

Abbreviated List of Colorado Central, D. South Park & P, and Colorado Southern Cars

	CC	UPD&G	DSP&P	DL&G	C&S 1902	C&S 1911
Cabooses	26,27 61,62	1725-27	60-79	1500-1520	300-314	1000-1011
Flat Cars			100-299 1100-1299	3000-3221	1000-1104	1050
Refrigerators			505-511 555-559, 1050-1064	24000-24026	500-598	1100-1130
Gondolas	151+?		300-499 1300-1443	7998-8364	4000-4997	4000-4997
Stock Cars			1200-1208	18000-18008	7000-7134	7015-7134
Boxcars	1-62 1501-1562	26500-26660 560-699	500-504 800-1180	24041-24590	7226-8064	7226-8417

South Park - Colorado & Southern Freight Cars 1872-1941

The box cars and cabooses of the Colorado and Southern and its ancestors underwent many changes in lettering in the 71 years of their existence. The detailed history is in Bill Cohen's "Lettering Guide to Early Colorado Narrow Gauge Equipment", and detailed plans and some photos are available from John Maxwell. I have prepared some lettering diagrams and have deduced dates for particular styles using a large number of photos and the dates of corporate changes. Other kinds of freight equipment can be lettered using the data in Cohen. Since individual lettering styles frequently lasted 10 to 15 years after a change began it is legitimate to use earlier styles than the period of your pike.

The first boxcars built were the Colorado Central 23 and 24 foot cars built from 1872 on (Maxwell plans CC-1 and CC-2). The first lettering style was as shown in figure 1, numbers were 1 to at least 62 from 1872 to about 1880, then they were renumbered in the 1500 series with no other changes in lettering. It may be that only the digits 15xx were added, although this is only a surmise. Diagrams 1 to 3 are of the car that was originally numbered 15. In 1885, with the system wide renumbering of all Union Pacific narrow gauge equipment, the 161 boxcars of this type received numbers 26500 to 26660 as in figure 2 in white letters on a black stripe. With the name change in 1890, these same cars were repainted as in figure 3 for the Union Pacific, Denver and Gulf, the

numbers were shifted back to the right side. In 1898, with the formation of the Colorado and Southern, the remaining cars of this type were renumbered 7200 to 7226 as in diagram 7. One car of this type but 26' long was converted into a head end car by the CC, numbered 26552 in 1885 as shown on the plan 10 below, and renumbered 026552 (the 0 added to the front of the old number) in 1890, UP replaced CC on the door. The lettering was in white on an 18" dark stripe.

The boxcars of the Denver, South Park and Pacific included a large group of 26' cars (Maxwell's plan DSP-1) numbered 500 to 504, 560 to 699, 800 to 899. The first of these were built in 1874 and were lettered as in diagram 4 with 6" letters. The 27' 900 series were built in 1880 (Maxwell's plan C-23) and the 30' 1000 series (Maxwell's plan C-22) were built in 1882, both were lettered as in diagram 5 with 9" letters. In 1885 these cars were renumbered 24076 to 24275 for the 26' cars, 24276 to 24410 for the 27' cars and 24411 to 24590 for the 30' cars and lettered white on a black stripe as in style 6. In 1889, with the formation of the Denver, Leadville and Gunnison, these cars were lettered as in style 2 but with D.L.&G. in 3" letters under the numbers. The Colorado and Southern numbers from 1898 on were 7226 to 7352 for the 26' cars, 7353 to 7615 for the 27' cars and 7617 to 7716 for the old South Park 30' cars, the style was as in diagram 7.

