

**Southern Museum of Civil War
and
Locomotive History**

Southern Railway Historical Association Collection

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Organizational History of the Southern Railway Historical Association, Inc.

The Southern Railway Historical Association, Inc. is a non-profit educational organization chartered in North Carolina for the preservation and dissemination of information related to Southern Railway, its predecessors, successors and affiliates.

The Association publishes a bimonthly magazine, ***TIES Magazine***, holds annual meetings in locations of historical significance to Southern Railway, and makes available special offerings of books, videos, slides and other items to its members and to the public. The Association's goals include the establishment of a research archives and a photo archives.

Credit: Southern Railway Historical Association Website www.nrhs.net

Organizational History of the Southern Railway

Southern Railway is the product of nearly 150 predecessor lines that were combined, reorganized and recombined since the 1830s.

The nine-mile South Carolina Canal & Rail Road Co., Southern's earliest predecessor line, was chartered in December 1827 and ran the nation's first scheduled passenger service to be pulled regularly by a steam locomotive -- the wood-burning "Best Friend of Charleston" -- out of Charleston, S.C., on Christmas Day 1830. When its 136-mile line to Hamburg, S.C. was completed in October 1833, it was the longest continuous line of railroad in the world.

As railroad fever struck other Southern states, networks gradually spread across the South and even across the Allegheny Mountains. Charleston and Memphis, Tenn., were linked by 1857, although rail expansion halted with the start of the Civil War.

Known as the "first railroad war," the Civil War left the South's railroads and economy devastated. Most of the railroads, however, were repaired, reorganized and operated again. In the area along the Ohio and Mississippi rivers, construction of new railroads continued throughout Reconstruction.

Southern Railway was created in 1894, largely from the financially-stressed Richmond & Danville system and the East Tennessee, Virginia & Georgia Railroad. The company owned two-thirds of the 4,400 miles of line it operated, and the rest was held through leases, operating agreements and stock ownership.

Southern also subsequently controlled the Queen & Crescent Route (Alabama Great Southern; New Orleans & Northeastern; Cincinnati, New Orleans & Texas Pacific; and for a time the Alabama & Vicksburg), and the Georgia Southern & Florida, which were operated separately.



Samuel Spencer

Southern's first president, Samuel Spencer, drew more lines into Southern's core system. During his 12-year term, the railway built new shops at Knoxville, Tenn., and Atlanta, and purchased more equipment. He moved the company's service away from an agricultural dependence on tobacco and cotton and centered its efforts on diversifying traffic and industrial development.

By the time the New Orleans & Northeastern (Meridian-New Orleans) was acquired in 1916 under Southern's president Fairfax Harrison, the railroad had

attained the 8,000-mile, 13-state system that marked its territorial limits for almost half a century.

The Central of Georgia became part of the system in 1963, and the former Norfolk Southern Railway Co. (Norfolk-Charlotte) was acquired in 1974.

Southern and its predecessors were responsible for many firsts in the industry. Its predecessor, the South Carolina Canal & Rail Road Co., was the first to carry passengers, U.S. troops and mail on regularly-scheduled steam-powered trains, and it was the first to operate at night. In 1953, Southern Railway became the first major railroad in the United States to convert totally to diesel-powered locomotives, ending its rich history in the golden age of steam.

From dieselization and shop and yard modernization, to computers and the development of special cars and the unit coal train, Southern often was on the cutting edge of change, earning the company its catch phrase, "The Railway System that Gives a Green Light to Innovations."

Credit: Southern Railway Historical Association website www.srha.net

Series 1

**Engineering Drawings
1907 - 1938**

Description: Series 1 contains 18"x23" Southern Railway Freight and Passenger Car Engineering Drawings on linen paper dated 1907 - 1938.

Box Contents

1 **Engineering Drawing Number 10-D-6** - Electric Speed Indicator – Southern Railway, Washington, D.C. **2** – Initialed by J.H, in lower left corner

1 **Engineering Drawing Number 10-D-74** – Boiler Sections, Dated February 2, 1915 – Southern Railway, Washington, D.C. – Initialed by B.S. in lower left corner -

Original Numbers	Class	Line
1113	19" x 26", 10 Wheel Passenger	1

1 **Engineering Drawing Number 10-D-71** – Spring Rigging, Dated January 23, 1915 – Southern Railway, Washington, D.C. – Notation on left margin: From Baldwin Loco. W'ks. Card, No. 6497 – Initialed by H.G.B. in lower left corner –

Original Numbers	Engines	Line
1113	19" x 26", 10 Wheel Passenger	1

1 **Engineering Drawing Number 10-D-70** – Brake Arrangement-Tender Body, Dated January 21, 1915 – Southern Railway, Washington, D.C. – Notation on left margin: From Baldwin Loco. W'ks. Card, No. 4442 – Initialed by H.G.B. in lower left corner -

Original Numbers	Engines	Line
1113	19" x 26", 10 Wheel Passenger	1

1 **Engineering Drawing Number 10-D-69** – Frame, Dated January 13, 1915 – Southern Railway, Washington, D.C. – Initialed by B.S. in lower left corner.-

Original Numbers	Engines	Line
1113	19" x 26", 10 Wheel	1

1 **Engineering Drawing Number 10-D-68, Superseded by SL-3811-6** – Front Bumper, Dated January 11, 1915 – Southern Railway, Washington, D.C. – Notation on left margin: From Baldwin Loco. W'ks. Card, No. 9338 – and Cast Steel, Commonwealth Steel Co's. Patt. No. 2477-1 – This cast steel pilot

beam is patented by the "Davis Locomotive Wheel Co.," and is manufactured by the Commonwealth Steel Co., Granite City, ILL - Initialed by H.G.B. & J.A.K. in lower left corner -

Original Numbers	Class	Line
1113	19" x 26", 10 Wheel Passenger	1

- 1 **Engineering Drawing Number 10-D-67** – Cylinder, Dated January 8, 1915 – Southern Railway, Washington, D.C. – Initialed by H.P.Y. in lower left corner -

Original Numbers	Class	Line
1113	19" x 26", 10 Wheel Passenger	1

- 1 **Engineering Drawing Number 10-D-66** – Reverse Lever, Dated January 8, 1915 – Southern Railway, Washington, D.C. – Original Numbers 1113, Engines: 19"x26", 10 Wheel Passenger, Line 1 – Notation on left margin: From Baldwin Loco. W'ks. Card, No. 3497 – Initialed by H.G. B. & J.A.K. in lower left corner –

Original Numbers	Engines	Line
1113	19" x 26", 10 Wheel Passenger	1

- 1 **Engineering Drawing Number 10-D-64** – Water Cooler, Dated December 17, 1914 – Southern Railway, Washington, D.C. — Tenders – Supersedes – 18E79, Superseded by – 6-C-37

- 1 **Engineering Drawing Number 10-D-78** – Draft Rigging, Dated March 1, 1915 – Southern Railway, Washington, D.C. – Initialed by B.S. in lower left corner

A	Original Numbers	Class	Line
5'-3	40000 - 40199	40'-Furniture	1
5"-3 1/8"	40200 – 40374	50'-Furniture	2

- 1 **Engineering Drawing Number 10-D-77** – Guide Yoke Arrangement, Dated February 19, 1915 – Southern Railway, Washington, D.C. –Notation on left margin: From Southern Valve Gear Cards. 4062 – Initialed by H.G.B. in lower left corner -

Holes "X"	Guide Yoke Style	Original Numbers	Engines	Line
None	#1	1052-1053	21"x28" 10 Wheel Passenger	1
With	#2	1054, 1057-1064	21"x28" 10 Wheel Passenger	2

- 1 **Engineering Drawing Number 10-D-76** – Cylinder Head & Counter Details for Franklin Fire Door Cylinder, Dated February 9, 1914 – Southern Railway, Washington, D.C. –, Class:

Engines, Line 1 – Initialed by I.R.M. in left lower corner

1 **Engineering Drawing Number 10-D-85** – Automatic Closing Device for Franklin Vertical Fire Door, Dated September 20, 1915 – Southern Railway, Washington, D.C. –Class: Engines, Line 1 – Initialed by B.S. in left lower corner

1 **Engineering Drawing Number 10-D-96** – Spring Rigging, Dated March 16, 1916 – Southern Railway, Washington, D.C. – Note: For Cross Equalizer Arrangement Used With New Frame “8B42” See Card 8D40 – Notation on left margin: From Pittsburg Loco. Co. Print 16743 – Initialed by B.S. in lower left Corner -

A	Original Numbers	Engines	Line
22”	323 - 352	21”x28” Consol.	1
20”	283 - 289	21”x28” Consol.	2

1 **Engineering Drawing Number 10-D-89** - Drawing – Guide Yoke Extension, Dated October 30, 1915 – Southern Railway, Washington, D.C. – Initialed by I.R.M. in lower left corner –

Original Numbers	Engines	Line
353 – 377	21” x 28” Consol.	1

1 **Engineering Drawing Number 10-D-88** – Cylinder/Automatic Closing Device/Franklin Fire Door-Butterfly Type, Dated October 2, 1915 – Southern Railway, Washington, D.C. – Initialed by B.S. in lower left corner –

Class	Line
Engines	1

1 **Engineering Drawing Number 10-D-87** – Automatic Closing Device for Franklin Fire Door – Butterfly Type, Dated September 30, 1915 – Southern Railway, Washington, D.C.– Initialed by B.S. in lower left corner –

Class	Line
Engines	1

1 **Engineering Drawing Number 11-D-3** – Enamel Baking Oven for Car Trimmings, Dated September 28, 1916 – Southern Railway, Washington, D.C.

