“Double Cab” Locomotives of the
New York Ontario & Western Ry.

Preface

The topic for this Calendar year 2010 OWRHS Observer has been the subject of much refinement and consideration in the preparation and editing to the form it now presents. I must begin by offering profuse thanks to both Carl Ohlson, as chairman of the Publications Committee, and President George Shammas for their encouragement and continued support during those intervals when the project seemed to have lost focus. That support is in no small measure a foundation for the final preparation of this work.

This Cooke Locomotive Works builder photo of Class V No. 274 is often presented in “survey” type descriptions of Anthracite Roads, or O&W, usages of “Camelbacks”; -- and sometimes as the sole image of a hard coal burning locomotives. This image is well circulated as a card style reference with certain specific characteristics set forth on the reverse in a tabular form. While certainly representative of Camelback- Double Cab- Mother Hubbard engines, it is by no means more than that, so far as there were built and operated, by many roads other than the O&W, nearly as large a variety of wheel arrangements as prevailed in single cab locomotive designs during the era when these hard coal burners held sway.

Author’s Collection

Today there are but a few steam engines left in operating condition, and then only in those few museums or other venues dedicated to preservation; -- a consequence of the expenses of operation, restoration and maintenance. Those few survivors draw throngs of people when they steam up and run, many of whom are not old enough to have seen steam locomotives when they were the workhorses they were intended to be. . . again to this writer’s [shared] opinion to the engaging nature of those “human” features. I am only old enough to have enjoyed steam engines in daily service on a few isolated occasions in the deep recesses of memory. My lifelong fascination was cast in recollection as a young child when I sat on the shoulders of my uncle’s Army companion, Bob Archer, as the Howell Local drifted to a stop in front of the Ann Arbor Railroad, Ferry Yard Michigan depot, with all of
the attention grabbing wheezing, hissing, squealing and clanking that a steam engine retiring to rest imparts.

My own personal interest and attachment to steam engines indeed runs deep. Decades ago Model Railroader editor John Page lamented the passing of the steam engine on U.S. railroads and tendered his opinion that future modelers would no longer replicate such wonderful machines in miniature; -- whereas as elements of the past then steam engines would not be a part of the present consciousness of railroad enthusiasts in the future. For modelers at least, few things have proven to be less true (as is also the case with other modeling disciplines that can be focused upon the past and notably, military models, [historic] aircraft and “Wooden Wall” sailing ships). The present and continuing flood of steam engine models, of all scales, from any number of manufacturers, with some of those companies being less than a decade old, attests to the railroad modelers’ demand for, and interest in steam locomotive models and, of course, steam engines generally.

While historians are not necessarily modelers, railroad modelers who embrace the steam engine miniatures of history are, in a sense, historians as they sort out types of steam engines and duties assigned them as they build hobby rosters of steam engine replicas. Those who embrace what is now known as “Prototype Modeling” carry that historical “torch” yet further to the many other details of railroad modeling.

All of this is to establish a modest foundation of this present authorship concerning steam locomotives. I am a railroad modeler. I am a locomotive modeler and builder…and focused as a modeler and builder of HO Scale steam engines of the New York Ontario & Western Ry., and including a stable of models representative of “Double Cab” engines.
Here, at this author’s hobby workbench are three 2-6-0 “Mogul” NYO&W “Double Cab” locomotive models, as crafted in HO Scale. Working from less than satisfactory renderings of these engines by an importer that had the originals built in Japan in the early 1970’s, each of these engines has been so significantly re-worked as to defy any easy description of the work and effort. Each model has been detailed and rebuilt to represent a specific O&W engine; and from front to rear in this image are Class V No. 278, Class U No. 255 (as rebuilt by the O&W with foot board steps and pilot) and No. 247.

In my study of O&W steam engines, now embracing the threshold of four decades, I have accumulated a substantial understanding of the various classes of O&W steam engines, their uses and purposes as employed in the assignments and usages based upon the decisions of O&W managers. I have also come to understand, in a more general sense the immense efforts, to be only suggested this work, of maintenance, building and rebuilding that was needed in order to keep steam engines out in productive service “on the road”…everywhere. As an enthusiastic student of the railroad steam locomotive I have also come to understand its workings, development, and even some sad insight into its demise as a common carrier instrumentality.

