DENVER SOUTH PARK & PACIFIC

2-8-0

Nos. 41-49 & 58-68 and others

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

D.S.P.&P.	U.P.-D.L.&G.	C&S	A	B	C	D	E	F	G	H	I	J	K	K,	L	M	N	O	P	Q	R	S	T	U		W
41-49; 58-68	198-217	37-56	48"	5'-5"	2'-4"	2'-10½"	3'-9"	5'-0"	5'-9"	9'-1"	4'-11"	7'-6"	3'-4"	12"	15'-6"	4'-0"	4'-0"	6'-8"	3'-6"	3'-9"	3'-0"	7'-1"	5'-2"	4'-3"		7'-10"
50-57	190-197	30-36	48"	5'-4"	2'-4"	2'-9"	3'-9"	4'-6"	6'-4"	10'-5"	4'-9"	7'-3"	3'-5"	9"	16'-7"	4'-0	4'-4	6'-8"	3'-0"	3'-6½	3'-6½	7'-1"	5'-2"	4'-2"		7'-10"
—	260-265	57-62	51"	5'-6"	2'-10"	2'-10"	3'-8"	4'-11"	5'-9"	10'-4"	5'-0"	7'-0"	3'-6"	12"	17'-6"	4'-6"	4'-4"	6'-8"	3'-7"	4'-2"	5'-0"	7'-2"	5'-2"	4'-2"		7'-10"
—	266-273	63-70	51"	5'-8"	2'-5½"	2'-10¾"	3'-9"	4'-1½"	5'-11"	10'-4"	5'-2½"	7'-5"	3'-6"	8"	17'-6"	4'-6"	4'-1"	6'-8"	3'-6"	5'-6"	3'-7"	7'-2"	5'-2"	4'-3"		7'-10½"
U.P.D&G→	9-11	71-73	51"	5'-8"	2'-5½"	2'-9"	3'-10"	4'-8"	5'-10"	10'-4"	5'-2½"	8'-4"	3'-6"	8"	17'-6"	4'-6"	4'-1"	7'-1"	3'-6"	6'-2"	2'-10"	7'-2"	6'-0"	4'-3"		8'-3"

NOTES:

Dimensions from C&S Folio Sheets - not checked against all engines. "S" for 5'-0" Straight stack - stack cut 1 ft. with Cinder-catcher.

A diameter first course - add 4" for O.D. lagging.

C&S 57-73 had "Wagon-Top" boilers applied, which were about 6" higher at back end.

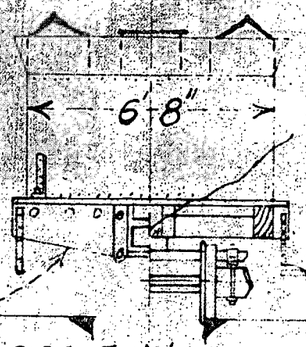
C&S 37, 63-73 had smooth rounded domes; except 69 which had flanged steam dome.

C&S 70 was oil-burner in 1930's.

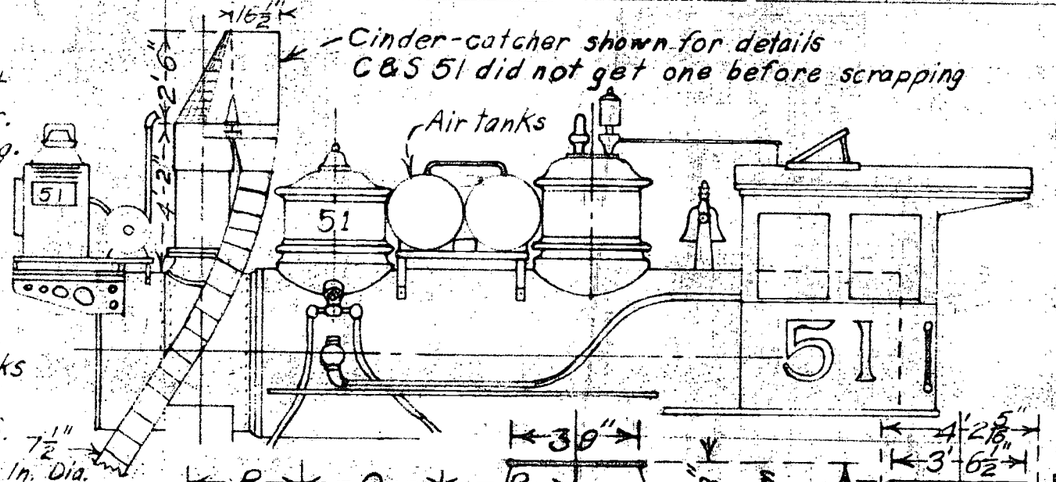
C&S 37 & 57-73 had bell on top air tanks.

