

745 JOURNAL

Hankins Day—July 14

LASTA is setting aside Saturday, July 14, 2007 to remember Mike Hankins and do something to help his family. We lost a core volunteer and dear friend almost a year ago when Mike had a heart attack at the yard and died. (See the Summer 2006 issue's cover story.) On July 14 we will gather at Mike's house to apply the usual LASTA elbow grease, mechanical expertise, stubborn capacity to do manual labor, and duct tape wherever Lisa Hankins thinks it's most needed.

Help of all sorts is needed, be it physical or financial, professional or amateur, whatever you can do or spare. Call us at 504-897-2464 to sign up to come help, make a donation toward materials and supplies, or just find out where to show up (that is, for directions to the Hankins house).

Please, sign up, come over, help out. Mike's family and all of LASTA will be very grateful.

The *Duplechain* and *Agnes* get help

LASTA's caboose, the *Ray Duplechain*, and its yard switching locomotive, "*Agnes*", have gotten some overdue attention recently.

LASTA was given, in memory of C. W. Bradshaw, a coal-burning iron heater for the caboose. Danny Cobb of Superior Energy Services—Gas Lift Division in Belle Chasse blasted the rust and years of dust off the stove at no charge. Then on May 14, Don Darce and Ray Duplechain completed installation of the heater. They repaired and installed a missing door, secured and trimmed the ash sheet on floor, and secured the stove pipe to the heater. Then they painted the straps securing the stove legs to the floor. Now our caboose has a nice, old-time accessory for its interior—not to mention a way to keep comfortable in the winter. Thanks to Messrs. Bradshaw (in memory), Cobb, Darce, and Duplechain!

And as much as LASTA is about SP 745, its volunteers would have a hard time doing their day-to-day work without CRIP 745, better known as *Agnes*. She is an ALCO RS-1 Diesel-electric locomotive, originally #745 on the Chicago, Rock Island & Pacific. Firing up and running SP 745 for routine switching would be prohibitively difficult and expensive. But good old *Agnes* (usually) fires up and handles the work. Unfortunately, her radiators leaked like sieves, and she had other mechanical trouble too. LASTA volunteers have fixed up her worst problems, and together with the paint she got a year or so ago, let's hope *Agnes* can render many more years of useful service.

Used oil finds a good second home, life



Yes! The used oil collection program that LASTA announced in the Winter 2007 President's Column has reached a milestone. The first batch—hundreds of gallons—tested out good, and so into the tender it went. No, Danny, that's not milk and water in those jugs. Please bring your used motor oil to the yard any Saturday, and save LASTA \$2.50 a gallon, which is important because 745 only gets about 0.1 mile per gallon.

Steam Fest '07

LASTA is planning a successor to the very successful Steam Fest, which in October 2006 celebrated the fiftieth anniversary of Southern Pacific's donating 745 for display in Audubon Park. Details are still being arranged, but we hope to see you back in Audubon Park in the fall.

Membership notes

Just a friendly reminder—annual membership fees (\$30) were due on January 1, 2007. LASTA needs your support to continue with its work. You can renew your membership using PayPal via our web page (www.lasta.org), or you can send a check made out to LASTA, 727 Washington Ave., New Orleans, LA 70130. Unfortunately, for those who have not renewed, both this newsletter and the other membership benefits will soon lapse, if they have not already done so.

Of course, another alternative is to become a member of the 745 Club. For your donation of \$745, you get a life membership and many other benefits. Please contact us about joining the 745 Club.

Thanks to those who receive this by e-mail

After last issue's reminder that you can sign up to receive *745 Journal* by e-mail instead of by snail-mail, we had lots of people do so. Thanks! You are saving LASTA money, time,

and effort. Maybe even more importantly, we can communicate with you faster and (probably) more certainly. And of course, your issues are in color.

For anyone else who would like to receive *745 Journal* by e-mail, please e-mail the editor at 745journal@lasta.org and say you agree to get your subscription by e-mail. Thanks.

Steam Loco Comparison

Following last issue's announcement, we have created a table comparing several well-known steam locomotives. No, it hasn't made the web site yet, but here's a version of it in print.

The table compares many of the often-cited measures of a locomotive's size, power, and speed. It is open to corrections and clarifications—feel free to submit them to the editor (745journal@lasta.org).

The table does not get into the nitty-gritty of steam generation. Maybe in the future we can have some discussion of evaporative surface area, superheater area, and the like, if anyone is interested.

Included for comparison is 745's smaller sister, the former Southern Pacific 1744, which many of you saw and rode behind when it pulled the Big Easy Steam Train in 2000-2001. Fortunately and unfortunately, 1744 was sold, and left Belle Chasse for a new home in Colorado. At least it is being put to good use, pulling excursion trains.

Then of course there are some other Mikados. Many of us got our first taste of steam from Southern Railway 4501,

which had to be included. And just as 745 is an example of one of the great standardized Mikados (the Harriman Standard version), we had to include a United States Railroad Administration Light Mikado; here, "Nickel Plate Road" 587 is just such a locomotive. If you can't make it to Indiana to see 587, it 'stars' in *587: The Great Train Robbery* (<http://www.imdb.com/title/tt0235953/>), a kids' movie that may be short on realism but is entertaining for the young.

Many steam fans regard the Southern Railway Ps-4 class Pacifics as the best-looking steam locomotives, so we included the only known surviving example, 1401, which you can see at the Smithsonian.

And we also included the two members of Union Pacific's steam program, which are the only two steam locomotives operated by an American Class I railroad, one of which (3985) is the largest operating steam locomotive in the world.

