

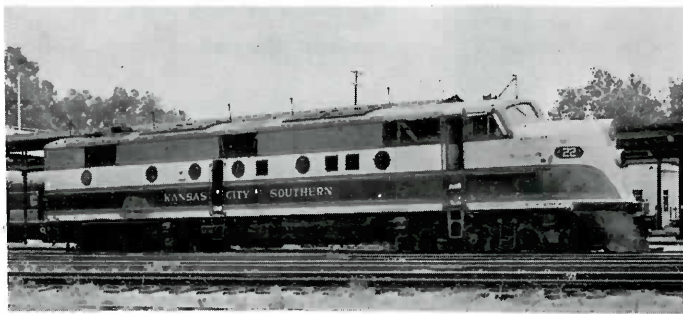
## KCS Ry - Louisiana & Arkansas Ry



Dan Dover

OWNER	R/N	QTY.	MODEL	GEAR RATIO	WEIGHT	B/N	B/D	NOTES	NOTES
L&A	6,7	2	E7A	57:20	318,750	3366,3367	6/46	1,3,13	<ol style="list-style-type: none"> <li>#6,7,11,12,20 ARE EX MEC 705-709 WHICH WERE ACQUIRED IN 11/63</li> <li>#21-23 ARE EX 1-3, 21 (1) NEE EMC DEMO 822, ACQ. 4/39. (1ST KCS DIESEL)</li> <li>#7,11,20,24,26,28 HAVE BEEN TRADED IN TO EMD OR SCRAPPED.</li> <li>#23 WAS REBUILT INTO AN E8AM 1/52, #25 WAS RB INTO AN E9AM 6/59, #25555</li> <li>#21,22 WERE SCR. 1/63,11/66 RESPEC.</li> <li>NUMBERS GIVEN IN R/N COLUMN FOR UNITS IS THE UNIT #. THESE UNITS ARE ALSO ASSIGNED A ENGINE # AS FOLLOWS: 30A-33A HAVE E #'S OF 30-33; 50A-62A HAVE E #'S OF 50-62; 60C-62C HAVE E #'S OF 63-65; 70A-76A HAVE E #'S OF 70-76; 50D-59D HAVE E #'S OF 77-86; 70C,71C,72D-76D HAVE E #'S OF 87-92</li> <li>54A,58A WERE # 94,95 IN 5-6/68 TO AVOID CONFUSION WITH PASSENGER TRAINS 54,58.</li> <li>#23,25,27,29 HAVE BEEN SOLD TO C&amp;NW (#'S UNKNOWN) IN 1/70.</li> <li>#40 SCRAPPED, 41 WAS REENGINEED WITH AN EMD 16-567C 1750HP ENGINE 4/58 AND RENUMBERED 45.</li> <li>#59 (59A) IS EX EMD DEMO 59A, ACQ. 11/48</li> <li>GP30'S 100-109 NOT REBUILT FROM TRADE-INS, 110-119 WERE REBUILT FROM TRADE-INS (E #'S) 53,56,57,59,77,78, 79,81,82+52B OR 55B. TRADE-INS FOR SD40'S 600-611 ARE 51A,52A,60A,60B, 60C,61A,61B,61C,62B,74A,1121,1122. NO TRADE-INS FOR 612,613; TRADE-INS FOR 614-621 ARE 20,31A,31B,55A (IN AFTER WRECK), 52B OR 55B, 1123,28+1 OTHER .62C TO S.A. ROSE SALVAGE.</li> <li>GE B/N'S FOR THE ERIES 60A,B,C,61A, 61B,C,62A,B,C ARE 28583,85,95,84,94, 28590,91,96,29439. ALL ERIE'S BUT 62C WERE REENGINEED WITH EMD 16-567C ENGINES OF 12/56,12/57, 8/55,5/56,8,8/55,5/56,9/56 RESPEC: S/G IN UNITS 6,7,11,12,20-29,30-33A, 30-33B,76B,76C,77B.</li> <li>57B REBUILT TO AN F7B; 55B,58D,70B, 74D WERE REBUILT TO F9B,A,B,AM'S OF 1500HP RATINGS.</li> <li>GP30 109 AND E8A 28 HAD A HEADON COLLISION 12/8/67. 109 SENT TO LA GRANGE FOR REBUILDING 4-6/68, 28 WAS TRADED IN FOR A SD40.</li> <li>1110 WAS SOLD TO P.E. Co. IN 1967 THEN TO GEORGE T. COOK CO. (RAIL RELAYERS) OF KANSAS CITY, MO.</li> <li>1114 EX POLARIZED STEEL 115, NEE KANSAS CITY TERMINAL 51, ACQUIRED FROM P. E. Co.</li> <li>1120 IS EX YOUNGSTOWN &amp; NORTHERN 211, ACQ 4/56. SOLD TO KANSAS CITY PUBLIC SERVICE 1120, SCRAPPED 7/65.</li> <li>1121-1123 ARE EX MANUFACTURES RY. 201-203, ACQ 4/56. TO EMD IN 1966-8 (SEE NOTE 11)</li> <li>1150 IS BELIEVED SOLD TO P.E.Co.</li> <li>DYNAMIC BRAKES IN GP30'S &amp; SD40'S</li> <li>1218 WAS SOLD TO THE ETHYL CORP.</li> <li>1509 IS EQUIPPED WITH MU &amp; CONTROLS FOR "SLUG" 30B, AN ENGINELESS F3B.</li> <li>1304 IS RB TO A SW9 WITH A 12-567B.</li> </ol>
L&A	11,12	2	E7A	57:20	318,750	3368,3369	6/46	1,3,13	
KCS	20	1	E7A	57:20	326,100	6647	7/48	1,3,13	
KCS	21	1	E3A	55:22	323,000	822	8/38	2,5,13	
KCS	22	1	E3A	55:22	323,000	938	8/39	2,5,13	
KCS	23	1	E3A	55:22/57:20	323,000	1034	6/40	2,4,8,13	
KCS	24,25	2	E6A	55:22	323,000	1431,1432	1/42	3,4,8,13	
KCS	26-29	4	E8A	57:20	334,250	14736-14739	1,2,2,2/52	3,8,13	
KCS	30A,31A	2	F3A	58:19	243,350	3905,3906	11/47	6,11,13	
