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A Brief History *of* Engine No. 13

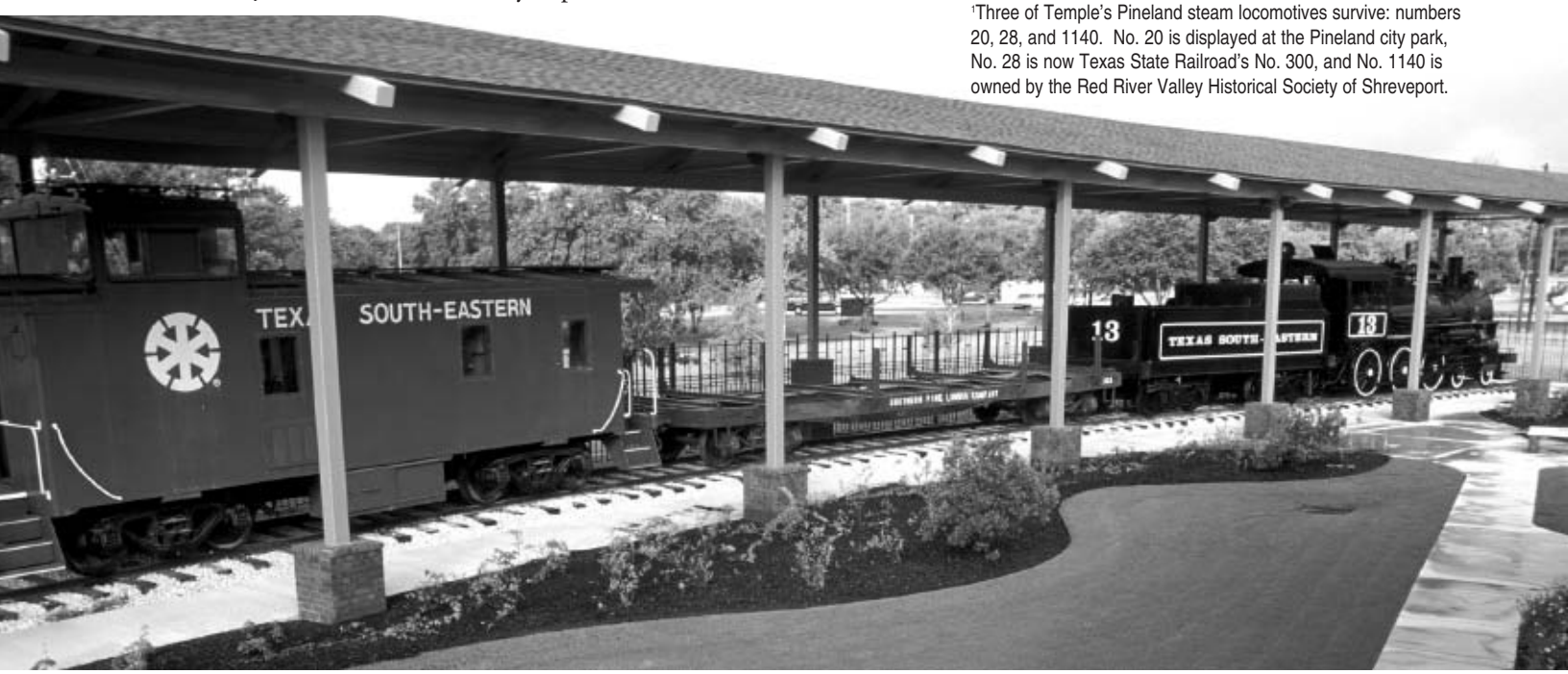
By Jonathan Gerland

Perhaps the most popular and certainly the largest attraction at The History Center is Texas South-Eastern Railroad (TSE) steam locomotive No. 13. Of at least fifteen Temple company steam locomotives that served Diboll operations, only Engine 13 survived being scrapped.[1] During its active career from 1920 to 1964, it alternated between TSE and Southern Pine Lumber Company (SPLCo) service, pulling mainline log trains to Diboll as well as occasional mixed freight & passenger trains between Diboll and other points and operated in at least seven, possibly nine, counties.

TSE Railroad ordered Engine 13 in April 1920 from the Baldwin Locomotive Works in Eddystone, Pennsylvania, requesting delivery within three months. Backorders at Baldwin, however, prevented No. 13's completion until early September.

