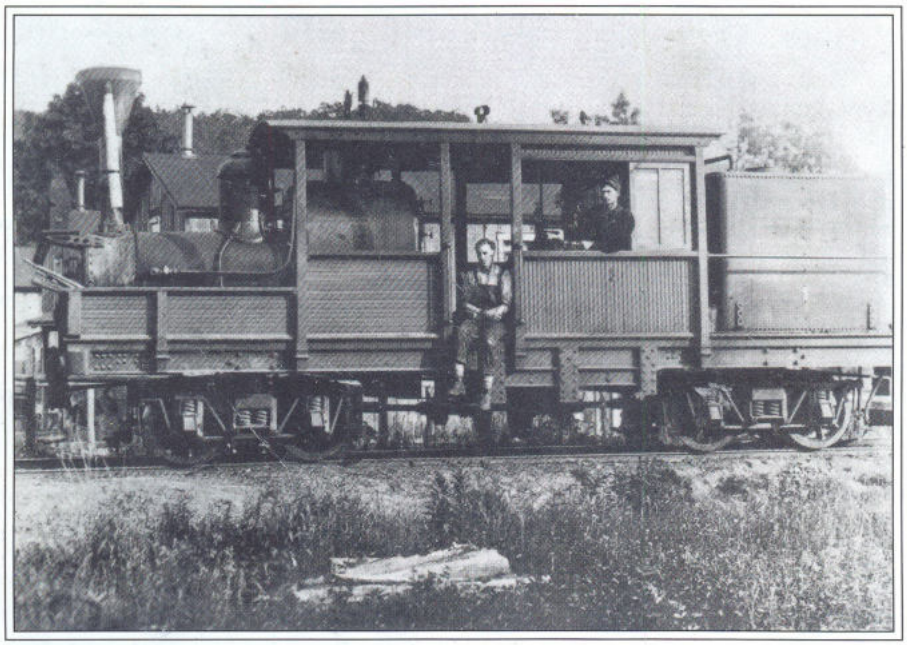
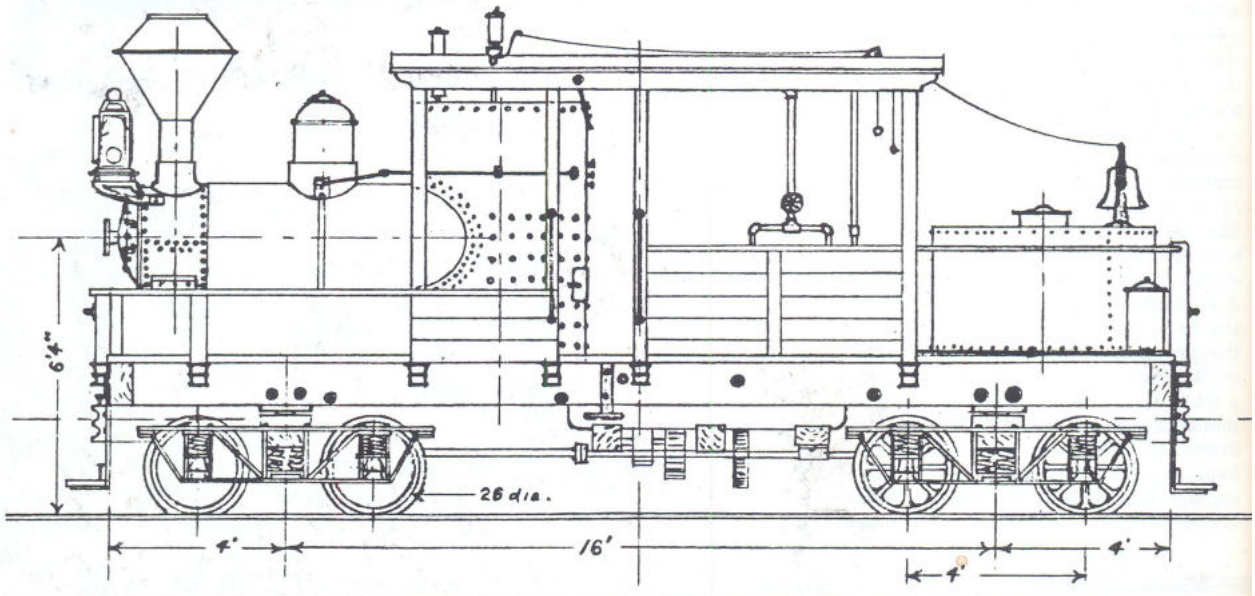
TWO CLASS A CLIMAXES

DRAWN BY EDMUND COLLINS III
USING DIMENSIONS FROM ILLUSTRATIONS IN CLIMAX CATALOGS, AND DATA AND PHOTOS FROM PAUL DARRELL

