

RAILROAD

JUNE

MAGAZINE

35 CENTS



RAILROAD ACROSS THE RIVER **BROOKLYN TERMINAL LINE**
SERVES DODGERTOWN'S MILLIONS

*Locomotives
of the*
**KANSAS
CITY
SOUTHERN**



Diesel Locomotives

Numbers	Drivers	Horsepower	Engine Weight	Tractive Effort	Builder & Date
B-B (Switcher) Type					
1100	40	1000	243,000	62,500	EMD, 1939
1101, 1102	40	1000	243,000	62,500	EMD, 1941
1200, 1201, 1202, 1203, 1204	40	1700	243,000	62,500	EMD, 1946
1205, 1206, 1207, 1208, 1209, 1210, 1211	40	1000	243,000	62,500	EMD, 1947
1222, 1223, 1224, 1225, 1226	40	1000	243,000	62,500	EMD, 1950
1300, 1301, 1302, 1303, 1304	40	1200	243,000	64,000	EMD, 1950
1305, 1306, 1307, 1308, 1309, 1110, 1111, 1112, 1113	40	1000	230,000	60,625	Alco, 1943
1150	40	660	191,700	60,075	Baldwin, 1946
A1A-A1A (Passenger) Type					
21	36	2000	278,940	52,525	EMD, 1938
22	36	2000	283,430	52,525	EMD, 1939
23	36	2000	294,050	54,125	EMD, 1940
24, 25	36	2000	292,000	53,025	EMD, 1942
B-B (Passenger) Type					
30, 31	40	1500	225,970	58,700	EMD, 1947
B-B (Passenger) Type					
30, 31	40	1500	222,930	58,900	EMD, 1947
33	40	1500	223,270	59,150	EMD, 1949



Numbers	Drivers	Horsepower	Engine Weight	Tractive Effort	Builder & Date
B-B (Freight) Type					
50A, 50D, 51A, 51D, 52A, 52D, 53A, 53D, 54A, 54D	40	1500	218,450	56,000	EMD, 1947
70A, 71A,	40	1500	221,390	58,100	EMD, 1949
59D, 72A, 72D, 73A, 73D, 74A	40	1500	221,390	58,100	EMD, 1950
B-B (Freight) Type					
50B, 50C, 51B, 51C, 52B, 52C, 53B, 53C, 54B, 54C	40	1500	213,000	54,500	EMD, 1947
70B, 70C, 71B, 71C	40	1500	213,900	58,200	EMD, 1949
59B, 59C, 72B, 72C, 73B, 73C 74B, 74C, 75B, 75C	40	1500	213,900	58,200	EMD, 1949
A1A (Freight) Type					
60A, 61A	42	2000	328,269	60,175	FM, 1946
60C, 61C	42	2000	329,694	60,400	FM, 1947
A1A (Freight) Type					
60B, 61B	42	2000	329,894	60,425	FM, 1946

Steam Locomotives

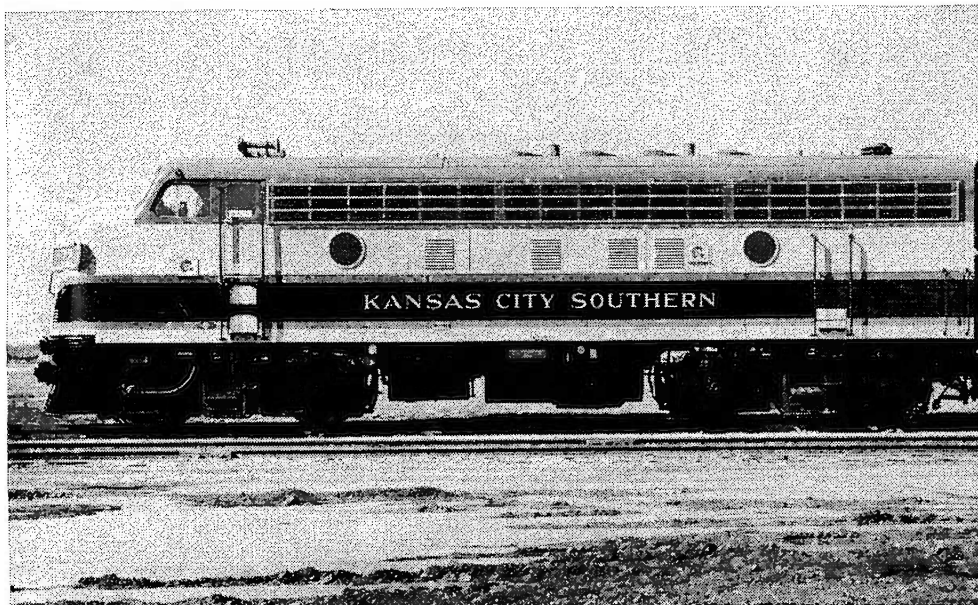
Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
2-10-2 (Santa Fe) Type							
L	202	27 x 32	58	210	365,000	75,000	Alco, 1917