In 1906 the C&S changed its lettering style to that in figure 8, finally changing to diagram 9, with the circle herald white letters and rim on a 30" black background, in 1928. The 30' cars built by the C&S from 1900 to

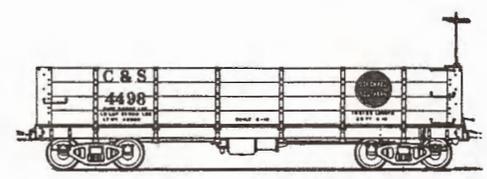
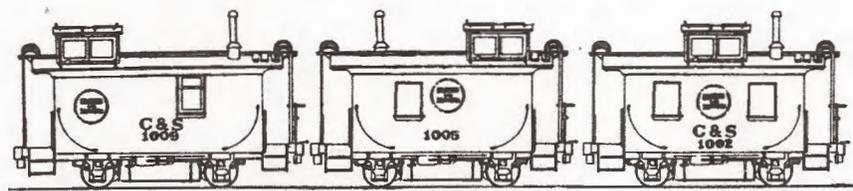
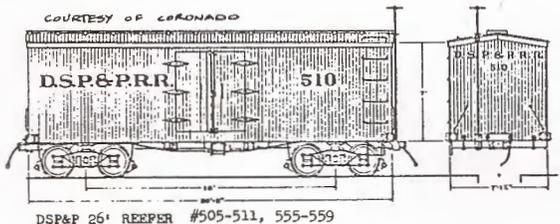
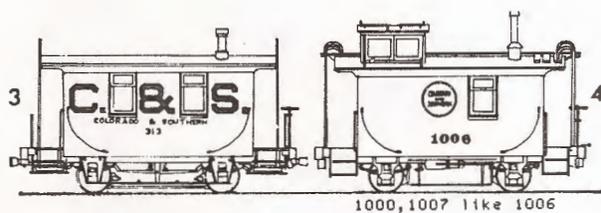
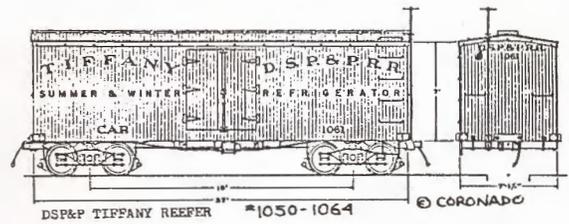
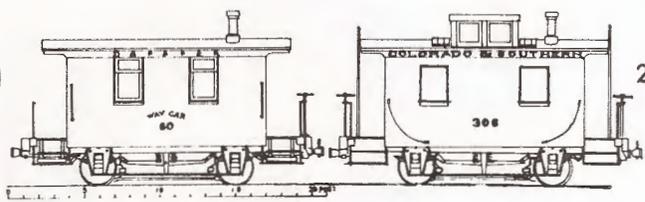
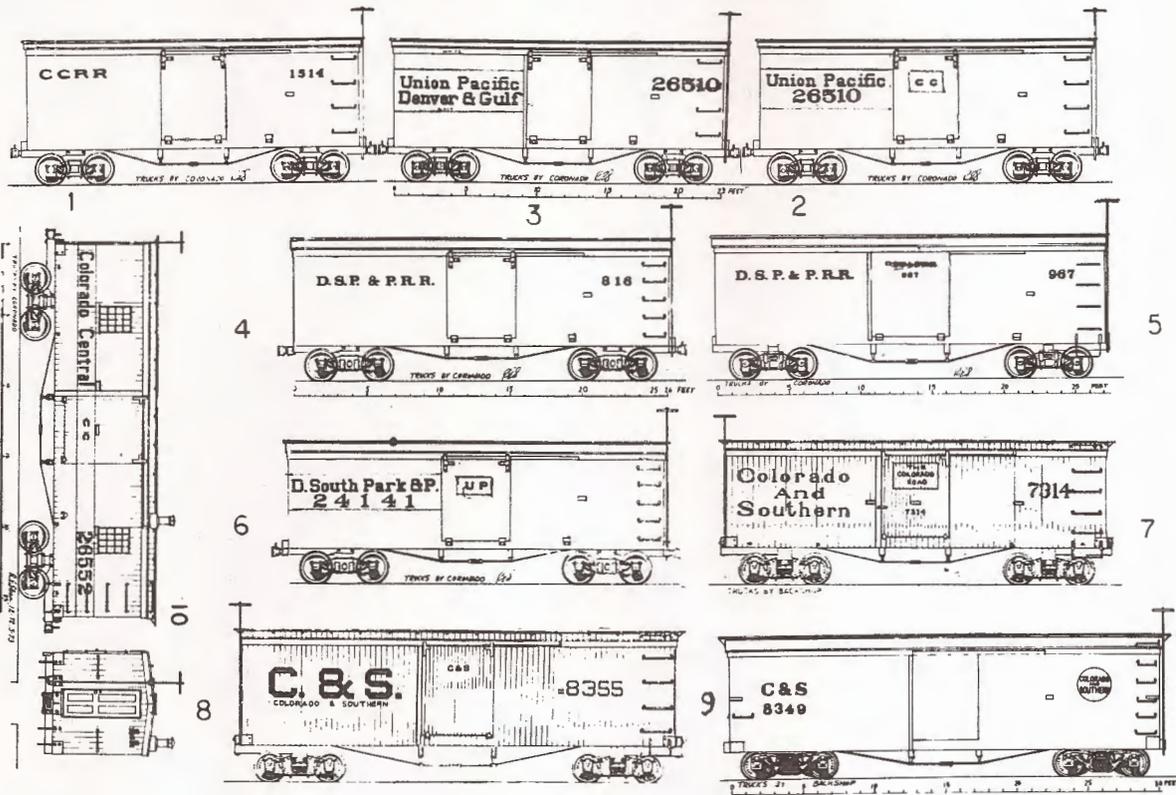
1910 (Maxwell's plans C-9 and C-116) were numbered 7722 to 8417. End lettering for styles 1 through 5 was generally centered high on the end with road initials above the numbers. For styles 6 through 9 the letters and numbers were high on the right side of the B end and on the left side of the A end of the car.

