



NG 2-6-6-2



Steam Pressure - 210 psi
 Drivers - 12 40" steel
 Engine Weight - 218,000 lbs
 Total Weight - 300,000 lbs

Cylinders - 15" X 22"
 Tractive Effort - 42,100 lbs
 Adhesive Weight - 182,000 lbs
 Fuel Capacity - 1,880 gallons

Water Capacity - 3,500 gallons Grate Area - 37 square feet

The largest narrow gauge engines ever built for a U.S. railroad were built for the Uintah Railroad in Utah in 1926 and 1928. They were 2-6-6-2 Mallets (pronounced Mallay) which was a wheel arrangement designed by a Swiss engineer by the name of Anatole Mallet. They were the only 3-foot articulated locomotives ever built for a domestic railroad. The Uintah, which was dubbed "The Crookedest Railroad in the West" used these locomotives until 1930 when they were sold to the Sumpter Valley Railroad. They were rebuilt and renumbered from 50 & 51 to 250 & 251.

Mr. Mallet designed his locomotive so that it was flexible in the middle. This enable it to negotiate curves which a rigid boilded engine of that size could not. If you will look at the BR shot you will see a dark line in the middle of the boiler. This is where the "hinged" part was that enabled it to bend. Both the Unitah and the Sumpter Valley are covered on the Internet. Just go to your favorite search engine and type in "Uintah" or "svrr". There is also aa very good website that explains the workings of a Mallet articulated engine. It is at <http://www.catskillarchive.com/rrextra/blwmal00>.

The BRNG operated a fleet of five of these 2-6-6-2's, two of them originally owned by the Unitah, and three that were built in Bison Rail's own shops when they needed additional heavy horsepower to handle the traffic. The two original units were built by Baldwin Locomotive Works in May of 1926 and May of 1928. They were originally built as a 2-6-6-2T, meaning that there was no tender and water was carried on the engine in tanks along the boiler (see photo of the Uintah engine). Upon arrival on the Sumpter Valley, a tender was added and the tanks on the engine proper were removed. The reamining three were built in the early 40's. They were numbered sequentially after the first two (252 to 254)

The two original locomotives were sold to the International Railroad of Central America (som records list it as the United Fruit & Steamship Company) in Guatemala were they were scrapped at some later date. One of the BR-built 2-6-6-2's survives to this day, residing in the Bison Rail museum.

History of the five locos is as follows;

BRNG #	Built	B/N	Former owners	Subsequent Owners
250	5/26	59261	Unitah Ry 50	Int'l Ry of Central America 250
251	5/28	60478	Unitah Ry 51	Int'l Ry of Central America 251
252	1/41	41-01	Built new by Bison Rail	Cannabalized for parts and then scrapped
253	6/41	41-05	Built new by Bison Rail	Scrapped at BR shops
254	1/42	42-08	Built new by bison Rail	Preserved at Bison Rail Museum



