

ALCO



NOTES

Number 13

The Locomotive That Powers The World

December 2012



John Mech Photo

Special feature: ALCO'S HIGH HOOD LOCOMOTIVES

IN THIS ISSUE.....

- ALCO NEWS
- ALCO Memories
- Friends of the ALCO Locomotive Dinner (Insert)



John Mech Photo

FRONT COVER PHOTOS

TOP PHOTO: Continental Grain of Troy, Ohio once used this elderly RELCO ALCO HH660 # 601 to switch cars around their plant. At the time this photo was taken in 1998, this locomotive was 60 years old and still contained its original 538 diesel engine built at the McIntosh & Seymour Plant in Auburn, New York. The locomotive now sits in storage at the Relco facility in Iowa and will be kept for preservation.

BOTTOM FRONT PAGE PHOTO: On the day of our visit, the HH660 was busy moving cars around the grain facility so we were able to see it in



action. At one point, they let me try my hand in operating this rare ALCO locomotive.

BACK COVER PHOTOS

TOP PHOTO: The New York Central was a big user of ALCO locomotives. Seen here is an ALCO HH660 switcher working in Selkirk Yard in the 1950's. This slide was taken using Kodachrome 10 slide film which was very slow. As a result, the slide is grainy.

BOTTOM PHOTO: The Central Railroad Of New Jersey was a big ALCO user since first buying ALCO/GE/IR Boxcab # 1000 which now sits in the B&O Museum in Baltimore, MD. This High Hood is one of several that they used to own. In this photo, Number 1021 is seen in Newark, NJ with State Route 1 - 9 in the background in Brills Yard. This area was once the home of Naparano Iron & Metal; a scrap dealer who cut up many locomotives over the years.

The **Friends of the ALCO Locomotive** is a loosely based group that meets for the purpose of discussing and showing slides and videos of our favorite locomotive. It will kick off by sponsoring a semi-formal dinner on April 13, 2013. This dinner will feature Carl Belke who is President of the Western New York And Pennsylvania Railroad as our speaker. He is well know as the past President of the Delaware & Hudson Railway. See insert for details on this.

At the present time, there are no plans to make this a formal group or charge dues. There may be occasions that we will ask for donations to pay for snacks and drinks. The dinner is planned to be a once a year activity to bring in a special guest speaker.

ALCO NOTES SUBSCRIPTION RENEWALS ARE NOW DUE.

All subscriptions will be due by December 31, 2012 in order to continue uninterrupted. All subscriptions are 5 issue running from February to November 2013. ALCO NOTES will be printed February, April, June, September and November 2013.

PLEASE NOTE: We are going to 5 issues per year in 2013 for a couple of reasons including lack of ALCO NEWS, Time needed to prepare each issue, family time and cost increase associated with printing and postage. We would rather do this instead of increasing the prices. Prices will remain the same as before. **ALCO NOTES** will remain a 12 page newsletter.

Subscriptions are as follows:

All e-mail (sent low res. Version) to any email address in the world: \$15.00 per year. Your e-mail must have the ability to receive up to 30 MB files due to photos used in ALCO NOTES.

Printed copies mailed First class Mail to U.S. addresses: \$35.00 per year.

Printed copies to Canadian address: \$ 45.00 per year. This is due to higher postage required to mail to Canada.

Printed copies worldwide. Prices vary according to country. Ask me about a quote.

Please send checks made out to John C. Mech to the following address:

**John C. Mech,
424 Sand Creek Road, Apt 301
Albany, New York 12205**

The two **Suez** ALCO S-6 locomotives at the plant in Solvay, New York are still there according to the owner. The Company is keeping them for back up until the plant closes in 2013. One of the S-6 locomotives is ex-**Allied Chemical 2,Nee- South Buffalo 42** (2nd) and other one is ex-**Allied Chemical 1,ex- SP 1231** . Both will be going to the Georges Creek Railroad in Maryland for further service in 2013.

Luvata Buffalo, Inc. owns a ALCO S4, ex-South Buffalo 92 which is now up for sale.

OZARK MT RAIL SITE This site also has 2 MLW M420 locomotives listed. Anyone need a ALCO/MLW locomotive?

