

THE KAYE - ELEVENS

By F. Ray McKnight



N.Y.C. K-11e No. 4550 steams by Croton Falls, N.Y. on February 12, 1941 with train No. 42, a Harlem Division local running from Chatham to Grand Central Terminal on Sunday mornings.
Photo by F. R. McKnight, Edward L. May Collection

In the first decade of this century some of the most notable advances in American locomotive design and construction was taking place. Almost every major railroad in the United States was in the process of ordering engines for a specific service over assigned divisions. Naturally, the New York Central was no exception. History proves the motive power on the New York Central always kept pace with, and often was the leader, in the industry.

Buried in the 1920 locomotive roster of over 6,000 engines were 200 that made up the K-11 class that truly deserve a belated "Well done!" The reason why these engines were built may never be confirmed but if we take the liberty of assuming we might have a logical answer.

By 1910 the Hudson Division was becoming a "bottle-neck" of major proportions. The timecard was choked with passenger schedules that compounded the problem of moving freight trains over this vital piece of railroad. Freight tonnage crawled along behind 2-8-0's between Albany and

72nd Street New York City, getting in the way of passenger expresses and causing delays. It may well have been that the Operating Department made a request of the Motive Power people for an engine that could roll the tonnage, especially one that could expedite the perishable traffic of fresh meats, vegetables, fruit and milk into the New York City market. At the time the nearly new F-2g's and the K-2's were in service and the design submitted by the Motive Power Department was a combination of the two they designated as Class K-10a. Many dimensions of the K-2 and the K-10 were almost identical. A major difference being the K-10's were given 69 inch drivers, the size in use on the F-2's.

In the fall of 1910 an order was placed with Brooks for twenty five engines numbered 3000-3024 with cylinders 24x26, B.P. 180 lbs., drivers 69", weight (engine) 262,650 # and T. E. 36,900 lbs. Tenders carried 10 tons and 7,500 gals and were supplied with water scoops. While they were classi-

fied as freight engines they still were equipped with steam heat and air signal lines. They were invoiced at a price of \$22,085.19 each. About two months later this order was increased for another additional twenty five engines that were numbered 3025-3049. As they arrived from the builder they were assigned to handle freight tonnage on the Hudson Division. Their satisfactory performance made the Motive Power people realize they had designed a very remarkable locomotive.

Nothing breeds success like success. Thus, in 1911 Brooks got an order for ten engines to be numbered 3090-3099 but to be classed as K-11a. This was due to the fact the cylinders were increased to 26x26. Almost at the same time Schenectady was asked to construct ten numbered 3080-3089 classed K-11b. Wanting to get as many of the K-11's in service as quickly as possible an order was placed with "the Philadelphia watchmaker" (Baldwin) for thirty as class K-11c, numbered 3050-3079, the last being delivered in 1912.

It was being noted, however, that in several respects the K-11's were proving to be better performers than the initial K-11's. Thus, in the summer of 1912 the K-10's were returned to Dunkirk* and at a cost of about \$4,500.00 each were fitted with 26x26 cylinders.** A result of this change was to reclassify them as K-11a.

In that year, 1912, Schenectady produced another seventy engines; 3100-3119 class K-11b, 3120-3139 class K-11d and 3140-3169 as K-11e. The following year Schenectady de-

*The ex-3025 was returned to West Albany Shops.

**Superheaters were also added at this shopping.

livered the final thirty, 3170-3199, class K-11f. This rounded out an even 200 engines in the K-11 class which made up the largest number of K engines assigned East of Buffalo for the N.Y.C. & H.R. (There were only 95 K-2's and 80 K-3's on assignment to the N.Y.C. & H.R. in 1913)

The true success of the K-11 design is evident with the L-1a class 4-8-2's which appeared in 1916 to take over the duties of the K-11's. These engines were really an oversized K-11 and the first of 600 4-8-2's that were to become the standard freight engine in main line service over the entire System.

Among the first assignments of the K-11's after being relieved of main line duty was to the Adirondack Division. This was the line running northward from Utica, New York to Montreal, Quebec and was anything but a "Water Level Route." Big Moose, N.Y., 63 miles north of Utica, at 2,034 feet was reported as the highest point on the New York Central Lines. Once heavier rail had been laid from Utica to Malone, in the earlier part of 1916, the K-11's started to relieve the F-2 ten wheelers in passenger service. Due to the rating on the Canadian Pacific's Lachine bridge over the St. Lawrence River at Adirondack Jct., the K-11's were not operated over the St. L&A. between Malone and Montreal. However, this situation was corrected by the C.P.R. in 1917 and the K-11's shortly afterward were operating through between Utica and Montreal.

The most unique item about the Adirondack Division, and for that matter the entire New York Central Lines, was the operation of oil burning engines. To reduce the danger of forest fires, New York State had decreed in 1908, that locomotives operating within the limits of the Adirondack Forest Preserve during the summer months in the day light



Here is another look at N.Y.C. K-11e No. 4550 as she rolls train No. 69 westbound out of Teaneck, N. J. for Haverstraw, N.Y. on July 8, 1945.
Howard W. Ameling Collection



Winter on the single track Adirondack Division finds N.Y.C. K-11c 4453 at Saranac Lake Inn, N.Y. with train RM-1 (Remsen-Malone) including a flanger plow tucked behind the tender on a cold February 26, 1940. F. R. McKnight, Edward L. May Collection



N.Y.C. K-11b No. 4547 on a cold March 7, 1947 with three car consist making up train No. 39 (New York City to Brewster, N.Y. daily) at North White Plains, N.Y. George E. Votava Collection

hours would be required to use oil as fuel. Approximately 140 miles of the division was in the Forest Preserve.