1 **Engineering Drawing (No Drawing Number)** – Tender Truck Swing Hanger Rigging, Dated August 11, 1925 – Southern Railway,

Washington, D.C. – Original Numbers: 1475 - Class: 27"x30"
Mount., Line 1 – Initialed by L.A.C. in lower left corner

Original Numbers	Class	Line
1475	27" x 30" Mount.	1

1 **Engineering Drawing Number 11-D-1** – Automatic Closing Device for Frank Fire Door Type "5957", Dated September 12, 1916 – Southern Railway, Washington, D.C.– Class: Engines, Line 1 – Note: For Details See Card 6C43-1

1 **Engineering Drawing Number 10-D-100** – Shields for Steam, Water, 8c Lubricating Gauge Lights, Dated August 2, 1916 – Southern Railway, Washington, D.C. –Class: Engines, Line 1 – Initialed by F.W.W. in left lower corner

1 **Engineering Drawing Number 10-D-99** –Drawing – Guide Yoke Extension, Dated July 29, 1916 – Southern Railway, Washington, D.C. –Engines: 24"x30" Consol., Line 1 – Initialed by H.P.Y. & B.S. in left lower corner

1 **Engineering Drawing Number 10-D-98**– Link Support & Bell Crank Bracket, Dated July 25, 1916 – Southern Railway, Washington, D.C. – - Notation on left margin: Southern Valve Gear Print No. 4124 – Initialed by H.R.Y. & B.S. in left lower corner

E	D	C	B	A	So. Ry. Patt. No. Left Hand	So. Ry. Patt. No. Right Hand	End Style	Gen. Draw'g. of Valve Gear	Class
2 11/16"	4 7/16"	3 1/16"	4 1/8"	62"	ES-1103	ES-1102	#1	5A36	24"x3 Cons
2 _ "	4 3/8"	3 1/8"	4 3/16"	62 _ "	ES – 1315	ES - 1314	#2	5A45	24"x3 Cons

1 **Engineering Drawing Number 11-D-11**– Guide Yoke Extension, Dated May 10, -1917 Southern Railway, Washington, D.C. – Initialed by B.S. in lower left corner -

General Drawing	Engines	Line
Walschaert Gear 5A42	24" x 30" Consol.	1

1 **Engineering Drawing Number 11-D-9** – Drawing – Foundation, 72"x72"x16' N-B-P Planer, Spencer Machine Shop, Dated April 2, 1917 – Southern Railway, Washington, D.C. –Notation on lower left corner: From Niles-Bement-Pond Co. Drgs. FP3896 & FP3954

1 **Engineering Drawing Number 11-D-8** – Foundation, 42"x42"x20' N-B-P Planner, Spencer Machine Shop, Dated March 7, 1917 – Southern Railway, Washington, D.C. –Revised 7-2-1917 – Notation on lower left corner: From N-B-P Co. Drgs F.P.3090 & F.P. 3898

1 **Engineering Drawing Number 11-D-6** – Automatic Closing Device for Franklin Fire Door, Butterfly Type No. 8, Dated January 18, 1917 – Southern Railway, Washington, D.C. – Note: For Details See Card 6C48-1 – Initialed by I.R.M. on left lower corner –

Class	Line
Engines	1

1 **Engineering Drawing Number 11-D-5** – Automatic Closing Device for Franklin Fire Door, Vertical Type No. 9881, Dated January 16, 1917 – Southern Railway, Washington, D.C. – Note: For Details See Card 6C47-1 – Initialed by I.R.M. on left lower corner –

Class	Line
Engines	1

1 **Engineering Drawing Number 11-D-20** – Link Support, Dated July 30, 1917 – Southern Railway, Washington, D.C.– Initialed by B.S. on left lower corner –

General Drawing	Engines	Line
Walschaert Gear 5A46	24" x 30" Consol.	1

1 **Engineering Drawing Number 11-D-19** - Guide Yoke Extension, Dated July 26, 1917 – Southern Railway, Washington, D.C. – Initialed by B.S. on left lower corner –

General Drawing	Engines	Line
Walschaert	24" x 30" Consol.	1

1 **Engineering Drawing Number 11-D-18** – Foundation, Motor Driven Air Compressor, Hayne Roundhouse, Dated July 20, 1917 – Southern Railway, Washington, D.C. –Notation on lower left corner: From C.P.T. Co's. Drg. 48440

1 **Engineering Drawing Number 11-D-17** – Foundation, Niles 90" Wheel Lathe, Atlanta, Dated July 17, 1917 – Southern Railway, Washington, D.C. – Notation on lower left corner: From Niles Tool Works Co. Drg. No. 7115

1 **Engineering Drawing Number 11-D-15** – Foundation, Two Spindle Cylinder Boring Machine, Spencer Machine Shop, Dated May 17, 1917 – Southern Railway, Washington, D.C. — Notation on lower left corner: From N-B-P Co. (Bement Miles Wks.) Print No. 34480

- 1 **Engineering Drawing Number 11-D-14** – Method of Fastening Bull Ring to Piston Head, Dated May 16, 1917 – Southern Railway, Washington, D.C. - Original Numbers: 5000 – 5079, Engines: 28"x32" Santa-Fe, Line 1 – Notation on left margin: From Bald. Print. 34034 – Initialed by B.S. on left lower corner –

Original Numbers	Engines	Line
5000 – 5079	28" x 32" Santa-Fe	1

- 1 **Engineering Drawing Number 11-D-13** – Method of Fastening Bull Ring to Piston Head, Dated May 15, 1917 – Southern Railway, Washington, D.C. - Original Numbers: 1450 –1464, Engines: 27"x28" Mountain Type, Line 1 – Notation on left margin: From Bald. Print 34028 – Initialed by B.S. on left lower corner –

Original Numbers	Engines	Line
1450 – 1464	27" x 28" Mountain Type	1

- 1 **Engineering Drawing Number 11-D-27** – Piping, Ragonnet Power Reverse Gear, Dated April 18, 1918 – Southern Railway, Washington, D.C.

- 1 **Engineering Drawing Number 11-D-40** – Saturated Steam Connection Arrangement, Dated May 19, 1919 – Southern Railway, Washington, D.C. – Class: Mikado, Line 1 – Initialed by F.W.W. on left lower corner –

Class	Line
Mikdado	1

- 1 **Engineering Drawing Number 11-D-39** – Steam Vat for Reclaiming Waste, Dated February 10, 1919 – Southern Railway, Washington, D.C. – Used at Spencer, NC – Initialed by F.W.W. on left lower corner

- 1 **Engineering Drawing Number 11-D-41** Drawing – Smoke Hood for 21 _ " Stack – 28"x32" Santa Fe, Numbers 6350-6374 – Dated July 26, 1919 –Southern Railway, Washington, D.C.

- 1 **Engineering Drawing** – Smoke Hood Arrangement – 28" x 32" Santa Fe, **Numbers 6350-6374** – Dated July 26, 1919 – Southern Railway, Washington, D.C.

1 **Engineering Drawing Number 11-D-43** – Air Operating Arrangement for Smoke Conveyor, Dated July 28, 1919 – Southern Railway, Washington, D.C. –

Original Numbers	Class	Line
6350-6374	28" x 32" Santa Fe	1

1 **Engineering Drawing Number 11-D-44** – Smoke Conveyor for 28"x32" Santa Fe Numbers 6350-6374, Dated July 28, 1919 – Southern Railway, Washington, D.C. – Bill of Armco Iron

- 2 – Sheets 1/8" x 45" x 3'-8"
- 2 – Sheets 1/8" x 45" x 5'-4"
- 2 – Sheets 1/8" x 44" x 3'-8 1/2"
- 2 - Sheets 1/8" x 44" x 4'-3"
- 1 - Sheet 1/8" x 40" x 5'-0"
- 1 - Sheet 1/8" x 40" x 5'-2"
- 2 - Sheets 1/8" x 15" x 5'-2"
- 10 –Sheets 1/8" x 44" x 5'-2"
- 2 - Sheets 1/8" x 45" x 2'-3"

1 **Engineering Drawing Number 11-D-45** – Frame – Front End, Dated October 27, 1919 -Southern Railway, Washington, D.C. –Signed by Doggett on left lower corner and Changed 10-5-37 -
NOTE: Make Pattern For End Style No. 1 To Line 3 With "C"-1
Then Plane Casting To Suite Line 1 or 3 -

E	Used with Frame Shown on Drawing	Pattern Number	End Style	D	C	B	A	Original Numbers	Class
2 , –	6-B-65-2	ES-1609-Right ES-1610-Left	No. 1	4 " –	1"	1 _	28"	1200 and 1226 – 1240	22"x28" Pacific
2 " –	6-B-65-1	ES-1611-Right ES-1612-Left	No. 3	4 , –	1"	1 _	28"	1201 – 1225	22"x28" Pacific
2 " –	SL-6009-1	ES-1609-Right ES-1610-Left	No. 1	5"	15/16"	1 3/16"	28"	1241-1250, 1300 – 1324, 1350 - 1365	22"x28" Pacific
2"	SL-6003-1	ES-1613-Right ES-1614 - Left	No. 2	5"	15/16"	1 3/16"	28 _	1275 – 1299	22x28" Pacific

1 **Engineering Drawing Number 11-D-50** – Rolled Steel Wheels and Tires, Minimum Thickness at Throat, Emergency Service Only, Dated July 20, 1920 - Southern Railway, Washington, D.C.

