

DATA SHEET PH00 98370

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED APR 29 1975
DATE ENTERED MAY 12 1975

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Ex-D&RGW Engine # 463 (narrow gauge steam locomotive)

AND/OR COMMON

use the Engine # 463 narrow gauge locomotive

2 LOCATION

STREET & NUMBER

NOT FOR PUBLICATION

CITY, TOWN

Antonito

VICINITY OF

CONGRESSIONAL DISTRICT

3rd

STATE

colorado

CODE

08

COUNTY

Conejos

CODE

021

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

4 OWNER OF PROPERTY

NAME

Town of Antonito

STREET & NUMBER

Town Hall

CITY, TOWN

Antonito

VICINITY OF

STATE

Colorado

5 LOCATION OF LEGAL DESCRIPTION

Book 252, page 106, # 165908
3:30 p.m., January 24, 1972

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Conejos County Courthouse

STREET & NUMBER

CITY, TOWN

Conejos

STATE

Colorado

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Engine # 463 is a medium sized, three foot narrow gauge steam locomotive. She was built in 1903 by the Baldwin Locomotive Works of Philadelphia, Pennsylvania, under builders plate # 21788. She is coal fired and operated by two men, an engineer and a fireman.

The wheel pattern is a 2-8-2 or Mikado, with one set of pilot trucks, four sets of drivers and one set of trailing trucks.

The engine was originally constructed as a Vauclain compound, however she was later changed to piston valves by the D&RGW shops in Alamosa. This change also included the adoption of Walschaerts valve motion and linkages.

The boiler is a straight circular design of riveted construction, 60 inches in diameter by 16 feet long and has a maximum working pressure rating of 200 pounds per square inch. Originally built as a saturated steam engine she was changed to a superheated steam engine in 1927.

The frame, which carries the boiler and firebox and rides on the wheels is of the outside pattern. That is the frame, springs and bearings are mounted outside the wheels.

The locomotive has a steam operated cross-compound Westinghouse air pump and braking system. She also has a Pyle-National 32 volt electrical system. The cab is enclosed and has a foul weather curtain that can be pulled across the gangway.

The tender was originally of the slope back design, but was later changed to the rectangular type with increased coal and water capacity.

The loaded weight of the locomotive and tender ready for service is slightly under 90 tons.

All of the noted changes to the locomotive were made by the D&RGW shops in an effort to standardize and improve. The restoration effort currently under way at the Antonito shops of the C&TS is directed toward putting her in operation in the last known version outshopped by the Rio Grande.

The locomotive may be seen in the Antonito shops by securing permission from local Town officials. It is the local ambition to have the locomotive operable in time for the Bicentennial in 1976.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1903 BUILDER/ARCHITECT Baldwin Company
Philadelphia, Pennsylvania

STATEMENT OF SIGNIFICANCE

This engine is one of two of the last remaining locomotives of the K-2 series which originally were built for and operated by the Denver and Rio Grande Western Railroad. The locomotive was built in 1903 by the Baldwin Locomotive Works of Philadelphia, Pennsylvania.

Beginning at about the turn of the century the Rio Grande and Colorado had somewhat recovered from the effects of the Silver Crash of 1893. In an effort to upgrade their freight service and haul more tonnage per train, the company sought and advanced design locomotive. It was also at this time that the Baldwin Company was experiencing a marked increase in orders and a demand for locomotives designed for special service. This necessitated an expansion of the Works both in the engineering and erecting departments. Thus the Rio Grande order was probably tackled with much enthusiasm by the innovative designers of Baldwin. Previously the narrow gauge engines had all been inside frame and of the light consolidation wheel pattern, basically the same design as was originally developed for the Lehigh Valley Railroad in 1866. While the K-27 series was a departure from the design most prevalent on the Colorado narrow gauge, it was really a marriage of two basic ideas employed much earlier - the outside frame and the Mikado wheel pattern. On page 80 of the authorized "History of the Baldwin Locomotive Works" the outside frame is described:

"A locomotive for the Antofogasta Railway, of Chile, constructed with outside frame, was completed in November, 1886, --- The advantages of this method of construction of narrow gauge locomotive in certain cases were evidenced in the working of this machine, in giving a greater width of firebox between the frames and a greater stability of the engine due to outside journal bearings."

Again on page 89, the Mikado wheel pattern is described:

"Early in 1897, a group of unusually interesting locomotives were shipped to the Nippon Railway (Japan). These locomotives were all designed to burn a most inferior quality of coal, requiring large grate and a firebox of ample depth and volume. They were of two types - The Atlantic, for passenger service and a modified design of Consolidation for freight service. The latter has a wide, deep firebox, which was placed entirely back of the driving wheels and over a rear truck. All these locomotives proved highly successful. Freight locomotives of a design similar to those built for the Nippon Railway were subsequently introduced in the United States, and were appropriately designated the Mikado type."

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It is readily apparent that the common denominator is the larger firebox. This feature was directly equated with greater steaming ability and more power. To this basic the Vauclain compound cylinder system was added, an ingenious device of Samuel Vauclain, General Superintendent of the Works at that time, which "recycled" the high pressure exhaust steam through a second set of low pressure cylinders, thereby increasing the efficiency of the engine. The net result was a locomotive one and one-half times more powerful and the tonnage lifted over the 4% grades of the Rio Grande mainline narrow gauge was almost doubled.

Truly, the arrival of the fifteen new K-27s in 1903, marked a significant turning point in the operation of the D&RGW's narrow gauge lines that was to remain in effect until the end of Class I narrow gauge steam in 1968.

In 1955, Engine # 463 was sold to the cowboy singing star, Gene Autry and was shipped to his Melody Ranch at Newhall, California. This action probably saved the engine from the scrap pile. In 1971, action was started by a preservation minded group of railfans to seek the return of the engine to the former D&RGW narrow gauge operation which had been acquired by the States of Colorado and New Mexico and is now listed as the Cumbres and Toltec Scenic Railroad on the National Register of Historic Places. The engine was donated by Mr. Autry to the Town of Antonito in November, 1971 and arrived in Town in March of 1972.

About this time 463's only surviving sister # 464 was sold by the D&RGW to Knott's Berry Farm of Buena Park, California and subsequently shipped to the Berry Farm in 1973. After more than six months work the 464 was put into service on the Berry Farm's 1½ mile loop as an amusement attraction.

The Town of Antonito plans to return the 463 to active service on the C&TS Railroad. Here she will again, as she once did in her past, work the 64 miles of mountainous narrow gauge climbing 4% grades, chuffing thru tunnels and over high bridges, her whistle will echo from the canyon walls to Toltec Gorge and her steam and smoke will be seen again amongst the beautiful golden fall color of high country aspen groves.

It is significant that this engine, which 70 years earlier made an impact on the local scene should do it a second time, for she is the oldest one on the C&TS line and is still alive and well.