

ARKANSAS RAILROADER
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A LETTER FROM YOUR PRESIDENT

First I would like to apologize for seeming to neglect the organization for the past few months. As most of you know, my father was in the hospital in August. And since about that time to the end of October my job became very demanding (to the point of my working most week-ends). My father reentered the hospital the last week of October and passed away on November 3. I used my vacation to help settle his affairs and to help my mother get her household prepared for the winter. I have two sisters, age 15 and 11, left at home. In light of the above you see I had very little time left to devote to a hobby. I am looking forward to getting back into things again and hope to see you all December 13.

During those hectic weeks I did sneak in a couple of railfan activities. On September 2, I flew to Asheville, N. C. to ride behind the 4501 over Saluda Mountain to Spartanburg, S. C. I had a wonderful trip. I got to ride the cab some and rode the cab of the diesels that were used to let the train down the grade from Saluda to Melrose. The diesels were used for their dynamic brakes. I visited the car shops at Hayne, S. C. and talked the shop superintendent out of a passenger car diagram book. Also met Mr. Frank Clodfelter, rail photographer and engineer on the Asheville division. I will show the slides that I took sometime soon.

Another event was on October 14. Monroe Auto Equipment Co. chartered a special train from Chicago to Paragould. Route was IC to Memphis, MoPac to Paragould via Wynne. Equipment was all Pullman except diners and lounges. There were 22 cars total. MoPac used GP-7Ps for power (#322, 323, 324). I have a few slides of the train and a complete consist if anyone is interested.

I have also acquired an 8mm movie projector and some films from Blackhawk and would consider showing them if the program chairman will allow it sometime.

J. Harlen Wilson

OUR NEXT MEETING. . . December 13, 1970, 2:00 p.m., Room 305, Missouri Pacific Union Station, Markham and Victory, Little Rock, Arkansas. That film we mentioned last time, MoPac steam in the late forties, is in the hands of John Harper and should be here Sunday.

SEASONS GREETINGS. . . with this last issue of our first year. To those who have contributed articles and material, Thank You, we expect more of the same. To those who haven't yet, Get Busy! We can't print it if you don't write it. If you are missing any issues and wish to complete your file, send us a note and tell us what ones you need. M e R R y Christmas and a Joyful New Year.

FINAL ACCOUNT OF THE MISSOURI PACIFIC AND THE PACIFIC

By: W. M. (Mike) Adams

Engine 6000 was delivered as a three-cylinder locomotive. All three cylinders were 22½ x 28; the steam pressure was 190 lbs. with a rated tractive effort of 47,100 lbs. Burning soft coal and equipped with a 12,000 gallon, 16-ton tender, Engine 6000 weighed in at 540,500 lbs. Many things were claimed for the three cylinder locomotive - in Great Britain it was practically standard for heavy passenger power. In the United States, however, the Union Pacific was the only railroad with extensive investment in such power and while they claimed great efficiency for their famous "9000's", they admitted candidly that the repair bills were very high. Suffice to say the 6000 was a failure. In 1939 the author was stationed with the U. S. Army at Fort Leavenworth, Kansas on the Omaha Division of the Missouri Pacific and observed the 6000 being used in local freight service between Kansas City and Atchison, Kansas. In 1942 the 6000 was taken in the North Little Rock Shops and the cylinders removed and rebuilt with two cylinders equipped with the Franklin Steam Distribution system, the so-called "poppet" valve. Converted to oil and equipped with roller bearings, it was turned out of the shops November 16, 1942, and placed in service on the Arkansas Division. Renumbered 6001, it quickly acquired the nickname "Madame Queen" and after the bugs were ironed out, it became very popular and was used for years between Little Rock and Memphis. The Missouri Pacific magazine cites one trip when new, when in charge of the late "Skyrocket" Young, General Road Foreman of Engines, it handled Train No. 2 with 16 cars from Gurdon to Little Rock, 83 miles in 77 minutes, with three permanent speed restrictions and two hills. Scrapped in 1953, the chime whistle from 6001 is mounted on the mill of Silica Products Company at Guion, Arkansas.

In 1925 the Missouri Pacific took over operation of the International-Great Northern and the St. Louis, Brownsville and Mexico, two Texas railroads long identified with the Gould properties. Until 1956, however, these roads maintained a separate corporate identity and all rolling stock and equipment was initialed with the corporate initials and corporate staffs were maintained in Texas to comply with Texas state laws. There was no modern power on either road. Their passenger trains were being handled by a group of ten-wheel 4-6-0 locomotives - most of them from 15 to 20 years old. Mr. Baldwin was installed as President of both corporate set-ups and the orders went out for modern power. In October, 1926, five heavy Pacifics were delivered for the I-GN. Numbered 1151 through 1155, these engines were practically identical with the Missouri Pacific 6600's except for the substitution of Baker valve gear for Walscharet and the inclusion of the American front-end throttle. All were oil burners with 12,000 gallon tenders carrying 5,000 gallons of fuel oil. Initially these locomotives were not equipped with feedwater heaters but in later years had Worthington SA units installed. In 1947 these locomotives were transferred to the ownership of the St. L B & M and all were scrapped by 1954. So far as is known, these locomotives were never used outside of Texas.

In June, 1927, Engines 1156 through 1161, were delivered for the St. Louis, Brownsville and Mexico. These locomotives were identical in basic specifications with the 6600's including Walscharet valve gear. They were, however, equipped with Worthington BL type feedwater heaters and with tenders carrying 14,000 gallons of water and 5,650 gallons of fuel oil. With an engine weight of 302,000 lbs. and a total weight with tender of 595,000, these were the heaviest 4-6-2's on the Missouri Pacific. As outlined in my article on the 6400's, several 6400 class Pacifics were transferred to and used on the Texas lines. When the 1156-1161 class locomotives were received they were placed in service on the Eastern & Omaha Divisions of the Missouri Pacific and until the advent of World War II were kept busy between St. Louis and Kansas City and Kansas City and Omaha, Nebraska. As a highschool boy I made many trips to Kansas City during the 1930's and almost invariably the standard power on all Eastern Division trains was the St.L B&M 1156 class Pacific. In the opinion of the author these were the best looking Pacific type locomotives on ANY railroad. In 1947 these engines were transferred to the I-GN and served out their time between Longview and Houston and San Antonio, and later between Ft. Worth and Houston. In late November, 1941, Engine 1159 was captured on film by the author at the Little Rock Union Station. Just how long it worked around here is not known. I believe it was probably being transferred, under steam, back to Texas.

The 6600's were used on just about all the primary passenger routes of the Missouri Pacific during their lifetime. The inroads of Diesels gradually downgraded their service until during their last years they were handling drag freight and traveling switch engine assignments. They were fine locomotives and made some blazing runs in the hey-day of the so-called standard era between the two World Wars. Late in 1940 the American Car and Foundry Company designed a new type of car truck and the Missouri Pacific agreed to operate test trains between North Little Rock and Bald Knob to enable these trucks to be tried out in high speed service. Two special freight cars were built with glass floors over the trucks and a total of 17 trips were run off. Engine 6624, newly equipped with roller bearings, was selected for these runs. It was desired to average 90 mph on the runs and in order to do so the century mark was topped quite often. It is believed 104 mph was the highest speed attained. An old friend of the author's, now deceased, was a Car Foreman at North Little Rock and participated in these tests. He told me he was terrified on every trip - he had to look at the trucks and he knew how they were held together!

All told there were 106 Pacifics in service through the years on the Missouri Pacific, the originator of the type name.