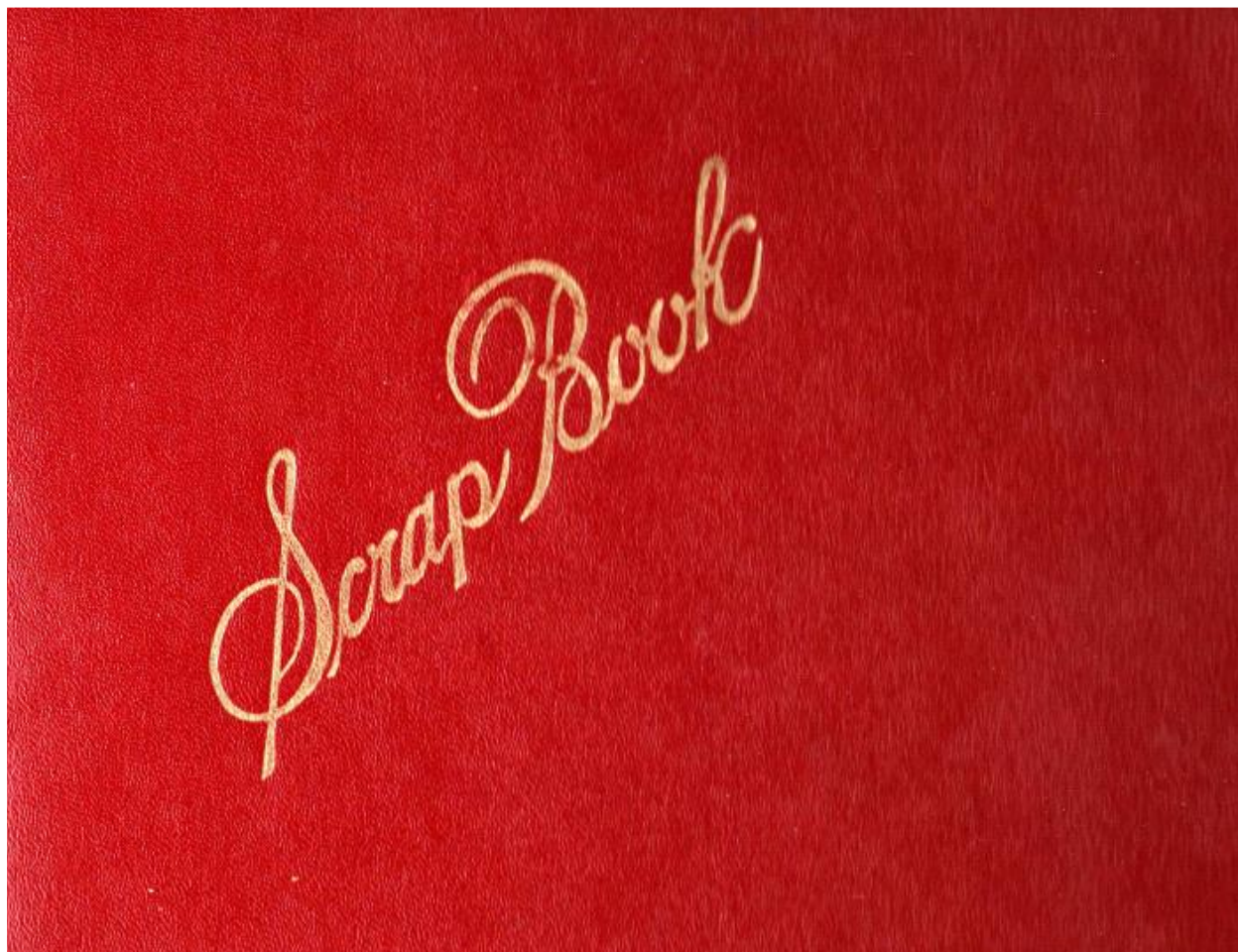
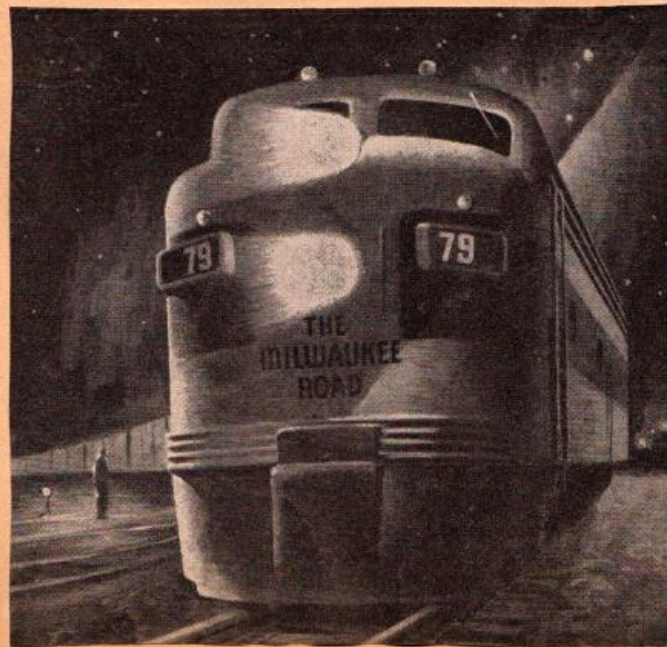
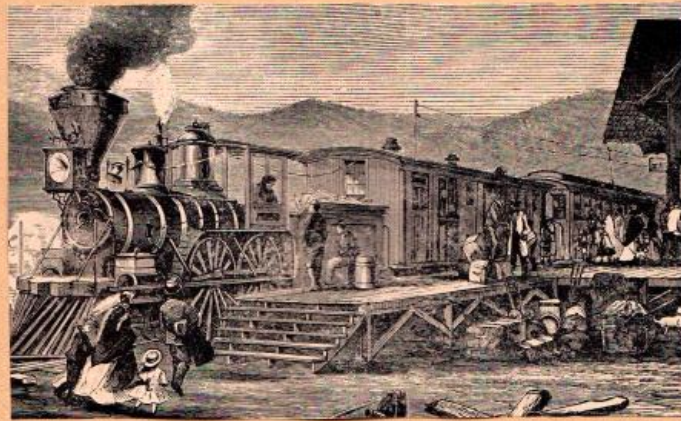