Class	Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder & Date
2-8-0 (Consolidation) Type							
E-3	478, 481, 484, 485, 489, 510	22 x 30	55	210	222,480	47,124	Alco, 1906
E-3	522, 529, 531, 532	22 x 30	55	210	222,480	47,124	Baldwin, 1908
E-4	555, 558, 562, 563	26 x 30	63	200	262,400	54,724	Alco, 1913
2-8-8-0 (Articulated) Type							
G2-S	757, 758, 762	22½ x 32	57	250	456,500	120,000	Alco, 1924
4-6-2 (Pacific) Type							
H	802, 804, 807	24 x 28	75	225	227,700	41,126	Alco, 1912
H-1	809, 810	24 x 28	75	225	237,200	41,126	Alco, 1919
2-10-4 (Texas) Type							
J	902, 903, 906, 907, 908	24 x 37	70	285	454,350	85,777	Lima, 1937
0-8-0 (Switcher) Type							
K	1000, 1003, 1005, 1010, 1012	21 x 30	55	210	171,150	42,937	Baldwin, 1900
K-1	1021, 1023, 1024, 1027,	22 x 30	55	210	211,120	47,124	Alco, 1906
K-1	1029, 1031	22 x 30	55	210	213,220	47,124	Baldwin, 1908

*Steam Locomotives

0-8-0 (Switcher) Type							
K-21	252	25 x 28	51	175	194,640	51,040	Alco, 1924
4-6-0 (Ten-Wheeler) Type							
D-25	505	22 x 28	57	200	175,100	40,418	Baldwin, 1913
2-8-2 (Mikado) Type							
M-20	544	23 x 28	57	200	238,000	45,000	Alco, 1928
M-21	551, 552, 555, 556	24 x 28	57	200	247,200	48,100	Baldwin, 1923
M-22	564, 565	23 x 32	63	240	247,620	54,800	Lima, 1936
4-6-2 (Pacific) Type							
L-20	806	24 x 28	75	225	227,000	41,175	Alco, 1912

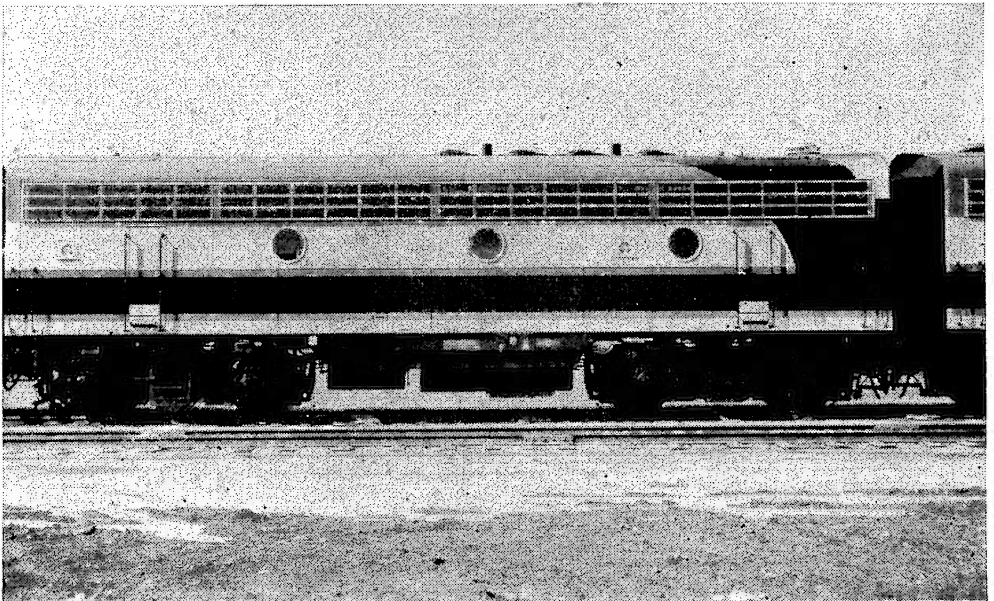
Louisiana & Arkansas Ry.