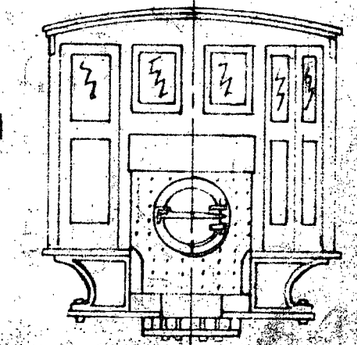
C&S 57-73 had generator between air tanks and steam dome.

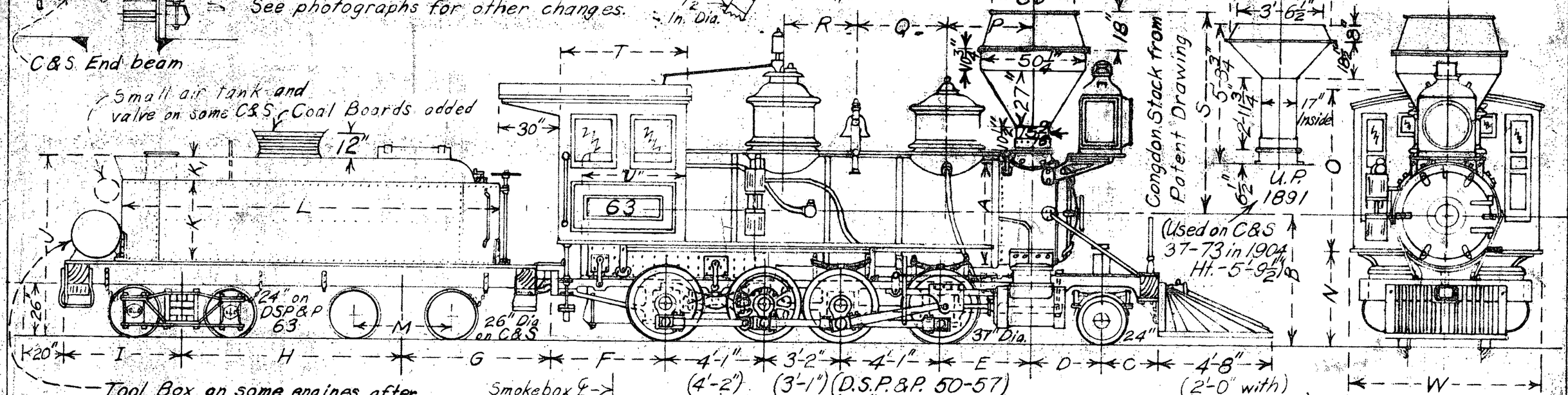
Air pump lowered, runboards raised on C&S. See photographs for other changes.



C&S. End beam

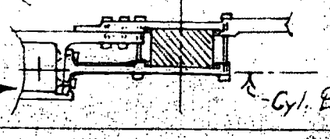






Tool Box on some engines after air tanks mounted on boiler by C&S.

Smokebox ℄→



Alligator Crosshead - 2 Bar - on C&S

U.P. "Pancake" Stack from ENGEERING NEWS of March 4, 1897

3/26/64 Revised 7/16/56

BABY GRANDE WESTERN BALSAM SHOPS

J.W.M. DSP-106 Mar. 30 1954

Original, N° DSP-6