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

Missouri Pacific Railroad ••
A Subsidiary of

Missouri Pacific Corporation, this engine's in all areas. As a result,

Mo-Pac ranks at the top of the railroad industry in terms of

sources of power for both "A" and "B" units receives intensive emphasis in this engine's

100% of General Motors Corporation, this engine burned oil, had 79·

built in 1947 by Electro-Motive Division of General Motors Corporation, this engine's

100% • 3000·3265

Built in 1904 by American Locomotive Company, this engine was ' 'Pacific No. 3,' ' the first engine operated west of the Mississippi. Its cylinders measured 21·x26·, 200 lbs. of steam pressure, 34,370 lbs. of tractive power with an engine and total tender weight of 393,320 lbs. and is 68'10' long. It weighs 320,820 lbs. each.

Built in 1854 by Taunton Locomotive Co., Taunton, Mass., this engine is powered by one -3,000 H.P. diesel engine and weighs 329,820 lbs. each, while "B" units weighed 320,820 lbs. each.

Pictured here are five locomotives that give a cross-section of Missouri Pacific's use of power. The pictures and accompanying information provide accurate and interesting facts about these rugged locomotives.

Each of the five locomotives pictured here-represents an important stage in the development of train operation safety. All of the four types of signs shown in this picture warns drivers of grade crossings.

In 1955, the Missouri Pacific Railroad made a conscious decision to replace its older type locomotives with more efficient and economical units. This was a significant step toward the future, as it allowed the railroad to serve more miles of service with fewer locomotive units. Mo-Pac completed the transition from steam to diesel-electric power that year, making it possible to perform far more gross tonnage with less machinery.

Missouri Pacific Corporation, this engine burned oil, had a total weight of 212,000 lbs., and cylinders that were 21·x26·, 200 lbs. of steam pressure, 34,370 lbs. of tractive power with an engine and tender weight of 397,875 lbs. It weighs 320,820 lbs. each.

Built in 1854 by Taunton Locomotive Co., Taunton, Mass., this engine is powered by one -3,000 H.P. diesel engine and weighs 329,820 lbs. each, while "B" units weighed 320,820 lbs. each.

Pictured here are five locomotives that give a cross-section of Missouri Pacific's use of power. The pictures and accompanying information provide accurate and interesting facts about these rugged locomotives.

Each of the five locomotives pictured here-represents an important stage in the development of train operation safety. All of the four types of signs shown in this picture warns drivers of grade crossings.