Steve Callanen's 1950's Scrap Book of Train Clippings

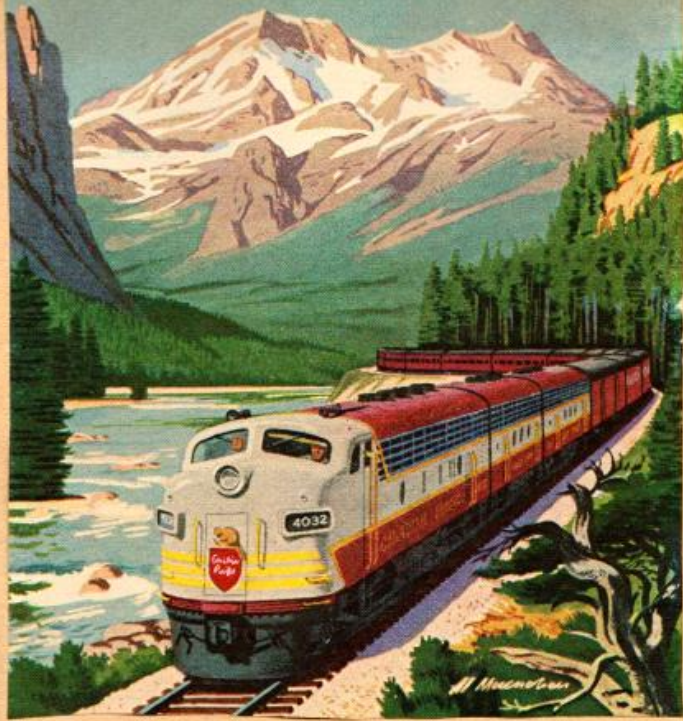




TRAINS

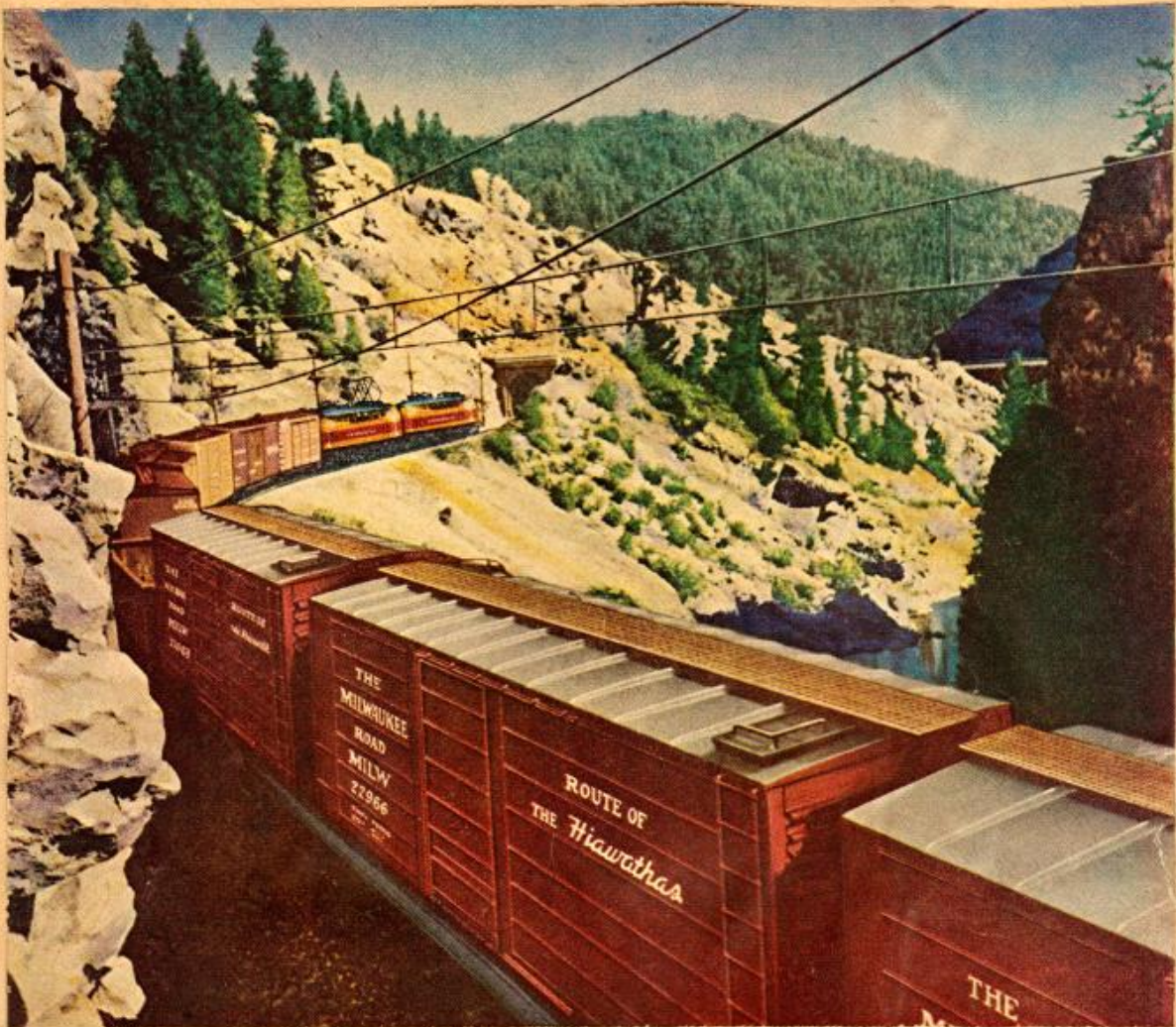


