



# GUIDE TO THE STEAMTOWN COLLECTION

ON U.S. RT. 5  
NEAR INTERSTATE 91  
(EXIT 6)

## WELCOME TO STEAMTOWN

Steamtown is a non-profit, educational foundation dedicated to the preservation and operation of Steam Age equipment for your enjoyment. We sincerely hope your visit with us will be a most memorable one.

Steamtown, as you see it today, is the result of a boyhood dream many years ago. Steamtown's late founder, F. Nelson Blount, spent much of his spare time in his youth watching and riding steam trains of the New Haven Railroad. He dreamed of the day that he would own and operate steam locomotives. Unlike most youthful dreams, F. Nelson Blount's was destined to become reality! As a young man, Blount was able to amass a fortune—mainly through foresight and innovation in the seafood packing industry. In the mid-1950's, Blount's dream of owning and operating steam locomotives came true with his purchase of the Edaville Railroad at South Carver, Massachusetts. Even though Edaville's equipment was authentic, coming from the famed narrow gauge railroads in the State of Maine, Blount yearned for a big-time, standard gauge steam operation. Recognizing that standard gauge steam locomotives were on the verge of extinction, Blount took action to save many classic examples in the late 1950's. Due to the confinement of the area and the lack of a connecting standard gauge railroad, Blount's large collection of standard gauge equipment could not be easily headquartered at Edaville. Thus Blount began the search for a home for the collection. The search ended in 1959 when he purchased an enginehouse and yard facility from the Boston and Maine Railroad in North Walpole, New Hampshire. In late 1960, equipment from the Blount collection began arriving at the North Walpole location and Steamtown was born!

Steamtown operated its first train in the Summer of 1961. Unfortunately, Steamtown's first year of operation can be termed as anything but successful. Blount and the Boston and Maine Railroad could not make arrangements for a lease on the B&M trackage out of North Walpole, so arrangements were made for Steamtown's first trains to run over the Claremont and Concord Railway between Bradford and Sunapee, New Hampshire. Negotiations for trackage rights resulted in the 1961 season not commencing until mid-Summer and when it did finally begin, it didn't last long! In his haste to get Steamtown operating, Blount more or less ignored Federal regulations pertaining to the operation of equipment over common carrier railroads. It took only a couple of weeks for a visiting I. C. C. inspector to discover old #47 illegally operating on the C & C and promptly removed her from further service.

Steamtown trains operated out of Keene, New Hampshire during the 1962 season, running over the Boston and Maine Railroad's Cheshire Branch to Westmoreland. For a while, it appeared as though Keene would become Steamtown's permanent home. The State of New Hampshire had agreed to assist Blount in building his proposed museum. Groundwork for building Steamtown in Keene was well under way when a change in New Hampshire's administration reversed the State's decision to assist in building Steamtown. Though greatly saddened by New Hampshire's rejection of Steamtown, Blount struggled onward—hoping to find someone who would help him build a museum which obviously had become a project requiring the resources of more than one individual.

Steamtown operation for the 1963 season was headquartered at North Walpole. Trains ran to East Westmoreland, again over the Boston and Maine Railroad's Cheshire Branch. Blount's extensive collection of Steam Age equipment now located in North Walpole was opened to the public for the first

time, and thus Steamtown had its beginning as a museum. Word of the Steamtown museum spread rapidly and people came by the thousands to view the locomotive collection and ride the steam trains. By the end of the 1963 season, it was apparent that the North Walpole site was too compact for Steamtown's future expansion.

1964 saw Steamtown trains running from a new location for the fourth time in four years! The Rutland Railway had recently been abandoned and the trackage north of Bellows Falls seemed ideal for Steamtown's use. A large tract of land adjacent to the abandoned railroad was purchased and arrangements were made for Steamtown trains to operate over the abandoned trackage between Bellows Falls and Chester Depot. Though Riverside was no more than a cow pasture during the 1964 season, it was the site on which Steamtown would make its permanent home.

It took vast sums of money and nearly two years to transform the cow pasture at Riverside into a railroad museum, but by the Fall of 1966 most of Blount's collection was on display at a permanent location. Steamtown was indeed a reality!

Unfortunately, F. Nelson Blount did not get to enjoy Steamtown for very long. It was just beginning to appear as though Steamtown was on the verge of becoming what he had so long envisioned it to be when a tragic airplane crash took Blount's life in August of 1967. Blount's death and its accompanying cessation of funds halted the development of Steamtown almost immediately. For the next few years Steamtown managed to survive, but unfortunately funds were not available to perform much needed preventive maintenance—something very essential in the preservation of outdoor exhibits. Due to the lack of preventive maintenance, Steamtown's equipment began to rapidly deteriorate and the collection began to look more like a scrapyard than a museum. Realizing that the public would not pay to see an eyesore, Steamtown's Board of Trustees authorized measures designed to clean up Steamtown and make it a respectable display. By the end of the 1970 season, most of Steamtown's equipment had received a badly needed coat of paint, and more importantly, the first building to house Steamtown's equipment during the severe Winter months had been completed. An additional building was completed in 1972 and plans are currently under way for other buildings as funds permit.

