

ARKANSAS RAILROADER
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NEXT MEETING. . . November 8, 1970, 2:00 p.m. (note new time), Room 305, Missouri Pacific Union Station, Parkham and Victory, Little Rock, Ark. The program will include slides by Cliff Hull of recent train movements over ex-D. & R. G. W. between Antonito, Colorado, and Chama, New Mexico. This line will become the Cumbres and Toltec Scenic Railway. Possible added attractions will be 16mm movies of MoPac steam operating out of St. Louis in the late forties, to be presented by Joe Collias.

FINAL ACCOUNT OF THE MISSOURI PACIFIC AND THE PACIFIC

By: W. M. (Mike) Adams

In 1923 the Missouri Pacific was in poor physical condition and the morale of the employees was low. The road was in no shape to accept the post war traffic boom. At this time it was turned over to the man who probably did more to establish the Missouri Pacific Lines as the leading railroad in the Southwest than any other man. This was Lewis Warrington Baldwin. Mr. Baldwin was Operating Vice-President of the Illinois Central when he accepted the challenge and came to the Missouri Pacific as President in April, 1923.

He immediately began a vigorous improvement program coupled with effective solicitation of traffic and probably as important, an employee relationship campaign unequalled on any railroad and possibly by few industries in the country. The older Missouri Pacific employees remember fondly the well known "Booster Clubs". The results of the dynamic efforts of Mr. Baldwin were immediate and gratifying. The road was swamped with traffic. It was necessary to improve the motive power situation and one of the most pressing problems was adequate power to cope with long heavy Pullman and mail trains operated on accelerated schedules.

The Missouri Pacific went shopping as usual with the American Locomotive Company, and in April, 1924, received the first of ten heavy Pacific or 4-6-2 type locomotives. Numbered 6445 through 6454, they had nothing in common with the previous 6400's except the wheel arrangement. During World War I the railroads of this nation had been operated by the U. S. Railroad Administration and it is the general consensus of opinion that the only good thing to come out of government operation was the development of the famous "USRA" types of locomotives. There were two versions of the 4-6-2 Pacific type designed, one with 73-inch drivers and another with larger cylinders and boiler and equipped with 80-inch drivers. The so-called "light" type went to many railroads while the "heavy" version went only to the Erie Railroad. The Missouri Pacific 6445 series were designed with the cylinders and boiler of the "heavy" and the 73-inch drivers of the "light" Pacific. The Missouri Pacific also specified a rear cradle casting and Delta Type B cast steel trailing truck. The highly touted and gaudy Southern Railroad Ps-4 was identical with the Missouri Pacific locomotives except for the trailing truck, the Southern retaining the built-up Cole type of truck.

Engines 6445 - 6454 were designed to burn soft coal and had 10,000 gallon tenders carried on 4-wheel Commonwealth trucks with a capacity of 16 tons of coal. They were built with superheaters and thermic

syphons and carried a working pressure of 185 lbs. The cylinders were 27 x 28, the total engine weight was 518,000 lbs. and they boasted a tractive effort of 43,970 lbs. Starting in 1930, as these locomotives were shopped, they were equipped with Elesco feedwater heaters. The steam pressure was raised to 200 lbs. and the tractive effort was increased to 47,535 lbs. In April, 1934, these locomotives were renumbered in consecutive order, 6601 through 6610. During the 1930's all of these engines were equipped with larger tenders carrying 12,000 gallons of water and 16 tons of coal. The first recollection the author has of these locomotives is during 1931 and 1932 when several of them were being used as "helper" engines on the White River Division between Cotter, Arkansas and Crane, Missouri. They were used with a 1200 class 2-8-2 road engine on the 97 mile hill district of the White River. It used to be quite a thrill to stand on the depot platform at Cricket, Arkansas when a pair of these hogs came blasting up the hill out of Cricket Tunnel at 40 mph.

On September 8, 1924, President Baldwin placed an order with the American Locomotive Company for ten more heavy Pacific type locomotives. Nine of these were of the same general specifications as the 6445 series and were delivered in December, 1924, being numbered 6611 through 6619. The tenth engine was an experimental three-cylinder Pacific, one of the very few ever built in the United States. This locomotive, number 6000, was delivered in January, 1925, about which more anon.

Engines 6611 through 6619 were built with 27 x 28 cylinders, 73-inch drivers and operated at 185 lbs. steam pressure. Exerting a tractive effort of 43,970 lbs., three of them, engines 6611 thru 6613, were coal burners with 12,000 gallon 16 ton tenders riding on 6-wheel Commonwealth trucks. Engines 6614 thru 6619 were designed to burn oil and their tenders carried 5000 gallons of fuel oil. Engine 6615 was placed on exhibition at the St. Louis Union Station for 5½ days in December, 1924, and by actual count over 15,000 people went through the cab and received descriptive brochures. The oil burning locomotives were placed in exclusive service on the famous "Sunshine Special" and until the advent of air conditioning, the cinderless and dustless feature of oil burning locomotives figured heavily in advertising for this fine train. Engines 6611, 6612 and 6613 were equipped with boosters on the Delta trailing truck which added about 15% to the rated tractive effort on starting and up to about 21 mph. During the hectic years of World War II these boosters were removed and never replaced.

On December 7, 1924 it became necessary to schedule the Sunshine Special in two regular sections daily out of St. Louis and on December 15th of that year, President Baldwin ordered ten more of the heavy Pacifics. These engines, 6620 thru 6629, were all coal burners. They were equipped with tenders carrying 12,000 gallons of water and 16 tons of soft coal on the usual 6-wheel trucks. All of these locomotives were equipped with superheaters, thermic syphons and Walscharet valve gear. Beginning in January, 1930, as they were shopped, they were equipped with Elesco feedwater heaters. The steam pressure was raised to 200 lbs. and the tractive effort to 47,535 lbs. Starting in 1940 many of them were equipped with roller bearings, cast steel pilots and all of them had main driver centers of the "disc" type applied.

(Continued next month)