1 **Engineering Drawing Number 11-D-49** – Grate Arrangement, 100 Horse Power Stationary Boiler, Dated August 3, 1920 – Southern Railway, Washington, D.C. –NOTE: Standard Locomotive Grate Shaker Bar Used – Org. S.L. 40534 – Initialed by B.J. on left lower corner

1 **Engineering Drawing Number 11-D-47** – Piston & Valve Stem Packing Bushings for King Type Packing, Dated April 5, 1920 – Southern Railway, Washington, D.C. — NOTE: Allow Stock to Finish All Bushings. Bushings Gun Iron Furnished by Hunt Spiller Co., Hunt Spiller Co. Patt. No.'s Given, Fig's. 1-4-7-8 Solid Bushings, Fig's. 2-3-5-6 Split Jointed Bushings.From Hunt Spiller Mfg. Corp. Card No. P-18256 printed on left hand margin – Initialed by F.W.W. on left lower corner -

Valve Stem Packing	Piston Rod Packing	Original Numbers	Class	Line
Fig. 7-8	Fig. 1-2-3-4-5-6		28"x32" Santa Fe	1
Fig. 7-8	Fig. 1-2-3-4-5-6		27"x28" Mountain	2

1 **Engineering Drawing Number 11-D-57** – Brake Shoe, Dated August 16, 1921 – Southern Railway, Washington, D.C. – Initialed by Doggett on left lower corner -

Class	Line
Passenger Cars	1

1 **Engineering Drawing Number 11-D-55** – A.R.A. Wheel and Coupler Gauges, Dated August 13, 1921 – Southern Railway, Washington, D.C. — Revised 4-11-25 – Initialed by J.N.R.-P.F.K. on left lower corner

1 **Engineering Drawing Number 11-D-54**– Storage Stanchion Brackets, Dated May 16, 1921 – Southern Railway, Washington, D.C. –Class: Bagg. & Exp., Line 1 – NOTE: Each End of Car to Have Four (4) Bins on Each Side, Stanchions Equally Spaced, Approximately 4'-2" Centers. Center of Car to Have Three (3) Bins on Each side. Stanchions Equally Spaced, Approximately 4'-6" Centers – Initialed by J.N.R. with date of Jan. 24, 1925 on left lower corner

1 **Engineering Drawing Number 11-D-53** – Smoke Conveyor Forgings, Dated October 21, 1920- Southern Railway, Washington, D.C. –

Original Numbers	Class	Line
6350-6374	28" x 32" Santa Fe	1

1 **Engineering Drawing Number 11-D-52** – Smoke Hood Arrangement Dated, September 3, 1920 – Southern Railway, Washington, D.C. –

Original Numbers	Class	Line
6350 – 6374	28" x 32" Santa Fe	1

1 **Engineering Drawing** – Smoke Hood for 21 _" Stack, 28"x32" Santa Fe **Numbers 6350-6374**, Dated August 20, 1920 – Southern Railway, Washington, D.C.

1 **Engineering Drawing Number 11-D-73** – Boiler Sections, Dated March 1, 1927 – Southern Railway, Washington, D.C. – Initialed by J.H.T. on left lower corner and Bald. Loco. Wks. Cards 6947-6948 printed on left hand margin -

Original Numbers	Class	Line
1576 – 1600	19"x24"-6 WH.-SW.	1
8550 – 8551	19"x24"-6 WH.-SW.	2

1 **Engineering Drawing Number 11-D-71** – Grate Arrangement, Dated November 16, 1926 – Southern Railway, Washington, D.C. – Initialed by B.J.-I.R.M. on left lower corner –

Original Numbers	Class	Line
N.5	14" x 20" – 10 WL.	1

1 **Engineering Drawing Number 11-D-69** – 6 _" x 12" Journal Box, Dated June 14, 1926 – Southern Railway, Washington, D.C. –Initialed by J.H.T. on left lower corner and "From Industrial Works Print C-10715 Journal Box T-537-B, C.S. Annealed" printed on left hand margin –

Original Numbers	Class	Line
D-70 to D-74, D-5988 and D-6471	150 Ton Derrick	1

1 **Engineering Drawing Number 11-D-74** – Clearance Diagram, Dated September 21, 1927 – Southern Railway, Washington, D.C. -

Original Numbers	Class	Line
SOU 3250 – 3253 and CND TP 3900 – 3903	70' St. Horse Car	1

1 **Engineering Drawing Number 11-D-78** – Application of Radial Staybolt Firebox Dated, April 20, 1931 – Southern Railway, Washington, D.C.– NOTE: This Drawing to be Used When Applying New Radial Staybolt Firebox to Boilers on Eng. Nos. 6898 and 6899 Replacing Original Crown Bar Type Fireboxes – Initialed by I.R.M. on left lower corner -

Class	Line
21" x 30" Consol.	1

- 1 **Engineering Drawing Number 11-D-77** – Application of Radial Staybolt Firebox, Dated March 23, 1931 – Southern Railway, Washington, D.C. – Initialed by I.R.M. on left lower corner – NOTE: This Drawing to be Used When Applying New Radial Staybolt Firebox to Boilers on Eng. Nos. 6898 and 6899 Replacing Original Crown Bar Type Fireboxes –

Class	Line
21" x 30" Consol.	1

- 1 **Engineering Drawing Number 11-D-76** – New Boiler for Ditching Machine No. DM-15, Dated August 22, 1929 – Southern Railway, Washington, D.C. –Initialed by I.R.M. on lower left hand corner

- 1 **Engineering Drawing Number 11-D-75** – New Boiler for Locomotive Crane No. LC-7, Dated July 15, 1929 – Southern Railway, Washington, D.C. — NOTE: Flanges for Safety Valve and Steam Pip Connection and Fire Door and Fire Door Ring, Hand Hole Plates and Crabs, and Boiler Brackets to be Salvaged From Old Boiler No. 612 - Initialed by I.R.M. on lower left hand corner

- 1 **Engineering Drawing Number 11-D-93** – New Boiler for Locomotive Crane LC-7820, Dated January 23, 1946 – Southern Railway, Washington, D.C. — Initialed and dated by A.H.C. 1-29-46 on lower left hand corner

- 1 **Engineering Drawing Number 11-D-91** – New Boiler for Derrick No. D-6930, Dated January 22, 1942 – Southern Railway, Washington, D.C. — Initialed and dated by I.R.M., 1-22-42

- 1 **Engineering Drawing Number 11-D-90**– New Boiler for Locomotive Crane No. LC-1, Dated September 29, 1938 – Southern Railway, Washington, D.C. – Initialed and dated by I.R.M., 9-29-38 on lower left hand corner

- 1 **Engineering Drawing Number 11-D-89** – New Boiler for Locomotive Crane No. LC-15 with Assigned Boiler No. 824 and Locomotive Crane No. LC-16 with Assigned Boiler No. 830, Dated February 18, 1938 – Southern Railway, Washington, D.C. –Initialed and dated by I.R.M., 2-18-38 on lower left hand corner

- 1 **Engineering Drawing Number 11-D-87** - Gauges For Reworked and Reclaimed Brake Beams, Dated December 2, 1936 – Southern Railway, Washington, D.C. — NOTE: ALL Gauges to be Mild Steel. Brake Beam Channel Gauge, Brake Beam Tension Rod Gauge and Lugs of Brake Beam Camber Gauge to be Case Hardened.

Lettering to be Stamped on as Shown - Initialed by F.G.S. on lower left hand corner

1 **Engineering Drawing Number 11-D-86** – Method of Reclaiming Transfer Hopper on Duplex Stokers – Locomotives, Dated September 29, 1936 – Southern Railway, Washington, D.C. — Traced From N&W Ry. Cos. Print No. D32565, Dated 7-12-33 printed on left hand margin

1 **Engineering Drawing Number 11-D-85** – Front Half of Main Frame, Dated July 25, 1936 – Southern Railway, Washington, D.C.

Original Numbers	Class	Line
1075 – 1112	21" x 28" – 10 WH-Pass.	1

1 **Engineering Drawing Number 11-D-84**– New Boiler for 100 Ton Derrick No. D-8590, Dated April 24, 1936 – Southern Railway, Washington, D.C. — Initialed and dated by I.R.M., 4-24-36

1 **Engineering Drawing Number 11-D-63** – Valve Chest Arrangement For The Modern Valve Chest, Dated April 17, 1923 – Southern Railway, Washington, D.C. – NOTE: This Drawing To Be Used When Modern Piston Valve Steam Chests Are Applied to Engines Nos. 1085 to 1112 and 1905 to 1914 incl. - Initialed by J.H.T.-I.R.M. on lower left hand corner

Drawing List	C	B	A	Valve Events	Original Numbers	Class	Line
No. 1	1"	12 5/8"	18"	5 _ Travel 1" LAP 1/8" Ex. CL		21"x28"-10 WL-Pass.	1
No. 2	1 1/8"	13 1/8"	19"	5 _ Travel 1" LAP 1/8" Ex. CL		20 _" x 26" Atlantic	2

1 **Engineering Drawing Number 11-D-62**– Valve Chest For The Modern Valve Chest, Dated April 13, 1923 – Southern Railway, Washington, D.C. – NOTE: This Drawing To Be Used When Applying “Modern” Piston Valve Steam Chests to Engines

Nos. 1085 to 1112, and 1905 to 1914 Incl. - Initialed by JP-IRM and changed 4-1-30 printed on lower left hand corner

D	C	B	A	Original Numbers	Class	Line
1"	18"	12 5/8"	18"		21"x28" 10 WHL. Pass	1
1 1/8"	19"	13 1/8"	19"		20 "x26" Atlantic	2

- 1 **Engineering Drawing Number 9-D-21** – Frame Foot-Plate, Dated December 17, 1907 – Southern Railway, Washington, D.C. – .B.H. on lower left hand corner and dated 12-17-07 B.F. – Traced From Baldwin Loco. Co.'s Card No. 1153 printed on left hand margin –

Numbers	Engines
480 – 489 and 510 – 548	21" x 28" Con. W.F.B.-B.F.