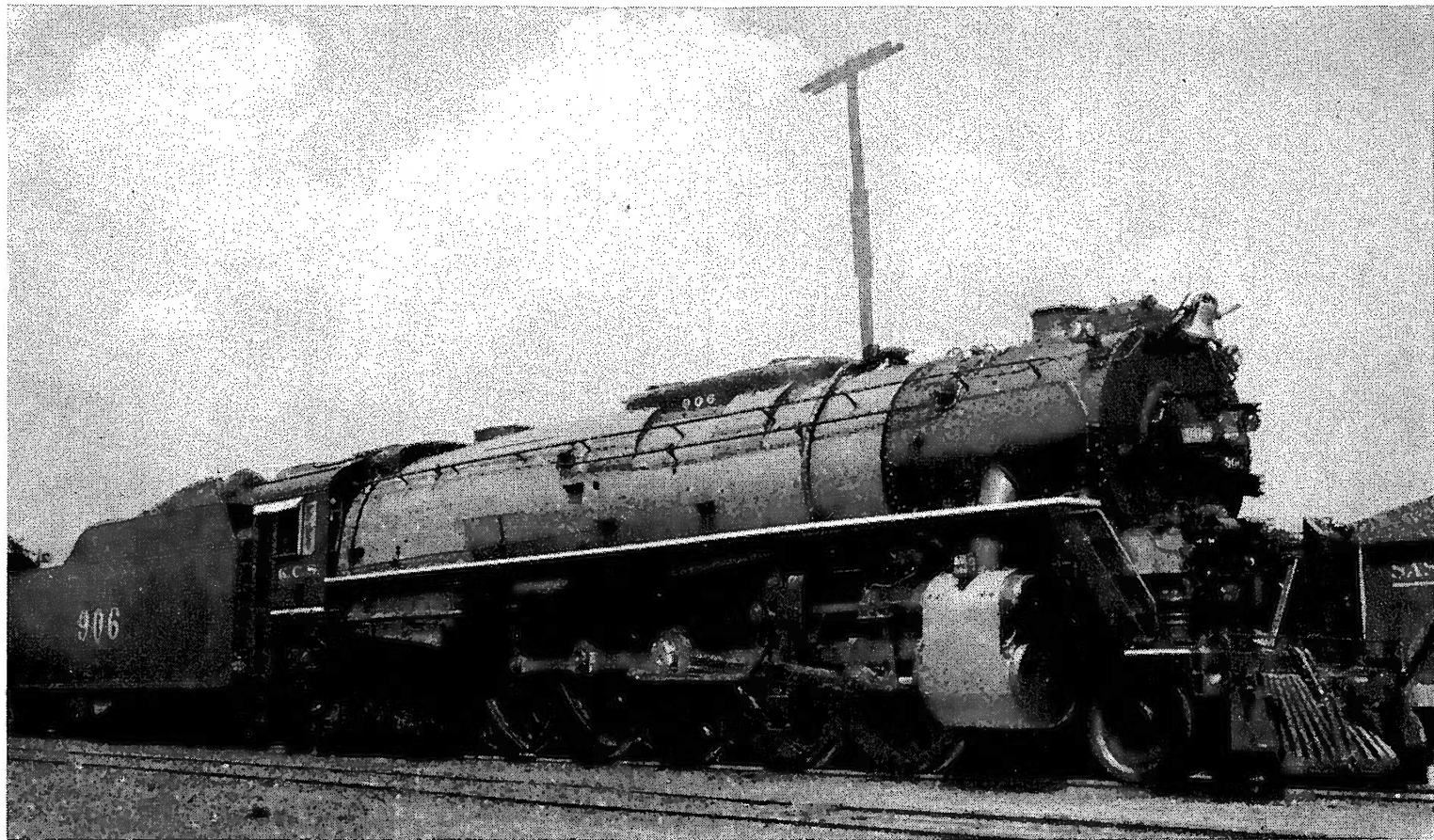


***Diesel Locomotives**

Numbers	Drivers	Horsepower	Engine Weight	Tractive Effort	Builder & Date
B-B (Switcher) Type					
1125, 1126	40	1000	243,000	62,500	EMD, 1942
1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221	40	1000	243,000	62,500	EMD, 1948
1310, 1311, 1312, 1313, 1314, 1315	40	1200	243,000	64,000	EMD, 1951
1160, 1161, 1162, 1163	40	1200	229,200	60,000	Baldwin, 1951
B-B (Road Switcher) Type					
40, 41	42	1500	235,775	63,405	FM, 1949
150, 151, 152, 153, 154	40	1500	245,000	60,000	EMD, 1951
B-B (Passenger) Type					
32, 33	40	1500	226,000	61,125	EMD, 1949
B-B (Passenger) Type					
32	40	1500	223,010	62,075	EMD, 1949
B-B (Freight) Type					
55A, 55D, 56A, 56D, 57A, 57D, 58A, 58D, 59A	40	1500	219,000	56,270	EMD, 1948
74D, 75A, 75D, 76A, 76D	40	1500	221,390	58,100	EMD, 1951
B-B (Freight) Type					
55B, 55C, 56B, 56C, 57B, 57C, 58B, 58C	40	1500	213,520	54,600	EMD, 1948
76B, 76C, 77B, 77C, 78B, 78C, 79B	40	1500	213,900	58,200	EMD, 1951
A-1-A (Freight) Type					
62A	42	2000	325,610	59,643	FM, 1947
62C	42	2000	326,013	59,694	FM, 1947
A-1-A (Freight) Type					
62B	42	2000	322,115	60,620	FM, 1948

ANOTHER STEP in the direction of complete Dieselization, 3-unit Diesel No. 32 was turned out for Kansas City Southern Lines by EMD in 1949





Roy F. Blackburn

BIG DRIVERS, big boiler to keep them going. Everything about KCS's J-Class Texas type is big and impressive, including the firebox and saddle-type sand dome (See diagram opposite)

