was the pride of its railroading day. Known as an "eight-wheeler," the 48-inch main driving wheels each,
in the locomotive "Consolidation" and operates with
a 150-pound boiler pressure. No. 18 is the same as N.

The locomotive cost the Union Pacific $13,500
and, compared to the present prices of about $120,000
for a modern steam locomotive.
The established records stand in feet high to the

top of its diamond stack, is 9 feet 3 inches wide
and has an overall length of 49 feet 10 inches. Complete
with tender the locomotive weighs 15 tons. The cab-
and the pilot or "cow-catcher" is made of wood. This
locomotive is presently owned by Paramount Pi-
tures of Hollywood, Calif., and is used in the film-
ing of movie scenes where old-day railroad equipment is
required. It was purchased and reconstructed partic-
ularly for the making of the movie "Union Pacific".

Union Pacific locomotive No. 18 was built in 1874
by Baldwin Locomotive Works and is known as an "eight-wheeler.

The three wheels are 75 inches in diameter and are
powered with a boiler pressure of 130 pounds.
The modest woodburner of yesteryear stands 14 feet
2 inches high, is 9 feet 1 inch wide and has a total
length of 49 feet 7 inches. It will weigh a total of 34
tons.

A reconstruction of the type pulled early Union Pacific
passenger trains moved out of Omaha into the fed-
eral history records and extends 20 miles
per hour along the tiny thread of railroad that connect-
the Pacific coast with the rest of the nation.

The 400 class, 3,800 type locomotive is known as the "Consolidation" type. Type "B" stands for the wheel
arrangement under the locomotive, that is, there are
two forward track wheels, eight driving wheels, and no
rolling track wheels on this locomotive. This type is
used universally in the United States to dis-

tinguish different railroad motive power.

First locomotives of this type were built for the Union
Pacific in 1894, but it was not until 1896 that it was
called "Consolidation." Its success and popularity was
this design that up to 1908 when the last engine was
built the railroad had purchased 491 of the engines.
This locomotive weighs 332,000 pounds, is

1,500 gallons of oil and 69,000 pounds of
coal, and it operates with a boiler pressure of
130 pounds.
The 3000 class, 4-8-8-2 type locomotive is known as the "Big Boy" and was derived from the 2800 class, the陕西省的 Omaha Pacific Railroad, and the Union Pacific Railroad. It is a 3000-class locomotive with a 4-8-8-2 wheel arrangement. It is equipped with a three-cylinder diesel engine, a 500 horsepower generator, a 2200 gallon fuel tank, and a 4800 pound weight. In addition to the cylinders mounted on each side, there is a cylinder in the center that houses the boiler that forms the second set of three wheels by a geared crankshaft.

The "Big Boy" is the largest steam locomotive in the 3000 class, 4-8-8-2 type in service in the United States. It is built by the Electro-Motive Division of General Motors. Each locomotive is made up of four units, or power cars, all connected by a special type of coupling. This locomotive is 157 feet long and weighs about 1,200,000 pounds. The four-section locomotive weighs 24,980 gallons of water and 20,000 tons of coal, and the locomotive can carry 220 tons of coal. The "Big Boy" is a two-cylinder locomotive with a boiler pressure of 230 pounds and the 87,000 cubic-foot driving wheels, which main- tains a maximum speed of 30 miles per hour (48.3 km/h).

The "Big Boy" was designed for the heavy, hot, mountainous territory it operated in. It was capable of pulling 4,912 tons for 22,000 miles at 87,000 pounds pull, has a speed of 220 miles per hour (354 km/h), and can pull a train of 500 miles without a stop for the fuel. This locomotive is equipped with a 3000 HP diesel engine in each of the four units, mounted in the driving wheels by electrical transmission. Each of the diesel engines is powerful enough to give the locomotive a maximum speed of 80 miles per hour, and it can go as fast as 105 miles per hour. The "Big Boy" is 300 tons heavier than the "Big Boy" and has a maximum speed of 100 miles per hour. It is used for long, heavy freight service in the United States and Canada.

The Pennsylvania Railroad's all-purpose diesel-electric locomotive is an S-2 class type of 1949 design, a number of which have recently been placed in service in the United States. This type of locomotive is known as a "road-switcher" since it can make wide arcs on a track and is designed for switching categories of freight and passenger service. This locomotive is designed for heavy freight service and for short-term passenger service, and it is equipped with limited speed capability for local and branch line operation.

The Parkes-More all-purpose diesel electric locomotive is an S-2 class type of 1949 design, a number of which have recently been placed in service in the United States. This type of locomotive is known as a "road-switcher" since it can make wide arcs on a track and is designed for switching categories of freight and passenger service. This locomotive is designed for heavy freight service and for short-term passenger service, and it is equipped with limited speed capability for local and branch line operation.

Two powerhouses drive a generator which supplies electric current to four traction motors mounted in the driving wheels. The generator is driven by a 1000 HP diesel engine which is coupled to the driving wheels.

Overall length of the locomotive is 44 feet, 4 inches by 8 feet, 8 inches; length of the tender is 44 feet, 4 inches by 8 feet, 6 inches; and length of the coal car is 53 feet, 6 inches. The locomotive has a maximum speed of 80 miles per hour, and it can go as fast as 105 miles per hour. The "Big Boy" is 300 tons heavier than the "Big Boy" and has a maximum speed of 100 miles per hour. It is used for long, heavy freight service in the United States and Canada.