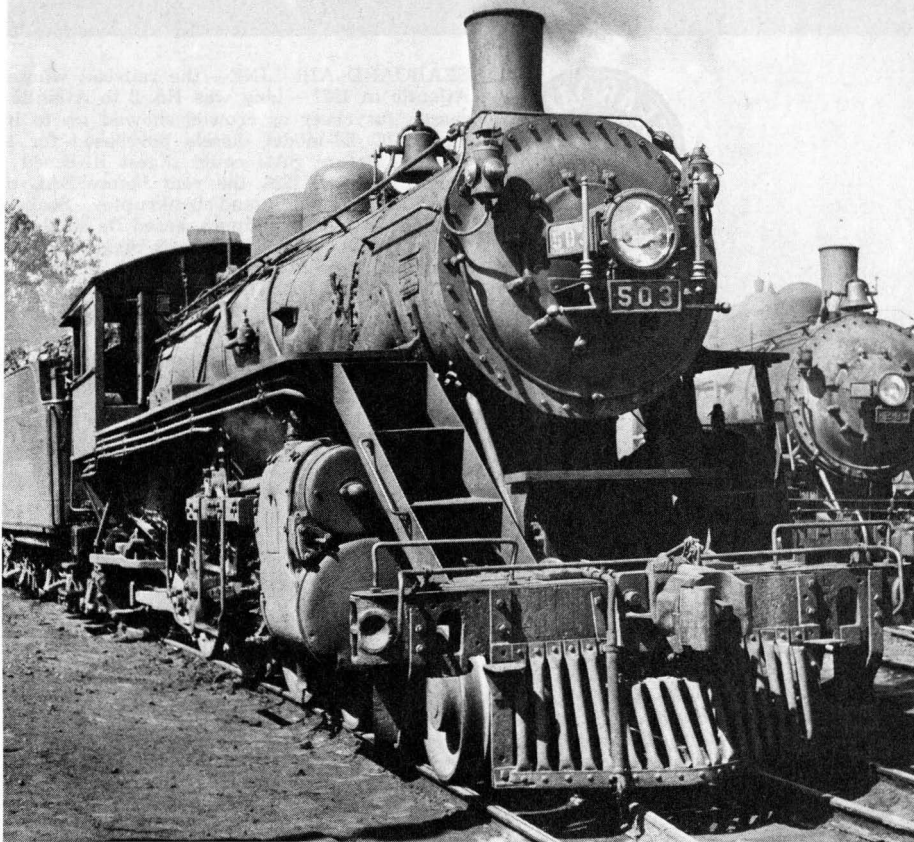
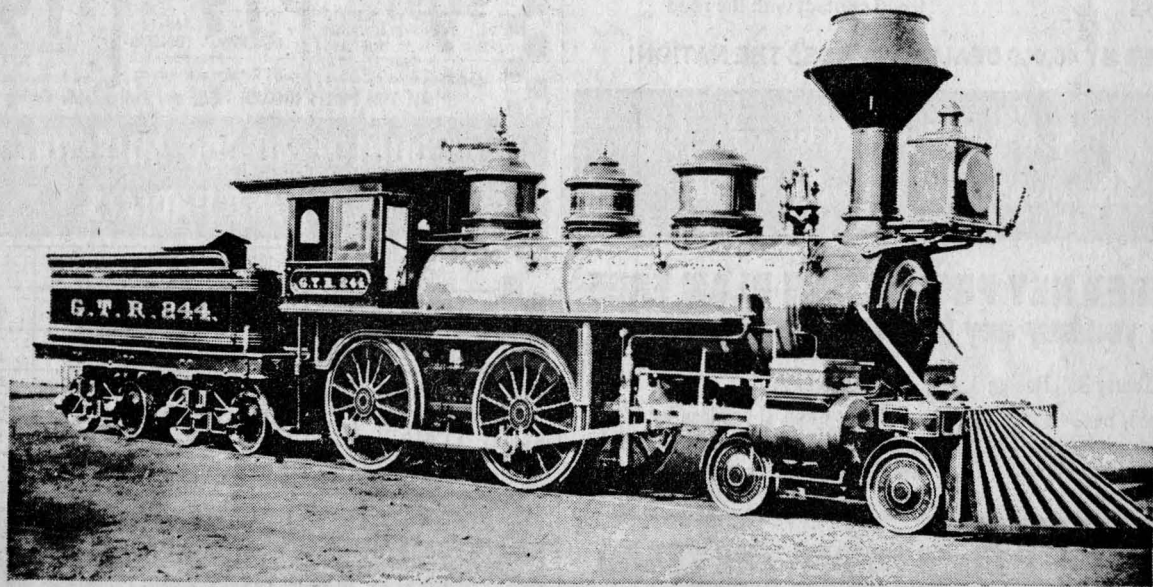


GALES CREEK & WILSON RIVER RAILROAD Engine No. 1. This small twelve-mile lumber line operated from Wilkesboro to Glenwood. It was purchased by Hill Lines in 1922 and abandoned in 1929.

GEORGIA & FLORIDA 503 4-6-2

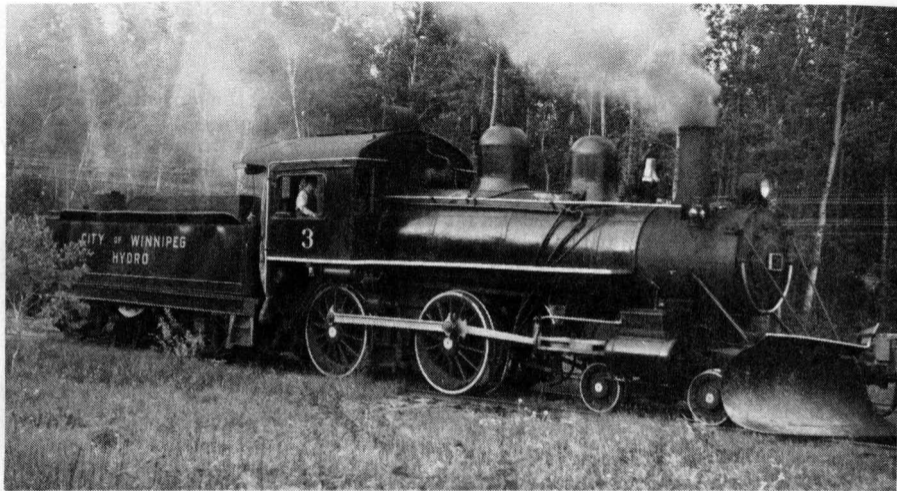


G T R Y 244

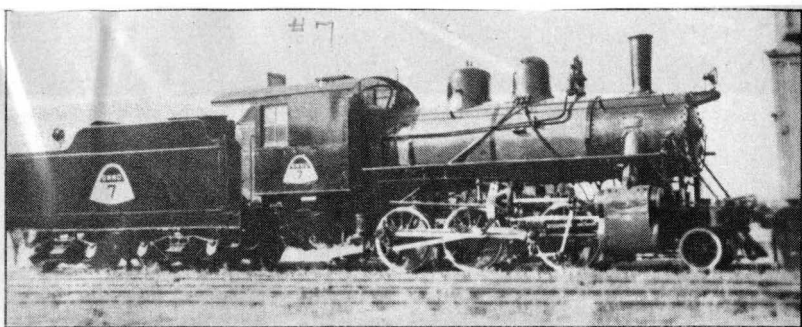


GREAT WESTERN (Col.) 62

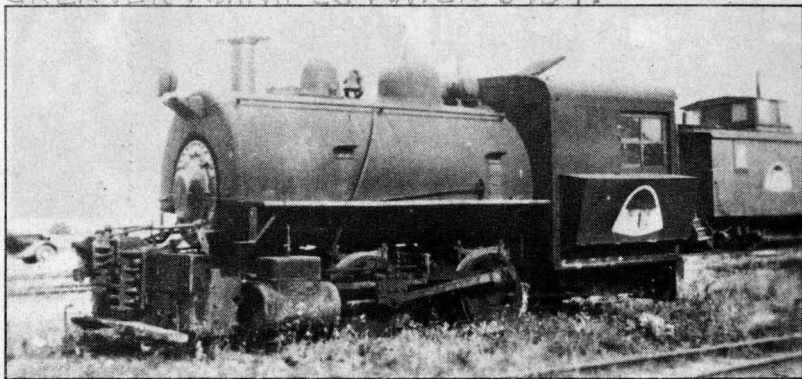




WINNIPEG HYDRO—not to be confused with the Greater Winnipeg Water District—ran this 1882 ex-CPR 4-4-0 until 1962. With a diamond stack, she operates today for Prairie Dog Central.



GREATER WINNIPEG WATER DIST. GEORGE HARRIS COLLECTION



SMALL POWER has been typical of the GWWD. Its steam roster had 0-4-0T No. 1 for yard work and five 2-6-0s for the road work. No. 1 was photographed at St. Boniface in 1947, while 2-6-0 No. 7 was there in 1940. The origin of wooden combine 6—photographed in 1945—is unknown, but most GWWD equipment was bought second-hand from CNR or CPR.

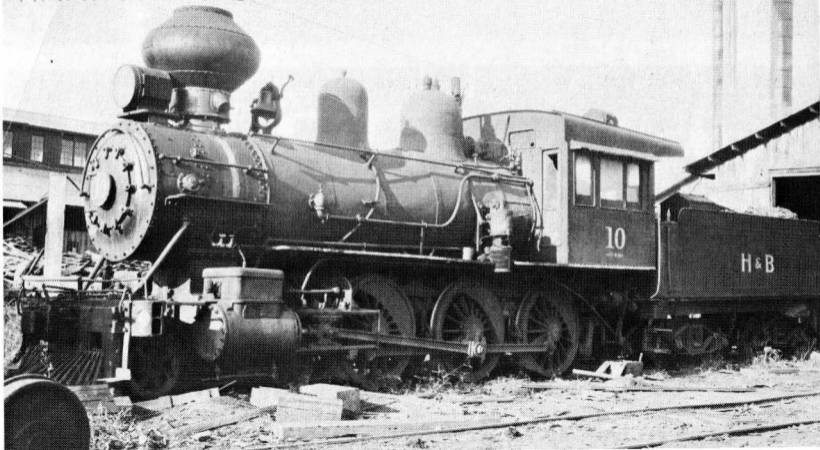
Jackson Iron & Steel Co. 3

0-6-0



HAMPTON & BRANCHVILLE 10

194



INDEPENDENCE & MONMOUTH 1243 4-4-0



MONMOUTH

1243

FLOUR EXCHANGE

WILLAMINA & GRAND RONDE RY. CO.

PASS Howard Schanenschmidt

ACCOUNT Bookkeeper-Camp

OVER WILLAMINA & GRAND RONDE RY. CO.'S LINE, UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK. GOOD ONLY DURING YEAR PRINTED ON FACE OF THIS PASS.

VALID WHEN COUNTERSIGNED BY

A. STEIB

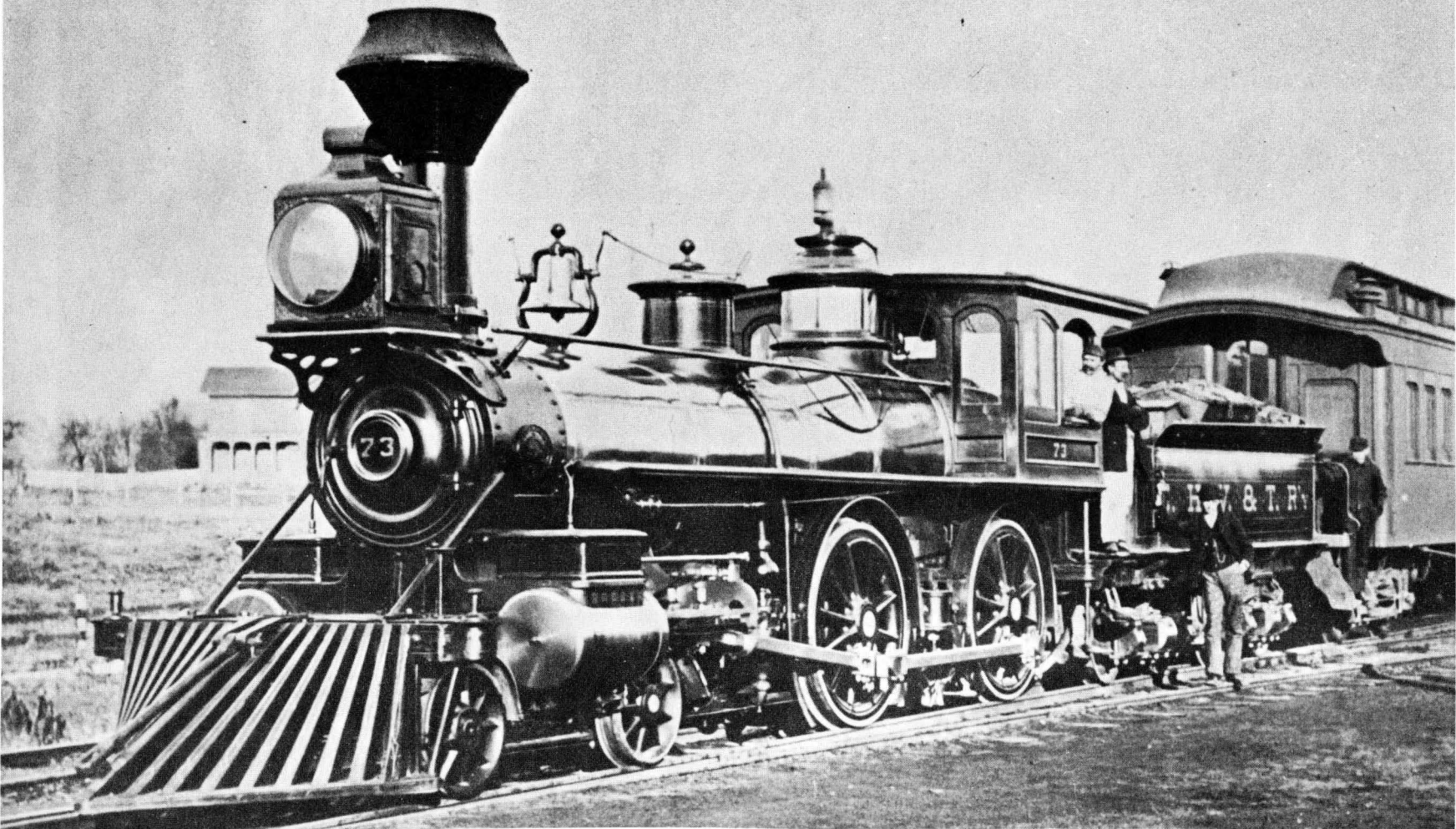
COUNTERSIGNED:

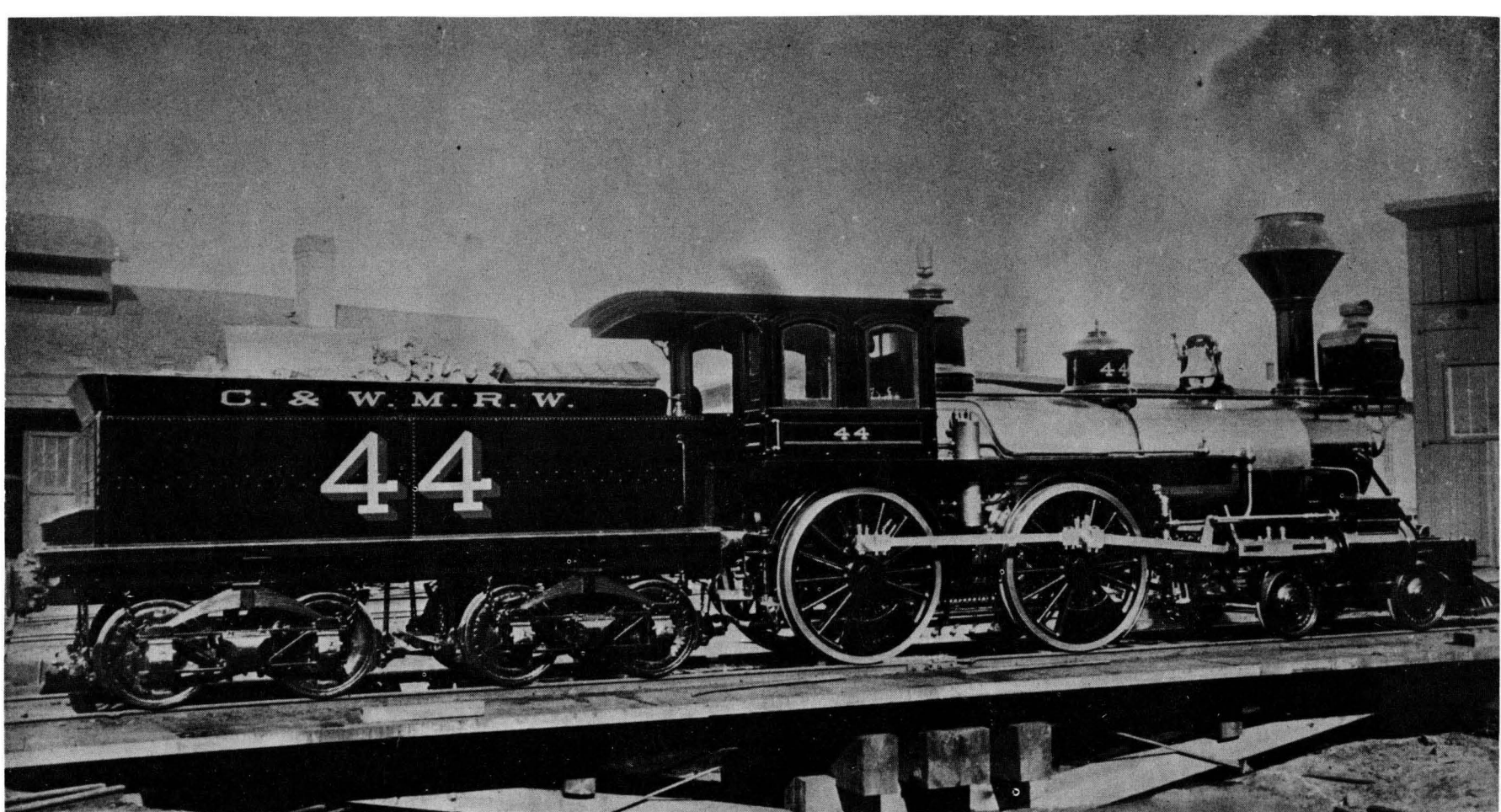
A. Steib

W. H. Spaulding

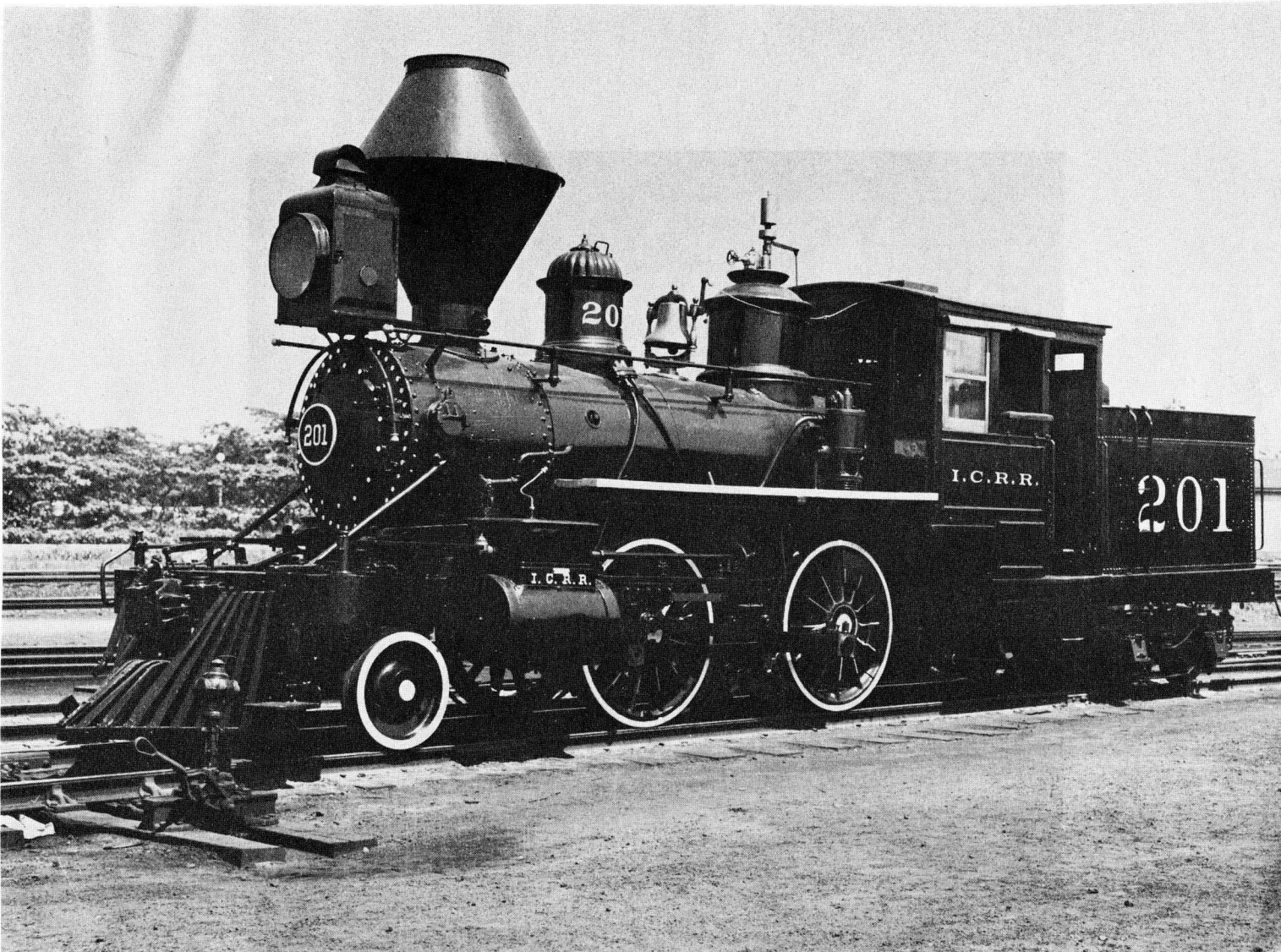
MANAGER.

HOCKING VALLEY & TOLEDO 73





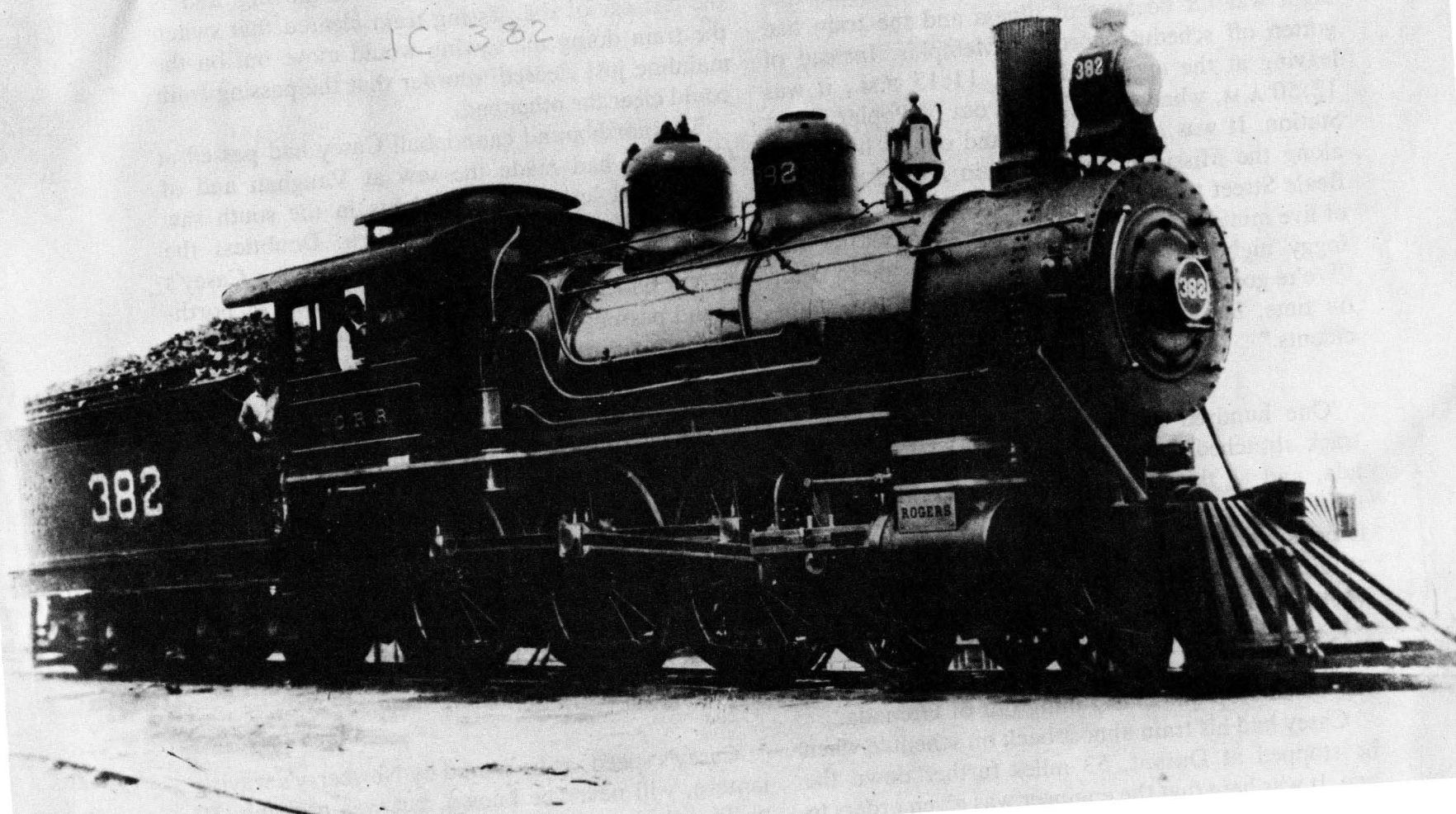
First locomotive built by Muskegon Iron Works for the Chicago & West Michigan (C&O predecessor). (Courtesy Chesapeake & Ohio Railway Company)

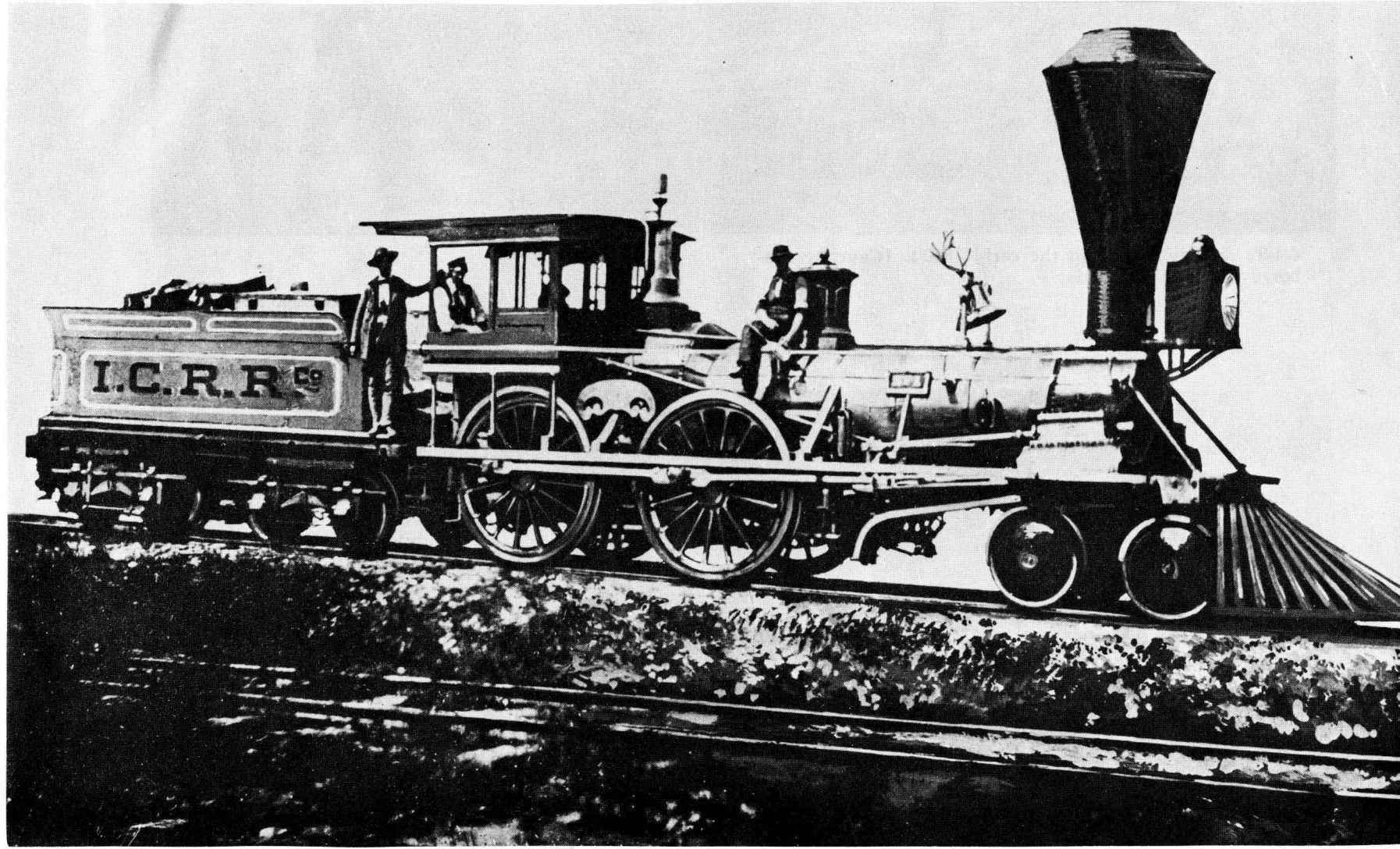




JANUARY 17, 1955, was the last day of steam operation on the Amboy District of the Springfield Division of the Illinois Central. On that date the 0-6-0 in Dixon, Ill., was replaced by a Geep, and this photo made the front page of the local paper. In the cab are engineer Frank "Ike" Eisenrich, fireman George Warren, and on the ground (l to r) trainmaster V.C. Shelley, Jack Taylor, conductor Louie Scott and L.R. "Govie" Bates.

