March 12, 1954

Mr. David L. Joslyn
2164 Casreo Way
Sacramento 18, Calif.

Dear Mr. Joslyn:

Railroad magazine, March 1954, quotes you as "knowing" some of the 3000 series of S. P. Atlantics. I am trying to trace some of these that pulled passengers from El Paso to Lordsburg in 1917. I suspect this may have been one of a class with A-3 #3025. The engine I know had a Stephenson gear, and what may have been a "player" trailing axle. Alco Builders photo, about 1904, and a recent phote as the locomotive was being retired after probably many revisions, are enclosed. (You may keep them)

Can you throw any light on intermediate revisions, frame construction, availability of original or revised drawings, history of use, etc?

A more modern locomotive with a lower number was Baldwin Atlantics A-6, 3000-3003. I am curious how come the lower number for the heavier and more modern engine which had walchaerts gear and a trailing axle with outside bearings. Can you cast further light or tell me where to seek such light?

Yours very truly,

Paul W. Klipsch/mal
KLIPSCH & ASSOCIATES

2164 Castro Way
Sacramento 18,Calif.
March 25 1954

Mr. Paul W. Klipsch
Klipsch & Associates
Hope,Kansas

Dear Mr. Klipsch:

Thank you for the pictures of the 3025 which came several days ago and would have answered sooner, but it took a little research work through my files to dig out the following.

Original 3000 to 3015 built by Baldwin 1902. Vauclain compounds with cylinders 15" H.P., 25" L.P., stroke 28" and drivers 84" diameter. 3000 to 3009 scrapped between 1922 and 1930. 3010 to 3015 transferred to T&NO lines in 1903, scrapped date not known. All these were class A-1

In 1903 S.P. received locomotives 3016 to 3024, Vauclain compound, with Vanderbilt boilers. Cylinders same as above. Class A-2,all were scrapped 1916 through 1919.

3025 to 3037 were built by Schenectady 1904. These were a part of the order of the Associated Lines. Class A-3, cylinders 20X28 drivers 81" trailing truck with inside bearings. Vanderbilt tenders, coal burners. Later converted to oil burning. Water 7,000 gals., coal capacity not known,oil capacity 2940 gallons.

3038 to 3065, same as above, only built by Baldwin, and some had 9,000 gallon water tanks, oil 2,940 gallons. Class A-3

3066 to 3071 same as above, class A-3 built by American 1908. Some rectangular tenders,9,000 gallons water, 2,850 gallons fuel oil. These rectangular tenders were too high and heavy, and were soon displaced by 9,000 gallon Vanderbilt tenders.

3072 to 3074 built by Baldwin 1911 for the Arizona Eastern, a part of the S.P. Lines. They were slightly heavier and 10,000 gallon water tanks, Vanderbilt pattern. Loco.Class A-5

All of these had inside bearing trailing trucks, and through the years were rebuilt several times. Some had new outside bearing trailing trucks with boosters attached. Some had outside bearing trailing trucks without booster when rebuilt that is. Some of these A-3 locomotives had superheaters applied,feedwater heaters and new cylinders with outside steam pipes applied when rebuilt.

One of them, the 3041 was rebuilt at Sacramento with drivers reduced to 73" and booster attached to trailing truck. It was supposed to have been reclassed from A-3 tp A-4 but that was never recorded as having been done.

In 1928 the Sacramento Drafting Office redesigned the A-3 class with heavier frames,new outside admission cylinders, new heavier trailing truck with booster. Feedwater heater and superheater. Several other refinements were added. The 3058,class A-3 was the

first one thus rebui and was turned out of sh in 1929 and given the number 3000 and class A-6. Cylinders were 22X28 in place of 20X28. The 3063 was the next one rebuilt at Sacramento to A-6 class, given the number 3001. Then at Los Angeles, the 3031 and 3059 were rebuilt to class A-6 and given the numbers 3002 and 3003. These have since been scrapped with the coming of the diesels.

The 3025 at Los Angeles as you will notice was rebuilt, one of many of the A-3 class that were rebuilt, with trailer having outside bearings and booster attached.

The A-3 class locomotives worked all over the system,except on the mountain runs. So, it could have been any of those numbered from 3025 to 3071 that pulled trains from El Paso to Lordsburg in 1917.

