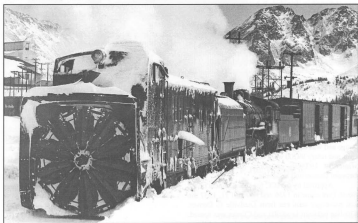




C&S Rotary Snow Plow No. 99201



The C&S plow train consisting of rotary No. 99201, 2-6-0 steam locomotive No. 641, two boxcars and a wooden caboose, arrive at Climax, Colorado, after clearing the line from Leadville in 1961.

Colorado in the 19th Century had two things in abundance: precious mineral deposits and snow. In their quest to serve the mining communities of the Rocky Mountains, the Denver & Rio Grande and the Denver, South Park & Pacific both found that winter in the high country could be very brutal. These diminutive narrow gauge lines found that their small, wedge-plow equipped locomotives were no match for the drifts and snow slides created by the mountain storms. A larger and more powerful means of keeping their lines open during the winter was needed.

The UP's Denver Leadville and Gunnison had narrow gauge rotary No. 064, originally built for

the Denver South Park & Pacific, based at Como to clear its line to Leadville as well as through Alpine Tunnel to Gunnison. The 064 (which became C&S 01, 011 and finally 99200 in 1912) had trouble keeping up with the heavy winter snows by itself.

In 1899 the new owner of the line - Colorado & Southern Railway - ordered a second rotary from the Cooke Locomotive Works. The 03 was delivered in February 1900. It arrived on standard gauge trucks, so the wheels were pressed down to three foot gauge in Denver for use on the South Park line. But, it proved to be too heavy for the narrow gauge rails and too large to fit through Alpine Tunnel, so the new rotary sat idle as of October 1901. In 1903 it

was refitted to standard gauge and sent to Cheyenne where it worked the C&S northern division. The other standard gauge plow, a Jull Snow Excavator, was stationed in Trinidad. It became the 0200 and then 99210 in the 1912 renumbering.

Rotary O3 was renumbered to 0270, then 99201 at the same time. During the 1913 blizzard it was used between Cheyenne and Denver to clear the mainline through Longmont and also between Denver and Falcon through Parker and Elizabeth.

With the inability of the 99201 to operate on the light rail, narrow gauge rotary 99200 worked alone on the South Park line, doing the best it could to keep the line open until 1935. On March 25, 1935, it was damaged, along with engines No. 72 and 75, when the wooden addition to the Como roundhouse caught fire. The 99201 was moved from Cheyenne and again had its wheels pressed to 3-foot gauge and was sent to Leadville. The burnt locomotives and rotary 99200 were hastily repaired, and the winter of 1935-36 saw both rotaries working between Denver and Leadville.

Approval by the ICC for abandonment of the South Park came in 1936 and on April 11, 1937 the last passenger train ran from Leadville to Denver. The line between Leadville and Climax was spared, however, and three-railed to provide the Climax Molybdenum mine a rail outlet for its products. On August 25, 1943, narrow gauge locomotive No. 76 met standard gauge No. 638 in the Leadville yard on the last day of narrow gauge operations.

Rotary No. 99201 was standard gauged again and returned to Cheyenne after an extensive rebuild at the Joint Burlington/C&S Denver shops in 1949, where it also received a new steel housing and a newer boiler from a scrapped 0-6-0 200 series switch engine.

In 1951, it was again sent to Leadville to replace the 99200 which had suffered a broken wheel drive shaft due to metal fatigue. The 99200 had also previously been standard gauged in 1943 for the Leadville-Climax line.

No. 99201 continued to operate when needed until 1965. It was pushed by 2-8-0 No. 638 and then by sister engine 641 until the end of steam operations on the Leadville branch. Its last run was made in with bright red and gray SD9 diesel No. 828.

Seven years later on October 15, 1972, John Terrill, President of the Colorado & Southern, donated the 99201 to Colorado Railroad Museum for display. It has been "displayed" in the trees across the street from the museum for the past 35 years. It was moved to a display track beside D&RGW 5771-5762 ahead of Union Pacific 0-6-0 No. 4455 in January 2008. It is finally at a photographable location.

Plowing the high-line between Leadville and Climax, Colorado in 1961.





C&S rotary No. 99201 was used to clear the mainline between Cheyenne, Wyoming, Denver and Falcon, Colorado. It paused at Elizabeth, Colorado to take on water and pose with its crew.

References:

Burlington Bulletin volume #38 "Snowplows," April 1, 2001, F. Hol Wagner Jr.

Colorado Railroad Museum

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Compiled by Robert Jensen, F. Hol Wagner Jr., and

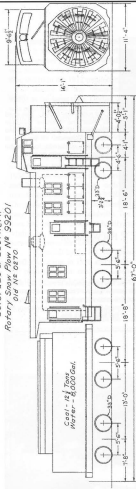
Kenton Forrest

2008

One of the few photographs of rotary No. 99201 on the narrow gauge. This photo was taken at Climax, Colorado during the winter of 1935-1936 when it shared the snow fighting duties with No. 99200 on the South Park line.

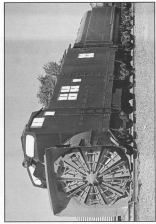
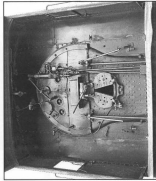


Colorado & Southern
 Rotary Snow Plow No 99201
 Old No 6870



Boiler	Locomotive Type from Eng 233	Heating Surface, Fives	1600	Sq Ft	Weight of Rotary, Light	167,820	Lb.
Length of Firebox, Inside	108 1/2"	Firebox	152	"	"	Tender	56,650
Width	"	Bottom	42"				
Height	"	Front	68 1/2"	Grate Area	31.5	"	Ready for Service
Fives	280-2" Dia, 11'-0" Long	Cylinders	17x24	Built	Cooke	18/99	
Boiler Pressure	180 Lbs.	Rotary Wheel Diameter	30 1/2"	Over-Blades	Rebuilt	Denver	18/95

F. Hol Wagner, Jr. Drawing



(left) Backhead of Rotary No. 99201 during move onto museum grounds in 2008. (right) Finally on display at its permanent location