



THE VALLEY RAILROAD COMPANY
1 RAILROAD AVENUE, PO BOX 452, ESSEX, CT 06426
PHONE: 860-767-0103 FAX: 860-767-0104

LOCOMOTIVE NO. 40

Built by the AMERICAN LOCOMOTIVE COMPANY at their Dunkirk (N.Y.) works in August 1920, No. 40 has had a long and interesting career. It was one of an order for three identical units constructed for The Portland, Astoria & Pacific Railroad to haul train loads of logs and lumber. Unfortunately, the PA&P was never completed so the locomotives sat idle until they were sold to other railroads. No. 101 (our locomotive) was sold to the Minarets & Western Railway for similar service. When that railroad could not pay it's debts, the locomotive was given to the Southern Pacific Railroad, which sold it to a used locomotive dealer which in turn sold it to The Aberdeen & Rockfish Railroad in North Carolina as their NO.40.

On the A&R it pulled freight and passenger trains until about 1950 when it was retired and stored in their engine house. Here it remained until it was discovered by an employee of the Valley Railroad. It was purchased in 1977 and loaded onto flat cars for it's trip to Essex and a new career pulling trainloads of tourists for the Essex Steam Train & Riverboat.

No.40 is one of less than 200 steam locomotives in the United States which remain in operable condition. It burns about 2 tons of low sulfur coal for fuel each day and evaporates about 6000 gallons of water pulling a 400 ton train a total of 50 miles. It takes two people to operate a steam locomotive: an "engineer" to run it and a "fireman" to shovel coal into the firebox and maintain the proper level of water in the boiler.

The original Connecticut Valley Railroad was built in 1871. Today the tracks are owned by the state of Connecticut and leased to the Essex Steam Train & Riverboat, which provides the traveling public with a historic and enjoyable means of experiencing the Connecticut River valley.

J. David Conrad
Vice President
Valley Railroad Company



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LOCOMOTIVE NO. 97

Built by the AMERICAN LOCOMOTIVE COMPANY at their Patterson, N.J. works in 1923, No. 97 has had a long and interesting career. It was one of three identical units built for stock, an unusual practice in the locomotive business as usually locomotives were built only when an order was placed. It was finally sold in 1926 to the Birmingham & Southeastern Railroad, an Alabama short line.

On the B&SE it pulled freight and passenger trains until about 1958 when it was retired and stored. It was purchased by a New York publisher and eventually was moved to Essex and in 1972 began a new career pulling trainloads of tourists for the Essex Steam Train & Riverboat. It last ran in December 2010. Currently, No.97 is “out of service” pending major mechanical repairs and a 1472 service day Federal inspection.

No.97 is one of less than 200 steam locomotives in the United States which remain in operable condition. It burns about 2 tons of low sulfur coal for fuel each day and evaporates about 5000 gallons of water pulling a 400 ton train a total of 50 miles. It takes two people to operate a steam locomotive: an “engineer” to run it and a “fireman” to shovel coal into the firebox and maintain the proper level of water in the boiler.

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LOCOMOTIVE NO. 3025
2-8-2, Mikado Type

Built by the Tangshan Locomotive & Rolling Stock Works at Tangshan, Hebei, China in July 1989, it is one of the newest steam locomotives operating in the United States. Tangshan began building steam locomotives in 1880 and was the last factory in the world to build steam locomotives, completing its final order in 1999. The design of this locomotive is typical of American locomotives from the 1920s' until the end of the steam era.

It was built for the Knox & Kane Railroad in Pennsylvania. The Valley Railroad purchased it when the K&K went out of business and auctioned off their locomotives and cars. We dismantled it and shipped it in sections to Essex where it was rebuilt by Employees and Volunteers to like new condition during a 2-1/2 year project. Since we operate on section of the former New York, New Haven & Hartford Railroad, it was decided to letter it "New Haven" and give it a "New Haven" number: 3025 in honor of the New Haven's hundreds of steam locomotives, all of which were scrapped. Today it has a new career pulling trainloads of tourist for the Essex Steam Train & Riverboat.

No.3025 is one of less than 200 steam locomotives in the United States which remain in operable condition. It burns about 1-1/2 tons of low sulfur coal for fuel each day and evaporates about 5000 gallons of water pulling a 400 ton train a total of 50 miles. It takes two people to operate a steam locomotive: an "engineer" to run it and a "fireman" to shovel coal into the firebox and maintain the proper level of water in the boiler.

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