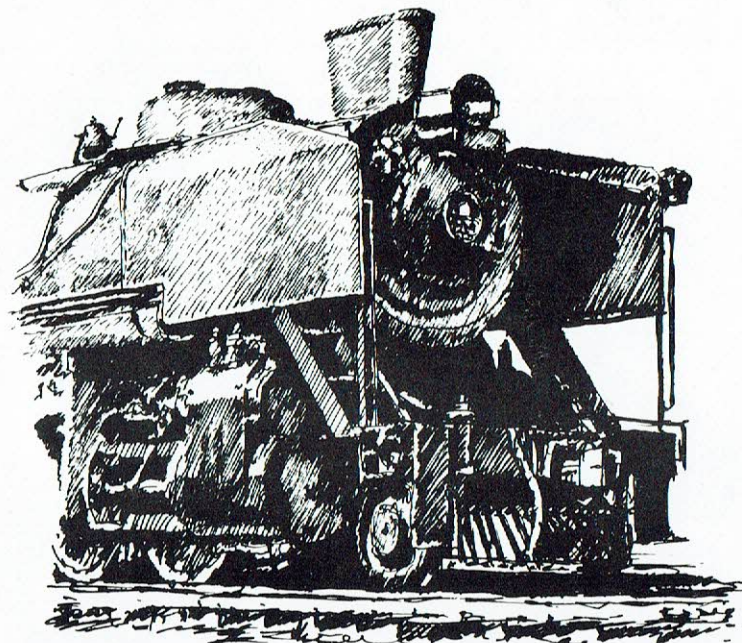


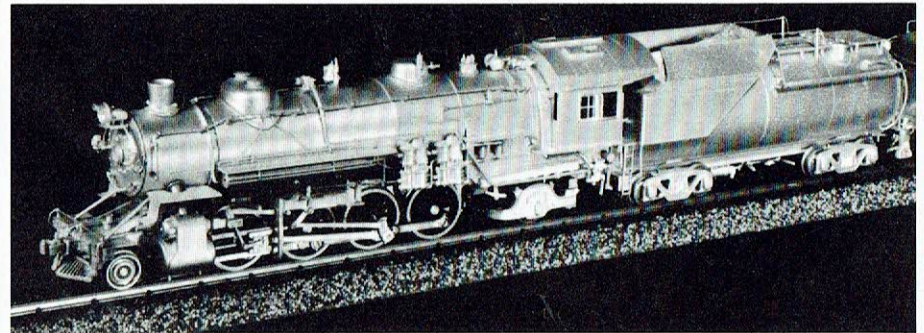
BALTIMORE & OHIO

Q-4b 2-8-2

G-File No. 66



MODEL SPECIFICATIONS



BALTIMORE & OHIO Q-4b 2-8-2



LENGTH Eng. & Tndr. 11 1/2 inches
..... plus Aux Tndr. 17 1/2 inches
WEIGHT Eng. 16 oz.
..... Each Tndr...5 oz.
MOTOR 16mm "Can"
MFGR Samhongsu, Korea
NO. IMPORTED 1210 Units
PRICE \$139.95* (1976)

*Suggested Estimated Retail Price



WESTSIDE MODEL COMPANY

1801 DALEHURST LOS ALTOS, CALIFORNIA 94022

PROTOTYPE & MODEL INFORMATION

Hardly a soul would argue that the most popular engine on the Baltimore & Ohio was the "Q" class Mikado. The 2-8-2 represented the largest number of any one wheel arrangement on the system with the Q-4b being the most advanced of the classification. The Westside Model Company version is represented by the Baldwin 1922 engine which included an additional tender more aptly known as the "water bottle" used for long haul runs through mountainous territory. The popularity of the Q-4b was proven when the diesels made inroads into steam operations. As late as 1956 there was a total of 181 Mikados still under steam of which 84 were class Q-4 of some kind. The B&O saw fit to experiment with the class adding gargantuan tenders over 50 feet long; upping boiler pressures to 240 lbs. psi and enlarging driving wheel diameters to 70" ...making a "super Mike" with 65,500 lbs. of tractive force.

