

Leasing and Pooling

by Jim Boyd



Above: Leased Northern Pacific F-3 units coupled to a Burlington F-3 B unit, awaiting assignment to Chicago's busy Clyde yard.

Right: Atlantic Coast Line E-6 leads Pennsy Train 93 The South Wind out of Chicago, 800 miles from nearest ACL trackage.



Look again, it's a Central of Georgia E-8 decked out in Illinois Central's handsome brown and yellow colors for service in the Chicago-Jacksonville pool, but she's shown doing a turn on the Iowa Division Land O'Corn. Photo by Mike Shafer, Rockford, Ill.

THE flexibility of diesel locomotives has led to a number of interesting situations in prototype railroading: can you imagine D&RG GP-35's in Chicago? . . . Reading 424's in St. Louis? . . . Chicago & Western Indiana RS-1's in Winnipeg? All of these situations have been in the news in the last year, and many more like them are going on right now. They are brought about by leasing and pooling of diesel units to fill power shortages or to expedite trains.

These operations should give some good ideas to modelers who want variety in their rosters without ending up with a toy like collection of unrelated engines.

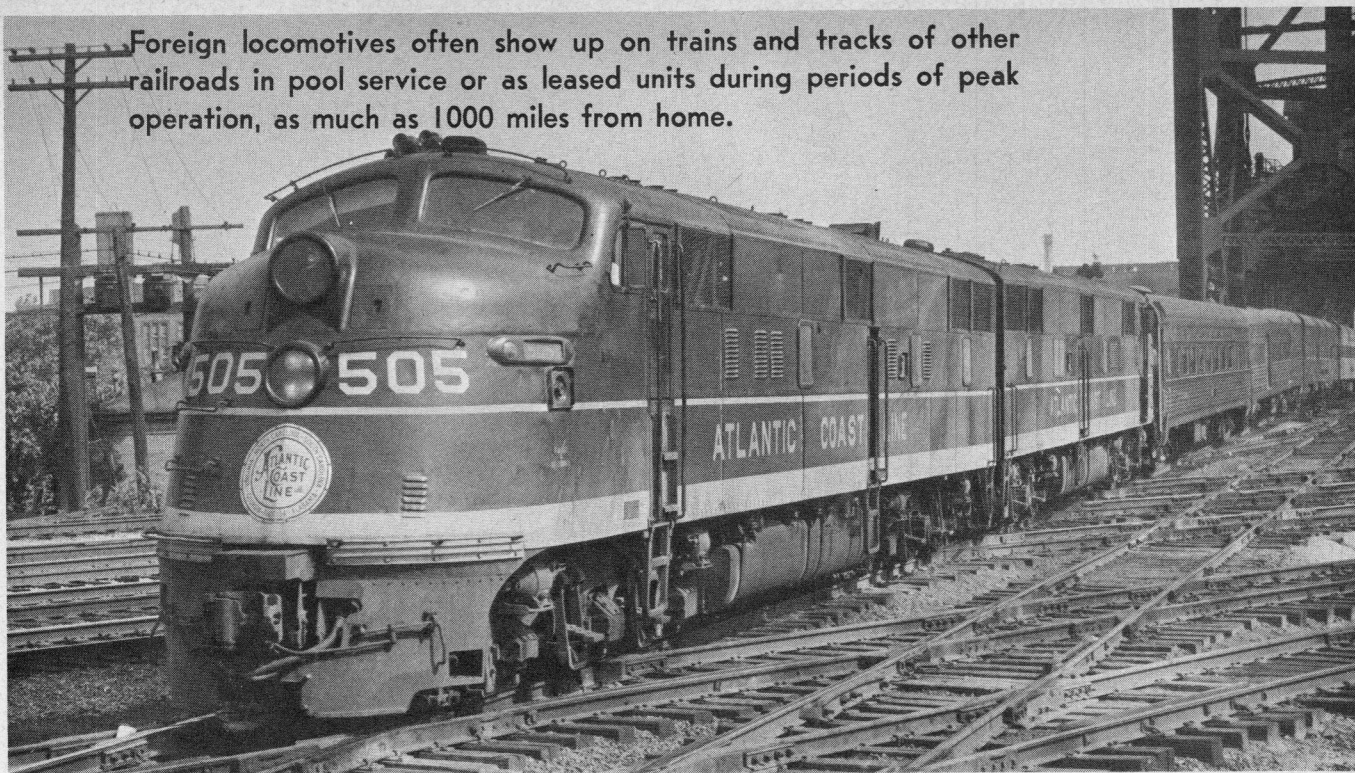
Locomotive leasing from one road to another is an old practice. Under government control in WW1, locomotives were shifted from one road to another with total disregard for tradition. During WWII similar power shifts were in evidence that saw such things as CB&Q 2-6-2's on the

