

This information comes from the Minnesota Transportation Museum's website <http://www.mtmuseum.org/jsr/roster/np328.php>. (hat tip Mark Karnowski)

*This is the engine that pulled the last train along the spur line on 7/1/1948 that ran from Wyoming to Taylors Falls. It had a long and varied career and, as can be seen in this [photo](#), even survived the 1965 Stillwater flood.*

# Northern Pacific 328

## 4-6-0 Steam Locomotive



Steam locomotive 328 is a light 4-6-0 "Ten Wheeler" which spent years running branch line trains to small towns along the St. Croix river, like Stillwater, Grantsburg, and Taylors Falls. Those tracks are gone, but 328 survived in a city park in Stillwater. In 1981 it was restored to operation by the Minnesota Transportation Museum. Today 328 is being refitted again for another return to service pulling excursion trains on the Osceola & St. Croix Valley Railway.

## Overhaul News

Eighteen years of operation have taken their toll on 328's boiler and running gear, and it is currently in the shop for a major overhaul. The jacketing and appliances have been removed from the outside of the boiler, the smokebox and firebox stripped, and the flues removed. Plans call for firebox and flue sheet renewal, new flues, running gear repair, and new wheels under the tender.

Donations and grants to help fund the work are being sought. Contributions may be submitted to: MTM, #328 Steam Fund, 193 E. Pennsylvania Ave., St. Paul, MN 55101. Also, a special excursion to Marshfield, WI was held in 2000 as a fundraising event. Skilled and unskilled volunteer labor will help return 328 to service as soon as possible, but museum membership is required. The work is being done at the Jackson Street Roundhouse, which includes a museum of Minnesota railroad history.

## History

The story begins in 1904, when the Chicago Southern railroad was incorporated to build 114 miles of track from Chicago to a connection with the Southern Indiana Railway. Forty locomotives were ordered in 1905 from the American Locomotive Company's Rogers works in Patterson, New Jersey. The order included twelve 2-6-0 "Mogul" types, eight 4-4-0 "American" types, and twenty 4-6-0 "Ten

Wheeler" types. The first sixteen were delivered in July and August, among them six 4-6-0's. By the end of 1905 the Chicago Southern fell on hard times, and the remaining fourteen 4-6-0's sat unfinished at Rogers, without a buyer.

During the winter of 1906-1907, the Northern Pacific was experiencing power shortages on its Washington, Montana, Idaho, and Dakota branch lines. It purchased ten of the unfinished engines for \$14,500 each. They were completed and delivered in February, 1907. The Northern Pacific assigned them class S-10 and numbers 320 to 329. In their early years, 321 and 322 were assigned to the Dakota Division, 320, 323, and 324 to the Pharaoh Division, and the rest to the Minnesota Division. In 1925, 325 and 326 were re-assigned to the Montana Division. Small, light engines even when new, the great depression rendered them surplus. Between 1929 and 1933 eight were cut up for scrap.

The two survivors, 321 and 328, remained because of their light weight and a rickety old bridge. The Northern Pacific's mainline from the Twin Cities to Duluth sported a number of branchlines. The seventeen mile branch from Rush City, MN, to Grantsburg, WI crossed the St. Croix river on a very light bridge. Only D-3 engines or S-10 engines like 328 were light enough to cross it safely. 321 and **328 also frequented the branches from Wyoming to Taylors Falls** and from White Bear Lake to Stillwater. By 1946, dwindling traffic and the new diesels resulted in 321's scrapping. **On July 1st, 1948, 328 pulled the last train to Taylors Falls.** In 1949 L-10 O-6-0 number 1167 replaced 328 on the Grantsburg branch. 328 still found work on the Stillwater branch and pulling railfan excursions, but in March 1950 was retired.

328 was also ordered scrapped, but was saved by the Minnesota Railfan's Association, who managed to get it **donated to the city of Stillwater. It was put on display in the park along the river, a couple blocks from the depot.** In 1976 the Minnesota Transportation Museum leased the 328 and restored it to operating condition in the BN's ex-NP Como Shops in St. Paul. It pulled its first excursion train in 1981 during New Brighton's Stockyard Days festivities.

Between about 1987 and 1991, NP 328 returned to the Stillwater branch. At that time the branch was owned by MTM, and 328 was a "crown jewel" of the historic experience.

From 1992 to 1999 NP 328 served as a regular locomotive on MTM's Osceola & St. Croix Valley Railway, giving train rides to an older generation who remember when steam locomotives ruled the rails and exposing a new generation to steam locomotives and passenger trains for the first time. It ran between Marine on St. Croix, MN and Dresser, WI, a mere few miles from the Stillwater and Taylors Falls branches it once frequented. It also made occasional special trips to other locations around the Twin Cities.

## Photo Gallery

- [NP 328](#) (St. Paul, Minn on August 1, 1937. From the collection of Martin E. Hansen.)
- [NP spec/improvement card for 328, side 1](#)
- [NP spec/improvement card for 328, side 2](#)
- [NP328 circa 1910](#) (Photo courtesy Ronald E. Olmstead)

## Specifications

Builder:	Rogers Works, American Locomotive Company (Alco)
Builder's number:	37583
Date built:	Started 1905, completed 1907
Built for:	Chicago Southern
Original owner:	Northern Pacific

Current owner:	City of Stillwater, Minnesota
Cost when new:	\$14,500
Engine weight:	153,000 pounds
Weight on drivers:	115,000 pounds
Engine length:	39-0
Tender length:	23-6
Length over all:	58-5
Boiler pressure - new:	190 psi
Boiler pressure - current:	175 psi
Tractive effort - new:	26,600 pounds
Wheel arrangement:	4-6-0 (Ten Wheeler)
Driver diameter:	57 inches
Cylinder diameter:	19 inches
Cylinder stroke:	26 inches
Valve gear:	Stephenson
Reverse:	Manual
Cylinder valve:	D slide-valve
Superheaters:	None
Fuel:	Coal
Firing method:	Hand-fired
Injectors:	Lifting
Tender water capacity:	5500 gallons
Tender coal capacity:	8 tons
Tender weight:	104,000 pounds
Tender class:	8C

\*Data from NPRHS' [NP Steam Roster page](#).

## References

The following issues of the [Northern Pacific Railway Historical Association's](#) "Mainstreeter" have information on NP 328:

- |                 |                               |
|-----------------|-------------------------------|
| Volume 10 No. 4 | The Grantsburg Branch         |
| Volume 15 No. 4 | The Truth About 328 Revealed! |
| Volume 15 No. 4 | The Other Four                |

Also see the "Minnesota Railroad Guide" by Steve Glischinski, data p142.