

DENVER SOUTH PARK AND PACIFIC

2-6-0

Nos. 39, 40, 69 to 73
Bldr's Nos. 1550-1556

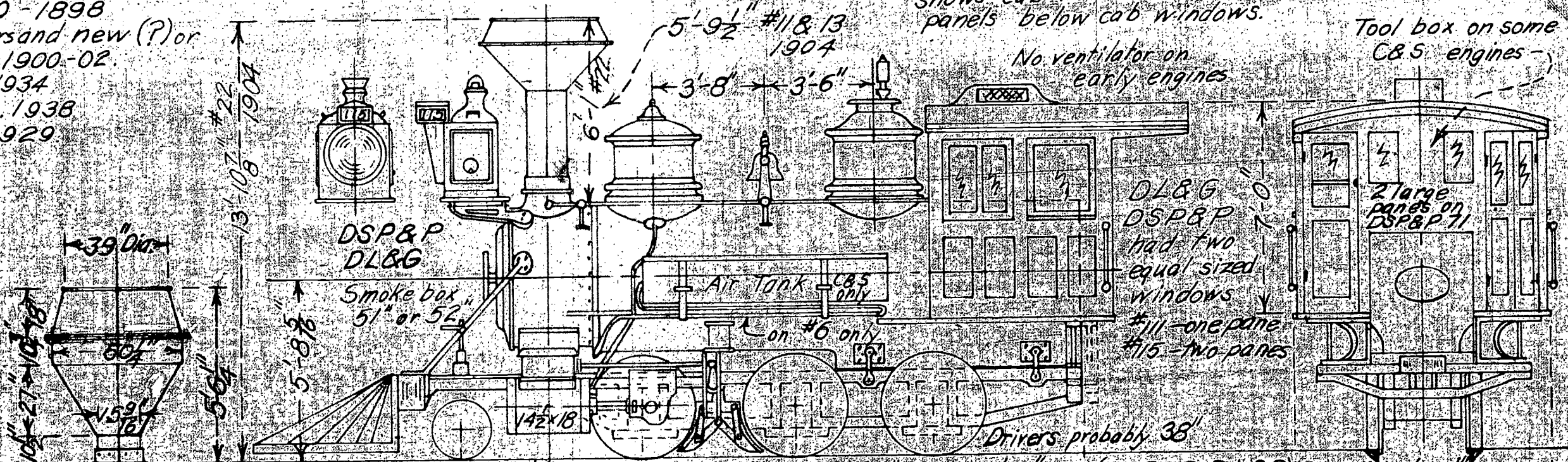
Scale $\frac{1}{4}'' = 1'$

Built by Cooke Loco. Wks. 1884
Renumbered Nos. 109 to 115 - U.P. 1885
Became D.L.&G. Nos. 109 to 115 - 1889
Became C&S Nos. 4 to 10 - 1898
New boilers, new cylinders and new (?) or rebuilt frames applied 1900-02.
Nos. 4 & 10 scrapped May 1934
Nos. 5, 6 & 8 scrapped Dec. 1938
Nos. 7 scrapped Sept 1929

Builder's photo of DSP&P 71 shows cab with horizontal panels below cab windows.

No ventilator on early engines

Tool box on some C&S engines -



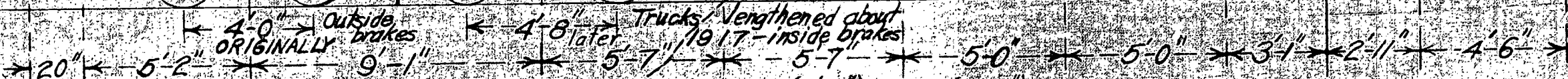
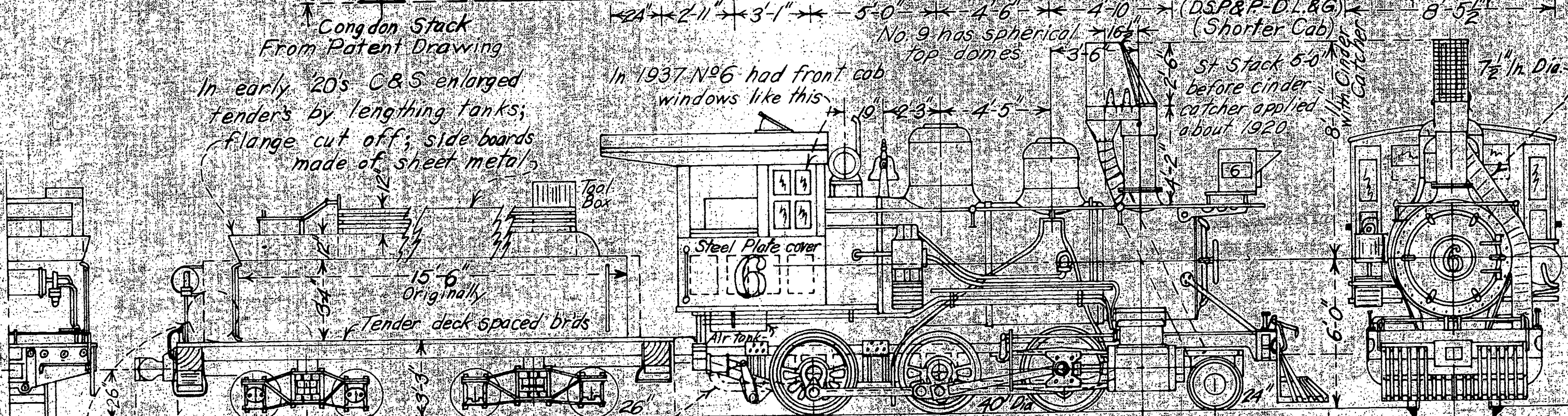
Congdon Stack
From Patent Drawing

In early '20s C&S enlarged tenders by lengthening tanks; flange cut off; side boards made of sheet metal

In 1937 No. 6 had front cab windows like this

No. 9 has spherical top domes

St. Stack 5'-0" before cinder catcher applied about 1920



Nos. 5 & 9 had tool box here in 1920 & 1918 (D.L.&G engines) (New frame (DL&G) 1917 (DSP&P) (5'-2") (4'-6") (DL&G) (DSP&P) C&S 4 to 10 had driver wheel base similar to DSP&P 2-6-0's Nos 29 to 38! ?

Original Dm. No DSP-5

BABY GRANDE WESTERN BALSAM SHOPS
Rev'd 3/26/64 Rev'd 4/5/54 JWM DSP-105 Jan. 31, 1954