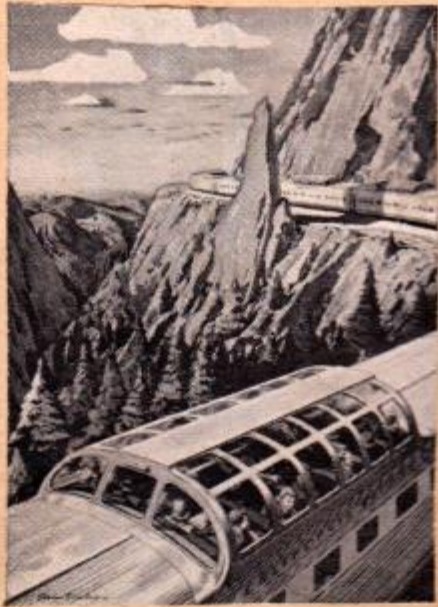


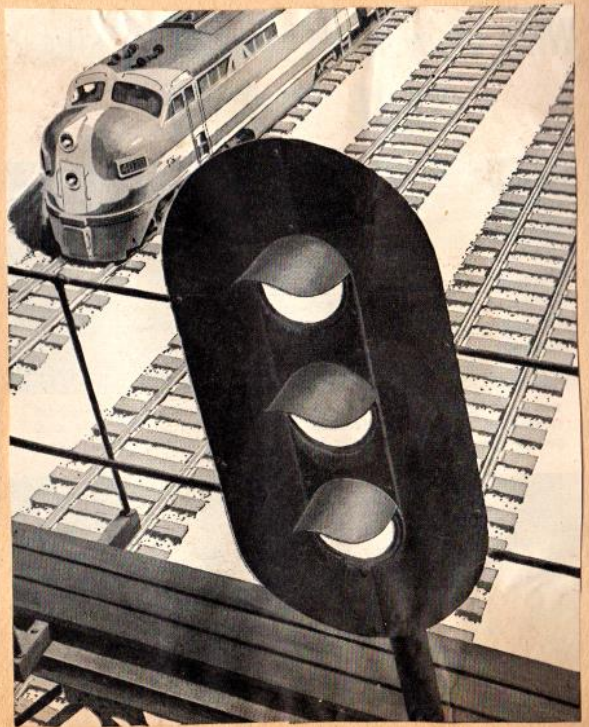
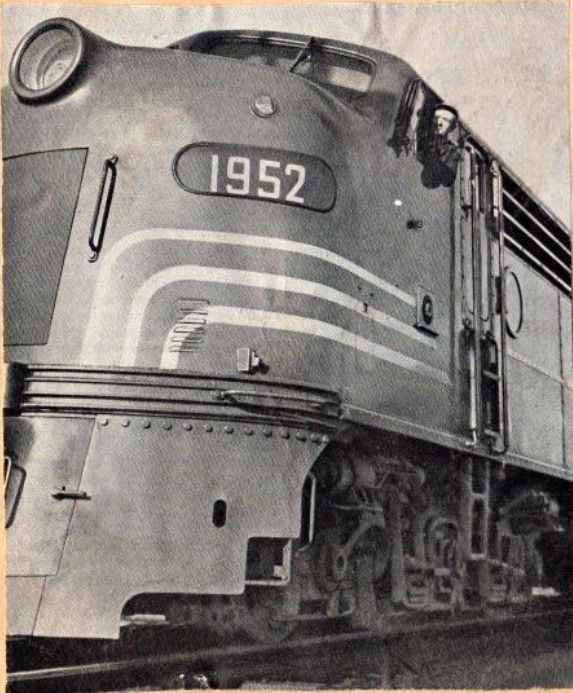


