



# OFFICIAL STEAMTOWN LOCOMOTIVE GUIDE

VOLUME I — 1970

PHOTOGRAPHS, DESCRIPTIONS AND SPECIFICATIONS OF FAVORITE ENGINES  
SEEN AT STEAMTOWN U. S. A., BELLOWS FALLS, VT.

\$1.50

## FOREWORD

We acknowledge with gratitude the help of photographer friends who brought their excellent work to our attention so that this first limited edition of the Official Steamtown Locomotive Guide could come about. They include Ed Brown, Don Robinson, Harold Goldsmith, Ed Mead, and Ken MacDonald. Information and specifications are based on material in the Steamtown files. Proceeds from sale of the guide will go for restoration work in the museum collection. We plan subsequent editions of the guidebook so that all items in the collection will eventually be classified and presented, hence this limited edition represents the first of a collector's series. From time to time each edition will be revised and updated.

Our cover view shows Pacific No. 127 in an action pose on a Steamtown Safari trip on May 7, 1967, northbound on Taft's Curve, Norwich, Connecticut. Long live steam!

The Trustees



UNION PACIFIC RR 4-8-8-4 No. 4012

When the UP 4000-class articulated locomotives went into service during World War II, they were immediately dubbed "Big Boys", and the name has stuck ever since. American Loco Works of Schenectady, N.Y. assembled these giants for lugging 200-car trains of wartime goods over the continental divide, at Sherman Hill, Wyoming. The builders assigned higher priority to horsepower than to efficiency, with the result that they were soon displaced by diesels, and among the largest and most powerful diesels at that. No. 4012 is the only "Big Boy" on display east of Chicago. It has two sets of cylinders and drivewheels, a special smokestack deflector for tunnels, and an "alligator" coal tender. The engine is operable.

#### SPECIFICATIONS

Built by American Locomotive Co., Shop No. 69583, August 1941.

Cylinders (four) 23 3/4 x 32                      Tractive effort 135,370 lbs.

Drivers 68 inches                                      Weight of engine 762,000 lbs.

Boiler pressure 300 psi                              Total 1,000,000 lbs.

Fuel: lignite and soft coal



### READING COMPANY 4-8-4 No. 2124

This giant 4-8-4 Northern type is a rebuild of a 3000-class 2-10-2. After World War II, demands for fast freight brought a decision to convert 30 of the older, slower engines into high-speed, high-horsepower units. Typically, they hauled fast merchandise trains between Hagerstown, Maryland, Reading, Newberry Junction, Allentown and Philadelphia, Pennsylvania. As diesels became numerous, No. 2124 was set aside for the popular "Reading Rambles" for several years. The engine was purchased for Steamtown in 1962 and could be placed in service again.

### SPECIFICATIONS

Built by the Reading Company Shops, Reading, Pa. in January 1947

Cylinders 27 x 32 in.

Tractive effort 68,000 lbs.

Boiler pressure 240 psi

Engine 278,000 lbs.

Drivers 70 in.

Total 441,300 lbs.

Fuel: hard or soft coal



### STEAMTOWN U.S.A. 4-6-2 No. 127

After purchase and refurbishing by F. Nelson Blount from the Canadian Pacific Ry. in 1964, G-5d class Pacific No. 1278 was renumbered No. 127 and used all over New England on "Steam Safari" excursions. These typically involved high speed runs on the B&M and New Haven RR mainlines. Also used by High Iron in New Jersey and Pennsylvania, and once by Steamtown on summer excursions via the Boston & Maine RR near Lake Winnepesaukee. The engine is considered in mint condition, as it was built in 1948 and retired by diesels in a dozen years or so. Here it is taking on water at the B&M engine house at Westboro, N.H. in July 1968. In operating condition.

#### SPECIFICATIONS

Built by Canadian Locomotive Co. Ltd. Shop No. 2450 as Class G-5d in 1948.

Cylinders 20 x 28 in.