These roads had a variety of 4 wheel cabooses built in 1882 to 1884, most about 13' over sills (between doors) but with some variations in dimensions. The South Park had about 20, numbered from 60 to 79 and the Colorado Central had 2 numbers 26 and 27. Figure 1 below is a standard South Park caboose, detailed plans were published in Finelines for July 1968. These little bobbers received cupolas and lost windows at various times. In 1885 the CC cabooses were numbered 1725 and 1726 and the South Park cabooses were numbered 1500 to 1520. Only 15 were left when the C&S was formed in 1898, they were renumbered 300 to 314. As shown in diagram 2, 306 had a center cupola by then. In 1906, lettering style was changed to style 3, 313 had no cupola at that time. In 1911 they were renumbered to 1000 to 1011. The last lettering scheme was style 4 adopted in 1928. No two of the 1930's vintage cabooses were alike. There were three lengths, two window types, three cupola positions (A brake end, B brake end and centered), detail variations in grab irons, railings and herald position and lettering. See the photographs in Ferrell's C&S ng for details of most of the cabooses. Center cupola caboose number 1002 and two others were sent to the White Pass Yukon in 1942. Number 1003 was a

foot longer than most at 14', number 1009 was 15 feet long. Brian Adams drew a detailed plan of 1009 (now at the Colorado Railroad Museum) in the Spring 1974 issue of Slim Gauge News. Al Kamm drew a

detailed plan of 1006 on display at Silver Plume in the Dec. 1963 issue of Railroad Model Craftsman. Details of precise number changes are in F. Hol Wagner's "Colorado Road" on page 400. The running gear was