The finished locomotive traveled from the Baldwin Locomotive Works by care of the Baltimore & Ohio Railroad to East St. Louis, then by the Cotton Belt to Lufkin, then by TSE to Diboll, where TSE took official delivery. The locomotive cost $32,697.20, fifty percent of which was due at shipment and the balance payable in 24 equal notes at six percent interest.

Records reveal that TSE ordered No. 13 as a "duplicate" to their Engine No. 10, built in 1911 also by Baldwin, with the addition of a superheater (which increased the temperature and volume of steam as it left the boiler), slightly larger cylinder bores, and a few other modifications—all designed to increase performance without adding significant weight. In working order, No. 13 weighed in at just less than 68 tons, not including the



Engine 13 and train at their new home, The History Center.
Photo June 2003 by Jonathan Gerland.

[1]Three of Temple's Pineland steam locomotives survive: numbers 20, 28, and 1140. No. 20 is displayed at the Pineland city park, No. 28 is now Texas State Railroad's No. 300, and No. 1140 is owned by the Red River Valley Historical Society of Shreveport.



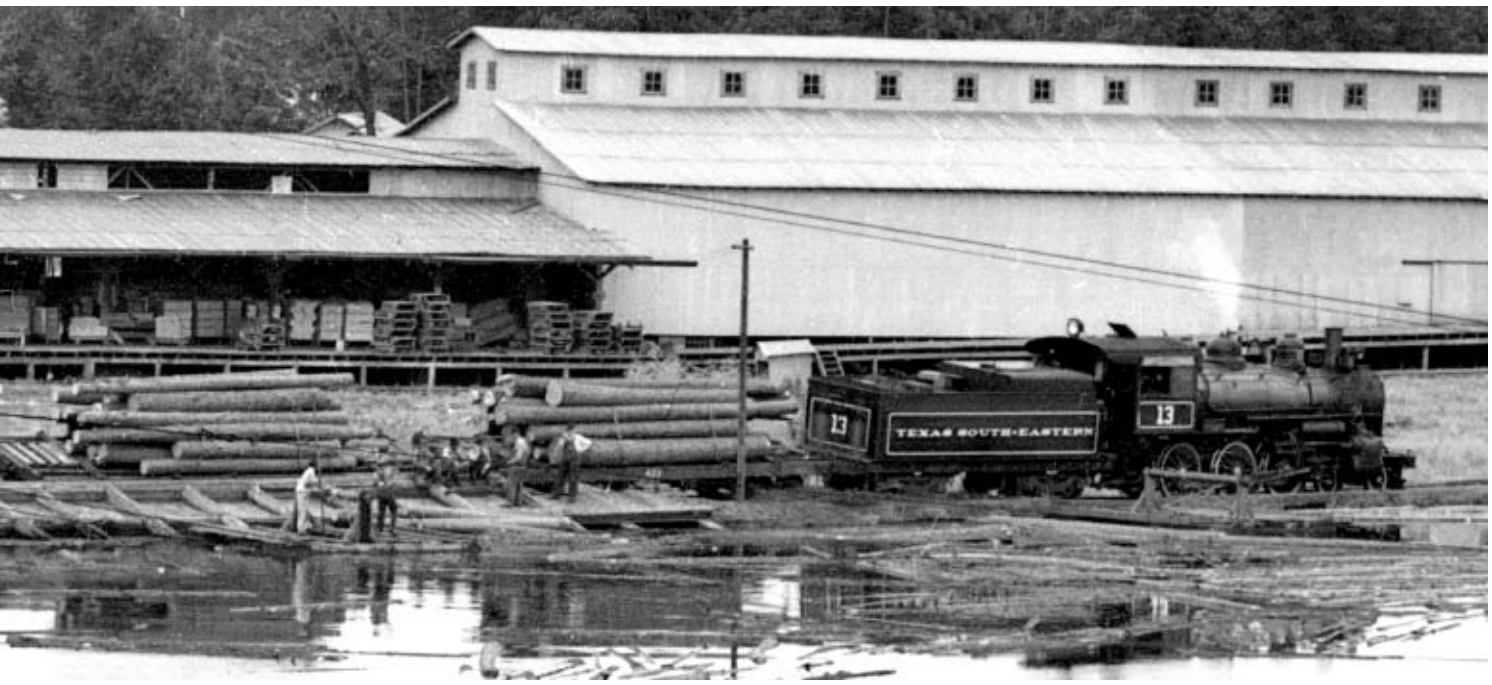
tender, while No. 10, which was scrapped in 1947, weighed closer to 67 tons.