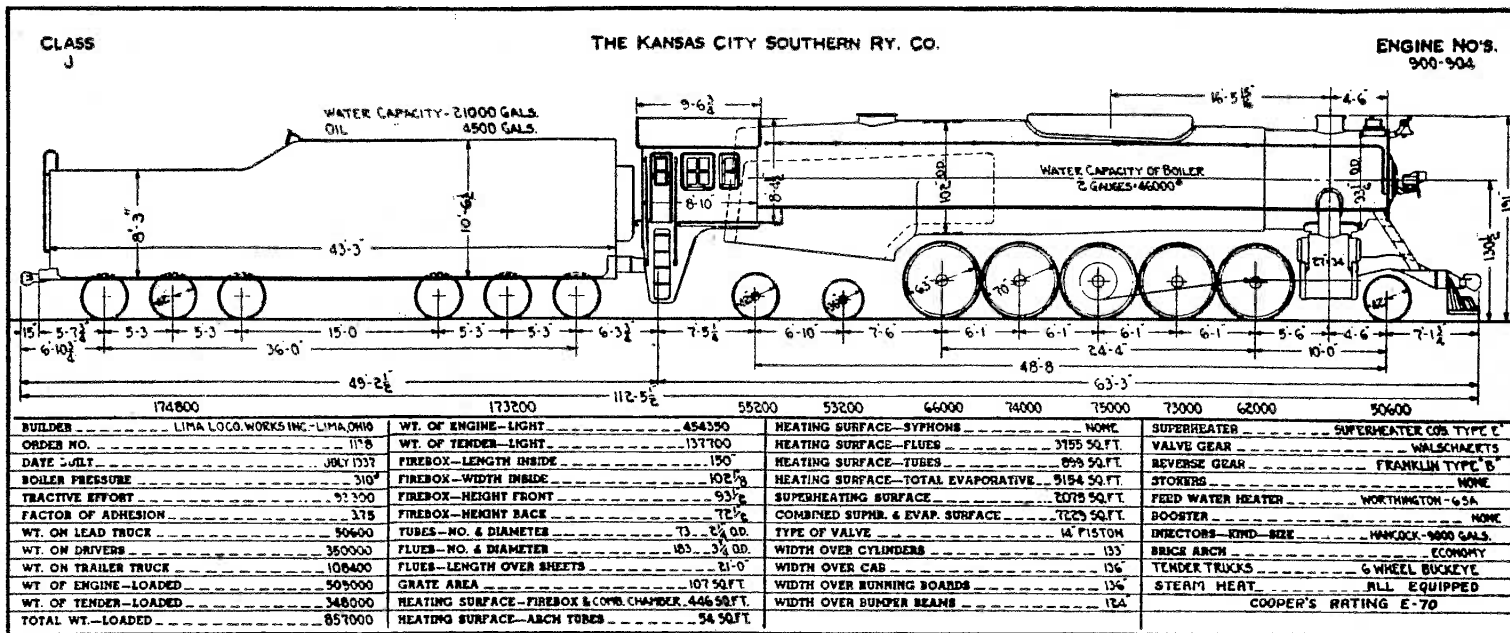