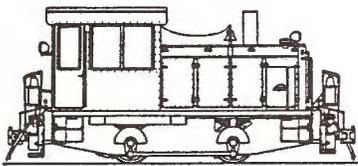
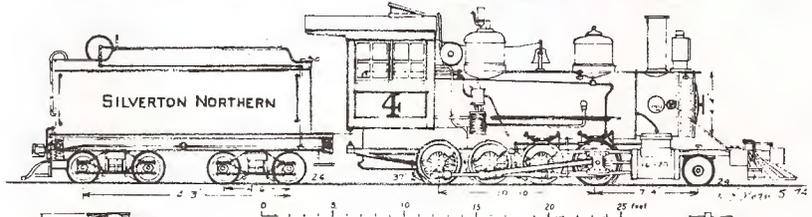
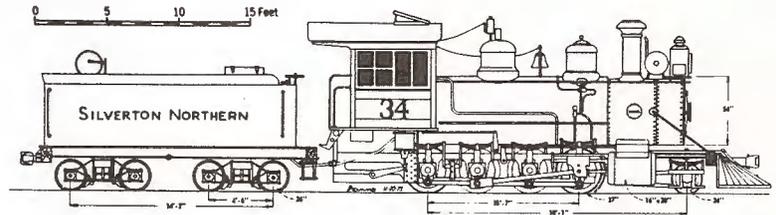
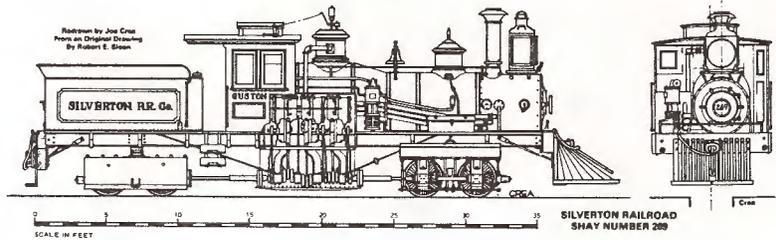
changed radically between styles 3 and 4. In 1003 and 1006 the round herald was centered between the cupola and the window, on 1009 the herald was under the cupola.



1003 like 1009 . . . 1' SHORTER herald ^ here
1008 like 1005 . . . herald ^ here

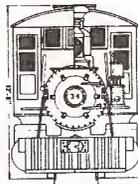
Other Locomotives of Colorado

In 1904 the Silverton Northern bought a 38 ton 2-8-0 from Baldwin, #24109, road no. 3, and the Silverton, Gladstone and Northerly bought a 44 ton outside frame 2-8-0 also from Baldwin, #24130, road #34, of generally similar size but with a bigger boiler. Tenders were of the same size. In 1906, the SN ordered a duplicate of no. 3, Baldwin no. 27977, road no. 4 with a more modern tender. In 1910, Mears of the SN leased the SG&N and in 1915 bought it outright, so the SN had all three locomotives. They lasted on that road until 1943 when they were shipped to the White Pass and Yukon for war service as that roads 22, 23 and 24. They were scrapped shortly after the war. See the "Rainbow Route" by Sloan and Skowronski for detail photographs of the three locomotives.

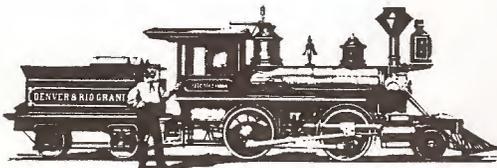
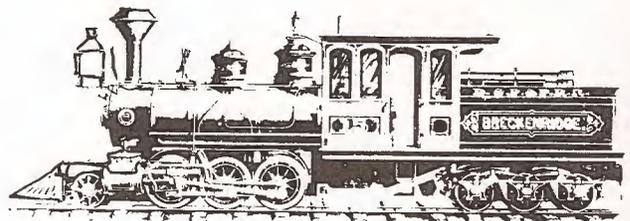
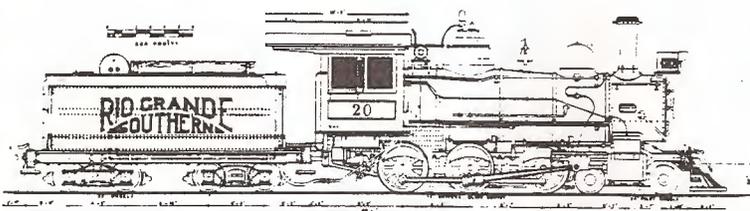
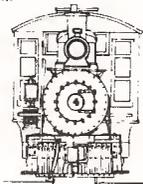
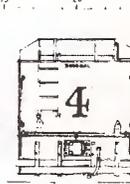