SP in California, and DM&IR 2-8-4's on the D&RGW in the Colorado Rockies. In 1956 the Pennsy leased 13 Santa Fe 2-10-4's to serve with its own J-1's pulling coal on the Sandusky, Ohio, branch. The same year the Canadian National leased GTW 4-8-4's for its harvest rush, and the GTW in turn leased Illinois Central 4-8-2's and CB&Q 4-8-4's to fill its own power shortage. Why not just send the IC's and Q's to the CNR . . . they were too big to go through the St. Clair tunnel, which the small GTW 4-8-4's could. In 1959, the Nickel Plate killed its famous 2-8-4's with leased C&O F-3's, and the Colorado and Southern killed its 2-10-2's in 1960 with GN FT's.

Today it is common practice to lease units from one road to another. In 1965 I have seen B&M RS-3's on the CPR, C&WI RS-1's on the GTW, NP F-3's on the CB&Q, and Erie-Lackawanna F-3's on the Rock Island. The Rock Island seems to be the champion unit-lessee; in the last three years they have leased UP FA-2's, UP Alco switchers, GN FT's, DM&IR SD-7's, a Soo Line Baldwin road switcher, and the current E-L F-3's! The DM&IR has a large supply of SD-7 and SD-9 units that are idle during the winter when the lakes are frozen that it often leases out; but in the fall when steel mills are stockpiling, it leases other road's units itself.

What general conclusions can be drawn about leased units? Well, they are usually obtained to fill a temporary power shortage while awaiting new units or to fill seasonal peaks. Units filling a shortage when old units are traded in and new ones are not yet delivered are generally from close neighboring roads, but units leased for seasonal peaks are usually from quite far away because the sea-

Foreign locomotives often show up on trains and tracks of other railroads in pool service or as leased units during periods of peak operation, as much as 1000 miles from home.



Burlington U-25B's make up the lead and trailing units of a five unit power block including three UP GP-30's on the CDG1 at Mendota, Illinois. This combination will head through to Ogden, Utah.

sonal conditions normally effect all roads in an area making them all short of power. Engines obtained through leasing are generally older units that the home road can spare most easily. Another common practice is to lease units from roads controlled by the same financial powers, such as the KCS and CGW who frequently swap power back and forth.

One problem today is that railroads with cab signals and train controls can seldom lease units with compatible equipment, thus any leased units must be used only as boosters (trailing units). On the Rock Island, the Eries cannot be used in the lead between Chicago and Rock Island because of train control, but they can be used in the lead west of Rock Island where train control is not in use.

The practice of unit pooling is a product of the diesel age. Steam locomotives which required servicing every 150 miles, pretty much stayed on their home division; but diesels can cover entire railroads without servicing. The tremendous range of diesels and the fact that one road's units will multiple with another's, make it possible for the roads to combine units and completely eliminate engine changes on some trains. The object of a power pool is speed and efficiency; pool units are generally the newest available and run only on the hottest trains.

A classic pool is the arrangement between the Illinois Central and the M&StL (now C&NW) from Water-

loo, Ia. to St. Paul, Minnesota. By combining the IC's Iowa Division from Chicago to Waterloo, the IC's branch from Waterloo to Albert Lea, Minn., and the M&StL main line to St. Paul, they made a very competitive route in the hot Chicago to St. Paul market. St. Paul bound freight leaves Chicago behind IC geeps and is set out, at Waterloo for classification. It leaves Waterloo behind mixed IC and M&StL geeps and runs straight through St. Paul eliminating the engine change at Albert Lea. IC cabooses are run all the way. This operation makes a very colorful sight, with black and white IC geeps mixed with yellow and green M&StL's

One of the most interesting power



Above: L&N GP-30's in Chicago-Atlanta pool are serviced at C&EI yard at Dolton, Ill. Steam power rarely operated so far from home.