What is Steamtown's future? Present indications point towards Steamtown becoming the country's finest steam museum. Steamtown now boasts one of the truly outstanding railroad excursions available in the United States. The museum collection can be excelled by no one. As funds and time permit, Steamtown is rapidly progressing towards its goal of being a purely first class operation. A big step in attaining that goal will be the completion of shop facilities, now tentatively scheduled for late 1973. Once the shop facility is completed, restoration will be able to continue on a year round basis.

The biggest problem now facing Steamtown is a lack of funds. Few people realize the magnitude of cost involved in running an operation like Steamtown. Admission receipts do not even cover the day to day operating costs of Steamtown. Steamtown relies heavily upon donations to keep going. All additions and improvements at Steamtown are the result of donations. If you would like to assist Steamtown in becoming a bigger and better museum, your donation will be greatly appreciated.



## TRAIN RIDE

This is a high-speed trip behind a real steam locomotive. Hear the engine whistle along the scenic Connecticut and Williams Rivers. Listen to the heavy exhaust as the train climbs steep Rockingham Hill. Thrill as your train crosses the deep gorge at Brockways Mills. Enjoy Vermont farms, forests and rustic covered bridges from a comfortable day coach. Leave highways behind and enjoy a relaxing trip by train.



## THE COLLECTION

Have your camera ready to photograph the old trains on display. Union Pacific 4-8-8-4 "Big Boy," largest locomotive on earth. Oldtimer 4-4-0 No. 737, one of the famous diamond-stack eight-wheelers that "won the west." Franklin D. Roosevelt's diner "Mountaineer," and "Repton," the Queen of England's engine. There are 100 major exhibits, plus countless pictures, models and interesting curios. Climb up in an engine cab. Pose your family on the ancient fire engines.



## MOVIES AND SHOWS

Don't miss Steamtown's educational slide shows and special movies. Learn about the old engines, and how Steamtown was created. Watch a steam locomotive being built.



## FOOD AND GIFTS

Steamtown's Gift Shop offers a growing assortment of rail and steam-oriented souvenirs of your visit. Many special items are on sale only at Steamtown. Food service is available, and there's a picnic area. Enjoy the cool Vermont air amid pleasant surroundings.



## FRIENDS OF STEAMTOWN

Join "Friends of Steamtown", and receive numerous benefits, including free pass to the Museum Collection, subscription to Steamtown News, discounts on special merchandise sold only to members. Your donation, which is tax deductible, will assist Steamtown in its preservation activities. Annual Memberships as follows:

Annual Regular \$10.00, you receive one free admission ticket  
 Annual Family \$25.00, you receive two free admission tickets plus 10% Admission Deduction for each family member.  
 Annual Corporate \$100.00, you receive ten free admission tickets  
 Silver Pass \$100.00, life Museum Member—allows you, for life, to enter the Museum Area free.  
 Gold Pass \$250.00, life Member—allows you free admission, for life, to train ride and museum.  
 Special Donation . . . .

Join our cause and help save the old steam engines.



