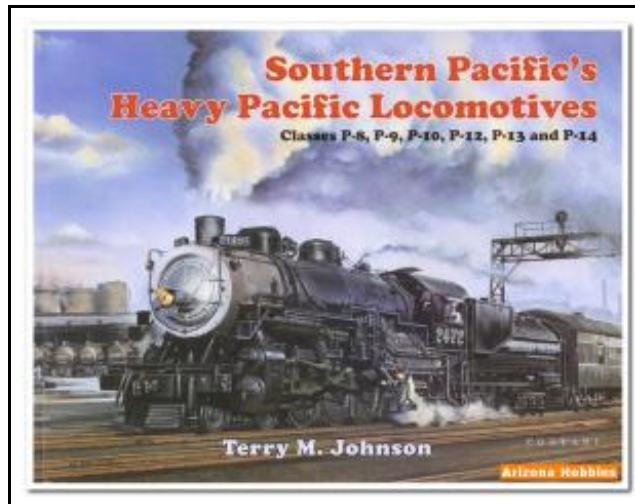


## Southern Pacific's Heavy Pacific Locomotives: Classes P-8, P-9, P-10, P-12, P-13 and P-14



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### ***Reviews***

*This ebook is very gripping and fascinating. Sure, it is engage in, nevertheless an amazing and interesting literature. It is extremely difficult to leave it before concluding, once you begin to read the book.*

*(Ms. Ora Buckridge)*

## **SOUTHERN PACIFIC'S HEAVY PACIFIC LOCOMOTIVES: CLASSES P-8, P-9, P-10, P-12, P-13 AND P-14**



Shade Tree Books, 2014. softcover. Book Condition: New. Southern Pacific's Heavy Pacific Locomotives: Classes P-8, P-9, P-10, P-12, P-13 and P-14. This is a serious locomotive book, not simply a photo album, in the tradition of Bob Church or Joe Strapac. Amply illustrated with detail photos, early-day roster shots, and lively action photography. Heavily researched and cross-checked. Author Terry Johnson begins his study with a discussion of ALCO number 50,000? a 1912 demonstrator that pushed the envelope of modern passenger locomotive design. SP's own heavy Pacific locomotives were part of the post-Harriman era, when SP spent millions replenishing and modernizing rolling stock worn out during World War I. New technology became available in the early 1920s, including wagon-top boilers, feedwater heaters and Delta trailing trucks with boosters. As SP and Baldwin engineers developed classes P-8 through P-13, all these features were put to work. Even though SP was concurrently buying larger 4-8-2 locomotives for its heaviest trains, the 4-6-2 type was continually improved. This book also addresses the former El Paso & Southwestern #3120-3129, which were added as coal burners in 1924 and continually refined to better fit them in with SP's home team. A chapter is also devoted to the three smaller class P-6 locomotives rebuilt at Houston in 1937 to power the Texas & New Orleans streamliner SUNBEAM and HUSTLER trains. They were fully modernized (as class P-14) in the face of dieselized competition between Houston and Dallas on a shorter route. Class P-8 and P-10 heavy Pacifics were still powering Commute trains between San Jose and San Francisco as late as the summer of 1956? as illustrated by the dramatic, wrap-around Roger Cortani cover. This book is a major historical work at an affordable price, filled with large photos and numerous tables. Shade Tree Books, softcover, 118 pages, 11...



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