



The 14.6-ton B&O No. 13 Lafayette is a 1927 reproduction of the original 10.3-ton model built in 1837. The **engine and cars** were featured in the 1997 movie "Amistad," Shackelford says.

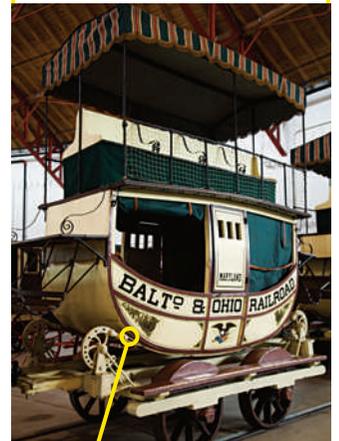


The locomotive was known as a "One-Armed Billy" because the **piston** resembles a man's arm moving back and forth.



Seating was tight. Shackelford estimates a coach would have held 14 people, with seats in the front and back — and on top — of the coach.

The **wooden coaches** were designed by Richard Imlay in 1830. "He took stagecoach bodies, and he put them on rail wheels," Shackelford says.



Leather suspension straps aimed to absorb some of the shock from the bumpy ride, but the coaches often rocked from side to side.



Wheel wonders

At Baltimore museum, lasting locomotives

BY KRIS CORONADO

"When you see a steam engine run, and when you hear it run, it's almost like it has a heartbeat," says Dave Shackelford. "It's not a machine. It's got a character to it." As chief curator of Baltimore's B&O Railroad Museum (901 W. Pratt St., 410-752-2490, www.borail.org), Shackelford knows plenty about the 180 engines, rail cars and more that are housed at the site, where such hulking beauts were built

from the 1830s through the late 1940s.

A look at the pieces in the museum's roundhouse seems to prove Shackelford's point. Coach cars with dark wood paneling almost make one overlook what would be cramped conditions by today's standards. An open-air iron "grasshopper" locomotive teases the mind to imagine what the bug-like contraption looked like in motion. Here, a peek at a couple of the museum's standout pieces.

The Maryland and Pennsylvania Railroad bought a **1937 Buick** in 1942, replacing its tires with rail wheels. The "inspection car" checked the condition of the tracks.



At the front of the car, pilots, or "**cowcatchers**," helped nudge livestock or tree branches out of the way, Shackelford says.

