

## COAL AND ELECTRICITY COMBINE TO DRIVE C&O's NEW 500

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**The Columbus Dispatch, December 14, 1947** – The train of tomorrow – the first coal-burning steam turbine-electric locomotive – visited Columbus on Saturday and was viewed by hundreds at the freight yards at Dennison and Dublin Aves where it was on display during the day.

The Chesapeake and Ohio's new Goliath of the rails is called the "500" and combines for the first time three well-tested principles, the conventional, coal-fired steam boiler, steam turbine and electric drive.

The locomotive measures 140 feet 3¼ inches from its nose to the end of its 25,000-gallon water tender. The engine alone weights 41½ tons and is geared for top speed of 100 miles per hour.

Departing from standard design, this coal-burner has the boiler behind the cab and the coal bunker in front of the cab. The huge engine is carried across the rails by 20 pairs of wheels.

Two identical locomotives to be numbered "501" and "502" are under construction at the Baldwin Locomotive Works. The three will be used to pull *The Chessie*, luxury trains expected to be delivered next year for daylight service between Washington and Cincinnati.

With a gleaming aluminum apron and orange-painted jacket, the locomotive has blue horizontal striping that give it sweeping lines to harmonize with the design of the new passenger trains it will power.



M1 Steam-Turbine-Electric No. 500 on display at the 1948 Chicago Railroad Fair. In December 1947 No. 500 was on display in Columbus for one day.

## Additional Images of No. 500



A publicity poster for No. 501



No. 500 with a full head of steam. The coal bunker is in the front of the locomotive and the 25,000 gallon water supply is trailing in a specially built water tender designed to match the passenger cars. The fire box is located behind the crew's compartment. Built in 1947-8 the three locomotives proved unsuccessful and were sold for scrap in 1950.