

ARKANSAS RAILROADER
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THE MOPAC AND ITS MIKES
by W. M. "Mike" Adams

The 2-8-2 Mikado type locomotive was developed from the 2-8-0 having a two wheel pilot truck, four pairs of coupled drivers and a two wheel trailing truck supporting a wide firebox. This arrangement gives the advantages of a wide firebox in conjunction with a large boiler; the resulting high steaming capacity permits a more sustained use in heavy service. This type was first built in 1897 for use in Japan from whence the name "Mikado" was derived. The first examples built for use in service in the United States were for the Bismark, Washburn and Great Falls Railroad in 1903. These locomotives, while a true 2-8-2 wheel arrangement, had a narrow firebox. The first engines built with a wide firebox were for the Northern Pacific starting in 1904. Successful from the first, these machines were the forerunners of an estimated 14,000 2-8-2's built for service in the United States. Over 9,500 of these were for heavy main line service, more than any other locomotive with a two wheel trailing truck. On the majority of Class I railroads the Mikado was the backbone of freight service and the Missouri Pacific was no exception.

Altogether the Missouri Pacific placed in service a total of 296 Mikados of which 181 were, for all practical purposes, identical. The first examples on the MoPac were the 1200 series which started arriving in 1911 with engines 1201 through 1230 lettered for the St. Louis, Iron Mountain and Southern while engines 1231 through 1250 were stenciled for the Missouri Pacific, all built by American Locomotive Company. In August 1913 engines 1251 through 1255 were delivered for the Iron Mountain and in February 1914 engines 1256 through 1280 were delivered lettered for the Missouri Pacific. These last thirty jobs built by, believe it or not, Baldwin Locomotive Works. As built these locomotive had 27 x 30 cylinders, 170 lbs. pressure, weighed 275,500 lbs. in working order and exerted 50,160 lbs. tractive effort. They equipped with Walschaert valve gear and had tenders carrying 10 tons of soft coal and 8000 gallons of water. They had the Cole trailing truck and were hand fired as received. The 1200's went into fast freight service on the primary main lines of the Missouri Pacific-Iron Mountain and became very popular with the enginemen. In later years many of them were converted to oil and the coal burning engines all received BK stokers. All of them had the steam pressure raised to 200 lbs. with a resulting increase in tractive effort to 55,015 lbs. Many of them were extensively rebuilt with cast cradles; Delta B trailing trucks with boosters were applied upping the tractive effort to 65,190 lbs. Several of the 1200's, oil burners and equipped with boosters, received radios and were among the first locomotives on any railroad to receive the now common radio equipment. When the Missouri Pacific acquired complete ownership of the International - Great Northern and St. Louis, Brownsville and Mexico in 1925, many of these engines were sold to those subsidiaries and worked out their days under the hot Texas sun. On the "Big MoP" the 1200's lasted right up to the end of steam. When I went to Gurdon in the fall of 1954 we had several working out of Gurdon on locas and in Gurdon Yard. I used to while away the winter evenings riding the 1256 with Jack Baker or Serge Trout batting out flies in the "hill" yard at Gurdon. When I was a small youngster at Cotter, Arkansas the so-called "spot" engine, a 2-8-0, was the standard freight power on the White River Division. About 1928 the 1200's came to the

White River and were always double-headed between Cotter and Crane, Missouri - they really smoked up the Ozark hills. It would be priceless to have a movie and tape of a pair of them rounding Baldhill Bluff just north of Yellville station on the shoulder of Lee's Mountain, high above Crooked Creek.

The next example of the 2-8-2 on the Missouri Pacific was the 1301-1325 class. These were straight USRA light Mikados. All built during 1919, engines 1301 through 1315 and 1318 through 1325 were turned out by Lima Locomotive Works with the 1316 being built by Baldwin and the 1317 by Alco. These engines had 26 x 30 cylinders, 200 lbs. pressure, 63-inch drivers, weighed 292,000 lbs., exerted 54,725 lbs. tractive effort and were equipped with the Walschaert valve gear and Hodge trailing truck. In later years the 1301 had a booster installed which raised the tractive effort to 65,190 lbs. In the late 1920's and early 1930's several of these engines were leased to the Texas Lines and equipped to burn lignite. I have a picture in my collection of the 1312 at Palestine, Texas in 1937 so equipped and trailing a perfectly enormous tender. Lignite was mined in the Palestine area and many of the I-GN locomotives burned this fuel - they were termed "snuff-dippers" by the railroad men. The 1300's were used, in my memory, mostly on the line from Paragould, Arkansas to Dupou, Illinois. They seldom came into Little Rock except for necessary shopping. I did snap a picture of the 1313 handling Train 96 into Little Rock in 1941. It was freshly painted and was probably breaking in after undergoing classified repairs.