By 1916 the shop forces at West Albany had become quite knowledgeable in converting coal burners over to oil. Bricking up the firebox, sealing the backhead doors, putting tanks in the coal bunkers. Firemen appreciated the oil burners because riding the seatbox working an oil valve beat swinging a #12 "Rededge" to keep the old girl hot. Initially, engines assigned to the Adirondack would be changed back and forth between coal and oil as the season dictated. The heaviest period of traffic on the Adirondack was during the summer season and required about twice the number of engines to meet assignments than during the winter months. As more K-11's became available the company adopted a policy of withdrawing the oil burners from service during the winter to receive required shopping or just be stored. A 1936 list shows some twenty K-11's as permanently assigned oil burners.

For the most part the K-11's home territory was East of Buffalo. A few wandered over to the Lines West, mostly on a trial basis, for a short period of time. As more of the L-1's were acquired the K-11's were being assigned to various districts. Outside of the Adirondack, many were sent to the Harlem and River Division. Others, in twos and threes, were scattered over the System.

Beginning in 1920 a program was started to supplement the aging fifty five original K class assigned to the Boston & Albany. Not wanting to stand the cost of new engines and since at the time there was a surplus of K-11's, one of the K-11f's was run through West Albany shops to emerge as B&A #575. Reclassed K-14g the most noticeable change being the 69" drivers being replaced by 72" wheels. Be-

tween 1920 and 1925 fourteen K-11f's and one K-11c (3064) were rebuilt at West Albany and classed K-14g (B&A 575-588) K-14h (589):

In October of 1927 three K-11b's; 3081, 3084 and 3108 were sent west to the Peoria & Eastern. They were rebuilt at the Urbana shops into K-14b's in 1929-30 and were numbered as P&E 17-19 in 1937. During 1925 the Beech Grove shops rebuilt K-11a's 3000, 3009, 3011 and K-11c 3052 as K-14a's and K-14c. At the same time West Albany was rebuilding the 3159, 3165 (K-11e) into K-14e's; the 3174, 3183, 3191 and 3193 class K-11f to K-14f. These last ten engines were supposedly to be used in milk train service. However, all were eventually assigned to the Harlem Division working expresses between North White Plains, N.Y. and North Adams, Mass. In 1936 they were given the numbers 4390-4399. Thus it was that twenty eight K-11's were reborn as K-14's. In the System wide renumbering that took place in 1936 the 3000rds became the 4400rds and 3100rds the 4500rds.

It would be difficult to believe the New York Central ever regretted the four and a half dollars they invested in the K-11's. They stood up to hard service, steamed easily, rode well and the engine crews liked them. They could pull like a Clydesdale and still run like a Morgan. For three and a half decades they served the company reliably and faithfully; equal to any assignment within their limits whether it be a passenger run, moving freight tonnage, heavy suburban work, transfer duty or even switching chores. The New York Central always possessed excellent steam power and the K-11's were no exception!

*3064, K-11c was rebuilt by the Boston & Albany at West Springfield Shops and reclassified K-14g.

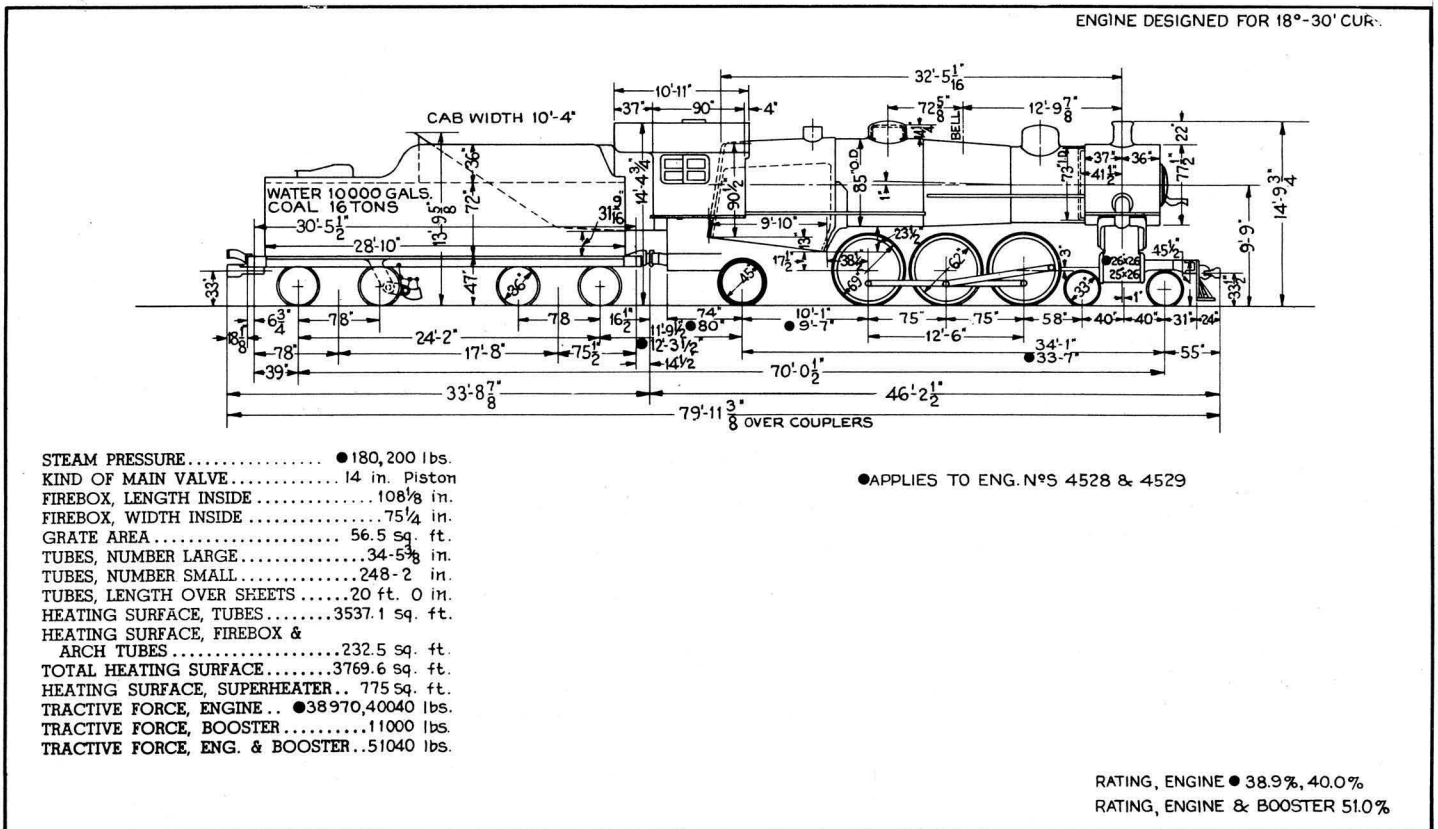
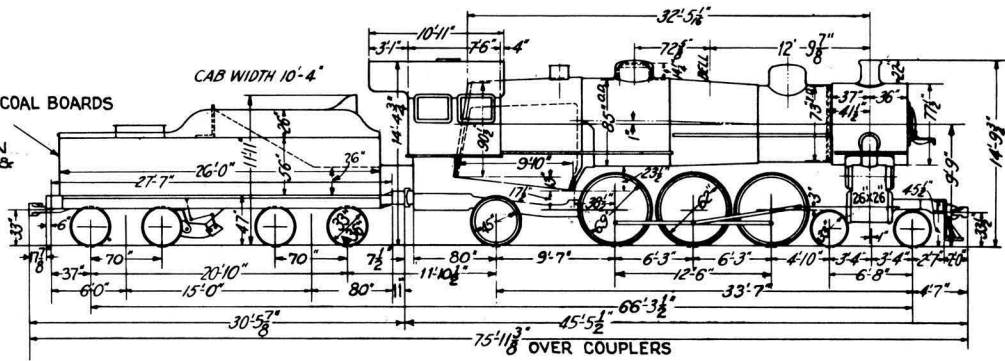