Engine Number	Type	Builder	Date	Mfg. Number	Cylinders	Drivers	Former Owner
1	0-4-0T	Porter	1902	2601	15x24	45	Massachusetts Electric Company
2	0-4-0T	Porter	1937	7250	9x14	26	Bullard Machine Company
3	0-6-0T	Alco	1927	67536	16x24	44	E. J. Lavino Steel Corp.
4	0-6-0	Baldwin	1911	35821	21x26	51	Eastern Gas and Fuel Company
5	2-6-2T	Hunslet	1892	555	13x18	26	Tralee and Dingle Railway (Ireland)
1	Shay B	Lima	1910	2317	10x12	29	Meadow River Lumber Company
7	2-4-2T	Vulcan	1911	1500	14x20	36	Groveton Paper Company
8	4-4-0	West	1898	—	2x3	10	Scale Model, live steam
1	2-6-2	Baldwin	1914	41649	20x28	42	Brooks-Scanlon Lumber Corporation
* 15	2-8-0	Baldwin	1916	43529	20x26	50	Rahway Valley
38	0-4-0T	Porter	1912	5009	14x20	36	New Haven Trap Rock Company
* 43	0-4-0T	Vulcan	1919	2888	14x20	37	New Haven Trap Rock Company
44	4-6-0	Brooks	1905	3698	20x28	56	Nickel Plate Road
47	4-6-4T	Montreal	1914	54896	21x26	63	Canadian National
53	0-4-4T	9 Elms	1925	53	18x26	67	London South Western (England)
96	2-6-0	Canadian	1910	927	21x26	63	Canadian National
104	0-4-4-0T	Blanc-M	1906	340	10, 16x18	33	French National (France)
109	2-6-0	Brooks	1900	3698	20x28	56	Bevier and Southern
* 127	4-6-2	Canadian	1948	2435	20x28	70	Canadian Pacific
210	2-6-0	Cooke	1923	65365	20x26	56	Norwood and St. Lawrence
314	4-6-0	Cooke	1892	2197	19x24	57	Southern Pacific (T & NO)
501	2-8-0	Alco	1910	47732	22x28	63	Maine Central
519	2-8-0	Alco	1910	52991	22x28	63	Maine Central
737	4-4-0	Baldwin	1887	8395	18x26	62	Union Pacific
* 759	2-8-4	Lima	1944	8667	25x34	69	Nickel Plate Road
790	2-8-0	Cooke	1903	28686	22x26	51	Illinois Central
926	4-4-0	Eastleigh	1934	"Repton"	16x26	79	Southern (England)
1098	4-6-0	Canadian	1913	1098	21x28	63	Canadian Pacific
1218	2-6-6-4	Roanoke	1944	1218	24x30	70	Norfolk and Western
* 1246	4-6-2	Montreal	1946	74906	20x28	70	Canadian Pacific
1293	4-6-2	Canadian	1948	2450	20x28	70	Canadian Pacific
1395	4-6-0	Montreal	1913	52590	22x26	63	Canadian National
1551	4-6-0	Montreal	1912	50778	22x26	63	Canadian National
1923	2-8-0	Cooke	1920	62623	18x22	50	Lowville and Beaver River
2124	4-8-4	Reading	1946	2124	27x32	70	Reading Company
2317	4-6-2	Montreal	1923	64541	25x30	75	Canadian Pacific
2816	4-6-4	Montreal	1930	68535	22x30	75	Canadian Pacific
2929	4-4-4	Canadian	1938	1943	16x28	75	Canadian Pacific
3364	0-4-0	St. Leonard	1877	466	11x16	25	Belgium State (Belgium)
3377	2-8-2	Canadian	1919	1582	27x30	63	Canadian National
3713	4-6-2	Lima	1934	7625	23x28	80	Boston and Maine
4012	4-8-8-4	Alco	1941	68583	23x32	68	Union Pacific
5288	4-6-2	Montreal	1918	60483	24x28	69	Canadian National
6039	4-8-2	Baldwin	1925	58453	26x30	73	Grand Trunk Western
81,004	0-8-0T	Hannover	1928	—	500 mm	1100mm	German Federal (Germany)
1	0-4-0T	Baldwin	1925?	—	—	36	Simons Steel
2	0-6-0T	Porter	1925?	—	—	36	Simons Steel

\*Operational Locomotive

## STATISTICAL SUMMARY

OPEN 9 A.M.—6 P.M. MAY THROUGH OCTOBER  
 Group rates are available. Information: 802-463-3937



