

SOUTHERN PACIFIC

MC KEEN MOTOR CARS

Built by Mc Keen Motor Car Co., Omaha, Nebr. (Now out of business)

Powered with Standard 200 HP gasoline engine 6 cylinder 10" diameter x 12" stroke.

Two four wheel trucks 33" diameter rolled steel wheels except lead wheels on front truck are 42" diameter steel tired.

Tractive Effort = 4950 Lbs.  
 Heating System = Hot Water  
 Lighting System = Acetylene Gas.

These Motor Cars were used over the entire Southern Pacific Lines in branch line service where very few passengers were carried and such service was required to maintain our franchise.

*O.B. Wipple, Supervisor of Mc Keen Motor Cars, Sacramento Fuel Shops 1918  
 to retirement*

ALL TIME ROSTER

No.	Yr. Blt.	Length	Length of Compartment				Stg. Cap.	Wt.	McK No	Laid Aside	Disposition or Broken up.
			Bagg	Post	Smoking Room	Pass					
CP-1	10-08	55'2"	-	-	12'9"	25'5"	72	63,600	20	7-31-20	12-21
# SP-2	10-08	31'0"	19'4"	11'1"	-	-	-	19,000	T-10	?	1-20
SP-3	9-08	55'2"	-	-	-	41'11"	71	61,000	23	7-31-20	2-23
# SP-4	10-08	31'0"	19'4"	11'1"	-	-	-	19,000	T-11	6-6-18	6-6-18
SP-5	9-08	55'2"	-	-	-	41'11"	71	62,000	24	7-31-20	2-23
CP-6	10-08	31'0"	19'4"	11'1"	-	-	-	19,200	T-12	6-6-18	6-6-18
SP-7	9-08	55'2"	-	-	-	41'11"	71	61,000	25	7-31-20	12-21
# SP-8	12-08	31'0"	19'4"	11'1"	-	-	-	24,800	T-13	-	8-09-sold
# AE-8	8-09	31'2"	-	-	-	30'10"	?	?	?	?	11-21-25
SP-9	9-08	55'2"	-	-	-	41'11"	72	61,000	26	7-31-20	5-21-23
# SP-10	12-08	31'0"	19'4"	11'1"	-	-	-	24,800	?	-	8-09-sold
# AE-10	8-09	31'2"	-	-	-	-	?	?	?	?	4-30-25
SP-11	9-08	55'2"	-	-	-	41'11"	71	?	27	-	10-12 burned
# SP-12	12-08	31'0"	19'4"	11'1"	-	-	-	25,100	T-15	-	6-18-11-sold
SP-13	9-08	55'2"	-	-	-	41'11"	71	61,000	28	7-31-20	5-22-23
# SP-14	2-09	31'0"	30'6"	-	-	-	-	24,700	T-14	2-39	3-39
CP-15	10-08	55'2"	-	-	-	41'11"	71	61,000	29	-	2-14-23
# SP-16	2-09	31'0"	30'6"	-	-	-	-	24,700	T-16	-	2-28-27-sold
CP-17	10-08	55'2"	-	-	-	41'11"	71	61,000	30	7-31-20	2-23
# SP-18	2-09	31'0"	19'4"	11'1"	-	-	-	24,800	T-18	-	8-27-09-sold
SP-19	2-09	55'6"	-	-	12'10"	25'7"	69	62,000	33	7-31-20	11-21-23