Diagram of New York Central K-11 Class Locomotives with 10,000 gallon - 16 ton tenders



ENGINE DESIGNED FOR 18°-30' CURVE

WATER - 7500 GAL'S.
 COAL - 10 TONS
 12 TONS WITH COAL BOARDS
 FOR 8500 GAL-12TON
 TENDER SEE G46H &
 G46I DIAGRAM.



STEAM PRESSURE..... 180 lbs.
 KIND OF MAIN VALVE..... 14 in. Piston
 FIREBOX, LENGTH INSIDE..... 108 1/8 in.
 FIREBOX, WIDTH INSIDE..... 75 1/4 in.
 GRATE AREA..... 56.5 sq. ft.
 TUBES, NUMBER LARGE..... 34 5 3/8 in.
 TUBES, NUMBER SMALL..... 248 2 in.
 TUBES, LENGTH OVER SHEETS..... 20 ft. 0 in.
 HEATING SURFACE, TUBES..... 3537.1 sq. ft.
 HEATING SURFACE, FIREBOX &
 ARCH TUBES..... 232.5 sq. ft.
 TOTAL HEATING SURFACE..... 3769.6 sq. ft.
 HEATING SURFACE, SUPERHEATER... 775 sq. ft.
 TRACTIVE FORCE, ENGINE..... 38970 lbs.
 TRACTIVE FORCE, BOOSTER.....
 TRACTIVE FORCE, ENG. & BOOSTER.

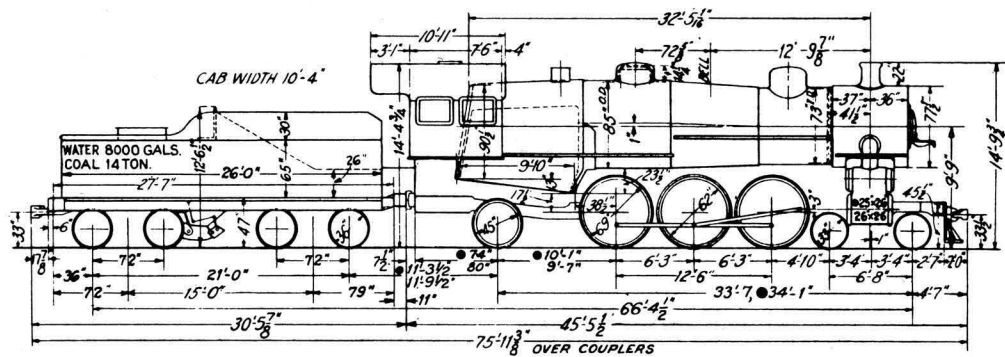
▲ APPLIES TO ORIGINAL K11E, F TENDERS.

RATING, ENGINE 38.9%

Diagram of New York Central K-11 Class Locomotives with 7,500 gallon - 10-12 ton tenders