## GUIDE TO THE COLLECTION

Exhibit  
Number

1. No. 1 four-coupled switcher 0-4-0T built 1902 by H.K. Porter Co. of Pittsburgh, Pa., used many years at Webster Street plant of Massachusetts Electric Co., Worcester, to shift coal used for power generation. Reboilered in 1937.
2. No. 2 built 1937 by H.K. Porter Co. for plants and yard of Bullard Machine Co., Bridgeport, Conn. For one-man operation, burns oil. One of smallest standard gauge 0-4-0T locomotives ever built.
3. No. 3, 0-5-0T built by American Locomotive 1927 for Poland Spring Co., which operated hotel and mineral water plant in Maine. Subsequently sold to E.J. Lavino Steel Co. in Pennsylvania which donated engine to Steamtown.
4. No. 4 is typical heavy freight switcher, largest 0-6-0 when delivered by Baldwin in 1911 to coke plant of Eastern Gas & Fuel, Everett, Mass. Because of a close clearance right side of cab narrowed. Tender came from Boston & Maine Mogul No. 1435.
5. No. 5 is a three foot 2-6-2 Tank type on loan to Steamtown, purchased in Ireland 1959 from Cavan & Leitrim branch of Irish Railways. Built by Hunslet of England 1892. Originally oil burner. Built for double-ended operation on mountainous branch, typical of small engines built in England and used all over the world including India, Africa, South America. New coal-fired boiler 1925.
6. Class B Shay No. 1 constructed by Lima in 1910 for logging service in West Virginia. Three-cylinder vertical engine drives all wheels through bevel gears, with telescoping joints for slack. Boiler offset to left for balance. Huge smokestack fitted with screen to curb hot cinders, required by law in Federal lands. Used until 1954 to switch mill yard of Meadow River Lumber Co., East Rainelle, West Virginia.
7. No. 7 built 1911 by Vulcan Works, Wilkes-Barre, Pa., for logging and switching service in northern New Hampshire. Unusual 2-4-2 wheel arrangement useful over bad track. Grovelton Papers Co., Grovelton, N.H. bought engine from Brown Company, donated to Steamtown in 1969.
8. No. 8 is a 4-4-0 built on west coast around 1900. Used in amusement park but stored after damage in 1906 San Francisco earthquake. Restored 1970. Typical of cap-stack eight-wheelers used by Southern Pacific RR. Gauge 9 1/2 inches.
9. No. 1 typical Prairie 2-6-2 locomotive for logging service. Constructed by Baldwin in 1914 for Carpenter-O'Brien Lumber Co. later sold to J.C. Turner and Lee Tidewater Co. for cypress and pine log hauling in north western Florida. Brooks-Scanlon Co. operated lines in Florida and Oregon. Engine burned wood or coal.
11. No. 210, handsome 2-6-0 Mogul built for Norwood & St. Lawrence RR, subsidiary of St. Regis Paper Co., by Alco Cooke in 1923. Identical Mogul built by Baldwin. Pulled mixed trains over northern New York State branch serving large paper mill. Purchased from junk yard, restored at Steamtown. All-weather cab.
12. No. 47 "Baltic Tank" 4-6-4 T used by Canadian National in Montreal suburban service. Pulled first Nelson Blount excursions over Concord & Claremont RR. Built Montreal Works, 1914 for Grand Trunk Railway.
13. Mogul 2-6-0 No. 96. Built Canadian Works 1910. Very powerful for small size.
14. London South Western Railway No. 53, 0-4-4 Tank. One of 100 similar M-7 class "Suburban Tanks" constructed 1897-1925 for service between London (Waterloo Station) and Southampton. Cylinders located under smokebox.
15. No. 15 is the famous 2-8-0 "Faithful Fifteen" which served the Monadnock Northern excursion service between Keene and North Walpole, N.H. Built by Baldwin in 1916 for coal and lumber hauling over Oneida & Western RR in Tennessee, later worked on Rahway Valley RR, New Jersey.
16. No. 109 is oldtime 2-6-0 freight Mogul from Illinois Central of "Casey Jones" fame. Built by Alco Brooks Works in 1900. Typical turn-of-century freight power. Modernized with piston valves, 109 sold to Bevier & source, N&W "A" class one of most successful American locomotives, highly efficient, equally adaptable to fast passenger or freight. Unlike Mallet Compound, 1218 is simple articulated, using four 24 inch diameter high pressure cylinders on two sets of power wheels. On lease to Roanoke Transportation Museum.
