



The Liggie

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Veterans of the Rails: The Versatile 0-6-0s of the US Army Transportation Corps

By Dylan Leonard

From the earliest days of steam railroading, the 0-6-0 wheel arrangement established itself as a symbol of the freight yard, trademarked by small drive wheels, the reduced diameter generating larger amounts of tractive effort, and the ability to navigate tight trackage, due to the lack of unpowered pilot wheels or a rear trailing truck.

Once common around the world, the 0-6-0 retains a task today in developing nations of the world, long after most countries disposed of their fleets of steam locomotives, in favor of diesel-electric or electric powered locomotives.

To understand the story of the USATC's S115 class of 0-6-0s, among the final domestic examples produced, one must delve farther back into history, starting in 1827, with the Stockton & Darlington's *Royal George*, produced by Timothy Hackworth. Forming the basis for an American standard, this primitive locomotive served the famous road, which witnessed several milestones in the new development of railroads. Today, the *Derwent*, built for the Stockton & Darlington in 1845, represents the oldest survivor of the wheel arrangement.

While gaining a stronghold in European countries, in both tank and tender configurations, the 0-6-0 remained somewhat of an obscurity in the United States, until early 1918, and President Woodrow Wilson's USRA, the United States Railroad Administration.

Government control of the United States rail network standardized equipment, produced nearly 2,000 steam locomotives, and nearly 100,000 pieces of rolling stock in the process. Within this grouping were light and heavy versions of the 2-8-2, Mikado, first

popularized in Japan; 2-10-2s, Santa Fe, for heavy freight service; and 4-6-2s, Pacific type, for passenger service. Among the more obscure wheel arrangements were 175 0-8-0s, 62 of the mid-sized 4-8-2, Mountain types; and 30 2-6-6-2s, a design later mass-produced for the C & O Railway; and 106 2-8-2s.

Aside from these locomotives, 255 0-6-0s marked the beginning of a new era, and created a familiar sense of unity across the United States rail network. In total, twenty railroads received these locomotives, and several other railroads received additional copies after the USRA's dissolution.

Regionally, the Baltimore & Ohio rostered forty of the 0-6-0 locomotives, designated as the D-30 class, and were numbered # 350-389. Operating from Connellsville, PA., to a point known as Pittsburgh Junction, Ohio, the Pittsburgh & West Virginia rostered only two of these locomotives, and thirty operated across the expansive system of the Pennsylvania Railroad.

Following the war, the United States entered a period of extensive locomotive construction, naturally spurring the creation of more 0-6-0s. Locally, the H.K. Porter Company of Pittsburgh produced numerous examples of 0-6-0 tank engines, designated as 0-6-0Ts when classifying a steam locomotive. By this time, the Pennsylvania Railroad was adding its final 238 steam engines to a fleet of 134 existing locomotives of the B6 grouping, considered one of the most successful examples of the wheel arrangement of all time. This sub-group was designated as B6sb, after the prior B6sa class of 1912-1913. By the end of the 1920s, the wheel arrangement faded away, with limited locomotive purchases during the Great Depression.

Prior to the end of steam in the 1950s, the 0-6-0 did earn success in the hours of dire need, however. With the United States' entry

into World War II, the US Army Transportation Corps was created on July 31, 1942, per Executive Order 9082, as part of a logistics system to handle supplies in the European and African Theaters, with subgroups operating in each. This agency also combined the Military Railway Service, with employees from all Class I (Major) railroads to serve and manage operations.

With new regulations, the USATC requested standardized locomotive types, two of an 0-6-0 configuration. From 1942 to 1944, 382 of the S100 class of 0-6-0Ts were produced to a uniform design across several locomotive builders: Davenport Locomotive Works in Iowa, H.K. Porter of Pittsburgh, and Vulcan Iron Works in Wilkes-Barre, Pennsylvania.

Several other highly successful wheel arrangements emerged, including the S118 class of narrow-gauge 2-8-2s (Mikado), the well-known S-160 class of 2-8-0s (Consolidation), with 2,120 examples built, and S200 class of 2-8-2s. Of particular mention in this case is the often-forgotten S115 class of 0-6-0s. Constructed in 1942 primarily by the American Locomotive Company (Alco), these locomotives were able to maintain a greater duration of operating time, due to a tender for hauling coal.