Originally, when sought for authorship of a new Observer publication, a personal inclination was to address the overly broad topic of New York Ontario & Western steam locomotives, motivated somehow to satisfying a growing desire to set to print what I have studied and learned. Even inasmuch as the O&W was a modestly sized regional road, its entire steam locomotive roster is too vast a subject for a single work. A topical limitation was first considered to provide coverage of those steam engines which operated after 1900. Even that reduction resulted in an undertaking that was far too large, given the attention to detail that I was likely to try to impart to a finished work.

In addition, prior dedicated editions of the OWRHS Observer have covered certain specific locomotive classes of the O&W steam roster: -- the Class Y-2 “Big 400” 4-8-2’s and the Class W “Long John” single cab 2-8-0’s most notably. Observer articles of my own in the past have covered the histories and modeling of Class A 4-4-0’s, Class E “Teakettle” 4-6-0’s and the Class U-1 Double Cab “Shanghai” 4-6-0. It is upon the last mentioned of these efforts that I have decided to make an expansion and a focus of this Observer. The subject of study in this edition of the Observer will be the so-called Camelback steam locomotives operated by the NYO&W.

The concentration upon Camelback, or “Double Cab”, engines of the NYO&W will hopefully illuminate a subject not exceptionally well represented in print, other than anecdotally. Prior published articles and books have not covered “Double Cab” engines as a collection of data for which this work should serve. Any duplication of prior Observers represented by more complete coverage of O&W steam engines is avoided by subject limitation here. For those Classes of engines not yet having enjoyed more complete [Observer] coverage(s); - thus far, including
the “Light 400” Class Y and Y-a 4-8-2’s and the “Bullmoose” Class X 2-10-2’s, perhaps future Observers can rectify that omission.

For the time being, however, reference is here made to OWRHS Website (www.owrhs.org) articles that I have written in the past about building Class Y and Class X HO scale models of these engines, for those who may want additional information about those engines.

So, with an editorial reduction of topic aside and settled, a few remarks are in order concerning the specifics and limitations of this work, and some assumptions and authorship determinations that have governed the final preparation of this Observer. To begin, my motive here is to, at least so far as accomplished, present a certain story of O&W “Double Cab” engines is a single place…but without any notion that it shall be in any way the final word.

If there can be a “Signature” image of the O&W recognizable by a traveling public of the heady years of profit and dividends for the line...this image of a modest passenger train rolling up the West Shore in the summer of 1934 (a year yet producing dividends) then this may be it! Despite the burdens of the “Great Depression” the O&W paid dividends until 1935, but then so precipitous was the fall occasioned by the demand related failure of the freight service lifeblood anthracite traffic that after a mere two years following the O&W was mired in the abyss of Bankruptcy that ended with the receivership that had as its only final act a liquidation of the remaining assets of the line. The West Shore line, here so tidy, trim and businesslike will not so many years later follow as an entire industry endures the woes of a changing business climate. . . the WPA sponsored “stimulus” paved roadway adjacent only offering a hint of that forthcoming.

In selecting a nomenclature, I elect the use of the term “Double Cab” to be used as consistently as possible through this work. While this type and design of steam engine, with an engineer’s cab high astride the center of the locomotive
boiler and an enclosure ("minimal" at best) for the fireman (always needed, since "Double Cab" locomotive designs well predated the development of locomotive stokers and thus required the hand shoveling of coal into the locomotive firebox, at the rear of the backhead) is often referred to as a "Mother Hubbard" or "Camelback." Certainly obvious is the origin of "Camelback;" -- with this locomotive profile strongly resembling that of the "Ship of the Desert," when mounted by a rider. However, the term "Double Cab" is specific in some sense to the O&W, although perhaps similarly used elsewhere as well.

To digress, among the assets and treasure trove that comprise the OWRHS Archives are four audio tape recordings that were made in October of 1962, and known as the "Lost Tapes" (an understandable title given their "misplacement" for a considerable period of time). While the participants were all well along in years their efforts, recorded so soon after the demise of the O&W was when their railroading experiences were still recent, their memories were sharp, their recollections detailed, and their descriptions engaging.