31. 1246, G-5c, Pacific 4-6-2 type, built by Montreal Locomotive Works in 1946 for Canadian Pacific. Locomotive in service at Steamtown.
32. 1293, G-5d, Pacific 4-6-2 type, built by Canadian Locomotive Company in 1948. 1293 similar to Nos. 127 and 1246; is newest of the three.
33. No. 1395, 4-6-0 purchased by Steamtown from Canadian National Ry 1959. Built by Montreal Works 1913 as class H-6-g. Despite age, engine has superheater, power reverse, piston valves, Walschaert gear and quick-acting air-operated bell ringer. In recent years, used at Stratford, Ont. and Turcot, P.Q.
34. No. 1551, 4-6-0 similar to No. 1395, although built year earlier. Original number 1354. Assigned to Turcot, near Montreal, replaced by diesels 1957. Purchased by Steamtown 1962. Engine and tender weigh 150 tons in working order, tractive effort 30,560 pounds.
35. No. 1923 is small 2-8-0 type built as No. 8 for "Reforma" sugar factory in Cuba October 1920 by Alco, Paterson, N.J. works. Because of a Cuban revolution, Lowville & Beaver River RR, an Adirondack shortline, purchased engine in 1923, hence its number. Engine and tender weigh slightly over 100 tons, tractive effort 23,800 pounds.
36. No. 2124 is one of famous "Reading Rambler" 4-8-4 locomotives used in highly successful steam excursion service prior to purchase by Steamtown in 1963. This fine engine rebuilt after World War II from older, slower 2-8-0, using many parts.
37. No. 2317, 4-6-2 once pulled important intercontinental expresses in Canada. G-3 class "big" Pacifics had 200 pound boiler pressure, 25 inch cylinders and 75 inch drivers, calculated to "wheel" heavy Pullman trains across Prairies and foothills. Engine and tender weigh nearly 300 tons. Based in Winnipeg, Manitoba for many years.
38. No. 2816 is one of "great" locomotives of Canada, the H-1 high-wheel 4-6-4's which pulled all "name" passenger express trains. A later series (H-1-d) called "Royal Hudsons" in honor of King George's 1939 visit to Canada. For about 20 years, No. 2816 sported handsome smoke deflectors.
39. No. 2929 is an F-1-A "Jubilee" 4-4-4 type designed by the great H.B. Bowen in 1937 for high speed passenger service. Similar to Atlantic 4-4-2 type. Built Kingston, Ontario with high boiler pressure of 300 pounds. Cylinders only 16 1/2 inches in diameter, drivers 75 inches high. Modern roller bearings and semi-streamlining. Hand-fired. Typically seen around Winnipeg, Toronto, Ottawa and McAdam.
40. No. 3364 "Prince of Liege" 0-4-0 is oldest locomotive at Steamtown. Until 1960 used at Charbonnages du Hasard coal mine in Belgium. Weight about 9 tons, develops 25 horsepower. Top speed 20 miles per hour. Hand brakes only. Vertical boiler and early application of Walschaert gear significant. Built St. Leonard Works 1877.
41. No. 3377, CNR S-1 Mikado 2-8-2 type, typical North American heavy freight locomotive. Coal stoker, 53 inch drivers, hefty 27 inch cylinders for long trains of freight or as helper on passenger trains. Superheater, feedwater heating system, large capacity air brake pumps.
42. No. 3713, 4-6-2 soon after construction by Lima Locomotive Works in 1934 was subject of New England-wide name contest. This P-4 became the "Constitution." Built for heavy passenger or fast freight service. Equipped with steam booster on trailing truck, stoker, superheater. Steam pressure of 260 pounds and 80 inch drivewheels permitted 70 mile an hour speed, Boston to Portland, Troy, or White River Junction. Now on display at Boston Museum of Science.
43. No. 4012, 4-8-8-4 is the famous "Big Boy," largest locomotive on earth. So large, it must be moved frequently because it sinks into the ground. One of 25 built for Union Pacific in 1941 for wartime freight or troop trains over Rocky Mountains, Cheyenne, Wyoming to Ogden, Utah. Weight 1,200,000 pounds. Had to be shipped by special route to Bellevue Falls because of weight and size restriction. Front set of wheels can move freely to "articulate" around sharp curves. Four cylinders each 23 1/2 inches in diameter. Tractive effort 135,375 pounds, equal to four typical steam locomotives. Built to haul maximum tonnage over