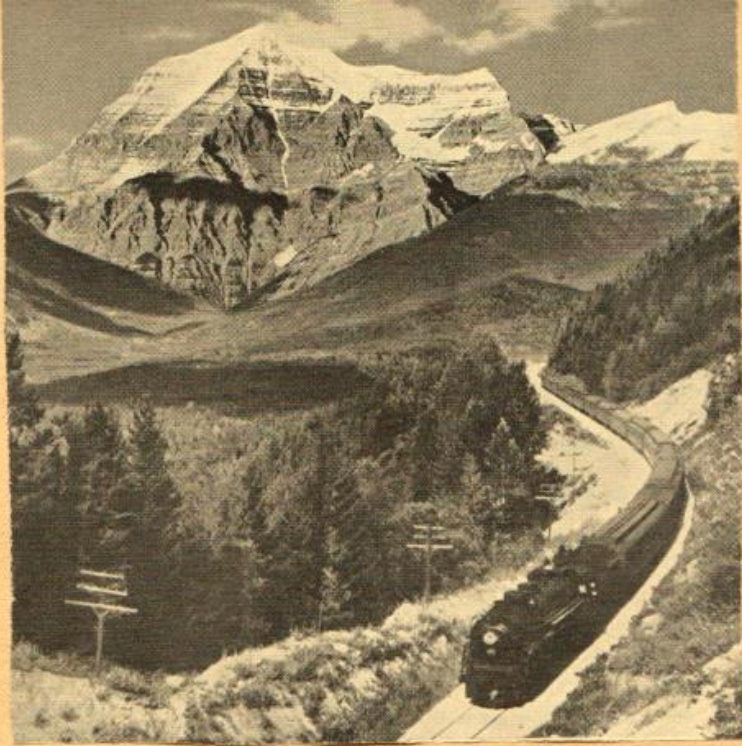


THE MILWAUKEE ROAD







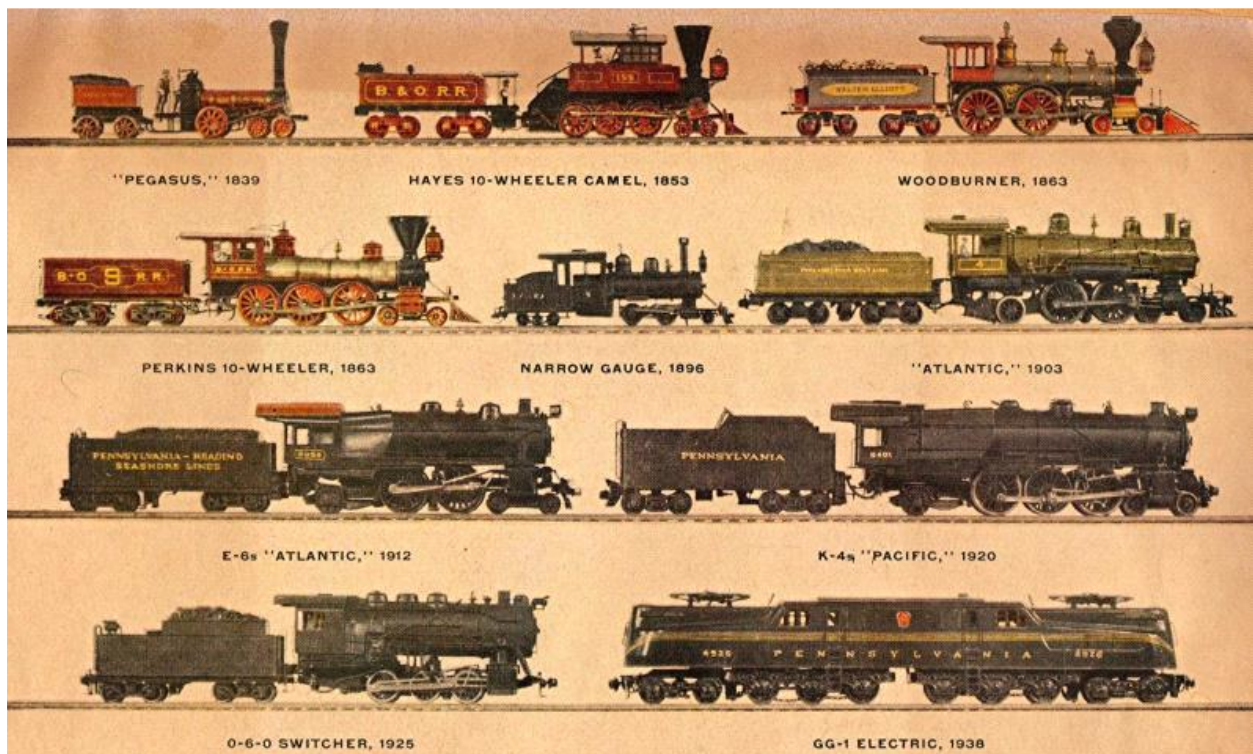


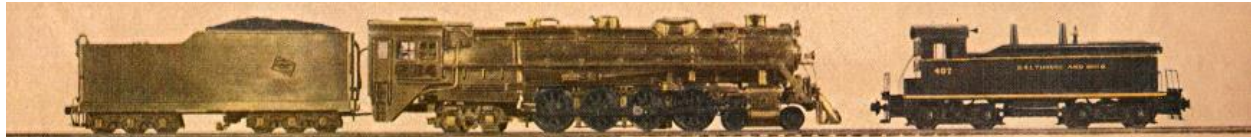
Model Locomotives

THESE TINY COPIES ARE EXACTLY LIKE FULL-SIZE RAILROAD ENGINES

The 15 handmade locomotives on this page are much different from anything you can buy in a toy store. They are worth as much as \$700 apiece, and each is a very accurate model of a real locomotive that actually existed—or still exists. All are handmade in the scale of one-quarter inch to one foot. The big Rio Grande locomotive, for instance, is really 112 feet long, and its model is $30\frac{1}{4}$ inches long although in this photograph it has been reduced to $6\frac{1}{2}$ inches. Almost all are made of brass, and all but the first, second and fourth were made to run. The little *Walter Elliot* (top row) is, in fact, a real working steam engine instead of having an electric motor.

The models give a good idea of how American locomotives have changed since 1830, although they do not tell the whole story. Many people think it is sad that diesels and electrics are replacing the wonderful old steamers—no new steam locomotives have been built commercially in this country for almost two years. But at least the new diesels are gaily colored, even if they have unpleasant horns that sound like sick cows. If you ever go to a place called Hoboken, N. J., you can see some of these models at the Lackawanna Railroad Terminal, where the N. Y. Society of Model Engineers operates what will soon be the biggest model railroad in the world.