ORIGINAL L-1 TENDERS

ENGINE DESIGNED FOR 18°-30' CURVE

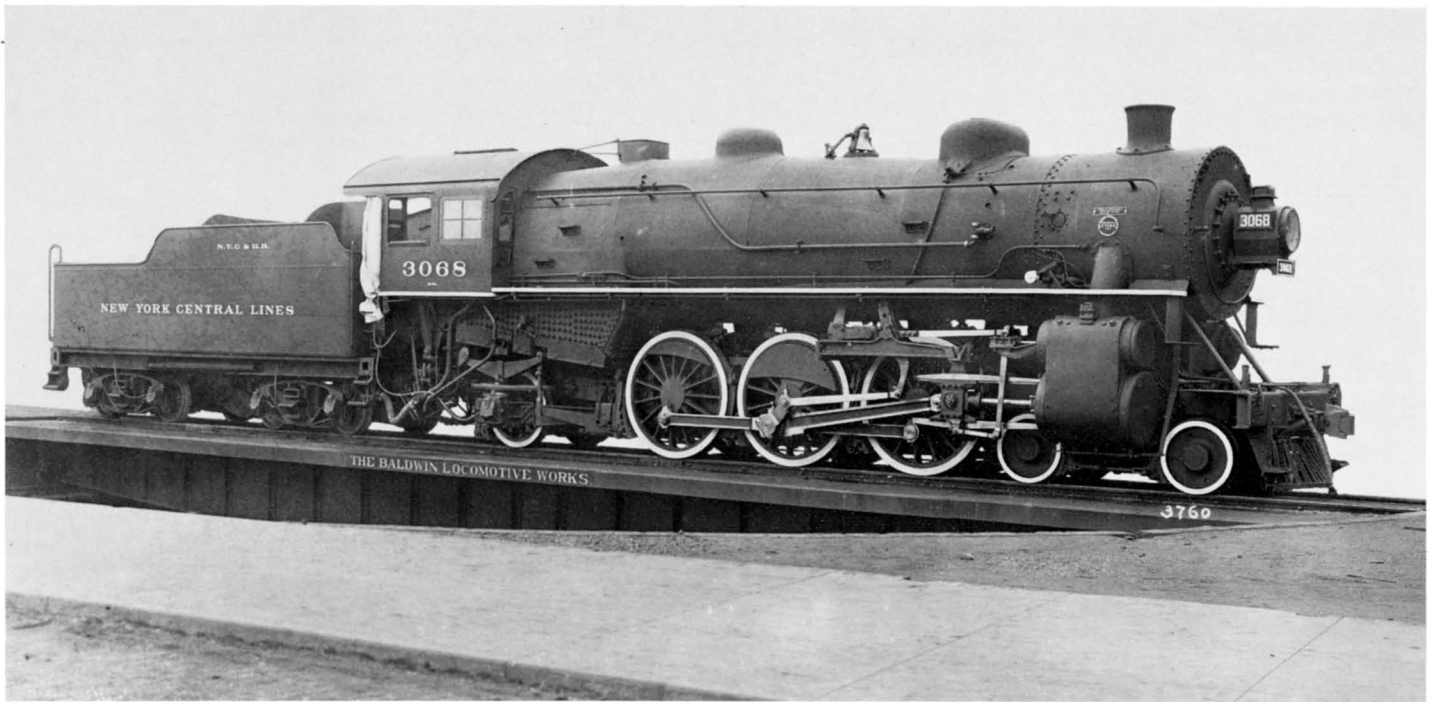


STEAM PRESSURE..... 180, ● 200 lbs.
 KIND OF MAIN VALVE..... 14 in. Piston
 FIREBOX, LENGTH INSIDE..... 108 1/8 in.
 FIREBOX, WIDTH INSIDE..... 75 1/4 in.
 GRATE AREA..... 56.5 sq. ft.
 TUBES, NUMBER LARGE..... 34 5 3/8 in.
 TUBES, NUMBER SMALL..... 248 2 in.
 TUBES, LENGTH OVER SHEETS..... 20 ft. 0 in.
 HEATING SURFACE, TUBES..... 3537.1 sq. ft.
 HEATING SURFACE, FIREBOX &
 ARCH TUBES..... 232.5 sq. ft.
 TOTAL HEATING SURFACE..... 3769.6 sq. ft.
 HEATING SURFACE, SUPERHEATER... 775 sq. ft.
 TRACTIVE FORCE, ENGINE..... 38970 ● 40040 lbs.
 TRACTIVE FORCE, BOOSTER..... ● 11000 lbs.
 TRACTIVE FORCE, ENG. & BOOSTER ● 51040 lbs.

● APPLIES TO ENGINE № 4549

RATING, ENGINE 38.9%, ● 40.0%
 RATING, ENGINE & BOOSTER 51.0%

Diagram of New York Central K-11 Class Locomotives with 8,000 gallon - 14 ton tenders



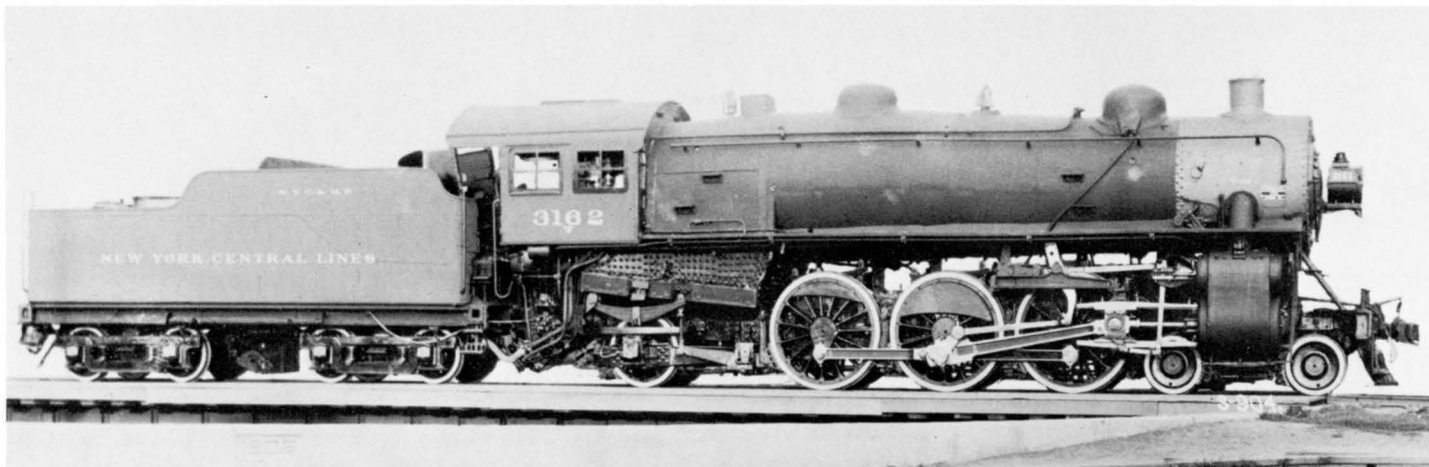
N.Y.C.&H.R. 3068, Class K-11c, Built by Baldwin Locomotive Works in December, 1911. Serial number was 37364. This locomotive worked the Adirondack Division for many years. During the summer she operated as an oil burner.