Ex Sumpter Valley Davenport 101
D&RGW 50, "The Durango Switcher"
1947 to 1967

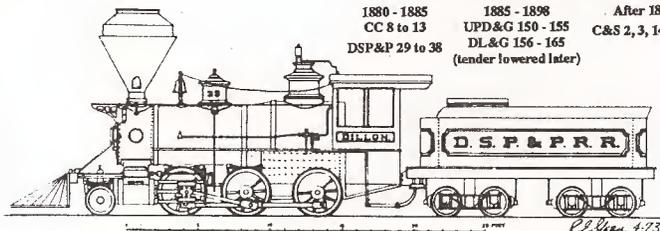
JOHN LEWIS



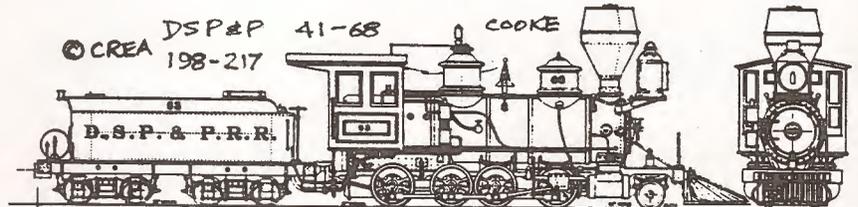
SILVERTON NORTHERN
8, 4 & 84



0 5 10 15 Feet

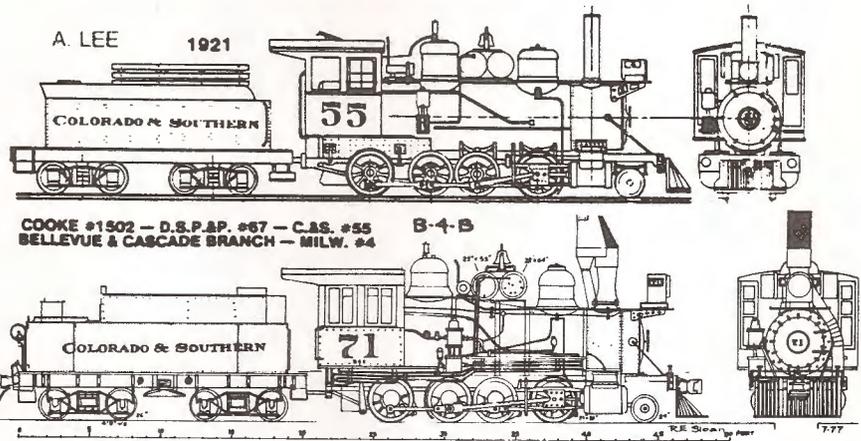


1880 - 1882 Brooks Mogul as built
1880 - 1885 CC 8 to 13 DSP&P 29 to 38
1885 - 1898 UPD&G 150 - 155 DL&G 156 - 165
After 1898 C&S 2, 3, 14 to 22
(tender lowered later)