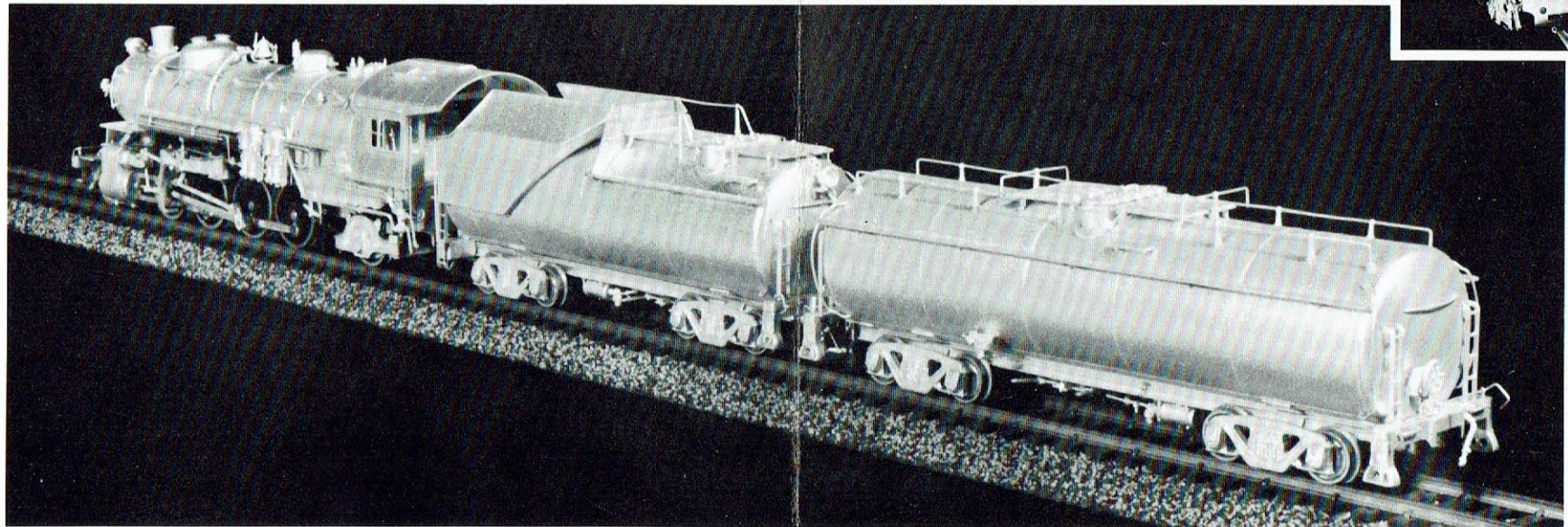
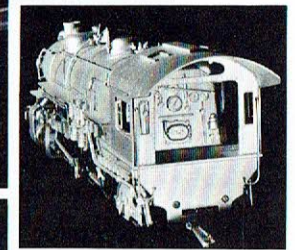
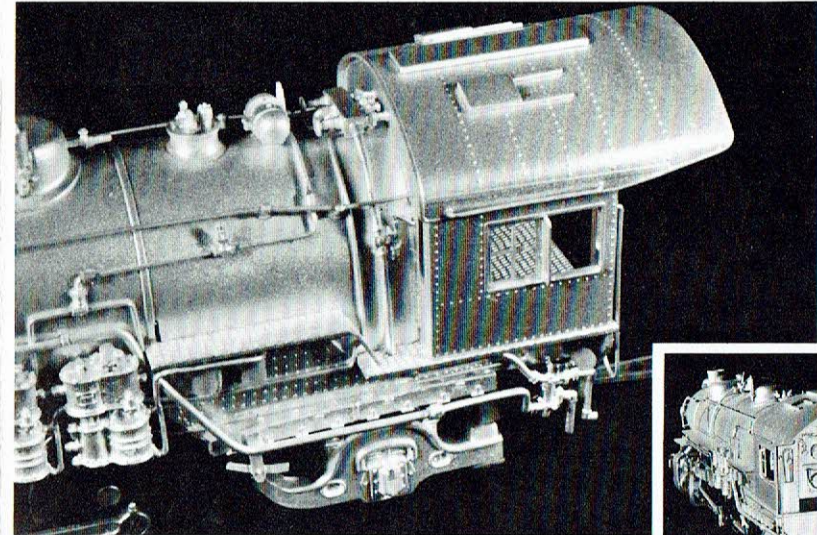
As mentioned, the Q-4's were all over the system mostly on freight runs but during the war they held down fast passenger assignments as well. Their primary function on the Cumberland and Pittsburg divisions was helper service for both freight and passenger. It was not unusual to see a "Q" hooked in ahead or behind a four-unit diesel, or running rear-end first with a freight.