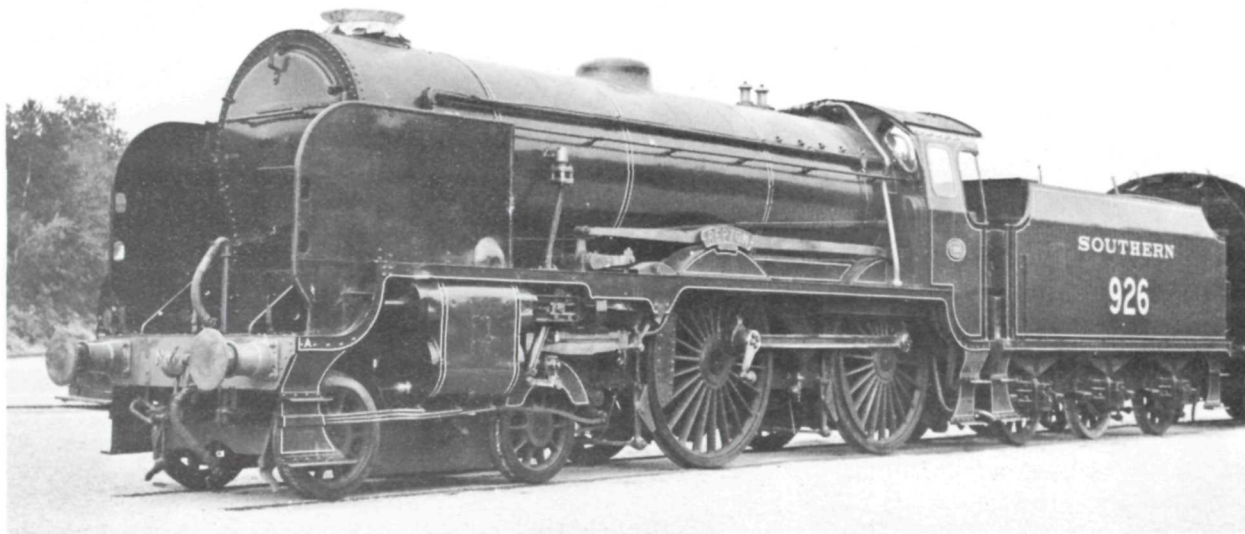
Tractive effort 34,000 lbs.

Drivers 70 in.

Weight 151,000 lbs. engine, 234,000 total.

Boiler pressure 250 psi

Fuel: soft coal



### SOUTHERN RAILWAY 4-4-0 No. 926

This fine 4-4-0 has the unusual distinction of having been redesigned from a 4-6-0 locomotive for the difficult track between Hastings and London, England, where a larger engine was prohibited. There are three cylinders, one midway between the other two. This arrangement provides a smooth and steady source of power. The 79-inch drivewheels are the largest at Steamtown. The class of engines were called "Schools" after famous English preparatory schools, this one being the "Repton". When British Railways took over the Southern, it was renumbered 30926. The engine is in excellent mechanical order and could be used if necessary. It was shipped from England via steamer to Montreal, where it was unloaded and towed to Vermont.

### SPECIFICATIONS

Built by the Southern Railway Shop at Eastleigh, England, in 1934 "V" class

Cylinders (three) 16½ x 26

Drivers 79 in.

Boiler pressure 220 psi

Tractive effort 25,130 lbs.

Weight (Total) 109 tons

Fuel: Welsh coal



### NORWOOD & ST. LAWRENCE RR 2-6-0 No. 210

This graceful Mogul was built by Alco in 1923 for the St. Regis Paper Company's private railroad in upper New York State. A similar engine was built by Baldwin. These engines hauled pulp and finished paper products, and the train was usually "mixed" with an old-fashioned combination coach bringing up the rear. Protection against winter winds is furnished by a closed-in cab. Here No. 210 poses on the Steamtown turntable in 1969. Bought for Steamtown from the Cooper-Watertown Corp. in 1964.

#### SPECIFICATIONS

Built by American Locomotive Co.'s Cooke Works, Shop No. 65365, in December 1923

Cylinders 20 x 26 in.

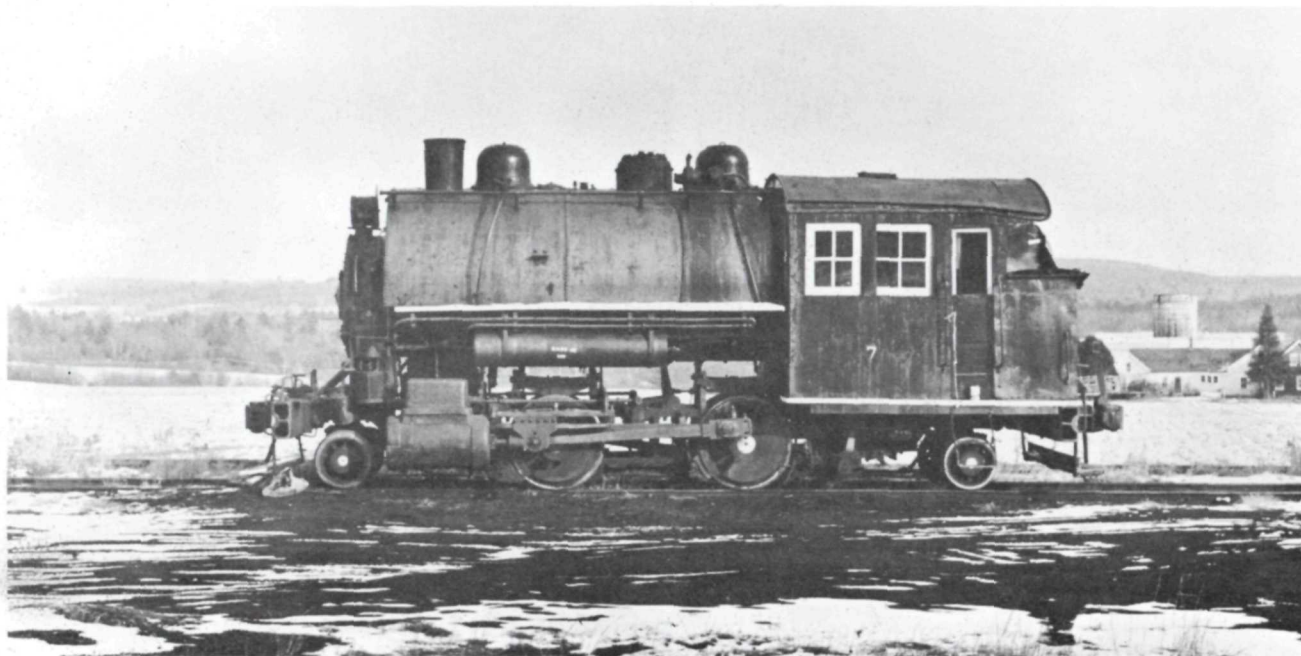
Tractive effort 32,000 lbs.