The Ligonier Valley Rail Road's Engine # 4025, an 0-6-0, was known as Little Joe.

Many thanks to Dylan Leonard, a junior at Mt. Pleasant Area Senior High School and a museum docent, for his article on the 0-6-0 steam switching locomotive.

The next issue of "The Liggie" will include a story submitted by Pat Wallace, President of Covington Investment Advisors, about the building at 301 East Main Street in Ligonier, which is now his

office. Years ago it was a drover's house and shipped livestock over the Ligonier Valley Rail Road.

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Bob McKie, editor of "The Liggie," is always seeking stories about the Ligonier Valley Rail Road, as well as the Pittsburg, Westmoreland, and Somerset Railroad.

Perhaps you have some personal memories. Maybe you rode the last LVRR train on August 31, 1952. Did a relative or friend work for the LVRR?

Please forward your stories to Robert McKie, 3036 Ben Venue Drive, Greensburg, PA 15601-3822 or e-mail Bob at cnemckie@gmail.com

Many thanks!

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Memorial Brick Walkway

Thanks to a grant awarded by the Ligonier Valley Endowment, and several anonymous donations, work has begun on creating a memorial brick walkway from the parking lot to the caboose. A featured marker will recognize the founders of the Ligonier Valley Rail Road, Judge Thomas Mellon and his sons. An application form is included with this edition of "The Liggie."



Loved ones can be honored or memorialized as shown in this sample.

**The Mission of the Ligonier Valley
Rail Road Association**
Organized in 2004

To preserve the legacy of the LVRR
To conserve vestiges of the LVRR
To collect memorabilia of the LVRR
To educate the public about railroading in
Ligonier Valley

LVRRA Museum
at the restored Darlington Station
3032 Idlewild Hill Rd
PO Box 21
Ligonier, PA 15658

Museum Hours of Operation
Saturdays, year round, 11 a.m. to 3 p.m.

Contact Information
724-238-7819 lvrra@verizon.net

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Layout Tour

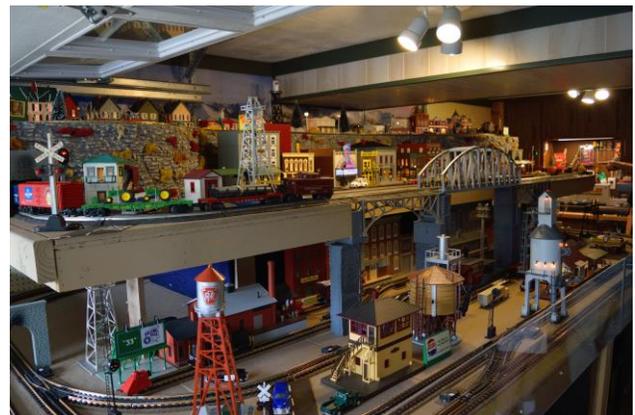
The ninth annual layout tour was another successful fundraiser for the LVRRA. Ticket holders were invited to visit layouts in four private homes, a train store with three layouts, and Huber Hall where four more layouts were displayed. The world of model railroading is vast and varied. Kudos to the hosts, the committee and to the volunteers at each site who assisted the hosts as needed.



Henry Sobota designed his new home to include this traditional Lionel layout.



Ron Enrico's two-rail O-gauge layout has been featured in several national magazines.



Dave Somerville's three-tiered layout shows what can be accomplished with limited space.



Bret Pohland's layout features Lionel trains on numerous levels in his vast layout.



The modules of the Pittsburgh Hi-Railers were combined to create a four-track mainline measuring 30 X 40 feet.



At Huber Hall, the Pittsburgh Lego User Group featured a layout focused on a Harry Potter theme.



Brady's Train Outlet had three layouts in operation during the tour.



The Brian Richards family displayed their vast collection of Geo Trax trains.



Also at Huber Hall, the Steeltown N-Scalers displayed several modules of their traveling layout.

SUMMER IN LIGONIER Arts and Crafts Festival

Friends of the LVRR maintained an information booth on the diamond during the recent Summer In Ligonier Arts and Crafts Festival. The "loudest" impression made during the show was ringing of Engine No. 19's bell. Children of all ages enjoyed ringing the bell.



Bob McKie helps this future railfan ring the 100-year-old bell off Ligonier Valley's Engine #19.