In a temporal context the descriptions in the "Lost Tapes" and the differentiation of locomotives, by those who knew them first hand, was between "Double Cab" and "Single Cab" engines. Whereas the old O&W men made a consistent reference to "Double Cab" in preference to other commonly used terms...well, that is all quite good enough for me! The more so is that one of the "Lost Tapes" speakers and participants, who used this "Double Cab" term repeatedly, was that O&W engineer of some note (and according to his accounts, plenty of time in the right hand seat of "Double Cabs"); -- Homer House.

During the preparation of this work OWRHS member Dan Myers provided a recording of reminiscences put to tape recording in 1981 by long time O&W fireman Ted Lewis; -- who knew all the steam engines of the O&W well. Ted fired many, many O&W Double Cabs and used that term with consistency. In addition Ted Lewis provided another glimpse into the past and imparted yet another bit of O&W jargon for preservation (also mentioned, only in passing by Bill Helmer on page 73 of his 1959 history of the O&W). That is the "Kitchen," as the O&W men referred to the fireman’s shelter at the rear of a Double Cab firebox. I shall use that term, as did the O&W men of the past.

What is it that makes the subject of ""Double Cab"" engines so relevant to the story of and operations of the NYO&W? I suppose that each and every railroad and railroad operation with which we become familiar as "railfans," historians and modelers has taken on certain characteristics which serve to make it identifiable to the informed and even the uninformed as well. Those overall identities and any lesser included characteristics can be called "Signatures."

Those signatures, for any one road, may be a commonality of lineside structure design (and painting scheme), or the specific and easy identity of the
traditional caboose cars which was the final bookend to freight trains through the 1970’s. Railroad heralds and slogans were signatures, along with the ever important “Name” passenger trains of history … but, for the steam locomotive historian and enthusiast the most prominent of “Signatures” of any railroad of focused interest were its steam engines. Fortifying too the signature aspect of steam locomotives was that they were not production line manufactured, as are the “catalog” diesel engines of today. No, steam engines were virtually proprietary designs, collaborated upon by the engineering people from a customer railroad and the locomotive builder; -- all as designs commanded by operating conditions and traffic of the purchaser.

Easily said is to “... think of Union Pacific and you think of ‘Big Boys’ or “To think of the New York Central . . . brings to mind Hudsons and Mohawks and the 20th Century Limited.” The mind’s images of the Norfolk & Western conjure the visions of Y6-b Compound 2-8-8-2 articulateds and long slow moving coal trains, while the Milwaukee Road takes one to Hiawathas, the Bitteroot Mountains and heavy electrics . . . and then the memories and connections can go on and on.

Rolling, rolling, rolling, around that big sweeping curve at Middletown, known to the O&W men as “Whorehouse Curve,” is Class U-1 No. 244 in yet another of the “Signature” images of the O&W passenger business. So engaging is this particular signature image that it could not be ignored. It further represents the foundation for the work of OWRHS artist extraordinaire Carl Ohlson in his preparation of the cover art for this work.
In one respect the O&W “Double Cabs” were acquired at a cusp in the development of the O&W as a [financially] muscular regional carrier. Up to 1890, when the Class S “Dickson Hogs” began to arrive, the “standard” of O&W motive power was the venerable “American Standard” 4-4-0. As the railroad industry and the O&W with it, and in many aspects at a forefront, matured tonnages (per train) and train length increased steadily. No longer were the high drivered 30 - 40…60 - ton Americans able to manage the O&W traffic. Larger engines were needed, and the early “Double Cabs” were an answer.

The opening of the Northern Anthracite Field in the Lackawanna – Wyoming County regions of northeastern Pennsylvania provided the O&W not only with abundant and profitable freight traffic, but also a locally available and cheap source of locomotive fuel from the anthracite “culm” otherwise discarded by the coal processors and producers as coal sized too small for commercial sale as “stove coal” or heating coal. The “Double Cab” engines of the O&W could both haul and burn for fuel this remarkable, cheap, and easily accessible mineral. The wide coal grates needed to successfully burn anthracite, in a necessarily thin fire bed, as a locomotive fuel dictated the “Double Cab” design, and in step with increasing train length and tonnage, the O&W “Double Cabs” were larger and more powerful than their antecedent locomotive brethren. That the O&W “Double Cab” engines could burn this seemingly almost inexhaustible, plentiful and locally present source of anthracite locomotive fuel was undoubtedly at least one of the reasons why the O&W [and others of the “Anthracite Roads”] kept their “Double Cabs” in service virtually until the end of the railroad steam locomotive era.