Drivers 56 in.

Weight 150,000 lbs.

Boiler pressure 200 psi

Fuel: soft coal



### GROVETON PAPERS CO. 2-4-2 T No. 7

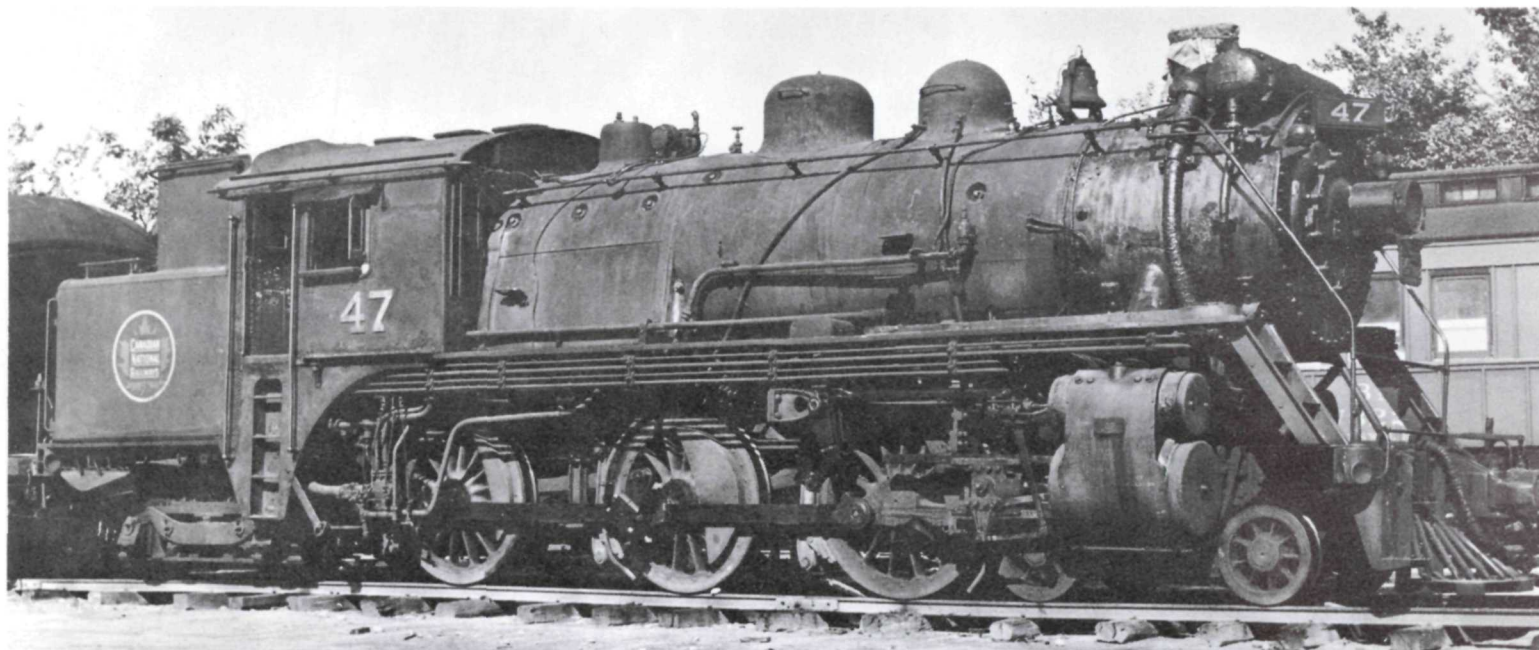
No. 7 was built by the Vulcan works in Wilkes Barre, Pa., in 1911 for logging and yard work in northern New Hampshire. Groveton Papers bought the engine from the Brown Company, and until replaced by diesels, it switched loads of pulpwood and finished paper from and to the Grand Trunk Ry. and the Boston & Maine at Groveton. A thousand gallons of water is carried in a saddle tank mounted over the steam boiler. The engine is in excellent condition and could be operated.

