

UP, 2-8-2, 2100

This was one of several UP MacArthur class (formerly Mikado class but renamed MacArthur after Pearl Harbor) this engine was oil burner but two of same class were stoker fired coal burners. Potlatch Forest and CTPA (Clearwater Timber Protective Assn) required oil burners on 4th sub to extent practicable to alleviate fire hazards

Do not recall this locomotive in freight service and assume it was used in UP Passenger service between Lewiston + Ager Junction on CP 3rd sub-division. If so, many were equipped with acknowledging devices & primitive automatic train control used on UP main line.

UP, 4-6-2, 3217

This was a UP locomotive used primarily in Passenger Service. As I recall this class had 84" drivers and a good speedy engine; but — I ran one in helper service on 2nd sub & it could hardly pull itself up the 3% grade.

Also very difficult to hold descending the grade lite. Full tank brakes plus full reverse (no steam) necessary to hold or retard speed with driver brakes cut out.

Sorry, but am rather ignorant as to UP classification

UP, 0-6-0, 4922

This was oil burning switcher with slope back tender. Small drivers and no trucks or trailers put entire weight on drivers giving good tractive effort for switching, but no speed.

NP, 0-6-0, 1098

This was NP class L-9 a hand fired coal burner. Cab extended forward along boiler and engineer operated throttle by sitting in right cab window frame. Throttle was up high along top of boiler. Uncomfortable for engineer & very cold in winter weather.

? 2-8-2, 1506

NP Class W also hand fired coal burner and of the "Mike" family. Used many years in both freight & passenger service. A little on the rough riding side of comfort but very dependable.

NP, 4-6-0, 1365

NP class S-4 "ten wheeler. Delegated to branch line freight service but also emergency passenger service. Not too good on mountain territory. (Rated 250 tons behind locomotive on 3% grade on MD Subdivision)