KCS	30B,31B	2	F3B	58:19	248,300	3915,3916	11/47	6,11,13	
L&A	32A,33A	2	F7A	58:19	243,350	8600,8602	2/49	6,13	
L&A	32B	1	F7B	58:19	242,750	8601	2/49	6,13	
KCS	33B	1	F7B	62:15	242,750	7879	10/49	6,13	
L&A	40,41	2	H15-44	63:15	253,200	15L28,15L29	5/49	9	
KCS	50A,D-53A,D	8	F3A	62:15	230,000	3897-3904	1,5/47	6,11	
KCS	50B,C-53B,C	8	F3B	62:15	223,500	3907-3914	1,5/47	6	
KCS	54A,D	2	F3A	62:15	230,000	4256,4257	5/47	6,7,11	
KCS	54B,C	2	F3B	62:15	223,500	4260,4261	5/47	6	
L&A	55A,D-58A,D	8	F3A	62:15	230,000	4924-4931	3/48	6,7,11,14	
L&A	55B,C-58B,C	8	F3B	62:15	223,500	4932-4939	3/48	6,11,14	
L&A	59A	1	F3A	62:15	230,000	7459	10/48	6,10,11	
KCS	59B,C	2	F7B	62:15	223,500	12324,12325	8/50	6	
KCS	59D	1	F7A	62:15	230,000	12318	8/50	6	
KCS	60A,61A	2	ERIE A	?	362,600	L1087,L1089	11/46	6,11,12	
KCS	60B,61B	2	ERIE B	?	362,600	L1088,L1091	11/46	6,11,12	
KCS	60C,61C	2	ERIE A	?	362,600	L1094,L1096	1/47	6,11,12	
L&A	62A,62C	2	ERIE A	?	362,600	L1098,L1097	6/47	6,11,12	
L&A	62B	1	ERIE B	?	362,600	L1145	4/48	6,11,12	
KCS	70A,C,71A,C	4	F7A	62:15	235,700	7873-7876	10/49	6	
KCS	70B,71B	2	F7B	62:15	239,000	7877,7878	10/49	6,14	
KCS	72A,D,73A,D,74A	5	F7A	62:15	229,400	12319-12323	8/50	6,11	
KCS	72B,C,73B,C	4	F7B	62:15	234,300	12326-12329	8/50	6	
L&A	74D,75A,75D	3	F7A	62:15	229,400	9164-9166	2/51	6,14	
KCS	74B,C,75B,C	4	F7B	62:15	234,300	12330-12333	9,9,8,8/50	6	
L&A	76A,D	2	F7A	62:15	229,400	14730,14731	4/51	6,13	
L&A	76B,C,77B	3	F7B	62:15	234,300	9167-9169	2/51	6,13	
L&A	77C,78B,C,79B	4	F7B	62:15	234,300	14732-14735	4/51	6	
both	94,95	(2)	F3A	62:15	230/223,000	4256,4930	5/47,3/48	6,7	
KCS	100-109	10	GP30	62:15	258,500	27788-27797	4-5/62	11,15,21	
KCS	110-119	10	GP30	62:15	259,500	28388-28397	7/63	11,21	
L&A	150-154	5	GP7	62:15	242,500	7893-7897	10/51		
KCS	155-162	8	GP7	62:15	242,500	17925-17932	2/53		
KCS	163-165	3	GP9	62:15	245,300	25437-25439	5/59		
KCS	600-613	14	SD40	62:15	403,100	32101-32114	10-11/66	11,21	
KCS	614-621	8	SD40	62:15	403,100	33958-33965	8/68	11,21	
KCS	1100	1	NW2	62:15	247,000	847	5/39		
KCS	1101,1102	2	NW2	62:15	247,000	1433,1434	9/41		
KCS	1110-1113	4	RS1	?	242,500	70825-70828	11-12/43	16	
L&A	1114	1	S2	?	200,000	69393	10/40	17	
KCS	1120	1	HH900	?	239,300	68996	10/37	18	
KCS	1121	1	HH1000	?	239,000	69179	2/40	11,19	
L&A	1122,1123	2	HH1000	?	239,000	69184,69185	4/40	11,19	
L&A	1125,1126	2	NW2	62:15	242,300	1607,1608	1/42		
KCS	1150	1	V0660	?	200,000	72829	5/46	20	
L&A	1160-1163	4	S12	?	220,200	75054-75057	4/51		
KCS	1200-1203	4	NW2	62:15	246,850	4061-4064	11/46		
KCS	1204-1209	6	NW2	62:15	246,850	4264-4269	12/46		
KCS	1210,1211	2	NW2	62:15	247,000	4270,4271	1/47		
L&A	1212-1215	4	NW2	62:15	246,250	5557-5560	5/48		
L&A	1216-1221	6	NW2	62:15	246,250	5561-5566	6/48		
KCS	1222-1226	5	NW2	62:15	244,750	9154-9158	10/49		
KCS	1300,1301	2	SW7	62:15	244,250	9159,9160	10/50		
KCS	1302-1307	6	SW7	62:15	244,250	13420-13425	10/50	24	
KCS	1308,1309	2	SW7	62:15	244,250	13426,13427	11/50		
L&A	1310-1315	6	SW7	62:15	247,750	9792-9797	1/51		
KCS	1500-1503	4	SW1500	62:15	259,300	32115-32118	11/66		
KCS	1504-1517	14	SW1500	62:15	259,500	33966-33979	8/68	23	

