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Kansas City Southern, Collection of Don G. Campbell

When received from Electro-Motive in July 1939, E3 No. 2 was painted dark red with a yellow lightning streak on the lower carbody, and a lighter shade of red on the upper carbody. Along with sister E3 units 1 and 3, this locomotive was assigned to the new **Southern Belle** streamliner which entered service on September 1, 1940.

KANSAS CITY SOUTHERN E-UNITS

By Don G. Campbell

In May 1939 the Kansas City Southern introduced new daytime trains Nos. 1 and 2 between Kansas City, Mo. and Shreveport, La. Although they were not name trains, they actually were forerunners of the streamlined **Southern Belle** that was to enter service in September 1940.

Using standard equipment, each train consisted of a combine baggage-mail, an air-conditioned coach and an air-conditioned diner-lounge. One set of equipment was pulled by E3 diesel No. 1, the former Electro-Motive demonstrator No. 822 that had been acquired in April 1939, while the other set ran behind an 800-class Pacific. One of the Pacifics, No. 803, was equipped with a large rectangular tender to eliminate half of the stops for water and was assigned to run opposite the diesel, with other Pacifics providing protection until the second E3 unit, No. 2, was received in July 1939.

Running on approximately the same schedule that the **Southern Belle** would have between Kansas City and Shreveport, train No. 1 left Kansas City about 10 AM and arrived at Shreveport about 10 PM, while No. 2 left Shreveport about 8 AM and arrived at Kansas City about 8 PM. This approximate 12-hour schedule for the 560-mile run required an average speed of 46.67 mph including all stops, which dictated rapid acceleration and fast running between stations. Both the diesel and the Pacifics were capable of achieving and maintaining that schedule.

When E3 No. 1 was acquired by the KCS, it was still painted in the manufacturer's original scheme of black, orange, and yellow and still numbered 822. It was operated that way until diesel No. 2 was received. As delivered, No. 2 was painted with the lower portion of the carbody a dark red and the upper portion a lighter

red; a yellow lightning streak extended from the center of the nose and along each side to the rear of the unit. When No. 2 was received, No. 1 was taken out of service and given a lightning streak paint scheme similar to No. 2, except that the lower portion of the car body was black and the upper portion was silver.

Both units retained this paint scheme until E3 diesel No. 3 was received in June 1940. When delivered, No. 3 was painted in the **Southern Belle** scheme of black, red and yellow and Nos. 1 and 2 were then taken out of service one at a time and given the **Belle** paint scheme so that all three units would be ready to handle the streamlined train when it entered service on September 1, 1940. They also had their headlights lowered toward the center of the nose and a Mars light installed in what had been the headlight housing at the top of the nose. Also, the "Flying Crow" emblem on the nose of all three units was replaced by the winged "KCS-L&A Lines" emblem before the **Southern Belle** was placed in service.

Those two trains were scheduled through my hometown of Neosho, Mo. about three hours apart in the afternoon, and I frequently went to the depot to photograph or just look them over during the station stop. I recall one day when Mrs. Eleanor Roosevelt was traveling in business car **Kay See** on the rear of train No. 1. During the

station stop she stepped out on the rear platform of the car and spoke briefly with the people who had come to the depot in hopes of seeing her. Both those trains proved to be very popular in the 16 months they were in service and they paved the way for the successful **Southern Belle**.