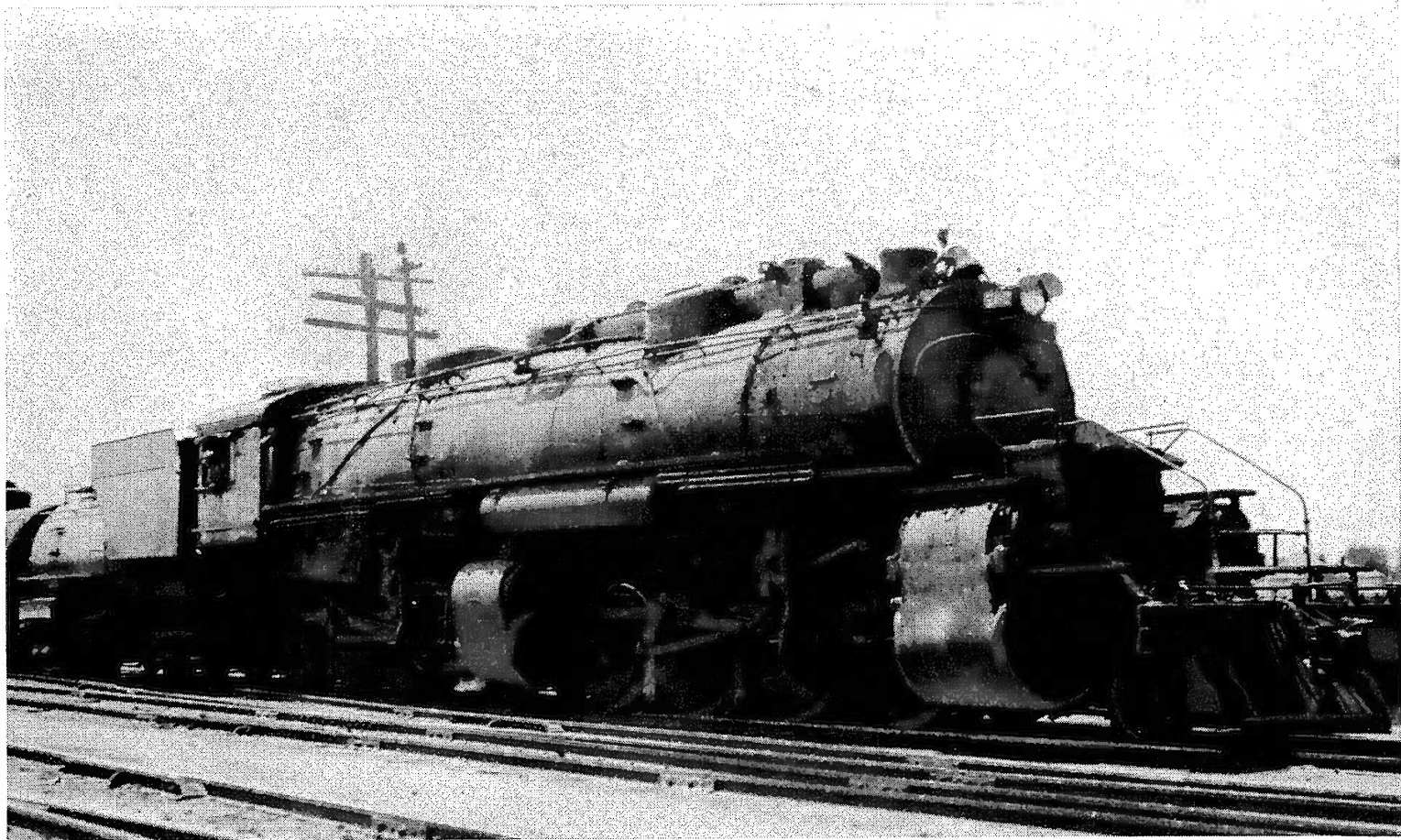