The **Durbin & Greenbriar Valley Railroad** is busy preparing their new ALCO RS-11 for service. This RS-11 was originally built for the Norfolk & Western Railroad as # 367. It was last used on the Maine Coast Railroad in Maine before being sold to a locomotive broker who stored it in Indiana.

The locomotive will be used on the former **Chesapeake Western** tracks south of Harrisonburg. This operation has also purchased MLW RS-18 1828 from the Grenada Railway and should be on route to its new owner by the time you read this.

The **Western New York Railway Historical Society** recently painted their Buffalo Creek ALCO HH660 # 43. It is painted solid black with white lettering and pin stripes. The photograph shows this locomotive not quite done yet, but I am told it will be completed soon weather permitting.



The former **Lake States/Detroit and Michigan** ALCO RS-2u # 469 which was purchased by Waymore Power will soon be going to a new home. **The Southern Michigan Railroad Society** which is a 501© non-profit organization is starting a fund raising campaign to save 469. At the present time, their goal is to save the ALCO from being scrapped. This may be the last ALCO RS-2 in existence as # 466 was scrapped earlier this year.

All other Lake State ALCO locomotives were scrapped this past year except ALCO S-1# 646 which was sold to a com-

pany in Colorado for further service.

This is the forth ALCO RS-2 built for the D&M having been built in 1946. It was originally equipped with an ALCO 244C engine and air cooled Turbocharger and rated at 1500 horsepower. ALCO rebuilt and upgraded this loco-



John Mech Photo

omotive in 1956 upgrading the locomotive to 1600 horsepower and upgrading 244C engine to a G series engine effectively making it a "250" engine. From the outside, it appears to be a RS-3 however, this locomotive retains its belt driven accessories which is a clue to its original heritage.

In case you were not aware of it, there are some Yahoo Groups that I moderate called "ALCOdiesel", Arkansas & Missouri and Morristown & Erie. Just Google these adding Yahoo Group to the search request. If you are not a member, you are welcome to join.

The Catskill Mountain Railroad in Kingston has several ALCO locomotives including two RS-1's and a S-1. Both the S-1 and one of the two RS-1's is operating. The second RS-1 needs work including a new engine block to restore it to operating condition.

The railroad has been operating trains between Kingston and beyond for a distance of approximately 2 miles round trip ending just short of the C-9 bridge which is undergoing repairs. They hope to finish repairs soon and run a little further to New York Route 209 which will extend the ride about another 1 mile.

The Cuyahoga Valley Scenic Railway appears to be undergoing some changes in their ALL-ALCO roster. The railroad leased a "Green" Gen-set recently and returned it after it stalled on a grade with a passenger train. It was rated @ 1,000 horsepower for traction which was deemed to be too weak for the weight they were pulling with it.

Recently, the railroad leased two EMD road switchers from LTEX; a GP-30u and a GP-35 to try out. Many of the ALCO/MLW power has been put into storage.

According to some mechanic's, the problem lies with the railroad failure to maintain the ALCO power properly resulting in a higher number of break downs and engine failures. It is interesting to note that the ALCO power and the EMD power they are leasing are approximately the same age.

Ed Note: *It appears that the railroad needs a CMO who knows how to properly care for ALCO's.*

The **White Pass And Yukon Railroad** has been slowly converting its GE shovel nose diesels that use the ALCO 6-251B engine to so called "Green" diesels which use the modified (truck)Cummins diesel engine to increase horsepower and reduce emissions over the past few years.

Recent reports indicate that these "modified" diesels are giving the railroad many problems mostly with the computer software and so the railroad has stopped converting any more shovel noses. At this writing, there are still three "pure GE/ALCO" shovel noses running still giving the railroad very good reliable service.

The RSD35's still are 100% pure ALCO and continue to give the railroad excellent service. There are no plans to convert these at any time.

(Editors note: In my humble un-biased opinion, the ALCO 251 engine is the best choice for this railroads long term plans as it has been proven that this engine is more durable than these modified truck diesels. Using similar technology that is used in these "Gen-Sets", the ALCO 251 prime mover can be made to be even more fuel efficient and clean. This would mean adding electronic fuel injection, computers and the like.