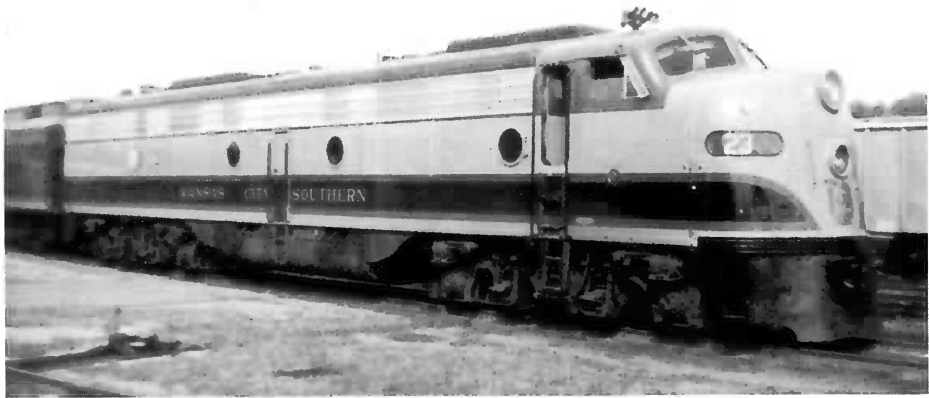
In the beginning the **Belle** was operated on a 22-hour schedule between Kansas City and New Orleans, La. This required three sets of equipment which were handled by the three E3 units, with the Pacifics continuing to provide protection. In January 1942 two new E6 units, Nos. 4 and 5, were received and shortly thereafter all five of the Es were renumbered 21 through 25. Soon after that the present day octagon-shaped "Kansas City Southern Lines" emblem replaced the winged "KCS-L&A Lines" on the nose of the locomotives. These five E units continued to handle the **Southern Belle** between Kansas City and New Orleans and trains Nos. 15 and 16, the **Flying Crow**, between Kansas City and Shreveport until after World War II, but because of the increased size of the trains during the war it frequently became necessary to doublehead them. When doubleheaded, the steam helper was placed behind the diesel unit.

In 1947 two new F3A-B sets numbered 30A-B and 31A-B and painted in the **Southern Belle** scheme were received and assigned to handle trains Nos. 15 and 16 between Kansas City and

Collection of Harold K. Vollrath

This is the way E3 No. 1 looked when received from Electro-Motive at Shreveport, La. in April 1939. Built the previous year as EMC demonstrator No. 822, the unit still retained the manufacturer's paint scheme of black, orange and yellow in this photograph. After renumbering it was painted into a scheme similar to No. 2 (see page 18) except that the lower portion of the carbody was black and the upper portion silver.



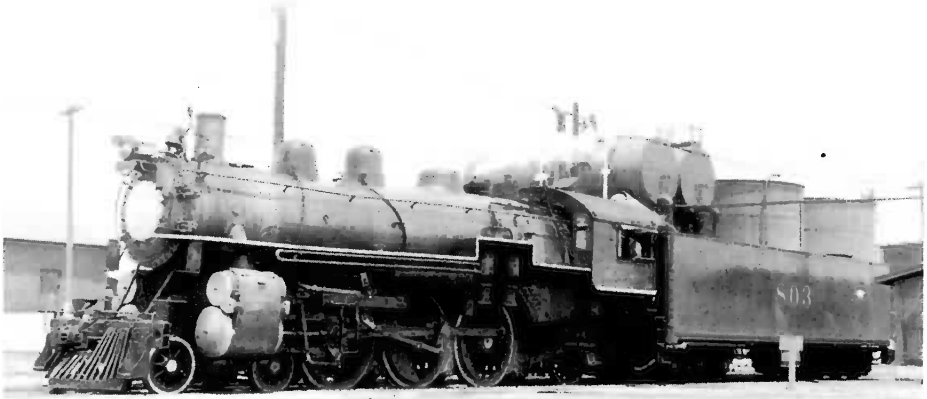


Top: Don G. Campbell

Middle: Collection of Harold K. Vollrath

Above: Don G. Campbell

Top. KCS took delivery of E3 No. 3 in June 1940, already painted in the **Southern Belle** scheme of yellow, black and red. Here the locomotive is on the headend of pre-Belle train No. 1 at Neosho, Mo. in August 1940, still bearing the "Flying Crow" emblem on its nose. Middle. E6 No. 24, built in 1942 as KCS No. 4, is seen here at Shreveport in July 1949. Above. E3 No. 23 was wrecked and rebuilt to an E8m in 1952. Originally No. 3, the unit was one of only two passenger locomotives to be painted white in the latter days of KCS varnish service. Sold to the Chicago & North Western in 1970, it has recently been purchased by the Smoky Hill Railway & Historical Society which intends to restore it to operating condition.



A. E. Brown

Class H Pacific No. 803, equipped with a long-distance tender, was assigned to run opposite the new E3 units in the early diesel days. Here it is between runs at Shreveport in May 1939.

Shreveport, releasing two of the E units to handle trains Nos. 15 and 16 between Shreveport and Port Arthur, Texas.

