

MO-PAC POWER: THEN & NOW

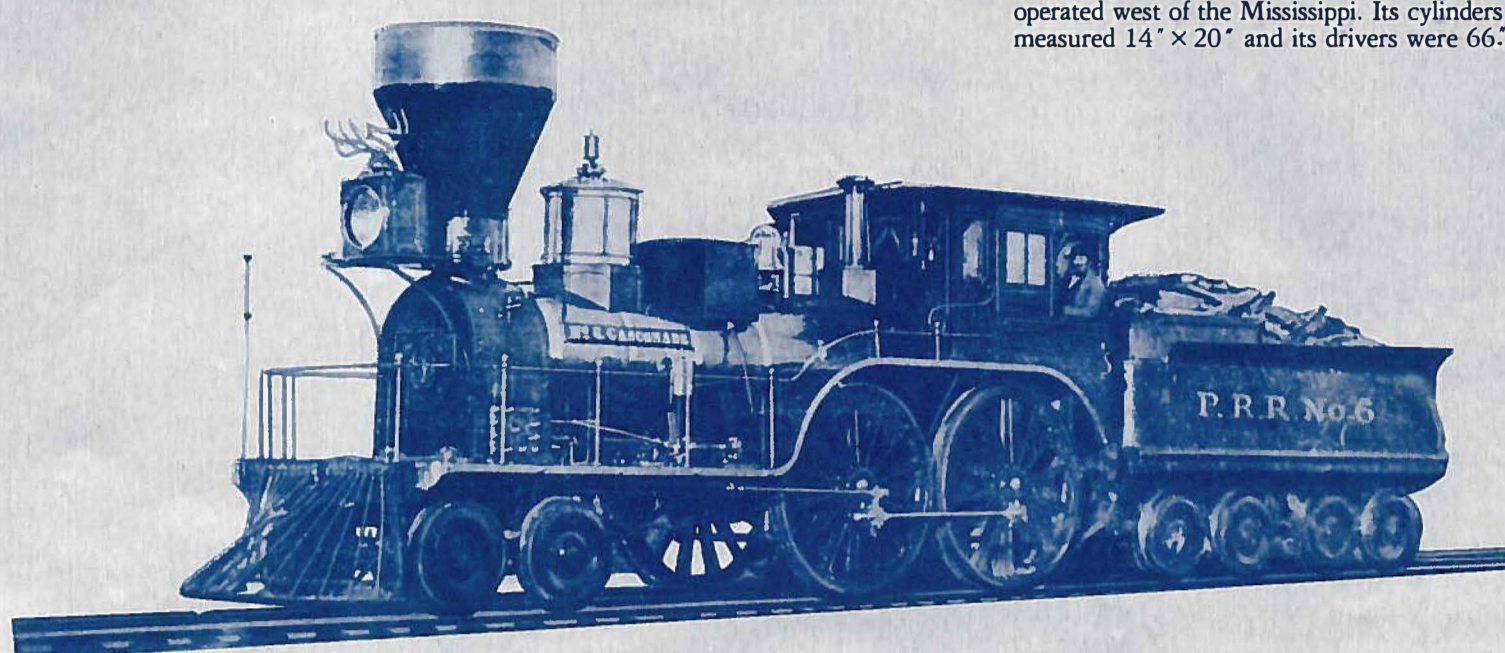
In 1955, the Missouri Pacific Railroad took a significant step toward the future. That year, Mo-Pac completed the transition from steam locomotives to more efficient and economical diesel-electric power. The superiority of modern locomotive units over the older type replaced makes it possible to perform far more gross ton-miles of service with fewer locomotive units.

Each of the five locomotives pictured here—three steam and two diesel-electric—represents an important stage in the development of Missouri Pacific's use of power. The pictures and accompanying information provide accurate and interesting facts about these rugged locomotives.

Mo-Pac is one of the largest transportation companies in America. Its 12,000 miles of track serve a 12-state area in the South, Southwest and Midwest. Within its territory, Missouri Pacific directly serves virtually every major metropolitan area, 12 Gulf Coast ports and three gateways to Mexico. Mo-Pac is the key U.S. railroad linking Canada and Mexico.