UNPAINTED "NORTHERN," 1937

DIESEL SWITCHER, 1945

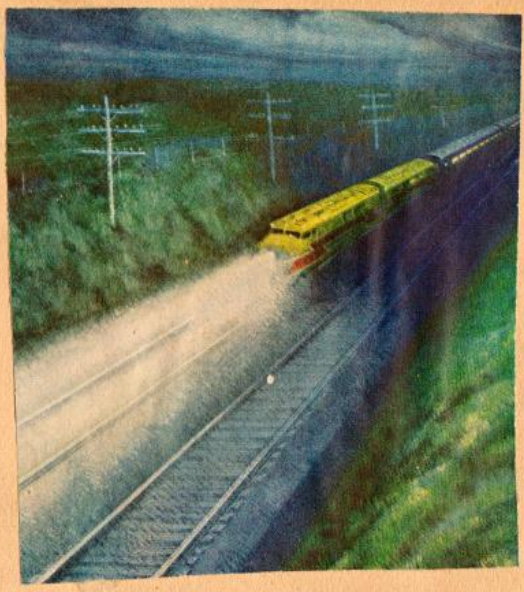


"ARTICULATED" FREIGHT SERVICE, 1941

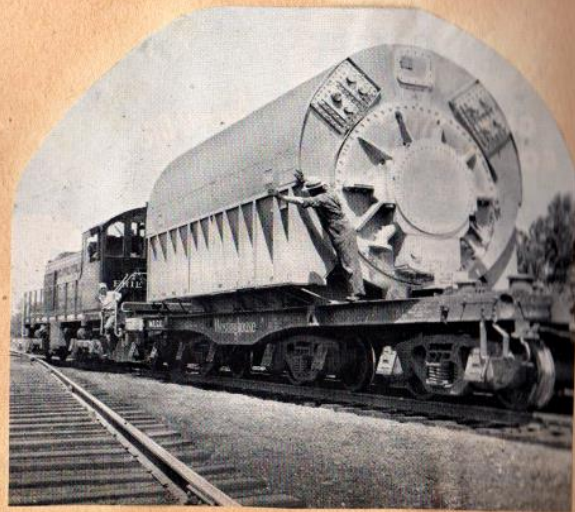


DIESEL SWITCHER, 1949

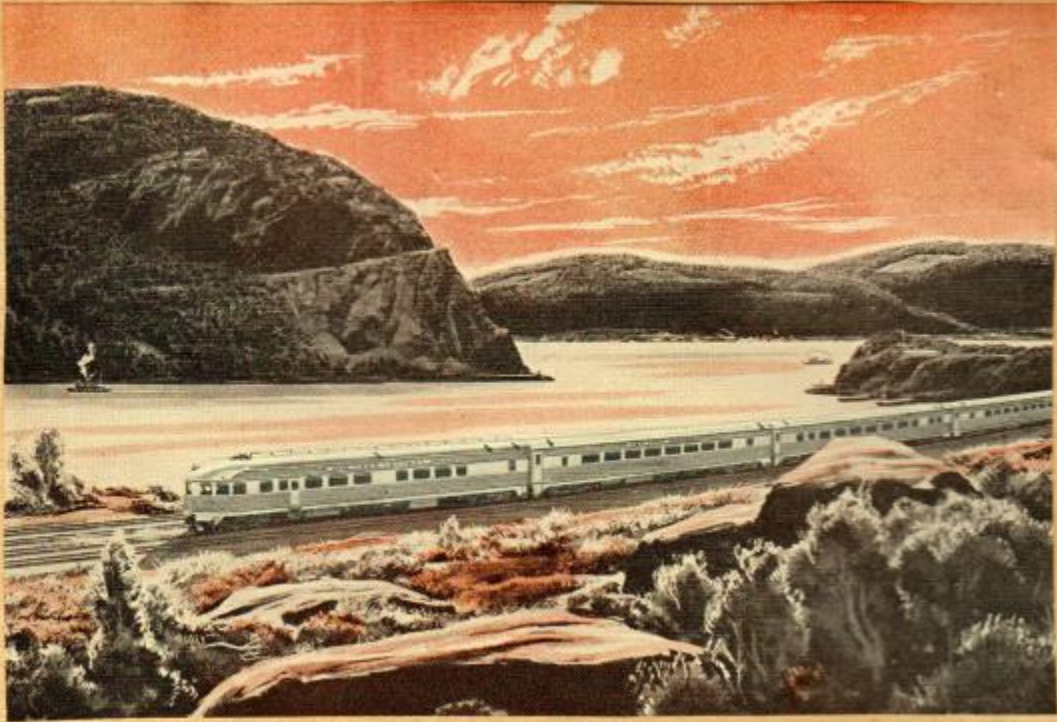
TWO F-3 DIESEL "A" UNITS, 1946









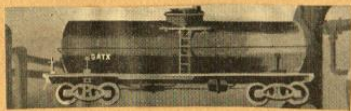




A CENTURY AGO, little locomotives like this — brass-bound, diamond-stacked wood-burners capable of pulling