



PRESS RELEASE

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Please note: a press kit (featuring graphics and photos) is available on our website at www.OperationToyTrain.org/press

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OPERATION TOY TRAIN RAILCAR DISPOSITION PLANS ANNOUNCED; THREE HISTORIC LOCOMOTIVES ACQUIRED BY RAILROAD PRESERVATIONISTS

HAWLEY, PA – After acquiring 13 pieces of railroad equipment in a September 2020 donation, Operation Toy Train has ensured the future of three historic locomotives from the collection by getting them into the hands of railroad preservationists and operators.

Two of the diesel-electric locomotives have been acquired by Klarr Locomotive Industries (KLIX) of Utah. GP9 #1268 was built in 1957 as Northern Pacific #317, while FA-1 #7375 was built in 1949 as Spokane, Portland & Seattle #860A prior to being rebuilt by the Long Island Rail Road as power car #606. Since both locomotives have historic ties to the Pacific Northwest, KLIX is in negotiations to move them to the Inland Northwest Rail Museum in Reardan, Washington (just west of Spokane) for eventual restoration to their original schemes for static display. KLIX recently spearheaded and worked with Western Rail on the well-publicized restoration of Great Northern GP9 #657 for display in Kalispell, Montana, and owner Derrick Klarr led the discussions for the 2020 BNSF donation of ex-Great Northern SD9 #598 to the Inland Northwest Rail Museum.

"KLIX is grateful for Operation Toy Train's efforts to acquire, prepare, and move this historic equipment, saving it from scrapping," says Klarr. "We are honored that Operation Toy Train was willing to work with KLIX to help get these two units home to the Pacific Northwest for preservation."

Meanwhile, the third historic locomotive has been acquired by DeAndre Walters of CRail 21112, based in New York state. GP9 #1267 was built in 1957 as Great Northern #718, and the 64-year-old locomotive is getting another lease on life. Walters, a locomotive electrician tech by trade who also owns a former Conrail caboose, has the skills to restore the diesel-electric locomotive to operation for use on the Adirondack Railroad.

"The locomotive will be getting an extensive rewiring to replace what was stolen over the years," says Walters. "With this work, it will be electrically upgraded to a GP9M with newer switchgear, and I plan on reinstalling the dynamic braking system (needed for the grades of the Adirondacks). Additionally, it will receive a 26L brake system upgrade and a new Adirondack paint job." Walters

plans to base the locomotive on the Adirondack Railroad's Utica Division and use it to operate the line's excursion trains to Tupper Lake. "I cannot thank Operation Toy Train enough for taking action to save this locomotive and affording me this opportunity," says Walters.

"We're very pleased to see all three locomotives going to good homes," says Rudy Garbely, a representative of Operation Toy Train. "While preservation isn't directly a part of our mission, the fact that we have been able to save these historic engines and get them into the hands of preservationists is a fantastic side effect of our toy collection efforts."

Besides the three locomotives, the three boxcars acquired in the 2020 equipment donation have been acquired by the Tioga Transportation Society, a Pennsylvania non-profit group affiliated with the Stourbridge Line. These cars will be used for maintenance-of-way service along the route, putting them back into active railroad service after nearly a decade of use for storage space.

Seven pieces from the 2020 equipment donation remain under Operation Toy Train's ownership. A former Long Island Rail Road P72 commuter coach is currently available for sale, while the fate of a heavily deteriorated former Canadian National/Grand Trunk observation car is undecided. Interested parties are encouraged to reach out to Rudy Garbely at rgarbely@operationtoytrain.org to inquire about either of these two cars. "We'd like to see both of these cars preserved," says Garbely, "and that means finding the right groups to preserve them, given the realities of their current conditions."

The remaining five cars are being retained by Operation Toy Train. An ex-Canadian National baggage car will be retained and specially outfitted for use on the organization's annual Toys for Tots collection train. This car will allow Operation Toy Train volunteers to sort, pack, and stow toys while the train is en-route between collection stops. Additionally, three historic Erie Railroad cabooses (C121, C262, and C340) and a former TTX flatcar will be retained for display at the new Port Jervis Transportation Museum in Port Jervis, New York. These five cars have joined Operation Toy Train's existing eight-car railcar fleet consisting of four boxcars, three cabooses, and a baggage car. More information on the history and plans for each of these railcars is available at www.OperationToyTrain.org/equipment.

Operation Toy Train is an all-volunteer non-profit group that normally runs an annual toy collection train each December to benefit the U.S. Marine Corps Reserve Toys for Tots Foundation. This train provides one of the largest single donations to Toys for Tots in the United States. In just four days, the train typically collects over 25,000 toys, which are then redistributed by the Marines to children in need within the collection areas just in time for Christmas. To facilitate moving this quantity of toys, Operation Toy Train maintains its own fleet of railcars, which has grown to meet the level of donations received. Despite canceling its 2020 train due to COVID-19 concerns, Operation Toy Train worked closely with the Marines and DonateAToy.org to safely collect and deliver over 24,000 toys to the Toys for Tots Foundation during the 2020 holiday season. The organization looks forward to getting its expanded trainset back out on the rails in 2021.

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Operation Toy Train, Inc. is a 501(c)(3) non-profit organization that operates a special annual collection train in northern New Jersey and southern New York during the first two weekends of December. Each year, the train collects over 25,000 donated toys for the U.S. Marine Corps Reserve Toys for Tots Foundation, which redistributes them to underprivileged children within the collection area. For more information, please visit www.OperationToyTrain.org.



GP9 #1268 (above) and FA-1 #7375 (below) have been acquired by Klarr Locomotive Works, which intends to restore both to their original Northern Pacific and Spokane, Portland & Seattle paint schemes (respectively) for display at the Inland Northwest Rail Museum in Washington. Both locomotives were photographed on October 3, 2020. (Rudy Garbely photos)



GP9 #1267 as it appeared on October 3, 2020. This locomotive has been acquired by DeAndre Walters and will be rebuilt to a GP9M for operation on the Adirondack Railroad. (Rudy Garbely photo)



(EMD GP9, Phase 2b)
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 First completed: 2008-12-20
 Revised: --

Adirondack (ADIX) #1267
 Paint: 2020-12-3 By DeAndre W.

This artwork represents what GP9 #1267 will look like after rebuilding and repainting into the Adirondack Railroad's paint scheme. (original illustration by Michael Eby, colorized by DeAndre Walters)