

History and Fact Sheet of C&O 2-6-6-2 #1309 Steam Locomotive.

The History:

Called the "Mallet" (pronounced Mallay), #1309 was one of the last types of steam locomotives retired when diesel-electric engines came into the picture. The Mallet is a compound locomotive that was created by Swiss mechanical engineer Anatole Mallet in 1885 for the Bayonne-Anglet-Biarritz Railway in France. The locomotive is called "compound" because it uses the steam twice, first for the rear set of high pressure cylinders and second for the low pressure front cylinders. On the locomotive there are two cross compound air compressors mounted on the smoke box door to supply enough air for frequent heavy braking for use in heavy mountain railroading. The design made its debut in the United States when American Locomotive Company "ALCO" constructed a 0-6-6-0 compound Mallet for the B&O in 1904. In 1910 the C&O changed to their version of the 2-6-6-2 compound locomotive that helped drag coal through even more mountainous areas and tighter curves in West Virginia and Kentucky.

The Baldwin Locomotive Works built #1309 in September of 1949 as its last Class 1 mainline domestic steam locomotive and the last to be commercially built by Baldwin for use by a railroad in the USA. The Chesapeake & Ohio Railway Co. became the last railroad to purchase a steam locomotive built by the Baldwin Locomotive for use in service in America when they ordered 25, 2-6-6-2, mallet type locomotive in 1948. At this time, steam locomotives had been in production for over 100 years and over 70,000 had been built to date. A problem arose when one of the worst labor unrest hit the coal fields in 1949 when the mines only worked 170 days that year. C&O was forced to then cancel the last 15 of the locomotives due to the economic state of the railroad. The locomotives arrived on the C&O in 1949 and were assigned to the H-6 class with the numbers of 1300-1309. The new locomotives built, #1300-1309, were to replace the older ones that were at the end of their serviceable lives and were essentially duplicates of the class H-6 type built in the early 1920's. They were the last of a series of 2-6-6-2s that the Chesapeake & Ohio began in 1911.

Although the locomotives were stored on the railroad for years before the C&O started scrapping them, some steam locomotives were saved for donation to communities along the railroad. The last H-6 #1309 was saved and stored at Russell, KY for years until it was sent to the Huntington Shops, along with K-4 #2705 and J-3a #614, for cosmetic restoration. After the restoration, the three locomotives were shipped in a special train to the B&O Museum in 1972. C&O #1309 has been preserved and displayed for generations of families to enjoy. Today, May 6, 2014 at 13:09(1:09pm) the Western Maryland Scenic Railroad announced the transfer of #1309 for restoration and operation.

Fact Sheet of C&O #1309 Steam Locomotive

Built by Baldwin Locomotive Works

Total produced – 10 (1300-1309)

Build Date – 1949

Configuration – 2-6-6-2

Type – H6

Gauge – Standard

Driver Diameter – 56 in

Wheelbase – 48.8 ft

Length – 99.7 ft

Locomotive Weight – 434,900 lb

Tender Weight – 208,200 lb

Tender Type – 12-RC

Fuel Type – Coal

Water Capacity - 12,000 US gal

Tender Capacity – 15 ton

Boiler – 96 in

Boiler Pressure – 210 psi

Firegrate area – 72 sq ft

Heating surface 4,830 sq ft

Superheater type – A

Superheater Area – 991 sq ft

Cylinders – 4

Valve Gear - Walschaerts