F. Ray McKnight Collection



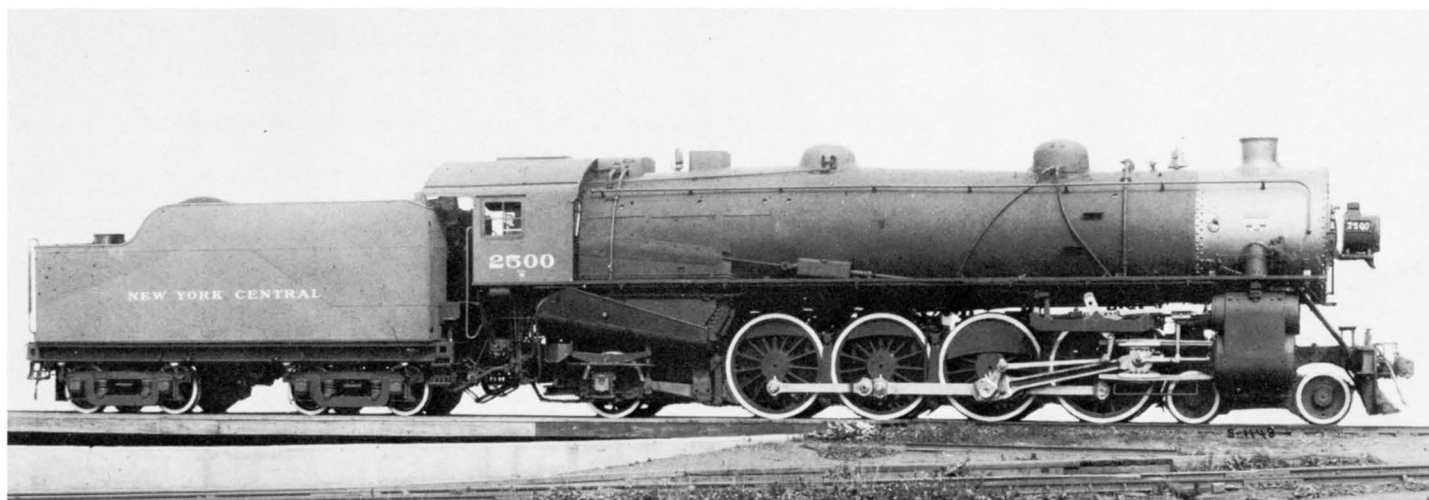
N.Y.C. K-11e No. 4549 rides on the turntable at North White Plains, N.Y. in December, 1952. This is the last steam power on the Harlem Division. Diesels lurk nearby.

Howard W. Ameling Collection

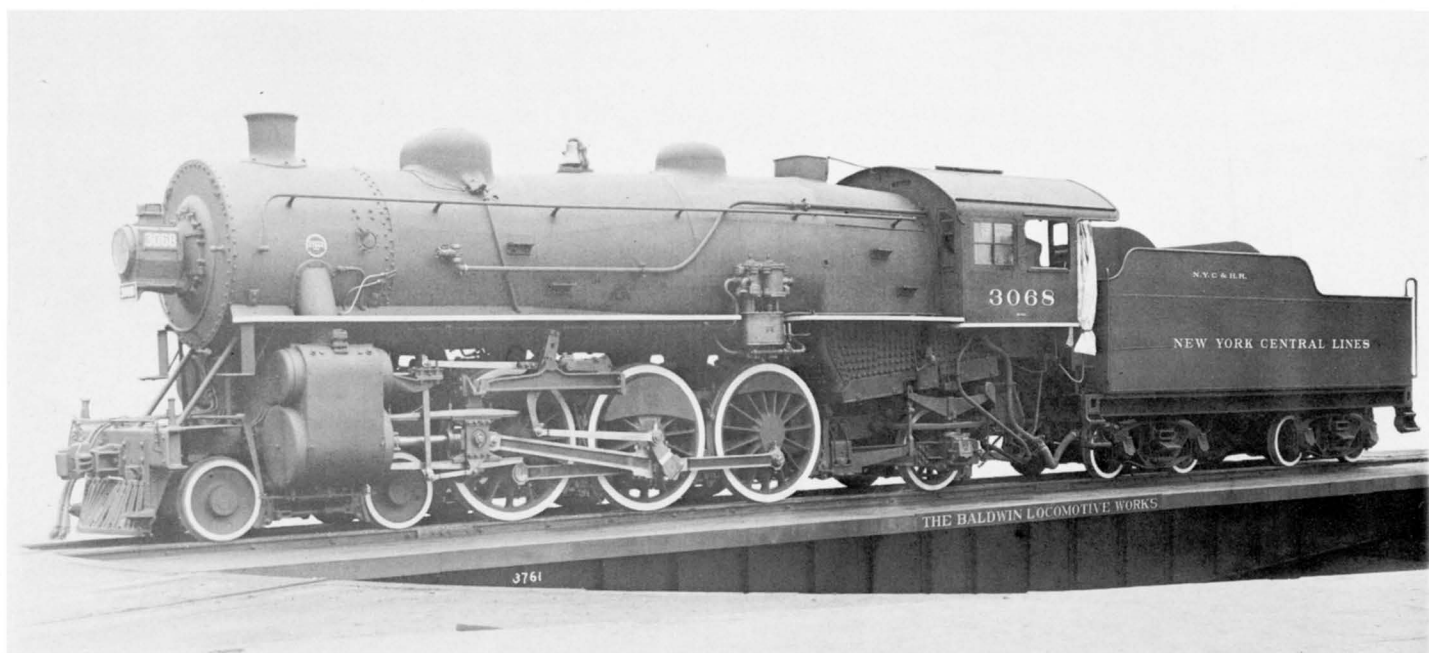


N.Y.C. & H.R. 3162, one of thirty locomotives (3140 - 3169) in the K-11e class built at Schenectady in 1912. In general appearance these engines were quite similar to the first N.Y.C. 4-8-2 built four years later as 2500 and classified L-1a See photo below.