When the new **Southern Belle** was placed in service on an 18-hour schedule between Kansas City and New Orleans in April 1949 only two sets of equipment were required. These were handled by two new F7A-B sets numbered 32A-B and 33A-B that had been purchased along with two new sets of passenger equipment. All four of the F7A-B sets continued to handle the **Belle** between Kansas City and New Orleans and trains 15 and 16 between Kansas City and Shreveport until four new E8 units, Nos. 26, 27, 28 and 29, were received in January and February of 1952. From then on the E8 units were the primary power for the **Southern Belle**, releasing two of the F7A-B sets to handle trains Nos. 9 and 10 between Kansas City and New Orleans on approximately the old **Southern Belle** schedule. Also, when the new train was placed in service, Nos. 101 and 102 were put on between Shreveport and Port Arthur to handle through sleepers between Kansas City and Port Arthur via their **Southern Belle** connections at Shreveport. Making a round trip daily, only one set of equipment was required for those trains and it was handled by one of the E units.

By this time all passenger trains on both the KCS and the Louisiana & Arkansas were diesel-powered and remained that way until the last of the trains were removed from service. In October 1962 KCS purchased former Maine Central E7 unit No. 709 and after painting it in the **Southern Belle** scheme numbered it 20. This was followed

by the purchase of four more ex-Maine Central E7 units, Nos. 705, 706, 707 and 708, in November 1963, which also received the **Southern Belle** scheme and were numbered 6, 7, 11 and 12 respectively.

E3 unit No. 23 was badly damaged in an accident in 1951 and was rebuilt as an E8m; E6 unit No. 25 was rebuilt in 1959 as an E9m. All the E units retained their **Southern Belle** paint scheme until retired with the exception of Nos. 23 and 27 that received the now-familiar KCS all-white paint scheme a few months before all passenger service was ended on the KCS effective November 3, 1969. Units 21, 22 and 24 were scrapped in 1964; Nos. 7, 11, 20 and 26 were traded to EMD on new freight power in the middle 1960s; No. 28 was scrapped in 1968 after being damaged in a wreck; and Nos. 23, 25, 27 and 29 were sold to Chicago & North Western in January 1970. Disposition of Nos. 6 and 12 is unknown. The Smoky Hill Railway & Historical Society, parent organization of the Kansas City Railroad Museum, has purchased the former No. 23 unit from C&NW and moved it to Kansas City. It will be restored to operating condition and painted in the **Southern Belle** scheme as No. 23.

At least one of Kansas City Southern's fleet of majestic E8 locomotives will survive in its former home, a reminder of the textbook passenger service once offered by this fine regional carrier.

Don G. Campbell is vice president of the Kansas City Chapter and a lifelong admirer of KCS.



Collection of Harold K. Vollrath
 E8 No. 27, one of the last three E-units purchased by KCS, rides the table at Shreveport shops in September 1952, a few months after delivery.

ROSTER OF KANSAS CITY SOUTHERN E-UNITS

Road No.	Model	Date Built	Horsepower	Previous No.	Disposition
6 (L&A)	E7	6/1946	2000	MEC 705	Not known
7 (L&A)	E7	6/1946	2000	MEC 706	Traded to EMD
11 (L&A)	E7	6/1946	2000	MEC 707	Traded to EMD
12 (L&A)	E7	6/1946	2000	MEC 708	Not known
20	E7	7/1948	2000	MEC 709	Traded to EMD
21	E3	9/1938	2000	EMC 822, KCS 1	Scrapped 1964
22	E3	7/1939	2000	KCS 2	Scrapped 1964
23	E3	6/1940	2000	KCS 3	Rebuilt to E8m 1952 To C&NW 5031B 1970
24	E6	1/1942	2000	KCS 4	Scrapped 1964
25	E6	1/1942	2000	KCS 5	Rebuilt to E9m 1959 To C&NW 5032A 1970
26	E8	1/1952	2250	—	Traded to EMD
27	E8	2/1952	2250	—	To C&NW 5032B 1970
28	E8	2/1952	2250	—	Scrapped 1968
29	E8	2/1952	2250	—	To C&NW 5033A 1970

NOTE: All are "A" cab units C&NW — Chicago & North Western Railway
 EMC — Electro-Motive Corporation
 EMD — Electro-Motive Division, General Motors
 MEC — Maine Central Railroad



GULF COAST
CHARTER SERVICE
GOOD CHEER