In 1920 the Missouri Pacific and the American Locomotive Company put their heads together and came up with a fine heavy freight locomotive destined to become the most numerous of any class on the MoPac. Engines 1401 through 1425 were delivered February 1921 and were basically a modified USRA heavy Mikado type with a larger boiler, a cast cradle and a Delta B truck. They had 27 x 32 cylinders, 190 lbs. steam pressure, weighed 326,000 lbs., and exerted 59,800 lbs. tractive effort. They had Walschaert valve gear and were equipped with stokers. The tender carried 10,000 gallons of water and 16 tons of soft coal and were the first to carry the "doghouse" for the head brakeman that became a hallmark of the Missouri Pacific. In January 1923 engines 1426 through 1471 were delivered. These locomotives were equipped with boosters and the weight went up to 331,000 lbs., while the tractive effort jumped to 68,675. In November 1923 engines 1472 through 1486, also with boosters, were delivered. In January and February 1924 engines 1487 through 1511 were received all non-booster. In December 1924 twelve more booster engines, 1512 through 1524 arrived and ten non-booster, 1525 through 1535. In April 1925 the 1536 through 1555 were delivered. These engines had the Baker valve gear and were non-booster, while the 1556 through 1570 arrived with boosters. Some of these locomotives had the Elvin stoker but most were equipped with the Duplex stoker. Engine weights varied and went as high as 350,310 lbs., depending on the auxiliary equipment. In later years many of them were equipped with feedwater heaters, mostly Worthington SA. One, Engine 1471, had the Elesco bundle type while several had the Elesco ES heater. Engine 1468 had the Worthington BL and Engine 1500 had the inside Coffin heater. Steam pressure was later raised to 200 lbs. and the tractive effort went up to 62,950 lbs. for the non-booster and 71,825 lbs. for the booster equipped locomotives. Many were converted to oil burners and seven had radios installed for service between McGehee and Alexandria, Louisiana in our pioneer train radio network. The 1400-1500's served their lifetime on the primary main lines of the Missouri Pacific and including five sold to the I-GN, hauled an astronomical amount of freight in their day. They could handle a heavy train and

ramble along at good speed and not run out of steam - they could and did take on troop trains, but veteran enginemen of the Mo-Pac tell me they shook the daylight out of you over about 60 mph. They worked right up to the bitter end - in my collection of steam that wound up operations at Gurdon in 1955 was a fine booster equipped oil burning 1400.

When the Missouri Pacific took over the I-GN in 1925 they had only ten modern locomotives in service. These were light Mikados numbered 501 through 510 and built by Baldwin in 1921 and 1924. They were fine little Mikes with 25 x 30 cylinders, 200 lbs. pressure, 63-inch drivers, weighed 274,000 lbs. and exerted 50,595 lbs. tractive effort. They had Delta B trailing trucks and were oil burners. In 1925 they were re-numbered 1101 through 1110. These engines were very popular with I-GN enginemen. I talked at length with several old-head engineers when I went to Texas in 1956; they had handled the 1101's, the 1200's and the 1400's and were quick to tell you that the 1101 series was the best engine. In trying to pin them down as to just how, all I could ever get was that they could go farther on a tank of water! Oh well. In November 1926 the Texas Lines received ten more 2-8-2's, built by American Locomotive Company and numbered 1111 through 1120. The first eight were oil burners while the 1119 and 1120 were equipped to burn lignite. These engines had Baker valve gear and were equipped with the Worthington BL feedwater heaters and front-end throttles, otherwise they were identical with the Missouri Pacific 14-1500's.

The last Mikado on the Missouri Pacific was the infamous three-cylinder engine, number 1699. The story on this unit was covered in my article on three-cylinder power - it was rebuilt about 1939 and re-numbered 1571. I have been unable to find out just exactly when or where it was changed over and have never been able to locate a picture of it. During the hectic days of World War II when the Missouri Pacific was deluged with troop trains and oil trains, a critical motive power shortage developed and it was necessary to lease some engines from the C&NW. These locomotives, the Class J 2-8-2 type, were used mostly in the St. Louis area and details about how many were used, how long, etc., is unavailable. It was also during World War II when some few "patriotic" railroaders decided the name "Mikado" so painfully associated with Japan should be dropped and the name "MacArthur" substituted. This did not receive much support and very few lines even dallied with the idea. The Mo-Pac, so far as I know, never even considered such a change in nomenclature. While the Mo-Pac 14-1500's were big bruisers, they fell short of being the largest ever built - this honor fell to the Frisco Lines and their famous 4200's operated through the northeast corner of Arkansas on the line from Springfield, Missouri to Memphis. These behemoths were built by Baldwin in 1930 and had 27 x 32 cylinders, 230 lbs. pressure, 63-inch drivers, exerted 66,700 lbs. tractive effort and weighed 375,790 lbs.