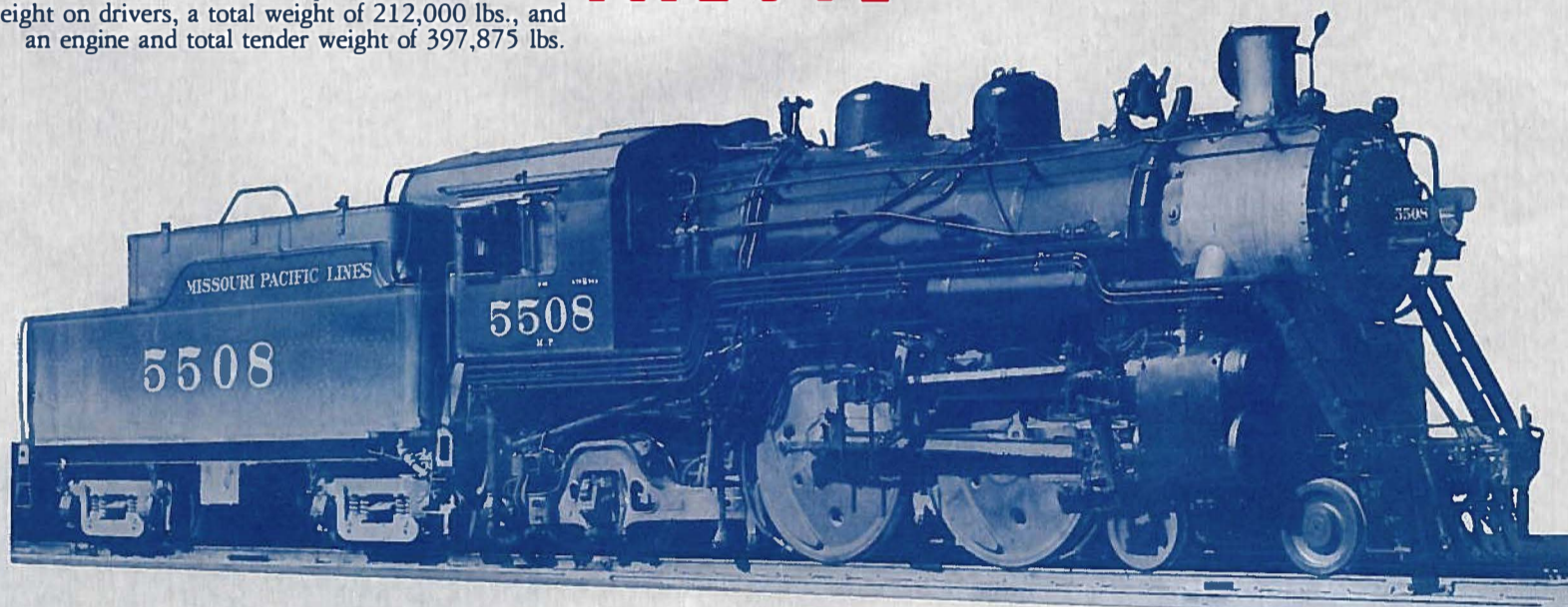
PACIFIC RAILROAD NO. 6 (NAMED "GASCONADE")

Built in 1854 by Taunton Locomotive Co., Taunton, Mass., this engine is similar to and was built by the same maker as "Pacific No. 3," the first engine operated west of the Mississippi. Its cylinders measured 14" x 20" and its drivers were 66".



Built in 1904 by American Locomotive Company, this engine burned oil, had 79" drivers, cylinders that were 21" x 26", 200 lbs. of steam pressure, 34,370 lbs. of tractive power with booster, measured 68' 8" over couplers, had 125,700 lbs. of weight on drivers, a total weight of 212,000 lbs., and an engine and total tender weight of 397,875 lbs.

STEAM PASSENGER LOCOMOTIVE-ATLANTIC TYPE 4-4-2



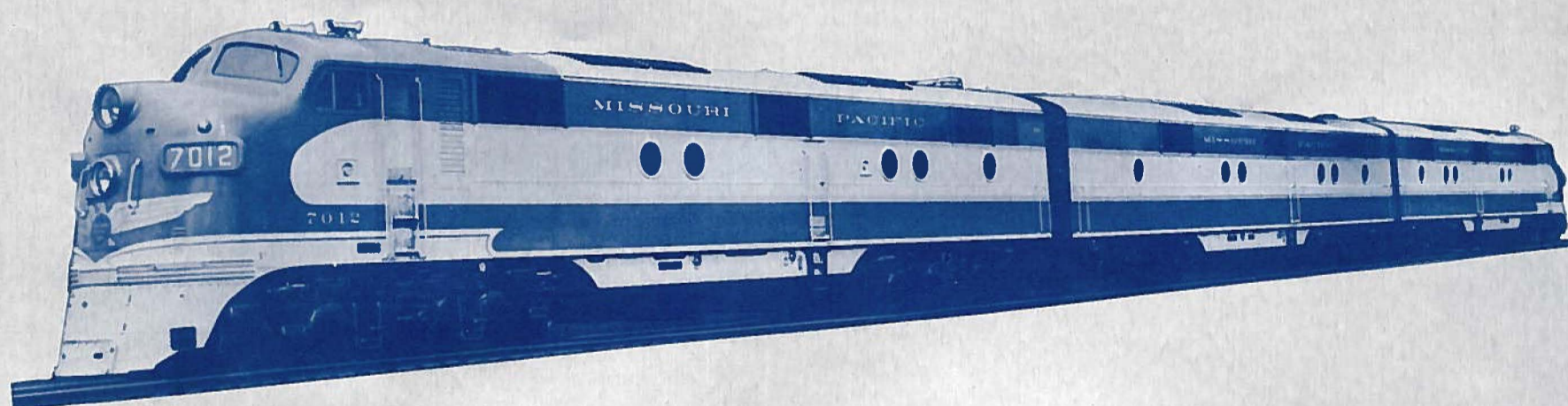
STEAM FREIGHT LOCOMOTIVE-NORTHERN TYPE 4-8-4

