

THE NEWSLETTER OF THE RED RIVER VALLEY RAILROAD HISTORICAL SOCIETY, INC.

August, 2013

SHREVEPORT, LA

Our 32nd Year

Union Pacific Railroad Acquires Big Boy Locomotive No. 4014 **Railroad Plans to Restore One of the Largest Steam Locomotives Ever Built**



Union Pacific Railroad is undertaking the movement and restoration of one of the world's largest steam locomotives – the Big Boy No. 4014.

Twenty-five Big Boys were built exclusively for Union Pacific Railroad, the first of which was delivered in 1941. The locomotives were 132 feet long and weighed 1.2 million pounds. Because of their great length, the frames of the Big Boys were "hinged," or articulated, to allow them to negotiate curves. They had a 4-8-8-4 wheel arrangement, which meant they had four wheels on the leading set of "pilot" wheels which guided the engine, eight drivers, another set of eight drivers, and four wheels following which supported the rear of the locomotive. The massive engines normally operated between Ogden, Utah, and Cheyenne, Wyo. Eight of the Big Boys were donated for public display in various cities around the country. They can be found in Pomona, Calif.; St. Louis, Mo.; Dallas, Texas (to be moved soon to Frisco); Omaha, Neb.; Denver, Colo.; Scranton, Penn.; Green Bay, Wis.; and Cheyenne, Wyo.

Big Boy No. 4014 was delivered to Union Pacific in December 1941. The locomotive was retired in December 1961, having traveled 1,031,205 miles in its 20 years in service. No. 4014 will be moved from its display location in Pomona, Calif., to Cheyenne, Wyo., where it will undergo restoration that is anticipated to take three to five years.

Vital Statistics

Tender Type:	14-wheeled
Water Capacity:	24,000 gallons
Fuel:	Coal** 56,000 lbs.
Gauge of Track:	4 ft. 8-1/2 in.
Cylinder:	Diameter: 23 3/4 in. Stroke: 32 in.
Driving Wheel Diameter:	68 in.
Boiler:	Outside Diameter: 106 9/16 in. Pressure: 300 lbs.
Fire Box:	Length: 235 1/32 in. Width: 96 3/16 in.
Tubes:	2-1/4 in. Diameter: 75 x 22 ft. 0 in. 4 in. Diameter: 184
Wheel Base:	Driving: 47 ft. 3 in. Engine: 72 ft. 5 1/2 in. Engine & Tender: 132 ft. 9 7/8 in.
Weight in Working Order, Pounds:	Leading: 97,000 Driving: 540,000 Trailing: 125,000 Engine: 762,000 Tender: 427,500
Evaporating Surfaces, Square Feet:	Tubes: 967 Flues: 4,218 Fire Box: 593 Circulators: 111 Total: 5,889
Superheating Surface, Square Feet:	2,466
Grate Area:	150
Maximum Tractive Power:	135,375 lbs.
Factor of Adhesion:	4.00

**Current configuration. Plans call for a conversion to No. 5 Oil

Speaking of Big Boys.....

The Union Pacific Big Boy locomotive that has long been on display in Dallas was not moved on August 4 as previously planned, officials with the Museum of the American Railroad said. Maintenance and upgrades along the Trinity Railway Express line between Dallas and Irving will limit access to the route during midday hours. A new move date has not been set. The Big Boy is the last piece in the museum's 40-car collection that remains at Fair Park, which has been the museum's home since the early 1960s. The museum is moving to a larger site in Frisco. At 1.2 million pounds, the Big Boy is the largest steam locomotive ever built. The locomotive's move is expected to generate crowds when it eventually hits the rails, but moving day has been canceled several times. On July 21, crews had the locomotive hooked up and ready to go, but the move was canceled when Union Pacific officials decided to complete their own inspections. No issues were found during its subsequent inspection.

See www.museumoftheamericanrailroad.org for the latest info.

N & W 611 invited to participate in 2014 Norfolk Southern 21st Century Steam Program

Fire Up the 611 is an effort to restore the last of the Norfolk & Western J Class 4-8-4 steam engines to operation and return her to passenger service. It is an ambitious campaign that will require the financial support of rail fans around the world.

The 21st Century Steam program provides steam rail excursions throughout the Norfolk Southern's operating territory. To participate in the Steam program in 2014, the Museum will need to raise the necessary funds by October 31, 2013. See FIREUP611.org for more details about the campaign. No. 611 was built in May 1950 to pull the famous *Powhatan Arrow* passenger train from Norfolk to Cincinnati. After retiring in 1959, the engine was displayed at the transportation museum in Wasena Park then withdrawn in 1981 for restoration at the Southern Railway steam shop in Birmingham, Ala.



Check Out Shreveport Railroad Museum on Facebook !

Check out [Shreveport Railroad Museum](#) on [Facebook.com](#) to see some neat photos. Post some photos and comments yourself. It's a great way to introduce our activities to a new audience of young(er) people!

Next Meeting on August 16

The next meeting of the Red River Valley Railroad Historical Society will be held on Friday, **August 16** at **7 p.m.** in the library at the Glen Retirement Village, 403 East Flournoy Lucas Road. **Please be on time** for the beginning of the meeting so you won't miss anything. The Glen Retirement Village is located on the south side of Flournoy Lucas Road between Ellerbe Road and Youree Drive (Highway 1). For information or directions call (318) 470-5933.

The President's Message – August 2013

Hello Railfans !

I see by the calendar that it is time for another newsletter. I apologize for not having a column last month but due to the fire in South Fork and the forced evacuation of the town. When the fire service reopened the town I had to rush up to Colorado to see if everything was OK with my place. Well, everything turned out good and we had a well-deserved vacation. We rode the Cumbres & Toltec Scenic Railroad and the Denver & Rio Grande Railroad from South Fork up to Creede. It was a beautiful ride on both railroads.

Several months ago I wrote that our hobby was not attracting any young people and that I was concerned about what was going to happen to our toys after we are gone. Well, last week I had the pleasure of guiding several groups of people through the Water Works and the Railroad Museum. Among the families there were several young people that were very interested in both history and railroads. They asked very informed questions and showed strong interest in the subject. I have to tell you I felt a lot better after that experience. There is hope after all.

Attendance at the museum is continuing to increase, and Dale has been talking with the Secretary of State about hiring another employee to help with the additional visitors as well as the opening of the new meeting room.

We have a new addition to our museum in the form of a Railroad Express Agency exhibit, thanks to Dorothy Rossom, a Shreveport resident. Her late husband was a REA employee in Oklahoma and Texas, and had a fine collection of REA artifacts and railroad memorabilia which she donated to the society.

Last week Paul, Gary, Frank and Dave worked on the large gauge model train that runs around the ceiling in the museum. They have it running and it is a great addition to the building.

Next month the "First Friday" group that has been meeting for the last 40 years at St. Paul's Lutheran Church will change their meeting place to the Water Works Museum meeting room. This will give a more central location for their meetings. There are no dues or officers, but the same group has been getting together at 7:30 pm every first Friday to look at railroad pictures or movies for over 40 years. If you have not attended before, please do so.

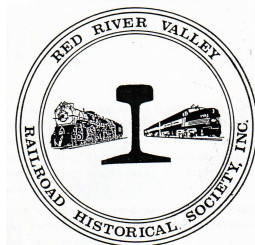
Well, that's about all for now. Hope to see you at the next meeting at The Glen.

Happy Railroading!
Russell

RED RIVER VALLEY RAILROAD HISTORICAL SOCIETY, INC.

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If you would like to see the newsletter in color and save the Society money by receiving it through email instead of snail-mail, please notify your Editor at DDBland@aol.com