#### SPECIFICATIONS

Builder: Vulcan, 1911  
Drive wheels 36 in.  
Tractive effort 25,600 lbs.  
Weight 114,000 lbs.

Boiler pressure 140 psi  
Cylinders 14 x 20 in.  
Fuel: soft coal





### CANADIAN NATIONAL RY. 4-6-4 T No. 47

Veteran of a Nelson Blount live steam operation over the Claremont and Concord RR near Lake Sunapee, No. 47 lost its official records in a Montreal roundhouse fire and despite excellent physical condition, was deactivated by I.C.C. order. No. 47 was originally No. 1542 of the Grand Trunk Railway of Canada, renumbered 47 after merger with the C.N.R. in 1923. The usual assignment for these peppy Baltic Tanks was commuter service around Montreal. In operating condition.

#### SPECIFICATIONS

Built by Montreal Loco Works, Ltd. Shop No. 54896, Class X-10a, September 1914

Cylinders 21 x 26 in.

Tractive effort 32,487 lbs.

Drivers 63 in.

Weight 275,000 lbs.

Boiler pressure 210 psi

Fuel: soft coal



### RAHWAY VALLEY 2-8-0 No. 15

"Faithful Fifteen" is a long way from its original home. It was built in 1916 as No. 20 for the lumber and coal-carrying Oneida and Western RR down in Tennessee. An unusually smooth-running freight engine, No. 15 uses a unique system of valve balancers seen just above the main cylinders. In 1937, it came north to serve the freight-hauling Rahway Valley in New Jersey, thence in 1959 to Nelson Blount's original museum in Wakefield, Massachusetts. It won most fame, however, handling passenger excursions out of Keene and North Walpole, N.H. over the steep, scenic Boston & Maine Cheshire line. After breaking a piston rod in June 1968, it was retired and placed on exhibit at Steamtown. Here, Mogul No 89 acts as shop goat moving No. 15 into the North Walpole engine house.

#### SPECIFICATIONS

Built by Baldwin Locomotive Works Shop No. 43529 in June 1916

Cylinders 20 x 26 in.

Tractive effort 35,360 lbs.

Drivers 70 in.

Drivers 50 in.

Boiler pressure 200 psi

Weight of engine 141,700 lbs.