The ALCO 251 engine has been shown to go 25 years (800,000 miles or more before needing a major overhaul. After an overhaul, this engine is ready to go another 25 years. I doubt that a truck engine will go beyond 300,000 between overhauls.)

The **Railroad Museum of New England** has been working on the ALCO diesels that they own over the past year. This museum owns two RS-3's and an FA-1. RS-3 # 529 has seen regular service during this past year hauling passenger trains on this scenic line. It is painted solid orange with a black cab.

The "Maine Central # 557 which is also an ALCO RS-3 has been partially repainted. When finished, it will wear the Maine Central green with yellow or gold stripes.

The FA-1 # 0401 is getting work done to the cooling system including the fan which needs to be reinstalled.



The Adirondack Scenic now hosts a matched pair of MLW RS-18 locomotives.

John Mech Photo



The Montreal Locomotive Works M420TR photographed above has been cut for scrap due to the fact that no one wanted to purchase her. Many attempts were made to find a buyer for over a year with no takers. One of the reasons may have been that it needed a lot of work including replacement of all 12 cylinder heads. As well as other issues it had.

This was one of two that were built for the Roberval & Saguenay Railway in Quebec. These two were the only built. There is a sister unit that survives on a tourist Railroad in Quebec today.

WHAT IS COMING IN 2013

In addition to our regular features of all color photos, rosters and ALCO news, we plan to have the following articles about ALCO diesel locomotives:

- 1) In the next issue of ALCO NOTES, we will start a series covering the Century Series. This will cover the C415, C420, C424, C425, C430, C628, C630 and C636 locomotives which include current survivors of each model.
 - 2) Depending on when we finish that series, we will start on the M-Series including C models with M designations.
 - 3) ALCO RS-3 survivors with roster.
 - 4) ALCO rosters of various short lines.
 - 5) ALCO Stationary & Marine engines
-and much more plus news and other ALCO events.

In each case, we will have current rosters plus drawings and photos of these. It is expected that some models will take up a large part of one issue. The first issue for 2013 will be in February.



These photos are early examples of ALCO high hood locomotives that were built using a 300 horsepower M&S diesel. These are not true high hoods as the diesel engines used in them had a lower profile. Extra 2200 South magazine refers to these as Co-co HH units however we have also heard them referred to a Pre-HH units. These replaced the boxcab units that were jointly built by ALCO/GE/IR of similar

ALCO

horsepower range. The Lehigh Valley 103 shown above later was resold to LeRoy Stone in New York and lasted until the mid-60's.

The ALCO Demo unit # 301 became Lehigh Valley 301 and later renumbered to 103 as seen in the above photo.



ALCO

AMERICAN LOCOMOTIVE COMPANY
NEW YORK

Class, 404-OE-132

BUILT FOR THE LEHIGH VALLEY.

Road Number, 301

WEIGHT IN POUNDS WORKING ORDER		1- 300H. P. OIL ENGINE			MOTORS				GAUGE OF TRACK	
Total	Driving Wheels	Cylinders	Diam.	Stroke	Type	Number	Gear Ratio	Suspension		
132000	132000	6	9½"	10½"	GE-297-A	4	4.43	Spring Nose	4'-8½"	
CAPACITY					WHEEL BASE					
SWITCHING SERVICE					Driving			Rigid		Total
Tractive Effort—Pounds	Speed—Miles		1 hour rating Continuous Max. Speed		24'-0"			7'-6"		24'-0"
	39600	Starting			WHEEL DIAM.			AXLES		
	25720	2.8			Driving		Leading		Driving	
19040	3.7	Journal		Center						
	40	38"		—		5½" x 10"		7"		