While the O&W never completely turned away from either the developed or developing “single cab” steam locomotive designs, requiring the import of soft coal locomotive fuel, the “Double Cab” always coexisted with single cabs. However, for a period of time until the capabilities of the “Double Cab” designs selected by the O&W were surpassed by ever larger engines, and at a time when the operational needs of the O&W advanced to an increase in train speed, the “Double Cabs” were the cream of the O&W motive power fleet, and the most numerous of locomotive types…and so valued that all of the “modern” [Class L, Class P, Class U, Class U-1 and Class V] “Double Cabs” underwent a continuing process of rebuilding and modernization throughout much of their service lives.

In many references the O&W is characterized as an “Anthracite Road,” albeit as a relatively minor player due to the haul divisions agreed upon by the various carriers. Yet so very dependent upon anthracite traffic for income, and dividends that were paid over the years (largely to 52% stockholder NYNH&H) and ultimately its very survival, many “signatures” of the O&W are of the mine branches, the lumbering Bullmoose 2-10-2’s and the gritty “Orries”, those Class P “Double Cab” 2-8-0’s, assembling the loaded coal cars in the Pennsylvania
marshalling yards, but there is more...and the O&W “Double Cab” engines were found in many roles.

In the times of 25 and 30 ton wooden coal cars it was the earliest of the O&W “Double Cabs” that worked the “snake runs” of the mine branches and then held the mainline runs to the coal piers of the Hudson River and Lake Ontario, the tidewater piers of New York Harbor, and the rail links to the home heating markets of New England.

I have written before in the 2007 Observer “Ridin’ the Rails” of the close connection of the O&W to its Borscht Belt passenger traffic... so ingrained a relationship developed that runs from New York City settled into an orbit, “To the Mountains. . .” ending up at Roscoe, only to Mile Post 135.17, but such that the O&W sometimes dispatched passenger trains on heavily traveled summer weekends in as many as eight (or more) sections! Many of those trains and sections were held down by any of several classes of O&W “Double Cab” engines.

No. 251 pours it on past CH Tower to make up time lost to the timetable. . .and continuing on that section of easy running alignment that acquired the name “Speedway” from Fair Oaks nearly all the way to the Hudson. While not to diminish the value of the O&W as the artery of regional transport for freight and manufacturing output, nor its role as the “Anthracite Road” for which it is better known by the less studied, it seems that a large proportion of period images are either of passenger trains en route or of simply the typical “roster shots” of locomotives alone and at rest. I suspect that may be partly due to a relative greater ease in determining when a train might be at hand, in a given location, by the easy consultation to a public timetable (and the vacation time flood of passenger traffic in multiple sections). . .as opposed to the wait, wait, waiting for an unscheduled freight train or coal . . .and including the relatively more hospitable environs close to a Depot in contrast to some locations more remote and less accessible. . .
OWRHS member Bob Mohowski has written of the flood of milk traffic handled by the O&W from “The Mountains. . . “ which made the O&W the carrier delivering the largest volume of “import” milk to New York City. There too, the “Double Cabs” held sway on solid mainline blocks of milk cars, and then on the branches as well, with but a handful of cars and an “Accommodation” combine for a few paying fares willing to ride on a “Milk Run.”

Prolific author John Taibi has written of the O&W far reaches in the Northern Division, and artfully recounted of how the O&W served this very rural region and connected it to an outside world unknown before the arrival of the Midland and then its successor O&W. Here as well, the “Double Cab” engines handled all manner of the rural lifeblood rail traffic.

Stepping easily over the light rail of the “Monticello” at the grade crossing near Roses Point is venerable “Double Cab” No. 245 with but a single coal hopper returning as an “MT” to find its way back to a reload in the Northern anthracite field of Pennsylvania. Coal, and anthracite coal as provided by the O&W over its service region, was a lifeblood fuel commodity, needed not only for the household domestic needs of heating and cooking, but also for the industrial and commercial needs of the area. While this portion of the O&W is well recognized as the approximate outer limit of the New York City “milkshed” with a string of milk cars trailing more to be expected, the creameries and milk processors required heat, as fueled by coal. So, in contrast to the lengthy coal trains elsewhere on the O&W, intended to replenish stockpiles for later distribution, this image represents the back end of the final retail distribution of coal to a retail customer which resulted in the final payment and increment of revenue.