Built in 1943 by Baldwin Locomotive Works, this engine burned coal, had 73" drivers, cylinders that were 26" x 30", 285 lbs. of steam pressure, 67,200 lbs. of tractive power, measured 106' 5" over couplers, had 279,400 lbs. of weight on drivers, a total weight of 489,000 lbs., and an engine and tender total weight of 843,200 lbs.



Built in 1947 by Electro-Motive Division of General Motors Corporation, this engine's sources of power for both "A" and "B" units were two-1,000 H.P. 12 cyl. V-type diesel engines. The length of three units measured 212 1/2". "A" units weighed 329,820 lbs. each, while "B" units weighed 320,820 lbs. each.

DIESEL PASSENGER LOCOMOTIVE "A" UNIT MODEL EA-7; "B" UNITS EB-7



DIESEL FREIGHT LOCOMOTIVE-MODEL SD-40-2

Built in 1978 by Electro-Motive Division of General Motors Corporation, this engine is powered by one-3,000 H.P. 16-cyl. V-type diesel engine, weighs 393,320 lbs. and is 68' 10" long.



Safety is of paramount importance on the Missouri Pacific and receives intensive emphasis in all areas. As a result, Mo-Pac ranks at the top of the railroad industry in terms of train operation safety.

Pictured here are the signs that give warning of railroad crossings ahead and provide protection when trains pass. All motorists should obey these signs as well as all traffic laws. By doing so, grade crossing accidents could be virtually eliminated.

RAILROAD GRADE CROSSING SAFETY SIGNS



mo-pac



Missouri Pacific Railroad
210 North 13th Street
St. Louis, Missouri 63103
A Subsidiary of
Missouri Pacific Corporation



MO-PAC LOCOMOTIVE NUMBERING SCHEME AND DATA

| Unit No. | Model | Horse Power | Fuel (Gals.) |
|-----------|------------|-------------|--------------|
| 134-297 | GP-7 | 1600 | 1200 |
| 600-628 | GP-7 | 1600 | 1200 |
| 1100-1199 | SW-12 | 1200 | 600 |
| 1204-1215 | SW-7 | 1200 | 600 |
| 1216-1251 | SW-9 | 1200 | 600 |
| 1253-1299 | SW-12 | 1200 | 600 |
| 1518-1521 | SW-15 | 1500 | 1100 |
| 1530-1554 | MP-15 | 1500 | 1400 |
| 1555-1614 | GP-15-1 | 1500 | 2400 |
| 1631-1637 | GP-7 | 1600 | 1200 |
| 1640-1749 | GP-7 | 1600 | 1600 |
| 1750-1786 | GP-7 | 1800 | 2500 |
| 1787-1827 | GP-9 | 1800 | 1600 |
| 1837-1849 | GP-9 | 1800 | 1700 |
| 1850-1878 | GP-18 | 1800 | 2000 |
| 1879-1883 | GP-18 | 2000 | 2000 |
| 1884-1896 | GP-18 | 1800 | 2000 |
| 1900-1994 | GP-18 | 1800 | 2000 |
| 2000-2001 | GP-28 | 2000 | 2600 |
| 2002-2007 | GP-38 | 2000 | 2600 |
| 2009-2157 | GP-38-2 | 2000 | 2600 |
| 2250-2288 | U-23B | 2250 | 3250 |
| 2289-2318 | B-23-7 | 2250 | 3250 |
| 2500-2564 | GP-35 | 2500 | 2600 |
| 2600-2616 | GP-35 Mod. | 2000 | 2600 |
| 2965-2999 | U-30C | 3000 | 4000 |
| 3000-3089 | SD-40 | 3000 | 4000 |
| 3090-3265 | SD-40-2 | 3000 | 4000 |
| 6000-6019 | SD-40-2C | 3000 | 4000 |
| 8000-8007 | SW-8 | 900 | 600 |