IC 382

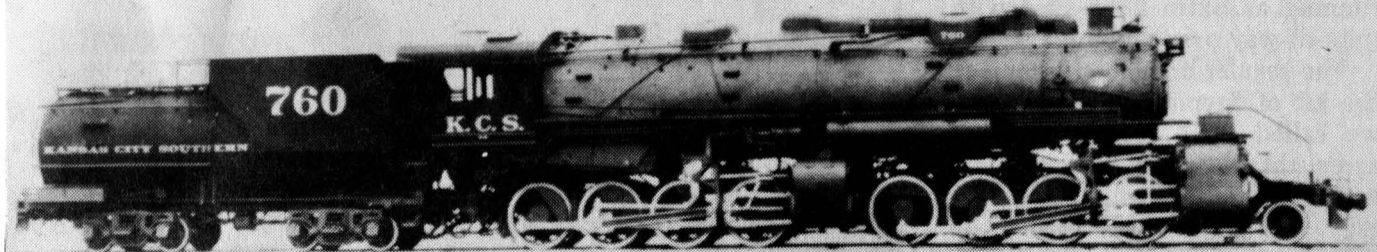




I.C.R.R. 59

BP

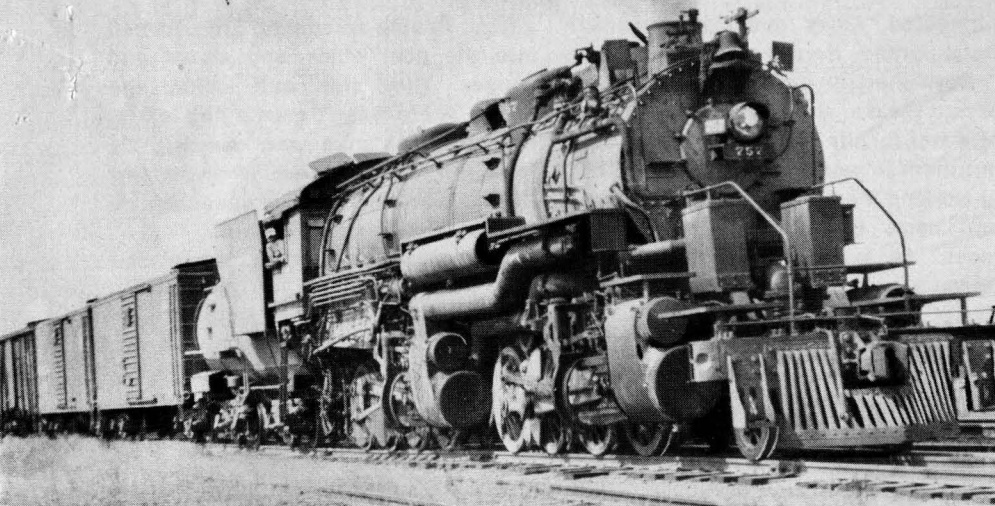
KCS 760





Kansas City Southern 2-8-4 No. 905 left Lima in July, 1937, for Missouri valley service.

Collection from Mrs. Marjorie Smith, Paine Creek Rd., Brewster, Mass. 0263



Kansas City Southern Mallet 2-8-8-0 No. 757 pulling drag through eastern Oklahoma.

Photograph by Jack Avery, Fort Smith, Ark.

All-time Steam Roster of the KANSAS CITY SOUTHERN

THIS roster of all steam locomotives of the Kansas City Southern and its former or affiliate roads was compiled by Harold K. Vollrath, Louisiana & Arkansas train dispatcher. Some specifications of early engines are lacking.

ARKANSAS WESTERN

No. 1, 2-8-0, built by Taunton in 1893 and scrapped in 1912, had 51-inch drivers, 20x24-inch cylinders, total weight 141,180 pounds, weight on drivers 91,720, boiler pressure 140, and tractive effort 22,400.

No. 2, 4-4-0, was originally Poteau Valley No. 2. She had 63-inch drivers, 17x24-inch cylinders, 77,000 pounds total weight, and 13,000 pounds tractive effort, and was sold to CNC&W in 1908.

KANSAS CITY & INDEPENDENCE AIR LINE

Nos. 101, 102, 103, all 2-4-4T, built by Baldwin in 1892, had 54-inch drivers and 13x22-inch cylinders. No. 101 went to J. H. Taylor in 1902, No. 102 to Long Bell Lbr. in 1901, and No. 103 to F. M. Hicks in 1900.

TEXARKANA & FORT SMITH

No. 5, Class B, 4-4-0, was built by Baldwin in 1893 and scrapped in 1910. She had 63-inch drivers, 17x24-inch cylinders, total weight 77,000 pounds, weight on drivers 50,000, boiler pressure 155, and tractive effort 13,100.

KANSAS CITY SOUTHERN

0-6-0 Switchers

Baldwin built all of this type except Nos. 70-73, Schenectady and Nos. 93-100, Pittsburg.

Class F: 51-inch drivers, 18x24 cylinders, weight 92,000, boiler pressure 155, and tractive effort 20,736. Nos. 51 and 52 were KCSB. Nos. 53, 55, 57, 58 were Union Terminal (KC).

Nos.	Built	Disposal
51	1891	Scrapped 1915
52	1891	Sold Union Traction 1915
53	1892	Sold Loring & Western 1906
54	1892	Sold Dishomingo Gvl. 1917
55	1892	Sold Security Iron KC 1918
57	1894	Scrapped 1912
58	1895	Scrapped 1924

Class F-1: 51-inch drivers, 19x24 cylinders, weight 109,000, boiler pressure 165, and tractive effort 23,826. All were KCSB. No. 59 was later TFS.

Class F-1: 51-inch drivers, 19x24 cylinders, weight 109,000, boiler pressure 165, and tractive effort 23,826. All were KCSB. No. 59 was later TFS.

59	1897	Scrapped 1924
60	1897	Sold List & Gifford 1924
61	1897	Sold Beck & Babb 1924
62	1897	Sold Beck & Babb 1924
63	1898	Sold List Constr. 1925
64	1898	Sold Beck & Babb 1924
65	1899	To 2-6-0 C-1 in 1917
66	1899	Sold List & Gifford 1924

Class F-3: 50-inch drivers, 20x28 cylinders, weight 157,500, boiler pressure 180, and t. e. 34,300.

70	1913	Scrapped 1949
71	1913	Scrapped 1948
72	1913	Scrapped 1949
73	1913	Scrapped 1948

Class F-2: 51-inch drivers, 19x26 cylinders, weight 129,900, boiler pressure 180, and tractive effort 28,158. Nos. 82 and 99 had Bethlehem tank boosters applied in 1925, removed by 1932. No. 85 in 1932 was 2-6-0, Class C-2.

81	1907	Scrapped 1947
82	1907	Scrapped 1950
83	1907	Scrapped 1939
84	1907	Scrapped 1932
85	1907	Scrapped 1948
86	1908	Scrapped 1940
87	1908	Scrapped 1932
88	1908	Scrapped 1940
89	1908	Scrapped 1932
90	1901	Scrapped 1932
91	1901	Scrapped 1932
92	1901	Scrapped 1929
93	1905	Sold Prod. Sand & Gvl. 1935
94	1905	Scrapped 1933
95	1905	Sold Port Iron Supply 1950
96	1905	Sold Prod. Sand & Gvl. 1930
97	1905	Sold List Constr. 1931
98	1905	Scrapped 1933
99	1905	Scrapped 1950
100	1905	Sold List Constr. 1931

2-4-4T Type

No. 56, Class A, a Vauclean Compound, was built by Baldwin in 1893 and sold to Security Iron in 1918. She had 52-inch drivers, 10x17x24 cylinders, total weight 70,000, weight on drivers 58,000, boiler pressure 160, and tractive effort 14,201. No. 56 was Union Terminal (KC).

4-4-0 Type

Nos. 101-110, 130, 131 were built by Baldwin, No. 132 by Brooks, Nos. 140-143 by Schenectady, and Nos. 170-173 by Manchester.

Class B: Nos. 130, 131 were originally KCN&FS Nos. 3, 4, then KCP&G Nos. 111, 112. They had 63-inch drivers, 17x24 cylinders, weight 79,000, weight on drivers 50,000, boiler pressure 160, tractive effort 13,301. No. 130 was scrapped in 1910, No. 131 in 1911.

Class B-1: 63-inch drivers, 17x24 cylinders, weight 87,000, weight on drivers 56,000, boiler pressure 160, and tractive effort 16,377. These were KCP&G. The earlier numbering is in parentheses.

Nos. Built Disposal

101	(101)	1897	Scrapped 1911
102	(102)	1897	Sold Mansfield Ry. Trans. 1910
103	(103)	1897	Scrapped 1911
104	(104)	1897	Scrapped 1913
105	(105)	1897	Scrapped 1911
106	(106)	1897	Scrapped 1911
107	(1)	1895	Scrapped 1915
108	(2)	1895	Sold Mansfield Ry. Trans. 1910
109	(3)	1895	Scrapped 1911
110	(4)	1895	Scrapped 1911

Class B-2: This was No. 132, originally KCF&S No. 2, then KCP&G 10. She had 62-inch drivers, 17x24 cylinders, total weight 79,000, weight on drivers 52,000, boiler pressure 160, tractive effort 13,301. She was scrapped in 1910.

Class B-3: 60-inch drivers, 18x24 cylinders (No. 140 had 17x24 cylinders), weight 107,500, weight on drivers 67,500, boiler pressure 160, tractive effort 17,626 (No. 140 tractive effort 15,000). All were KCP&G.

140	1893	Scrapped 1939
141	1893	Scrapped 1914
142	1895	Sold Jarrett Constr. 1907
143	1895	Scrapped 1939

Class B-4: 69-inch drivers, 18x24 cylinders, weight 113,000, weight on drivers 75,000, boiler pressure 180, tractive effort 17,242. All KCP&G.

170	1897	Scrapped 1923
171	1897	Scrapped 1923
172	1897	Scrapped 1923
173	1897	Scrapped 1923

2-10-2 Type

Brooks built Nos. 200-205. Baldwin built Nos. 220-223. All were WAB, purchased in 1942. Nos. 220-223 had been AA.

Class L: 64-inch drivers, 27x32 cylinders, weight 395,099, weight on drivers 316,800, boiler pressure 210, tractive effort 75,059.

200	1917	Scrapped 1951
201	1917	Scrapped 1952
202	1917	Scrapped 1953
203	1917	Scrapped 1951
204	1917	Scrapped 1951
205	1917	Scrapped 1952

Class L-1: 57-inch drivers, 27x32 cylinders, weight 357,900, weight on drivers 274,800, boiler pressure 200, tractive effort 68,377.

220	1919	Scrapped 1951
221	1919	Scrapped 1951
222	1919	Scrapped 1952
223	1919	Scrapped 1951

2-6-0 Type

All the 2-6-0 types, including those converted from other types, were built by Baldwin. Nos. 240 and 241 were KCN&FS Nos. 1 and 2, then KCP&G Nos. 27 and 28. Nos. 300-305 were KCP&G Nos. 21-26.

Class C: 55-inch drivers, 18x24 cylinders, weight 96,000, weight on drivers 80,000, boiler pressure 160, tractive effort 17,401. No. 240, built in 1892, was scrapped in 1911. No. 241, also built in 1892, was sold to C. J. Cohen Co., K.C., in 1911.

Class C-1: 55-inch drivers, 19x24 cylinders, weight 115,000, weight on drivers 100,000, boiler pressure 165, tractive effort 22,763.

300	1895	Scrapped 1912
301	1895	Scrapped 1913
302	1895	Scrapped 1911
303	1895	Scrapped 1912
304	1895	Scrapped 1912
305	1895	Scrapped 1912

No. 65, rebuilt from the old 0-6-0 switcher No. 65, in 1917, had 51-inch drivers, 19x24 cylinders, weight 116,000, weight on drivers 103,000, boiler pressure 175, tractive effort 25,270. She was sold to List Construction Co. in 1925.

Class C-2: 51-inch drivers, 19x26 cylinders, weight 139,000, weight on drivers 121,650, boiler pressure 180, tractive effort 28,158. No. 85 was rebuilt in 1932 from the 0-6-0 switcher No. 85, and scrapped in 1948.

4-6-0 Type

Baldwin built Nos. 270-273, 320-333, 350-380, 600-606. Manchester built Nos. 250-257. Schenectady built Nos. 334-337. Brooks built No. 274. Grant built Nos. 400-411. All were KCP&G except for Nos. 334-337, which were C&A Nos. 235-238, and Nos. 600-606.

Class D: 63-inch drivers, 18x24 cylinders, weight 104,000, weight on drivers 80,000, boiler pressure 160, tractive effort 17,835.

the darkness. It had landed on the bell cord that signals the engineer to stop the train. In some way she pulled the cord.

The cars bumped together in a jerky stop. Trainmen got off with lanterns. They walked up and down to see what was wrong, flashing a light into each car, one at a time.

Pretty soon they opened the door of Suzy's private car. The elephant was quietly eating hay. Mr. Scott was still in his bunk. The train conductor looked around. He was puzzled.

"Did you pull that cord?" he asked.

Mr. Scott shook his head. "No, I didn't. But I'll bet I know who did. I think my elephant friend here may have done it by mistake."

The conductor looked at the bell cord and then at Suzy. "Well, why don't you watch her?" he asked in annoyance. "She's stopped the train and everyone is racing around looking for the trouble."

He was still muttering when he left. The engine whistle tooted four times. Pretty soon the circus train was again roaring through the night. Then Mr. Scott climbed down from his bunk. He went to a closet and came back with a big, red, juicy slice of watermelon.

"Is this what you want?" he asked. "I saved it especially for you."

Suzy's long trunk shot out. With three bites she ate the whole slice of melon, rind and all. Now she was swaying gently from side to side, as elephants do when they are happy.

Just before sunrise the circus train stopped on the edge of a town. It stopped on a sidetrack beside a large pasture lot. The men lit their gas torches and began to unload the train by the flaring light. Pretty soon excited boys and girls swarmed around the lot from all over town to watch the fun.

Mr. Scott led Suzy out of her car. Then the other elephants lumbered down the gangplanks out of their cars. In no time at all the whole place was alive with elephants, camels, zebras, and prancing milk-white horses.

Next the red and gold wagons and chariots were rolled down from flat-cars. Then came a noisemaker on wheels, the gilded calliope, that always brought up the end of a circus parade.

Enormous rolls of canvas were tossed off the cars, then tons of rope, tent poles, and folded chairs. After that the men known as roustabouts started to raise the big tent. Suzy and the other elephants helped to tighten the ropes that held it in place. The elephants

trumpeted. Lions and tigers roared. Dogs barked. Horses neighed.

Boys began asking the elephant boss; "Please, sir, may I carry buckets of water for the elephants?" Mr. Scott put them to work. The boys took turns at working the pump. They worked long and hard. Sweat rolled down their faces. As fast as each bucket was filled, willing hands carried it to a thirsty elephant.

While all this was going on, rosy dawn came. Then a hot sun blazed in the sky. Just before the boys got as far as Suzy with their water pails, the pump ran dry. There was no water for Suzy. Mr. Scott was busy some distance away and he did not realize her plight. The big elephant trumpeted in vain for a drink. She stamped her feet. But the men were so busy that nobody noticed her.

Suzy was tied to an oak tree near the railroad track. She tugged at the rope. It was too strong to break, no matter how much weight she threw against it. But Suzy was smart. She knew that force was not always the best way to solve a problem. Patiently she worked on the knot with the finger at the end of her trunk. She could do a lot with that finger.

At last the knot was untied. Just as the loose end of the rope fell to the ground, Suzy heard a bugle call. It was the signal for the circus to line up for the big parade down the road and into Main Street.

Suzy knew that her place was at the head of the line. But right now the circus parade would have to wait. Suzy had other business to attend to. She was very thirsty. The driver of the gilded calliope waited sleepily in his seat. The plumed horses waited. The clowns waited. The brass band waited. The ladies in pink tights with short fluffy skirts waited. They all waited while the big elephant looked for a drink.

Suzy went straight to the pump, kicking aside the empty buckets that stood in her path. She shook the pump handle with her trunk. There was not a drop of water! Suzy snorted. She yanked off the pump handle and stamped on it. Then she trotted down the road to town.

Mr. Scott ran after her, with a small crowd of men and boys at his heels. Suzy headed into Main Street. The driver of a large moving van saw her coming and tried to block her way. With a mighty shove, Suzy pushed over the truck and kept on going.

In no time at all the sidewalks were

empty. People screamed. They rushed into the post office and stores and houses. They shut and locked the doors. There wasn't even a dog left on the street. A man was watering his front lawn with a hose. When he saw the elephant, he stopped suddenly. He turned off the water and ran.

Suzy put the dripping end of the hose into her mouth. No more water came out. Twisting her trunk around the hose, she yanked it off the faucet. Then she used it like a whip to beat the side of the hose.

Pretty soon she tired of this sport. Suddenly the wind changed and the big elephant smelled something good. Something she wanted very much. Tramping through a bed of petunias, she cut across the yard, broke down the fence, and entered a field. There on all sides lay dozens and dozens of big plump watermelons, ripe in the summer sun!

Trumpeting with glee, Suzy set to work. One after another, she squashed open the melons with a light tap of one foot. She was gorging herself on the red juicy fruit, rinds and all, when Mr. Scott caught up with her.

The men and boys who had followed the elephant trainer stood back at a safe distance. But Suzy had no desire to hurt anyone. Mr. Scott grinned as he watched her. He knew there was nothing he could do about it until the gentle beast had satisfied her taste for melons.

The fruit quenched her thirst that hot day. Its juice was dripping down from her jaws and onto her trunk.

"This feast will cost the circus company quite a few dollars," he said to the group standing around him, "but it's worth the price. It will advertise the show. Besides, Suzy really does like melons."

After a while Suzy stopped eating. Mr. Scott went up to her.

"Has my girl had enough?" he asked. "All right, let's go!"

Suzy wrapped her trunk around the trainer. Then she lifted him into the air and carried him all the way back to the circus lot.

"Here comes Suzy!" shouted the crowd.

The other circus elephants trumpeted a loud welcome. Everybody was glad. The band struck up a lively air. Boys and girls cheered and shouted and clapped their hands. And the bright parade, half a mile long, swung down the road toward Main Street with Suzy marching proudly at the head. •

250	1897	Scrapped 1911
251	1897	Scrapped 1911
252	1897	Sold Frost Johnson Lbr. 1914
253	1897	Scrapped 1911
254	1897	Scrapped 1911
255	1897	Scrapped 1911
256	1897	Scrapped 1911
257	1897	Scrapped 1911

Class D-1: 55-inch drivers, 18x24 cylinders, weight 99,000, weight on drivers 76,000, boiler pressure 180, tractive effort 18,026.

270	1893	Scrapped 1911
271	1893	Scrapped 1911
272	1893	Scrapped 1912
273	1893	Scrapped 1911

Class D-2: 57-inch drivers, 18x24 cylinders, weight 102,000, weight on drivers 78,000, boiler pressure 160, tractive effort 17,394. No. 274 was built in 1889 and scrapped in 1911.

Class D-3: 55-inch drivers, 19x24 cylinders, weight 123,000, weight on drivers 95,000, boiler pressure 170, tractive effort 22,763.

320	1894	Sold Memphis Paris & Gulf 1906
321	1894	Sold Central Coal & Coke 1913
322	1896	Sold J. Smith Constr. 1910
323	1896	Sold J. Smith Constr. 1910
324	1896	Sold J. Smith Constr. 1909
325	1896	Sold Tremont Lbr. 1914
326	1896	Sold La. Sand & Gvl. 1913
327	1896	Lost in fire Hornbeck, La., 1908
328	1896	Sold MP&G 1906
329	1896	Sold N.O.N.E. Mills 1913
330	1897	Scrapped 1912
331	1897	Sold E&W 1916
332	1897	Sold M. S. Cohen Gvl. 1924
333	1897	Sold J. Smith Constr. 1909

Class D-4: 64-inch drivers, 19x26 cylinders, weight 124,000, weight on drivers 96,000, boiler pressure 180, tractive effort 27,756. Purchased from C&A in 1905.

334	1893	Scrapped 1919
335	1893	Scrapped 1919
336	1893	Scrapped 1919
337	1893	Scrapped 1919

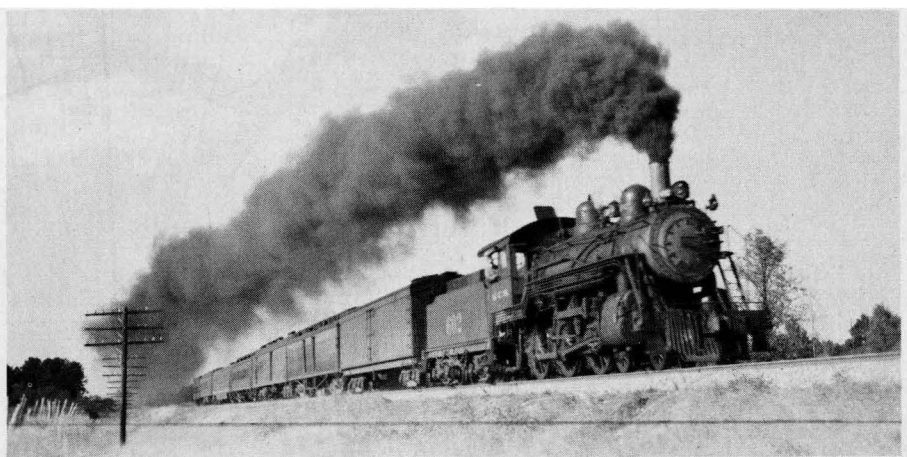
Class D-5: 55-inch drivers, 20x26 cylinders, weight 141,400, weight on drivers 112,500, boiler pressure 180, tractive effort 29,338.

350	1898	Scrapped 1925
351	1898	Sold Mansfield Lbr. 1926
352	1898	Scrapped 1925
353	1898	Sold 1925
354	1898	Scrapped 1937
355	1898	Sold MO&G 1916
356	1898	Scrapped 1937
357	1898	Scrapped 1933
358	1898	Sold MO&G 1916
359	1898	Scrapped 1937
360	1898	Sold Parker Gvl. 1932
361	1898	Scrapped 1940
362	1898	Scrapped 1925
363	1898	Scrapped 1925
364	1898	Scrapped 1925
365	1898	Scrapped 1927
366	1898	Scrapped 1927
367	1898	Scrapped 1925
368	1898	Scrapped 1937
369	1898	Scrapped 1925
370	1898	Scrapped 1925
371	1898	Scrapped 1933
372	1898	Scrapped 1925
373	1898	Scrapped 1933
374	1898	Scrapped 1926
375	1898	Scrapped 1925
376	1898	Sold Parker Gvl. 1932
377	1898	Sold La. Gvl. 1925
378	1898	Scrapped 1939
379	1898	Scrapped 1933
380	1898	Scrapped 1926

Class D-6: 63-inch drivers, 19x24 cylinders, weight 128,300, weight on drivers 94,700, boiler pressure 170, tractive effort 19,872.

400	1897	Scrapped 1927
401	1897	Scrapped 1911
402	1897	Scrapped 1911
403	1897	Scrapped 1926
404	1897	Scrapped 1911
405	1897	Scrapped 1916
406	1897	Sold Pickering Lbr. 1910
407	1897	Scrapped 1911
408	1897	Scrapped 1910
409	1897	Scrapped 1911
410	1897	Scrapped 1911
411	1897	Sold KC&M 1913

Class D-7: (Originally Nos. 500-506) 67-inch drivers, 20x26 cylinders, weight 155,000, weight on drivers 116,000, boiler pressure 185, tractive effort 24,400. Renumbered and rebuilt in 1908 with 67-inch drivers, 20x26 cylinders, weight 178,500, weight on drivers 135,000, boiler pressure 200, tractive effort 26,389.



KCS No. 602 hauling train 15, the *Flying Crow*, at Forbing, La., October 27, 1946.

Photograph by A.E. Brown

400	1903	Scrapped 1947
401	1903	Scrapped 1947
402	1903	Sold Lone Star Steel 1948
403	1903	Scrapped 1939
404	1903	Scrapped 1939
405	1903	Scrapped 1947
406	1903	Scrapped 1948

2-8-0 Type

Nos. 475-511 were built by Pittsburg, Nos. 550-544 by Richmond, the rest by Baldwin.

Class E-2: 51-inch drivers, 22x28 cylinders, weight 195,000, weight on drivers 175,000, boiler pressure 190, tractive effort 41,785. Nos. 450-453 were built for PS&N in 1903, but never delivered to them. All were sold to Code de Metals in S. America in 1917.

Class E-1: 57-inch drivers, 21x30 cylinders, weight 177,000, weight on drivers 157,000, boiler pressure 200, tractive effort 39,460. Originally these were Vauclain Compounds with 57-inch drivers and 15 1/2 x 26 x 30 cylinders. Nos. 460-469 were rebuilt to simple in 1904-'06, Nos. 470-474 in 1907. They were renumbered from Nos. 420-434.

460	1900	To switcher 1011 in 1928
461	1900	Sold Western Equip. 1917
462	1900	To switcher 1001 in 1925
463	1900	To switcher 1006 in 1926
464	1900	Sold Tucson, Corn & GB, 1918
465	1900	To switcher 1010 in 1927
466	1900	To switcher 1002 in 1925
467	1900	To switcher 1004 in 1925
468	1900	To switcher 1003 in 1926
469	1900	To switcher 1005 in 1926
470	1903	To switcher 1009 in 1927
471	1903	To switcher 1008 in 1926
472	1903	To switcher 1012 in 1929
473	1903	To switcher 1007 in 1926, to L&A 1007 in 1940
474	1903	To switcher 1000 in 1924

Class E-3: 55-inch drivers, 22x30 cylinders, weight 220,380, weight on drivers 194,560, boiler pressure 210, tractive effort 47,124.

475	1906	Scrapped 1950
476	1906	To switcher 1021 in 1925
477	1906	Scrapped 1952
478	1906	Scrapped 1953
479	1906	To switcher 1022 in 1925
480	1906	Scrapped 1952
481	1906	Scrapped 1952
482	1906	To switcher 1020 in 1925
483	1906	Scrapped 1947
484	1906	Scrapped 1953
485	1906	To Bychuck Sport, Scrapped 1953
486	1906	Scrapped 1951
487	1906	To switcher 1024 in 1926
488	1906	To switcher 1023 in 1925
489	1906	Scrapped 1952
490	1906	To L&A 490 in 1939
491	1906	To L&A 491 in 1940
492	1906	Scrapped 1951
493	1906	Scrapped 1939
494	1906	To L&A 494 in 1939
495	1906	Scrapped 1951
496	1906	To switcher 1027 in 1926
497	1906	Scrapped 1952

498	1906	Scrapped 1939
499	1906	Scrapped 1939
510	1906	Scrapped 1954
511	1906	To switcher 1030 in 1927
512	1907	To switcher 1026 in 1926
513	1907	Sold Texas Northern 1948
514	1907	Scrapped 1948
515	1907	To switcher 1031 in 1927.
516	1907	Scrapped 1948
517	1907	To switcher 1029 in 1927
518	1907	To switcher 1025 in 1926
519	1907	Scrapped 1952
520	1907	Scrapped 1952
521	1907	Scrapped 1950
522	1907	Scrapped 1952
523	1907	Scrapped 1939
524	1907	Scrapped 1939
525	1907	Scrapped 1951
526	1907	To L&A 526 in 1940
527	1907	Scrapped 1939
528	1907	Scrapped 1952
529	1907	Scrapped 1952
530	1907	To switcher 1028 in 1927
531	1907	Scrapped 1952
532	1908	Scrapped 1952

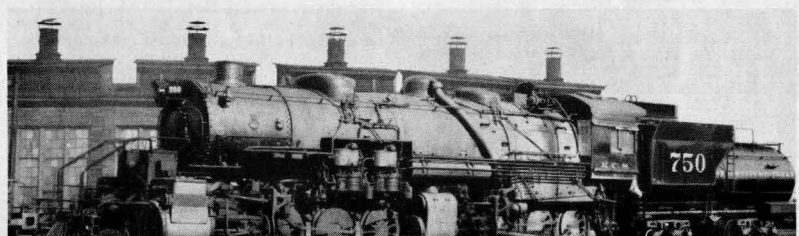
Class E-4: Originally 57-inch drivers, 24x30 cylinders, weight 254,000, weight on drivers 224,000, boiler pressure 175, tractive effort 52,923. Rebuilt (except Nos. 556, 559, 560) with 63-inch drivers, 26x30 cylinders, weight 260,000, weight on drivers 226,200, boiler pressure 200, tractive effort 54,948.

