

## Robert W. Richardson Railroad Library

Built in 1997, the Robert W. Richardson Railroad Library at the Colorado Railroad Museum is designed to look like a small town depot and contains one of the most comprehensive railroad reference libraries in the United States. From timetables to employee records, photographs to engineering documents, maps to books, it offers a wealth of information on railroads across the nation and around the world.



### Brochure Contents From:

Colorado Railroad Museum archives, Colorado Railroad Museum Equipment Data Sheet No. 3 compiled by Kenton Forrest and Robert Jensen, [www.SteamLocomotive.com](http://www.SteamLocomotive.com), "The Steam Locomotive in America: Its Development in the Twentieth Century" by Alfred W. Bruce

Photographs are from the Colorado Railroad Museum collection, MillerCoors and The Denver Post archive.

### Artifacts:

The Colorado Railroad Museum has many artifacts related to the Chicago, Burlington & Quincy (CB&Q) including:

China, Uniforms, Brakemen Lanterns, Bulletins, Legal Documents, Letters, Locomotive Reports, Vouchers, Retired Equipment, Freight Car Parts Drawings, Diesel Locomotive Parts Drawings, Steam Locomotive Parts Drawings, General Correspondence and Locomotive Records.

## Mission Statement

The mission of the Colorado Railroad Museum is to preserve and convey the rich history of railroading in the Rocky Mountain region through acquisition, research, exhibition and education.

Colorado **RAILROAD** Museum®

**Lose track of time.**

[www.ColoradoRailroadMuseum.org](http://www.ColoradoRailroadMuseum.org)

# CHICAGO, BURLINGTON & QUINCY ..... LOCOMOTIVE NO. 5629



"It pays to ship and travel Burlington" appeared on advertising for a new class of high-speed Chicago, Burlington & Quincy (CB&Q) locomotives in the 1940s. Also appearing on this advertising was a photo of Colorado Railroad Museum's CB&Q Locomotive No. 5629.

This new class of steam locomotives was developed by CB&Q in order to continue the line's dependable freight and passenger service.

Built in West Burlington, Iowa in June 1940, No. 5629 was one of 15 engines—numbered 5621 to 5635—that constituted the last new class of steam locomotives.

Designed for fast freight and heavy passenger service, No. 5629 began its career on the Chicago to Denver mainline. It was transferred to the Twin Cities in the mid-1940s and made its way back west in 1950, hauling freight between Lincoln, Nebraska and Denver, Colorado.

After being converted from burning coal to oil, it was stored in Lincoln and served as a stationary boiler, providing heat to the Lincoln station during a renovation in the winter of 1961.

On August 30, 1963, CB&Q Vice President J.J. Alms presented No. 5629 to the Colorado Railroad Museum.

*O-5 Class Locomotive*





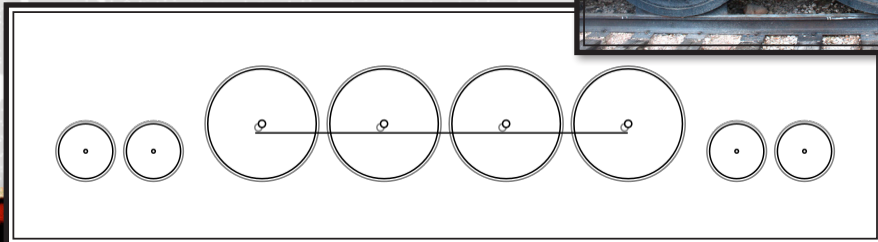
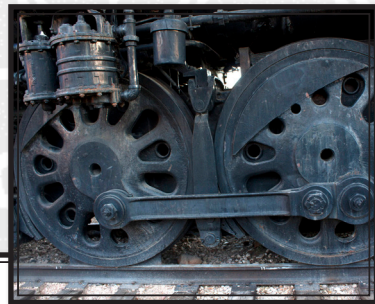
### Built for Speed

With the surge in passenger service in the 1920s, railroads quickly recognized their need for locomotives that could handle the extra weight of additional cars while still operating at higher speeds.

First implemented in 1926 by the American Locomotive Company, the 4-8-4 wheel arrangement was an answer to the need for these high-powered locomotives.

The 4-8-4 wheel arrangement consists of four leading truck wheels on two axles, eight powered driving wheels on four axles and four trailing truck wheels on two axles. This wheel arrangement provided more stability for a heavy locomotive at higher speeds, making it an optimal option for fast freight and heavy passenger service.

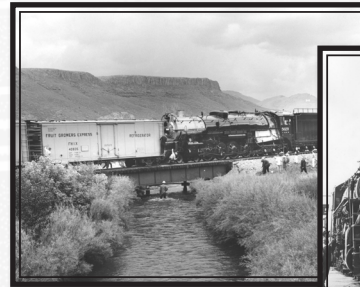
This configuration was a defining feature in the Chicago, Burlington & Quincy's (CB&Q) O-5 class of locomotives. They shared many similar mechanical and technical features, including the 4-8-4 wheel arrangement. CB&Q Locomotive No. 5629 is one of the 36 locomotives of the O-5 class—and one of thousands of locomotives with the 4-8-4 wheel arrangement.



### A Complex Move for No. 5629

Moving the massive Locomotive No. 5629 to the Colorado Railroad Museum was no simple undertaking. In fact, it was the Museum's most complicated and costly moving job to date. And, on August 30, 1963, No. 5629 began its journey to the Colorado Railroad Museum.

To make the move possible, an engineering crew had to construct a grade with temporary track—also known as "shoo-fly" track—to cross the Arapahoe Canal, which was 14 feet wide and nearly that high in some places.



Back at the Seventh Street Yard in Denver, a 50-ton mobile crane loaded a 50-foot bridge and other materials onto two trucks to be positioned across the canal. Other cars followed with materials to construct 1,200 feet of mostly temporary track.

Traffic on 44th Avenue was detoured as temporary track was laid across the road. Telephone wires were raised to create the 18-foot clearance needed for the locomotive to pass under them.

The nonoperational locomotive was placed in front of a diesel road locomotive to be pushed from downtown Denver to the Museum. It was a race against the clock as No. 5629 departed downtown at 11:30AM for the 5:00PM dedication ceremony.



As traffic backed up on 44th Avenue, the diesel engine struggled to push No. 5629 uphill. The greasy rails caused the diesel engine to stall, but on its second effort, it prevailed. After hours of grueling work and a complex moving process, No. 5629 was pushed into its position at the Museum. On a parallel track, Denver & Rio Grande Locomotive No. 346 tooted its whistle in celebration.