For those of you who are interested in the historical development of steam locomotives, with at least some technical detail, your editor highly recommends Dr. J. Parker Lamb's book *Perfecting the American Steam Locomotive*. Dr. Lamb is not only one of the best-known steam and historic railroad photographers, he is also the retired chairman of the mechanical engineering department at the University of Texas.

And our own John Price is working on a comparison of popular Mikados from around the world, hoping to produce a small publication. Give him your encouragement!

system	Southern Pacific	Southern Railway	New York, Chicago & St. Louis	Southern Pacific	Southern Railway	Union Pacific	Union Pacific
road / division	Texas & New Orleans	Southern Railway	Lake Erie & Western	Southern Pacific	Southern Railway	Union Pacific	Union Pacific
number	745	4501	587	1744	1401	3985	844
builder	Southern Pacific, New Orleans	Baldwin, Philadelphia	Baldwin, Philadelphia	Baldwin, Philadelphia	Alco, Richmond	Alco, Schenectady	Alco
year built	1921	1911	1918	1901	1926	1943	1944
class	Mk-5 (Harriman Standard Mikado)	Ms	H-6o (USRA Light Mikado)	M-6	Ps-4	4644-4	FEF-3
wheel arrangement	2-8-2	2-8-2	2-8-2	2-6-0	4-6-2	4-6-6-4	4-8-4
type	Mikado	Mikado	Mikado	Mogul	Pacific	Challenger	Northern
driving wheel diameter (in)	63	63	63	63	73	69	80
tractive effort (lb)	51,076	53,900	54,700	33,320	47,500	97,350	63,800
cylinder bore (in)	26	27	26	21	27	21	25
cylinder stroke (in)	28	30	30	28	28	32	32
boiler pressure (lb/in ²)	200	200	200	200	200	280	300
grate area (ft ²)	70*	54	67	removed	75	removed	removed
weight, with tender (lb)	459,420	425,900	476,500	347,500	565,600	1,073,900	907,980
length, with tender (ft)	84	77	91	74	92	122	114
tender cap., fuel	3,800 gal	12 tons	20 tons	3,120 gal	16 tons	6,450 gal	6,200 gal
tender cap., water (gal)	10,000	8,000	22,000	10,030	14,000	25,000	23,500
home	LASTA yard, Jefferson, LA	Tennessee Valley Railroad Museum, Chattanooga, TN	Indiana Transportation Museum, Noblesville, IN	was New Orleans & Gulf Coast yard, Belle Chasse, LA	Smithsonian Institute, Washington, D.C.	Union Pacific yard, Cheyenne, WY	Union Pacific

* Huh? She's an oil burner. I saw this somewhere. Not sure what to say!

sources:

- Drury, George H., *Guide to North American Steam Locomotives* (1993)
 - Tillotson, Curt Jr., *Southern Railway Steam Trains, Volume 1--Passenger* (2004)
 - Tillotson, Curt Jr., *Southern Railway Steam Trains, Volume 2--Freight* (2005)
 - <http://www.uprr.com/aboutup/excurs/up3985.shtml>
 - <http://www.uprr.com/aboutup/excurs/up844.shtml>
 - http://www.itm.org/equipment/hkp_587.htm
 - <http://www.steamlocomotive.com/mikado/data.shtml>
 - <http://www.ozarkmountainrailcar.com/steamlocomotives.htm>
 - <http://www.steamlocomotive.com/mikado/nycstl.shtml>
 - http://americanhistory.si.edu/ONTHEMOVE/collection/object_15.html
- measurement by Ritchie Jacobs and Dave Redmann

President's Column

Dear Friends and Members of LASTA,

For those of you who have a LASTA 2007 calendar, you will see that July's picture features Mike Hankins engineering Agnes, our yard switch engine. It was in July of 2006 that Mike suffered a massive heart attack while working in LASTA's yard. He died shortly afterwards at Ochsner Hospital across the street from us.

Those who knew Mike were very aware of how generous he was with LASTA, giving both his time and his resources. He would often bring his son Joey to the yard to help with the weekly projects. LASTA wants to honor Mike's memory by giving a Saturday to his family. On July 14th, 2007 we will meet at Mike's house at 8:30 a.m. and do what his wife (Lisa) feels needs to be done—Katrina related chores Mike never had a chance to finish. We'll work in the cool morning and then enjoy some wonderful shrimp étouffé (using Mike's recipe). We will also present Lisa a check toward Joey's tuition at St. Michael's school for special kids, where incidentally he is doing very well. If you are able to help and/or donate toward this event, please, please do so. Call us (504-897-2464) if there are any questions.

Our used motor oil collection program is coming along fine. The state environmental office is working with LASTA, and we are in the process of getting the required permits to transport and store used oil. Sheriff Lee's office contacted us to sell his used oil for just 10 cents a gallon (we were paying \$2.50 a gallon before!). Others are also lining up to help us in this regard. If YOU have used oil (from your car or machinery only), please bring it by on any Saturday and stay for lunch! To think that YOUR oil will help steam up SP 745!

And speaking of Jefferson Parish, President Aaron Broussard met with LASTA and discussed his vision of having our steam train run six months on the west bank and six months on the east bank (when of course its not out of town on an excursion!). He is very serious and sees the value of LASTA's train in context of Jefferson Parish's economic development.

As you can see, LASTA continues to be blessed. Please continue supporting us with your dues, your volunteer hours, and of course your prayers.

Hope to see you at Mike Hankins' house on July 14th. Thank you.

Bruce Brown

