

Comparing SP Cab-Forward with UP Big-Boy

Southern Pacific's Cab Forwards

- Oil Burner
 - Cab In Front of Locomotive Exhaust
 - Safer for Crew in Sierra Tunnels & Snowsheds
- Only Remaining Cab Forward Is Displayed at CSRM



SP Cab-Forward

Whyte Notation: 4-8-8-2
Length (without tender): 79' – 4"
Weight (without tender): 328.95 tons
Pulling force (tractive effort): 124,300 Lbs
Built: 1937-1942
Builder: Baldwin
Quantity built: 195
Locomotive #'s: 4100 – 4294

UP Big Boy

Whyte Notation: 4-8-8-4
Length (without tender): 85' – 10"
Weight (without tender): 386.125 tons
Pulling force (tractive effort): 135,375 Lbs
Built: 1941-1944
Builder: ALCO
Quantity built: 25
Locomotive #'s: 4000-4024

Union Pacific's Big Boy

- Coal Burner (Converted to Oil for Excursions)
- North America's Biggest Successful Steam Locomotive
 - Operated in Open Country - Utah & Wyoming
 - Several Big Boys Preserved in Static Displays
- #4014 restored in 2019 and returned to operational status.