

Denver, Leadville, and Gunnison 2-8-0 #191 circa 1885

It is just such a cool paint job isn't it. Sometimes elegance can be found in the most simple things such as a black and Russia Iron paint job.



To most of you who know the Aristo C-16, it may look like I've done nothing to this model more than a new paint job, and to tell you the truth, not much more than a paint job brings up the model..see my Pacific Slope C-16. The thing is with this #191, there are actually a lot of changes made to the C-16, they're just pretty subtle because they blend into the overall form so well.



Starting at the front and working back, this is what was done:

- The loco was lowered that 1/4" to hunker the model down and get the cylinder and wheel centre-lines in line, also moves the pilot down to the rail head, instead of a million miles above the rails!
- Added tubular rock guards to the pilot sides.
- New panels to square up the pilot deck to 1885 style.
- Sanded the smokebox front detail to provide a smoother, flatter front, less Baldwin like, more reflecting the #191.
- I've added new 'Basket' type markerlight holders (not in the photos!)
- Added number boards to the headlight, 1885, UP style.
- Provided a new South Park 'Congdon' stack, made from a battery toy, with the guts ripped out and re-detailed to Congdon style, per MC2002, CH3 style, including inside the stack. This stack is still

interchangeable with the original C-16 Diamond stack, and as such one can convert the loco in an instant to a more 1889 look.

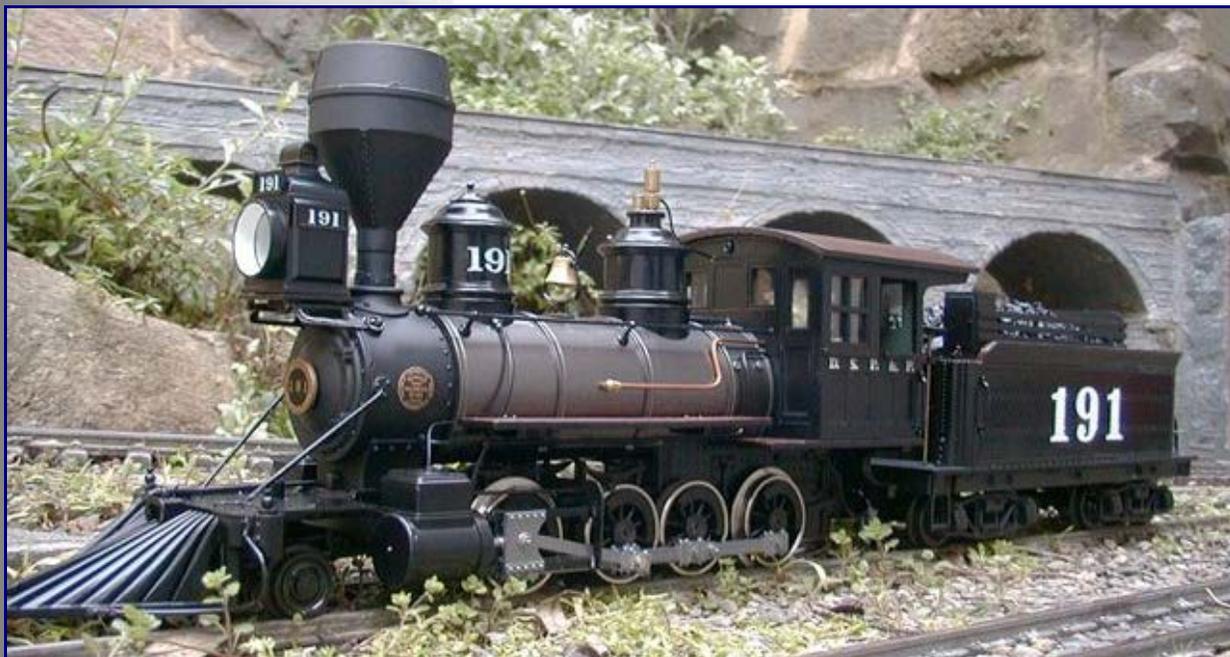
- raised the sand dome height to the #191 height (quite tall)
- Raised the steam dome height.
- Added new aligator style crossheads to the pistons, replacing the old Laird type, also added the lower crosshead slide rails. Crossheads from Hartland trains.
- Raised running boards to both sides.
- New sand lines from the sand dome down to the rail head to the lead side of the lead drivers.
- Added a scratch made air compressor with all new complete pipework, Russia Iron cladding to the compressor.
- Added all new loco pipes, including moving the water flow check valve position on the fireman's side back from below the sand dome to below the bell, Thus the check valves on both sides are out of line, reducing the cold water shock to the boiler when both injectors are on, per prototype.
- Added some cab interior/backhead detail including the two injectors, steam valves to the air compressor and blower, along with a throttle handle...also added the exposed throttel tube from the cab to the steam dome.
- Added new tool boxes and coal rails to the tender top to DSP&P/C&S style.
- Repainted the entire loco to the UP spec sheet colour scheme (as used by the DSP&P in 1885-UP ownership of the line), provided by Jim Wilke. This includes, oxide brown to the cab roof, tender top, running boards etc, and a green cab interior. No brass left on the loco except for the pops and whistle, even the boiler bands are made from Russia Iron.
- The decals were designed and produced by Stan Cedarleaf, many many thanks for Stan's effort in doing these old UP styles.
- I produced my own builder's plates for the smokebox sides on CAD. They are a match for the #191 plates - Burnham, Parry, Williams & Co, B-L-W Const No. 4919, 1880.

This is probably the most understated bash I've ever done, in that it seems like I did nothing, but also definitely one of my coolest looking C-16 bashes!





The model represents the #191 as it looked when rolled out of the shop with the new DSP&P numbering and UP colour scheme in 1885, within a year the DSP&P lettering on the cab was replaced by DL&G as the line again re-organised... the old west was so short lived.. I've been bashing locos for this era longer than the era actually lasted!





The model also demonstrates what the real #191 would look like when the Colorado State RR Museum finally complete it's much anticipated restoration. Their best move would be to get the loco in-doors, out of the weather, so that every hour is not one hour forward, 1/2 hour backward as it has been for the last 15 years.