SEE KCS NEWS ITEM IN THIS ISSUE ABOUT SLUGS



W. D. Cailleff, Jr.  
Of 3 E3's (21-23), 22 and 21 (21 ex EMC demo 822) were retired, and 23 was rebuilt to E8A. (Note antenna atop E3A 22).



W. D. Cailleff, Jr.  
The Erie-built were monster engines. 61A and sister units were re-engined at the time 62C was scrapped (1955-56) at S. A. Rose Salvage.



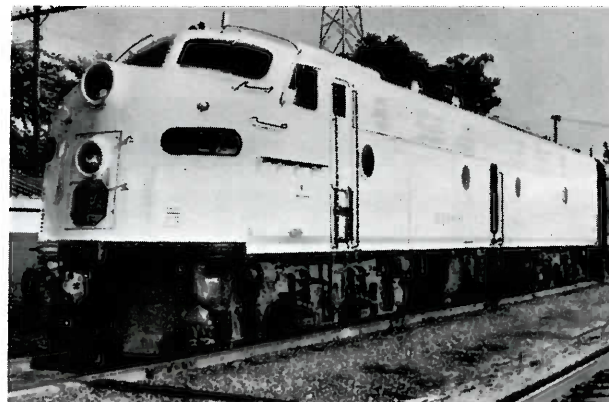
W. D. Cailleff, Jr.  
KCS E7A 20 (nee MEC 709) has mu and side louver modifications.



