra-low emitting locomotive and meet and exceed all current EPA Tier II railroad emission standards for locomotives.”