Diagram Courtesy Kansas City Southern

LIMA LOCOMOTIVE works turned out 10 of these steam behemoths for KCS in 1937. Nos. 900-904 were built to burn oil, 905-909 to burn coal. Engine is so big drivers don't look tall, but actually they are 5 feet, 10 inches. As we go to press, there are still five J-Class engines left on roster



Roy F. Blackburn

LOW PRESSURE cylinders of KCS G2-S Class 2-8-8-0 compounds added nothing to the appearance of the locomotive. No. 762 is an Alco-Brooks production of 1924 (See diagram *opposite*)

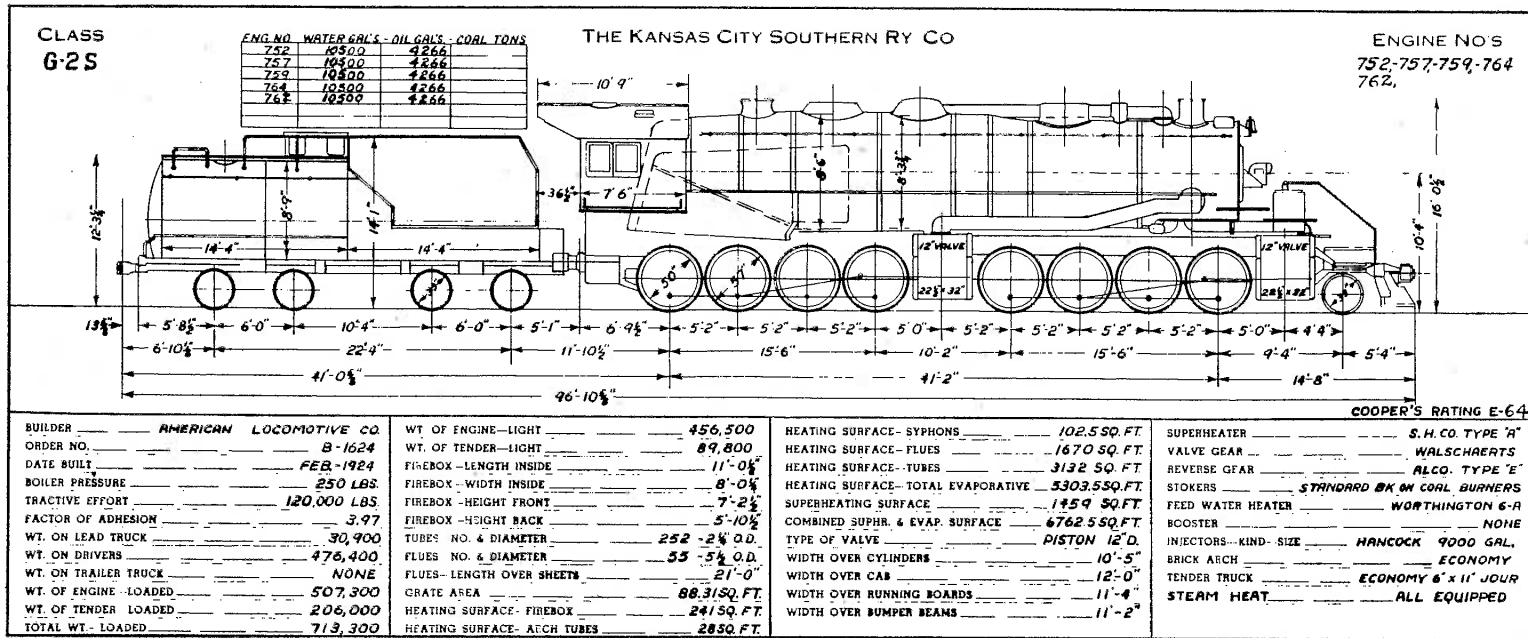


Diagram Courtesy Kansas City Southern

SIDE ELEVATION OF G-2S Class shows height is over 16 feet. Engines were originally Mallet compounds—later changed to simple articulated, with 22 1/2 x 32 inch cylinders. Valve diameter is 12 inches, fore and aft