- 1 **Engineering Drawing Number 8-D-45** - Boiler Elevation, Dated 11-23-06 – Southern Railway, Washington, D.C. — Initialed and dated 11-23-06 by J.D.T. and correct by S.S.R.

Issued	Nos.	Engines
	480 – 489	21"x28" Consol.
	537 – 548	21"x28" Consol.
	510 – 536	21"x28" Consol.

- 1 **Engineering Drawing Number 8-D-46** – Boiler Sections – Southern Railway, Washington, D.C. – Initialed and dated 11-20-06 by J.D.T. on lower left hand corner – Traced From Baldwin Loco. Co's No. 5564 printed on left hand margin

Issued	Nos.	Engines
	480 – 489	21"x28" Consol.
	537 – 548	21"x28" Consol.
	510 – 536	21"x28" Consol.

- 1 **Engineering Drawing Number 9-D-99** – Ash Pan – Sloping, Dated April 22, 1910 – Southern Railway, Washington, D.C.– Initialed by I.R.M. on lower left hand corner

Numbers	Engine
470 – 489	21"x28" Consol. W.F.B.
510 – 548	21"x28" Consol. W.F.B.

- 1 **Engineering Drawing Number 10-D-95**– Application of Sill Step, Kitchen End, Dated March 15, 1916 – Southern Railway, Washington, D.C. - Initialed by B.S. on lower left hand corner –

Cars	Line
S.U. Diners	1

1 **Engineering Drawing Number 11-D-33** – Piping Arrangement for Filling Over-Head Tanks in Postal Cars, Dated February 21, 1919 – Southern Railway, Washington, D.C. – Signed by Doggett on lower left hand corner

1 **Engineering Drawing Number 11-D-32** – Piping Arrangement for Filling Over-Head Tanks in Old Passenger Cars Equipped with Round Tanks, Dated February 17, 1919 – Southern Railway, Washington, D.C. — Signed by Doggett on lower left hand corner

1 **Engineering Drawing Number 11-D-31** – Pipe Arrangement for Filling Over-Head Tanks in Mail & Baggage Cars, Dated February 14, 1919 – Southern Railway, Washington, D.C. — Signed by Doggett on lower left hand corner

1 **Engineering Drawing Number 11-D-30** – Piping Arrangement for Filling Over-Head Tanks in Passenger Coaches, Dated February 13, 1919 – Southern Railway, Washington, D.C. — Signed by Doggett on lower left hand corner

1 **Engineering Drawing Number 10-D-90**– Water Cooler, Dated November 23, 1914 – Southern Railway, Washington, D.C. – Initialed by B.S. on lower left hand corner –

Class	Line
Water Bottom, Tenders	1

1 **Engineering Drawing Number 8-D-89**– Guide Yoke, Dated November 12, 1907 – Southern Railway, Washington, D.C. — Initialed and dated by T-I-11-12-07 R.W.N. on lower left hand corner and “Traced From B-L-Co., No. 3069 & 3350” printed on left hand margin

Nos.	Road	Class
20	Dan. & West.	19”x26”-10-Wh’l
3 & 4	Blue Ridge	19”x26”-10-Wh’l

1 **Engineering Drawing Number 8-D-25** – Stretcher, Dated February 7, 1906 – Southern Railway, Washington, D.C. — Superseded by S-P-3014 – Initialed by C.M.B. on lower left corner

1 **Engineering Drawing Number 8-D-100** – Right Pedestal and Box, Dated December 9, 1907 – Marked OBSOLETE – Southern Railway, Washington, D.C. – Initialed by R.W.N. & J.A.K. dated 12-9-07 on lower left hand corner –

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-99** – Line and Crank Shaft Couplings, Dated December 7, 07 – Southern Railway, Washington, D.C. – Initialed by J.A.K. dated T-I 12-7-07 – “Traced From Lima Loco. & Mach. Co’s Nos. 4910-9024-9016-4892” on left hand margin –

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-98** – Grate Arrangement, Dated December 5, 1907 – Southern Railway, Washington, D.C. – Initialed by R.W.N. & J.A.K and dated 12-5-07 on lower left hand corner – “Traced From Lima Locomotive Cos. Card No. 11895” printed on left hand margin -

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-97** - Link, Dated December 4, 1907 – Southern Railway, Washington, D.C. – Initialed by T.I. and J.A.K. and dated 12-4-07 on lower left hand corner – “Traced From Lima Loco. & Mach. Co’s. No. 5011 & 8105” printed on left hand margin –

Numbers	Engines
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-96** – Right Pedestal and Box, Dated December 2, 1907 – Southern Railway, Washington, D.C. – – Initialed by R.W.N. & J.A.K. and dated 12-2-07 – “Traced From Lima Locomotive Co. Card No. 9209” printed on left hand margin –

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-95** –Right Pedestal and Box, Dated December 9, 1907 – Southern Railway, Washington, D.C. – Marked OBSOLETE-ENG’S-SOLD – Initialed by R.W.N. & J.A.K. and dated 12-9-07 on lower left hand corner – “Traced From Lima Locomotive Co. Card No. 9238 – 9231” printed on left hand margin-

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-94** – Grate Details – Cast Iron, Dated November 27, 1907 – Southern Railway, Washington, D.C. – Initialed by R.W.N. & J.A.K. and dated 11-27-07 in lower left hand corner –

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-92** – Line Shaft Bearings, Dated November 25, 1907 – Southern Railway, Washington, D.C. –
 – Initialed by J.A.K. in lower left hand corner – “Traced From Lima Loco. Co’s Card 9237” printed on left hand margin -

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 7-D-80** – Back Up Signal Whistle Arrangement, Dated 12-29-04 – Southern Railway, Washington, D.C. – Issued: 12-29-04, Cars: Passenger Equip. – Initialed by G.E.F. and dated 12-29-04 in lower left hand corner

- 1 **Engineering Drawing Number 8-D-86** – Ash Pan, Dated October 8, 1907 – Southern Railway, Washington, D.C. — Initialed by R.W.N . & F.B.H. and dated 10-8-07 in lower left hand corner –
 “Traced From BL Co. No. 3256” printed on left hand margin –

Nos.	Road	Class
20	Dan. & West.	19”x26” 10 Wh’l.
3 & 4	Blue Ridge	19”x26” 10 Wh’l

- 1 **Engineering Drawing Number 8-D-85**– W.I. Details For Drop Door Operating Arrgt., Dated October 7, 1907 – Southern Railway, Washington, D.C. - Class: 40-Ton Ballst. – Initialed by J.A.K. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-84**– Drop Door Operating Arrangement, Dated October 5, 1907 – Southern Railway, Washington, D.C. — Class: 40 Ton Ballst. – Initialed by J.A.K. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-83** – Cylinder, Dated October 4, 1907 – Southern Railway, Washington, D.C.– Initialed by R.W.N. & F.B.H. and dated 10-7-07 in lower left hand corner – “Traced From BL. Co. No. 4596” printed on left hand margin

- 1 **Engineering Drawing Number 8-D-82** – Frame, Dated October 2, 1907 – Southern Railway, Washington, D.C.– Initialed by R.W.N. and dated 10-2-07 in lower left hand corner – “Traced From B.L. Co., No. 5045 “ printed on left hand margin

Nos.	Road	Class
20	Dan. & West.	19”x26”-10-Wh’l
384	Blue Ridge	19”x26”-10-Wh’l

- 1 **Engineering Drawing Number 9-D** - Knoxville Shops Power House Crane Details, Dated August 3, 1907 – Southern Railway, Washington, D.C. – Initialed by B.F. in lower left hand corner
- 1 **Engineering Drawing Number 9-D-8** – Knoxville Shops Power House Crane Details, Dated August 2, 1907 – Southern Railway, Washington, D.C. – Initialed by B.F. in lower left hand corner
- 1 **Engineering Drawing Number 9-D-7** – Knoxville Shops Power House Crane, Dated August 1, 1907 – Southern Railway, Washington, D.C. – Initialed by B.F. in lower left hand corner
- 1 **Engineering Drawing Number 9-D-6** – Knoxville Shops Power House Crane Trolley, Dated July 31, 1907 – Southern Railway, Washington, D.C. — Initialed by B.F. in lower left hand corner
- 1 **Engineering Drawing Number 9-D-5** – Knoxville Shops Blacksmith Shop, Support for Motor Driving 5” Forging Machine, Dated July 3, 1907 – Southern Railway, Washington, D.C. – Initialed by B.F. and dated 7-3-07 in lower left hand corner
- 1 **Engineering Drawing Number 9-D-4**– Knoxville Shops Machine Shop, Bracket for Countershaft Driving Wheel Lathe No. 3, Dated June 13, 1907 – Southern Railway, Washington, D.C. - Initialed by B.F. and dated 6-13-07 in lower left hand corner
- 1 **Engineering Drawing Number 9-D-1** – Knoxville Shops Machine Shop, Motor Brackets at Center Columns, Dated January 28, 1907 – Southern Railway, Washington, D.C. — Initialed by B.F. in lower left hand corner (Damaged – 1/2x4” section torn out and tear extending upward for 3 inches on left hand side of drawing)
- 1 **Engineering Drawing Number 9-D-11**– Knoxville Shops Cooling Tower, Cover for Motor and Chain Drive, Undated – Southern Railway — Initialed by B.F. in lower left hand corner
- 1 **Engineering Drawing Number 9-D-12** – Knoxville Shops, Woodworking & Car Erecting Shops Wiring Diagram, Undated
- 1 **Engineering Drawing Number 9-D-13** – Knoxville Shops, Paint Shop Wiring Diagram – Southern Railway — Initialed by B.F. and dated 11-6-07 in lower left hand corner