All of these topics represent operations which are “signatures” of the O&W, and yet all are signature operations having, over a period of time, a common thread. That last thread and “signature” is the “Double Cab” steam locomotive. Many published references to “dual service” steam engines, able to equally handle freight and passenger trains, select the post-WWI era 4-8-2 Mountain types as the initiator of this designation, but the O&W used several of their classes of “Double
Cabs” in dual service well before that time…and if yet another “signature” is to be, then “dual service” can be added to the O&W “Double Cab” resume.

Here, at Bogota, New Jersey, on May 6, 1934, is Class V “Double Cab” No.277 working as a double header with “Light 400” Class Y 4-8-2 No. 410 on a coal train headed for the New York City harbor coal piers at Weehawken. West Shore bridges were not rebuilt to Cooper E60 loadings until ca. 1938 – and until then their lighter capacities forbade the use of the more muscular Y-2 “Big 400’s” of the O&W (as well as the NYC L2 Mohawks of similar design), so O&W double headers on the West shore were not rare images. Despite the apparent disparity of design, whereas the “Light 400’s” rode with ease upon 69” driving wheels and the Class V “Double Cabs” had only the shorter legged 62” drivers, these locomotives, indeed from different eras, were able to work well together. Even the gentler grades of the lower reaches of the Southern Division commanded just so much additional tractive effort as a now aging “Double Cab” could provide, and thus images of this sort of combination are not nearly as rare as might be thought.

All of these signature operations of the O&W owe an existence and debt to the “Double Cab” engines….and for this work I will parse and subdivide the topic of O&W “Double Cabs” one step further. The O&W “Double Cabs” which came to the O&W, either as new locomotive deliveries or, in some cases, as rebuilds of earlier Single Cab engines I divide at the year 1900 [corresponding to the arrival of the 100 ton Class P engines] between early and “Modern” classifications.

The early “Double Cabs” all operated on saturated steam, as the conventional method of steam usage in railroad locomotives at the time; -- before 1900. The “modern” members of the “Double Cab” roster, beginning with the aforesaid Class P engines, all underwent during a period of relative youth (for a steam locomotive) successive and continuing programs of rebuild and modernization; -- with a commonality of rebuild and conversion to superheated steam operation. Superheated steam operation, along with the evident flexibility of service assignment, and the capability to burn the plentiful and cheap culm as fuel all together surely contributed to the longevity of the modern “Double Cabs,” in
contrast to the early saturated steam pre-1900 “Double Cabs” of lesser capabilities which were all retired during the 1920’s and 1930’s.

In some sources referred to as the “First” O&W “Mother Hubbard, Class B No. 1 was returned to Paterson, New Jersey to be rebuilt by Cooke Locomotive Works from single cab to “Double Cab” configuration in 1895; -- well after the arrival of the first of the Dickson Machine Works “Double Cab” engines. This was the culmination of an experiment by the O&W to make use of “Double Cab” engines, and their desired capability to burn anthracite “culm” (partially freeing the O&W from a dependency on the vagaries of soft coal supply and pricing), for use in passenger service. More correctly stated, this engine was the first of the “American Standard” 4-4-0 to be used in the “Double Cab” design on the O&W.

The O&W “Double Cab” era spanned the period from approximately 1890 to the end of steam locomotive operation and the retirement of Class L No. 53 in July 1948. From and after the June 1, 1890 opening of the Scranton Branch O&W coal traffic increased annually and placed upon the hastily built sections of the entirety of the new branch and the pre-existing sections of the former Midland burdens that required the adoption of a substantial program of capital improvements to the line. The burgeoning coal traffic, contemporaneous with the well known increase in milk traffic and the corresponding development of the “Borscht Belt” passenger traffic made for increasing train lengths and tonnages…all requiring not only the capital improvements to infrastructure, but also the acquisition of more powerful modern “Double Cabs,” and then in turn the considerable rebuilding(s) of these modern “Double Cabs” for better economy and efficiency of operation.