550	1913	Scrapped 1951
551	1913	Scrapped 1951
552	1913	Scrapped 1952
553	1913	Scrapped 1953
554	1913	Scrapped 1952
555	1913	Scrapped 1953
556	1913	Scrapped 1951
557	1913	Scrapped 1951
558	1913	Scrapped 1952
559	1913	Sold L&A 1940
560	1913	Sold L&A 1940
561	1913	Scrapped 1952
562	1913	Scrapped 1953
563	1913	Scrapped 1953
564	1913	Scrapped 1951

0-6-6-0 Type

Class G: 57-inch drivers, 22x35x32 cylinders, weight 352,000, boiler pressure 225, tractive effort 80,463 Compound, 96,555 simple. Schenectady built them.

700	1912	Scrapped 1937
701	1912	Scrapped 1947
702	1912	Scrapped 1937
703	1912	Scrapped 1937
704	1912	Scrapped 1937
705	1912	Scrapped 1937
706	1912	Scrapped 1947
707	1912	Scrapped 1937
708	1912	Scrapped 1937
709	1912	Scrapped 1937
710	1912	Scrapped 1937
711	1912	Scrapped 1947



Schenectady-built Mallet 750 outside Pittsburg, Kans., roundhouse in '36.

Photograph by Roy F. Blackburn, Eldon, Mo.



Southern Belle of Kansas City Southern crossing one of the large and graceful viaducts of the railway near Kansas City, Mo., in mid-1950s.

4-6-2 Type

Class H: 75-inch drivers, 24x28 cylinders, weight 258,000, weight on drivers 159,500, boiler pressure 200, tractive effort 36,600. Schenectady built them all. By 1936 boiler pressure was 225, tractive effort 41,126.

800	1912	Sold L&A 1939
801	1912	Scrapped 1951
802	1912	Scrapped 1953
803	1912	Scrapped 1952
804	1912	Scrapped 1953
805	1912	Scrapped 1951
806	1912	Sold L&A 1939
807	1912	Scrapped 1954

Class H-1: 75-inch drivers, 24x28 cylinders, weight 268,000, weight on drivers 166,500, boiler pressure 205, tractive effort 37,500. By 1936 boiler pressure was 225, tractive effort 41,126. Schenectady built all.

808	1919	Scrapped 1951
809	1919	Scrapped 1952
810	1919	Scrapped 1953

2-10-4 Type

Class J: Nos. 900-909 were all built by Lima in 1937 and scrapped in 1953, had 70-inch drivers, 27x34 cylinders, weight 509,000, weight on drivers 350,000, boiler pressure 310, tractive effort 93,300.

Shay Types

Class S: No. 900, built by Lima in 1913, scrapped in 1928, had 48-inch drivers, 18x20 (3) cylinders, weight 381,870, weight on drivers 267,720, boiler pressure 180, tractive effort 68,870.

Class S-1: No. 901, built by Lima in 1914, scrapped in 1929, had 48-inch drivers, 17x18 (3) cylinders, weight 296,300, weight on drivers 213,000, boiler pressure 180, tractive effort 54,865.

2-8-8-0 Type

Schenectady built Nos. 750-756. Nos. 757-766 were built by Brooks. Several of this type were for a time supplied with Bethlehem tank boosters.

Class G-1: (Rebuilt) 57-inch drivers, 26x41x32 cylinders, weight 495,000, weight on drivers 466,000, boiler pressure 250, tractive effort 122,683 Compound, 147,220 simple. No. 750 was converted to a pulverized coalburner in 1929, boiler pressure raised to 250. Reconverted by 1930.

750	1918	Scrapped 1949
751	1918	Scrapped 1947
752	1918	Scrapped 1951
753	1918	Scrapped 1939
754	1918	Scrapped 1947
755	1918	Scrapped 1947
756	1918	Scrapped 1947

Class G-2: 57-inch drivers, 26x41x32 cylinders, weight 495,000, weight on drivers 476,000, boiler pressure 250, tractive effort 122,000 Compound, 147,220 simple. Nos. 758, 759, 762, 764 rebuilt simple in 1939-42 with 26x32 cylinders (2), tractive effort 135,000. No. 766 was converted to a pulverized coalburner around 1929, given a special tender. Reconverted by 1930.

757	1924	Scrapped 1952
758	1924	Scrapped 1953
759	1924	Scrapped 1952
760	1924	Scrapped 1947
761	1924	Scrapped 1947
762	1924	Scrapped 1952
763	1924	Scrapped 1947
764	1924	Scrapped 1952
765	1924	Scrapped 1947
766	1924	Scrapped 1951

0-8-0 Type

Baldwin built Nos. 1000-1012, 1025, 1026, 1028, 1029, 1031. The rest were built by Pittsburg. No. 1000 had Bethlehem tank boosters applied in 1925, removed by 1932.

Class K: 55-inch drivers, 21x30 cylinders, weight 189,850, boiler pressure 210, tractive effort 42,973. These were rebuilt from 2-8-0's, Class E-1. Original numbers in parentheses.

1000 (474)	1903	Scrapped 1953
1001 (462)	1900	Scrapped 1948
1002 (466)	1900	Scrapped 1948

Year	Model	Status	Year
1003 (468)	1900	Scrapped	1953
1004 (467)	1900	Scrapped	1948
1005 (469)	1900	Scrapped	1954
1006 (463)	1900	Scrapped	1948
1007 (473)	1903	Sold L&A	1940
1008 (471)	1903	Scrapped	1948
1009 (470)	1903	Scrapped	1948
1010 (465)	1900	Scrapped	1953
1011 (460)	1900	Scrapped	1948
1012 (472)	1903	Scrapped	1952

Class K-1: 55-inch drivers, 2x30 cylinders, weight 240,000, boiler pressure 210, tractive effort 47,124. These were rebuilt from 2-8-0's, Class E-3. Original numbers in parentheses.

Year	Model	Status	Year
1020 (482)	1904	Scrapped	1950
1021 (476)	1904	Scrapped	1953
1022 (479)	1904	Scrapped	1952
1023 (488)	1904	Donated Schlanger Park	1955
1024 (487)	1906	Sold G. T. Cook	1954
1025 (518)	1907	Scrapped	1951
1026 (512)	1907	Scrapped	1950
1027 (496)	1906	Scrapped	1953
1028 (530)	1907	Scrapped	1952
1029 (517)	1907	Sold G. T. Cook	1954
1030 (511)	1906	Scrapped	1952
1031 (515)	1907	Scrapped	1953

Diesel Power

Kansas City Southern
and Louisiana & Arkansas

Roster Compiled by Sy Reich

Roster is based on data from KCS chief mechanical officer and, except for certain renumberings not completed, is accurate as of Dec. 31, 1973. Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; FM, Fairbanks-Morse; Alco-GE, American Locomotive Co.; General Electric Co.; Alco, American Locomotive Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) 6-7, 11-12, 20 were originally Maine Central 705-709; then L&A 6-7, 11-12, and KCS 20 (11/83). 6, 12 were sold to Precision National. 7, 11, were traded to GM-EMD.

(2) 21 was originally GM-EMC demonstrator 822, then KCS 1 (1st), then KCS 21. Scrapped (1/63).

(3) 2-3 renumbered 22-23. 22 scrapped (11/66). 23 rebuilt to an E8A with 2250 hp (1/52), then sold to Precision National, then to the Chicago & North Western, renumbered 5031B (1/70).

(4) 24 scrapped. 25 rebuilt to an E9A with 2400 hp (6/59), then sold to Precision National then to C&NW, renumbered 5032A (1/70).

(5) 31A, 34B, 50D, 51A, D, 52A, B, D, 53A, C, 54D, 55A, B, D, 56A, 57A, 58B, 59A, 60A, B, C, 61A, B, C, 62A, B, 72C-73C 74A 118, 1111-1113, 1160-1163 were sold to GM-EMD in trade for new power.

(6) 40 scrapped. 41 repowered with a GM-EMD engine, renumbered 45. 45 sold to George T. Cook Co.

(7) Units with A and C suffix were cab units. Units with B suffix were booster units. 60A, B, C-61A, B, C, 62A, B were repowered with GM-EMD engines to 1750 hp. 62C sold to S.A. Rose Salvage Co.

(8) 1110 sold to the George T. Cook Co.

(9) 1114 was originally Kansas City Terminal 51, then Proletrized Steel 115, then Precision Engineering 115, then L&A 1114, then sold to Matoon Service Inc. 101, then to Transco, Inc., 101.

(10) 1120 was originally Youngstown & Northern 211, then KCS 1120 (4/56), then Kansas City Public Service Freight Operation 1120, then scrapped (7/65).

(11) 1121-1123 were originally Manufacturers Railway 201-203 (4/56); then KCS 1121, L&A 1122-1123. 1121-1123 sold to GM-EMD (11/66, 7/68, 11/66) in trade for new power.

(12) 1150 sold to Precision Engineering, but PE has no record of having this unit.

(13) 59A was originally GM-EMD demonstrator 59A, then L&A 59A.

(14) 26, 28 were sold to George T. Cook Co. 27 was sold to Precision National, then to C&NW, renumbered 5032B (1/70); then retired (1971). 28 traded to GM-EMD. 29 sold to Precision National, then to C&NW, renumbered 5033A (1/70).

(15) In addition to road numbers, cab units are assigned unit numbers as follows: 30A-33A are 30-33; 50A-62A are 50-62; 50D-59D are 77-86; 60C-62C are 63-65; 70A-76A are 70-76; 70C-71C are 87-88; 72D-76D are 89-93. 54A and 58A were later assigned unit numbers 94-95 (5-6/68).

(16) The following units are no longer on the roster: 30B, 50B, C, 52C, 53B, 54B, 55C, 56D, 58C, 71B, 75B, D, 77C.

(17) 1204, 1216, 1218, 1220 sold to Darby Corp.

(18) 57B rebuilt to an F7B. 55B, 70B rebuilt to F9B's with 1500 hp. 58D, 74D rebuilt to F9A's with 1500 hp.

(19) 107 was rebuilt (1965).

(20) 604-605, 608-609, 618-619, 626, 632, 633, 653, 654 are equipped as masters for radio remote control. 606-607, 610-611, 620-621, 627, 634-635, 655-656 are equipped as slaves.

(21) 1101-1102 were sold to Precision National, then to C&NW, renumbered 1005-1008.

(22) 1 (2nd) was originally Howe Coal Co. 1, A then KCS 1 (2nd). 1542 was originally Howe Coal Co. 2, then KCS 1542.

(23) 100-119 renumbered 4100, 4119; 150-165 renumbered 4150-4165; 1200-1226 renumbered 4200-4226; 200-206 renumbered 4250-4256; 1300-1315 renumbered 4300-4315; 1500-1542 renumbered 4320-4362.

(24) The following units are still on the roster: 1 (2nd), 30A, 32B, 51C, 54A, 56C, 57B, 58A, D, 59B, C, D, 70A, B, C, 71A, C, 72B, A, D, 73A, B, C, 74B, D, 75A, C, 76A, C, D, 77B, 79B, 600-656, 1125-1126, 4100-4117, 4119, 4150-4165, 4200-4203, 4205, 4215, 4217, 4219, 4221-4226, 4250-4257, 4300-4315, 4320-4362.

(25) The following units were sold to Precision National: 31B, 33A, 51B, 53D, 54C, 57C, D, 74C, 76B, 78B, C.

Road Numbers	HP	Builder	Builder's model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
KCS 1 (1st)	2000	GM-EMC	E3A	A1A-A1A	52,500	315,000	1939	2
KCS 1 (2nd)	1500	GM-EMD	SW1500	B-B	62,000	248,000	1970	23
KCS 2	2000	GM-EMC	E3A	A1A-A1A	52,525	315,150	1939	3
KCS 3	2000	GM-EMD	E3A	A1A-A1A	56,000	335,900	1940	3
L&A 6-7, 11-12	2000	GM-EMD	E7A	A1A-A1A	53,875	318,756	1946	1
KCS 20	2000	GM-EMD	E7A	A1A-A1A	54,360	326,100	1948	1
KCS 21	2000	GM-EMC	E3A	A1A-A1A	52,500	315,000	1939	2
KCS 22	2000	GM-EMC	E3A	A1A-A1A	52,525	315,150	1939	3
KCS 23	2000	GM-EMD	E3A	A1A-A1A	56,000	335,900	1940	3
KCS 24-25	2000	GM-EMD	E6A	A1A-A1A	55,040	332,900	1942	4
KCS 26-29	2250	GM-EMD	E8A	A1A-A1A	54,500	377,200	1952	14
KCS 30A-31A	1500	GM-EMD	F3A	B-B	56,000	244,000	1947	5, 15
KCS 30B-31B	1500	GM-EMD	F3B	B-B	61,775	247,600	1947	26
L&A 32A	1500	GM-EMD	F7A	B-B	61,275	245,100	1949	15, 27
L&A 32B	1500	GM-EMD	F7B	B-B	61,000	244,000	1949	
L&A 33A	1500	GM-EMD	F7A	B-B	62,050	248,200	1949	15, 16, 26
KCS 33B	1500	GM-EMD	F7B	B-B	59,150	236,600	1949	
L&A 40-41	1500	FM	ALT 200.2A	B-B	63,350	253,400	1949	6
KCS 45	1500	FM	ALT 200.2A	B-B	63,350	253,400	1949	6
KCS 50A, D-53A, D	1500	GM-EMD	F3A	B-B	57,400	229,600	1947	5, 15, 16, 27, 26
KCS 50B, C-53B, C	1500	GM-EMD	F3B	B-B	61,000	244,000	1947	5, 16, 26
KCS 54A, D	1500	GM-EMD	F3A	B-B	56,000	244,000	1947	5, 15
KCS 54B, C	1500	GM-EMD	F3B	B-B	55,915	223,660	1947	15, 26
L&A 55A, D-58A, D	1500	GM-EMD	F3A	B-B	56,000	244,000	1948	5, 15, 16, 18, 26
L&A 55B, C-58B, C	1500	GM-EMD	F3B	B-B	61,000	244,000	1948	5, 16, 18, 27
L&A 59A	1500	GM-EMD	F3A	B-B	57,825	231,300	1948	5, 13, 15, 16
KCS 59B, C	1500	GM-EMD	F7B	B-B	61,000	244,000	1950	
KCS 59D	1500	GM-EMD	F7A	B-B	56,000	244,000	1950	15
KCS 60A-61A	2000	FM	ALT 200.6	A1A-A1A	57,900	346,900	1946	7, 5, 15
KCS 60B-61B	2000	FM	ALT 200.6	A1A-A1A	57,950	347,100	1946	5, 7
KCS 60C-61C	2000	FM	ALT 200.6	A1A-A1A	57,380	344,300	1947	5, 7, 15
L&A 62A, C	2000	FM	ALT 200.6	A1A-A1A	56,700	340,200	1947	5, 7, 15
L&A 62B	2000	FM	ALT 200.6	A1A-A1A	55,800	334,800	1948	5, 7
KCS 70A, C-71A, C	1500	GM-EMD	F7A	B-B	56,000	244,000	1949	15
KCS 70B-71B	1500	GM-EMD	F7B	B-B	61,000	244,000	1949	16, 18
KCS 72A, D-73A, D, 74A	1500	GM-EMD	F7A	B-B	56,000	244,000	1950	5, 15
KCS 72B, C-75B, C	1500	GM-EMD	F7B	B-B	61,000	244,000	1950	16, 5, 26
L&A 74D, 75A, D	1500	GM-EMD	F7A	B-B	56,000	244,000	1951	15, 16, 18
L&A 76A, D	1500	GM-EMD	F7A	B-B	56,000	244,000	1951	15
L&A 76B, C, 77B	1500	GM-EMD	F7B	B-B	61,000	244,000	1951	16, 26
L&A 77C, 78B, C, 79B	1500	GM-EMD	F7B	B-B	61,000	244,000	1951	16, 26
KCS 100-109	2250	GM-EMD	GP30	B-B	61,500	260,000	1962	19, 24
L&A 110-119	2250	GM-EMD	GP30	B-B	61,500	260,000	1963	5, 24
L&A 150-154	1500	GM-EMD	GP7	B-B	59,000	238,000	1951	24
KCS 155-162	1500	GM-EMD	GP7	B-B	59,000	238,000	1953	24
KCS 163-165	1750	GM-EMD	GP9	B-B	59,600	245,700	1959	24
KCS 600-613	3000	GM-EMD	SD40	C-C	101,500	406,000	1966	20
KCS 614-621	3000	GM-EMD	SD40	C-C	101,500	406,000	1968	20
KCS 622-627	3000	GM-EMD	SD40	C-C	101,500	406,000	1970	20
KCS 628-635	3000	GM-EMD	SD40	C-C	101,500	406,000	1971	20
KCS 636	3000	GM-EMD	SD40	C-C	101,500	406,000	1971	20
KCS 637-646	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 647-652	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 653-654	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 655-656	3000	GM-EMD	SD40-2	C-C	101,500	406,000	1972	20
KCS 1100	1000	GM-EMC	NW2	B-B	61,700	247,000	1939	27
KCS 1101-1102	1000	GM-EMD	NW2	B-B	61,700	247,000	1941	21
KCS 1110-1113	1000	Alco-GE	RS-1	B-B	63,900	255,600	1943	8, 5
L&A 1114	1000	Alco-GE	S2	B-B	57,900	200,000	1940	9
KCS 1120	900	Alco	HH 900	B-B	59,825	239,300	1937	10
KCS 1121	1000	Alco	HH 1000	B-B	59,700	238,800	1940	11
L&A 1122-1123	1000	Alco	HH 1000	B-B	59,865	239,460	1940	11
L&A 1125-1126	1000	GM-EMD	NW2	B-B	61,000	244,000	1942	
KCS 1150	660	Baldwin	VO 660	B-B	50,025	200,100	1946	12
L&A 1160-1163	1200	BLHW	S-12	B-B	55,125	220,500	1951	5
KCS 1200-1203	1000	GM-EMD	NW2	B-B	61,000	244,000	1946	24
KCS 1204-1211	1000	GM-EMD	NW2	B-B	61,000	244,000	1946-7	17, 24
L&A 1212-1221	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	17, 24
KCS 1222-1226	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	24
KCS 1300-1309	1200	GM-EMD	SW7	B-B	61,000	244,000	1950	24
L&A 1310-1315	1200	GM-EMD	SW7	B-B	61,000	244,000	1951	24
KCS 1500-1503	1500	GM-EMD	SW1500	B-B	62,000	248,000	1966	24
KCS 1504-1517	1500	GM-EMD	SW1500	B-B	62,000	248,000	1968	24
KCS 1518-1531	1500	GM-EMD	SW1500	B-B	62,000	248,000	1971	24
KCS 1532-1541	1500	GM-EMD	SW1500	B-B	62,000	248,000	1972	24
KCS 1542	1500	GM-EMD	SW1500	B-B	62,000	248,000	1970	23, 24
KCS 4100-4109	2250	GM-EMD	GP30	B-B	61,500	260,000	1962	19, 24
KCS 4110-4117, 4119	2250	GM-EMD	GP30	B-B	61,500	260,000	1963	16, 24
L&A 4150-4154	1500	GM-EMD	GP7	B-B	59,000	238,000	1951	24
KCS 4155-4162	1500	GM-EMD	GP7	B-B	59,000	238,000	1953	24
KCS 4163-4165	1750	GM-EMD	GP9	B-B	59,600	245,700	1959	24
KCS 4200-4203	1000	GM-EMD	NW2	B-B	61,000	244,000	1946	24
KCS 4205-4211	1000	GM-EMD	NW2	B-B	61,000	244,000	1946-7	17, 24
L&A 4212-4215, 4217, 4219, 4221	1000	GM-EMD	NW2	B-B	61,000	244,000	1948	17, 22, 24
KCS 4222-4226	1000	GM-EMD	NW2	B-B	61,000	244,000	1949	24
KCS 4250-4257	----	Darby	Slug					



Mike Eagleson

IN SEARCH OF STEAM

PERE MARQUETTE Berkshire No. 1225, at the East Lansing campus of Michigan State University, was successfully test-fired on October 5th. This was the first fire on her grates in 20 years or more. "The engine performed faultlessly," reports Aarne Frobom, president of the Michigan State University Railroad Club. The test-fire included operating the stoker and injector. The fire was lit at 4:00 a.m., and full working pressure was reached in six hours and 20 minutes.

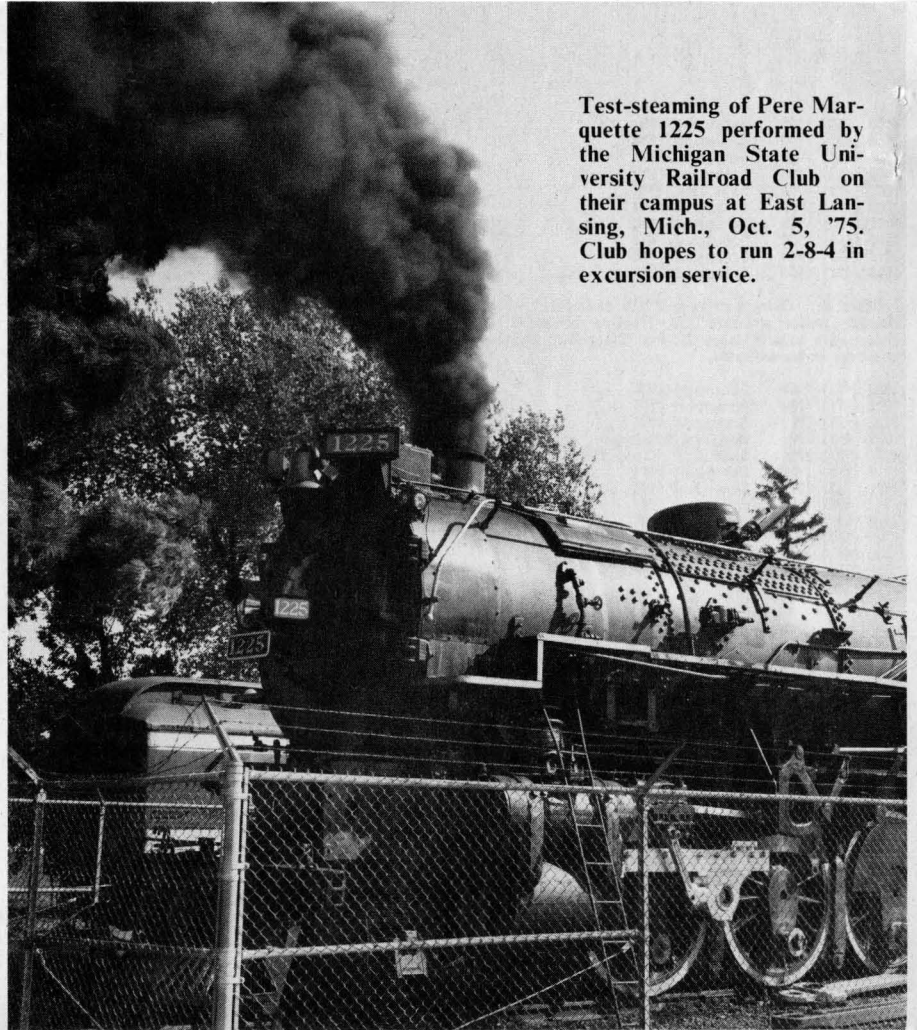
In addition to numerous club members and railfans (and astonished students on campus), many former Pere Marquette railroaders came to East Lansing for the big day. Sam Chidester, the now-retired PM engineer who broke in the 1225 on its delivery in 1941, and Herschel Christensen, former roundhouse foreman at Wyoming, Mich., instructed club members on the operation of the locomotive's appliances.

Remaining work on the 2-8-4 includes repair of the superheaters and re-jacketing.

THERE is talk in Spokane, Wash., of a group being formed to rebuild and run ex-Union Pacific 4-6-2 No. 3206—long displayed at High Bridge Park—as reported in the Puget Sound Railway Historical Assn. publication *Sounder*. Sister Pacific No. 3203 is stored adjacent to Oaks amusement park in Portland, Oregon. Nearby, the Spokane, Portland & Seattle 4-8-4 No. 700 also may be considered for rebuilding and operation. Since American Freedom Train removed former Southern Pacific 4-8-4 No. 4449 from the same display area, the City of Portland has decided to build a shelter to protect the remaining locomotive displays from weather and vandals.

FORMER Southern Railway locomotive 4501, now owned by the Tennessee Valley Railway Museum, just completed a 4-day filming session for Twentieth Century Fox. The four-hour TV movie "Eleanor and Franklin" will be telecast in two parts on Friday and Saturday, January 2-3 on ABC-TV. Filming took place on the Southern Railway using the Mikado and a consist of Southern and museum cars for sequences showing the movement of the funeral train from Warm Springs, Ga., to Washington, D.C. Numerous campaign trips during the 1930s and '40s also feature No. 4501.

DESPITE an almost constant fog and drizzle, the Mainline Steam Foundation ex-



John B. Corns, 226 Locke N.W., Massillon, Ohio 44646

cursion of last October 25th from Bethlehem, Pa., to South Plainfield, N.J., was ably organized and well patronized. Double-headed motive power was led by ex-Canadian Pacific 4-6-0 No. 972, owned by George Hart, and ex-Florida East Coast 4-6-2, owned by Sam Freeman. The pair put on a fine show assailing the heavy grade of New Jersey's Musconetcong Mountain. Photo runs were plentiful and well planned. The matching Stillwell coach consist, owned by Erie Lackawanna, was augmented by a refreshment and souvenir car leased from the Atlantic Central Steam Co. and placed in the center of the train. The Mainline Steam Foundation address is P.O. Box 231, Convent Station, N.J. 07961.

fittings, valve mechanisms, fuels, and road performances.

RAILROADS: AN AMERICAN JOURNEY, by Don Ball, Jr. 288 pages, 10¼x11¼", hard covers, over 300 photographs, Little Brown Distribution Center, Waltham, Mass., \$20.45 postpaid. Available from Railroad Magazine Book Service.

If superb railroad photographs are your interest, not just those showing loco road numbers and wheel arrangement, Ball's book is for you. From the creative camera of Don and other rail documentarians come this pictorial album of trains and the men who run them. Nostalgic descriptions add insight and mood.

New Steam Books

THE STEAM LOCOMOTIVE, by W.A. Tuplin, 158 pages, 6½x8½", hard cover, photos, charts, drawings, Charles Scribner's & Sons, New York City, \$10.00. Available from Railroad Magazine Book Service.

Although this book has a label title, perhaps none other would be more suited. A world-wide design picture of the growth of the steam locomotive, methods of operation, handling characteristics and construction are the theme of this rather technical treatise. Not for the novice, the book would have great appeal for those already familiar with locomotive design and who want greater detail. Chapters cover boilers and

MALLET TO MOGUL, by Robert L. Hogan, 56 pages, 11x8½", soft covers, 102 photos, maps, rosters, Chatham Publishing Co., Burlingame, Calif. \$4.95. Available from Railroad Book Service.

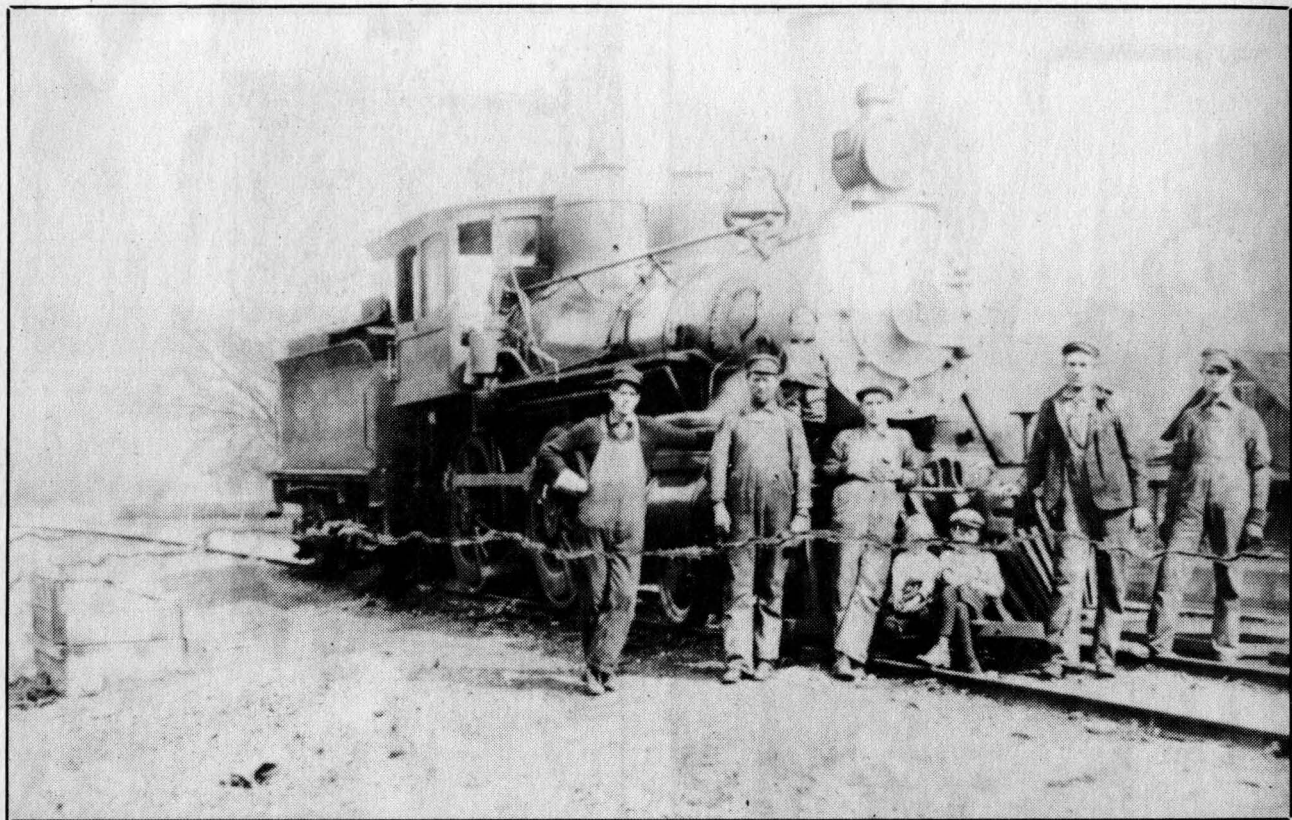
If you expect to search for steam on the Pacific Coast, this book is a must. Nineteen steam tourist railroads in California, Oregon, and Washington are covered. Bob Hogan is an accomplished photographer. His book is filled with creative pictures of locomotives, not just roster portraits. Despite their captivity on shortlines, Bob proves that steam engines can be caught in dramatic camera work no matter where they are. The halftone reproductions are excellent and the layouts interesting.