Fuel:soft coal



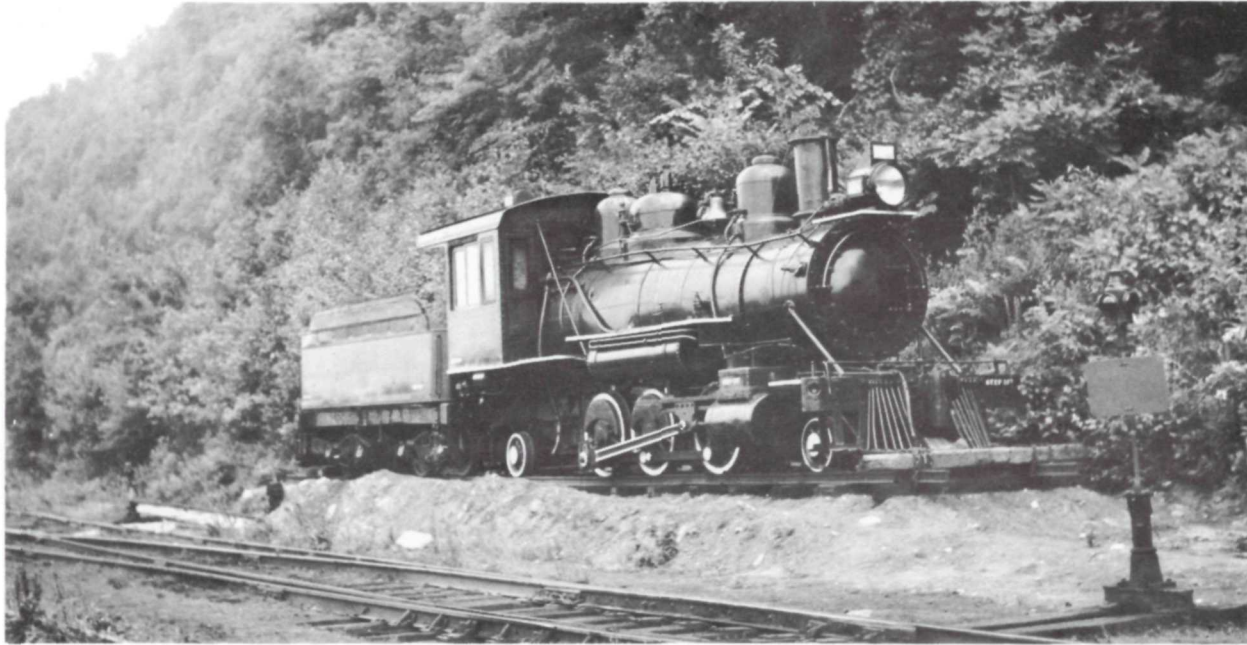
### GRAND TRUNK 4-8-2 No. 6039

Impressive-looking Mountain type No. 6039 was built for the Grand Trunk Western, but wandered all over Canadian National lines in the United States. It has been seen running through the White Mountains of New Hampshire on the Portland-Island Pond route, and it was one of the last steam engines to operate in New England over the Central Vermont Railway out of St. Albans. The great circular Vanderbilt tender was made round for stability; the engine is a normal coal burner. The tank over the headlight is a device to preheat cold water going into the boiler. Built by Baldwin in 1925, No. 6039 was modernized with smooth-running Boxpok drivewheels and lightweight siderods. The engine could be operated.

### SPECIFICATIONS

Built by Baldwin Locomotive Co. Shop No. 58463 in June 1925

Cylinders 26 x 30 in.	Tractive effort 49,590 lbs.
Boiler pressure 210 psi	Weight 354,110 lbs.
Drivers 73 in.	Fuel: soft coal



### BROOKS - SCANLON CO. 2-6-2 No. 1

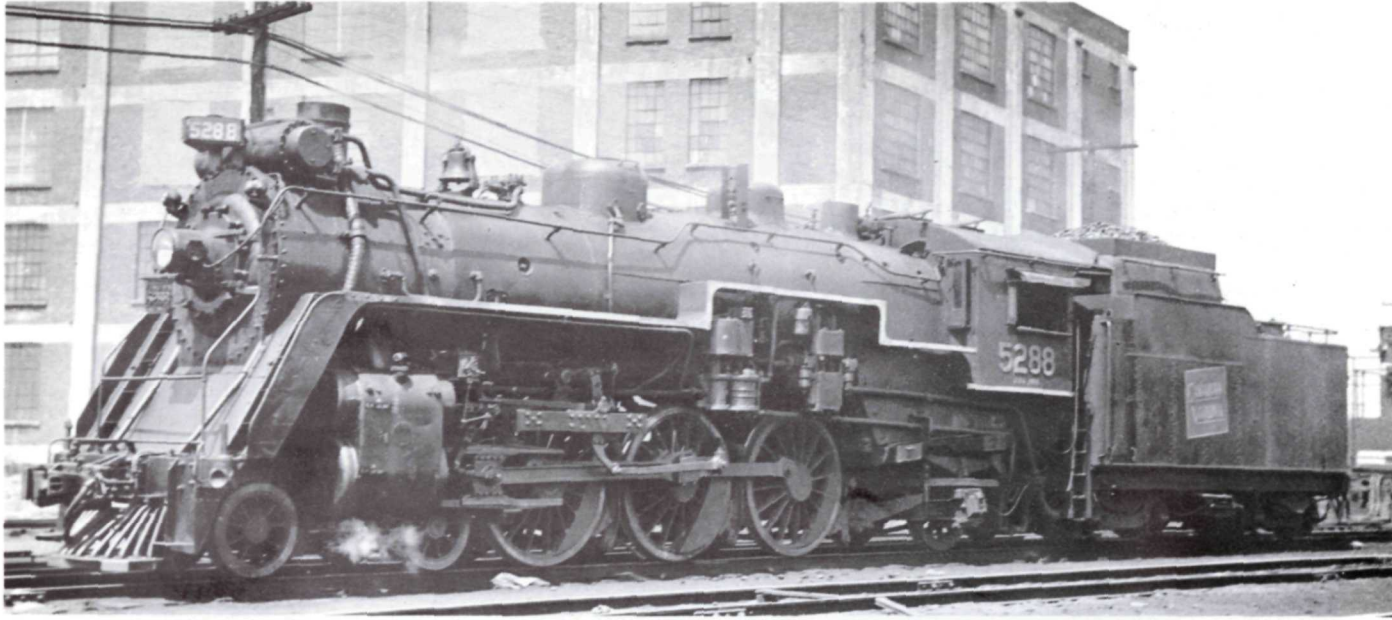
Characteristic of locomotives built for logging and lumber service, this standard 2-6-2 served a variety of owners at several different places in Florida. Carpenter - O'Brien Co. the original owner in 1914, became Brooks-Scanlon a few years later. No. 1 ran all over the Brooks logging lines and the common carrier Live Oak, Perry and Gulf RR, tussling bald cypress logs for the Lee Tidewater Cypress Co. After being replaced by newer engines, No. 1 belonged to the J.C. Turner Lumber Co. before being bought for Steamtown. Usual fuel was wood. In this 1964 picture, the little Florida logger has been unloaded from a flat-car at a special unloading ramp in New Hampshire.

