

# KEY IMPORTS P.O. BOX 1848 ROGUE RIVER, OR 97537

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## SOUTHERN PACIFIC CLASS MT-4 AND MT-5 4-8-2

As passenger trains continued to increase in weight and length during the 1920's, the Southern Pacific found that the heavy Pacifics in use to that time were inadequate and larger power was needed. The road turned to 4-8-2's, the first of which were built as Class MT-1, and the second, Class MT-2, were acquired virtually new from the El Paso & Southwestern. The Southern Pacific was pleased with the performance of these mountains and ordered more, this time from the roads own shops in Sacramento, California instead of ALCO. The first batch of these homemade mountains became Class MT-3 and the next two, the subject of these Key models, the MT-4 and MT-5.

Numbered 4346-4366 and built from 1926 to 1929, the MT-4's soon joined the older 4-8-2's in handling Southern Pacific's premier passenger trains. They were used on all major routes: Los Angeles-El Paso, Los Angeles-San Francisco, Los Angeles-Oakland, Oakland-Portland and Oakland-Ogden. The MT-4's were equipped with trailing truck boosters which were very useful in starting heavy trains. The 4-8-2's were also used to pull fast merchandise trains when the need arose, especially between Los Angeles and San Francisco. The class was so well liked that ten more were built in Sacramento in 1929-1930 as Class MT-5. Mechanically identical to the MT-4's the new engines were numbered 4367-4376 and were used in the same type of service as the earlier locomotives.

Arrival of the Daylight 4-8-4's eventually bumped the 4-8-2's into lesser roles, such as secondary runs, mail trains and passenger helpers, but they continued to be used as primary power on the runs to Ogden on the Overland Route. Starting in 1941 all of the 4-8-2's were equipped with streamlined skyline casings on the top of the boiler. The pressures of World War Two made every large locomotive invaluable and the 4-8-2's, including the MT-4's were used all over the vast Southern Pacific system in every type of service. Indeed, some 4-8-2's even saw service on the Texas & New Orleans for short periods of time.

After World War Two, declining traffic levels and new diesels caused a surplus of 4-8-2's. Some were used for freight service while others were assigned to the San Francisco commute pool. It is this latter assignment that the MT-4's and MT-5's are probably best remembered hauling trains of commuters between San Francisco and San Jose. The 4-8-2's were very successful in this assignment as the boosters gave them extra "dig" needed for the rapid acceleration required in this demanding service.

The MT-4's and MT-5's were supplemented by surplus 4-8-4's, but some continued in use until the service was completely dieselized. Others were used in whatever service could be found for them until the final end of steam in 1958. All of the MT-4's and MT-5's were scrapped and none were preserved. It is hoped that your Key 4-8-2 will capture some of the essence of this magnificent machine as it was during the steam era's finest hours.

## SPECIFICATIONS

DRIVERS: 73"  
CYLINDERS: 28" X 30"  
TOTAL ENGINE WEIGHT: 368,000 LBS.  
WEIGHT ON DRIVERS: 246,000 LBS.  
BOILER PRESSURE: 210 LBS.  
TRACTIVE EFFORT: 57,510 LBS. PLUS 10,160 LBS. TRACTIVE  
EFFORT FROM BOOSTER.