

# EARLY BALDWIN LOCOMOTIVE 2-8-8-2s



In 1908 SP and Baldwin Locomotive Works collaborated to design a new locomotive to do battle with the Sierra. This resulted in an initial order for two Class MC-1 2-8-8-2 engines for SP and one each for UP and OWR&N. Difficulties in the snowsheds resulted in the famous cab-forward design of Class MC-2 and later. While assigned to the Sacramento Division, the "Sierra version" featured a square tender and boiler-mounted headlight. They were quickly transferred to Southern California however and, as Colton helpers, received semi-circular tenders and pilot-mounted headlights. The Coach Yard will offer both the initial Sierra and Colton version 2-8-8-2s in HO scale, FACTORY pro-finished: lettered and painted as per prototype. Several later modified engines will be offered as well the UP, OWR&N and similar N&W versions. See your friendly Coach Yard dealer and make your reservations now!



-All, John R. Signor collection

3003	SP 4000	MC-1 "Sierra version" 2-8-8-2, 57" drivers w/90-R tender, 2,900 oil-9,000 water	BLW 1909
3004	SP 4001	MC-1 "Colton version" 2-8-8-2, 57" drivers w/98-SC tender, 2,900 oil-9,000 water	BLW 1909
3005	SP 4004	MC-2 "Cab-forward" 2-8-8-2, 57" drivers, w/90-R tender, 3,200 oil-10,000 water	BLW 1910
3006	SP 4016	MC-2 "Cab-forward" 2-8-8-2, 57" drivers, w/98-SC-1 tender, 3,200 oil-10,000 water	BLW 1910-11
3007	SP 4025	AC-2 "Sport cab" 2-8-8-2, 57" drivers, w/120-SC-2 tender 3,200 oil-10,000 water	SAC 1929
3008	SP 4041	AC-3 "Square cab" 2-8-8-2, 57" drivers, w/120-SC-4 tender 3,200 oil-10,000 water	SAC 1927
3009	UP 2000	MC-1 2-8-8-2, 57" drivers, w/rectangular tender, 10 tons coal-9,000 water	BLW 1909
3010	OR&N 450-452	MC-1 2-8-8-2, 57" drivers, w/rectangular tender, 13 tons coal-9,000 water	BLW 1910
3011	N&W 995-999	Y-1 2-8-8-2, 56" drivers, w/rectangular tender, 16 tons coal-9,000 water	BLW 1910

## The Coach Yard

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