KANSAS, OKLAHOMA & GULF

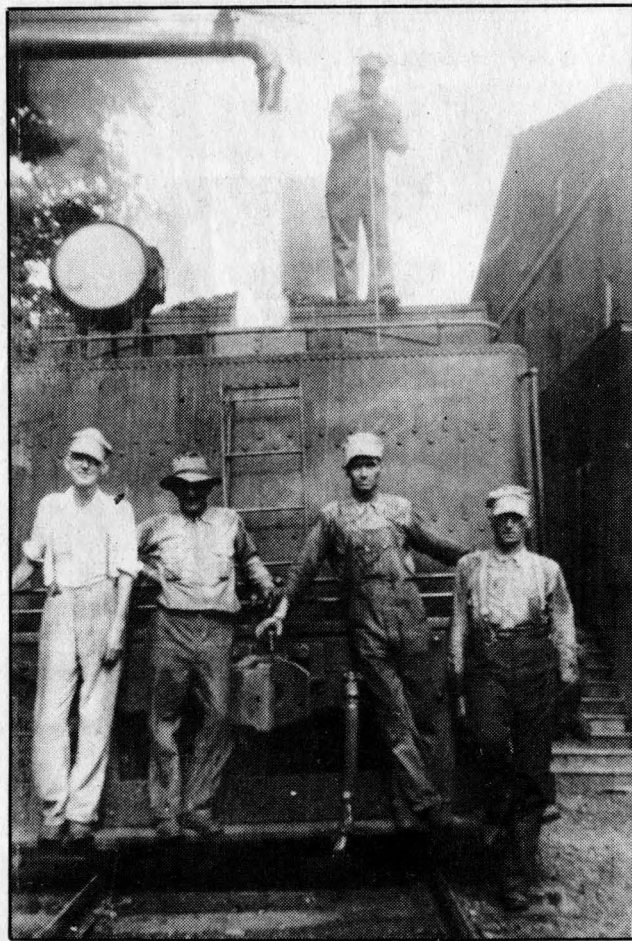
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2-8-0



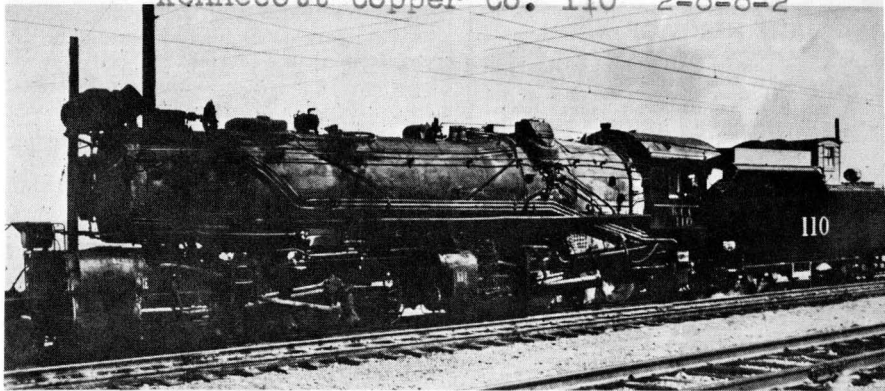


Kelly's Creek and North Western Railway Locomotive No.1 at Ward, West Virginia, in the early 1900's. Not all the persons present are known; however, at left is Jim Ballard, fireman; next to him is my grandfather, Frank R. Inghram, engineer; and at the far right is his brother, Charles Inghram, conductor.



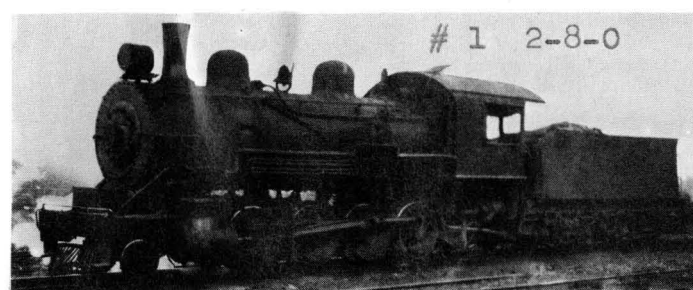
Another view of KC R.R. 12, with brakeman, Clarence King, during switching movement at Mammoth, Kanawha countv. in 1940.

Kennecott Copper Co. 110 2-8-8-2

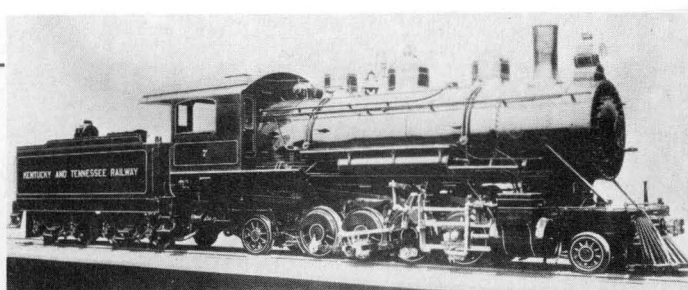


Collection of William H. McKenzi

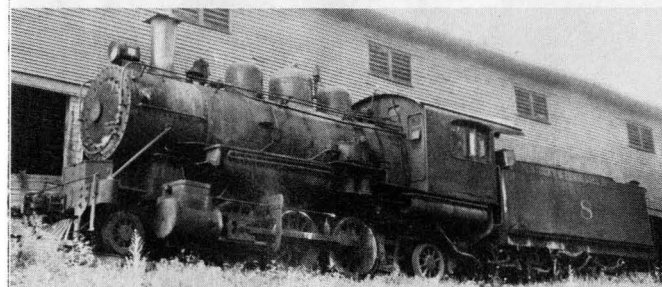
BALDWIN 2-8-8-2's 109 and 110 (ex-N&W 1721 and 1723) went to Kennecott in 194



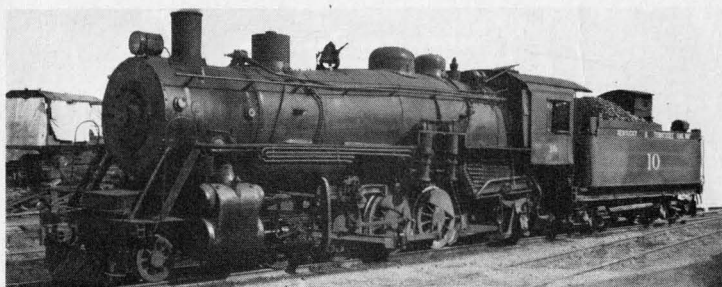
William Bissinger; Collection of Alton B. Lanier.



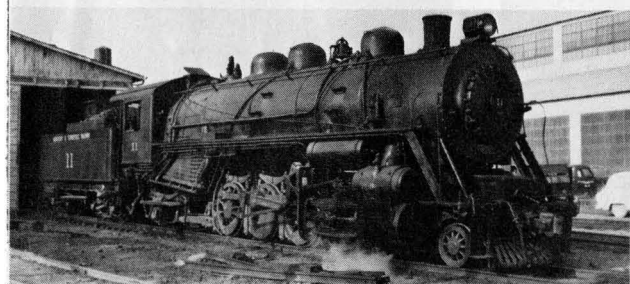
Collection of William Bissinger.



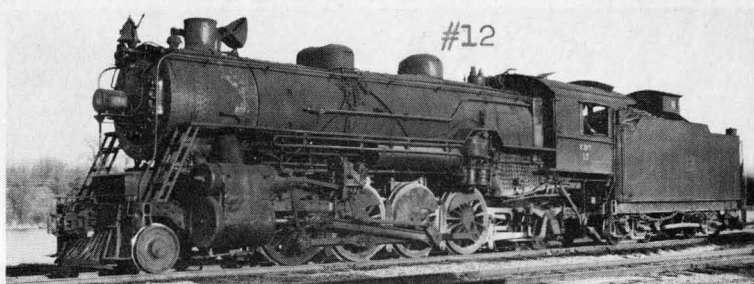
Collection of Harold K. Vollrath.



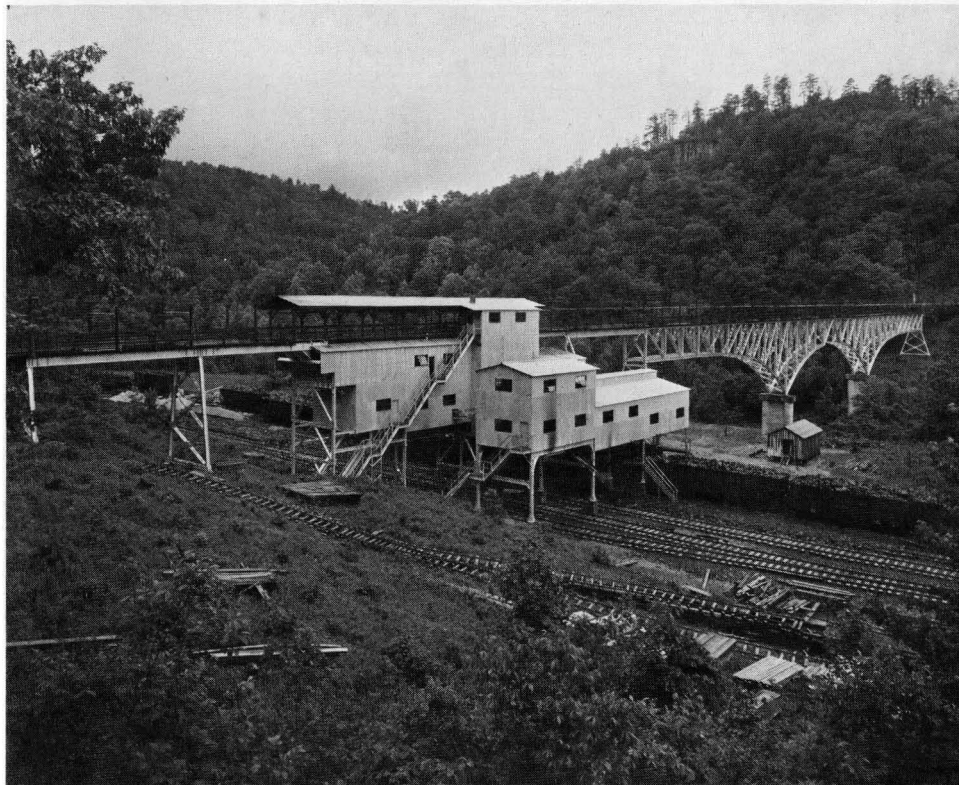
Thomas R. Lawson Jr.



Thomas R. Lawson Jr. **Kentucky & Tennessee**



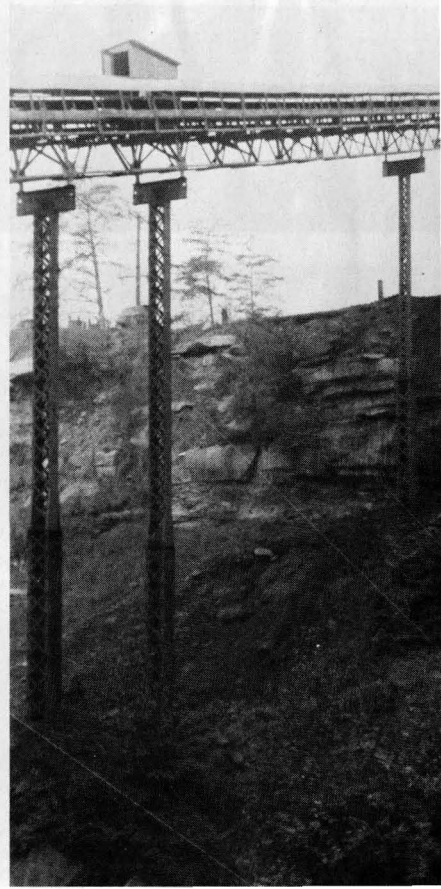
Thomas R. Lawson Jr.



Collection of Alton B. Lanier.

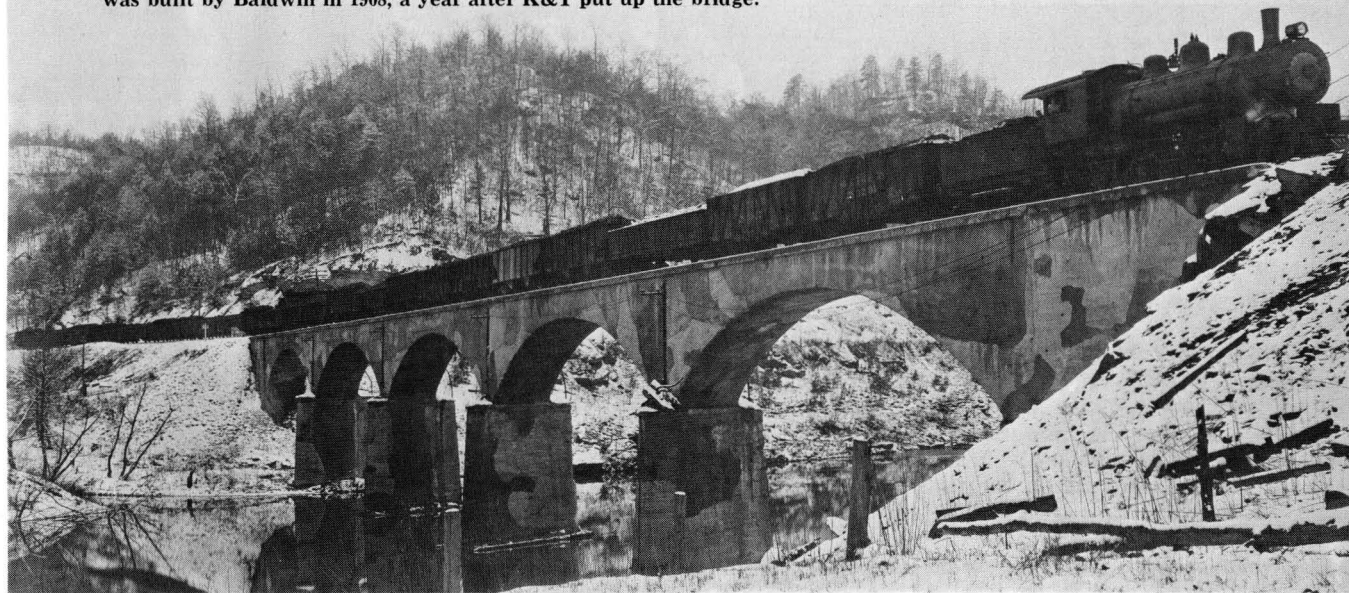
THE PRIDE of Stearns Coal & Lumber Company was Mine 18 at Devils Jump. The mine was opened in 1938 and closed in 1962. The post office name for the community was Blue Heron.

COAL—THEN AND NOW



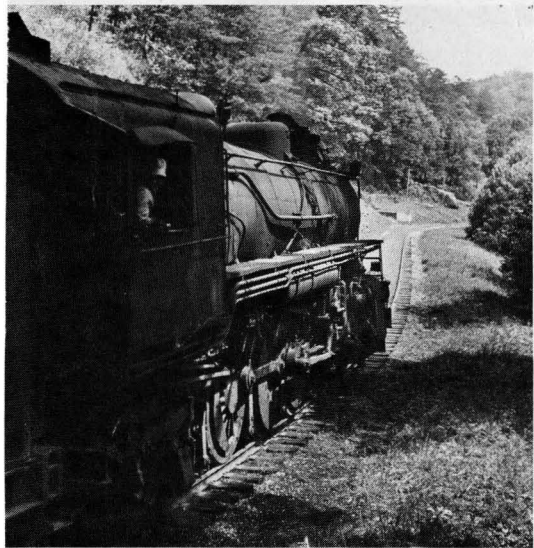
MIKADO No. 7 poses with a long train of Southern cars on K&T's concrete bridge over the Cumberland River at Yamacraw. No. 7 was built by Baldwin in 1908, a year after K&T put up the bridge.

Kentucky & Tennessee RY



Thompsons Studio: Collection of John T. River

IN THE STEAM SEASON



Bruce R. Meyer.

K&T MIKADO No. 12 was only a shortline celebrity when she climbed toward Stearns on August 21, 1962.



Alton B. Lanier

THE SMALLEST of K&T's last three Mikados, No. 10, eases 43 empties bound for Mine 16 out of Stearns on September 9, 1963. Diesels took over five months later

KENTUCKY & TENNESSEE LOCOMOTIVES STEAM

Road No.	Type	Builder	Date	Serial No.	Cylinder and driver diam. (in.)	Boiler pressure (lbs. per sq. in.)	Weight (lbs.)	Tractive effort	
1	2-8-0	Alco-Schen.	2-03	27409	22 x 26	51	180	206,000	41,500
	Ex-Stearns Salt & Lumber Co. 1, Ludington, Mich.; scrapped in 1953.								
2 (1st)	2-T Shay	Lima	5-04	874	10 x 12	29½	NA	90,000	NA
	Ex-Stearns Lumber Co. 2; ex-Stearns Coal & Lumber Co. 2; to Georgia Car & Locomotive (D), Atlanta, Ga.; to Jerseyfield Lumber Co. 6, Salisbury Center, N. Y.; to Emporium Forestry Co. 6, Conifer, N. Y.; to Grasse River Railroad 6, Conifer, N. Y.								
2 (2nd)	4-4-0	Alco-Schen.	NA	NA	NA	NA	NA	NA	NA
	Previous owner unknown; sold in 1909 or before.								
3	2-T Shay	Lima	6-05	1530	11 x 12	29½	NA	90,000	NA
	Ex-Stearns Lumber Co. 3; ex-Stearns Coal & Lumber Co. 3; to Raleigh Lumber Co. 3 (Raleigh & Southwestern 3), Glen Morgan, W. Va.; to Southern Iron & Equipment (D) 720, Atlanta, Ga.; to W. M. Ritter Lumber Co. 1, Proctor, N. C.; to W. M. Ritter Lumber Co. 5, New River, Tenn. (circa 9-28); scrapped 1942.								
4	2-T Shay	Lima	8-06	1675	10 x 10	28	NA	90,000	NA
	Ex-Stearns Lumber Co. 4; ex-Stearns Coal & Lumber Co. 4; to Milstead Manufacturing Co. 2 (Milstead Railroad 2), Milstead, Ga.								
5	0-4-0T	Porter	1881	406	NA	NA	NA	NA	NA
	Ex-Lucy Furnace Co. 3 Amy; to Southern Iron & Equipment (D) 1211, Atlanta, Ga.; to Pittsburgh Construction Co. 5 (1917).								
6	0-6-0T	Baldwin	11-77	4202	15 x 22	42	125	80,000	NA
	Ex-Memphis & Little Rock 16; ex-Cincinnati Equipment Co.; purchased in 1906 for \$3800; sold in 1920.								
7	2-8-2	Baldwin	6-08	32763	21 x 24	44	200	206,000	40,800
	New; purchased for \$16,890; scrapped in 1951.								
8	2-6-2	Baldwin	9-11	37269	20 x 24	51	200	185,000	32,500
	New; purchased for \$13,402.								
9	2-6-0	Alco-Pitt.	10-17	44416	18½ x 24	56	180	143,000	22,500
	Ex-Atlantic Equipment & Construction 1; ex-Savannah, Augusta & Northern 1; ex-Georgia Car & Locomotive (D); scrapped in 12-40.								
10	2-8-2	Baldwin	4-20	53182	24 x 30	56	195	264,000	51,500
	New; to Tennessee Valley Chapter, NRHS, Chattanooga, as Southern 6910 in 1964.								
11	2-8-2	Alco Schen.	10-22	63271	25 x 30	56	195	NA	53,500
	New; to U.S. Army, Aberdeen Proving Grounds, Md., in 11-63; scrapped in 1966.								
12	2-8-2	Baldwin	10-11	37085	27 x 30	63	200	272,940	53,900
	Ex-Southern 4501; purchased in 1948 for \$8225; to 4501 Corp., Chattanooga, Tenn., as Southern 4501 in 1964.								

DIESEL

Road No.	Type	Model	Builder	Date	Serial No.	Remarks
101	B-B	S2	Alco-GE	9-43	70184	Ex-D&RGW 110; purchased 8-63.
102	B-B	S2	Alco-GE	5-44	72051	Ex-D&RGW 118; purchased 8-63.
103	B-B	S2	Alco-GE	5-44	72052	Ex-D&RGW 119; purchased 8-63.
104	B-B	S2	Alco-GE	11-49	77816	Ex-D&H 3028; purchased 9-65.
—	B-B	S2	Alco-GE	7-42	69925	Ex-NKP 2; never in K&T service or officially on roster; stripped for parts.

Notes:

NA=not available.

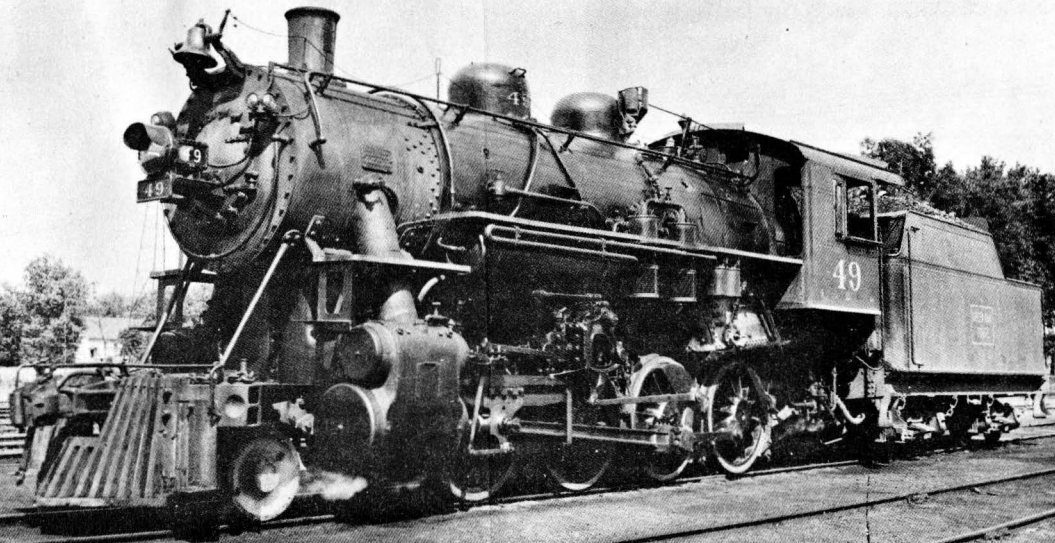
D=dealer.

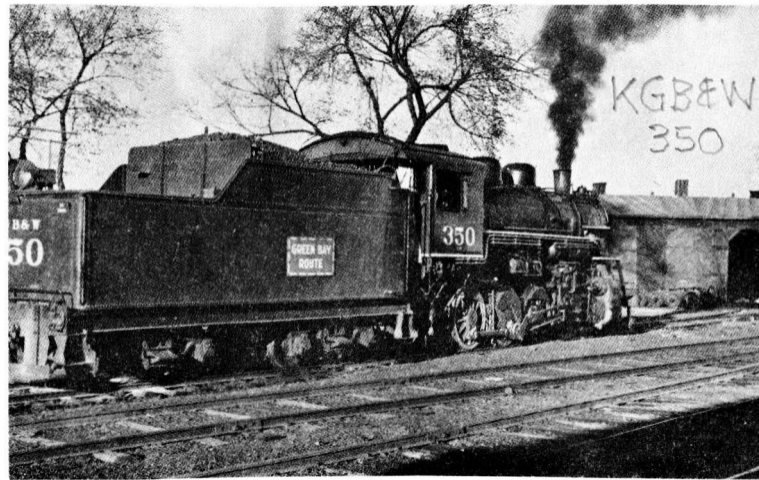
Diesels 101-104 equipped with M.U. controls; all units are 1000 h.p.

Acknowledgments:

Additional information from L. C. Bruce, E. R. Tindle, Thomas R. Lawson Jr., John B. Allen, the late C. W. Witbeck, and Bryant B. Pettit Jr. Special thanks to the late Clyde Bales, former K&T engineer.

KGB&W 49





B&V
50

GREEN BAY
ROUTE

350

KGB&W
350

This photo of the KLAMATH FALLS MUNICIPAL RAILWAY No. 1 was taken before the line became a part of the OC&E.



PASS Mr. H. W. Conard,

ACCOUNT Chief Clerk to President,

The Colorado Midland Ry. Co.

BETWEEN All Stations.

UNTIL DECEMBER 31, 1912

UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

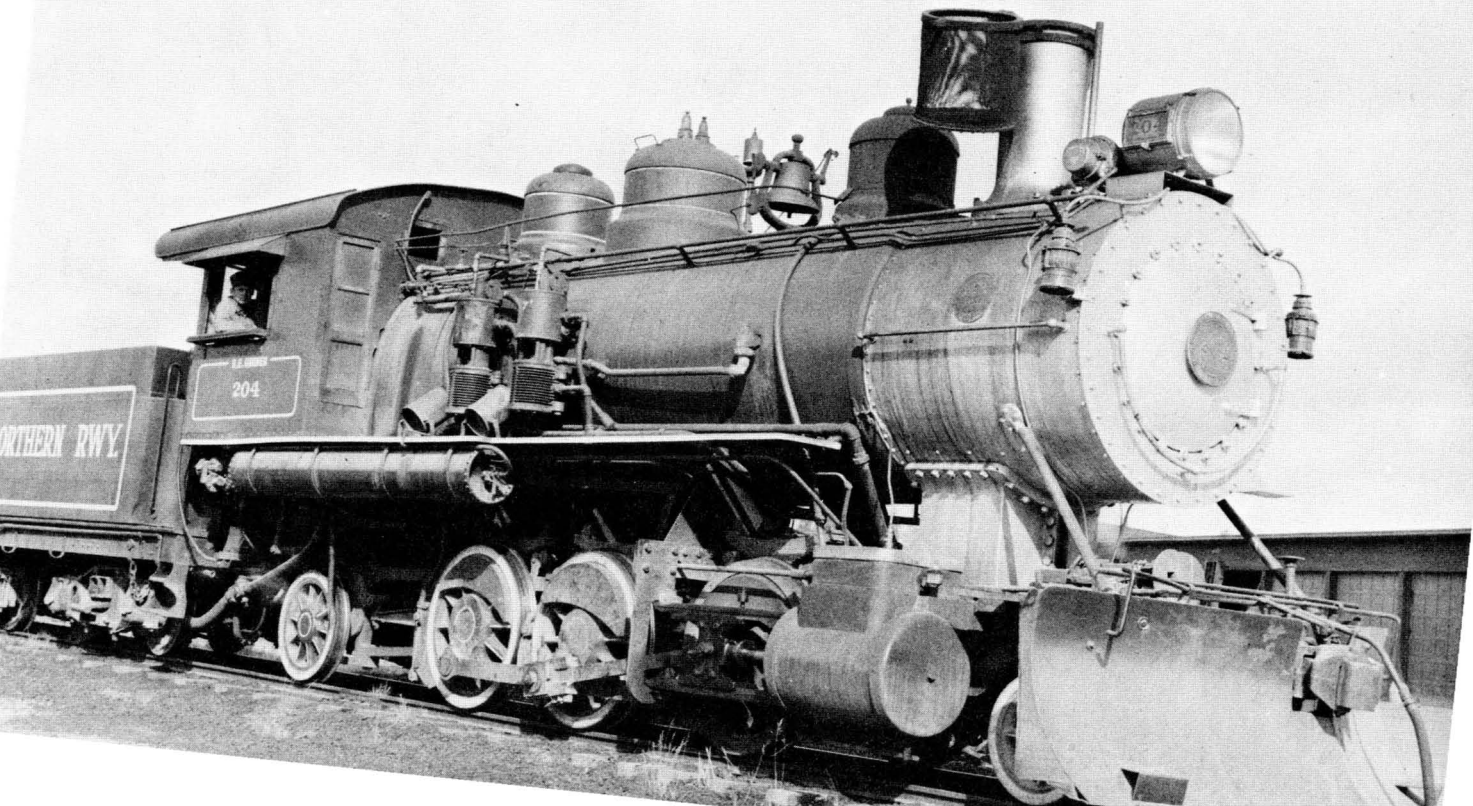
VALID WHEN COUNTERSIGNED BY

H. HIRSCHBERG

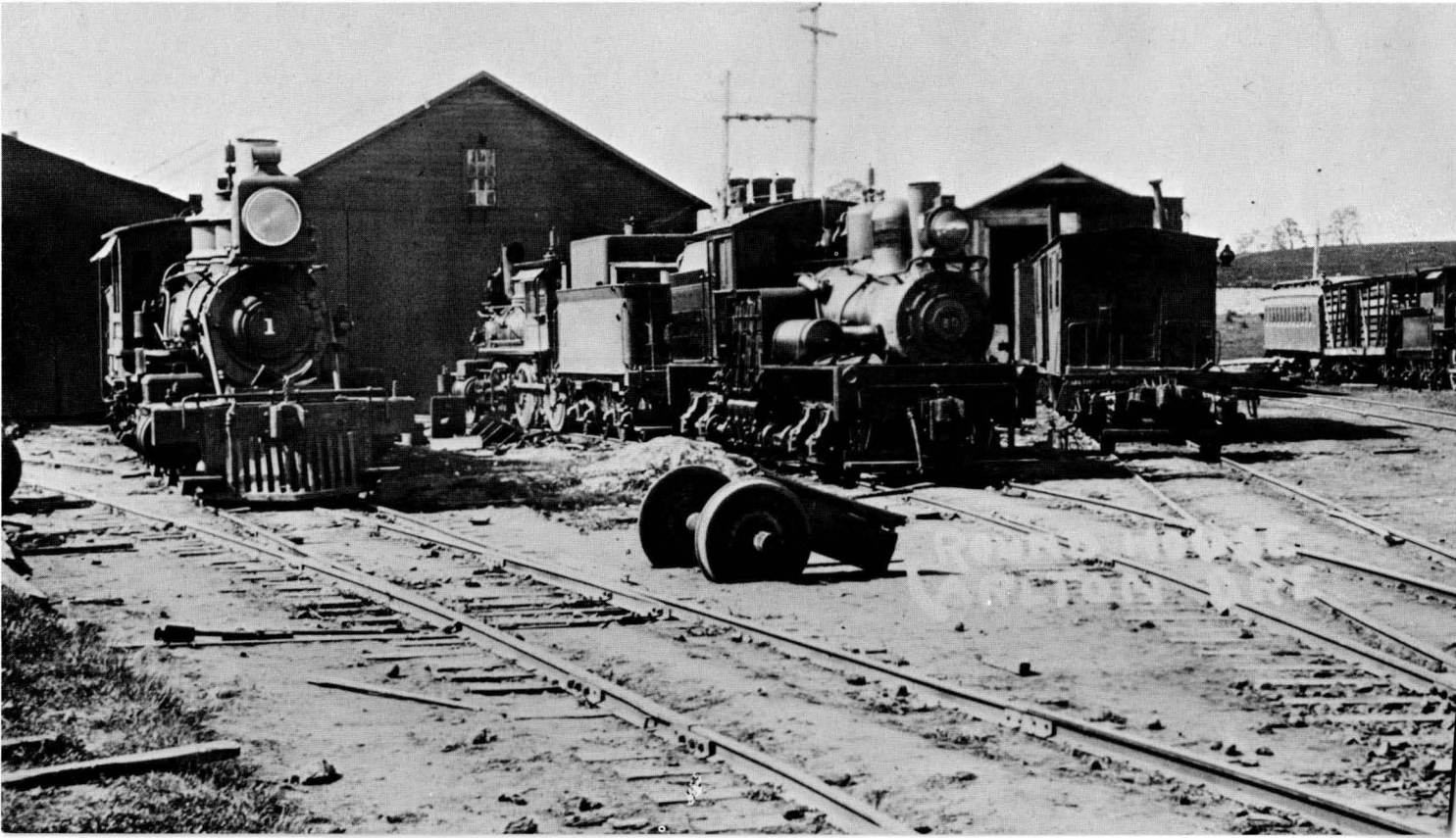
H. Hirschberg

PRESIDENT

KLAMATH NORTHERN 204

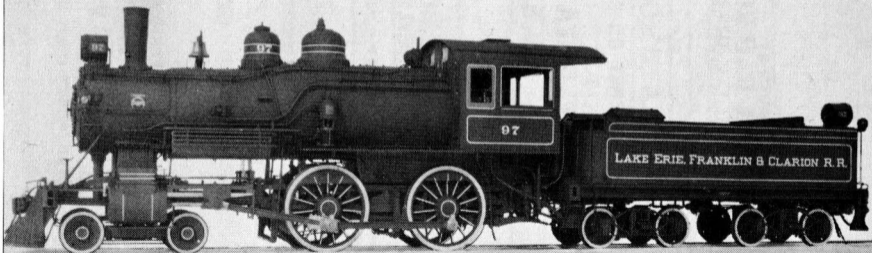


equipment.