No.	Yr. Blt.	Lngth	Bagg	Post	Smoking		Stg Cap	WT.	McK No.	Laid Aside	Disposition or Broken Up
					Room	Pass					
# SP-20	2-09	31'0"	30'6"	-	-	-	-	24,800	T-20		3-20
SP-21	2-09	55'6"	-	-	12'10"	25'7"	69	61,900	34	7-31-20	6-10-25
SP-23	2-09	55'6"	-	-	-	42'1"	70	63,900	35	7-31-20	5-21-23
SP-25	2-09	55'6"	-	-	12'10"	25'7"	69	64,080	36	?	6-28-26
* SP-27	3-09	70'0"	16'4"	-	11'4"	25'4"	62	74,700	37	1-34	4-9-36
* SP-29	3-09	70'0"	20'9"	6'11"	9'0"	16'4"	39	73,720	38	10-36	12-18-36
* SP-31	9-09	70'0"	16'4"	-	11'4"	25'4"	62	74,150	44	1-34	4-16-36
SP-33	9-09	55'6"	-	-	12'10"	25'7"	69	59,800	45	7-31-20	6-10-25
SP-35	2-10	55'6"	-	-	12'10"	25'7"	69	62,500	46	7-31-20	11-21-23
SP-37	4-10	70'0"	16'4"	-	8'6"	28'1"	62	69,700	71	1-34	4-30-36
SP-39	4-10	70'0"	16'4"	-	8'6"	28'1"	62	69,700	72	8-36	12-16-36
SP-41	11-09	55'6"	12'10"	-	-	25'7"	41	61,000	57	8-10-36	12-16-36
SP-43	12-10	70'0"	16'4"	-	8'6"	28'1"	62	69,700	92	1-34	6-30-36
SP-45	10-10	70'0"	-	16'6"	8'6"	28'1"	62	69,700	93	1-39	
SP-47	1-11	70'0"	16'4"	-	8'6"	28'1"	62	69,700	94	7-9-35	4-2-36
SP-49	1-11	70'0"	16'4"	-	8'6"	28'1"	60	69,700	95	8-10-36	12-17-36
FCdeS-50	9-09	55'6"	-	-	-	40'8"	71	60,000	?	?	?
SP-51	2-11	70'0"	16'4"	-	8'6"	28'1"	62	69,700	96	8-10-36	12-17-36
SP-53	2-11	70'0"	16'4"	-	8'6"	28'1"	62	69,700	97	1-34	7-25-35
CP-55	3-11	70'0"	11'10"	-	13'0"	28'1"	70	72,600	98	1-34	7-25-35
CP-57	3-11	70'0"	16'4"	-	8'6"	28'1"	62	72,400	99	1-34	4-30-36
CP-59	3-11	70'0"	16'4"	-	8'6"	28'1"	62	69,700	100	-	1-19-21-burnt
SP-61	4-11	70'0"	16'4"	-	8'6"	28'1"	62	69,700	101	1-39	?
(1) O&C-63	2-10	55'6"	-	-	12'10"	25'7"	69	61,000	64	1-23	4-21-23 sold
O&C-65	9-10	70'0"	8'6"	-	16'6"	28'1"	86	69,700	79	1-35	3-12-36
(2) SP-67	8-09	70'0"	12'0"	-	12'10"	28'1"	80	68,000	?	1-34	4-30-36
(3) AE-69	8-09	55'6"	-	-	12'9"	25'4"	75	59,400	?	8-29	7-14-34
(4) AE-71	8-09	55'6"	-	-	12'9"	25'4"	75	59,400	?	8-29	6-20-35
(5) AE-73	1-11	70'0"	11'10"	-	13'0"	28'1"	78	72,600	?	8-29	8-30-30
(6) AE-75	7-10	55'6"	7'5"	-	5'4"	25'3"	51	61,000	?	8-29	5-30-31

#### # Trailer Car

\* Original 55'6" motor car lengthened to 70'0" in 1917

- (1) Old O&C 42
- (2) Old SFC&W 1
- (3) Old AE 1
- (4) Old AE 2
- (5) Old AE 3
- (6) Old AE 4

The McKeen car was perhaps the first of the successful rail motors and was developed by W.R. McKeen Jr., the Union Pacific's superintendent of motive power and machinery when the first of his cars was built at the UP's Omaha shops in 1905. McKeen soon arrived at a method of construction, years ahead of its time, that made his cars unusually strong for their weight, and thus very safe. This car's circular window construction made it possible to make the sides very strong without the need of a heavy framework. By 1908 the demand for his cars had become so great that McKeen resigned from the UP to become head of the McKeen Motor Car Co., a UP subsidiary, which stayed in business until the first World War. More than 100 McKeen cars were built and used on about 40 different railroads. The weak spot in the McKeen car was its mechanical transmission which had only two speeds forward and two reverse and operated through a series of gears and an air-operated clutch.

(Dated  
August 24, 1955