TSE locomotives began burning oil, instead of coal, for fuel in 1915, and Engine 13 was ordered as an oil-burner. TSE officials changed the order to coal, however, in June 1920, because the price of fuel oil had then climbed to twice that of coal. No. 13 operated as a coal burner for just twelve months, then TSE converted the engine and tender to fuel oil accordingly.

By wheel arrangement Engine No. 13 is known as a 4-6-0 type, meaning it has four leading wheels under the smoke box, six driving wheels bearing most of the locomotive's weight, and no trailing wheels under the firebox and cab. The 4-6-0 type, or Ten-Wheeler as it also is known, was the best general service design during much of the steam era, ably suited for freight and/or passenger service. (It was a 4-6-0 in which Illinois Central engineer Casey Jones made his legendary "trip to the promise land.") In addition to Engine 13, Temple's locomotive numbers 4, 5, 7, 9, 10, and 504 were also of the 4-6-0 type.

But TSE Railroad officials did not necessarily want another 4-6-0 when they ordered No. 13 in 1920. For five previous years SPLCo had been cutting large tracts of timber in San Augustine County, acquired in 1914 from Kirby Lumber Company. To access this timber for the mills at Diboll, TSE Railroad exercised trackage rights over the Cotton Belt line between Lufkin and White City, in San Augustine County. (In part exchange, TSE delivered to the Cotton Belt at Lufkin a specified quantity—by carloads—of milled lumber). TSE initially used locomotive numbers 5, 9, and 10 (all 4-6-0s) for the 60-mile logging runs that lasted more than four hours each way (43 miles between Lufkin and White City and 17 miles between

Texas South-Eastern Railroad's Engine 13, a Baldwin 68-ton Ten-Wheeler, poses with crew near the Diboll millponds in the early 1920s. Although the crewmen in the photo are unrecognizable, No. 13's usual crew then was Henry Titus Mooney, engineer; Jesse J. King, fireman; Sean O. Bishop, brakeman; and Dick McKinney or Frank Laing, conductor.



TSE No. 13 backs in a train of logs at Diboll's millpond number 2 in the middle 1930s. The plant in the background is Temple Manufacturing Company, which made wood boxes and crates.



In 1920 TSE ordered Engine No. 13 as a "duplicate" to their 1911 model No. 10, shown here at Diboll in 1946, just a year before being scrapped. The author believes that No. 10's tender shown here is now possibly No. 13's tender but with different trucks.

Photographer A. E. Brown (1914-1981) made this image of No. 13 with train in about 1951.







Henry Titus Mooney (1878-1957) was Engine 13's longest serving engineer, from the early 1920s through the 1940s. In addition to being a fearlessly fast runner, Mooney is remembered for often quarrelling with his firemen, on occasion even to the point of stopping the train and getting off to fight.
For more on Mooney, see the Pine Bough Magazine issue of September 2000

Lufkin and Diboll). Feeling a real motive power need, TSE wanted a heavier, more powerful 2-8-2 Mikado type locomotive, specifically a 94-ton model, to add to the mix.

T.L.L. Temple and E.C. Durham, TSE's president and general manager, respectively, worked several years with locomotive builder Baldwin and Cotton Belt railroad officials to obtain the desired engine. In the end, the aged and relatively light-constructed Cotton Belt trestles over the Angelina and Attoyac rivers decided the outcome. Cotton Belt officials never approved the Mikado, so TSE ordered No. 13 as the 4-6-0 type, immediately placing it in service on the White City to Diboll line, replacing the lighter 50-ton Engine No. 5, which transferred to SPLCo woods operations.

After finishing its White City duties in the middle 1920s, No. 13 transferred to mainline logging operations between Fastrill (Cherokee County) and Diboll. Serving the camps and logging operations along the line through the early 1940s is what No. 13 is perhaps remembered for the best. Many today, both men and women, still recall from their childhoods the fascination with Engine 13 and its crew. To ride aboard the hissing, gurgling, chuffing & whistling behemoth of the woods would have been a dream come true. To some it actually was.