1 **Engineering Drawing Number 9-D-14** – Knoxville Shops,
Blacksmith Shop Wiring Diagram – Southern Railway —
Initialed by B.F. and dated 11-6-07 in lower left hand corner

1 **Engineering Drawing Number 9-D-10**– Knoxville Shops, Boiler
House Smoke Breeching, Dated September 26, 1907 –
- Initialed by B.F. in lower left hand corner

1 **Engineering Drawing Number 9-D-15** – Knoxville Shops, Tunnel
for Exhaust Pipe – Southern Railway – Initialed by B.F. and dated
12-10-07 in lower left hand corner

1 **Engineering Drawing Number 9-D-18** – Reverse Lever Details,
Dated December 13, 1907 – Southern Railway, Washington, D.C. -
- Initialed by R.W.N. & J.A.K. and dated 12-13-07 in lower left hand
corner – “Traced From Lima Locomotive Cos. Card No. 8309”
printed on left hand margin

1 **Engineering Drawing Number 9-D-19** – Throttle Valve and Box,
Dated December 14, 1907 – Southern Railway, Washington, D.C.
— Handwritten note: Obsolete: Engine Sold – Initialed by J.A.K. in
lower left hand corner – “Traced From Lima Loco. Co’s. Cards
12163-12103-3046” printed on left hand margin -

Numbers	Engines
4000 – 4001	Shay Geared

1 **Engineering Drawing Number 9-D-20** - Steam Pipe, Dated
December 16, 1907 – Southern Railway, Washington, D.C. –
Initialed by J.A.K. and dated 12-16-07 – “Traced From Lima Loco.
& Mach. Co’s No. 12131” printed on left hand margin -

Numbers	Engine
4000 – 4001	Shay Geared

1 **Engineering Drawing Number 9-D-17** – Allen-Richardson Slide
Valve, Dated December 12, 1907 – Southern Railway, Washington,
D.C. – Initialed by J.A.K. in lower left hand corner – “Traced From
Lima Loco. & Mach. Co’s Card 7406 printed on left hand margin -

Numbers	Engine
4000 – 4001	Shay Geared

1 **Engineering Drawing Number 9-D-16** – Lift Shaft, Dated
December 12, 1907 – Southern Railway, Washington, D.C. –
Initialed by R.W.N. & J.A.K. and dated 12-12-07 in lower left hand
corner – “Traced From Lima Locomotive Cos. Card No. 8204
printed on left hand margin

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-28** - Wrot (sic) Iron Details For Draft Gear-Tender, Dated January 13, 1908 – Southern Railway, Washington, D.C. – Initialed by T.I. & J.A.K. and dated 1-13-08 in lower left hand corner – “Traced From Lima Loco. & Mach. Co.’s No. 11022” printed on left hand margin

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-27**– Pinion & Gear, Dated January 8, 1908 – Southern Railway, Washington, D.C. – Marked Obsolete and Eng’s. Sold in pencil – Initialed by T.I. & J.A.K. and dated 1-8-08 in lower left hand corner – “Traced From Lima Loco. & Mach. Co’s Nos. 4825 – 8820” printed on left hand margin -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-26** – Line Shafts, Dated January 4, 1908 – Southern Railway, Washington, D.C. – Initialed by T.I. and J.A.K. and dated 1-4-08 in lower left hand corner – “Traced From Lima Loco. & Mach. Co’s. No. 9129” printed on left hand margin -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-25** – Draft Rigging Details W.I. Engine, Dated January 8, 1908 – Southern Railway, Washington, D.C. – Initialed by T.I. & J.A.K. and dated 1-8-08 in lower left hand corner – “Traced From Lima Loco. & Mach. Co’s. No. 11020” printed on left hand margin -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-22** - Knoxville Shops, Cast Iron Covers For Exhaust Pipe Tunnel, Dated 12-17-07 - Southern Railway, Washington, D.C. – Initialed by B.F. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-73** – Tank For Cleaning & Dyeing Passenger Coach Seats, Dated August 9, 1907 – Southern Railway, Washington, D.C. – Initialed by F.B.H. and J.A.K. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-75** – Steam Hose Clamp and Nipple, Dated 8-21-07 – Southern Railway, Washington, D.C. – Initialed by R.M.H. & R.W.N. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-74** – Driving Box, Dated May 4, 1908 – Southern Railway, Washington, D.C. – Initialed by J.A.K. in lower left hand corner -

Numbers	Engines
919 – 928	19"x24" 10 WH. Passenger

- 1 **Engineering Drawing Number 8-D-26** – Cylinder Cock Rigging, Dated 2-26-06 – Southern Railway, Washington, D.C. – Initialed by J.D.C. & G.M.B. and dated 2-26-06 in lower left hand corner – “Traced From A.L. Co’s. Print 283-R-2130” printed on left hand margin -

Issued	Index	Engines
3-14-06	1905 – 1914	20 " x 26" Atlantic

- 1 **Engineering Drawing Number 8-D-80** – Boiler Sections, Dated September 25, 1907 – Southern Railway, Washington, D.C. – Initialed by T.I. & R.W.N. and dated 9-25-07 in lower left hand corner – “Traced From B.L. Wks. No. 6625” printed on left hand margin -

Nos.	Road	Class
20	Dan & West	19"x26"-10 Wh'l
3 & 4	Blue Ridge	19"x26"-10 Wh'l

- 1 **Engineering Drawing Number 8-D-77** – Cast Steel Body-Bolster, Dated September 6, 1907 – Southern Railway, Washington, D.C. – Cars: 40 Ton Ballast – Initialed by F.B.H. and J.A.K. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-76** – Removable Lagging, Dated August 6, 1907 – Southern Railway, Washington, D.C. – Initialed by E.C.B. in lower left corner – Initialed by T.I. in lower left hand corner – “Traced From C.C.C. & ST. RY. D-3482” printed on left hand margin

- 1 **Engineering Drawing Number 8-D-28** - Air Removable Lagging, Dated August 6, 1907 – Southern Railway, Washington, D.C. - Initialed by E.C.B. in lower left hand corner Brake Testing Plant, Test Rack For Triple Valves – Southern Railway, Washington, D.C.

- 1 **Engineering Drawing Number 8-D-34** – Grate Arrangement, Dated 4-23-06 – Southern Railway, Washington, D.C. – Initialed by V.W.Z & C.M.B. and dated 4-23-06 – “Traced From B.L.W. Cards

3725 & 3727 and Bald. Patt. #66704, Draw # 5326" printed on left hand margin

G	F	E	D	C	B	A	Lever Style	Middle Frame Supports	Issued	No.	Engines
1 "			5 "	12"	6 "	14"	#1	Style #1	4-30-06	20	Danv. & West'n.
1 "	5 "	1 "	5 "	12"	6 "	14"	#1	Style #2	4-30-06	21	Danv. & West'n.
1 "	5 5/8"	1 "	5 "	13 "	7 "	14"R 15 L	#2	Style #2	1-5-15	1113	19"x26" 10-WH

NOTE: No. 1113 Retired

- 1 **Engineering Drawing Number 8-D-33** – Grate Arrangement, Dated 4-6-06 – Southern Railway, Washington, D.C. – Initialed by V.W.Z. & C.M.B. and dated 4-6-06 in lower left hand corner, "B, "BLW. Cards 3135 With Mud Ring Crosstie Removed" printed on left hand margin – NOTE: Retired written in pencil -

Issued	Numbers	Engines
4-6-06	915 & 918	19"x26" – 10WH. Passenger

- 1 **Engineering Drawing Number 8-D-31** – Boiler Sections, Dated 4-2-06 – Southern Railway, Washington, D.C. – Initialed by V.W.Z. & C.M.B. and dated 4-2-06 in lower left hand corner, "Traced From Bald. Card 5452" printed on left hand margin -

Issued	Numbers	Engines
4-14-06	915 & 918	19"x26" – 10 WH. Passenger

- 1 **Engineering Drawing Number 8-D-30** – Boiler Elevation, Dated 3-29-06 – Southern Railway, Washington, D.C. – Initialed by V.W.Z. & C.M.B. in lower left hand corner, "Traced From Bald. Card 5451" printed on left hand margin

- 1 **Engineering Drawing Number 8-D-29** – Ash Pan, Dated 4-3-06 – Superseded by 6-C-34 – Southern Railway, Washington, D. C. – Initialed by V.W.Z. & C.M.B. in lower left hand corner, "Traced From Bald. Cards 2942-2801" printed on left hand margin

- 1 **Engineering Drawing Number 8-D-43** – Driving Wheel Lathe, Monroe Round House – Southern Railway, Washington, D.C. – Initialed by O.W.N and dated 10-19-06 in lower left hand corner

1 **Engineering Drawing Number 8-D-42** – Superseded by SL 3701 – Cylinder Heads, Dated October 4, 1906– Southern Railway, Washington, DC. – Initialed by V.W.Z. dated 10-4-06 and initialed by O.W.N. dated 10-17-06 in lower left hand corner

1 **Engineering Drawing Number 8-D-41** – Box for Paymaster, Undated – Southern Railway, Washington, D.C. – Initialed by T.I. in lower left hand corner

1 **Engineering Drawing Number 8-D-39** – Details Turn Table Motor at Columbia, S.C., Dated 7-9-06 – Southern Railway, Washington, D.C. – Initialed by R.M.H. in lower left hand corner

1 **Engineering Drawing Number 8-D-38** – Running Plate Brackets, Dated 6-21-06 – Southern Railway, Washington, D.C. –Initialed by V.W.Z. & T.M.N. in lower left hand corner -

Numbers	Engines
318	19" x 26" – 10 W. Passenger

1 **Engineering Drawing Number 8-D-37** – Blacksmith Shop Crane, Dated 6-8-06 – Southern Railway, Washington, D.C. – Initialed by T.M.N. in lower left hand corner

1 **Engineering Drawing Number 11-D-94**– Office of Chief Mech. Eng., Southern Railway System, Floor Plan of Basement Storage Space – Initialed by W.G.M. in lower left hand corner

1 **Engineering Drawing Number 8-D-44** – Driving Box, Dated 10-19-06 – Southern Railway, Washington, D.C. – Initialed by R.W.N. in lower left corner –

C	B	A	Original Numbers	Class	Line
1	5/8"	5 "	3052	18"x24" Mogul	1
7/8"	7/8"	5 5/8"	3408 – 3410	18"x24" 10-WL-FR	

1 **Engineering Drawing Number 8-D-57** – Drop Door Operating Lever and Drop Door Lock Ratchet Pawl for Rodger Ballast Car, Dated 1-9-07 – Southern Railway, Washington, D.C. – Initialed by B.F. and J.D.T. in lower left corner, "Traced From Rodger Ballast Car Co. Tracing Nos. 1828 & 1966" printed on left hand margin –

Numbers	Class
90100 To 90295	Rodger Conv. Balst.
90306 To 90605	Rodger Conv. Balst.
90607 To 90612	Rodger Conv. Balst.