Alco Historic Photos

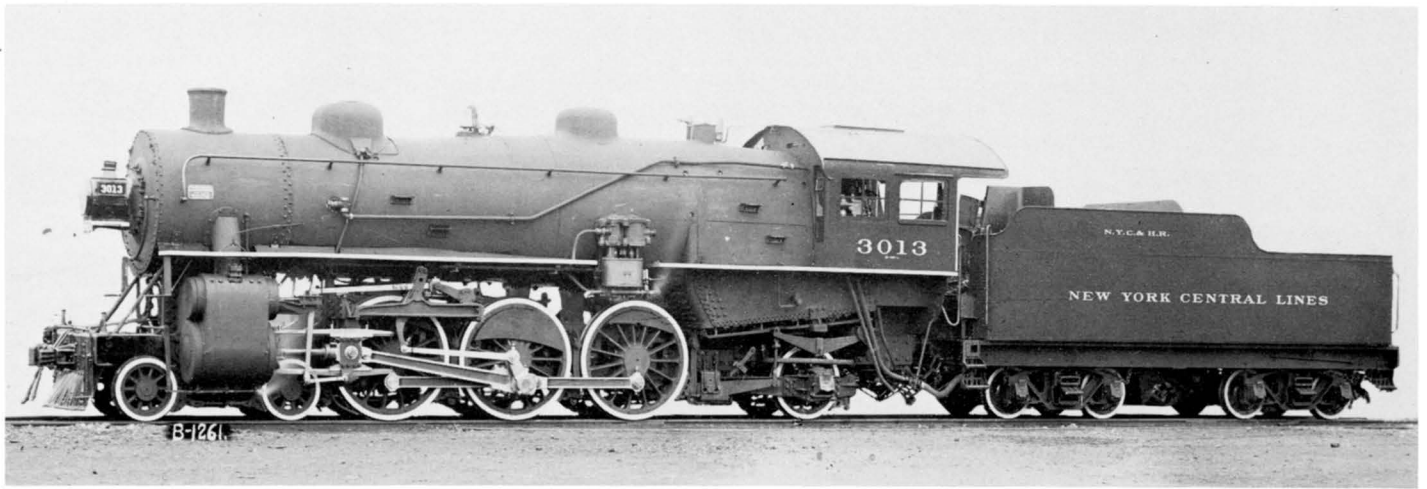


N.Y.C. 4-8-2 No. 2500, Class L-1a Built by Alco's Schenectady Works in July, 1916. Drivers were 69" and boiler pressure was 200 lbs.



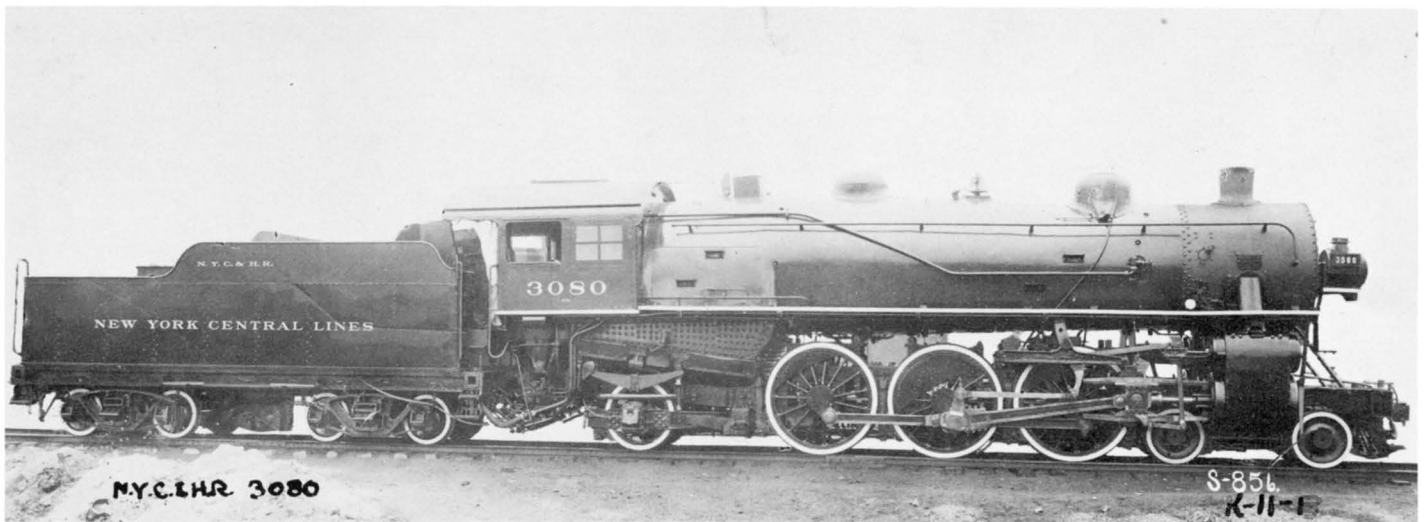
Left side view of N.Y.C.&H.R. 3068, Class K-11c. Drivers - 69", Cylinders 25" x 26", Boiler pressure 200 lbs. Tractive effort 40,040.