only about a dozen small freight cars — did the essential hauling that pushed the American frontier ever Westward to create an empire out of the wilderness.



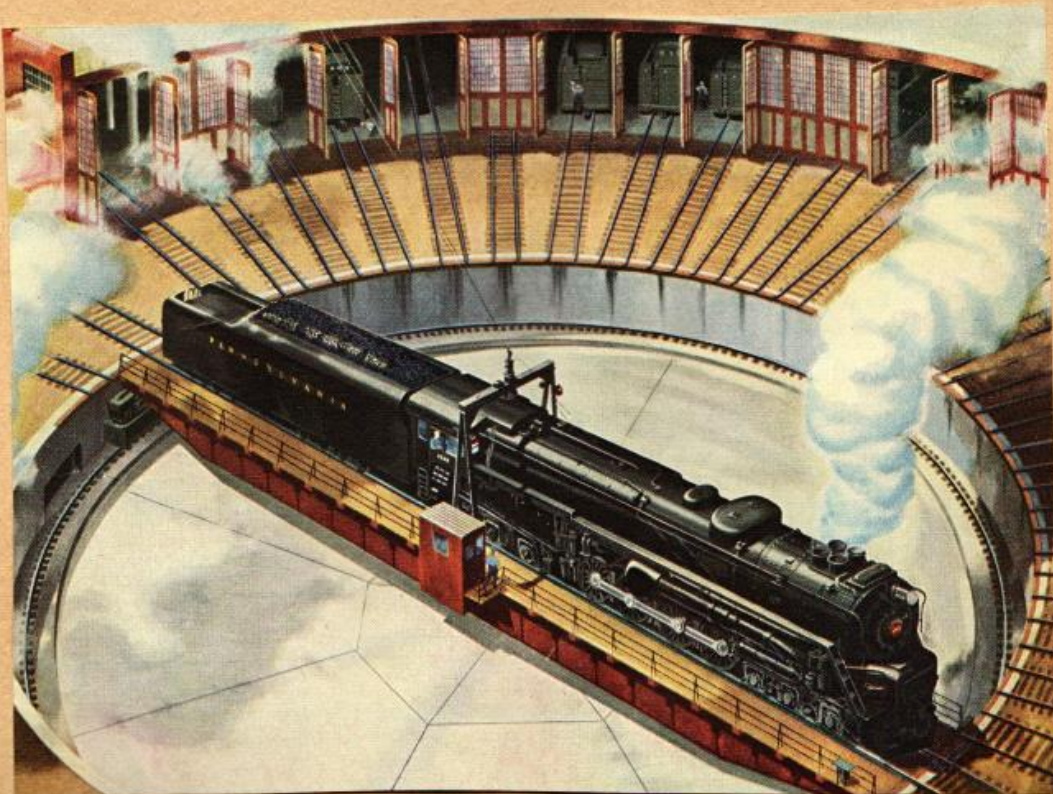
TODAY'S POWERFUL LOCOMOTIVES — using all the other improvements that have been made in railroading — turn out many times as much transportation service as the old-timers — to meet the tremendous demands of America's growth.

