

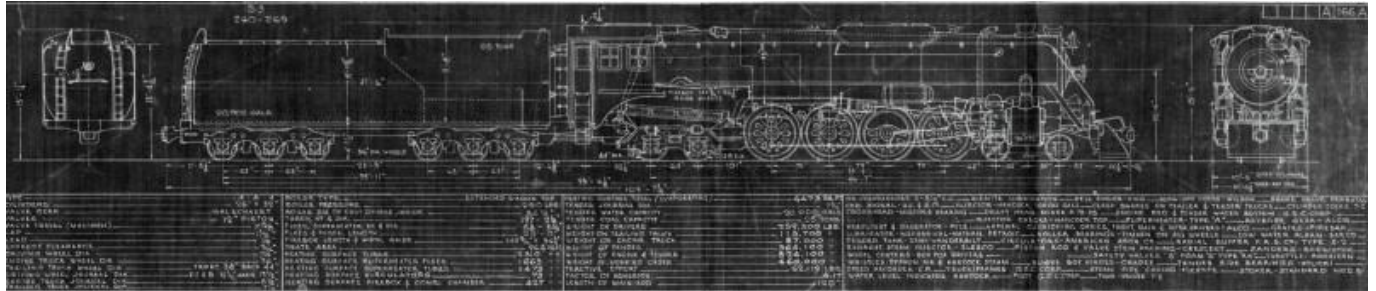
## Milwaukee Road 261

Information obtained from Friends of 261 website



Milwaukee Road 261 was built in 1944 during WWII by the American Locomotive Company (ALCO) and saw service on the Milwaukee Road for ten years. It saw service between Minneapolis, Minn. to Chicago, Ill. and out to Omaha, Neb. The 261 was retired from the Milwaukee Road in 1954 and was donated to the National Railroad Museum in Green Bay, Wis. for display in 1956





Height- 15' 6"  
 Length- 109' 7 3/4"  
 Fuel- Soft Coal  
 Coal Capacity- 25 Tons  
 Water Capacity- 20,000 Gal  
 Boiler Pressure- 250 Lbs  
 Cylinders- 26x32"  
 Tractive Effort- 62,119 Lbs  
 Factor of Adhesion- 4.18  
 Tender Type- 12-wheeled; consisting of two 6 wheel trucks  
**WEIGHT IN WORKING ORDER**  
 Leading Truck- 87,000 lbs  
 Driving- 259,300 lbs  
 Trailing Trucks- 113,700 lbs  
 Total Weight in working order- 460,000 lbs  
 Weight of Tender with fuel- 364,100 Lbs  
**OTHER RANDOM STATS**  
 Fire Box Area- 144 9/16th" x 96 1/4"  
 Grate Area- 92.6 Sq. Ft.  
 Tubes- 197 Tubes 2 1/4"  
 Flues- 58 Flues 5 1/2"  
 Tubes and Flues Length- 20.0"  
 Total Evaporating Area- 4477.5 Sq Ft.  
 Total Heating Surface- 1,438 Sq Ft.

NSR ?    Water Tender    Built 1942



Built in 1942 for the Louisville and Nashville which used it behind one of their 2-8-4 steam locomotives. It has two compartments, one set up for 25,000 gallons of water for the steam locomotive and the second part used as a storage area for eight 55 gallon oil drums and equipped with a distribution oil pump to feed oil up to the locomotive for lubrication. It is also equipped with a modern electrical system with twin seal beam headlights on each end of the car. Rebuilt in 1992 and purchased in 1994 by Frank and Judith Sandberg from the Norfolk Southern after they quit their steam program. The car is still used today on our long distance trips behind the Milwaukee Road 261.

I plan on looking for a MTH or Lionel N&W water bottle, as it is very close in appearance

NSR ? Earling 1938

Tool Car



Built by Milwaukee Road in 1938 as a Beaver Tail Observation Car. Earling was used on the early Hiawatha service between Minneapolis and Chicago. The Earling could originally seat 24 people. It had 3

seats in the back to view out the end of the car and was also equipped with two bedrooms with a bathroom attached to each one. It was then converted by the Milwaukee Road as a Baggage car and put on Maintenance of Way trains as a storage car. This was the first car that the "Friends of the 261" acquired in 1992 and was our first tool car and is still used on our trains today on occasion.

Could use a Weaver baggage car, or maybe scratch build the car with old Walthers streamlined roof section and end parts (Walthers streamlined roof sections were based off of Milwaukee Streamlined Cars)

NSR 1615 Grand Canyon 1952

2002 Tool car

Constructed in 1952 by the St. Louis Car Co. it was used by the US Army as a Hospital car No. 89520. It was then acquired by Amtrak and rebuilt as a baggage-dormitory car and renumbered to 1615. Purchased by the Friends of the 261 in 2003 and converted to a tool car and also houses sleeping spaces for the crew for overnight trips when needed. It is named Grand Canyon in honor of Robert Franzen who suggested the purchase of the car. He used to be the chief operation officer for the Grand Canyons Steam Program.

Do not have Picture of Car

NSR 9107 Shoreview

Concession

Originally built for New York Central by an unknown builder. There is some debate on when the car was built and who built it. Records show that the car was built in 1950s by Pullman Standard and other records show it was possibly American Car Founder in 1946. The New York Central modified the interior of the car to carry sets for Broadway shows and fitted it with a plug door that would fold down on one end of the car. The car was eventually acquired by the Fort Wayne Railroad Historical Society that converted it into a concession car with shelving, sales counter and electrical power. Bought by Frank and Judy Sandberg in 1994 it was repainted into Milwaukee Road colors and named Shoreview after a St. Paul suburb.

