

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

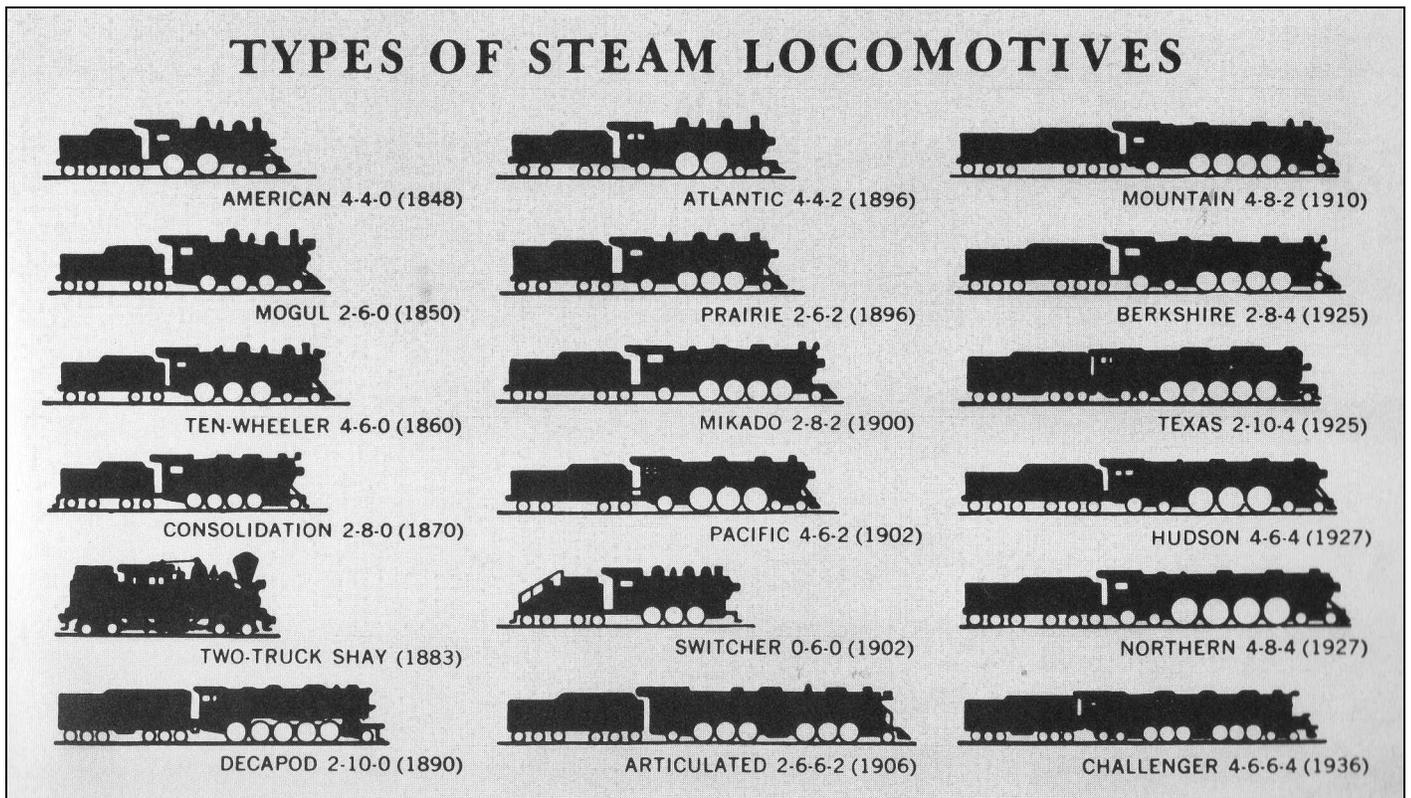
DECEMBER, 2010

SHREVEPORT, LA

OUR 29TH YEAR

2-8-2 4-4-0 4-6-6-4 2-10-4 Secret Codes ?

You have probably heard railroaders throw these numbers around as they talk about their favorite steam engines. Plus they talk about Moguls, Decapods and Mikados. Are they using these terms so you won't know what they are talking about? Probably not. They just assume you know the Whyte System of locomotive classification, a portion of which is shown below.



This notation system for classifying steam locomotives by wheel arrangement was devised by Frederick Methvan Whyte and came into use in the early twentieth century encouraged by an editorial in *American Engineer and Railroad Journal* (December 1900). Whyte's system counts the number of leading wheels, then the number of driving wheels, and finally the number of trailing wheels. The numbers are separated by dashes. Therefore, a locomotive with two leading axles (containing four wheels) in front, then three driving axles (six wheels) and followed by one trailing axle (two wheels) is classified as a 4-6-2. A zero indicates the absence of wheels in one of these locations. A locomotive with two leading axles (four wheels), two driving axles (four wheels) and no trailing wheels would be classified as a 4-4-0. As indicated by the dates (shown in parentheses on the chart) the increased number of locomotive driving wheels was driven by the need for greater power and speed on American railroads.