60. No. 60 is an all-wood single-track snowplow built before 1910 by Boston & Maine RR. Pushed ahead of engine. Conductor in cupola operates crossing whistle, has control over braking system. Flange plows and wing blades actuated by hand and air power. Front truck has inboard bearings for better tracking through the snow. Rear trucks are of rare "Fox" variety. Plow donated by Claremont & Concord RR.
61. Coach 228 is a "Turn of Century" day coach built for B & M RR but fitted with New York, New Haven and Hartford RR trucks. Interior mahogany, now painted. With railroad seats removed became a tool car. Steamtown obtained seats from modern New Haven RR diesel coach for slideshow and meeting use.
62. Coach No. 243 operated on Nelson Blount's famous excursions over Claremont Branch. Painted in early Boston & Maine yellow. Canadian National seats. Wooden cars retired after steel coaches came.
63. Coach 265 is similar to 243 but repainted for motion picture "Gaily Gaily" filmed in Chicago. Car originally day coach but rebuilt by B & M with baggage door for work train service.
64. "Monomoy Island" originally business car 903 on Baltimore and Ohio RR assigned to Vice President, Maintenance. Track lights for night inspection. Donated by T. W. Streeter. Built by Pullman 1896 of wood construction. In 1936, car modernized with air conditioning and steel siding. Weighs 90 tons, most on kitchen, or front end. Has shower bath, three bedrooms, dining room and observation salon.
65. Coach No. 6705 is from Great Britain. Used by Great Western Ry, Paddington Station, London, to south coast cities. Typical fast train was "Cornish Riviera Express." Has Guard (conductor's) compartment, two first-class compartments, three third-class compartments. Interior is varnished teak. Compartments contain photographs of scenic points.
66. "Shenoyne River" No. 1266 is a Pullman sleeping car from the famous Empire Builder which ran between Chicago and Seattle via Burlington and Great Northern RRs. Modern postwar car has roomettes, two bedrooms, two inter-connecting drawing rooms, six open sections, unusual all in one single car. All steel, fully air conditioned.
67. Rutland RPO-Coach No. 270 built by Wagner Car Co. 1899, unique in having Railway Post Office and coach compartment on same body. Used on Rutland RR express trains, interior later converted for tool car, renumbered X622, later X190.
68. Franconia Paper Co. crane is an unusual home-made logging derrick used on the East Branch & Lincoln RR, northeast of Lincoln, New Hampshire. Formerly four-wheel shop crane, later mounted on MCB log-bunk trucks, used to load pulp wood. Steam engine operates cables, but Shay locomotive pushed crane around log yard. No. 2777, built by ACF, Berwick, Pa. March 1910 is typical American flatcar used for heavy machinery, tractors, steel, etc. Rutland RR used cars for hauling marble rock (for public buildings).
69. Coach 253 used on Rutland RR main and branch passenger or mixed trains. Construction to New York Central pattern in 1902 by Osgood Bradley Co. One of recent duties was as caboose for night milk train.
70. Boxcar W3013 is typical wooden boxcar of type used for over 75 years on Boston & Maine RR. Survived as work train tool car with old-fashioned "Fox" plate-metal trucks.
71. Boxcar 9008 is similar to boxcars 8015, 8050 and 8283. Built by Youngstown Steel Car Co. 1927 with steel underframes and wood superstructure for general freight. Rare Bettendorf truck on these "rolling barns" of Rutland RR.
72. J. I. Case 7-ton steam traction engine. Single cylinder tractor used in many parts of America for farm plowing, but in Vermont and New Hampshire often as power for sawmills.
73. Buffalo-Pitts was another famous steam traction engine builder. This is larger two-cylinder variety, also used for plowing and sawmilling. A shaft enables horses or another tractor to assist traction engine up steep hills.
74. Buffalo-Springfield 9-ton road roller. Contractors and city departments found small vertical roller handy for smoothing gravel and asphalt. A steam "motor" assists steering. Concord, N.H.
75. The large Buffalo-Springfield roller could also tear up old roads with a spike-tooth attachment, and also smooth new roads. From Barre, Ver-