#### SPECIFICATIONS

Built by Baldwin Locomotive Works Shop No. 41649 in August 1914

Cylinders 16 x 24 in.      Fuel: wood or coal

Drivers 44 in.



### CANADIAN NATIONAL 4-6-2 No. 5288

Here is the typical heavy passenger locomotive of the 1920's, seen all over North America pulling mail, passenger and Pullman cars. No. 5288 was built as No. 1516 of the Grand Trunk Railway Co. of Canada in 1919 to the popular USRA design, and was thereafter transferred to the Canadian Government Railway and as No. 516 to the Canadian National. Its 69 inch drivers permitted a variety of service, and here in this 1956 picture, No. 5288 was assigned to the huge Turcot engine house west of Montreal for commuter trains. The engine is in operating condition.

### SPECIFICATIONS

Built by Montreal Locomotive Co. Ltd. Shop No. 60483 in 1919

Cylinders 24 x 28 in.

Tractive effort 39,735 lbs.

Boiler pressure 200 psi

Weight 268,000

Drivers 69 in.

Fuel: soft coal



### CANADIAN PACIFIC 4-4-4 No. 2929

This high-wheel passenger engine was designed for lightweight trains, and two classes of similar engines were used all over Canada. The "Jubilee" 4-4-4 is an adaptation of the 4-4-2 Atlantic type, with an extra trailing axle to carry a larger boiler and firebox. That No. 2929 overlapped the diesel age can be seen by the airfoil streamlining that provided eye appeal as well as improved aerodynamics at 100 mph. The engine could be operated.

#### SPECIFICATIONS

Built by Canadian Locomotive Co., Ltd. Shop No. 1943 in March 1938.

Cylinders 16½ x 28 in.

Tractive effort 26,000 lbs.

Boiler pressure 300 psi

Weight 240,000 lbs.

Drivers 75 in.

Fuel: soft coal



### CANADIAN PACIFIC 4-6-4 No. 2816

For fast passenger service, the Canadian Pacific ordered several classes of these beautifully-proportioned engines, and happily one of each class has been preserved. The final series became known as the "Royal Hudsons". No. 2816 and its partners were handed the premier passenger and mail assignments, and regularly topped 100 mph in the performance of their duties. This is one of the few Hudson engines left in North America, since none of the famous New York Central RR "J" class units was preserved. Notice the huge coal and water tender designed for long trips, and the all-weather cab for protection against winter weather. This engine could be operated.

### SPECIFICATIONS

Built by Montreal Locomotive Works, Ltd. Shop No. 68535, in December 1930.

Cylinders 22 x 30 in.

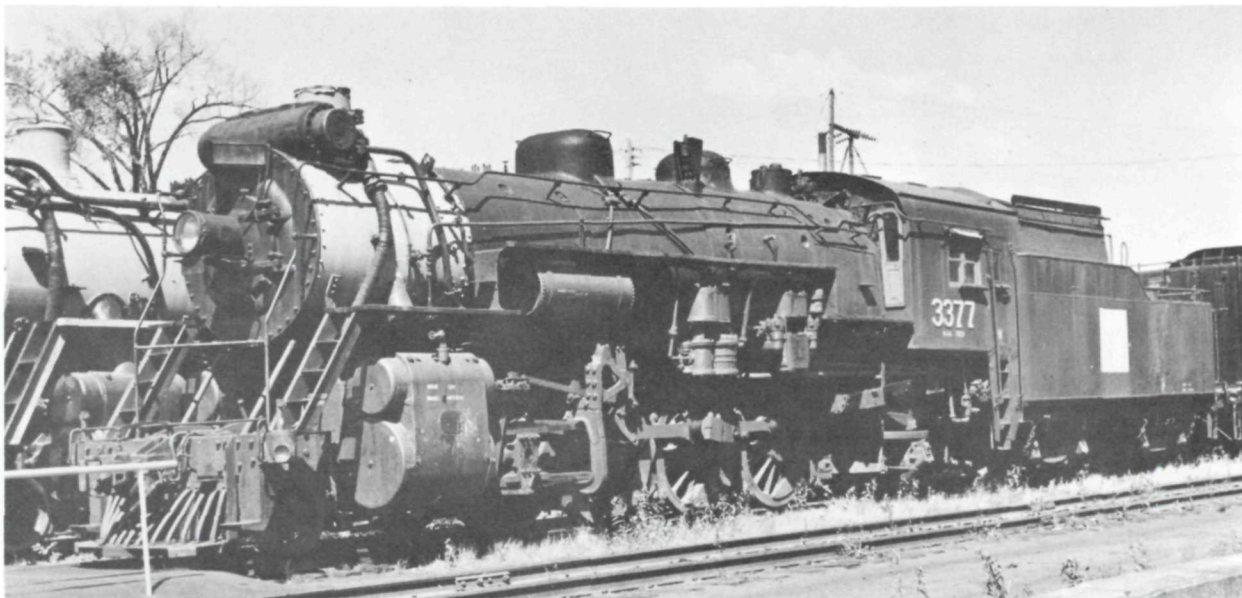
Tractive effort 46,000 lbs.