ORDER No. S-1719
June, 1931

The **ALCO High Hood series** were an early series of switchers built by the American Locomotive Company (ALCO) of Schenectady, New York starting in 1932 and continuing until 1940, when they were replaced by the S series; the 660 hp S-1 and 1,000 hp ALCO S-2. The "HH" name was created by railfans and stood for "High Hood", a name ALCO came eventually to use in an official context. Original ALCO designations were based on the horsepower or internal order/design number. A total of 177 of the High Hood series were produced. This included prototype and production models such as the 300,400,600, 660, 900 and 1,000 horsepower. The High Hood series was designed to replace the Box Cab Switchers that were jointly produced between ALCO/IR/GE. ALCO produced the first Box Cab Switcher in 1925 for the **Central Railroad Of New Jersey**. Many other Box Cab switchers were produced after this period but ALCO realized that the demand for switchers such as these were increasing in order for the railroads to replace steam switchers. In order to meet this demand, ALCO needed to have a reliable power plant specifically for locomotive use and undertook the purchase of the McIntosh & Seymour Corporation in 1929 which was a well established concern noted for heavy duty marine and stationary engines.



ALCO HISTORIC PHOTOS

seen in this photo. ALCO started production of the High Hood series in 1931. This photo shows the ALCO plant switcher # 4 built in 1940. It was sent to a scrap yard near Buffalo, New York in 1950. This photo is the only one that we have ever seen. It was built as a HH660 and is the first diesel switcher used at the plant by ALCO. This locomotive was in addition to Plant Switcher # 5; an ALCO S-1 also rated at 660 horsepower which was built in 1941.

Number 4 was repainted at some point during its life from black into a dark green with yellow end stripes. The ALCO emblem seen on the side was multicolor similar to number 5.

It is unfortunate that number 4 could not have been preserved since it was ALCO's only high hood switcher used at the Schenectady locomotive plant.



In order to meet this demand, ALCO needed to have a reliable power plant specifically for locomotive use and undertook the purchase of the McIntosh & Seymour Corporation in 1929 which was a well established concern noted for heavy duty marine and stationary engines. This locomotive was built in 1940 to be used as the plant switcher at the Schenectady, New York factory. Over the course of the 10 years that it saw service there, it was used as a test best for different components. Compare this photo with the photo of this locomotive below and you will see some differences not



ALCO

US NAVAL # 4
Received several of these Pre-High Hood 300 HP locomotives from ALCO.

Note the differences between # 4 and ALCO # 600 below.

The first high hood series locomotive, an ALCO demonstrator #600 was mechanically almost identical to the others, but the appearance differed. The sides of the locomotive's hood sloped outward from top to bottom, and brake equipment was exposed beneath the cab. After a period of demonstration on a number of railroads, the unit was sold to the New York, New Haven and Hartford Railroad as their 0900.



