Illinois Central #2603

As seen in service at Clinton, Illinois, 1954

Photo Credit: Richard Leonard, Railarchive.net

The Illinos Central's 2600 class represent some of the largest mountain types ever constructed. Their speed and power made them viable on both passenger and freight. This came in part to an innovative tube design, with wet steam pipes surrounded both outside and in by layers of flue gas. While not the most advanced or the most famous of the class, #2603 is still a good example of these behemoths.

Locomotive Versus: The Trading Card Game		Rules & Credits
Created and Produced by The Iron Horsemen		rb.gy/sb356r

2600

4-8-2 Mountain
4'-8.5" - Standard Gauge
USA
Features
Mechanical Stoker
Arch Tubes
Power Reverse
Dynamo/Electric Headlight
Head End Throttle
Poling Pockets
High Sand Capacity
Air Ringer
Marker Light Visors
Dual Cross-Compound Air Compressors
Also Known As
-
-
-
Current Disposition (2023)
Scrapped

Class I Card
0003105

Batch 003	Card #	X	of 20

Principal Dimensions			
Locobase ID	3156		
Number in Class	20		
Number Built	20		
Builder	Illinois Central		
Year	1942		
Valve Gear	Walschaert		
Heating Ability			
Tubes	271	2.25	# | In.
Flues	50	5.5	# | In.
Flue/Tube Length	20.5		Feet
Firebox Area	467		Sq Ft
Grate Area	88.3		Sq Ft
Evaporative Heating Surface	5195		Sq Ft
Superheating Surface	1619		Sq Ft
Combined Heating Surface	6814		Sq Ft
Heating Surface/Cylinder Volume	242.98		
Computations Relating to Tractive Effort			
Robert LeMassena's Power Comp	24,283		
Same as above + superheater %	30,110		
Same as above but sub firebox	159,247		
Power L1	33,165		
Power MT	995.18		

Locomotive Length and Weight			
Rigid Wheelbase	18.25		Feet
Engine Wheelbase	42.25		Feet
Wheelbase Ratio	0.43		
Overall Wheelbase	92.34		Feet
Axle Loading*	73,470+		Pounds
Weight on Drivers	293,880		Pounds
Engine Weight	423,893		Pounds
Tender Loaded Weight	370,500		Pounds
Total Locomotive Weight	794,393		Pounds
Tender Water Capacity	22,000		Gallons
Tender Fuel Capacity	26		Tons
Minimum weight of rail	122		Pounds/Yard
Geometry Related to Tractive Effort			
Driver Diameter	70		Inches
Boiler Pressure	275		PSI
High Pressure Cylinders (2)	28	30	Bore | Stroke
Low Pressure Cylinders	-	-	Bore | Stroke
Tractive Effort	78,540		Pounds
Booster Tractive Effort	-		Pounds
Factor of Adhesion	3.74		
Additional Stats			
ET's Weight Computation	0.69		

Data from Steve Llanso's Locobase and Wes Barris's Steamlocomotive Dot Com unless otherwise noted. *Item verified independently for this specific card.

This card representative of as-built configuration; part of the first ten which did not have boxpok drivers.

Fuel Type(s): Coal	Suggestions: Combined Heating Surface, Tractive Effort, Boiler Pressure