	4.0 Ton Ballast.
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1 **Engineering Drawing Number 8-D-56** – End Sill Pocket for Rodger Ballast Car, Pat. No. 312, Malleable Iron, Dated 1-3-07 – Southern Railway, Washington, D.C. – Initialed by B.F. and J.D.T. in lower left hand corner – “Traced From Rodger Ballast Car Co. Tracing No. 2005” printed on left hand margin

1 **Engineering Drawing Number 8-D-55** – Bottom Side Bearing For Rodger Ballast Car Pat. No. C.S.B. 83, Malleable Iron, Undated drawing – “Traced From Rodger Ballast Car Co. Tracing No. 1919” printed on left hand margin

1 **Engineering Drawing Number 8-D-54** – Truck Bolster End Castings for Rodger Ballast Car, Dated 1-4-07 – Southern Railway, Washington, D.C. – Initialed by B.F. and J.D.T. in left hand corner, “Traced From Rodger Ballast Car Co.’s. Tracings Nos. 2232 & 2272” printed on left hand margin

1 **Engineering Drawing Number 8-D-53** – Convertible Door Hinge for Rodger Ballast Car, Dated 1-3-07 – Southern Railway, Washington, D.C. – Initialed by B.F. & J.D.T. in lower left hand corner – “Traced From Rodger Ballast Car Co.’s Tracing Nos. 1996.1 and 2035” printed on left hand margin

1 **Engineering Drawing Number 8-D-52** – Detent Lever for Rodger Ballast Cars, Malleable Iron, Patt. No. 3070, Dated 1-12-07 – Southern Railway, Washington, D.C. – Initialed by B.F. and J.D.T. in lower left hand corner, “Traced From Rodgers Ballast Car Cos. Tracing 1810 – Drawer A” printed on left hand margin –

Numbers	Class
90100 To 90295	Rodger Conv. Ballast
90306 To 90605	Rodger Conv. Ballast
90607 To 90612	Rodger Conv. Ballast
	4.0 Ton Ballast

1 **Engineering Drawing Number 8-D-58** – Engineer’s Tool Box Sheet Dies (For Plan of Box See 14-E-16), Dated 1-9-07 – Southern Railway, Washington, D.C. – Initialed by J.D.T. in lower left hand corner

1 **Engineering Drawing Number 8-D-60** – Spring Rigging Details, Dated 3-9-07 – Southern Railway, Washington, D.C. – Initialed by C.R.R. in the lower left hand corner, “Traced From Sch. L Co’s Co. #98” printed on left hand margin -

Numbers	Engines
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1528 1529	17"x24" 6W. SW.
1530 1536	17"x24" 6W. SW.

- 1 **Engineering Drawing Number 8-D-70** – Boiler Sections – Dated March 23, 1908 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and J.A.K. in the lower left hand corner, “Drawn From B.L. Co’s. Card No. 78278-7829” -

Numbers	Engines
378 – 402	21" x 27" Consol.

printed on left hand margin

- 1 **Engineering Drawing Number 8-D-69** – Grate Arrangement – Dated February 27, 1908, Revised 6-2-42 – Southern Railway, Washington, D.C. – Initialed by R.W.N. & J.A.K and dated 2-27-08 -

Numbers	Engines
378 – 402	21" x 28" Consol.

- 1 **Engineering Drawing Number 8-D-68** – Expansion Pad Rear – Dated June 12, 1908 – Initialed by R.W.N. & J.A.K. and dated 6-12-08 -

Numbers	Engines
378 – 402	21" x 28" Consol.

- 1 **Engineering Drawing Number 8-D-66** – Bracket For Hand Brake – Dated May 19, 1907 – Southern Railway, Washington, D.C. - Supersedes Pat. C.292, Shown on Drawing 3-C.36 - Class: Passenger Equipment – Initialed by C.P.R.-J.A.K. in lower left hand corner

- 1 **Engineering Drawing Number 8-D-65** – Sand Dryer, Spencer Shops – Dated: 4-4-07 – Southern Railway, Washington, D.C. – Initialed by C.P.R. in lower left hand corner

- 1 **Engineering Drawing Number 9-D-37** – Brake Beam – Dated January 31, 1908 – Southern Railway, Washington, D.C. – Marked Obsolete in pencil – Initialed by T.I. & J.A.K. and dated 1-31-08 in lower left hand corner -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-36** – Tender Frame Center Plate – Dated January 24, 1908 – Southern Railway, Washington, D.C. – Marked Obsolete in pencil – Initialed by T.I. and J.A.K. and

dated 1-24-08 in lower left hand corner – “Traced From Lima Loco. & Mach. Co.’s. No. 4873” printed on left hand margin -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-34** – Truck Details – Dated January 23, 1908 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and J.A.K. and dated 1-23-08 in lower left hand corner – “Traced From Lima Locomotive Co.’s. Card No. 9708” printed on left hand margin -

Numbers	Engine
4000 – 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-33** - Truck Channels & Plates – Dated January 21, 1908 – Southern Railway, Washington, D.C. – Initialed by T.I. and J.A.K. and dated 1-21-08 in lower left hand corner – “Traced From Lima Loco. & Mach. Co.’s. No. 5326” printed on left hand margin -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-32** – Top Center Plate – Dated January 17, 1908 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and J.A.K. and dated in lower left hand corner – “Traced From Lima Locomotive Cos. Card No. 4875” printed on left hand margin -

Numbers	Engine
4000 - 4001	Shay Geared

- 1 **Engineering Drawing Number 9-D-31** – Left Pedestal & Box 7”x8” Journal – Dated January 17, 1908 – Southern Railway, Washington, D.C. – Obsolete and Engines Sold marked in pencil – Initialed by T.I. and J.A.K. and dated in lower left hand corner -

Numbers	Engine
4000 to 4001	Shay Geared

- 1 **Engineering Drawing Number 8-D-72** – Proposed Standard Seat for Passenger Coaches – Dated August 9, 1907 – Southern Railway, Washington, D.C. – Initialed by F.B.H. and J.A.K. in lower left hand corner

- 1 **Engineering Drawing Number 9-D-50** – Front Bumper and Plate, Dated 5-12-08 – Southern Railway, Washington, D.C. – Initialed by B.F. and J.A.K. and dated 5-12-08 in lower left hand corner -

Numbers	Engines
919 – 928	19”x24” – 10 Wh. Pass.

- 1 **Engineering Drawing Number 9-D-48** – Grate Arrangement, Dated May 2, 1908 – Southern Railway, Washington, D.C. - Initialed by R.W.N. and J.A.K. and dated 5-2-08 in lower left hand corner – Changed 6-12-42 – “Traced From BL Cos. Card No. 4184” printed on left hand margin -

Numbers	Engines
919 – 928	19”x24” 10 Wh’l. Pass.

- 1 **Engineering Drawing Number 9-D-45** – Reverse Shaft, Dated April 25, 1908 – Southern Railway, Washington, D.C. –Initialed by R.W.N. and J.A.K. and dated 4-25-08 in lower left hand corner– “Traced From BL Cos. Card No. 2985” printed on left hand margin -

Numbers	Engines
919 – 928	19”x24” 10 Wh’l. Pass.

- 1 **Engineering Drawing Number 9-D-44** – Cylinder Heads, Dated April 23, 1908 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and J.A.K. and dated 4-23-08 in lower left hand corner – “Traced From BL. Cos. Card No. 372” printed on left hand margin -

Numbers	Engines
919 – 928	19”x24” 10 Wh’l. Pass.

- 1 **Engineering Drawing Number 9-D-43** – Ash Pan, Dated April 20, 1908 – Superseded by 9-D-85 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and J.A.K. and dated 4-20-08 in lower left hand corner – “Traced From BL. Cos. Card No. 3746” printed on left hand margin -

Numbers	Engines
919 – 928	19”x24” 10 WH’L Pass.

- 1 **Engineering Drawing Number 9-D-42** – Main Rod, Dated 4-16-07 – Southern Railway, Washington, D.C. – Initialed by B.F. and J.A.K. and dated 4-16-07 in lower left hand corner – “From Baldwin Cards 4713 & 6805” printed on left hand margin -

Numbers	Engines
919 – 928	19”x24” 10 WH. Pass.

- 1 **Engineering Drawing Number 9-D-40** – Ash Pan, Dated March 7, 1908 – Superseded by 9-D-80 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and J.A.K. and dated 3-7-08 in lower left

hand corner – “Traced From BL. Cos. Card No. 3728” printed on left hand margin -

Numbers	Engines
378 – 402	21”x28” Consol.