ALCO HISTORIC PHOTOS

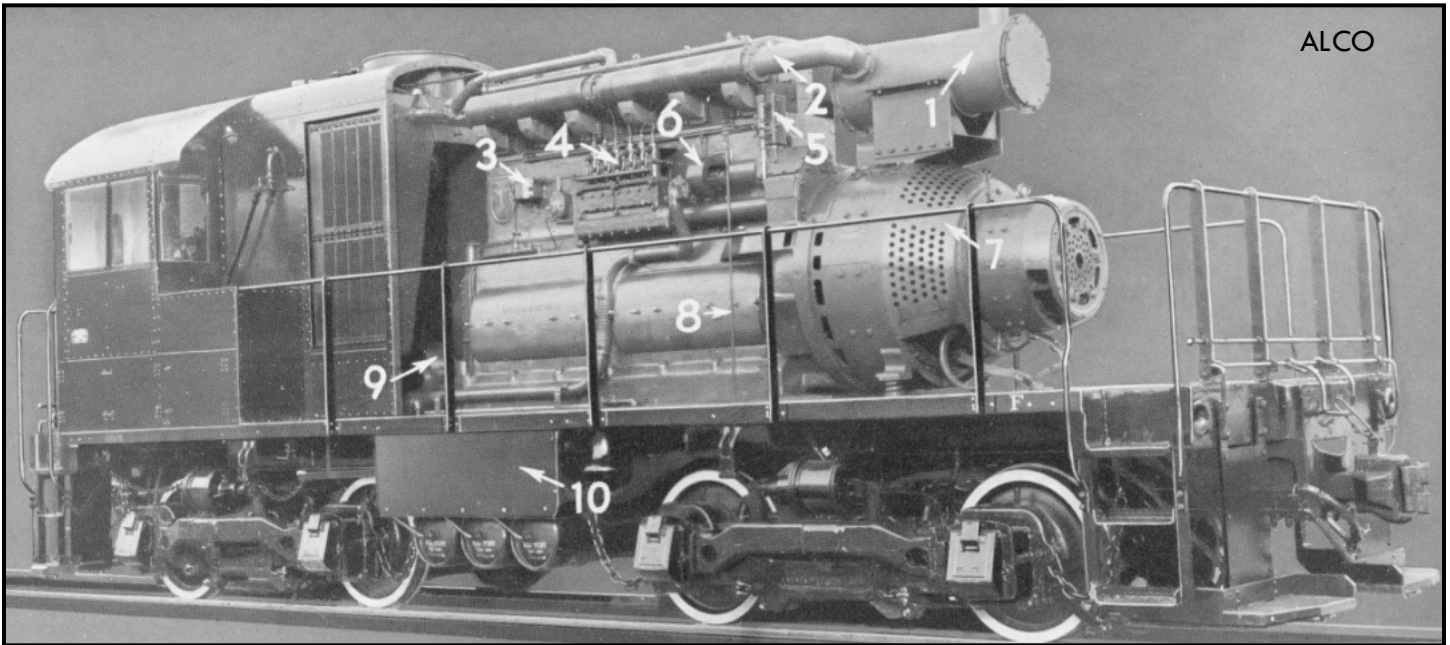


ALCO HISTORIC PHOTOS

The Buffalo Creek purchased only one ALCO High Hood locomotives and then turned to buying ALCO S-2 series switchers. This builders photo was taken at the ALCO Plant in Schenectady, New York just prior to delivery. The locomotive has seen a few owners and now is within reach of its first home near Buffalo, New York where it has been repainted back into the scheme in the photo.

Photo courtesy ALCO Historic Photos





INJECTION SIDE OF THE 538 ALCO / M&S ENGINE

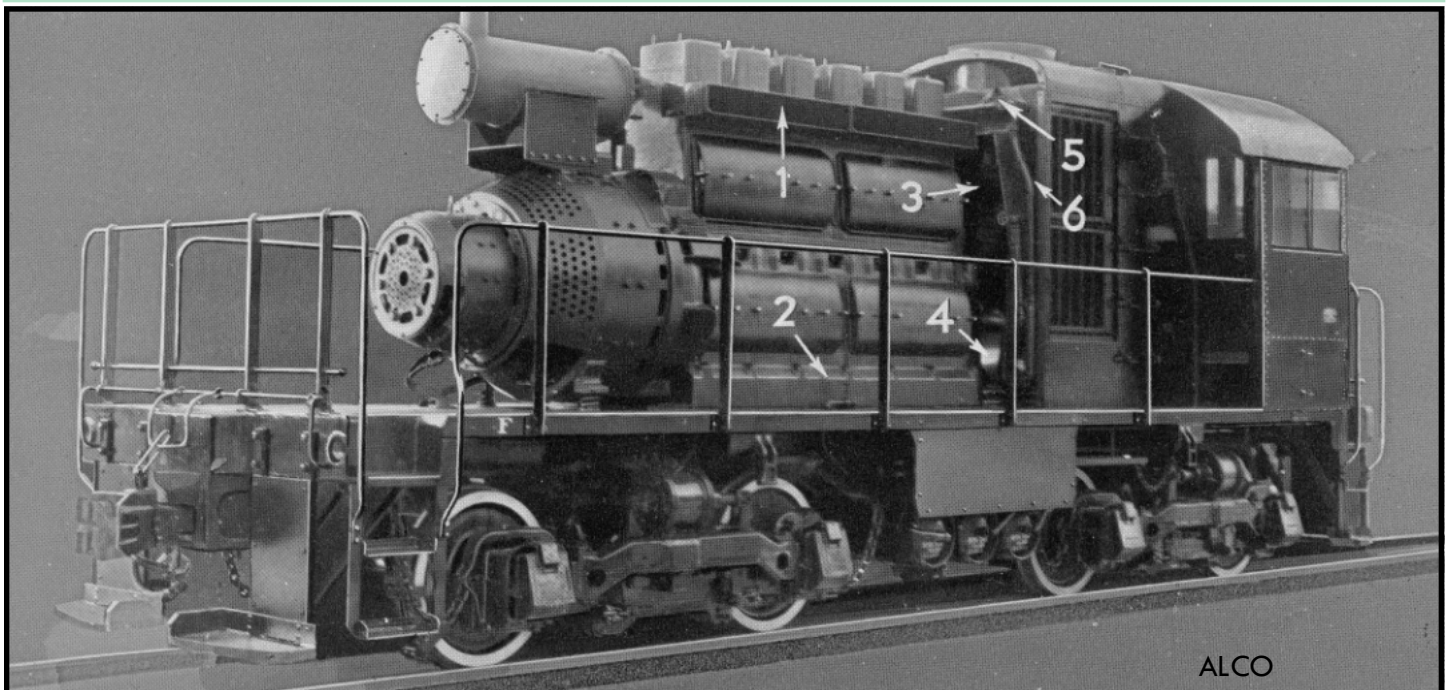
1. Muffler
2. Exhaust Manifold
3. Fuel Oil Filter
4. Fuel Oil Circulating pumps
5. Governor
6. Water pump.
7. Main Generator.
8. Governor control leading under floor to throttle.
9. Traction Motor Blower.
10. Battery