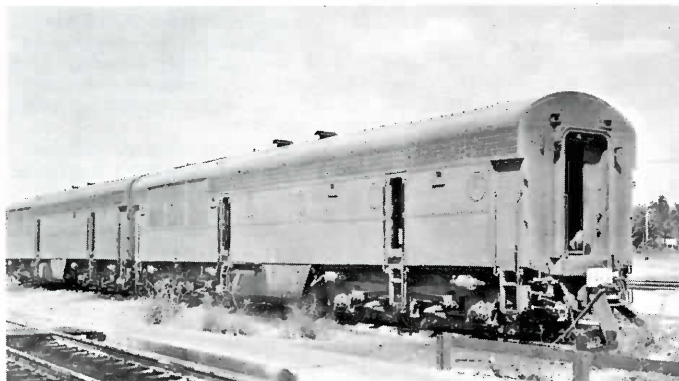
Charles M. Mizell, Jr.  
KCS has traded in many F3's (for GP30's, SD40's), but many of the F7's (above: 33A at Hope, Ark. 7/18/65) still remain.



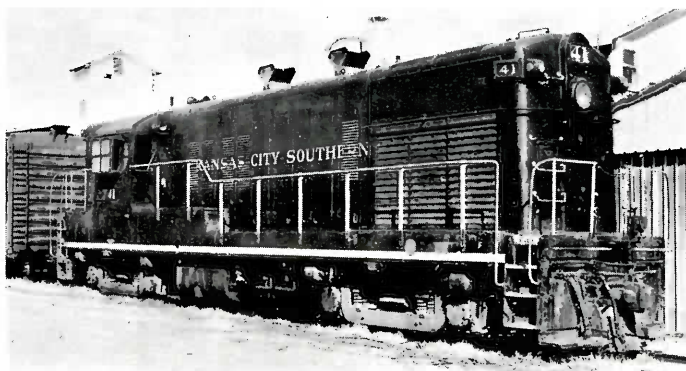
W. D. Cailleff, Jr.  
E7A's 6, 7, 11, 12 and 20 were bought from MEC when that road became freight-only (1963).



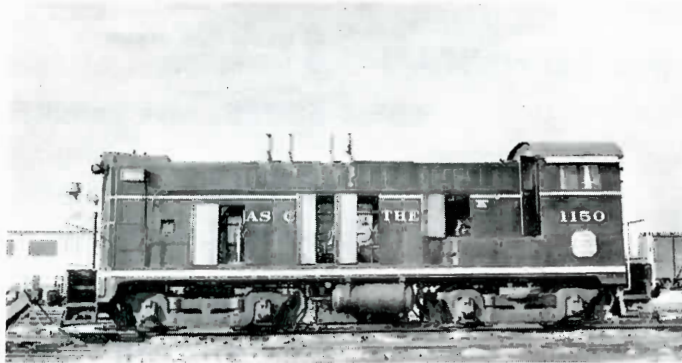
Allen Maty  
E8A 27 (here in new white/yellow trim paint), sister units 23, 29 and E9Am 25 (ex E6) have been sold to C&NW for suburban service.



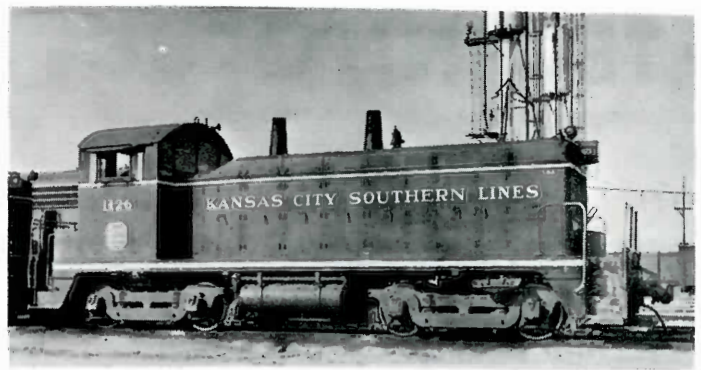
W. D. Cailleff, Jr.  
KCS got some of the earliest Erie-built. These B-units (re-engined with EMD 567C, 1750 hp, 1955-56) were traded-in on SD40's 600-11. (Also see Erie-Built Roster, X2200 Jul '68)



W. D. Cailleff, Jr.  
Units 40 and 41 (H15-44's) joined the roster in 1949. #40 was scrapped; 41 was re-engined (EMD 567), r# 45, and recently repainted white.