Turn back the clock 40 years - would that we could. Go to any mainline district engine terminal of the Missouri Pacific: Dupon, St. Louis, Jefferson City, Kansas City, Omaha, Osawatomie, Coffeyville, Wichita, Nevada, Van Buren, North Little Rock, Texarkana, Pueblo, Herington, et al., and look around. I venture to say the first thing to strike your eye will be a big distinctive fat-boilered Mike numbered somewhere between 1401 and 1571 and probably just arrived after hauling in a mile of freight cars or being readied to make off with an equally long string. They were some engine.

FROM THE FILES OF GARTH HOLMES:

When Mr. Allen became President of the Cairo and Fulton in October, 1871, only the twenty miles northward from Little Rock was in operation. However, the fifty miles to the Little Red River at Kensett was so far advanced that it was ready for commercial business on February 1, 1872.

Cairo and Fulton Railroad
Northern Division

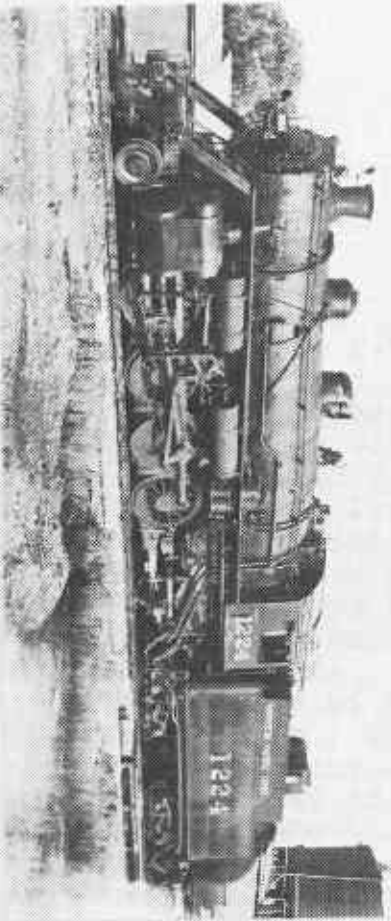
Time Table No. 1			To take Effect Feb. 1st, 1872		
Going North	Distance	Stopping Places	Fare	Distance	Going South
Lv. 8:20 AM	0	Argenta			Ar. 4.20
8:34	2-3/4	Cypress Mills	10	2-3/4	4:05
8:51	6-1/2	Ashley	20	3-3/4	3:47
9:19	12-1/2	Jacksonville	30	6	3:20
10:12	24-1/2	Austin Station	60	12	2:27
10:22	26-1/2	Donnell	10	2	2:16
10:48	32	Beebe	30	5-1/2	1:51
11:15	38	Switch	30	6	1:23
11:53	46-1/2	Searcy Station	40	8-1/2	12:37
Ar. 12:10	50-1/2	Little Red River	20	4	Lv. 12:20 PM