Right: ACL E-6's spend a cold night in the Pennsy's 16th St. diesel house, readying for the morning South Wind run to Florida.



Leased Chicago & Western Indiana RS-1 sits beside leased Central Vermont GP-9 in Grand Trunk Western's yard in Chicago. Both GTW and CV are Canadian National controlled and often swap power.

pools is seen on the CB&Q's hotshot CD (Chicago-Denver, westbound) and LW-68 (Lines West-68, eastbound) operated in conjunction with the D&RGW. These trains run from Salt Lake City to Denver over the Rio Grande and on into Chicago over the Burlington. Both roads use GP-30's and -35's in this service, and since the Burlington end of the run is by far the longest, it contributes about $\frac{2}{3}$ of the engines to the pool, and the Rio Grande the remaining $\frac{1}{3}$. The units on any given train are seldom mixed, but every third train will have Rio Grande units.

The Burlington also has a pool with the Union Pacific on the CGI (Chi-

cago-Grand Island, westbound) and GI-68 (Grand Island-68, eastbound) where they run from Ogden, Utah to Chicago transferring UP to CB&Q at Grand Island, Nebraska. Both roads run mostly GP-30's in the pool, although the Burlington also runs its six U25B's. This pool differs from the Rio Grande pool in that both UP and CB&Q are equal contributors; and the units are run mixed, with red and white Burlington's MU'd with yellow and gray UP's.

Now comes the fun! Q-D&RGW LW-68 and Q-UP GI-68 both arrive in Lincoln, Neb., from the west about the same time, and are often combined into Chicago carrying all Rio

Grande units, mixed Q and UP units, or a mixture of all three! They return to Lincoln as CDGI and split from there west. Although the Rio Grande pool is only about a year old, I've seen the CGI pool as long ago as 1960. With so many foreign units on the line, it's not uncommon for things to get fouled up by mechanical trouble and find stray UP or D&RG units on other than the pool trains to balance or transfer power.

The Chicago and Eastern Illinois and Louisville and Nashville have a pool between Atlanta, Ga., and Chicago on a piggyback hotshot where they mix GP-30's and -35's of both roads. These roads also have a passenger pool between Atlanta and Chicago on the Hummingbird-Georgian which operates alternately with pure L&N and mixed C&EI and L&N units.



Louisville & Nashville E-6 leads C&EI No. 93-5 The Hummingbird-Georgian across 21st St. interlocking in Chicago. L&N's will run to Atlanta.

It is quite unusual for roads to have both freight and passenger pools between the same points. The Union Pacific has both freight and passenger pools into Chicago, but the freight run over the Burlington, and the passengers over the Milwaukee Road. The UP and Milwaukee mix E-units on the Chicago to west coast "Cities" streamliners, in fact, the Milwaukee completely changed its entire passenger paint scheme to match the UP trains.

The Chicago to Florida runs involve several interesting pools, the ACL - L&N - Pennsy, South Wind, and the ACL - C of Ga. - IC, Seminole. The South Wind is an every other day Chicago to Miami train that operates with a Pennsy - ACL power pool. At any given time there two South Winds on the road, one northbound and one southbound; one with Pennsy units and the other with ACL's. The units run without change from Chicago to Jacksonville, Florida, and its bit of a shock to see ACL E-6's in Chicago, 803 miles from the nearest ACL tracks,—or Pennsy E-8's in Jacksonville!

The Central of Georgia contributed two E-8's to the Illinois Central's Seminole pool to run from Albany, Ga., to Chicago. The IC is very conscious of the neat appearance of its orange and brown trains, and those red, blue, and black C of Ga. units clashed a bit too much with the IC colors, so C of Ga. E-8's 811 and 812 were repainted in orange and brown with Central of Georgia lettering—even in the IC green diamond herald! These units are sometimes seen together, but more often they are mixed with IC power. Occasionally, due to a power shortage in Chicago, they get cycled west on the Iowa division.

There are many other pools, but these should give you ideas for some interesting modeling possibilities.

Erie Lackawanna F-3 unit, far from home, trailing a pair of assorted Rock Island growlers through Wyand, Ill. CRI&P unit must head train because special Rock Island train control equipment.



Closeup of colorful Burlington red and white unit running with yellow and grey Union Pacific power on the CDGI at Mendota, Ill.

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