Whether in TSE or SPLCo service, Engine No. 13 was Diboll's premiere motive power until at least the 1950s, when TSE purchased 97-ton

Photographer Joe R. Thompson (1932-2002) made this image of Engine 13 and log train on September 4, 1961. The location is possibly the Box Factory Road crossing in Diboll, although the switch stand placement and what appears to be in the distance mile board 8 are perplexing.





Joe Thompson also made this image of No. 13 at Lufkin in about 1961.

steam Engine No. 504 in 1950 and 70-ton diesel-electric Engine No. 22 in 1956. Engine No. 504, built in 1920—the same year as No. 13—was previously a Louisiana & Arkansas Railway locomotive and was scrapped in 1957; essentially it was too heavy for TSE's light rails and roadbed. Purchased new in 1956, Engine 22 was donated to the Texas State Railroad in 1996.

With the acquisition of diesel-electric No. 22, Engine 13 was relegated to extra service, since No. 22 handled both the log train by day and the Lufkin train and switching by night. No. 13 only ran when extra business required its service throughout much of the late 1950s and early 1960s. Probably its last operation was in 1964 when it rescued Engine 22 that had derailed in Lufkin late one night. Since that time it has been displayed at several sites around the Temple milling plants.

It's been said that "Old 13" has been "Lucky 13," since it is TSE's only surviving steam locomotive. On display for nearly half of its life now, No. 13 was not readily accessible to the general public until May of this year. It now delights new generations of children and adults of all ages in its new, fully-accessible home at The History Center.

(For more about the restored Engine 13, see the News & Notices section).



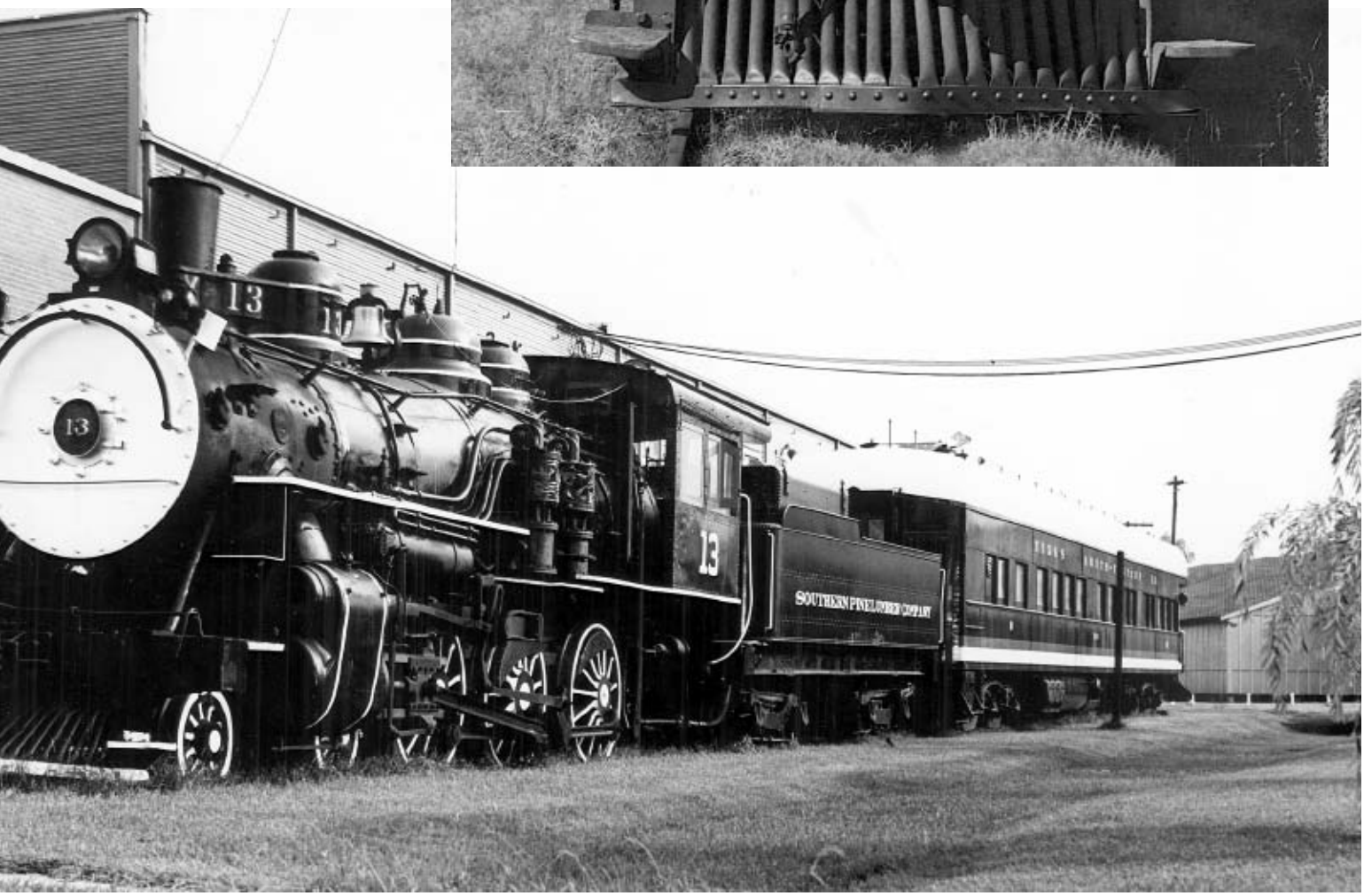
In 2000 Ron Jackson, son of lifelong railroader R. A. "Boots" Jackson (1903-1977), donated to The History Center this phonograph recording of working steam locomotive 13 made in about 1963 possibly by a steam enthusiast known as "Mr. Beard," who made the recording for friend A.E. Brown of Shreveport. Excerpts from the recording now comprise a popular part of the railroading exhibit at the new History Center building.



