

Collection #
P0807

**LIMA LOCOMOTIVE WORKS
PHOTOGRAPHS, 1943-1948**

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COLLECTION INFORMATION

VOLUME OF COLLECTION: 1 box photographs

COLLECTION DATES: 1943-1948

PROVENANCE: Gift from Gerald D. Musich, Indianapolis, Indiana, May 1999

RESTRICTIONS: None

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ALTERNATE FORMATS:

RELATED HOLDINGS:

ACCESSION NUMBER: 1999.0187

NOTES:

HISTORICAL SKETCH

Lima Locomotive Works was a major American manufacturer of steam locomotives in the first half of the 20th century. Located in Lima, Ohio, the company began as a general machine shop in 1869, specializing in steam-powered sawmills for logging. In 1879, Lima moved into the locomotive industry by producing a geared steam locomotive designed by logger Ephraim Shay. Shay's design, known as the Shay type, became the standard locomotive in the logging industry. In the 1920s, the company pioneered the production of "Super Power" steam locomotives designed by William E. Woodard, which had more horsepower and used steam more efficiently than previous designs. The innovations began by Woodard earned Lima a place among the "Big Three" of American steam locomotive manufacturers alongside Baldwin Locomotive Works and Alco.

With the onset of World War II, Lima's factories produced hundreds of steam locomotives for the U.S. Army as well as M4A1 Sherman Tanks. The locomotives, designed by the U.S. Army Transportation Corps (USATC) and given the moniker S160, were initially shipped to Great Britain and then were used in France after D-Day. After the war's end, these locomotives were given to various European countries as part of the Marshall Plan.

Additionally, much of France's own locomotive stock was destroyed in the war, so in 1944 the United States War Department ordered thousands of locomotives to be built under the Lend-Lease Program for the Société Nationale des Chemins de fer Français (SNCF), France's state-owned national railway company. Lima, among other American and Canadian manufacturers, began producing what became known as the 141R locomotive for the SNCF in 1945. The 141R became the main locomotive for the SNCF for decades, with some staying in service until as late as 1974.

Diesel-powered locomotives began to replace steam in the late 1940s, driven by innovation from new companies like GE, and Lima and its steam-based competitors Baldwin and Alco failed to make the transition. After merging with Baldwin in 1949, the company attempted to pivot to diesel-electric before ceasing locomotive production in 1951. Despite a series of further mergers and acquisitions, the Lima name remained present in the heavy machinery industry through the 1970s, most notably as a brand of road construction equipment, until the Lima plant closed permanently in 1981.

Sources:

Materials in the Collection

"Baldwin-Lima-Hamilton Corporation (1950-1965?)." Historical Construction Equipment Association. <http://archives.hcea.net/?p=creators/creator&id=380>.

"LNER Encyclopedia: The USATC S160 2-8-0s." The London & North Eastern Railway Encyclopedia. <https://www.lner.info/locos/O/s160.php>.

Edson, William D., and John H. White. "Lima Locomotive Works." *The Railway and Locomotive Historical Society Bulletin*, no. 123 (1970): 81-102. www.jstor.org/stable/43518352.

Withuhn, William L. 2019. *American Steam Locomotives: Design and Development, 1880–1960*. Railroads Past and Present series. Bloomington, IN: Indiana University Press.

SCOPE AND CONTENT NOTE

This collection contains builder portraits and photographs of Lima locomotives in various stages of production from 1943–1948. The majority of the locomotives pictured were produced as a result of World War II, either USATC-designed S160 2-8-0s produced for the U.S. War Department for use in Europe during the war or 141R 2-8-2s produced for France’s national railway company SNCF after the war. The collection is organized by the order number assigned at the Lima factory and written on each photograph by the photographer(?). Order numbers 1171, 1173, 1175, 1177, 1181, 1183, and 1185 were U.S. Army S160s, while order numbers 1191 and 1195 were 141Rs. Order number 1190 went to the Virginian Railroad, and 1199 (Lima-Hamilton, merger with General Machinery Corporation of Hamilton, Ohio in 1947) went to the Argentine State [Peron nationalized the railways in late 40s]. Order number 1178 was an 0-6-0 switcher produced for domestic use by the U.S. Army.

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