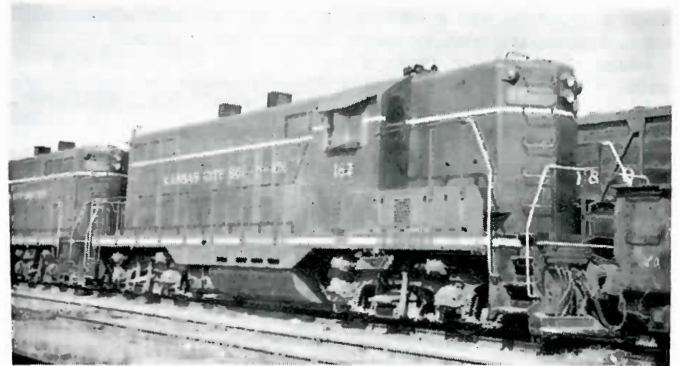
W. D. Cailleff, Jr.  
Four-stack VO660 1150 and L&A S12's 1160-63 are the only Baldwin units to appear on the roster.



(Proctor Collection) H. K. Vollrath  
NW2's make up much of the KCS switcher fleet, KCS owns 20 and L&A 1126 is one of their 12.



W. D. Cailleff, Jr.  
KCS lines owned HH900 1120 and HH1000's 1121-23 (nee Manufacturers Ry Co. 201-03). No. 1120 was scrapped 7/65 and 1121, 23 were traded in on the 1966 SD40/SW1500 order.



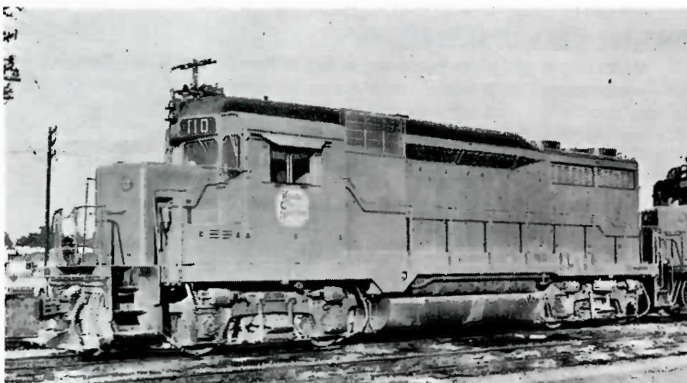
Charles M. Mizell, Jr.  
KCS 162, built 2/53 as a GP7, was rebuilt 10/54 as a GP9. (Note louvers characteristic to '54 GP9's.)



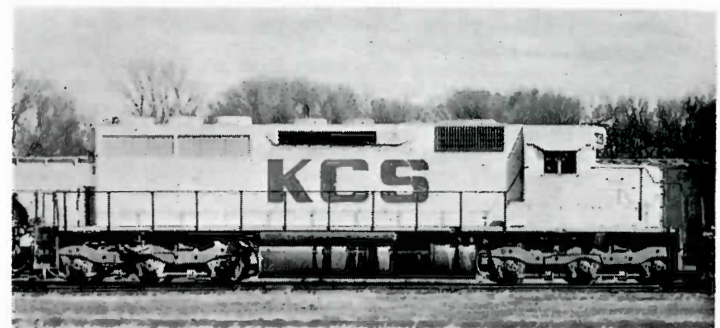
W. D. Cailleff, Jr.  
KCS 156 is one of 13 GP7's, 5 of which are owned by Louisiana & Arkansas.



Charles M. Mizell, Jr.  
GP30 #109 was wrecked 12/8/67 and sent to La Grange where it was rebuilt and repainted in the new white scheme.



W. D. Cailleff, Jr.  
No. 110 is a GP30 in the old red paint. It is the first unit of the second order which had F-unit trade-ins.



(Larry Jackman Collection) Dave Cash  
SD40 602 and sisters here at Joplin, Mo., 2/23/67, represent the "new" KCS look adopted in 1966. They are the heaviest and most powerful on the roster and were first to carry the new white/red paint job and minute cab numbers.