(right) **Photographer R. W. Keeling of Houston made this photo of engineer Lewis Minton, left, and fireman Bill Powers, right, with Engine 13 on January 13, 1963, during one of No. 13's last log hauls.**

(below) **Newly restored Engine 13 with former Kansas City Southern business car 99 displayed behind the old Southern Pine Lumber Company commissary in September 1964. At the time, some were considering using Engine 13 to pull passenger excursion trains over TSE rails. Paul Durham, editor of the Diboll Free Press, kept the idea alive for a while, but it never materialized. KCS car 99 was built in 1899 by Barney & Smith Company as car 200. It later wore the numbers 100 and 102 as well as the name Geraldyne, before becoming number 99 beginning in 1930. TSE Railroad acquired the car in 1963, renumbering it 100 during one painting and 99 during another.**





(right) **Engine 13 had seen better days when this photo was made in December 1993. Shortly after, the engine was sandblasted and painted for display on First Street beside the old Southern Pine Lumber Company commissary to help celebrate the centennial observance of the founding of both Diboll and Southern Pine Lumber Company. It was displayed at the north end of the commissary until moved to The History Center on August 1, 2002.**



(bottom) **Engine 13 moved to The History Center in August 2002 and was repainted in early 2003 back to a 1930s era Texas South-Eastern livery. The fully accessible locomotive is one of the Center's most popular attractions. Seven classes of Diboll 3rd graders visited The History Center in April, two weeks before the Center opened, to be the first students to tour the new exhibit. Here four of the classes pose on April 16, before the locomotive's bell and whistle were reinstalled.** Photo by Jonathan Gerland.



(above) **Arthur Temple inspects the cosmetic restoration and display of Engine No. 13 on April 30, 2003. Temple and Engine 13 were born just a few months apart—Temple in April 1920 and No. 13 in September 1920.**
Photo by Jonathan Gerland.



Students from Kovenant Kids Daycare in Lufkin pose with Engine 13 in July.
Photo by Jonathan Gerland.

WHAT ELSE HAPPENED IN 1920, THE YEAR OF NO. 13's CONSTRUCTION?

- The 18th Amendment to the U.S. Constitution, ratified in 1919, became effective, prohibiting intoxicating liquors.
- The 19th Amendment was ratified, providing women with the right to vote regardless of state law.
- America's first commercial radio station, KDKA in Pittsburgh, Pa., began operation by broadcasting the results of the 1920 presidential election. Warren G. Harding, Republican, soundly defeated James M. Cox, Democrat, by an electoral vote of 404 to 127.
- "Man O' War," prizewinning racehorse, retired after winning 20 of his 21 races.
- Arthur Temple Jr was born.