Do not have Picture of Car

NSR 2450    Baggage Car    1957

Concession    Ex UP 24467



Obtained by the Union Pacific in 2002 it was used as maintenance of way car for storage. Converted to a concession car by the Friends in 2008 and is equipped with electricity, ceiling fans, finished hard wood floors, shelving units and two counters.



If this is the Car Lionel is Basing their Model off of the Baggage Doors are incorrect and need to be changed



Minnesota River

31

1954

2001

Sleeper



The last passenger car built for Milwaukee Road in 1953 by Pullman Standard for service on the Pioneer Ltd. and the Olympian Hiawatha. This sleeper features five roomettes, four double bedrooms, and eight duplex roomettes. Its capacity for daytime or nighttime use is 21. This classic Pullman is the perfect second car for a larger charter group. The car has its original interior, although a shower was installed in the place of the sixth roomette. Retained by the railroad for executive service until sold to a private owner Robert Bartholic of Denver, CO in 1978. Then, it was operated in Amtrak charter service from 1984 until 1990. The car was acquired by the Friends of the 261 in 2001, upgraded in 2004, and is push-pull equipped.

Lionel should have this car in the 2-pack add on instead of the V-dome

NSR 200 Hiawatha 1946

Coach

Do not have Picture of Car

NSR 201 Minnehaha 1946

Coach

Do not have Picture of Car



NSR 202    Wenonah    1947

Coach    Ex Central of Georgia 542/671



NSR 203    Nokomis    1947

Coach    Ex Central of Georgia 542/672



This car looks like NSR 202 & NSR 203 but needs car names added to cars

NSR 7613 St. Paul Pass 1952

NSR 7615 Arizona 1952

NSR 7616 Lake Pepin 1952

Coach



3 Identical coaches acquired by the "Friends of the 261" in 2002 to 2003 : the Lake Pepin and the Arizona and St Paul Pass can seat 76 passengers. Built by Budd in 1952 for the Pennsylvania Railroad as 60 seat coaches for the Senator and Congressional. Pennsylvania's top passenger trains. All three cars were operated by Amtrak until 2002 on the NEC and in Adirondack train service. All three cars feature carpeting, new upholstery with individual fold down tray tables at each seat, large windows, upgraded restrooms, and modern heat and air conditioning

These Cars would be easy for Lionel to make to add onto the set

NSR 3103 Wisconsin Valley 1952

Cafe-lounge



Built in 1952 by St. Louis Car Company for the US Army as a medical services car #89553. It was acquired by Amtrak in the 1970's and converted to a café lounge, but for a time it was designed as a Le Pub lounge car. In the 1980's the car was converted to HEP and renumbered 3103.

Acquired by the "Friends of the 261" in 2001, it received new interior upgrades in 2002 and is one of our first class cars. It is a 46 seat cafe/lounge and is equipped with a full kitchen with 2 ovens, a steam table, twelve freezers and eight refrigerators. It has a Dining Room for 20 and lounge room for 26.

Lionel did an excellent job copying the feel of this car

NSR 3101 St Croix Valley 1952

Cafe- lounge

Do not have Picture of Car

NSR ? Lamberts Point 1914

Business Car



The Lamberts Point was built by the Norfolk and Western in 1914 as a business car and was acquired by the Friends of the 261 in 2002. It is equipped with a kitchen, stove and warmer for food preparation, a dining area for 6, and a lounge area for 6, along with 3 bedrooms each with their own bathroom. It also has

an open end observation deck at the end too. The car was leased to the Canadian Pacific in 2004 and has been in Canada for almost five years. It is now back in the states and will be on trips this year.

One of Lionel's Heavyweight cars could be used, but car has a modern appearance to it and heavy modifications would need to be done for a more accurate car

NSR ? Milwaukee 1948

Business Car



NSR 53 Super Dome 1952

## Super Dome



In 1951 the Milwaukee Road ordered ten full-length dome cars from Pullman Standard Co. for delivery in 1952, Dubbed "Super Domes" by the railroad, they were the first of their kind ever built. Numbered 50-59 each car had 68 forward facing seats in the dome and a 28 seat café on the lower level. Eventually the Super Domes were sold to other railroads, Amtrak, and private owners. In January 2005, the

"Friends of the 261" purchased former Milwaukee Road Super Dome car #53 from the North Carolina Department of Transportation. The Super Dome features all new windows, seating for 50 passengers on the upper level with a complete full bar. The lower level has an upgraded stainless steel kitchen, prep area and dining area, including two fully upgraded restroom facilities and updated air conditioning with 24 tons of cooling capacity. The Super Dome, along with the Cedar Rapids, is the Premium Class cars in our fleet.



One could use the K-line Super Dome as a fill in, Lionel Should consider making this car with the proper 6 wheel trucks though

NSR 168 Cedar Rapids 1948

Sky top Lounge



Built by the Milwaukee Road in 1948 at the Milwaukee shops for the Twin Cities Hiawatha between Minneapolis and Chicago. Designed by famed industrial designer Brook Stevens, the Cedar Rapids was retired in 1970. It was rebuilt in 1984 and operated until 1990 as a private passenger car. The car was acquired by the "Friends of the 261" in 1998 and started service behind the Milwaukee Road 261 in spring of 1999. It was upgraded and returned to Amtrak service in 2004 by the crew of the 261. The "Cedar Rapids" has 24 rotating reclining chairs in the main section and seating for an additional 12 in the solarium. It is one of the Premium Cars in our fleet and is a favorite



by many who ride the 261.



Looks good to me

A note on all 261 cars with Black Roofs, the very top of The Friends of 261's fleet has Grey Anti-skid paint on top on the roof