17. No. 38 is typical D-4-OT four-wheel saddle-tank switcher, repainted in color code to show basic functions. Color red indicates steam; green, water; gray, fire; and blue, air pressure. Water goes into boiler, becomes steam and is admitted by valves to cylinders.
18. Like No. 38, D-4-OT No. 43 used around rock quarries in Connecticut. Purchased from New Haven Trap Rock Co., operating Branford Steam RR, now dieselized. No. 43 built by Vulcan 1919. Typical industrial switcher.
19. No. 127, a modern G-5d, Pacific 4-6-2 type built by Canadian Locomotive Company in 1948. Formerly No. 1278 on Canadian Pacific, used in freight and passenger work all over the system. Engine now lettered Delaware and Hudson in commemoration of D&H's 150th anniversary in April, 1973. Locomotive in service at Steamtown.
20. No. 104 is an original Mallet Compound D-4-4-0 Tank built by Blanc-Misseron, September 1906. One of four in meter gauge service on Paris-Orleans-Correz branch between Uzerche and Tulle in south central France. Donated to Steamtown by French National Railways; now stored in France. Rear cylinder exhausts into front or low pressure cylinder for sake of efficiency.
21. No. 44, 4-6-0 built for New York, Chicago & St. Louis as fast freight engine by Brooks Works, Dunkirk, N.Y. 1905. In 1923 became No. 304 of Akron, Canton & Youngstown; in 1929 sold to Dansville & Mt. Morris, shortline in upper New York State.
22. No. 314, 4-6-0 is one of oldest locomotives at Steamtown. Built for passenger and freight service on Central Pacific RR of California in 1892 by Cooke Works, Paterson, N.J. Later served Gulf Coast lines of Southern Pacific RR, finally sold to Vermillion Sugar Co. at Erath, La. and steamed occasionally to move cane cars to sugar factory. Brought to Steamtown on flatcar. Stack, domes and cab roof cut off on account of clearances. Oil burner.
23. No. 501, a chunky Class W 2-8-0 leased from Maine Central RR. Nominally assigned to European & North American Ry. (Bangor to Vanceboro), on which Maine Central had 999 years lease, cancelled in 1955.
24. No. 519 Class W-1 2-8-0 slightly larger than 501, donated by Maine Central RR.
25. No. 737 is one of the most famous as well as ancient locomotives at Steamtown. Built by Baldwin 1887 as part of 200-engine order, one of largest to date. These 4-4-0s worked all over UP, hauling freight and passengers in the Golden West. Became Texas & New Orleans No. 216 after absorption by Southern Pacific. Sold to Vermillion Sugar Co., Erath, La. Now restored to resemble UP engine seen at 1969 Gold Spike Centennial.
26. No. 759 is the nationally famous Nickel Plate "Berkshire" reactivated in 1969, on "High Iron" specials along the Hudson River, to the Horseshoe curve, and over mainlines as far as Kansas City. On a 1970 test run, the big 2-8-4 replaced several diesels on a Western Maryland freight run. One of a large fleet of fast-freighters built 1944 by Lima Works. Baker gear.
27. No. 790, 2-8-0 built by Alco Cooke, Paterson, N.J. as No. 641 of Illinois Central RR. In 1918, engine extensively modernized to superheated heavy-freight locomotive. Baker valve gear. Used in freight service in Tennessee for many years; final duty was assisting IC trains through flooded track near Cedar Rapids, Iowa every spring to replace diesels.
28. No. 926, 4-4-0 one of most famous engines in collection. Often used to haul Queen of England's Royal Train, Victoria Station to Ascot for opening of racing season. Has high drivewheels (79 inches), three cylinders. Built 1934 for Southern Railway, numbered 30926 under British Railways. Entire "V" class of engines named for famous British schools like "Repton," Others "Eton," "Winchester," "Charterhouse." Came by steamer to Montreal in 1967 thence to Steamtown by rail.
29. No. 1098 comes from large class of engines (about 500) on Canadian Pacific. This 50-ton D-10 Sub-class H 4-6-0 built Kingston, Ont. 1910. Formerly stationed at Lambton and Toronto. Operated all over Canada. Superheated piston valves. Walschaerts valve gear. Hand fired.
30. No. 1218 is a modern, high-speed simple-articulated 2-6-6-4 locomotive built 1944 in the Norfolk & Western shops, Roanoke, Va. Purchased
31. Canadian National J-7 class 4-6-E No. 5288 typical of medium Pacific locomotives used all over North America for fast passenger trains. Built Montreal Works 1919 as No. 1516 of Grand Trunk Railway, transferred to Canadian Government Railway, then to Canadian National as No. 516. At home all over system, 5288 even hauled trains into White River Junction, Vermont. Before retirement served commuter trains at Montreal.
32. No. 6039, U-1 class "Mountain" 4-8-2 one of four similar assigned to Grand Trunk Western. Last engine under steam in state of Vermont. Built by Baldwin 1925, modernized with vanadium steel main frames, Boxpok drive wheels. 20 similar U-1 types built recently as 1944. Circular tender holds 13,500 gallons of water, 18 tons of coal.
33. Crane 4 built by Industrial Brownhoist Co., Cleveland, Ohio, 1910. Self-propelled through shafts and gears. As No. 4156 in U.S. Navy service during World War II, crane provided with new steam boiler. Later sold to Massachusetts Electric Co., used at Webster Street plant, Worcester, until donated to Steamtown. Can move several freight cars. Normally provided with clamshell bucket for coal.
34. Piledriver X170 used typically by Rutland RR for maintaining famous pile bridge across Lake Champlain. Self-propelled by gears which drive Taylor truck just under piledriver frame. Coal tender from scrapped Rutland RR 4-4-0. Special "boom" flatcar carries cables and blocking. Steam piledriver wangs away at wooden piles, then retreats to nearby sidings under own power when "Flyer" is due.
35. "Denehotso" is the beautiful stainless steel observation car from the first deluxe streamlined trains, often pulled by modern steam engines. Five comfortable bedroom-drawing rooms, spacious open lounge. More recently car assigned to San Francisco Chief. "Denehotso" means "green valley" in Navajo language. Car had no number.
