

No. 734

General Statistics

- Built by General Electric in Erie, Pa., December 1956
- Original Owner – US Metals (AMEX), Carteret, New Jersey
- Classification
B-B-130/130 4GE747
- Weight — 65 Tons
- Power Plant—(2) 235 HP
Cummins NHBIS Diesel Engines
- Arrived November 2004
- Paint Scheme —
designed by WK&S
- The locomotive number is the last 3 digits of the serial number (32734).

Dedication

This project and many others completed and on-going would not be possible without the support and dedication of the Volunteer Staff at the WK&S. Our tourist railroad is one of only a few in the United States that is operated by a 100% volunteer staff. The WK&S has been in operation for over 47 years and would not be possible without all the many hands and talents that contribute to our success.



WK& S, Inc.
PO Box 24
Kempton, PA 19529
www.kemptontrain.com
Phone: 610-756-6469
E-mail: info@kemptontrain.com

WK&S MOTIVE POWER UPDATE

Rebirth of the Big GE No. 734



November 2004
to
June 2010



REBIRTH OF THE BIG GE NO. 734

The restoration of the 734 has been one of the largest projects to date that the WK&S volunteers have accomplished. This locomotive has had a complete and thorough overhaul mechanically, electrically, and cosmetically. A lot of deferred maintenance from previous owners was also performed at this time. The total cost of this project to date is approximately \$30,000.

Some History.....

The WK&S acquired the locomotive in November 2004 through the Railway Restoration Society Project 113 located in Minersville, Pennsylvania as a trade for the Central RR of New Jersey (CNJ) business car #98. They acquired the GE from Koppers Corp. in Muncy, Pennsylvania in 2004. Koppers Corp. had purchased it in 1983 through George Silcott, a locomotive broker from AMEX—US Metals in Carteret, New Jersey, who purchased the locomotive directly from General Electric in December 1956.

The Move.....

The 734 was moved to the WK&S in November of 2004 using cranes and two tractor trailers. The locomotive was moved from Koppers Corp. in Muncy, Pennsylvania. The cranes were used at both locations to lift the locomotive body off the trucks and then to reassemble at Kempton.



The Overhaul.....

The 734 was brought into the shop in December of 2006 after the second shop track was constructed. The locomotive was jacked up and the trucks were disassembled. The axles were sent out to be inspected, recontoured and the journals



were resurfaced. At this time, all the brake and air systems had comprehensive

repairs and upgrades. The traction motors were also inspected and had maintenance performed. The trucks were reassembled in March of 2008. The electrical system was completely rewired between 2008 and 2009. Other systems, both mechanically and cosmetically, were repaired and/or upgraded. Major sheet metal work was performed, i.e. all the steps were replaced, the engineer's door was replaced (the old one was a piece of plywood), the cab floor was reinforced and rewelded, the corners of the cab were replaced as well as many other items. Both engine compartments were degreased, scraped and repainted.

The Finish

From 2008 until June 2010, the entire locomotive has undergone a complete

makeover. This included many, many tasks (too numerous to mention them all in this format). All items were removed, repaired and repainted right down to the set of Nathan M-3 3-Chime horns.

The paint scheme and lettering was completely the design of WK&S volunteers who spent many hours designing, taping, masking and painting to what you see today.