H. L. Broadbelt Collection



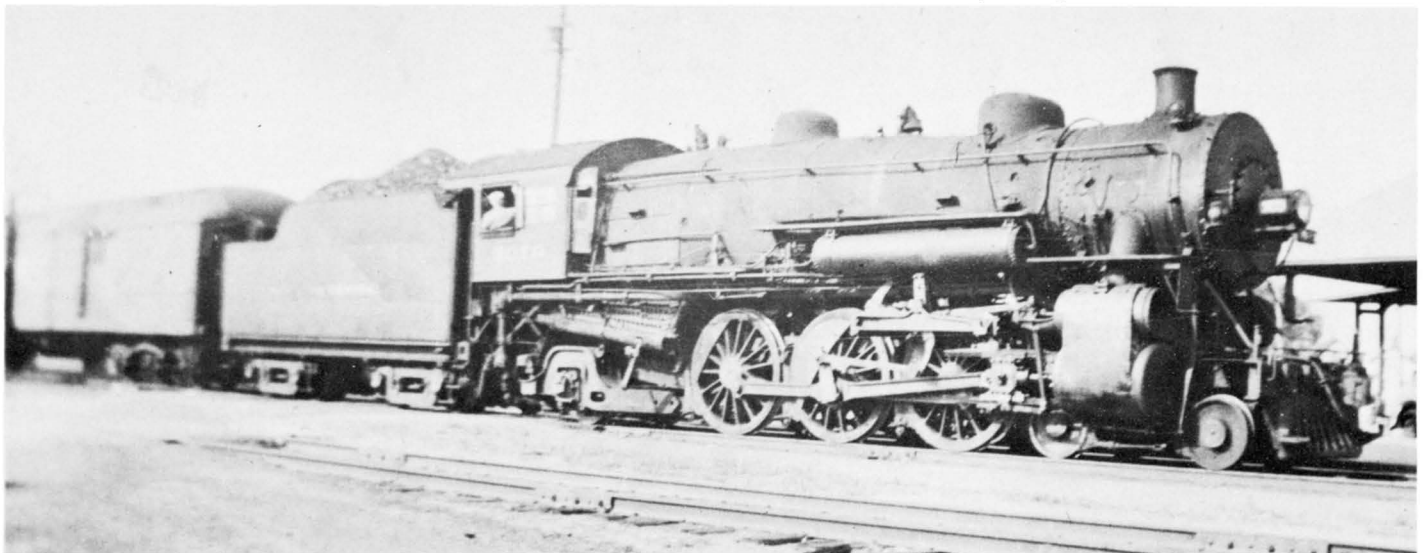
The first of the largest number of K class 4-6-2 Pacific locomotives built for the New York Central & Hudson River R.R. A total of 200 were constructed between 1910 and 1913 and were numbered 300 - 3199. The 3013 was part of the initial order (3000-3049) delivered by the Brooks Works in 1910. Classed as K-10a, they were reclassified as K-11a when cylinders were enlarged to 26" x 26" in 1912.

Alco Historic Photos



N.Y.C.&H.R. 3080, Class K-11b, Order No. S856 Built by Alco-Schenectady in 1911 as the first locomotive of the 3080 - 3089 series. Two engines from this group (3081 and 3084) were assigned to the Peoria & Eastern Ry. after being rebuilt at their Urbana, Ill. Shop in 1929 and being reclassified as K-14b. In the 1936 system renumbering these 4-6-2's received P.&E. numbers 17 and 18.

F. Ray McKnight Collection



Baldwin built K-11c 3079 with train No. 5 backing in to pick up the diner before departing for Montreal from Malone on July 12, 1935. This locomotive was one of the first to be equipped with the Franklin trailing truck booster engine.

Photo by F. Ray McKnight



Shortly after midnight on April 12, 1925, K-11f 3183 was pulling southbound Adirondack Division No. 4 and as they were slowly crossing a new fill along Beaver River Flow, the embankment suddenly settled and the 3183 with the mail car and express car slid down into about fifteen feet of water. It took the wrecking crew several attempts to dig the 3183 out of the muck and goo. Sent to West Albany Shops, she emerged in July, 1925 as a rebuilt K-11f and later in the 1936 renumbering she received No. 4397. Here she is shown at North Adams, Mass. in August 29, 1937 while assigned to the Harlem Division.

Photo by Edward L. May



K-11b 3109 arrives at Malone on an August evening in 1916 with train No. 3 shortly after the K-11's were placed in service on the Adirondack Division between Utica and Malone.

Photo by C.C. Badger



Adirondack Division train No. 2 with K-11b 4507 cuts a path through the freshly fallen snow as she leaves Saranac Inn on March 26, 1940.
F. Ray McKnight Collection



N.Y.C. K-11d 4536, built by Schenectady in August, 1912 heads northbound three car Harlem Division train No. 11 (New York City to Pawling, N.Y. - daily except Saturdays & Sundays) at North White Plains, N.Y. on July 14, 1937.
George E. Votava Collection



N.Y.C. K-14e No. 4394 works northbound Harlem Division train No. 13 through North White Plains, N.Y. on September 18, 1937. (New York City to North Adams, Mass. - Saturdays Only) Equipment includes a diner-lounge and a parlor car.

George E. Votava Collection



N.Y.C. K-11c No. 3067 built by Baldwin Locomotive Works in September, 1912 heads northbound through North White Plains, N.Y. on September 25, 1935 with three car Harlem Division train No. 71 (New York City to Brewster, N.Y. - daily except Sundays).