While this work is focused upon the locomotives of the O&W “Double Cab” era, that time also overlays this period of the well understood and considerable rebuilding of the Scranton Branch; -- double track from Cadosia to Providence, the
Southern Division; -- Double track Cornwall to Cadosia, the replacement of iron viaducts with steel structures, filling wooden trestles, overpasses and underpasses, rail replacement of 56# rail, successively heavier weights of rail to 90# rail...new Depots, larger Depots, improvements to the Northern Division, and the list goes on... Where applicable and relevant I shall make note of those changes and improvements in placing the modern “Double Cab” period within that temporal context of so many of these changes, alterations and improvement to the entire O&W line.

As with my prior work, I must outline some constraints applicable to preparation here, and an overall editorial approach complimentary to the limitation of the topic of this work to O&W “Double Cab” engines.

In contrast to a long and detailed treatise, [though as I prepare this work “length” cannot yet be determined but, as with many other Web articles and treatises I’ve prepared, this will undoubtedly be longer than anticipated] I’ve decided that this Observer will assume the format of an “Album.” As such the composition following is what some might consider being “top-heavy” with photo images. That’s a feature, to a degree, of what is available (absent, as mentioned before) that very little has ever been written about O&W “Double Cabs.” My own research, if it can be characterized as such, began with a few scanty collections of historic photo images...and then has been followed by seemingly endless examination(s) of multiple images to learn and discern differences from and between each. Since the photo images I’ve spent so much time examining and enjoying are a foundation and integral part of my fascination with this topic they cannot be ignored...and so, then I’ve consolidated many of them for all readers to enjoy.

As nearly as possible, in this Album format, I am including as photo images of as many O&W “Double Cabs” as can be found (grounded with many images and prints from my own collection), and which are suitable for publication. Photo credits from my own collection may appear to dominate this album; - but since many of the photo images herein are well copied and circulated my personal extensive collection simply contains a high proportion of these images so well known. The decision to include any photo is determined by the image quality and, to some degree, whether it had already been digitized and edited prior to the compilation of this work.

Two further comments are justified regarding the editorial selection of locomotive photo images. First, most usable photo images date only to a time when the photography hobby had matured to a point when folks who had no access to private or home photo processing (and a personal darkroom) could then easily get their films developed and printed. Surely, we are all indebted to early photographers; -- those “Official” photographers either in the direct employ of, or
under contract to, the O&W, who made large format and glass plate images that survive admirably. A further debt is due those of the likes of Jim Thorn and Pat Diver who had their own darkrooms, and as well the Bob Collins, Steve Maguire, George Votava, and Jack Farrell (excusing please the omission here to name any of the other many photographers and collectors of the time) enthusiasts who were able to capture images on medium format cut film and roll film cameras and then collect larger and better prints and images than could be obtained via “drugstore” snapshot processing. However, many images are of the latter and lesser small format contact print drugstore variety.

All of this is to say that there is a remarkable range of quality in those photo print images that now exist; -- from very sharp originals to tiny recreational snapshots. Furthermore, since much of the photography was of the “amateur” (and in fairness, often of a “gifted” amateur) category, that is quite time related and “temporal”; -- to that time when camera ownership had become commonplace. Accordingly, very early locomotive images are far fewer that are later images, to which the following album will attest. In result, a further “top-heaviness” of image selection will be to later, rather than earlier historic photo images.

Secondly, many the images herein are well known. However it came to be, it seems to me that there developed a market for railroad related photography images, even amongst those who were not photographers. So far as appears from collected images, many of historic photographers were themselves collectors and engaged in many swaps and sales of photo images; -- thus explaining to some degree duplication and the easy identification of previously published, or otherwise well known, material.

Unedited, this is a very typical copy print image in its most elemental form, The image following shows the results of digital scanning and the application of the features of digital photo editing software in its most basic usages.
In a lockstep with my observations about the quality of images based upon photographer skill and selection of camera and format, is a further recognition that many circulated images are not “originals” but are copy images; -- with all of the degradation that accompanies the creation of [silver halide photography] copy negatives and prints made in the fashion of available photographic technology during the period when steam locomotives were that favored subject of captured images.

