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Various pan shots of locomotive

Meanwhile, quite a few people- including reporters and ~~photographers~~ photographers - viewed the Norfolk and Western's big, new, single-unit locomotive - said to be the biggest in the world. The big boy - dubbed 2300 is 161 feet long-weighs 586 tons and contains 4,500 horsepower. It'll be used for freight hauling.

Group shot of men

The men that dreamed and nurtured the monster are on hand for the occasion- most of them from the N&W's Motive Power. Melvin Sink, H. L. Scott, junior; E.Y. McGann, R. M. Pilcher, W. A. Jansion, L. M. Newton and C. E. Pond, talk about their dream come true.

Inside pan

The cab and its controls look complicated, don't they? Well, they are and technicians fully hashed over the controls this weekend, in view of check-out courses for engineers. The biggest problem lies in setting the controls, watching them, and keeping them adjusted.

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Q-27-2

In New York - a Norfolk and Western Railway official today pictured a bright future for the coal-burning steam turbine electric locomotive.

N&W's experimental locomotive 2300 after six months of exhaustive tests has handled the same or greater tonnage as present locomotives with fuel savings up to 30 percent. (Start negative film.)

That's what I. N. Moseley, said at the National Convention of the American Society of Mechanical Engineers. (Show neg film.)

Moseley, research and test engineer for the N&W, said the tests showed only a "small sacrifice in overall speed."

The ~~engine~~ engine called "Big Jawn" hauled daily tonnage trains between Roanoke, Bluefield and Williamson, West Virginia in the mountainous West Virginia coal fields and western terminals at Columbus and Cincinnati.

The N&W first announced the building of the engine five years ago.

Its a monster - ~~like~~ essentially, its a steam electric plant on wheels, combining proven factors of steam, electric and diesel locomotives with a number of entirely new features. Moseley said in more than 19,000 miles of service no major difficulties have been experienced with the 2300 and minor troubles have been corrected."

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