1. Air intake filter.
2. Frame Bolts.
3. Radiator Fan Motor.
4. Traction Motor Blower.
5. Radiator water pipe to engine.
6. Lube oil pipe to radiator.



AIR SIDE OF THE 538 ALCO / M&S ENGINE



PRESERVED ALCO HIGH HOOD LOCOMOTIVES

Saved as	MODEL	CURRENT LOCATION	HISTORY/ NOTES
Relco 601	HH660	Iowa	Ex-MILW 981:2, Nee-MILW 1601. Used as shop switcher
American Cast Iron Pipe 103	HH900	Alabama	Nee-Birmingham Southern 82. Current owner is Heart Of Dixie Railroad Museum. Stored.
ATSF 2301	HH600	Texas	Nee-Santa Fe 2301. Stored
CB&Q 602	HH660	Minnesota	Ex-RELCO 604, Nee-Elgin, Joliet & Eastern 211. On display.
Milw 1603	HH660	Illinois	Ex-RELCO 605, exx-MILW 983:2, Nee-MILW 1603. Sold to ILL Railway Museum. In service.
Buffalo Creek 43	HH660	Buffalo, NY	Ex-RELCO 606, Nee-Buffalo Creek 43. Owned by the Western NY Railway Historical Society in Buffalo, New York. Originally built for Buffalo Creek as number 43. This is the only HH660 preserved in New York State. Now repainted as Buffalo Creek #43.
Relco 607	HH660	Chicago, IL	Ex-MILW 980:2, MILW 1600 Used at Horse Heads Resources.
Port Of Indiana 603	HH660	Indiana	Ex- RELCO 603, Ex- Erie 324, Nee- DL&W 409 In service.
CB&Q 602	HH660	Albia, Iowa	Ex- RELCO 602, Nee-EJ&E 210, On display in Abia, Iowa.
Northern Pacific 125	HH660	Washington	Nee-Northern Pacific 125 Owned by the Northwest Railway Museum in Snoqualmie, WA.
Oliver Mining 900	HH1000	Michigan	The only 1,000 HP High Hood series locomotive preserved. Owned by the Lake Superior Railroad Museum .

ALCO HIGH HOOD LOCOMOTIVE SURVIVORS



See photo on page 11 of Jay Street # 5.

American Locomotive Company
 Syndicate Trust Building
 St. Louis, Mo. October 30, 1931.

Geo. B. Powell
 District Sales Manager

Mr. A. P. Titus, Vice Pres. & Gen'l Manager,
 Illinois Terminal Railroad System,
 St. Louis, Mo.

Dear Sir:

You are interested in the development of Diesel engines as applied to locomotives. The American Locomotive Company builds the complete Diesel Electric Locomotive for switching and transfer service and is wholly responsible for the complete unit.