Ex-Bessemer 2-8-0 #35 was the last engine in steam on the LEF&C. The 1911 Alco-Pittsburgh consolidation was retired by delivery of the second RS1. LEF&C RR photo.





NASHVILLE

1426

Form A 54

Not Good if Detached.

Destination

ISSUED BY
GEORGIA RAILROAD.

Via Ga, NC&StL, L&N, C&EI, Tr, BR.

Baggage



Punch Here

GEORGIA RAILROAD.

STATION STAMPED ON BACK

TO

ATLANTA

Baggage



Punch Here

1426

Form A 54

Not Good if Detached.

Destination

ISSUED BY
GEORGIA RAILROAD.

Via Ga, NC&StL, L&N, C&EI, Tr, BR.

If One-half



Punch Here

Destination

If One-half



Punch Here

1426

Fare, \$.....

NOT GOOD FOR PASSAGE.

STUB

AGENT'S

VIA ATLANTA, NASHVILLE, EVANSVILLE, CHICAGO.

Ga, NC&StL, L&N, C&EI, Tr, BR.

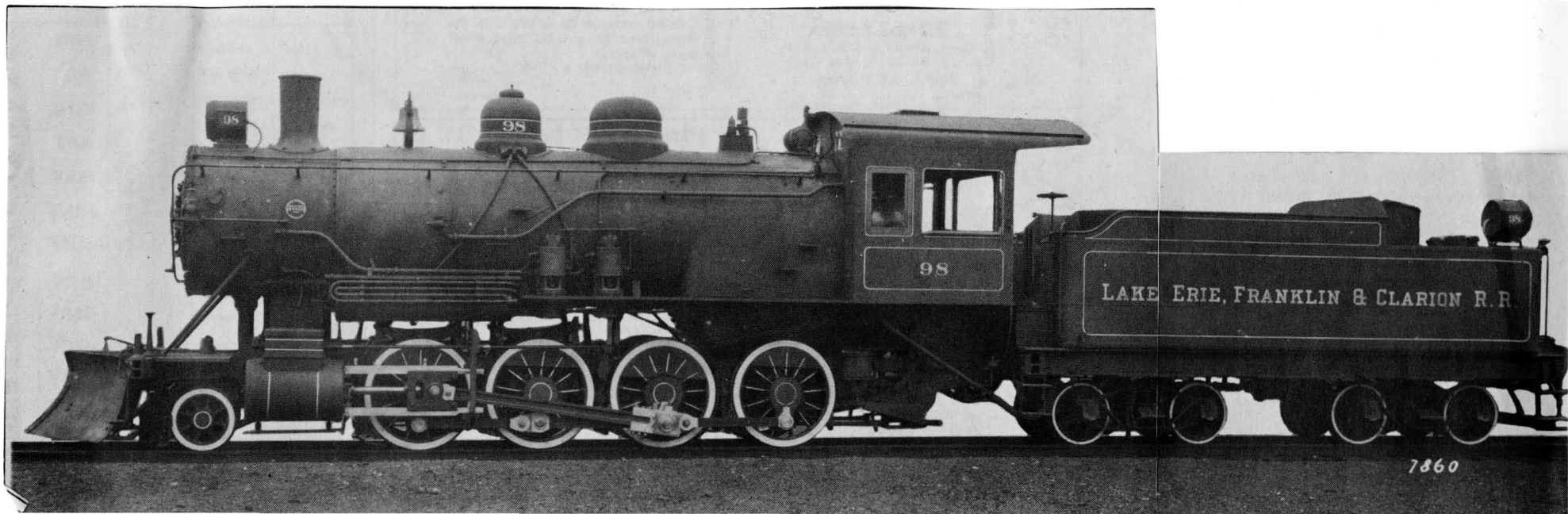
Form A 54 | Burlington Route.

Baggage



Punch Here

(Year Limit Expires 1950)



98

98

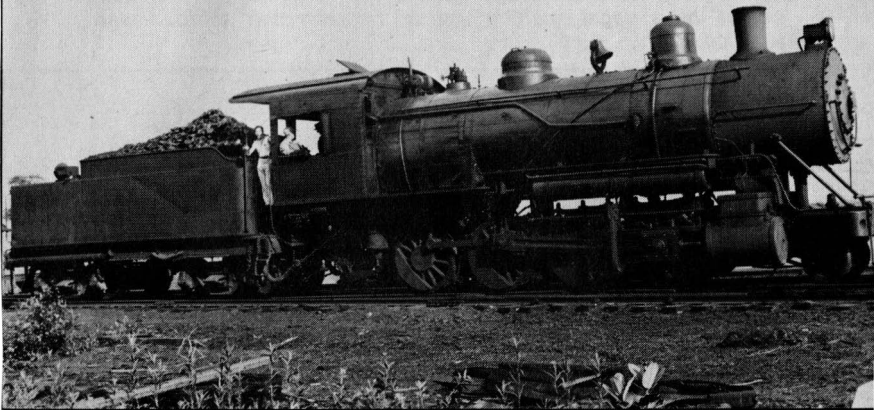
98

LAKE ERIE, FRANKLIN & CLARION R. R.

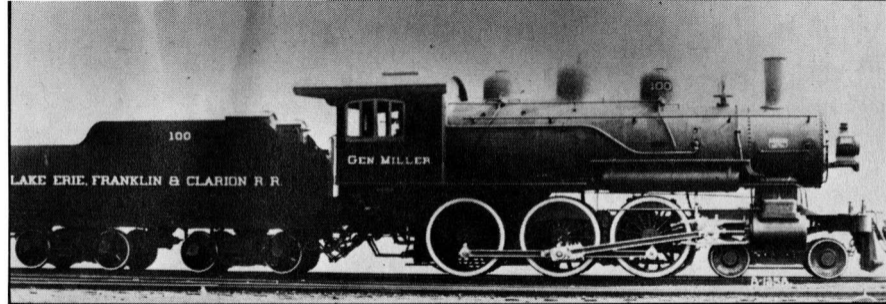
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7860

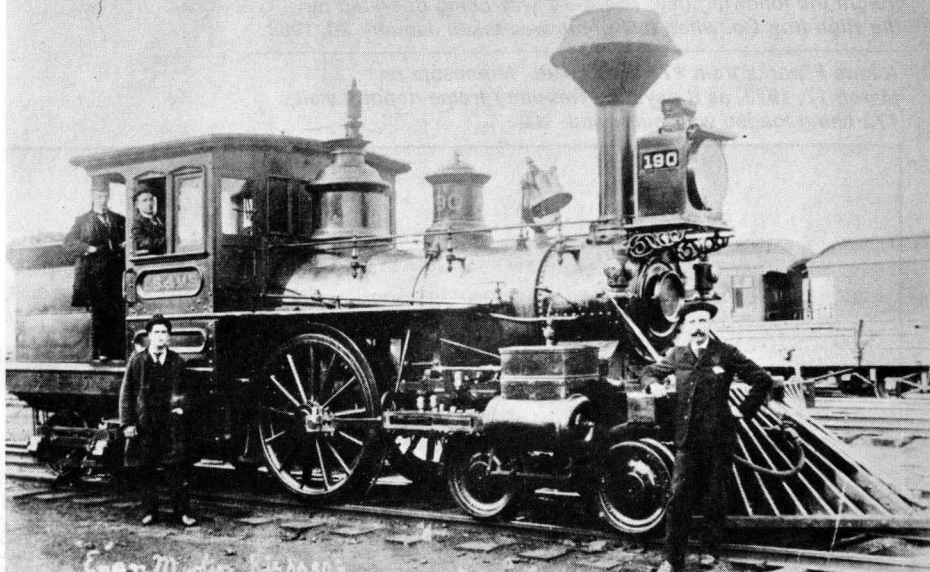
LEF&C 99



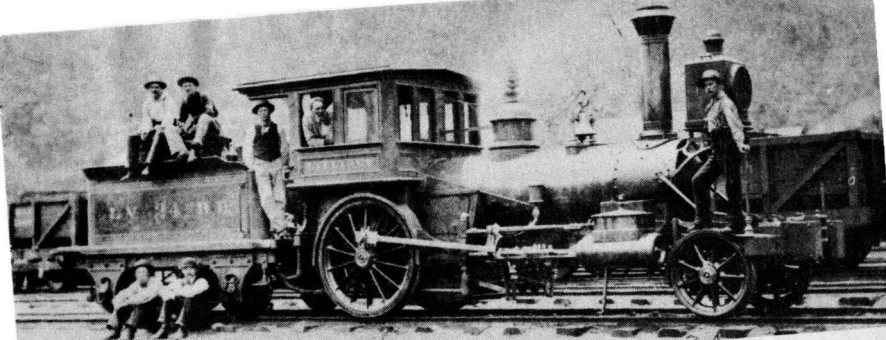
Shortline fans existed even in 1936. At the Clarion yard, Pittsburgh fan John Coutts (in gangway), instructs the crew spotting 2-8-0 #99 while his companion Howard Davis does the camera work. The #99 was nearly a twin of later #98, both from Baldwin.



For the passenger trade, the 4-6-0 type dominated. Alco-Brooks contributed the #100, in 1914. Harold K. Vollrath Collection.



Lake Shore & Michigan Southern No. 190, built for a predecessor road in 1859 was a prototype of the C. P. Huntington and other singles of 1863. For years this locomotive hauled the pay car for which it was admirably suited.



34
Everything about this old Lehigh Valley engine No. 36, named Lilliput

LEHIGH VALLEY 223

1904

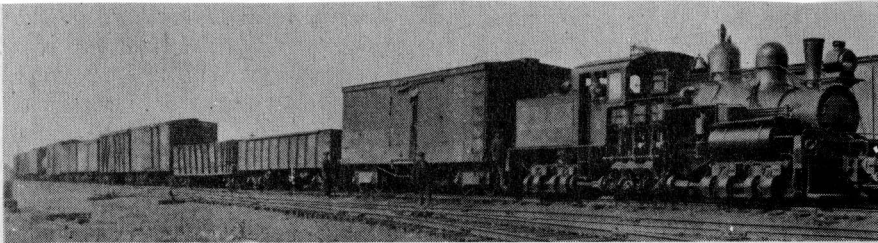




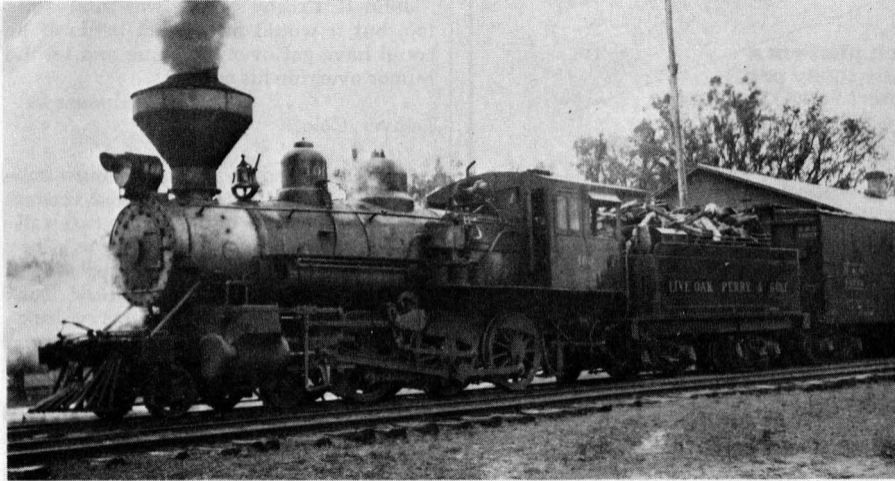
(Left) Harwell West as he looks today. Harwell with his 50-year-old bug (right), and an ancient Western Union sounder in home-made resonator in telegraph bay of Rock Island station in Tonley Park, Ill., a few years ago. He still has deft touch with a key.

LV 424





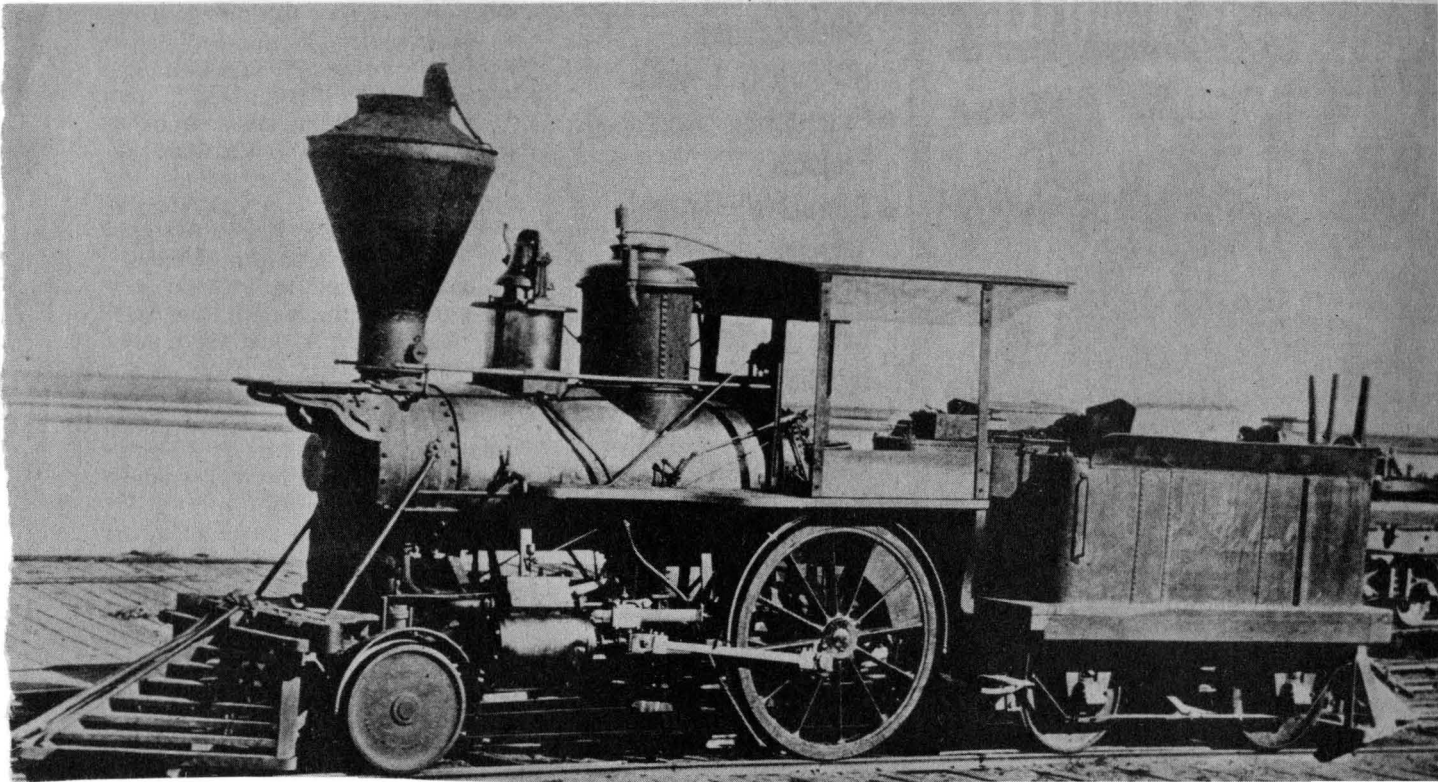
Lima Locomotive Works #3 in Erie yards (north of the plant) in Lima, Ohio, in early 1921. Built in Oct. 1920, she was later shipped to Philippine Islands.



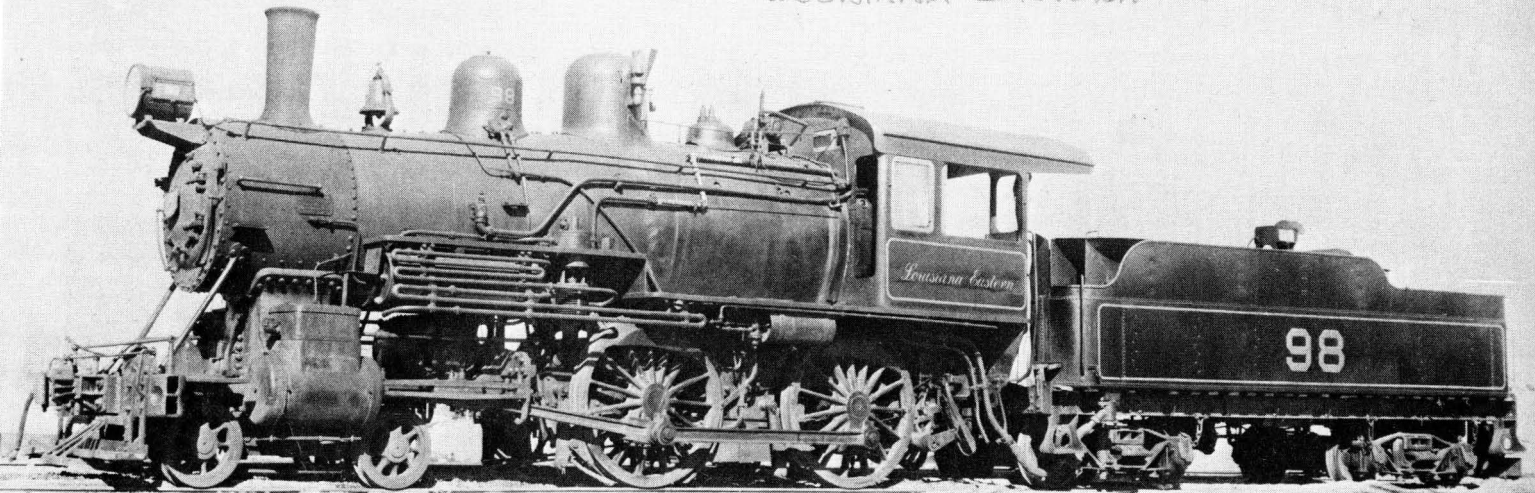
Robert M. Hanft

HANFT HANDIWORK: Live Oak, Perry & Gulf cabbage-stack No. 100 in 1936

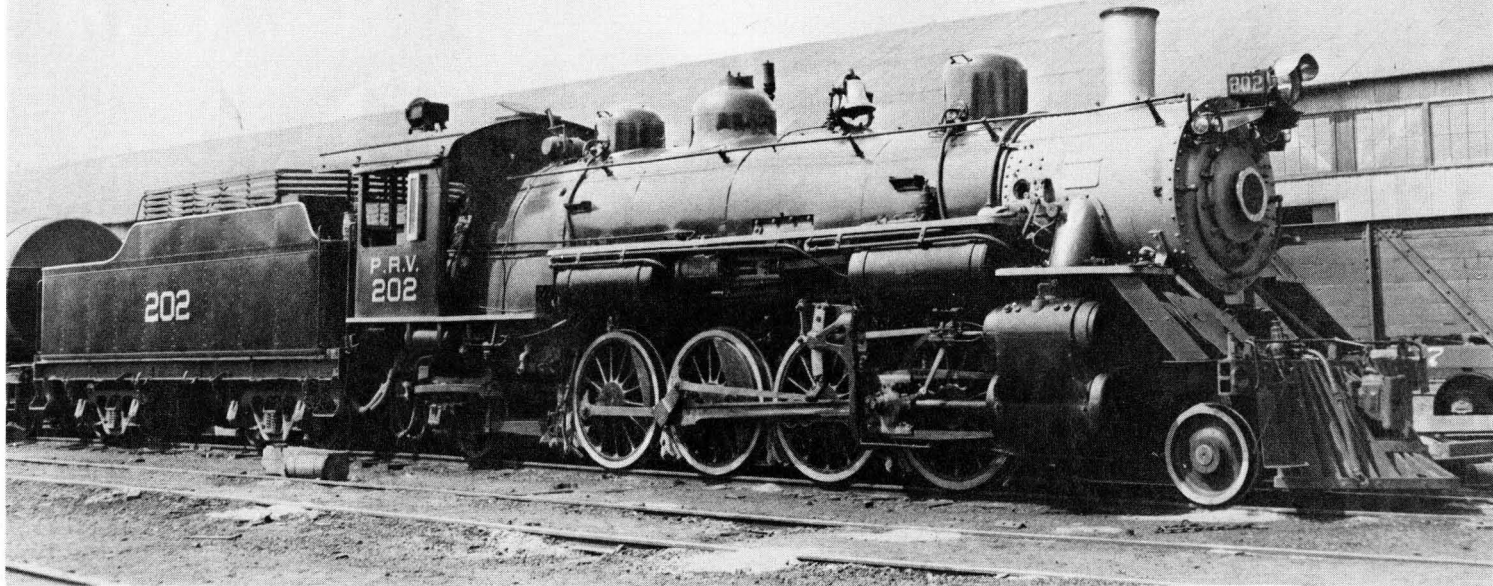
*The Los Angeles & San Pedro R. R. locomotive San Gabriel
the first engine in Southern California. Built by the Vulcan Iron
Works of San Francisco, probably in 1865 and shipped to
Los Angeles in December 1866*



LOUISIANA EASTERN 98



PEARL RIVER VALLEY LUMBER CO 202

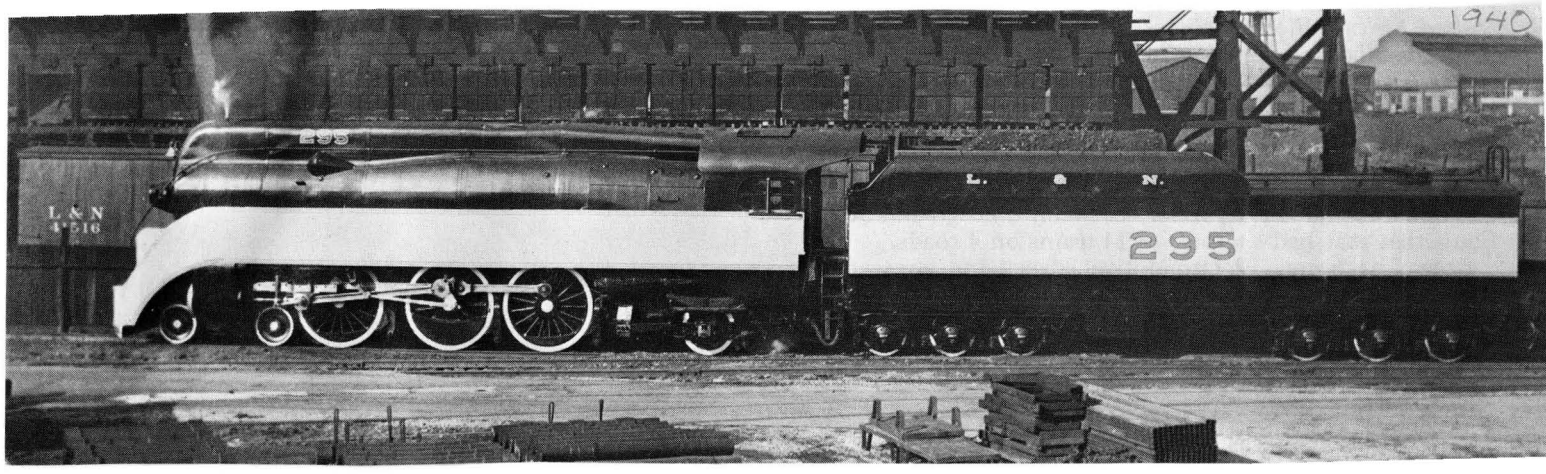


1941

L&N 200 (3)

4-6-2





1940

295

L & N
4518

L. & N.

295

mobilizing an M-1. For a time, DeCoursey, Corbin, Ravenna, and South Louisville kept the boosters in reasonable repair. Toward the end, though, roundhouses simply let the bad ones go or cut them out altogether.

All in all, however, the M-1's performed extremely well. Their roller bearings, grease fittings, and other modern lubrication gear cut servicing times to under 2 hours at DeCoursey and Corbin, and later at other points turning the Emmas. Even driving-wheel tire changeouts (necessitated by KY and EK curves) could be accomplished on short order at DeCoursey or Corbin drop pits. "Longest thing a man had to do on an M-1 was to fill her sand dome," declared John Swan laughing. "Seemed like that took 45 minutes or more." Emma carried 50 cubic feet of seashore — 5000 pounds' worth.

More Emmas for the war

During 1942, the first year for the M-1's and E6 passenger diesels, L&N moved 6.4 million passengers and 71 million tons of freight. In 1943, the passenger count rose to 11.9 million and freight climbed to 72.6 million tons. President Hill credited a large measure of L&N's success in handling such traffic increases to the new motive power — steam and diesel. Still, Operating and Mechanical felt they didn't have enough E6's or M-1's to go around. The passenger department would have to wait until late 1945 to get its sought-after E's, but the War Production Board decreed that Baldwin could build six more M-1's during the first half of 1944. Early that year, Hill and his board allocated 1.2 million dollars for the lot — Nos. 1964-1969, Baldwin serials 64723-64726 and 70178-70179 respectively.

No. 1964 and sister 1965 went into service in July 1944. The next four, 1966-1969, were delivered in August and

limping in here bellyachin' about your hard runs and the tonnage they are piling on you. Why, you haven't been in service a year yet and are squawking, while we Jay Fours have been gutted, ripped, stripped, and rammed from one end of this division to the other for the past 20 years. We don't cry for a wet nurse every time we come in."

"Yes," said the 1964, "I know you all have been through the mill, but after all, your life is not as severe as ours. . . . The engineers have pity on you old girls and let you take your time. But when one of them crawls up into our cab, they can hardly wait for the brakes to release. Then, what a mauling we get!"