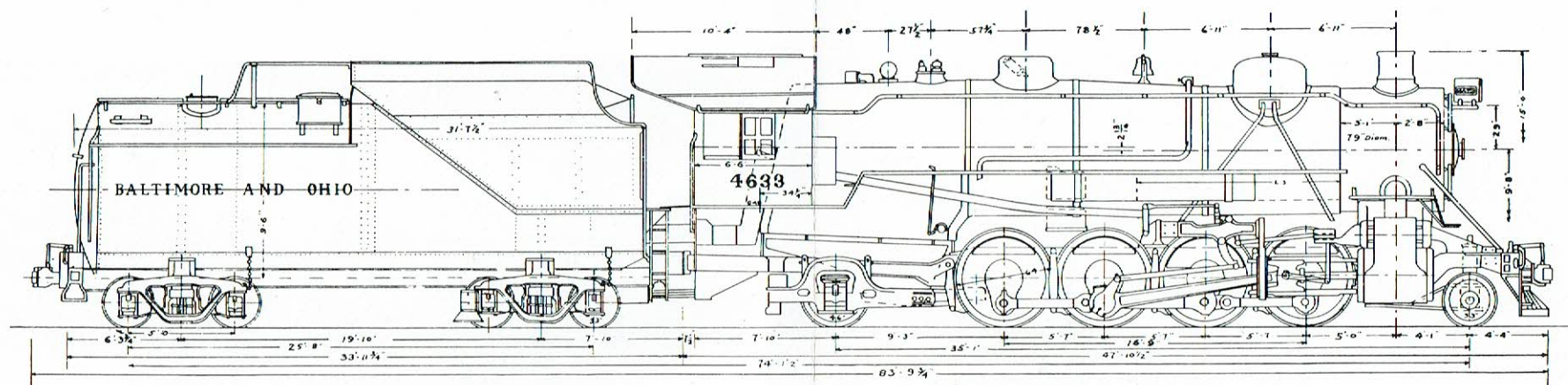
Perhaps the greatest tribute to the "Q" class was the fact that the B&O saw fit to preserve Q-3 number 4500, the first U.S.R.A. "light Mike" ever built, for posterity at its own museum in Baltimore.

As modeled, the Q4-b will look good towing merchandise or varnish. Its unique "water bottle" auxiliary tender can be assigned to practically any medium size or larger steam locomotive for that nonstop, terminal to terminal run. Because of its 2-8-2 wheel arrangement the Q4-b adapts quite well to heavy branchline service making it one of the few universal—general service steam locomotives.

Information compiled in part from Sagle & Stauffer *B&O POWER*

Model Photography by Paul Jansen





BALTIMORE & OHIO Q-4b 2-8-2 PROTOTYPE SPECIFICATIONS

CLASS: Q4, Q4a, Q4b

NUMBER OF ENGINES: Q4 - 45
Q4a - 5
Q4b - 85
135

NUMBERS: Q4 4400-4444
Q4a 4445-4449
Q4b 4450-4634

TYPE: Mikado (official MacArthur)

BUILT: Q4 1920-21
Q4a 1920-21
Q4b 1922-23

BUILDER: Baldwin

CYLINDERS: 26 x 32"

STEAM PRESSURE: 220 lbs.

DRIVER DIAMETER: 64"

TRACTIVE POWER: 63,200 lbs.

VALVE GEAR: Q4, Q4b Baker
Q4a Walschaert Modified

FACTOR OF ADHESION: 3.92

WEIGHT ENGINE ONLY:

Total 327,400 lbs.
On Drivers 247,000 lbs.

GRATE AREA: 70 sf

TOTAL HEATING SURFACE: 3,819-26 sf

CURVATURE:

Normal Speed 13°
Slow Speed 16°

TURNABLE: 80'

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