Additionally, most wheel arrangements have names that are either descriptive (i.e. “Ten Wheeler” for a 4-6-0) or indicate what railroad first used that arrangement (i.e. the Atlantic Coast Line was first to use the 4-4-2 arrangement so it is called the “Atlantic” and the Texas & Pacific was the first to use the 2-10-4 so it is called a “Texas” type). The American got its name because most locomotives used in the U. S. at that time were 4-4-0 (i.e. “The General” of Civil War fame), Mogul got its name because it was larger than previous locomotives, the Mountain because it was designed to carry heavy trains over the Allegheny Mountains, etc. Interestingly, the Mikado got its name because it was widely exported to Japan and Mikado was an archaic name for the Japanese emperor. They were frequently called “Mikes” for short. During World War II strong anti-Japanese sentiment caused some railroads to rename them the MacArthur type in honor of the popular American general. After the war the name reverted to Mikado.

Until the diesel era, Mikados were the American railroad’s workhorse. The United States Railroad Administration (USRA), which controlled railroads during World War I, preferred the Mikado and that led initially to its wide acceptance. They could be found on main lines, branch lines, and narrow gauge lines from Colorado to Pennsylvania. The Pennsylvania Railroad adopted the Mike in 1914 and took delivery of 574 virtually identical engines between 1914 and 1919. New York Central operated 1,387 Mikes in the early 1920s. It is still one of the most popular types used at tourist railroads. Of the 190 operating steam locomotives identified in 2008 by *Trains* magazine, 28 were Mikados. For example, Louisiana Steam Train Association’s SP 745 is a Mike, six Mikes were operated on the Durango & Silverton and four on the Cumbres & Toltec. Also, one of the last steam engines commercially built was a Mikado, built in 1989 in China. It is now in use at the Boone & Scenic Valley Railroad in Iowa.

The second most common type listed in the *Trains* inventory of 2008 was the 2-8-0 Consolidation, with 22 identified at Western Maryland, Nevada Northern, Texas State Railroad (No. 300), etc.

There were 8 Ten Wheelers (4-6-0) listed, including one at Texas State Railroad (No. 201), two at Walt Disney World and the one in Grapevine, Texas.

The Articulated locomotive had two sets of driving wheels under a single boiler, and was hinged between the sets to allow operation around curves. Wheel arrangements were 2-8-8-4 or 4-6-6-4. Union Pacific’s 3985 is a 4-6-6-4 and popularly known as the Challenger.

This short article does not discuss all steam locomotive classes. Many excellent sources are available to provide more information. It is a fascinating subject to all of us who love steam locomotives.

So – from now on – I hope you look at steam engines a little closer and note the wheel arrangements. Then you can tell someone you saw a 2-8-2, 4-4-0, 4-6-6-4, and 2-10-4, or say you saw a Mike, American, Challenger and Texas type locomotive.

Where was the T&P Tree Farm ?

The Texas & Pacific Railway had a 35 acre pine tree farm near Shreveport. A new crop of pine trees (35,000 seedlings) was planted in December 1953 and probably harvested about 1975. There was a sign you could see from the road that said “T&P Tree Farm”. Your Editor regrets that he did not take a picture of it. The land is now a well known landmark. Do you know where it was? The answer is somewhere in this newsletter.

Raffle Winner



The raffle to raise funds for our museum was very successful, raising over \$900.00. Bobby Joe Miller held the basket of raffle tickets, and the lucky winner of the TV was Frank Head. Congratulations Frank ! Thanks to all who participated, and especially to Kelly Jo and Mark Brunettin who had the idea and mailed out the tickets.

Next RRVrHS Meeting on December 17 at the Glen

The meeting will be held on Friday, **December 17** at **7 p.m.** in the auditorium 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 Dave Bland at (318) 470-5933. (Answer to the question on page 2: The T&P Tree Farm was on the east side of Line Ave. where the tracks cross it in south Shreveport. The property is now known as Ashley Ridge and contains the Outback Steak House, etc.)

Upcoming Events

Dec. 11	Santa's arrival at the Marshall Depot – 9 a.m.
Dec. 17	RRVRHS Meeting at the Glen – 7 p.m.
Jan. 15-16	Plano Train Show
Jan. 21	RRVRHS Meeting at the Glen – 7 p.m.

See Current and Previous Newsletters in COLOR at our website

(Thanks to Tommy Crenshaw)

www.rvrhs.org

The President's Message – December 2010

Hello Railfans:

I hope everyone had a good Thanksgiving and I wish everyone a very merry Christmas, happy holidays and a very merry New Year.

As I sit here and think about the past year and the progress that has been made on the museum I am very optimistic about the coming year. I had hoped that we would be finished with the building this year, but that is not the case. However, all in all we have come a long way. I picked up the electric wire from Gary and we are now ready to start rewiring the building. When the wiring is finished we will need to install the heating and air conditioning system, install a drop ceiling and paint the floor. Dale Ward called me a couple of weeks ago and said he had some additional display cases for us. With the cases we already have on hand we should have enough to fill the entire building.

I would like to thank everyone for helping with the raffle, especially Kelly Jo. We raised approximately \$900.00 which will cover the cost of a new ceiling in the museum. Congratulations to Frank Head for winning the T.V. !

Well, I can't think of anything else so I will close for now.

Happy Railroading!
Russell

**RED RIVER VALLEY
RAILROAD HISTORICAL SOCIETY, INC.
Shreveport, LA
www.rvrhs.org**

Russell Pedro – President Dave Bland – Vice President
Mark Brunettin – Secretary Bill Hasheider – Treasurer
Dave Bland – Newsletter Editor – 797-8008 – DDBland@aol.com

It is time to pay your 2011 Annual Dues

Please send a check or money order for \$16.50 with this membership form to Bill Hasheider at 6813 Despot Road, Shreveport, LA 71108

Name _____

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