The deficiencies of such images are many; -- including, poor focus, degraded detail, lack of contrast, replication of flaws of the original copy print, and an overall “muddiness” lending to what were images shot with bright sunny background skies, but now only preserved in these copy prints with skies and backgrounds in shades of gray. Many other such copy print images are either poorly framed or truncated in some way; -- usually with a portion of the locomotive tender cut off. Those partial and truncated images are included in this work, only if editorially they seem rare, or in some way to add to or enhance the history as presented.

Fortunately, digital scanning and digital image editing tools, and digital image printing press technology for a final output, allow many formerly unusable images to be rendered to an acceptable result. Here and now, I must say that all images in this book are digitally enhanced images scanned and worked from many prints of considerably lesser quality. To the extent that quality images of possibly very pertinent subject locomotives may be omitted from this Album, it is likely that no images are available that could be suitably edited. In such cases where I include otherwise poorly rendered images, it is that those are of a significance which will be noted in the attached caption. Wreck photo images, while those indicate the less
than successful aspects of railroad operations, are included so far as they can also show details not otherwise seen in more conventional or well known images.

Posed for the slow ASA rated film of the time is this derailment near Preston Park... all to indicate and emphasize the peril to the fireman and the exceptionally minimal protection afforded him by the flimsy construction of the “kitchen” in the event of a mishap. The stern faced chap in the bowler is undoubtedly a “Company Man” either registering his displeasure with damage of the derailment, or focusing his scowl to the photographer (especially if the photographer is a “civilian” interloper or a “newsie” and not there on any official company business!).

In my prior Observer work I had consolidated roster information and notable topics of possible repetition into Appendices that appeared at the end of the work. To some degree I find (for my own personal enjoyment) having to “page” back and forth in a book a matter of some minor annoyance. Here, I am inserting tabular information within sections as they develop, and with the various wheel arrangement types of O&W “Double Cabs” grouped by the classifications employed by the O&W. Furthermore, those Classifications are arranged and organized by entry to date of service, rather than strictly alphabetically (how most O&W cognoscenti like to recognize the various locomotive classes). Selection and organization by dates of service also traces a certain development and maturing of the design; -- from the earliest Double Cab 4-4-0’s to the increasingly muscular Consolidation type 2-8-0’s and finally through the more elegant dual service Double Cabs that roamed the entirety of the O&W system.

Lastly, I have written about several of the O&W classes of “Double Cab” engines in articles, describing my efforts to create HO Scale models, which have
been posted up on the OWRHS Website. From those articles, where relevant, I draw freely upon that previously published information. Inasmuch as some information herein may then be repetitious, I must beg readers’ indulgences.

At longer length than originally intended, this opening must now conclude. Acknowledgments justified for those who contributed and helped in the preparation of this Observer, are many, and will be mentioned as their contributions appear and at a conclusion of this entire work.

Closing this Preface is a Cooke Locomotive Works Builder’s image of the first Class U 2-6-0 Mogul “Double Cab” engines delivered to the O&W in June 1901. Fortunately, and unlike the predilection of the O&W for re-numbering their passenger cars as the roster changed, locomotive re-numberings are far less a mystery for the historian to decode! As No. 143 this was a [roster number] follow on to the 2-6-0 Class T engines from Dickson Machine Works, and so far as appears the O&W was perhaps experimenting with exactly how their next class of the passenger Moguls was to turn out, for Class U No. 144 delivered in the following month of July 1901 was built by Dickson. Both of these earliest Class U “Double Cabs” were plucked from their roster spots and re-numbered [again, with some mystery to the choice(!) insofar as the full numerology of Class U then began with No. 240] as No. 248 and 249 respectively. The O&W seemed to number these Moguls, as delivered, backwards through 1903 and 1904, and then filled out the top and bottom numbers of the Class in 1905 with the “bookend” numbers of 240 and 256. This engine, then as No. 248 was never rebuilt as a Class U-1 4-6-0, but received all of the other features of Baker Valve Gear, superheat, electric lights and piston valves. Here, in original dress it already evidences a choice made by the O&W motive power folks for the full width Dickson Machine Works design of “Kitchen,” in contrast to the even lesser style of Cooke – Brooks enclosures (as shown in the inset image).

Now, it seems that the firebox bed is even and hot, the water over the crown sheet is at a boil, steam is up, and the air brakes are tested…so now we will climb into the cab, “whistle off” and see the story of NYOW “Double Cab” steam engines.

Mal Houck  
March 29, 2010