

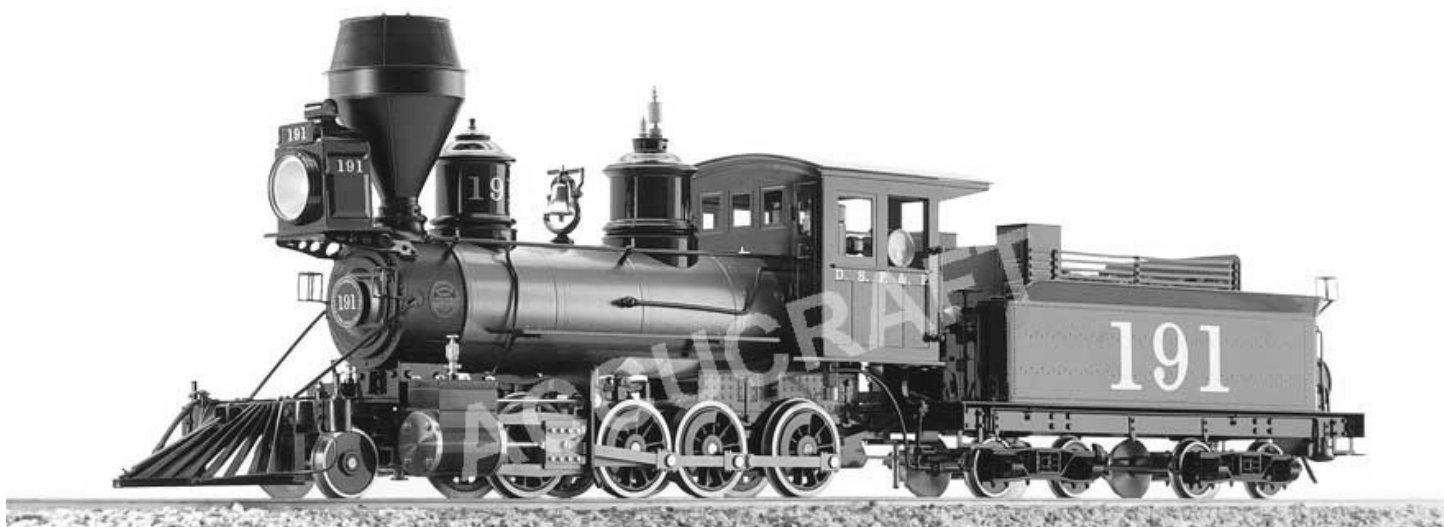
Large Scale Models of DSP&P Locomotives

Part 3: The Accucraft DSP&P 2-8-0 Consolidations

E. R. (Ross) Crain

Accucraft's DSP&P 2-8-0 Consolidation model locomotive, in 1:20.3 "F" scale, made its debut in advertisements in 2007 and was delivered in 2010. The models were patterned after the Baldwin Locomotive Works engine at the Colorado Railroad Museum. This is the cosmetically restored DSP&P #191, previously #51 prior to the UP re-numbering in 1885. DSP&P also acquired 20 Cooke-built 2-8-0 locomotives, virtually identical to the Baldwins, except for driver diameter.

and rivet patterns. Paint and lettering is superb on #51 with all the ornate curlicues expected in that era. Dressed as #191, the engine is pretty "Plain Jane", but that's the way it really was. Domes and headlight mounts on both models are just as elaborate as on the Mason-built 2-6-6T's made by Accucraft. This locomotive carries the large Nesmith smoke stack. The two center pairs of drivers are blind as they were on the original.



Builder's photo of DSP&P #191, courtesy Accucraft

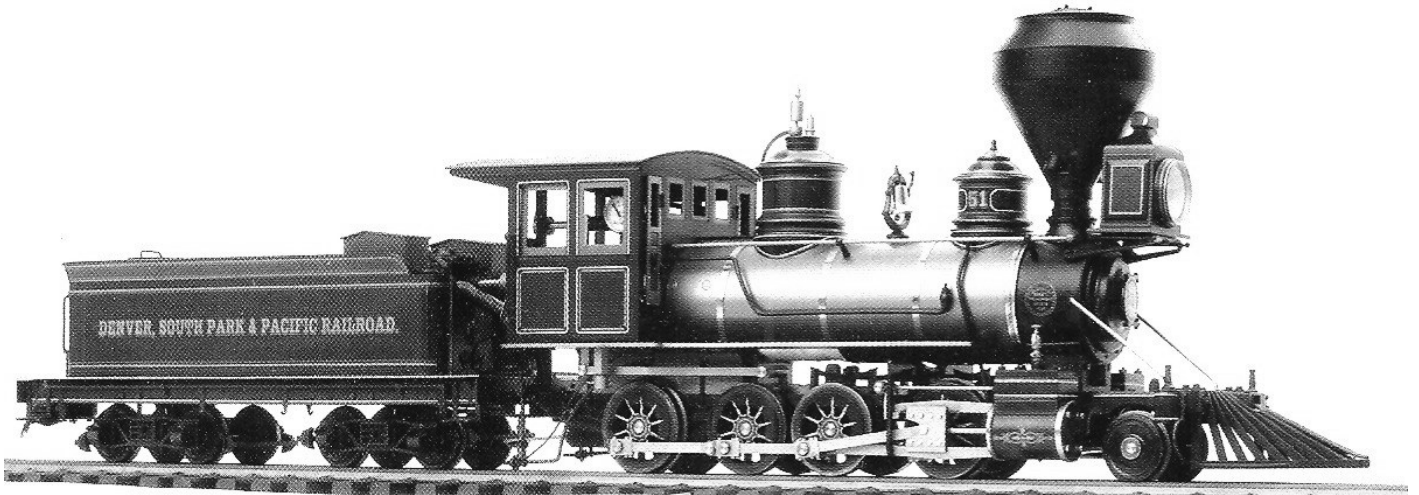
DSP&P #51 was one of eight such locomotives (numbers 50 through 57) acquired by the South Park Consolidations were the mainstay of Western narrow gauge railroads and some of these lasted well into the C&S era. DSP&P #191 became DL&G #191 in 1889, then C&S #31 in the merger of 1899.

The models come in two liveries: a dark green version of DSP&P #51 as it appeared in the 1880's, and an all-black DSP&P #191 as it appears now at CRM. Both have simulated Russia Iron boilers. Both were available as electric or live-steam versions. Plans and liveries were drawn by David Fletcher – see more at <http://4largescale.com/fletch/d61c.htm>.

The body of the model is built from heavy brass with steel drivers, side rods, and linkage. Level of detail is excellent, especially the domes, headlight, pilot,

The electric versions are sound-ready but not plug-and-play – there is a rat's nest of open ended wires in the tender, accessed by lifting out the coal load. Coupler pockets are designed for link-and-pin fittings (not supplied). My DSP&P #51 is very powerful and quiet.

I have no personal experience with the steam powered units. They have the same basic features as the Accucraft Mason Bogies described in Part 1 of this series.



Builder's photo of DSP&P #51, courtesy Accucraft



DSP&P #51 on the author's outdoor railway