1 **Engineering Drawing Number 9-D-55** – Ash Pan Blower Arrangement, Dated January 29, 1909 – Southern Railway, Washington, D.C. – Initialed by EF in lower left hand corner

1 **Engineering Drawing Number 9-D-57** – Brake Details, Dated January 7, 1909 – Southern Railway, Washington, D.C. – Cars: 40T.D.D.S.S.U.Gon – Initialed by W.B. in lower left hand corner

1 **Engineering Drawing Number 9-D-30** – Boiler Sections (For Elevation See 9-D-29), Dated January 17, 1908 – Southern Railway, Washington, D.C. – Initialed by F.B.H. and R.W.N. in lower left hand corner – “Traced From Baldwin Loco. Co.’s Print No. 5424” printed on left hand margin -

Numbers	Engines
470 to 479	21”x28” Con. W.F.B.

1 **Engineering Drawing Number 10-D-80** - Automatic Closing Device for Franklin Horizontal Fire Door (For Details See 6-C-38), Dated March 27, 1915 – Southern Railway, Washington, D.C. – Class: Engines, Line: 1 – Initialed by B.S. in lower left hand corner

1 **Engineering Drawing Number 9-D-65** – Ash Pan Damper Cylinder, Dated January 2, 1909 – Southern Railway, Washington, D.C. – Initialed by R.W.N. and dated 1-2-09 in lower left hand corner

1 **Engineering Drawing Number 9-D-62** – Arrangement of Ash Pan Blower, Dated January 28, 1909 – Southern Railway, Washington, D.C. – Engines: 22”x28” Pacific - Initialed by _N and dated 1-28-09 in lower left hand corner

1 **Engineering Drawing Number 9-D-74** – Tail Gail Brackets, Dated November 30, 1909 – Southern Railway, Washington, D.C. – Initialed by H.P.Y and I.R.M. in lower left hand corner –

Numbers	Class	Line
1367 – 1424	66’ S-U Coaches	1
1427 – 1451	66’ S-U Coaches	2

1 **Engineering Drawing Number 9-D-73** – Knoxville Shops, Steam Piping to Boiler Shop and Round House, Dated September 16, 1909 – Southern Railway, Washington, D.C.

1 **Engineering Drawing Number 9-D-71** – Body Bolster End Pocket & Truss Rod Saddle, Dated April 7, 1909 – Supersedes 16-E-75 – Southern Railway, Washington, D.C. – Cars: Double Hopper Coal – Initialed by J.A.K. in lower left hand corner

1 **Engineering Drawing Number 9-D-70** – Wrot (Sic) Iron Details, Dated January 25, 1909 – Southern Railway, Washington, D.C. – Cars: 80000# D.D.B. Gon. – Initialed by _N and dated 1-25-09 in lower left hand corner

1 **Engineering Drawing Number 9-D-66** – Conductors, Standard Equipment Box, Dated January 4, 1909 – Southern Railway, Washington, D.C. – Class: Passenger – Initialed by _F in lower left hand corner

1 **Engineering Drawing Number 9-D-77** – Ash Pan Sloping, Dated December 10, 1909 – Supersedes 2-D-66 and Superseded by 10-D-3 – Southern Railway, Washington, D.C. – Numbers: 174 – 178, Engines: 21"x26" Consol. – Initialed by C.B.S. and J.A.K. in lower left hand corner

Numbers	Engines
174 – 178	21"x26" Consol.

1 **Engineering Drawing Number 9-D-75** – Arrangement of Tail Gate for Spear Stove, Dated December 1, 1909 – Southern Railway, Washington, D.C. – Initialed by H.P.Y. and I.R.M. in lower left hand corner

Numbers	Class	Line
1367 – 1424	GG'SU Coaches	1
1427 – 1451	GG'SU Coaches	2

1 **Engineering Drawing Number 9-D-79** – Ash Pan, Dated December 11, 1909 – Supersedes 6-B-4G and Superseded by 9-D-97 – Southern Railway, Washington, D.C. – Engines: 20"x26" Switch -Initialed by G.H.J. and J.A.K. in lower left hand corner

1 **Engineering Drawing Number 9-D-80** – Ash Pan – Sloping, Dated December 14, 1909 – Supersedes 9-D-40 and Superseded by 9-D-98 – Southern Railway, Washington, D.C. – Initialed by J.A.K. in lower left hand corner

B	A	Numbers	Engines
32 _"	103 _"	251 – 377	21"x28" Consol.
33 _"	104"	378 – 402	21"x28" Consol.

1 **Engineering Drawing Number 9-D-84** – Ash Pan, Dated December 21, 1909 – Supersedes S.L.2028 and Superseded by

9-D-99 – Southern Railway, Washington, D.C. – Numbers: 470 – 479, Engines: 21"x28" Consol. W.F.B.

1 **Engineering Drawing Number 9-D-88** – Link Support Cross Bearer, Dated February 28, 1910 – Southern Railway, Washington, D.C. – Engines: 22"x30" Consol. – Initialed by H.P.Y. and J.A.K. in lower left hand corner

1 **Engineering Drawing Number 9-D-86** - Link Guide Yoke Extension, Dated October 1, 1910 – Superseded by SL-30292-1 - Southern Railway, Washington, D.C. – Initialed by J.A.K. in lower left hand corner -

General Drawing	Engines	Line
4-A-80	22"x30" Consol.	1

1 **Engineering Drawing Number 9-D-89** – Guide Yoke Extension, Dated September 8, 1910 – Southern Railway, Washington, D.C. – Initialed by I.R.M. in lower left hand corner -

General Drawing	Original Numbers	Engines	Line
4-A-81	353 – 377	21"x28" Consol.	1

1 **Engineering Drawing Number 9-D-85** – Ash Pan Sloping, Dated January 17, 1910 – Supersedes 9-D-43 and Superseded by 10-D-4 – Southern Railway, Washington, D.C. – Initialed by H.P.Y. in lower left hand corner -

Numbers	Engines
919 to 928	19" x 24" – 10 WHP

1 **Engineering Drawing Number 9-D-95** – Journal Bearing Wedge, 5"x9" Journal, Dated April 4, 1910 – Southern Railway, Washington, D.C.

1 **Engineering Drawing Number 9-D-94** - Journal Bearing Wedge, 5"x20" Journal, Dated April 4, 1910 – Superseded by 10-D-46 – Southern Railway, Washington, D.C. -

Nos.	Cars
181,572 – 184,571	50T.D.D.B. Gon.
110,000 – 110,619	50 T.St.H. Coke

1 **Engineering Drawing Number 9-D-93** – Interchangeable Journal Bearing , 5"x9" Journal, Dated April 2, 1910 – Supersedes 16-E-30 – Southern Railway, Washington, D.C.

1 **Engineering Drawing Number 9-D-92** - Interchangeable Journal Bearing, 5" x 10" Journal, Dated April 2, 1910 – Supersedes 16-E-31, Southern Railway, Washington, D.C. –

Nos.	Class
181,572 – 184,571	50T.D.D.B. Gon.
110,000 – 110,619	50T.St.H. Coke

1 **Engineering Drawing Number 9-D-91** – Water Cooler Arrangement, Dated March 23, 1910 – Southern Railway, Washington, D.C. – Class: Passenger – Initialed by B.H.J. in lower left hand corner

1 **Engineering Drawing Number 9-D-90** – Link Support Crossbearer, Dated March 18, 1910 – Southern Railway, Washington, D.C. – Initialed by G.H.J. and I.R.M. in lower left hand corner –

General Drawing	C	B	A	Original Numbers	Engines	Line
4-A-81	3"	6 "	4 "	353 – 377	21"x28" Consol.	1
4-A-81	2 "	7"	4 "	470 – 489	21"x28" Consol.	2
4-A-81	2 "	4 "	6 "	440 – 469	21"x28" Consol.	3
4-A-81	2 "	7"	4 "	275 – 282	21"x28" Consol.	4
4-A-81	3"	7"	4 "	290 – 312	21"x28" Consol.	5

1 **Engineering Drawing Number 9-D-98** – Ash Pan – Sloping, Dated April 20, 1910 – Supersedes 9-D-40 and 9-D-80 – Southern Railway, Washington, D.C. – Initialed by I.R.M. in lower left hand corner –

B	A	Numbers	Engines
32 "	103 "	251 – 377	21"x28" Consol.

1 **Engineering Drawing Number 9-D-97** – Ash Pan, Dated April 13, 1910 – Supersedes 6-B-46 and 9-D-79 – Southern Railway, Washington, D.C. – Initialed by I.R.M. in lower left hand corner –

Numbers	Engines
1616 – 1625	20"x26" Switch
1664 – 1698	20"x26" Switch

1 **Engineering Drawing Number 9-D-96** – Door Operating Rigging, Flat Bottom Ash Pans, Dated May 19, 1910 – Southern Railway, Washington, D.C. – Initialed by I.R.M. in lower left hand corner

1 **Engineering Drawing Number 10-D-4** – Ash Pan, Dated April 30, 1910 – Supersedes 9-D-85 and 9-D-43 – Southern Railway, Washington, D.C. – Initialed by S.H.J. and I.R.M. in lower left hand corner -

Numbers	Engines
919 – 928	19" x 24" 10 W.P.

- 1 **Engineering Drawing Number 10-D-3** – Ash Pan, Dated April 27, 1910, Supersedes 2-D-66 and 9-D-77 – Southern Railway, Washington, D.C. – Initialed by G.H.J. and I.R.M. in lower left hand corner -

Numbers	Engines
174 – 178	21"x26" Consol.