The 1999, the old three-cylinder hump engine standing nearby, cut in and inquired of the 1964, "What crew did you have on this last hell-busting trip, sister?"

"I had Engineer 'Bull' Brennan and Fireman 'Hoss' Kirby, and they must have been playing a game. Everything that Hoss put in me old Bull tried to take out, and he shot a pretty fair stick."

Then the 1999 whispered to her sister hump engine, the 1801, something about the time she was out for four days on a work train. Old Snippo bent every effort to eavesdrop on this hot story but could not get close enough. Just then, the 259 came into the house off the table, and the road hogs said in unison, "Oh, here comes one of the passenger gals for a drop-pit operation. She was here not long ago, and they took out very nearly everything; and what they didn't take out, they turned around. What is it this time, dearie?" they queried.

"Oh, I was reported not steaming well on No. 30 yesterday," said 259, "and the CUT people sent me back here to find out what ails me. I hope that nice Dr. Ed Reilly operates on me this time. Last time, that old Al Carpenter crawled all through me and then said very harshly, 'Fire her up and get her to hell outta here!'"

Then a hostler named "Dreadnaught" Armstrong came and climbed up on the 1964. She screamed out, "Hey, you can't call me. I ain't been to bed yet!" But out she went, and all became quiet through the house once more. . . .

Excerpt from Chester Geaslen's column in the July 1945 L&N Magazine. I

The men know that
The American Spirit
is the source of America's Power

1950

L&N

The Old Reliable... Yesterday... Today... Tomorrow

FIRST IN WAR
FIRST IN PEACE

American Railroads are
the GREATEST...

Louisville & Nashville Railroad

L&N

WARTIME advertising of the Louisville & Nashville featured M-1 2-8-4's as symbols of the railroad's efforts in helping redress "Japan's treachery and Hitler's cruelties" in the 1940's.

early September — and not a day too soon. EK and CV coal loadings, off slightly in 1943, jumped back hard in 1944 (over 500,000 cars for both divisions by year's end, and up 100,000 loads from 1943).

The M-1's of 1944 virtually duplicated their two-year-old sisters. The few modifications covered mostly substitution of various metals for those restricted by the war. Provision was made by Baldwin for steam-heat piping in the event L&N wanted these Emmas also to be available for passenger use. This was never accomplished; instead, L&N began working the new M-1's and any spares it could grab down the EK to Ravenna. By then bridge beefing up on that segment had been completed. In that service, the M-1's were able to boost movement of the heavy Ravenna-DeCoursey coal traffic and to release some of the booster-equipped J-4A Mikes to the Cincinnati-Louisville Short Line, which also badly needed more power.

The year 1944 produced all-time record traffic volumes on the Old Reliable. In the May 1945 issue of the company employee magazine President Hill reported to his 34,000 fellow L&N'ers that "last year was our busiest," far surpassing 1926, the prewar peak year in company operations. The movement of 12,440,022 passengers and 73,384,452 tons of freight in 1944 was an extraordinary achievement, Hill declared.

"The increased demands of World War II," he stated, "were responsible for this peak traffic. But it is particularly gratifying that our equipment, plant, and personnel were of such caliber that this large-scale contribution to the nation's war effort could be made. . . . It was possible to do more with less [here Hill compared 1944 and 1926 motive power and equipment] because of the greater power and increased efficiency of our locomotives and the larger average capacity of freight cars, all coupled with more intensive use of both power and equipment."

Underscore locomotive performance! What 20 Big Emmas and 16 E-class diesel units did in their respective territories made for a wartime motive-power saga all in itself.

Indeed, in his 1945 annual report to his stockholders Hill bestowed singular praise on the M-1's, noting that they were "largely responsible for upping system gross ton-miles during the war years."

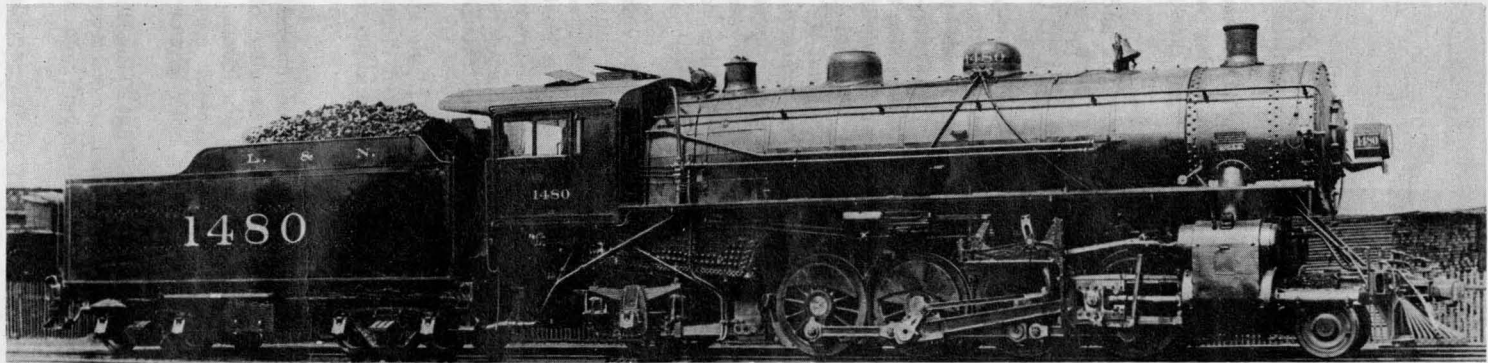
Take a bow, Miss Emma.

The postwar and more M-1's

The immediate postwar period found L&N putting its house back in order, buying more freight cars and

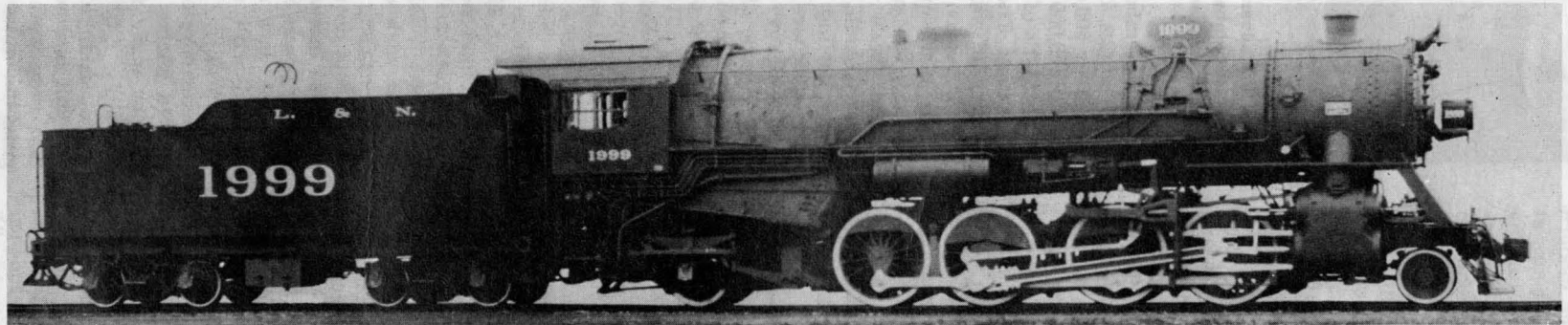
Continued on page 36

J-2A, J-5, J-4, J-4A, and the M-1's

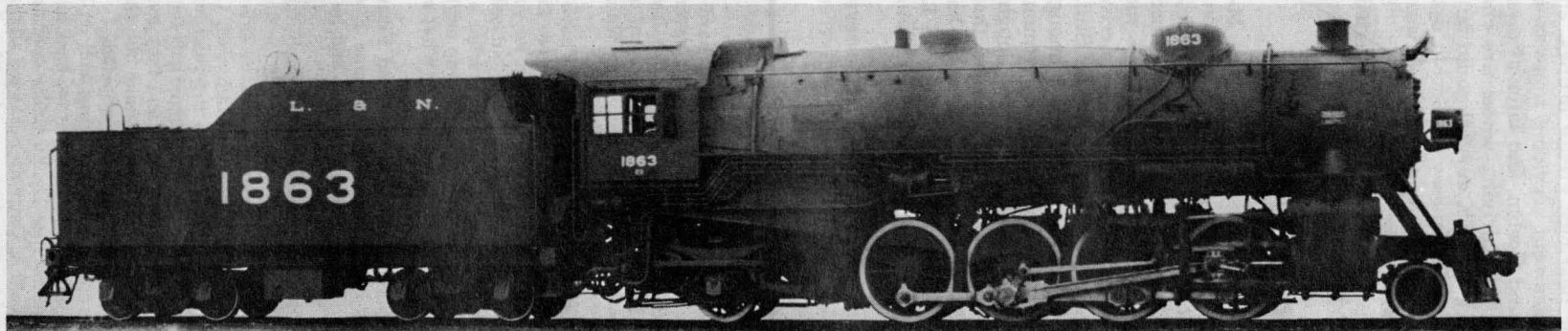


SOUTH LOUISVILLE SHOPS built 96 low-driven Mikes during 1914-1921 for the coal fields.

L&N.

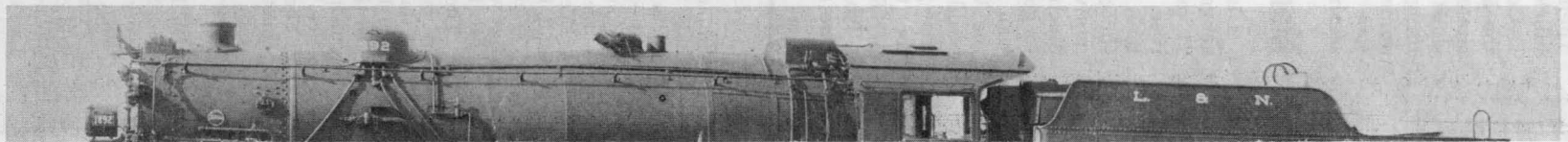


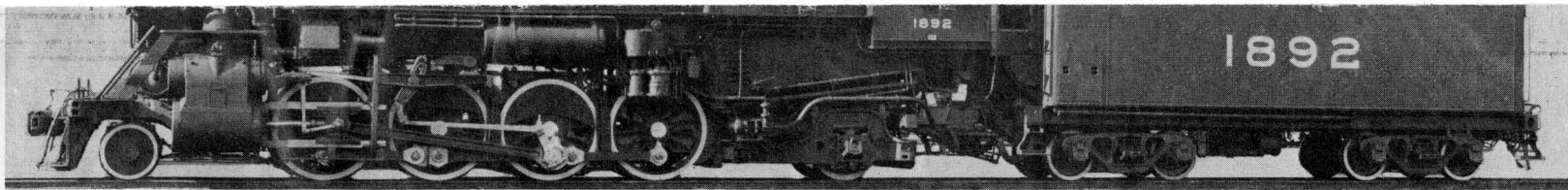
EXPERIMENTAL 3-cylinder Mike of 1924 was not repeated; she wound up on DeCoursey hump.



L&N AND USRA POWER mixed like coal and fire; system acquired 141 heavy 2-8-2's like the 1863.

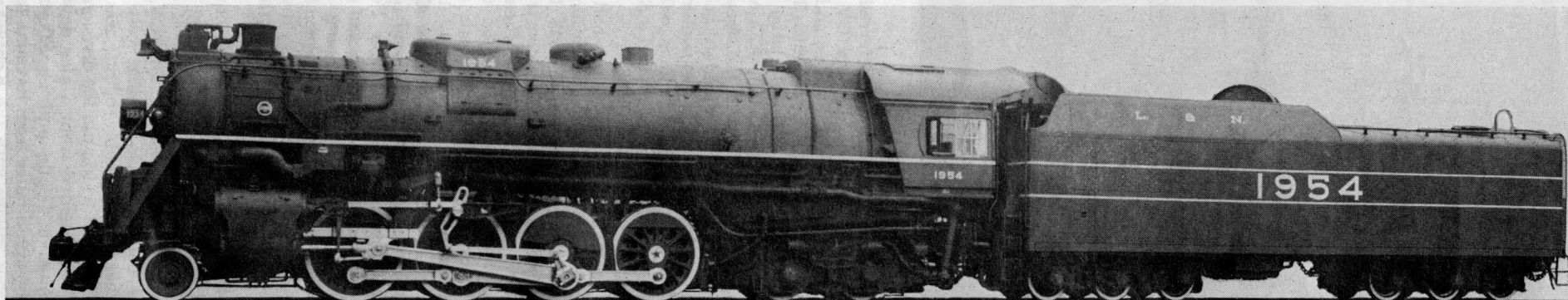
L&N.





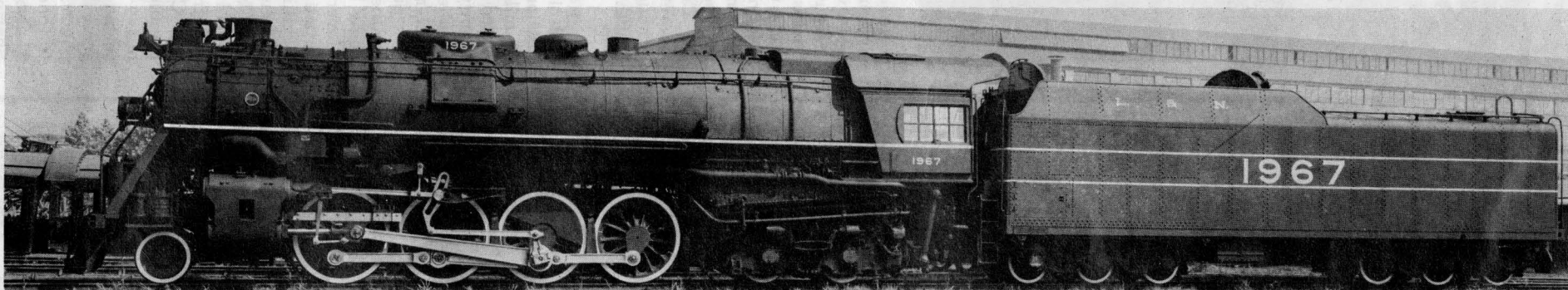
ULTIMATE expression of USRA design on L&N rails was 24 booster-fitted J-4A's from Baldwin.

Collection of H. L. Broadbelt.



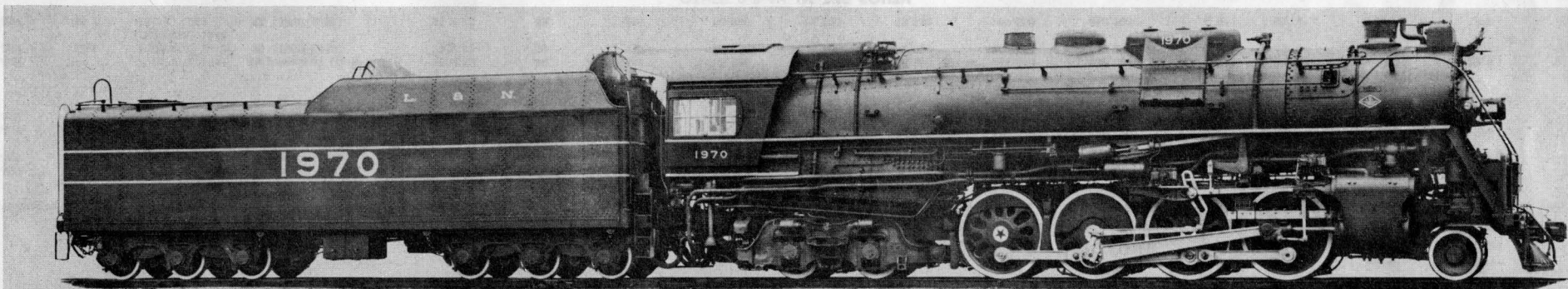
"PICTURE ENGINE" for the first set of Baldwin M-1's was the 1954, photographed in August 1942.

Collection of H. L. Broadbelt.



ARE those cabs for export engines parked behind second-batch Baldwin M-1 1967 in 1944?

Collection of H. L. Broadbelt.



FIRST of 22 postwar M-1's delivered by Lima, No. 1970, had her picture taken on January 10, 1949.

Collection of P. E. Percy.

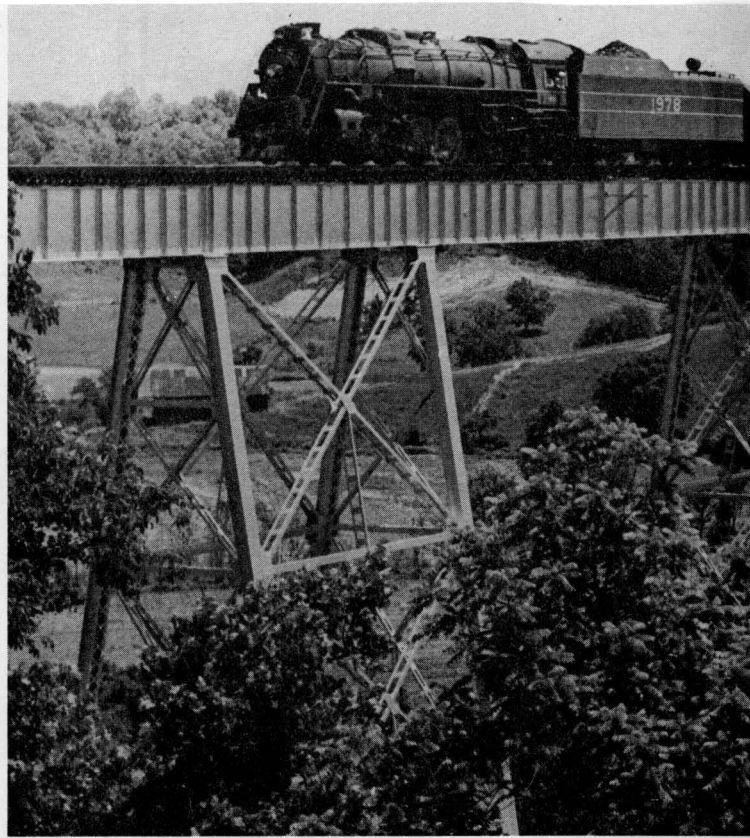
SPECIFICATIONS OF M-1 ERA STEAM POWER

Railroad	Class	Builder, Year	Number in class, Road numbers	Cylinders (diameter x stroke)	Driver diameter	Working pressure (lbs.)	Rated tractive force (lbs.)	Booster tractive force (lbs.)	Total tractive force with booster (lbs.)	Weight on drivers (lbs.)	Weight of total engine (lbs.)	Factor of adhesion	Engine wheelbase	Total heating surface (sq. ft.)	Super-heater surface (sq. ft.)	Grate area (sq. ft.)
L&N	J-2A	L&N, 1921	16 (1480-1485)	28 x 30	60	205	68,300	—	68,300	255,000	328,000	3.73	34' 10"	5236	1040	60
L&N	J-4	Brooks, 1918;	20 (1550-1569) ¹	27 x 32	63	210	66,150	—	66,150	251,000	323,000	3.79	36' 1"	5342	993	70.8
L&N	J-4A	Alco, 1923-1927	121 (1770-1890)	27 x 32	63	210	66,150	12,075	78,225	260,000	390,000	3.93	36' 1"	5342	993	70.8
L&N	J-5	Baldwin, 1929	24 (1891-1914)	(1) 23 x 28; (2) 23 x 32	63	200	65,700	—	65,700	259,000	336,900	3.94	37' 5"	5316	993	70.8
THE M-1, AS PROPOSED AND AS REALIZED																
L&N	—	Baldwin, 1941	As proposed (not built)	26 x 32	69	265	65,290	—	65,290	264,000	430,000	4.03	42' 4"	4783	2000	90
L&N	M-1	Baldwin, 1942;	20 (1950-1969)	25 x 32	69	265	65,290	14,100	79,390	268,210	447,200	4.70	42' 4"	6579	1908	90.2
L&N	M-1	Baldwin, 1944	—	—	—	—	—	—	—	—	—	—	—	—	—	—
L&N	M-1	Lima, 1949	22 (1970-1991)	25 x 32	69	265	65,290	14,100	79,390	267,500	448,100	4.70	42' 4"	6579	1908	90.2
OTHER 2-8-4's IN THE SOUTH																
IC	7000	Lima, 1928 ²	50 (7000-7049)	28 x 30	63	240	69,400	12,000	81,400	248,000	388,000	3.57	41' 8"	5164	2111	100
NS	600	Baldwin, 1940	5 (600-604)	23½ x 30	63	250	49,300	11,100	60,400	202,900	335,400	4.11	39' 0"	3418	1350	80.3
RF&P	571	Lima, 1942	10 (571-580)	25 x 34	69	285	64,100	—	64,100	270,900	433,200	4.23	42' 0"	4772	1932	90.3
SELECTED BERKSHIRES BEYOND THE L&N																
C&O	K-4	Alco, 1947	15 (2770-2784)	26 x 34	69	245	69,350	14,000	83,350	293,100	469,680	4.23	42' 0"	4773	1932	90.3
VGN	BA	Lima, 1946	5 (505-509)	26 x 34	69	245	69,350	—	69,350	295,800	460,400	4.26	42' 0"	4774	1932	90.3
Erie	S-4	Lima, 1929	20 (3385-3404)	28½ x 32	70	250	72,000	13,000	85,000	286,500	468,800	3.98	44' 0"	5689	2545	99.5
NKP	S-3	Lima, 1949	10 (770-779)	25 x 34	69	245	64,100	—	64,100	266,030	444,290	4.15	42' 0"	4772	1932	90.3
PM	N	Lima, 1937	16 (1200-1215)	26 x 34	69	245	68,400	15,350	83,750	278,000	445,500	4.07	42' 0"	4777	1932	90.3

¹Renumbered 1750-1769.

²No. 7049 built in 1924. IC rebuilt all 2-8-4's, renumbered them 8000-8049. Rebuilt specs in parentheses.

³Heaviest class of 2-8-4 on each road is listed.

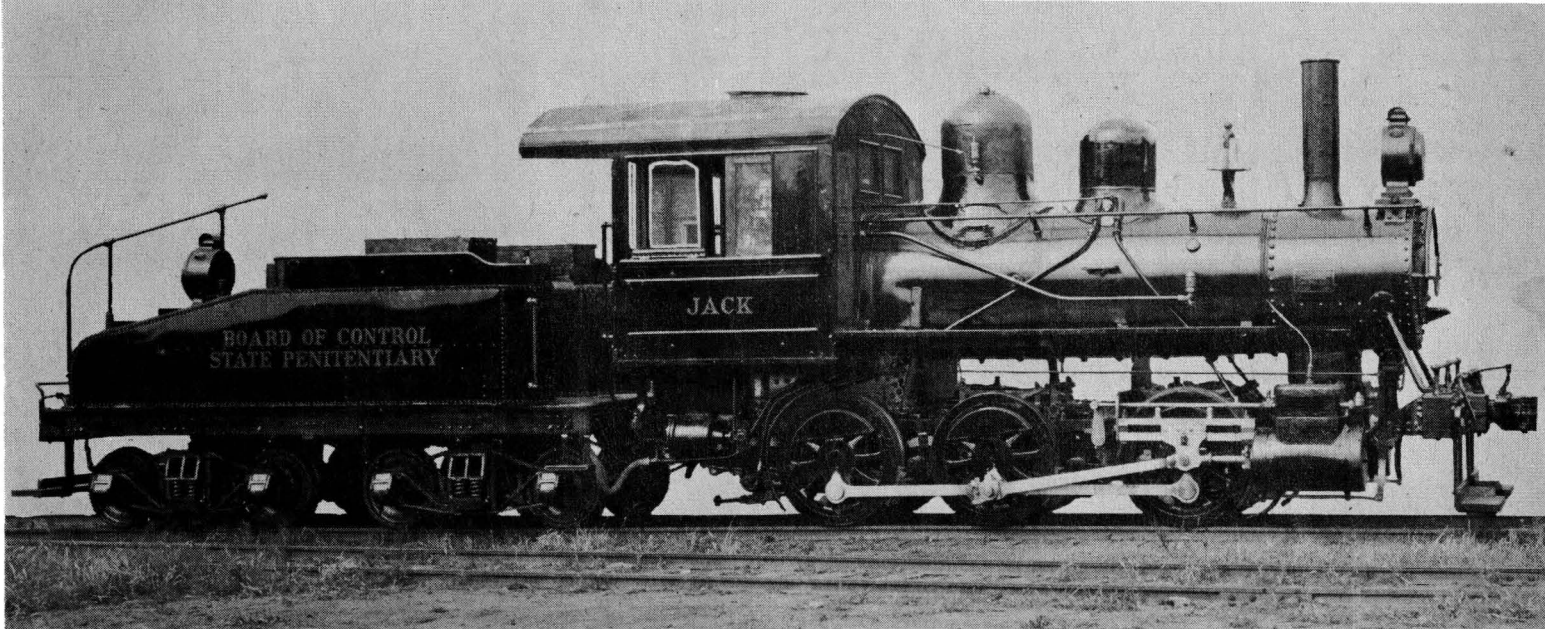


Continued from page 33

streamlined passenger equipment deferred by the war, and expanding lines into the EK and CV coal fields to meet record peacetime fuel needs. Yes, and buying more diesels, both passenger and yard units. The passenger units (E7's) were for the new *Humming Bird* and the *Georgian* streamliners, but since the E7's were delivered some months ahead of the debut of the streamliners, L&N put them in regular service. Some were brought over on the Cincinnati-Atlanta line. This assignment more or less returned the four passenger Emmas to freight service, although at least one, No. 1963, handled a *Southland* section through the winter of 1946-1947.

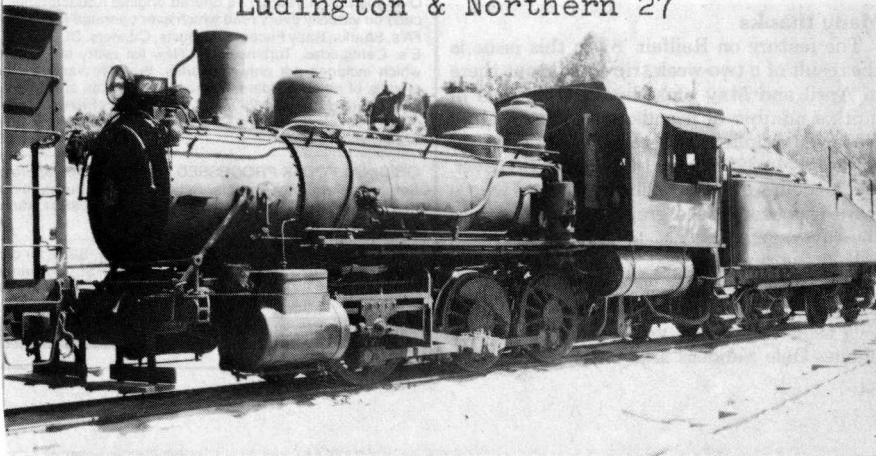
The great demand for coal actually had come during the war, as early as 1942, with reduction of available fuel oil and natural gas supplies. In 1943, L&N got permission from Washington to begin construction of the 10-mile Leatherwood Branch, which when it was completed would tap a potential 50 million tons of Perry County (Kentucky) coal. The first loads rolled off the Leatherwood and onto the EK in early 1945. By 1948, a 17-mile extension of the Rockhouse Creek Branch was pumping more coal to the EK; and nearby, on the Leatherwood Branch, the 6-mile Blair Fork spur was being built. Down on the CV, L&N began extending the Clover Fork branch and lengthening and/or constructing several other coal spurs. Between 1944 and 1949, 8 million dollars was spent for approximately 65 miles of new coal-tapping branches, most of the mileage on the EK and CV.

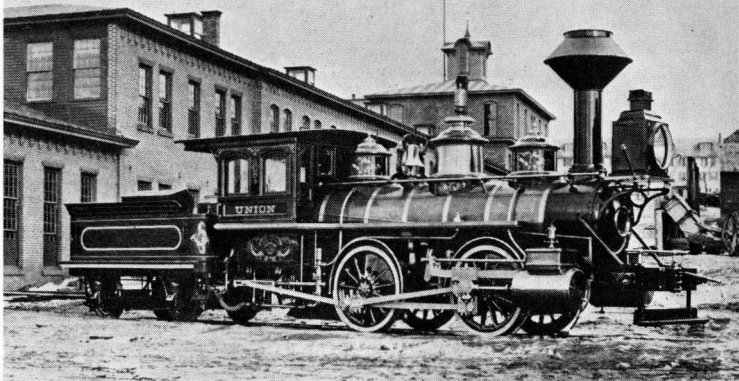
With a 785,000 total coal-carloading count under its belt from 1947 (246,000 and 277,000 respectively off EK and CV alone), L&N took a hard look at its overall Kentucky coal fields operation. The CV, with a fine heavy-ironed double track leading west from its assorted branches and assembly points, was in relatively good shape. But with traffic up, the division needed more power. The EK benefited from a nice downriver profile (if one excepted a 4-mile pull up Elkatawa Hill and 27 also-mostly-uphill miles from Ravenna to Winchester). Sharing narrow valleys with the Kentucky River or its



Rare photograph of Louisiana State Pen 0-6-0 locomotive built by Lima in October, 1916. She had small drivers, 40".