36. Car No. 84 "Mountaineer" is one of the most famous at Steamtown. Built 1930 for mainline Boston & Maine express trains from Boston to Bar Harbor, Troy, or White River Junction. President Franklin Delano Roosevelt dined on this car en route to vacation at Campobello Island. Has elegant leaded windows, "Federal" decoration in the dining section. Kitchen is stainless steel. Used on Nelson Blount Keene, N.H. trips.
37. Caboose 50 and 51 built by Boston & Maine RR at Concord, N.H. long ago as standard freight cabooses until replaced by modern steel models after World War II. No. 50 used on Concord & Claremont Branch, later Claremont and Concord RR. Donated by S. Pinsley. No. 51 was B & M 104331.
38. Caboose 28 one of last oldtime Rutland RR wooden cabooses, used all over line from Chatham, N.Y. to Rouses Point and Ogdensburg. Donated by W.J. Ginsburg.
39. Caboose 53 used by Boston & Maine, also served St. Johnsbury and Lake Champlain RR. Believed built soon after Civil War. Wood frame trucks have 7 foot wheelbase, Boston & Lowell castings. Cupola made narrow for brakeman to dash out through small side doors to screw down handbrakes when signalled by engineer.
40. Coach 102 is one of earliest cars at Steamtown, probably close to 100 years old. Built for unknown American railroad by Jackson and Sharpe, Delaware, used later as interurban trailer on Q.R.L.&P. electric commuter railroad at Quebec City. Now used for Blount film.
41. Coach 124 is so old that origins are shrouded in mystery. Interior destroyed by vandals before acquired by Steamtown from Quebec Ry. Light & Power RR. Now restored to display small exhibits donated by Steamtown visitors. These portray various uses of steam power.
42. Baggage car 129 built by American Car and Foundry plant, Berwick, Pa., 1913, for baggage, mail, express service on Rutland RR. Built to New York Central standards, as shown by casting marks on trucks. Now adapted for display.
43. Coach 221 was built for Boston & Albany RR (New York Central), served commuters in Boston area. Typical motive power was powerful 2-6-6T and 4-6-4 T engines. Also used on New York Central RR Putnam Division and finally New York, Susquehanna & Western RR in New Jersey. Donated by Stephen Bogen.
44. Coaches 222 and 223 are typical long-distance heavyweight American "chair" cars. Modernized by Delaware & Hudson RR prior to World War II with new seats and air conditioning for overnight service between
45. Marion 21-ton steam shovel made in Ohio, used in sand and gravel pits. This rare wheel model ordinarily ran on heavy planks which it could move with bucket and chain. From Ashland, New Hampshire.
46. Acme Pennzoil walking beam steam pump typical of thousands operated in early Pennsylvania, Ohio and California oil fields. Built for constant service with minimum attention.
47. Fitchburg horizontal engine typical of fine steam power in New England factories for over 100 years. Eight foot flywheel, rotary valves. Donated by Stuart Templeton Co.
48. Sullivan air compressor furnished high pressure air to shops, railroads, mines. Fast-running flywheel smoothens the back and forth strokes between steam and air cylinders. Built Claremont, N.H. used at University of New Hampshire engineering lab.
49. Corliss patent used by many manufacturers to produce engine with efficient lap and lead characteristics, using vacuum dashpots and rotary valve.
50. McIntosh-Seymour engine typical of smaller horizontal slide valve engines for use in machine shops. 79, 80 and 81 donated by Don Berkner.
51. Matteawan "Economizer" is a vertical steam engine for use where space is at premium, to turn a ventilating fan. Donated by Western New England College.
52. Murray & Tregurtha two-cylinder compound vertical engine for steam boats. Built during World War I for Navy launches. Small cylinder exhausts into larger, low pressure cylinder. (Single-cylinder launch engine built during latter 19th century for private launches on lakes. Used vertical boiler fired by range oil.)
53. General Electric "cut-away" turbine showing multi-stage rotor and stator. High pressure steam enters at small end, expands through blades to create turning motion.
54. Duplex Worthington pump used typically as boiler feed pump. (Single-acting pump useful as bilge pump or filling tanks.)
55. Small "Erie" 4x6 steam engine for running machine shop, laundry, etc.
56. Rollins Co. of Nashua, N.H. made fine horizontal, rotary valve steam engines used in sawmills, shoe factories, woolen mills.
57. Ames-General Electric typical of medium-small generating sets used by hospitals, schools, factories to provide emergency source of electric power. Donated by Loomis Institute, Windsor, Conn.
58. Rider-Ericson hot-air pump used by hotels and estates to pump water into gravity tanks. Engine operates on principle of air expanding when hot, contracting when cool, with piston and walking beam moving up or down according to vacuum produced.
59. Sillsby 8-ton steam fire engine uses rotary gear pump, made in Seneca Falls, New York, c. 1880.
60. "Amoskeag" 5-ton fire engine uses conventional reciprocating steam pump with flywheel. Made in Manchester, N.H., c. 1890. Perhaps most famous of horse-drawn apparatus.
61. Bolton "Duplex" 5-ton fire engine uses double-acting steam and water cylinders.
62. Model "T" Ford is a rare 1923 truck, with solid front wheels and one of the largest diameter rear pneumatic tires ever manufactured. Only modern feature is a self-starter. Service vehicle.
63. White truck from 1911 four-cylinder 2-ton with two-speed transmission. Service vehicle.
64. Autocar Co. of Ardmore, Pa. 1907, 2-ton coal truck with two large, opposed cylinders.
65. Autocar 1911, 2-ton truck, converted to four cylinders, used to coal locomotives during Blount Claremont Branch passenger train service. Service vehicle.
66. Horse-drawn "Rockaway" carriage used to transport mail, baggage and customers from Bellows Falls railroad station to Hale's Tavern. Sleigh version on loan to Bellows Falls Historical Society.