J. H. Morley, Chief Engineer

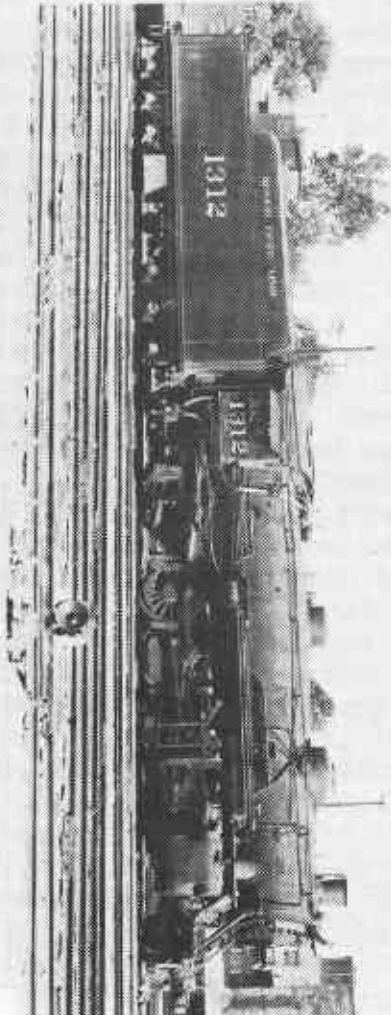
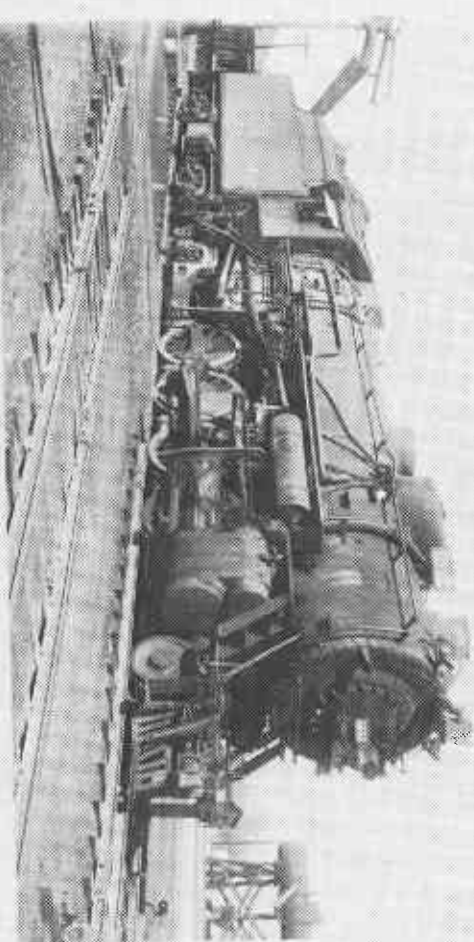
THE NEXT MEETING OF THE ARKANSAS RAILROAD CLUB IS JULY 9. It was voted at the June meeting to suspend formal business meetings until fall, but to have informal get-togethers for those interested. This Sunday's will be another potluck session as far as the program is concerned. If you have some film or slides to show, bring them along. Starting time is 2:00 P.M. in the model railroad clubroom at the Missouri Pacific Union Station.

SCOTT & BEARSKIN LAKE RAILWAY TRACKLAYING TO BEGIN SOON. A site has been cleared across the highway from the Cotton Belt tracks for the station and trackage. One more carload of rail has arrived from Texas, and more are on the way. Steam was up in No. 1 for the first time since our picnic and several trips were made over the present spurline.

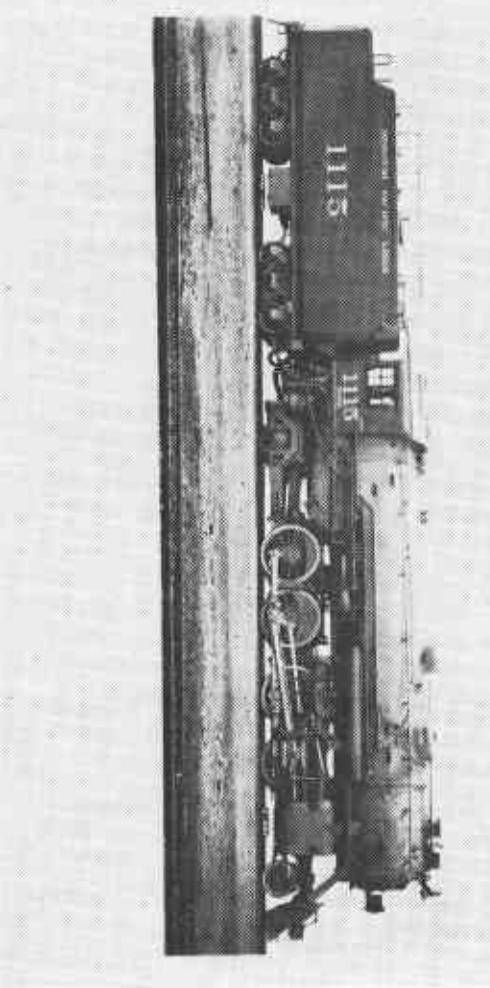
The Arkansas Railroader is mailed monthly to members of the Arkansas Railroad Club. Annual dues in the Club are Regular - \$5.00; Associate \$3.00. Payable to C. R. Byrd, Treasurer, 12 Flintwood, L. R. Ark.72207



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A SAMPLING OF MOPAC MIKES. (1) No. 1224, shown at Kingsville, Texas in 1947, was one of thirty built for the old Iron Mountain in 1911 by Alco-Schenectady. (2) No. 1312 sported this large tender as part of its provision to burn lignite, when photographed at Palestine, Texas in 1937. As built by Lima in 1919 she was a straight USRA Light Mike. (3) No. 1512 takes water at Wagoner, Oklahoma in 1950. This 1924 Alco product was one of nearly 200 locos built to the me basic design. (4) Another was No. 1115, built for Texas Lines subsidiary St.L.B.& W. in 1926.