Boiler pressure 275 psi

Weight 360,000 lbs.

Drivers 75 in.

Fuel: soft coal



### CANADIAN NATIONAL RAILWAYS 2-8-2 No. 3377

This huge, brutish "Mikado" or 2-8-2 is typical of thousands of similar engines that pulled fast and slow freight trains all over North America. The U.S.R.A. design from World War I proved successful, and before long scores of railroads imitated the specifications, making the usual local modifications of headlights, feedwater equipment and other details. No. 3377's normal chore might have been trundling 100-car trains of wheat across the Canadian prairies or storming through the Canadian Rockies with trans-continental merchandise. These engines were real work horses of the American and Canadian railroad systems. Originally No. 2977 of the Canadian Government Railways, it became No. 3377 when transferred to the CNR in 1922. In operating condition.

#### SPECIFICATIONS

Built by Canadian Locomotive Co., Ltd. Shop No. 1582 in 1919, Class S-1-d.

Cylinders 27 x 30 in.

Tractive effort 53,115 lbs.

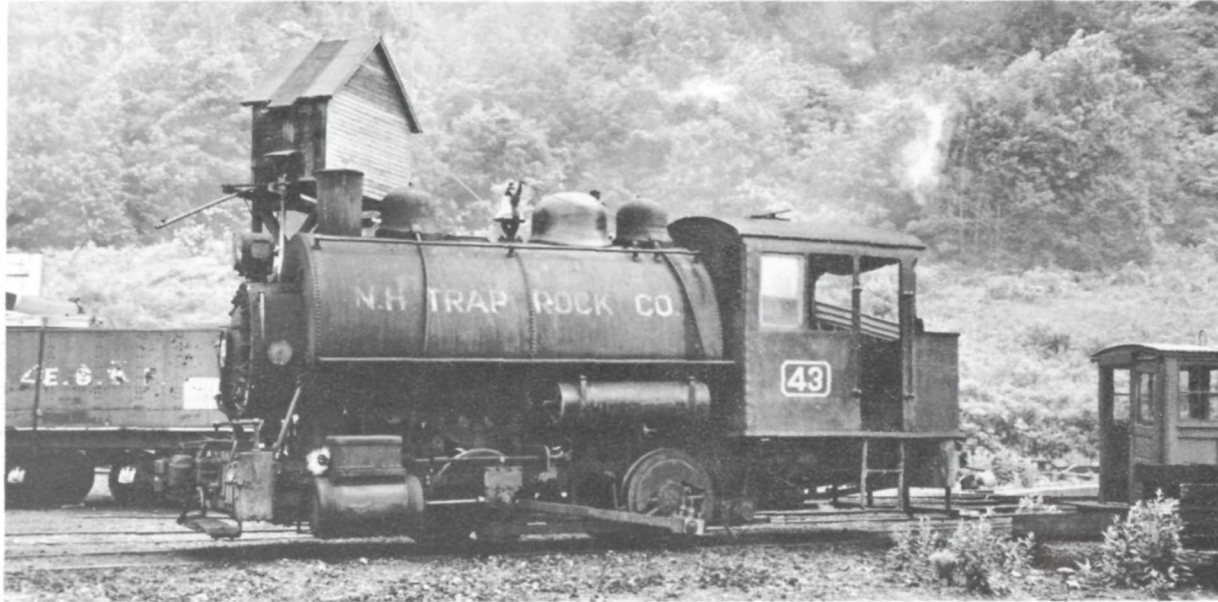
Boiler pressure 180 psi

Weight 277,550 lbs.

Drivers 63 in.

Fuel: soft coal





### NEW HAVEN TRAP ROCK CO. 0-4-0 T No. 43

This chunky four-coupled saddle-tank engine spent most of its life bullying heavy hopper cars of trap rock used for highway and railroad ballast. It was built for C.W. Blakeslee & Sons, later sold to the New Haven Trap Rock Co. The engine was used for switching at East Wallingford and North Branford, and also travelled over the Branford Steam RR, which connects with the New Haven RR and a waterfront pier. A high-wheel Porter 2-6-0 was also used. This picture shows No. 43 when steamed up at the North Walpole roundhouse. The engine can be operated.

#### SPECIFICATIONS

Built by Vulcan Iron Works Shop No. 5401 in December 1918.

Cylinders 14 x 20 in.

