

UNION PACIFIC RAILROAD COMPANY

FILE NO. _____

Memo
MCH

La Grande May 5 1948

Steaming qualities of 3500 class and 3800 class locomotives.

On May 3 locomotive 3551 was used to help stamper train 11, La Grande to Kamela and Eastbound freight Gibbon to Kamela.

Locomotive 3551 is equipped with the old style pan with an air opening each side of the burner on the firepan front head, two air openings on each side in the back third of the firepan and two air openings through the lower part of the flash wall. All air openings are covered by $2\frac{1}{2} \times 2\frac{1}{2}$ netting.

The locomotive was fired with the bottom damper wide open and best results were obtained with the atomizer approximately $\frac{1}{8}$ open. The locomotive steamed free and burned a good bright fire. It was not necessary to force the fire at any time so much as to make excessive smoke. It was possible to gain water and maintain boiler pressure with a medium haze at the stack.

UNION PACIFIC RAILROAD COMPANY

2

FILE NO. _____

194

Locomotive 3551 was worked at from 5 PSI to 16 PSI back pressure on both passenger and freight helps and so far as steaming is concerned performance was satisfactory. On arrival La Grande after ten hours service including dead time with spot fires, there was only a small amount of carbon in the firepan on the sides, bottom and flash wall.

Locomotive 3551 is now stored non-servicable at La Grande.

On May 4 locomotive 3809 was used on Westbound freight and checked for steaming qualities La Grande to Kamela.

Locomotive 3809 is equipped with the wide pan and 7" x 24" side air openings. Out of Pocatello shops March 9 and M.G. Cheyenne April 10.

Locomotive 3809 steamed very free and burned a good fire. With the atomizer just cracked the fire apparently filled the firebox. It was possible to gain water and

UNION PACIFIC RAILROAD COMPANY

3

FILE NO. _____

194

maintain full boiler pressure with a clear stack. Locomotive was worked at from 5 PSI to 15 PSI back pressure.

Locomotive 3809 is one of the best steaming locomotives checked to date and in its present condition should under no circumstances give any trouble for steam or smoke.

On May 4 locomotive 3513 was checked in helper service Hillgard to Kamela.

The locomotive is equipped with large side air openings and the firepan. The openings into the firepan are approximately 12" x 23". These are enclosed by a chute which has an opening of approximately 100 sq inches.

Locomotive 3513 steamed free and burned a good bright fire with best results obtained with light atomizer. Excessive atomizer pressure would draw fire from sides of firepan. Locomotive was worked at from 10 PSI to 12 PSI back pressure, and full boiler pressure could be maintained while gaining water without forcing the fire.

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