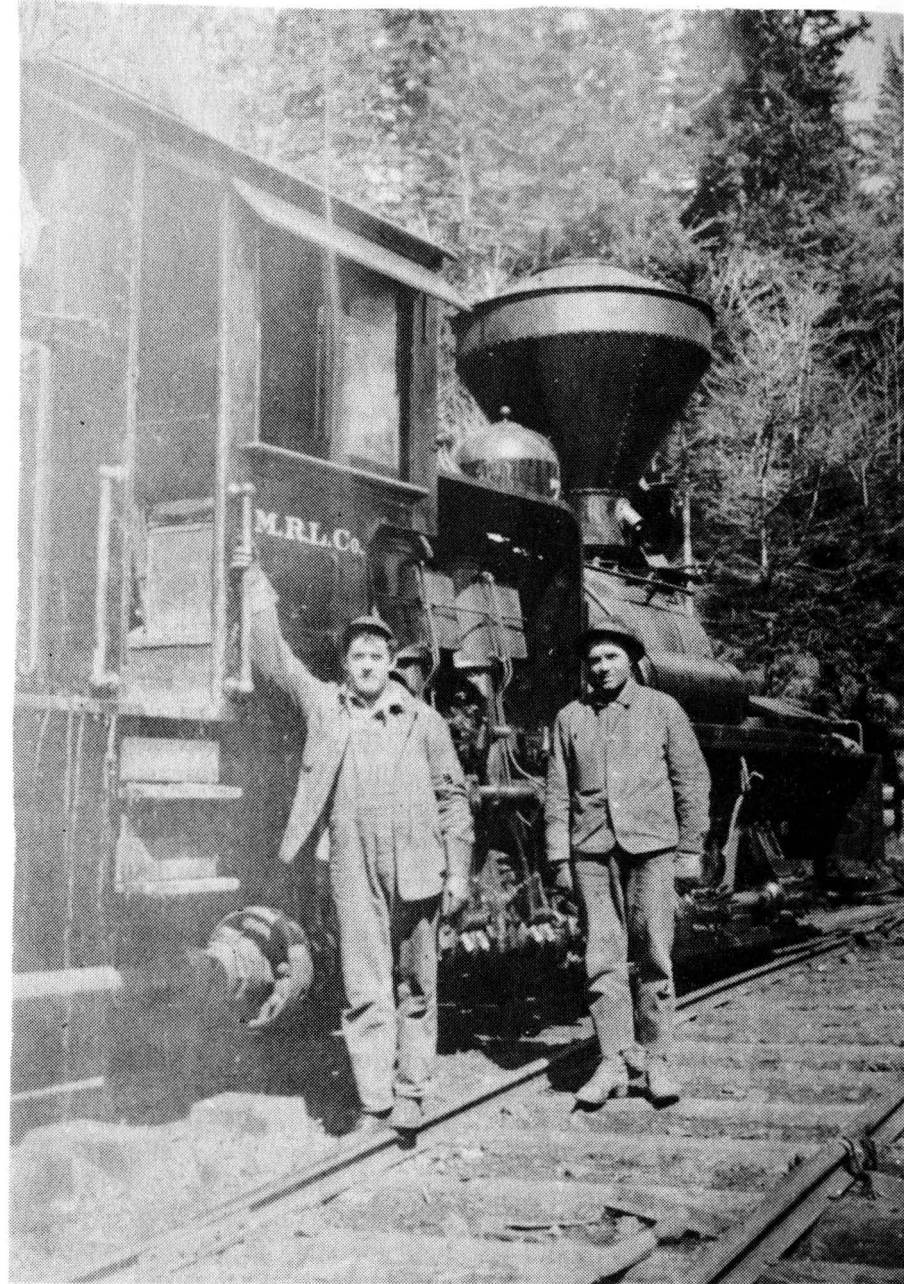
Ludington & Northern 27





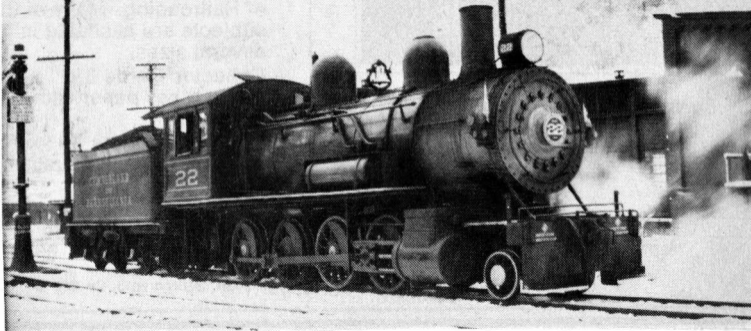
The Smithsonian Institution.

UNION, built by Manchester — close kin to Edison No. 1 when new.



Marys River Log Co. No.7, Benton County, Oregon, 1918. "Shay" locomotive with "Diamond" stack. — W. Thayer.

Md & Pa 22

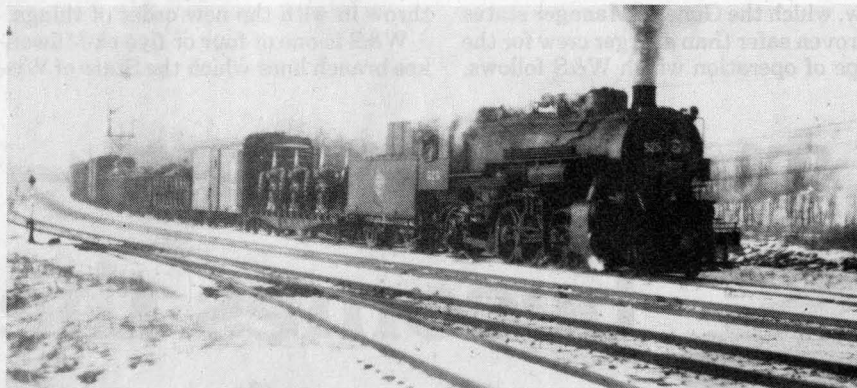




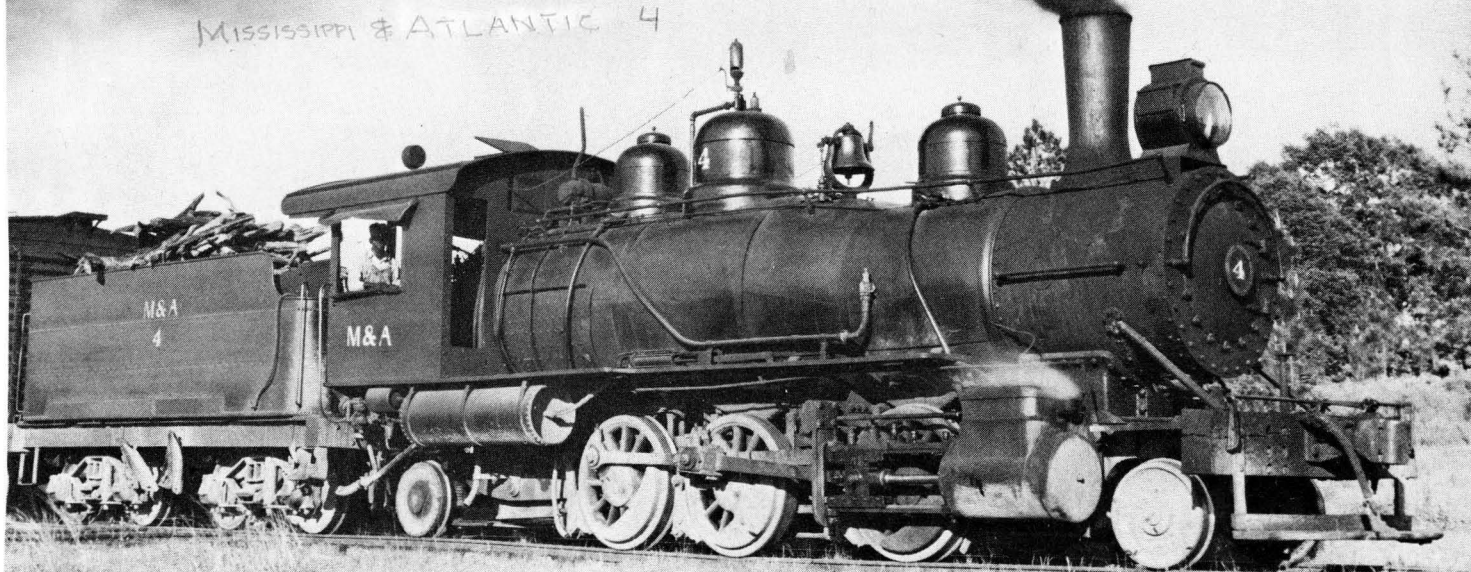
STEAMED UP for the first time since 1976, the 25 perks away in McCloud a couple of days before the May 8, 1982, excursion. In the background is the snow-capped Mt. Shasta.



THE MILWAUKEE ROAD ran its Northern lines with C-2 2-8-0s like the 1268 on the Fond du Lac turntable in 1952. In 1948 it still ran a "grandmother special" mixed, here behind L-2a 2-8-2 525, from Portage to Horicon. This Mike had an air horn.

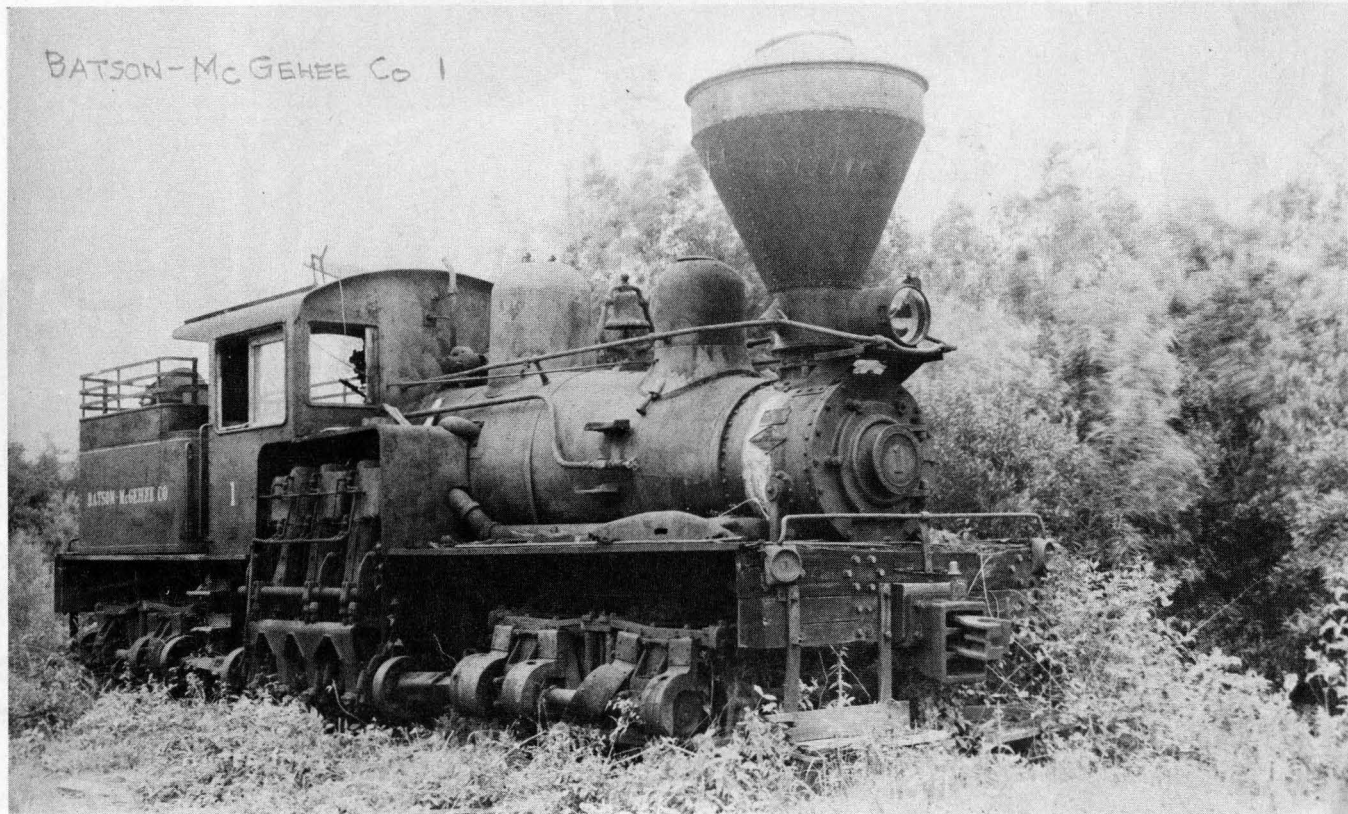


MISSISSIPPI & ATLANTIC 4

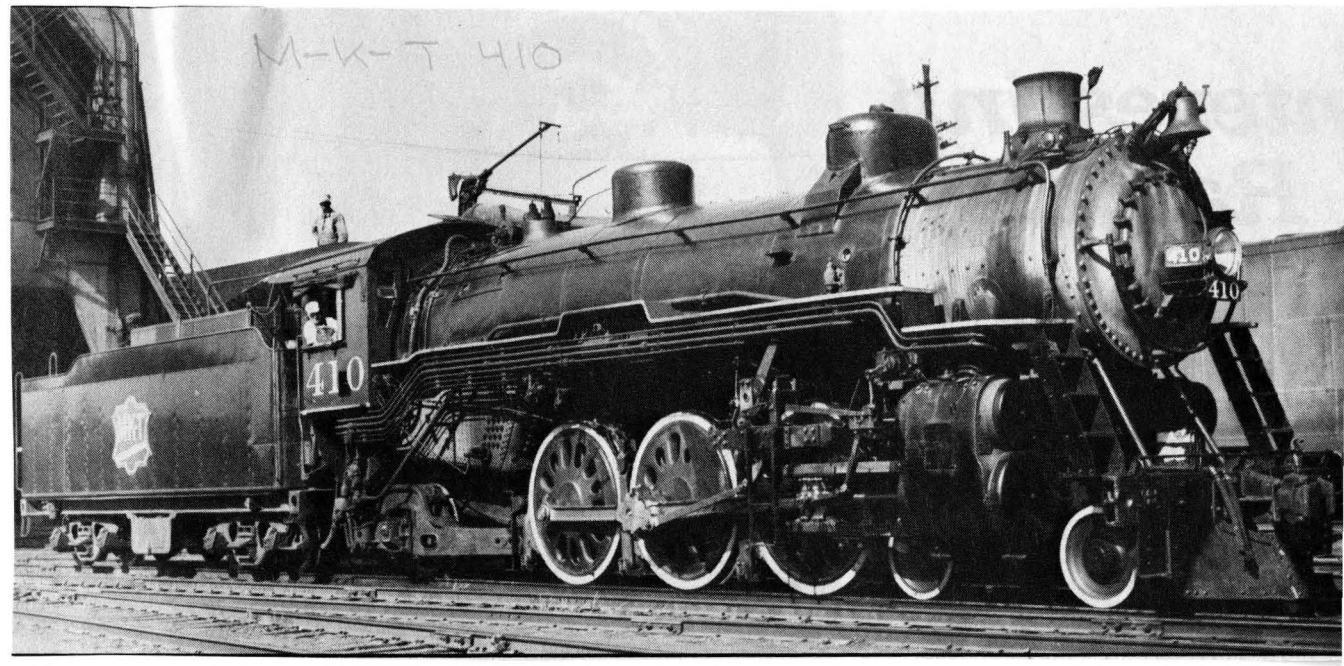


visits to Century by 1945 but never caught it under steam.

display at Picayune, Miss., by Crosby Forest Products,
a subsequent owner.



M-K-T 410





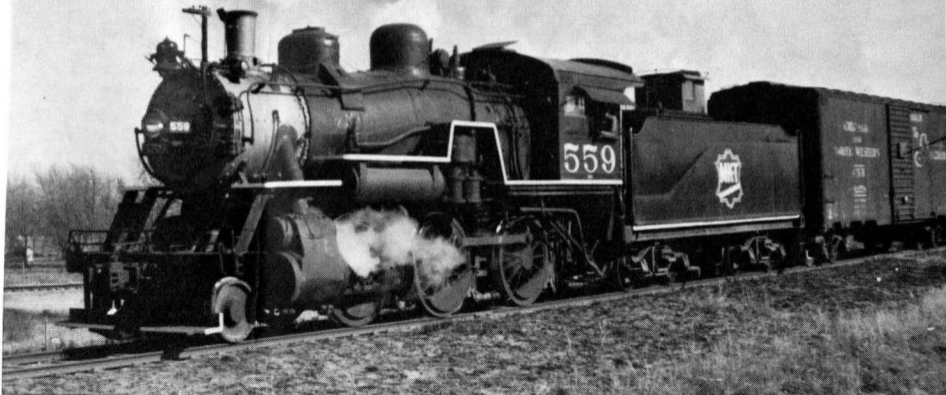
M-K-T 521
2-6-0.

194

521

521

M-K-T 559 2-6-0



1948

M-K-T 1304 4-4-0

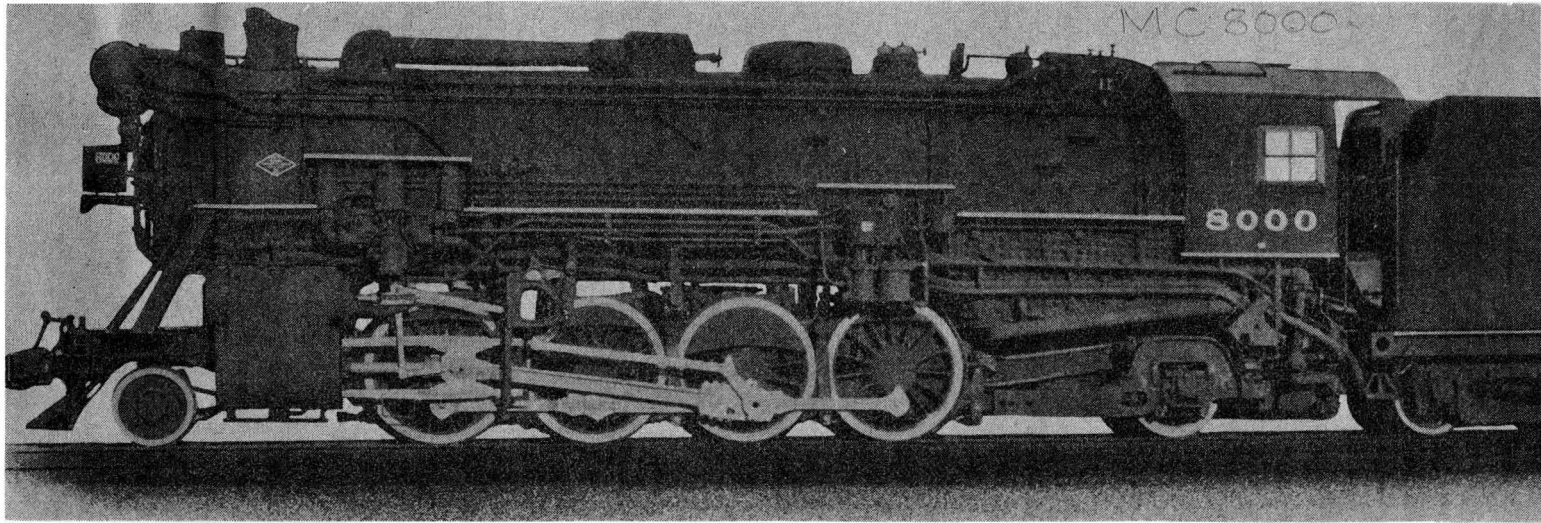


Midland Continental 303



Harold Davison

DRIVERS and ample snowplow are visible in a 1939 photo of MC Ten-Wheeler No. 30



MC 8000

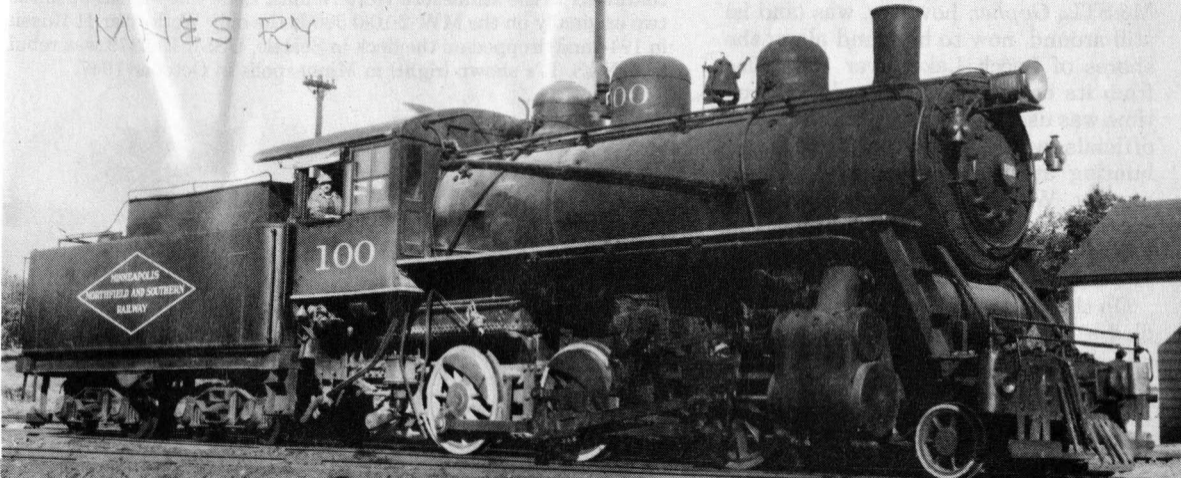
8000



8000

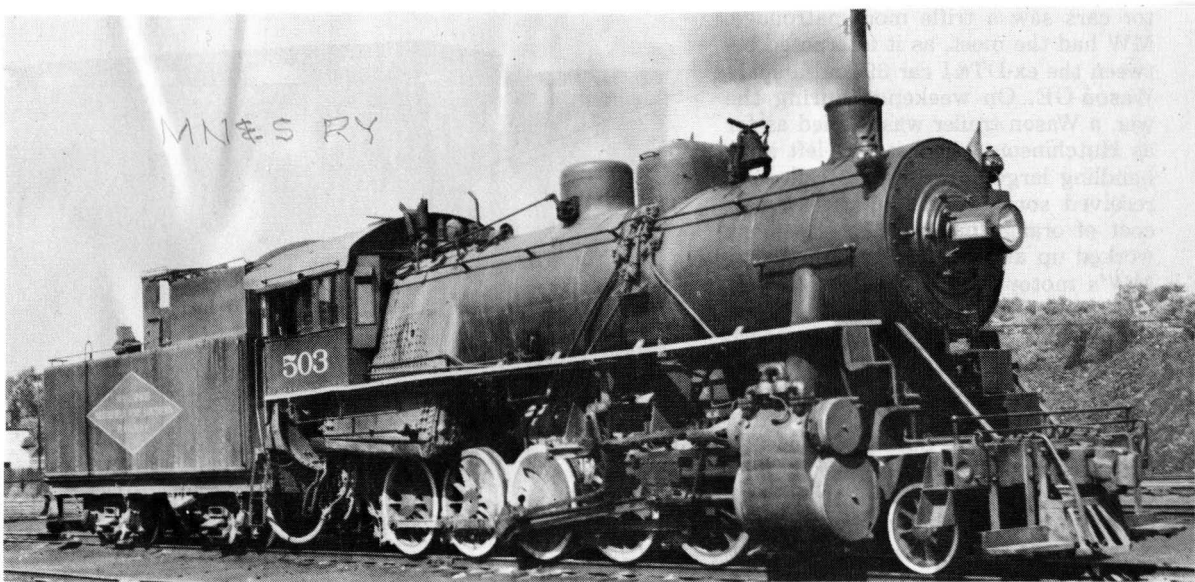
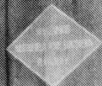
1947

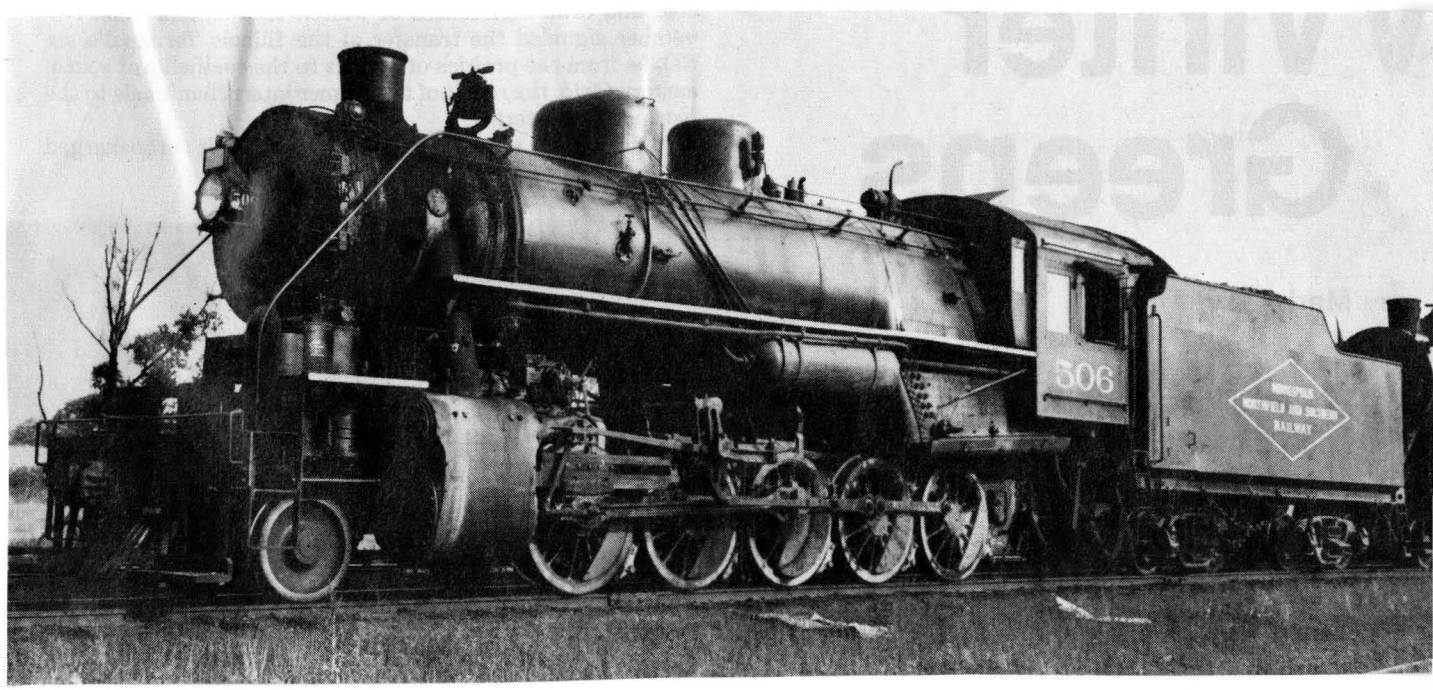
MINNESOTA RY

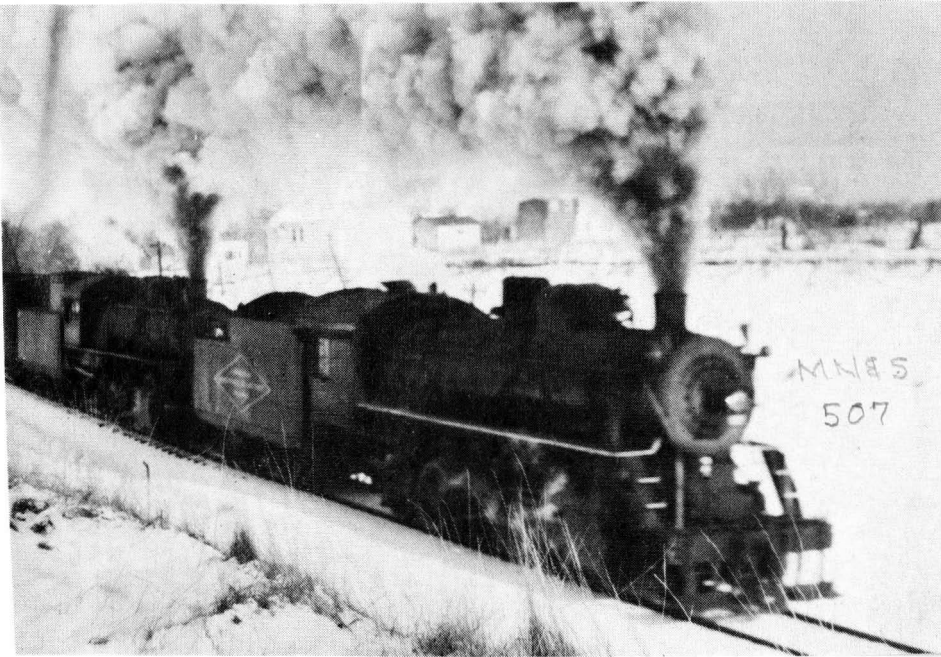


MN & S RY

503







S B N M
507



MN&S RY

502

507

Minneapolis, Northfield & Southern Steam Roster

Number	Type	Builder	Date	Drivers	Notes
1	2-6-0	Baldwin	1889	60"	Acquired 1918, retired 1920.
100, 101	2-6-0	Porter	1920	53"	Bought new.
200	2-6-0	Porter	1915	51"	Acquired from DPEL 1918, retired 1931. <i>Dan Patch E L</i>
201	2-6-0	Porter	1915	51"	Ex-DPEL, acquired with MW 1927, retired 1934.
143, 146	2-6-0	American	1907	55"	Ex-Soo compounds, acquired with MW 1927, retired 1932.
300-302	2-6-2	American	1906	63"	Ex-NP Class-T's, acquired 1925, retired 1932.
400, 401	2-8-0	American	1907	56"	Ex-DM&N, acquired 1927, retired 1932 and 1936 resp.
402	2-8-0	American	1905	56"	Ex-DM&N, acquired 1927, retired circa 1949.
403	2-8-0	American	1905	56"	Ex-DM&N, acquired 1927, retired 1935.
404	2-8-0	American	1905	56"	Ex-DM&N, acquired 1927, retired circa 1949.
405	2-8-0	American	1907	56"	Ex-DM&N, acquired 1927, retired 1931.
500	2-10-0	Brooks	1917	52"	Ex-DT&I 300, acq. 1932; USRA 1066, Russian E1155.
501	2-10-0	Brooks	1917	52"	Ex-DT&I 301, acq. 1932; USRA 1067, Russian E1156.
502	2-10-0	Brooks	1917	52"	Ex-DT&I 302, acq. 1932; USRA 1068, Russian E1144.
503	2-10-0	Brooks	1918	52"	Ex-DT&I 308, acq. 1933; USRA 1081, Russian E1191.
504	2-10-0	Brooks	1918	52"	Ex-DT&I 314, acq. 1933; USRA 1096, Russian E1206.
505	2-10-0	Brooks	1918	52"	Ex-Erie 2464, acq. 1935; USRA 1077, Russian E1187.
506	2-10-0	Brooks	1918	52"	Ex-Erie 2494, acq. 1935; USRA 1125, used for parts only.
506 (2nd)	2-10-0	Baldwin	1944	52"	Ex-USSR Ea2379, acq. 1944.
507	2-10-0	Brooks	1918	52"	Ex-Erie 2450, USRA 1157, to AT&N 427 in 1943, to MN&S 1945.