Boiler pressure 190 psi

Drivers 37 in.

Weight 64,000 lbs.

Fuel: soft coal



### EASTERN GAS & FUEL CO. 0-6-0 No. 4

This massive, lumbering switch engine was the biggest 0-6-0 ever delivered in New England when it emerged from the Baldwin Works in Philadelphia in 1911. It went right to work for the New England Gas & Coke Co. in Everett, a few miles north of Boston. Along the way, its original tender was replaced by one from a Boston & Maine RR Mogul, and the old number 1364 is visible on the rear. The right and left cab sides are dissimilar in that the right side is cut down to allow for a tight clearance. This picture was taken between runs on May 8, 1957, at Everett, Mass. The engine needs major overhaul.

#### SPECIFICATIONS

Built by Baldwin Locomotive Works Shop No. 35821 in January 1911.

Cylinders 21 x 26 in.

Drivers 51 in.

Boiler pressure 175 psi

Weight 150,000 lbs.

Fuel: soft coal



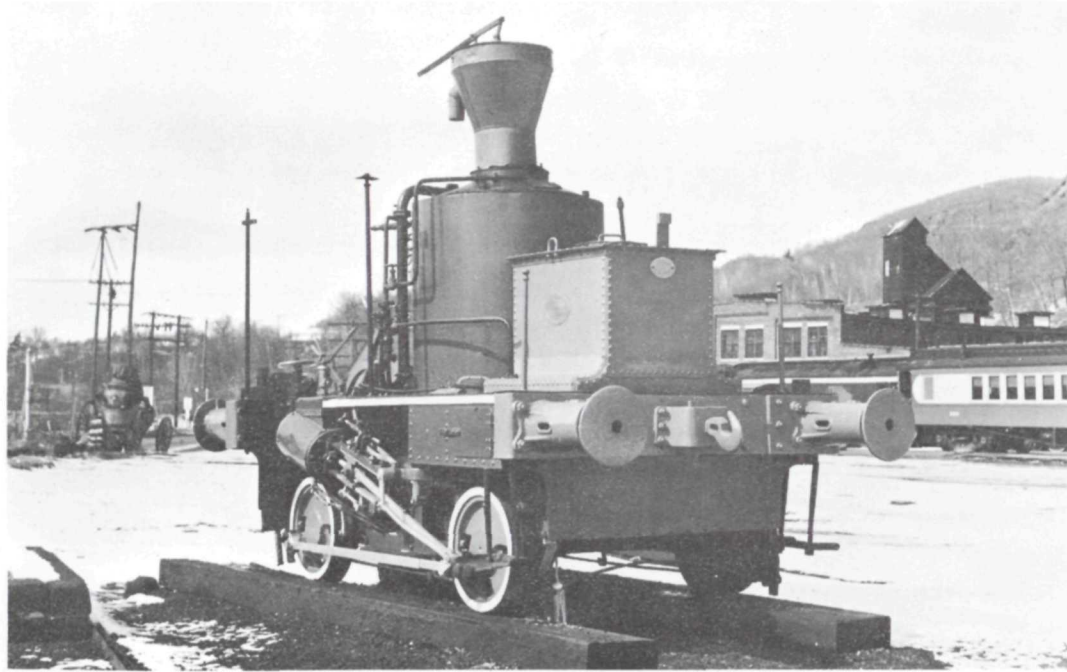
### BULLARD MACHINE CO. 0-4-0 T No. 2

"Tiny Tim" is one of the smallest standard gauge engines ever made. It is so small, in fact, that there is room for only the engineer in the cab, and he is obliged to tend the oil fire as well as operate the controls. Porter delivered the engine in 1937, just as Bullard was emerging from the Depression and needed power to push boxcars of machine tools around the factory in Bridgeport, Connecticut. The engine was painted and lettered for Nelson Blount's private "Monadnock Northern RR". It is in operating condition.

#### SPECIFICATIONS

Built by H.K. Porter Co. Shop No. 7250 in October 1937.

Cylinders 9 x 14 in.      Drivers 26½ in.      Fuel: oil



### BELGIAN STATE RAILWAYS 0-4-0 No. 3364

Oldest engine at Steamtown is the "Prince de Liege", built in 1877 for switching around a coal mine in Belgium. Until 1960 it was used at the Charbonages du Hasard. It develops 25 horsepower and can run at 20 miles per hour. The inclined cylinders and Joy valve gear are unusual, and the vertical boiler replaced in 1921 is of course much newer than the rest of the engine. The engineer had a small tin roof over his head and hand brakes for stopping. The tank on the deck is for boiler water. No. 3364 is operable.

### SPECIFICATIONS

Built by Compagnie St. Leonard in 1877 Shop No. 466.

Cylinders 11 x 16 in.

Weight 17,000 lbs.

Drivers 25 in.

Fuel: soft coal

