

SHORTLINE & REGIONAL SPECIAL

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THE magazine of railroading

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Canadian Pacific fights for its life
NS heritage units hit the road!

SHORTLINE POWER!

Locomotives for the little guys

Rock Island survivor is A-OK

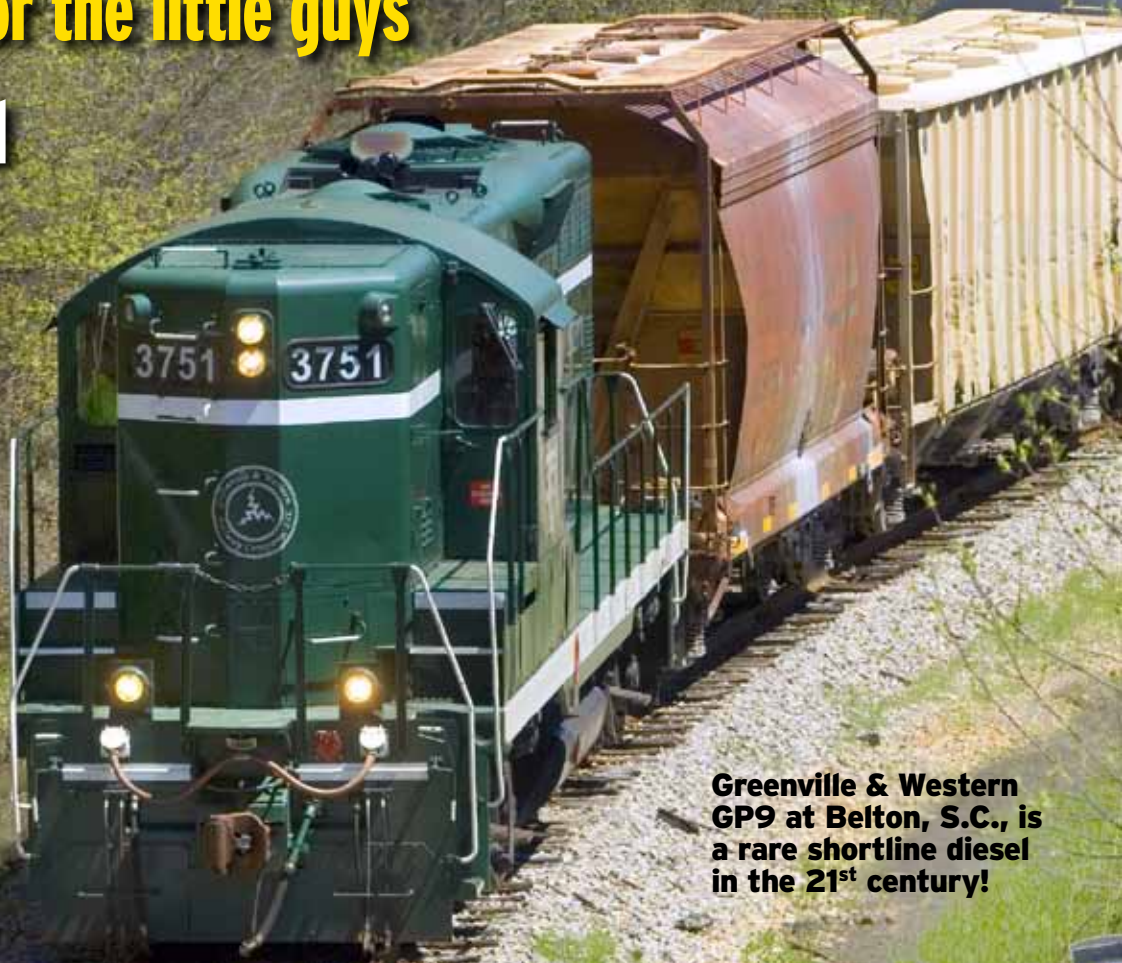
Sandersville carries kaolin and more

Western New York & Pennsylvania's big challenge

PLUS

MAP: Southern Pacific routes today

Slippery slope of friction control



Greenville & Western GP9 at Belton, S.C., is a rare shortline diesel in the 21st century!



JIM WRINN

When shortline units have names

Named locomotives are a rarity on railroads, large and small. But two named shortline locomotives have stories worth sharing: one is about a little tyke named Harrison on a family-run line and the other is about a fallen local hero whose name will live at his Pennsylvania railroad.

First, here's the tale about our cover locomotive this month, Greenville & Western GP9 No. 3751 and the 1-year-old son of G&W President Steven Hawkins. When Hawkins bought the Baltimore & Ohio unit, he and his wife, Cheryl, the company's secretary and treasurer, wanted to give it a number with meaning. They let their minds wander. And here's how they derived the number: Steven was 37, Cheryl was born in 1975, and their son, Harrison, was 1. Thus, $37 + '75 + 1 = 3751$.

When they purchased a second unit, they saw logic in numbering it 3752 but, Steven says, "that led to speculation on the part of friends and family who knew the story behind 3751 that we must be having a second child." They denied it, of course ... that is until a second son, Spencer, came along in 2009! So, the kids have engines.

When No. 3752 got fresh paint in fall 2011, the Hawkins clan added the name "Spencer" and plan to letter 3751 "Harrison" when it is repainted this year. What a nice tradition for a family-owned railroad.

My good friend Todd Hunter, marketing director at North Shore Railroads in Pennsylvania, alerted me to another naming story, this one on his railroad.

Earlier this year, the Juniata Valley Railroad named SW9 No. 2106 for the late James E. Miller, the first general manager of that shortline.

Miller also was the first general manager of another North Shore family railroad, the Nittany & Bald Eagle, and he was the last general manager of Pennsylvania's legendary Bellefonte Central, which closed in 1984. During a 41-year career that started in 1969 at Bellefonte Central, Miller never had an injury, and he was known for putting a shine on the engines he managed. He died in December 2010, but his name lives on, and now every time the 2106 makes a run, so will Jim Miller.

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Jim Miller with Juniata Valley SW9 No. 2106. Today, the Pennsylvania shortline unit bears his name. Todd Hunter



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