The A-1 and A-2 class compounds worked mainly between Sacramento and Oakland, and Oakland to Fresno. Later a few did get to Los Angeles. The Vanderbilt boilers on the A-2 class were a constant source of trouble as the clyindrical fire box would collaps and had to be replaced with a new fire box. Hence they were scrapped early. Also, the A-2 class had 79" drivers,with main rod attached to first pair of drivers like on the 4-4-0 type. And the very heavy crosshead of the A-1, and A-2 class gave the company much trouble.

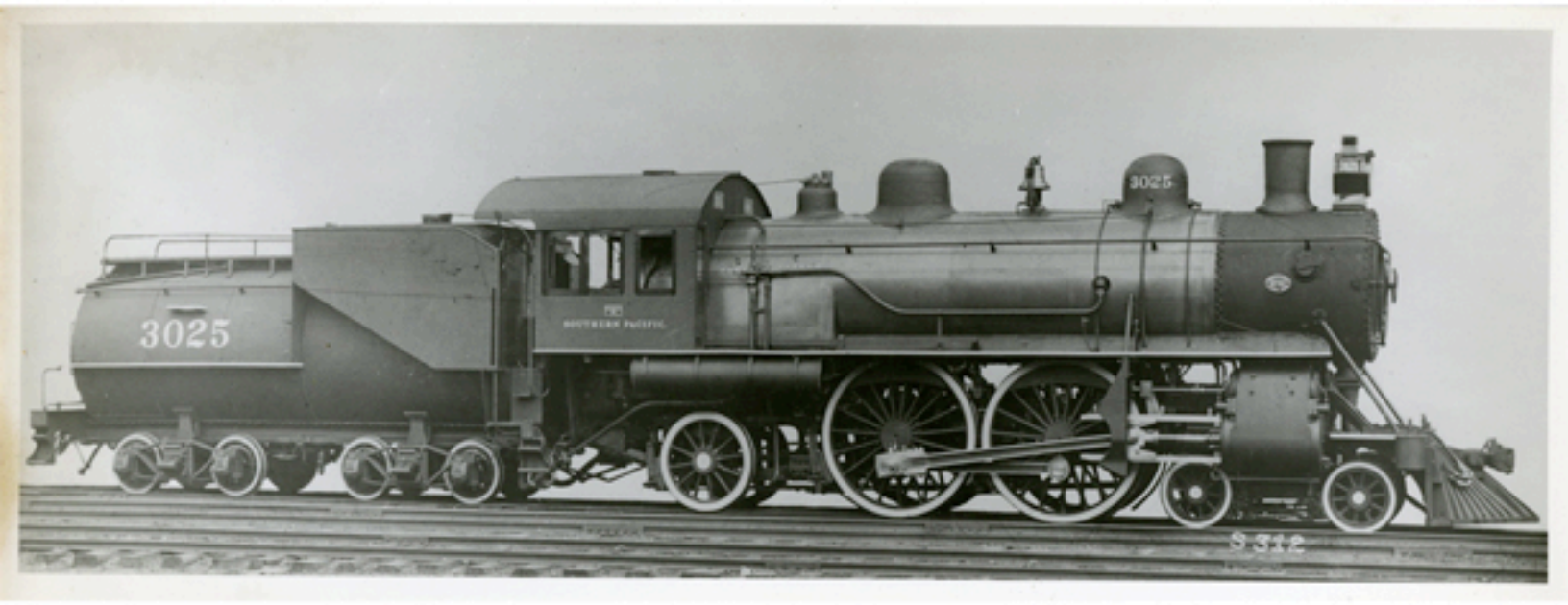
Trust this answers your questions. Sorry I cannot get you any drawings of these, as I retired from the S.P. Drafting department in 1948. If I were still there I could get you prints.

You might ask Mr. B.M.Brown, General Supt. Motive Power, 65 Market Street,San Francisco 5, Calif. for a print of the A-3 class as represented by 3025. No need to mention my name, as the motive power department has been very kind in the past in getting prints out to model builders if they do not ask for too much.

Yours Truly,

David L. Joslyn

David L. Joslyn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3025
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