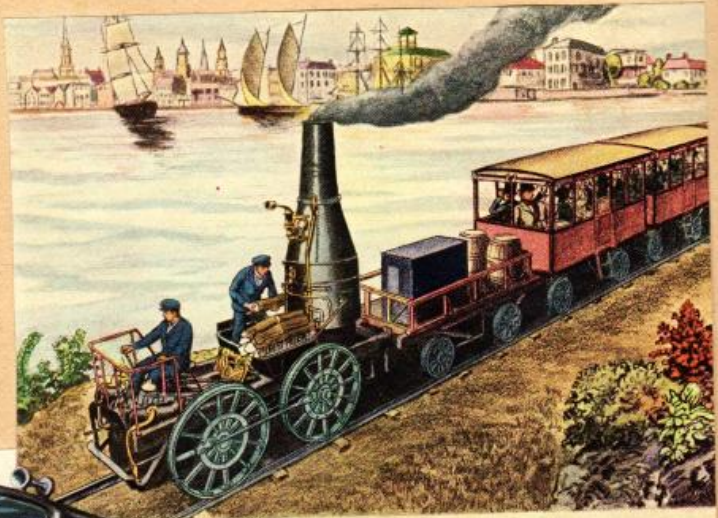
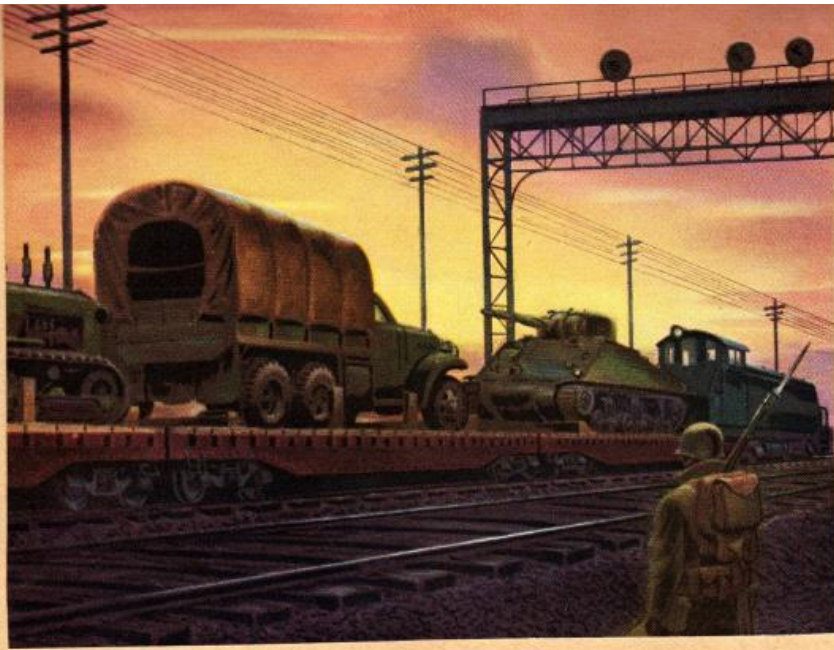


"America's First Railroad"



A NEW DAY DAWNS IN RAILROADING



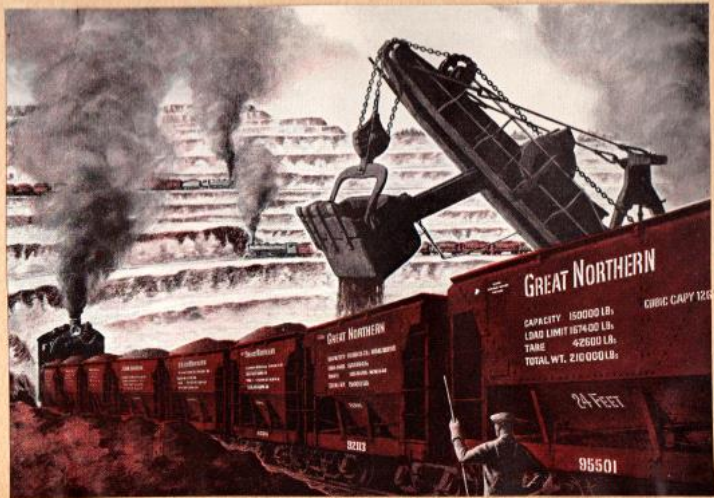
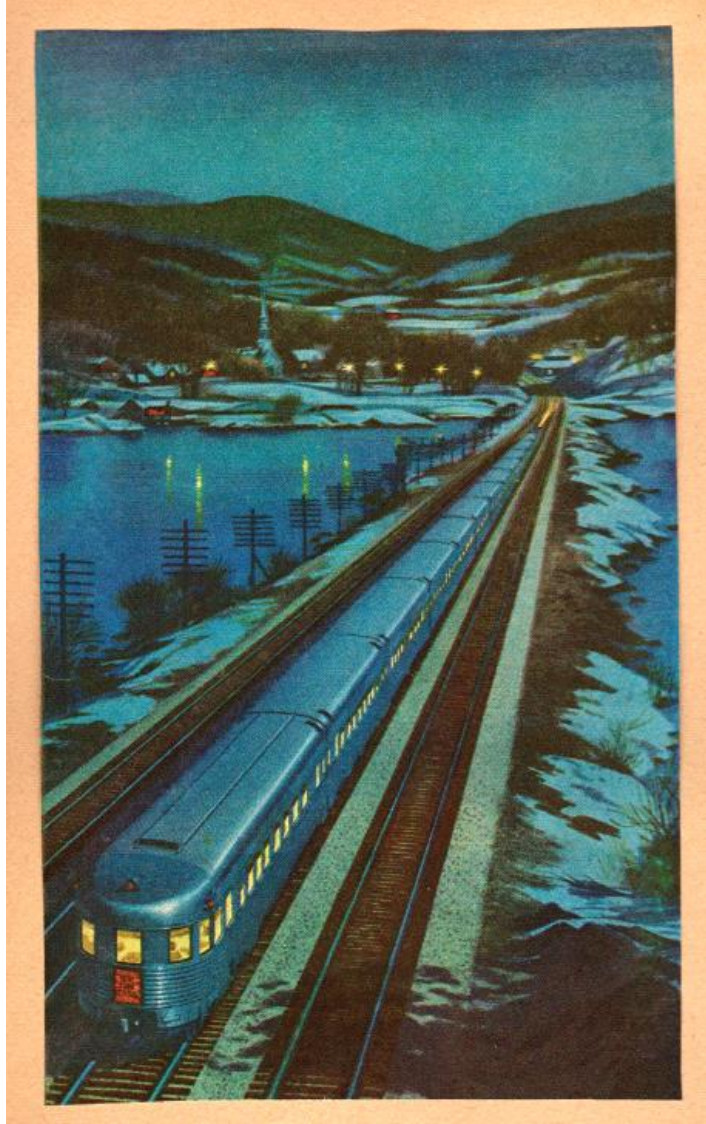