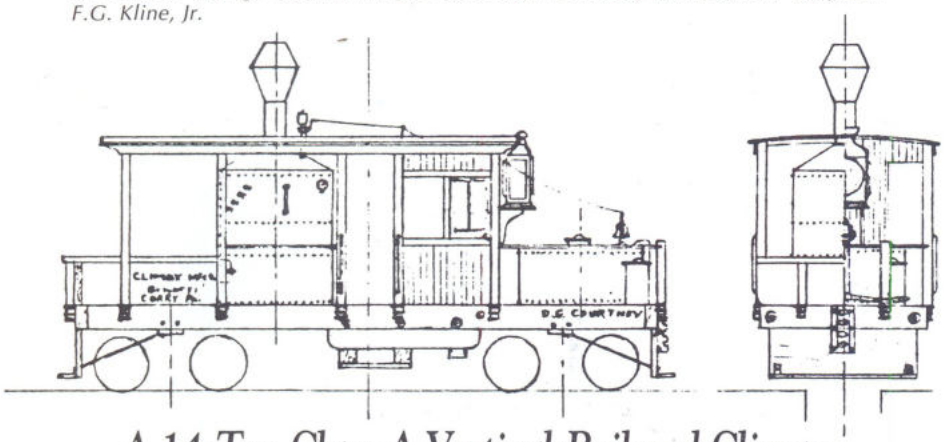
Both of these locomotives qualify as Class A Climaxes because they were built on flat-car-like frames, and had vertical steam engines driving shafts running to each truck. Hypoid gears on the center of all axles were driven by a jack shaft geared to the crankshaft of the engine. These locomotives were often equipped with siphons to take water from track side streams. Apart from these common characteristics, Class A Climaxes varied a great deal. They could be ordered with a horizontal boiler (called a T, or Boot boiler) or with a vertical boiler. Their cabs could be anywhere from entirely open to completely enclosed like a boxcar. They might have trucks with wheels suitable for metal rails, or trucks with corrugated double flanged wheels for running on wooden pole railroads. The gauge of the locomotives shown here is unknown; but from the dimensions, they were either 3-foot or standard gauge.



In keeping with the great variations among Class A Climaxes, note how different this horizontal-boilered locomotive is from the one in the drawing. The frame is steel not wood. The firebox has a round top, and the whole cab configuration is different, with sliding windows. The water tank is square not round. *Photo, collection of Benjamin F.G. Kline, Jr.*



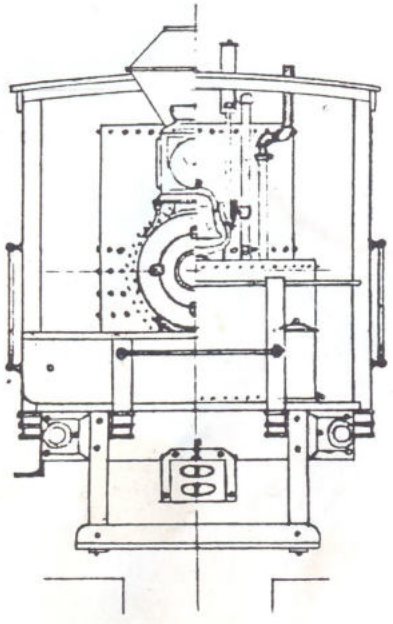
This vertical-boilered Class A Climax has a fully enclosed cab, a round water tank, a large old-style headlight, and a tall smokestack. Note the siphon tube on the water tank for taking water from track-side streams. *Photo, collection of Benjamin F.G. Kline, Jr.*



A 14-Ton Class A Vertical-Boilered Climax

DRAWN BY EDMUND COLLINS III
SCALE: 1/8 INCH = 1 FOOT

The 14-ton Climax shown in the above drawing was built in 1892 for D.G. Courtney of Red House, West Virginia. Note the vertical boiler inside the "cab." This locomotive could pull two loads of lumber up a 10 per cent grade on track made from wooden rails while rounding a 30 degree curve.



A 15-Ton Class A Horizontal-Boilered Climax

DRAWN BY EDMUND COLLINS III
SCALE: 1/4 INCH = 1 FOOT

The 15-ton Climax shown in the drawings on the left was built in 1901 by the Climax Manufacturing Company of Corry, Pennsylvania, for H.C. Huston of Connellsville, Pennsylvania. A horizontal boiler like the one on this locomotive was sometimes called a "T," or "Boot boiler." This locomotive's two-cylinder vertical steam engine was mounted just off the centerline, round water tanks like this one were sometimes called "pillboxes."