The Diesel engine built in McIntosh & Seymour shops, subsidiary of the American Locomotive Company, has been developed from the combined experience of locomotive and Diesel engine experts.

The attached photographs with general dimensions on the back show units which we have built and are in service today. The operating data sheets give the result of a trial of our 300 H.P. Diesel electric locomotive on the Jay Street Connecting Railroad, Brooklyn, N.Y., where heavy switching work is done the greater part of the day and night.

Our Engineering Department will make a survey of any switching or transfer work which you may have and give you an unbiased report whether or not the Diesel Electric Locomotive is economical for your needs.

Yours very truly,
 AMERICAN LOCOMOTIVE COMPANY,
 By *Geo. B. Powell*
 District Sales Manager.

AMERICAN LOCOMOTIVE COMPANY.																																																					
Diesel Electric Locomotive Monthly Report																																																					
Road- JAY STREET CONNECTING R.R.					Order No. S-1699																																																
Date 1931	Hours per Day			Delay	Gallons Oil		Cooling	Remarks																																													
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3	8	6.5	1.5	0	20	0	175																																														
4	8	6.5	1.5	0	20	0	170																																														
5	8	6.75	1.25	0	20	0	170																																														
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9	16	12.5	3.5	0	36	0	170																																														
10	16	13.0	3.0	0	35	0	170																																														
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20	16	14.0	2.0	0	35	0	170	(Good Record)																																													
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Total	432	353.5	78.5	0	977	4	170																																														
<table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">Total Operating Days</td> <td style="width: 10%;">-</td> <td style="width: 10%;">26</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: right;">Costs</td> </tr> <tr> <td>Average Hours per Day</td> <td>-</td> <td>13.5</td> <td>Fuel per operating hour</td> <td>-</td> <td>5.172</td> <td></td> <td></td> <td></td> </tr> <tr> <td>" Fuel per Day-Galls.</td> <td>-</td> <td>37.5</td> <td>Fuel per crew hour</td> <td>-</td> <td>.140</td> <td></td> <td></td> <td></td> </tr> <tr> <td>" " per Operating Hour</td> <td>-</td> <td>2.75</td> <td>Lub. Oil added Crew Hour</td> <td>-</td> <td>.010</td> <td></td> <td></td> <td></td> </tr> <tr> <td>" " " crew Hour</td> <td>-</td> <td>2.25</td> <td>Water - Negligible</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>									Total Operating Days	-	26						Costs	Average Hours per Day	-	13.5	Fuel per operating hour	-	5.172				" Fuel per Day-Galls.	-	37.5	Fuel per crew hour	-	.140				" " per Operating Hour	-	2.75	Lub. Oil added Crew Hour	-	.010				" " " crew Hour	-	2.25	Water - Negligible	-				
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PLEASE NOTE

This article on the ALCO High Hood diesels is not to replace books on the same subject but rather to illustrate the progress that ALCO made in its development of the High Hood Switchers.

The very fact that a number of these still roam the rails is testimony of the durability of these locomotives.

For further reading, we suggest "ALCO'S HH SERIES/Diesel Era"

I also recommend Richard Steinbrenners; "A Centennial Rememberence" to further read about the development of ALCO switchers of this type.

Thank you,
 John Mech-ALCO NOTES



Collection of John Mech

ABOVE PHOTO: The **New Haven Railroad** took delivery of its first High Hood ALCO locomotive around 1940. This was former ALCO Demonstrator # 600. In this photo, it appears that it is in the deadline and some parts are missing from it including the radiator grilles and lower panels of the long hood. The engine block also appears to be missing. We have no information as to where this slide was taken or the year. It is however one of the very few color photos of this diesel we have ever seen.

PHOTO BELOW: **Jay Street Connecting Railroad** in Brooklyn, New York used to have two diesels. One was a box-cab jointly built by ALCO/GE/IR and the other was an ALCO 300 horsepower diesel powered by a McIntosh & Seymour 531 engine. As seen in this photo, both were retired and sold to a scrap dealer in Baltimore Maryland on Boston Street. Both the locomotives and the scrap yard have since been scrapped.





ALCO HIGH HOOD SWITCHERS