SOUTH CAROLINA RAILROAD 1830

The "Best Friend of Charleston" was the first locomotive entirely built in this country—for the South Carolina Railroad, now part of the Southern Railway System.

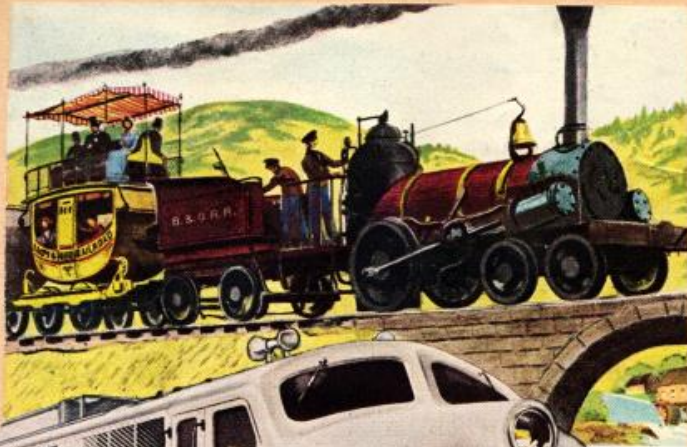








The LaFayette—1837. One of the earliest B & O locomotives to haul the trains of the Presidents of the United States.



The following two photographs were not clipped from a magazine. The Union Pacific Railroad sent them to me many years ago.



TYPE OF 4500 HP GAS TURBINE ELECTRIC LOCOMOTIVE IN UNION PACIFIC FREIGHT SERVICE

UNION PACIFIC RA

“TYPE OF 4500 HP GAS TURBINE ELECTRIC LOCOMOTIVE IN UNION PACIFIC FREIGHT SERVICE, UNION PACIFIC RAILROAD COLORPHOTO”

“Union Pacific's gas turbine locomotive number 50 was a prototype built in 1948 by Alco-GE. It was used to test the technology that led to the Union Pacific's fleet of gas turbine locomotives.”

The print received from the UP Railroad was framed for display in my toy train room. It exhibits much better detail on the side of the locomotive. This image lacks good focus because it was photographed through the glass on the picture frame.



“The **Union Pacific Big Boy** is a type of simple [articulated 4-8-8-4 steam locomotive](#) manufactured by the [American Locomotive Company \(ALCO\)](#) between 1941 and 1944 and operated by the [Union Pacific Railroad](#) in revenue service until 1962.

The 25 Big Boy locomotives were built to haul [freight](#) over the [Wasatch Range](#) between [Ogden, Utah](#), and [Green River, Wyoming](#). In the late 1940s, they were reassigned to [Cheyenne, Wyoming](#), where they hauled freight over [Sherman Hill](#) to [Laramie, Wyoming](#). They were the only locomotives to use a 4-8-8-4 [wheel arrangement](#): four-wheel leading truck for stability entering curves, two sets of eight driving wheels and a four-wheel trailing truck to support the large [firebox](#).

Today, eight Big Boys survive, with most on static display at museums across the United States. One of them, [No. 4014](#), was re-acquired by Union Pacific, and between 2014 and 2019 was rebuilt to operating condition for the 150th anniversary of the [first transcontinental railroad](#). It thus regained the title as the largest and most powerful operating steam locomotive in the world.”

https://en.wikipedia.org/wiki/Union_Pacific_Big_Boy