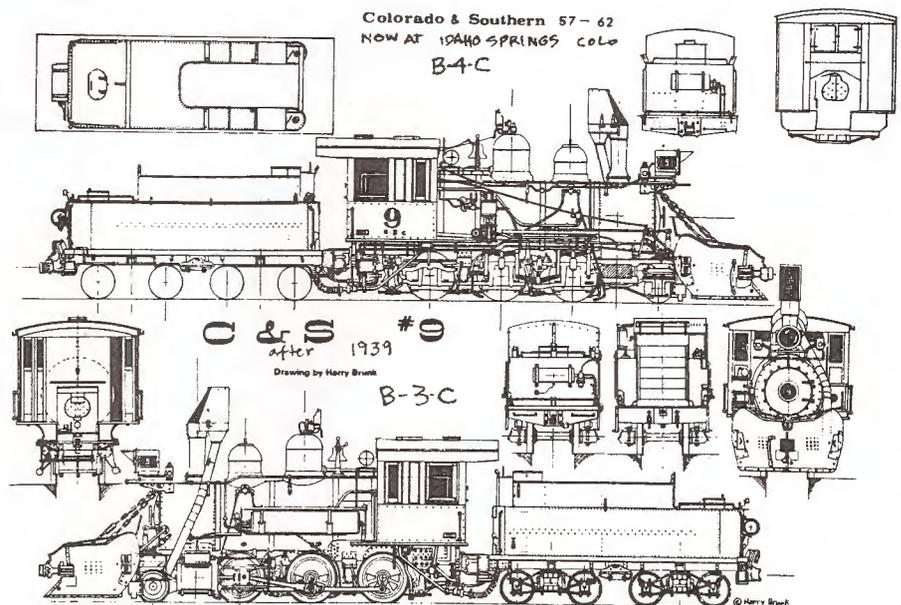
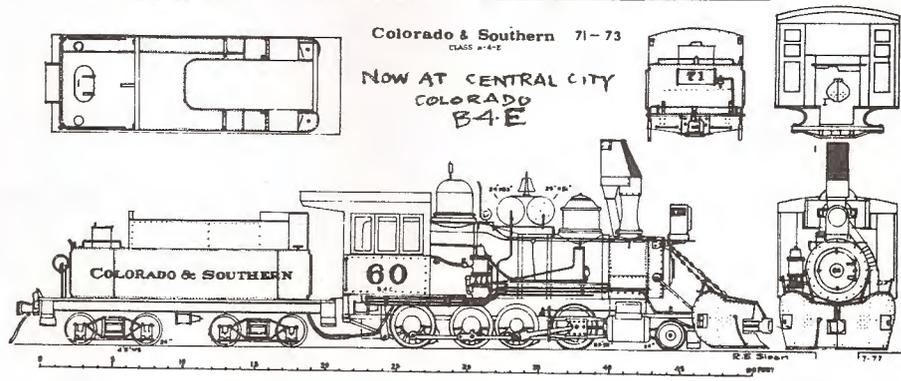
Colorado & Southern 71 - 73
Class B-4-E

Built as Union Pacific, Denver and Gulf 9 to 11 by Baldwin Locomotive Works, December 1896 as builders numbers 15142 to 15144. Renumbered by Colorado and Southern in 1899 as 71 to 73, and reclassified in 1906 as B-4-E. 72 and 73 dismantled October 1940, 71 to Central City for display April 1941. Cylinders 15 1/2" by 20", drivers nominally 37" when new, engine weight 80,500 pounds, tractive effort 19,848 pounds. Used mainly on the Clear Creek lines.



Colorado & Southern 57 - 62
Class B-4-C

Originally built as Utah and Northern 260 to 265 by Rhode Island Locomotive Works in February to April 1886 as builders numbers 1592 to 1597. Transferred by the UP to the Denver, Leadville and Gunnison in September 1890, retaining the same numbers. In 1899 renumbered as Colorado and Southern 57 to 62 and classed B-4-C in 1906. Dismantled 1923 to 1930 except for 58, dismantled 1939 and 60, donated to Idaho Springs for display, May 1941. Drivers nominally 37" when new, cylinders 16" by 18", engine weight 71,030 pounds, tractive effort 15,816 pounds, measured July 22 1977 by James Platt and Robert Sloan.



C&S 9 after 1939 had the tender from 72 or 73. Earlier it had a similar tender of smaller size like all the other 2-6-0's 4-10.