Minneapolis, Northfield & Southern Motor Cars

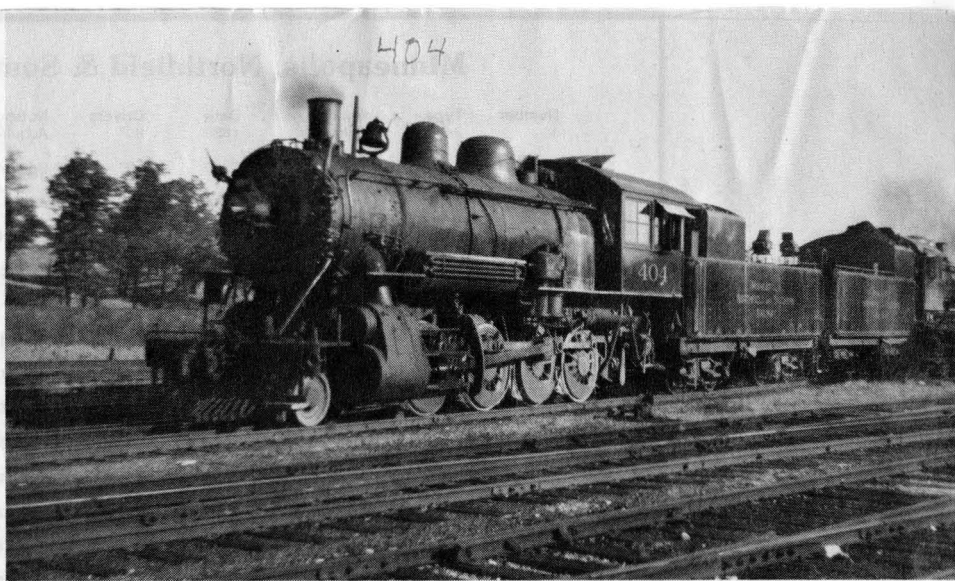
No.	Built	Builder	Notes
12	1/16	GE-Wason	Originally FEC 200, to MN&S 4/21, retired 1942.
13 (16)	7/15	GE-Wason	DPEL 13, renumbered MN&S 16 in 1920, scrapped 1939.
14	8/15	GE-Wason	DPEL 14, retired 1942.
15	1908	GE-Brill	DPEL <i>Marion/Irene</i> , scrapped 1932.
55	6/12	Wason	Trailer, DPEL 55, retired 1942
59	4/13	Wason	Trailer, DPEL 59, retired 1942
A1	?/18	White	31-passenger railbus, built at company shop. Sold 1922.

300-302. They saw duty until 1932, and it wouldn't be unreasonable to assume that the large Prairies were probably too slippery for the stiff grades out of the Minnesota River Valley. Much more practical were the six 93-ton C-3 Consolidations acquired in 1927 from the Duluth, Missabe & Northern (sister engines of that same class were sold many years later by the Missabe to the Duluth & Northeastern as their 27 and 28). The 400-405 were the "big engines" on the MN&S until the arrival of the first second-hand Russian Decapods in 1932. Four of the 2-8-0s were retired in the 1930s, but the 402 and 404 survived until the end of steam.

In 1927, about the same time as it picked up the Missabe 2-8-0s, the MN&S expanded in scope by taking over the operations—but not ownership—of the Luce Line Electric, which in 1924 had gone bankrupt and was reorganized as the Minnesota Western Railroad. By 1927 the MW stretched 115 miles from Minneapolis to its ultimate western terminus of Gluek (Wesota), Minnesota, forever falling short of Luce's intended destination in South Dakota.

The MW in 1927 rostered four motor cars which remained in operation under MN&S administration. The old Electric Short Line's sole McKean car, the former Soo Line No. 1 (ESL 34), acquired in 1920, apparently didn't survive to the MN&S takeover in 1927, and the steam roster had evolved to a trio of second-hand 2-6-0s.

In assuming operations of the MW, the MN&S got back the old Dan Patch



TWO EX-DM&N 2-8-0s are seen (above) at Glenwood in the early 1940s. The two ex-Soo compound 2-6-0s were dead at Glenwood (below) in July 1932. Russian 503 was at Shoreham in July 1947, while big Mogul 100 was photographed in April 1947.

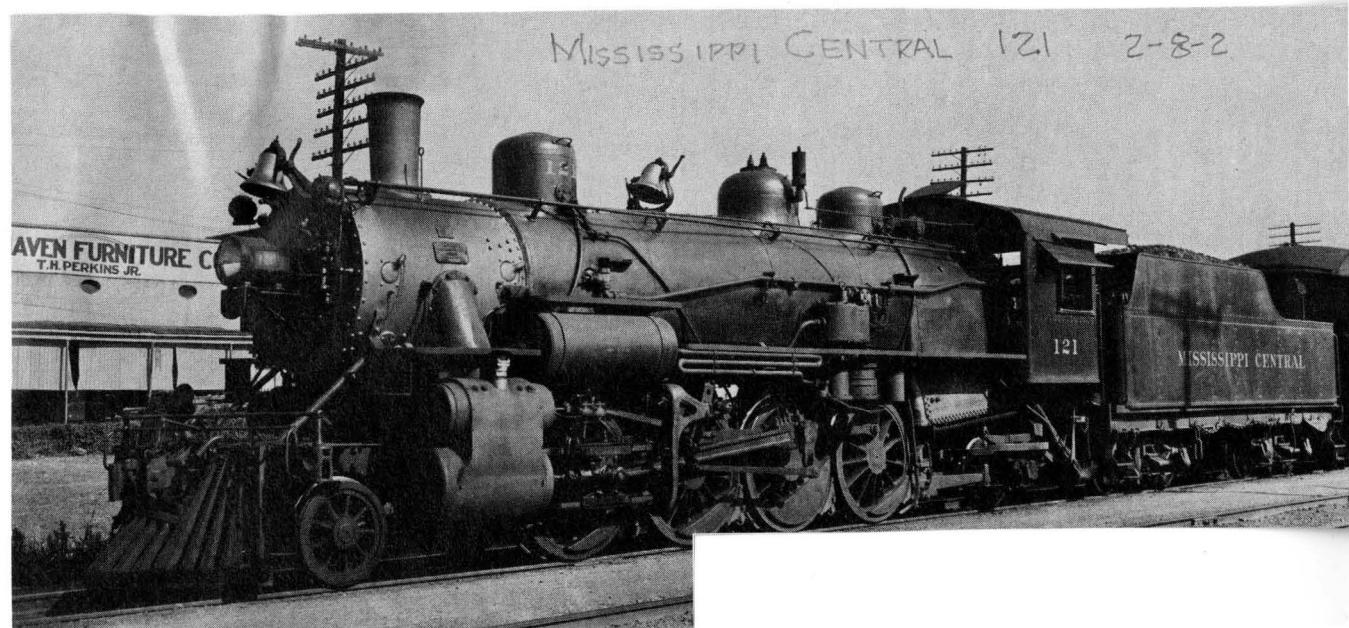


MISSISSIPPI CENTRAL 121 2-8-2

AVEN FURNITURE CO
T.H. PERKINS JR.

121

MISSISSIPPI CENTRAL

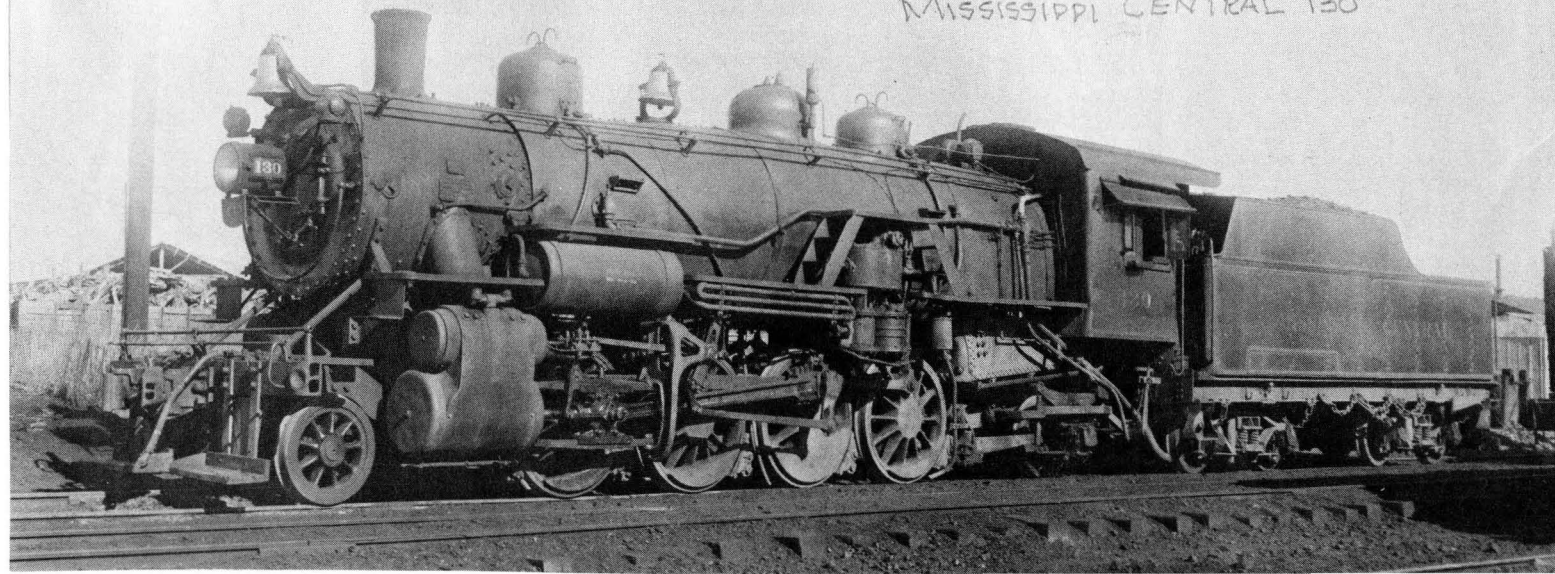


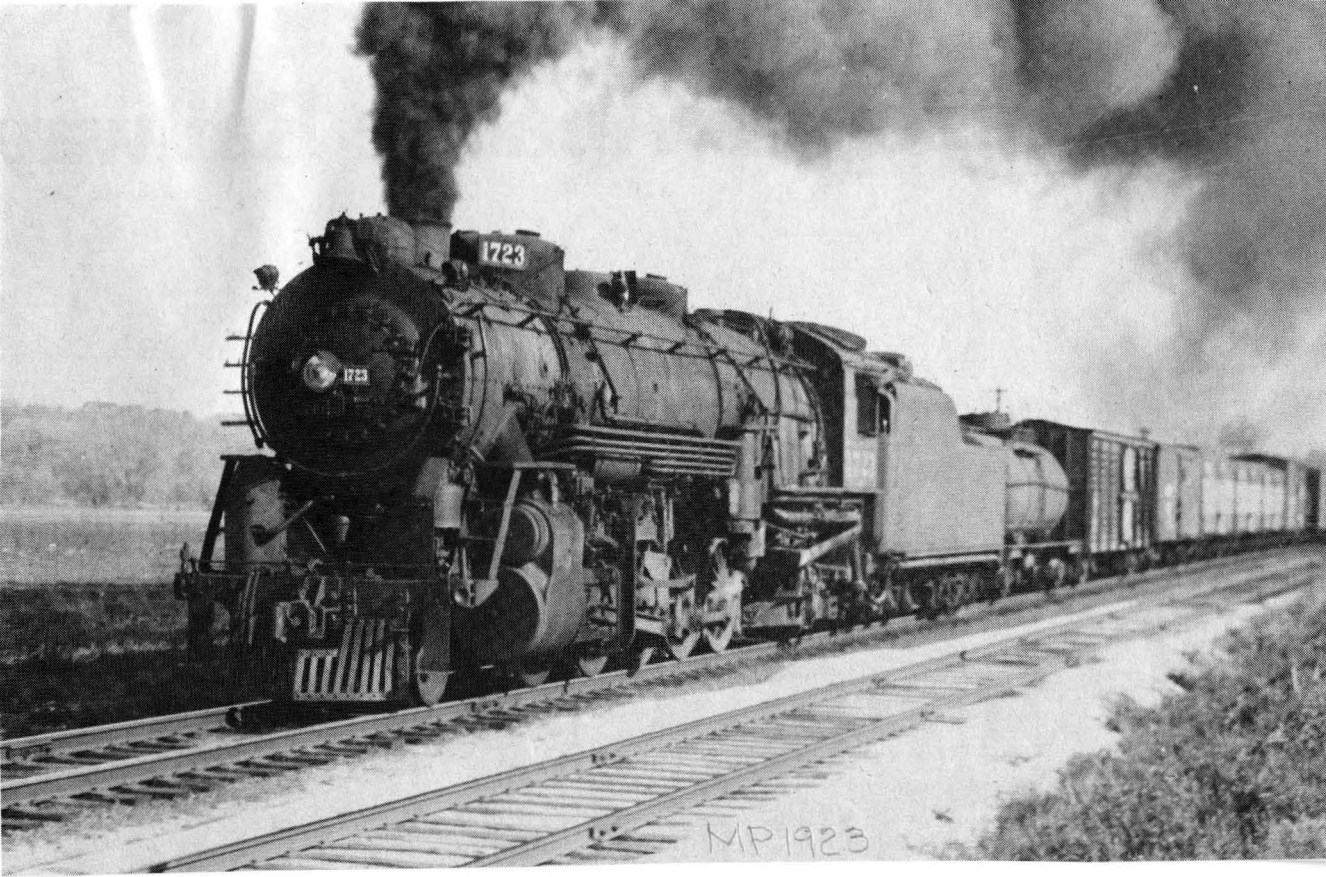


I FIRST MET C. William Witbeck in 1961 in the disaster area he called his studio office over a cafe in downtown Hammond, La. The reputation and physical size (at least 6 feet 5 inches) of the man were overpowering, and the volume of the railroadians stuffed into his hobby room simply was beyond all comprehension. After introducing himself, he handed me a large stack

of postcard negatives, properly filed each in his own data envelope, and in effect said: "Here. Any of these you don't want, throw away." Among the negatives I didn't throw away was this view of a double-belled Mississippi Central 2-8-2. This photo of No. 130 was taken at Brookhaven, Miss., in 1953, days before diesels bumped it onto a scrap line. The year after the road dieselized, Bill moved from Brookhaven to Hammond, La., where he set up the commercial photography studio that he was operating at the time of his death.

MISSISSIPPI CENTRAL 130

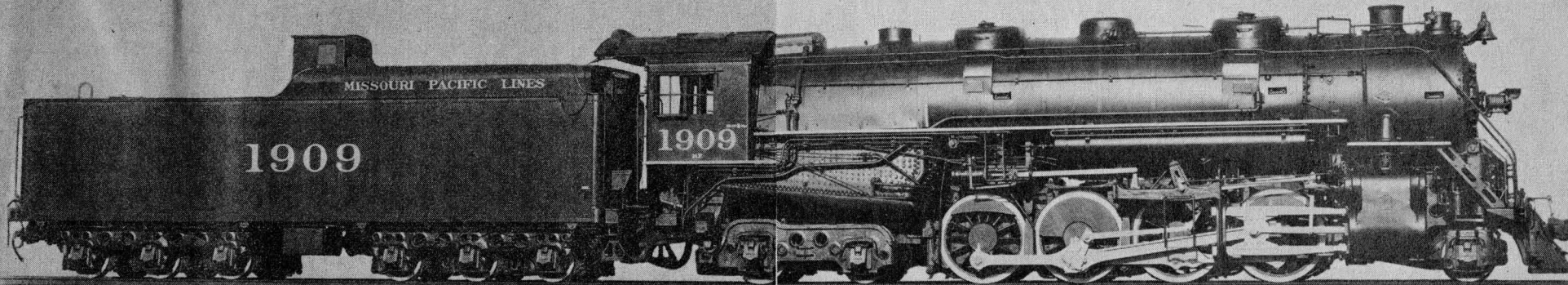


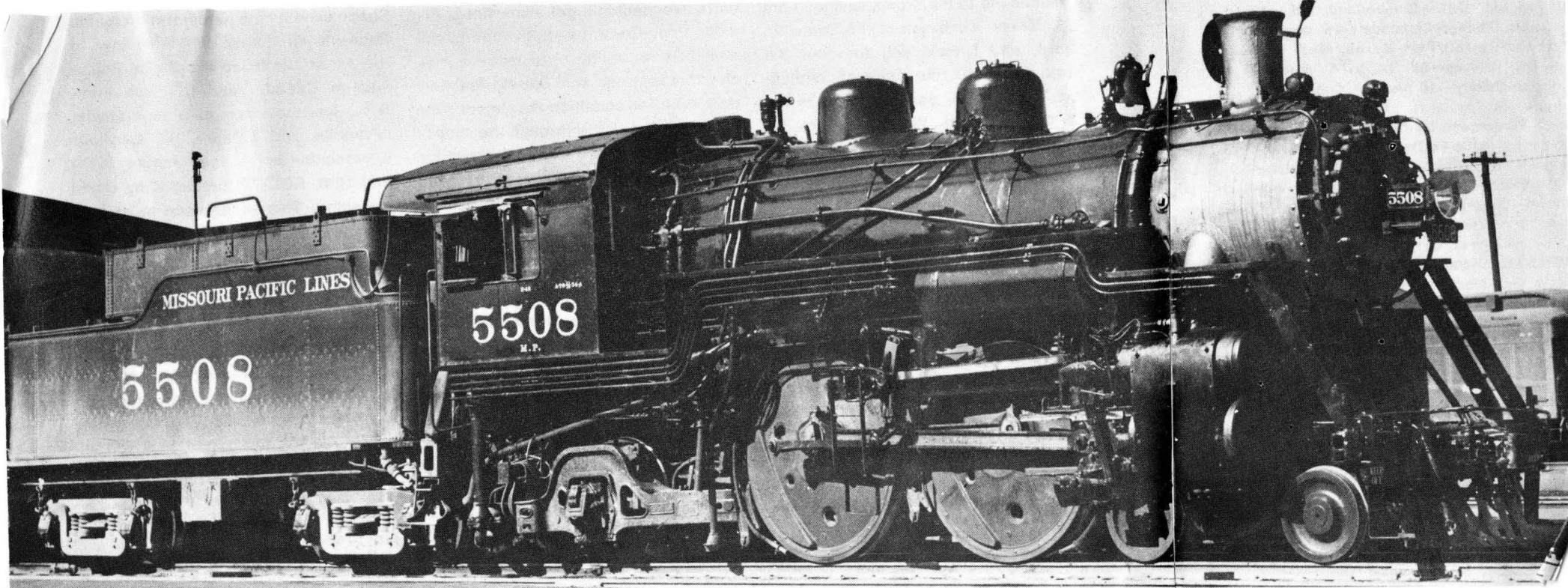


1723

1723

MP1923



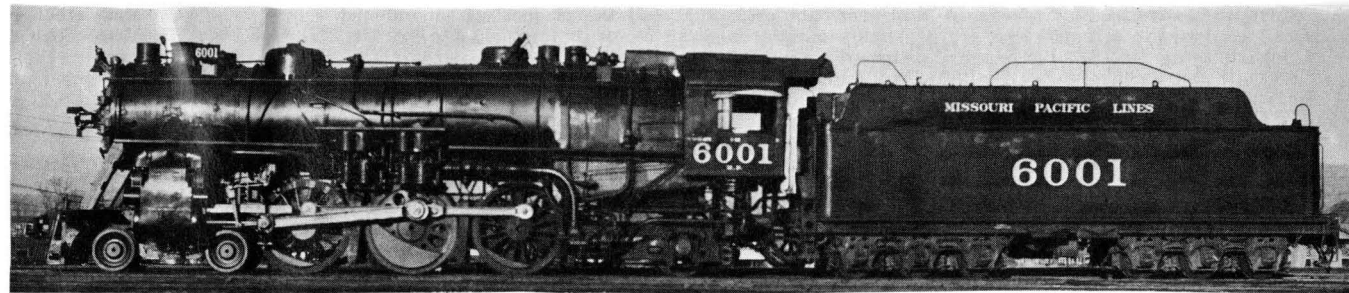


MISSOURI PACIFIC LINES

5508

5508
M.P.

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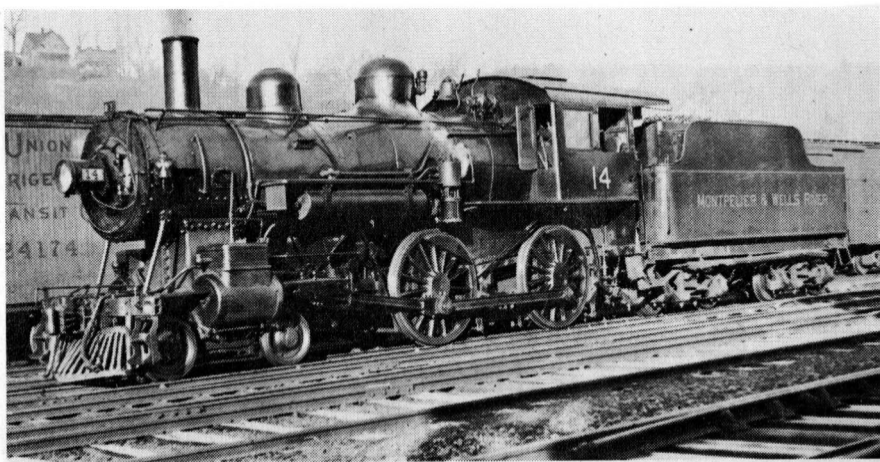


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MISSOURI PACIFIC LINES

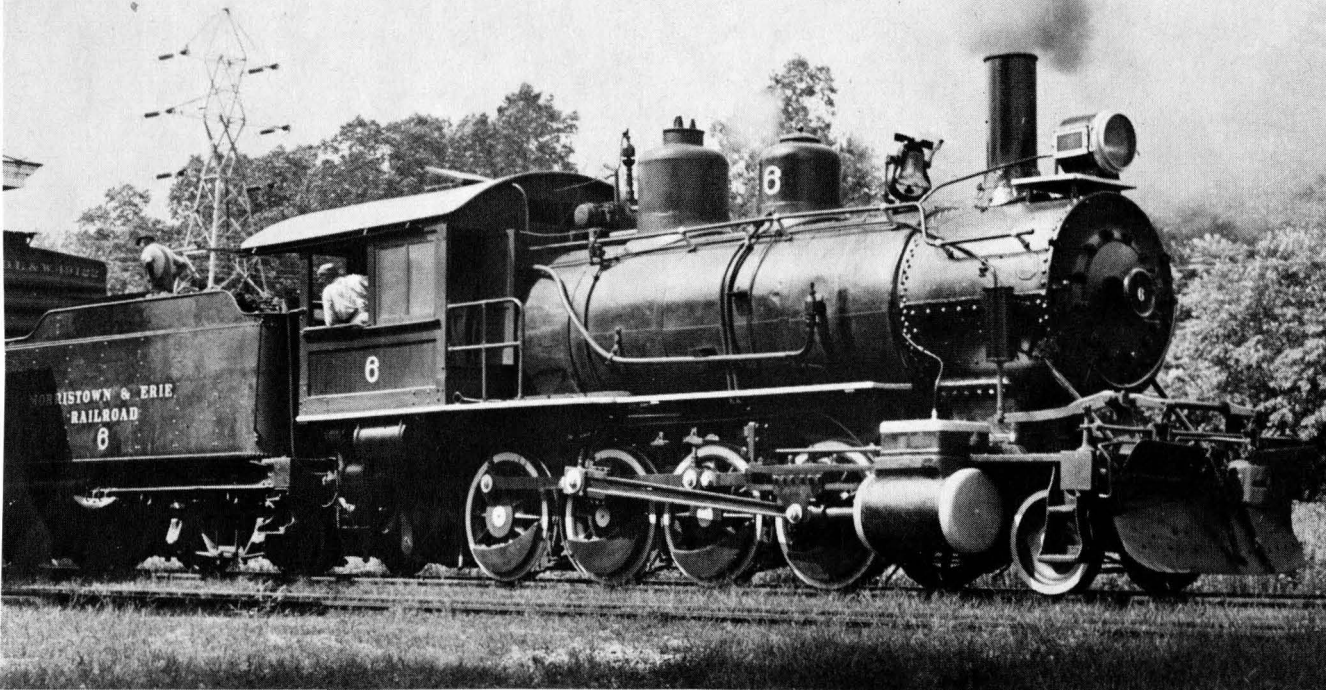
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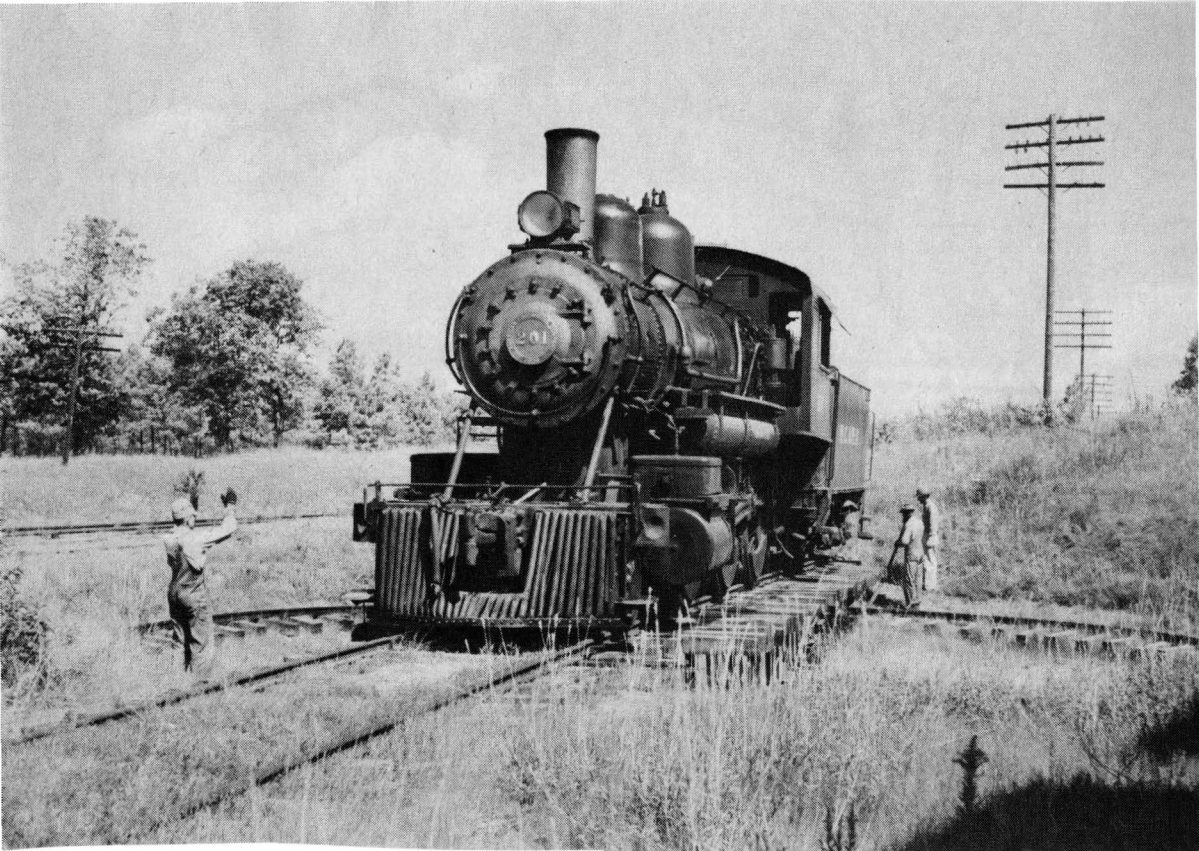


Montpelier & Wells River Eight-wheeler No. 14 at Montpelier, Vt., in long ago '35

MORRISTOWN & ERIE 8

1937





"PANAMA" MOGUL 201 of the Moscow, Camden & San Augustine, rides the armstrong turntable at the SP interchange in Moscow, Texas, in 1954. The 2-6-0 had brought a mixed train the seven miles up from Camden with loads of lumber and a red wooden combine. Today's GE 70-tonner doesn't need turning, and the table is gone.