- 1 **Engineering Drawing Number 10-D-1** – Journal Bearing Wedge, 4 _ x 8" Journal, Dated April 1910, Superseded by SF-4113 – Southern Railway, Washington, D.C.

- 1 **Engineering Drawing Number 9-D-100** – Interchangeable Journal Bearing, 4 _ x 8" Journal, Dated April 1910, Southern Railway, Washington, D.C.

- 1 **Engineering Drawing Number 10-D-10** – Guide Yoke Extension, Dated June 21, 1910, Superseded by 10D40 – Southern Railway, Washington, D.C. – Initial by L.F.W. and I.R.M. in lower left hand corner –

General Drawings	Numbers	Engines	Line
4-A-82	1075 – 1084	21"x28"-10 Wh. Pass.	1

- 1 **Engineering Drawing Number 10-D-9** – Link Support Crossbearer, Dated June 16, 1910 – Southern Railway, Washington, D.C. – Initialed by L.F.W. and I.R.M. in lower left hand corner –

General Drawing	Numbers	Engines	Line
4-A-82	1075 – 1112	21" x 28" – 10 WH. Pass.	1

- 1 **Engineering Drawing Number 10-D-7** – Furnace Bearer – Front, Dated May 25, 1910, Supersedes 17-F-22, Superseded by SL30341-1 – Southern Railway, Washington, D.C. - Initialed by I.R.M. and J.A.K. in lower left hand corner -

A	Numbers	Engines	Line
1"		22" x 28" Pacific	1
1 _ "		22" x 28" Pacific	2

- 1 **Engineering Drawing Number 10-D-16** – Cylinder Heads, Dated October 19, 1910, Supersedes 7-F-97 – Southern Railway, Washington, D.C. – Initialed by G.H.J. and W. S. in lower left hand corner –

F	E	D	C	B	A	Original Numbers	Engines	Line
1"	5"	2	1	4	5		18"x26"-10 W.	1

		—	7/8"	—	—		Pass.	
3/8"	5	2"	3"	5"	5	1576 – 1600	19"X24" Switch	2

- 1 **Engineering Drawing Number 10-D-14** – Switchboard Locker, Dated August 23, 1910 – Southern Railway, Washington, D.C. – Initialed by E.F. in lower left hand corner –

Numbers	Cars	Line
628 – 637	65'-S.U. Pass. & Bag.	1
		2

- 1 **Engineering Drawing Number 10-D-12** – Boiler Staying, Dated August 1, 1910 – Southern Railway, Washington, D.C. – Initialed by G.H.J. and I.R.M. in lower left hand corner – “Traced From Baldwin Loco. Co.’s Print No. 65” printed on left hand margin –

Original Numbers	Engines	Line
1075 – 1112	21"x28"-10W. Pass.	1

- 1 **Engineering Drawing Number 10-D-17** – Door Arrangement, Dunham, Dated December 12, 1910, Supersedes 7-D-91 For New Work and Repairs – Southern Railway, Washington, D.C. – Initialed by L.F.W. and I.R.M. in lower left hand corner –

Cars	Line
Double Hopper Steel Coal Car	1

- 1 **Engineering Drawing Number 10-D-29** – Application of Safety Latch and Ratchet Wheel, Dated April 12, 1912 – Southern Railway, Washington, D.C. – Initialed by J.A.K. in lower left hand corner –

Original Numbers	Cars	Line
96000 – 98151	50 T. D.H. Coal	1

- 1 **Engineering Drawing Number 10-D-28** – Cylinder, Dated January 31, 1912 – Southern Railway, Washington, D.C. – Initialed by C.A.W. in lower left hand corner – “Traced From American Locomotive Co.’s Print No. 137” printed on left hand margin -

Original Numbers	Class	Line
3857 – 3862	18" x 24" – 8 WHL	1

- 1 **Engineering Drawing Number 10-D-32** – Train Indicator, Dated April 28, 1912 – Southern Railway, Washington, D.C. – Initialed by K.H.M. in lower left hand corner –

Original Numbers	Class	Line
	Caboose	1

1 **Engineering Drawing Number 10-D-34** – Frame Foot Plate, Dated July 29, 1912 – Washington, D.C. – Initialed by K.H.M. and W.S. in lower left hand corner – “A.L. Co.’s Card #364” printed on left hand margin –

Original Numbers	Class	Line
V. & S.W. #68	21" x 26" Consol.	1

1 **Engineering Drawing Number 10-D-33** – Frame Bumper Bracket & Eng. Truck Ctr. Guide, Dated July 23, 1912 – Southern Railway, Washington, D.C. – Initialed by K.H.M. and W.S. in lower left hand corner – “A.L. Co.’s Card # 473 S 3600” printed on left hand margin

Original Numbers	Class	Line
213 – 216	21" x 26" Consol.	1
217 - 219		

1 **Engineering Drawing Number 10-D-35** – Proposed Oil House, Princeton Shops, Dated June 27, 1912 – Southern Railway, Washington, D.C. – Initialed by E.F. in lower left hand corner

1 **Engineering Drawing Number 10-D-42** – Floor Plates, Dated March 14, 1913 – Southern Railway, Washington, D.C. –

Original Numbers	Cars	Line
59900 – 59924	50 T.F.B. St. Gon	1

1 **Engineering Drawing Number 10-D-40** – Guide Yoke Extension, Dated January 9, 1913 – Supersedes 10-D-10 – Southern Railway, Washington, D.C. – Initialed by I.R.M. in lower left hand corner –

Original Numbers	Class	Line
1075 – 1112	21" x 28"-10WH.Pass.	1

1 **Engineering Drawing Number 10-D-37** – Dies for Cylinder Head and Steam Chest Casings, Dated November 11, 1912 – Southern Railway, Washington, D.C. – Initialed by E.F. in lower left hand corner – Multiple statistics including: diameter of flat sheet, inside diameter of finished head, thickness of sheet, pattern numbers for holding, female and male dies, and line numbers 1 – 8.

1 **Engineering Drawing Number 10-D-43** – Storm Window for Engine Cabs to Comply With the Law of Indiana, Dated April 8, 1913 – Southern Railway, Washington, D.C. – Initialed by Z and dated 9-21-16 in lower left hand corner –

C	B	A	Original Numbers	Engines	Line
10 "	7 1/8"	8"		8" Window	1
10 "	9 1/8"	10"		10" Window	2
10 "	11 1/8"	12"		12" Window	3
10 "	8 1/8"	9"		9" Window	4

8 _"	7 1/8"	8"		8" Window	5
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1 **Engineering Drawing Number 10-D-44** – Storm Window for Engine Cabs Details, Dated April 11, 1913 – Southern Railway, Washington, D.C. – Initialed by Z and dated 9-21-16 in lower left hand corner – Multiple statistics including: Pattern Numbers for Swing Frame and Fixed Frame, Engine Window Sizes, and Line Numbers.

1 **Engineering Drawing Number 10-D-55** – Guide Yoke Extension, Dated January 21, 1914 – Southern Railway, Washington, D.C. – Initialed by E.G.W.T. in lower left hand corner – “From Southern Valve Gear Print” printed on left hand margin –

Original Numbers	Class	Line
1051 – 1074	21" x 28" –10WH. Pass.	1

1 **Engineering Drawing Number 10-D-54** – Guide Yoke Extension, Dated January 20, 1914 – Southern Railway, Washington, D.C. – Initialed by B.S. in lower left hand corner – “Traced From Southern Valve Gear Print” printed on left hand margin –

Original Numbers	Class	Line
1075 – 1112	21" x 28" 10 Wh'l. Pass.	1

1 **Engineering Drawing Number 10-D-53** – Foot Plate, Dated January 20, 1913 – Southern Railway, Washington, D.C. – “Scrapped” written in pencil across top of drawing – Initialed by I.R.M. in lower left hand corner –

Original Numbers	Class	Line
913	19" x 26" –10WH. Pass.	1

1 **Engineering Drawing Number 10-D-52** – Guide Yoke Extension, Dated January 20, 1914 – Southern Railway, Washington, D.C. – Initialed by E.T. in lower left hand corner –

Original Numbers	Class	Line
1001 – 1035	20" x 26"-10 Wh. Pass.	1

1 **Engineering Drawing Number 10-D-51** – Boiler Sections, Dated December 5, 1913 – Southern Railway, Washington, D.C. – Initialed by B.S. in lower left hand corner – “Baldwin #8986” printed on left hand margin -

Tate Stays	Throat Stays	Throat Stay Style	Blowoff Cock	Original Numbers	Class	Line
None	1" Dia.	#1	2" Pipe Tap	1651-1673 1616-1625	20"x26" Switch	1

None	1" Dia.	#2	1 _" Pipe Tap	1699 - 1713	20"x26" Switch	2
With	1 1/8" Dia.	#2	2" Pipe Tap	1714 - 1723	20"x26" Switch	3

- 1 **Engineering Drawing Number 10-D-49** – Grate Arrangement, Dated December 2, 1913 – Southern Railway, Washington, D.C. – Initialed by H.E.D. in lower left hand corner –

Class	Line
150 H.P. Stationary Boiler Per CD.6C18-1	1

- 1 **Engineering Drawing Number 10-D-46** – Interchangeable Journal Bearing Wedge, 5 _" x 20" Journal, Dated August 19, 1913, Supersedes 9-D-94 – Southern Railway, Washington, D.C. - "Traced From W.R.E. Co. Sheet No. 18-987" printed on left hand margin

- 1 **Engineering Drawing Number 10-D-61**- Pressed Steel Smoke Box Front and Door, Dated August 14, 1914, Supersedes 7-F-86 – Southern Railway, Washington, D.C. – Multiple statistics printed on right hand upper corner