George E. Votava Collection



A fair number of K-11's worked the West Shore. Here's one of them, K-11e No. 4550 at North Bergen, N.J. on March 17, 1937.
Photo by Ed May



Passenger Extra No. 4566 North unloads a cargo of first class passengers at Saranac Inn, N.Y. with a consist of one club car and six sleeping cars in September, 1939.
Photo by F. Ray McKnight



Train No. 3 with K-11a No. 4490 in command drifts into Saranac Inn for a station stop to pick up the mail, some items of express, and maybe a passenger or two and then hurry on to Malone and her terminal at Montreal on March 26, 1940.

Photo by F. Ray McKnight.



For you boys west of Buffalo, N.Y. No, this is NOT a K-5 on the Big Four or the Michigan Central! It happens to be the 4399, a K-14f leading Harlem Division train No. 5 out of North White Plains on the run to North Adams, Mass. on January 14, 1941. This locomotive was rebuilt at West Albany Shops in 1925 from K-11f No. 3193.

Photo By F. Ray McKnight



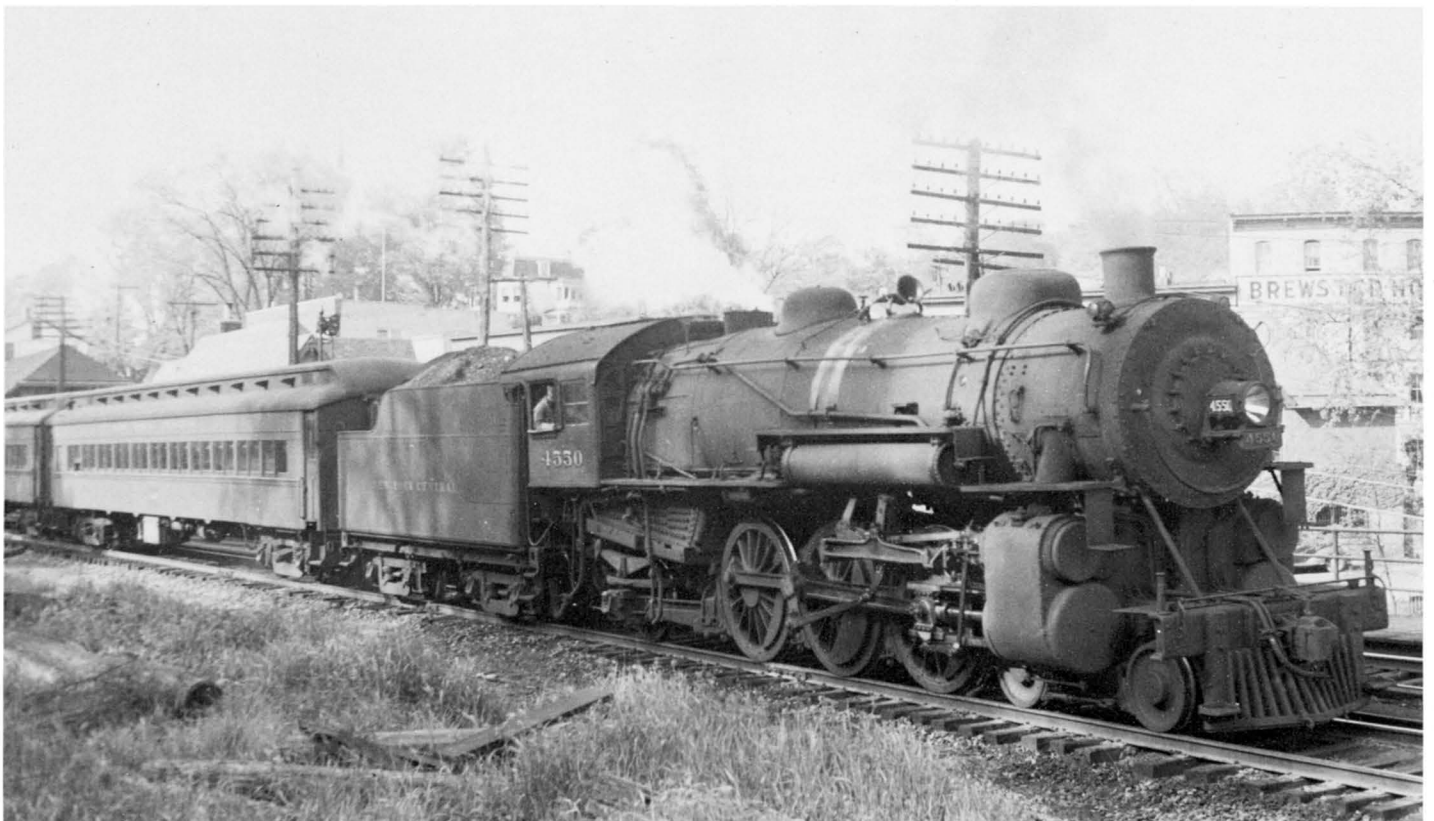
Doing the job she was designed for, K-11c No. 3065 rolls a northbound extra on the Hudson Division in 1915.

F. Ray McKnight Collection



New York Central K-11e 4467, constructed by Baldwin Locomotive Works in September, 1912 races through North White Plains, N.Y. on September 18, 1937 with northbound train No. 329 consisting of four cars (Harlem Division - New York City to Brewster, N.Y.-Saturdays Only)

George E. Votava Collection



N.Y.C. K-11e No. 4550 is seen at Brewster, N.Y. in 1950 with a southbound Harlem Division train. (Brewster, N.Y. to New York City)

George E. Votava Collection



In a scene that diesels could not duplicate, K-11e 4560 departs North White Plains, N.Y. on January 14, 1941 with train JU-1 (North White Plains-Putnam Junction local freight) on the Harlem Division. Photo by F. Ray McKnight



North White Plains Station as it appeared during the 'K-11 Era' on May 19, 1935 on the Harlem Division. This building was torn down in 1971 when a new high level station was built a short distance south from this location. George E. Votava Collection