



# The Exposition Flyer's Rio Grande Mountain Power: P-44 Pacifics, K-59 Mikados

**HO SCALE**

With the completion of the Western Pacific in 1910, the Rio Grande's traffic pattern changed and "bridge line" traffic became the order of the day. This necessitated the purchase of faster, more powerful locomotives. The need was addressed by the purchase of fourteen Baldwin 2-8-2s in 1912. Numbered 1200-1213, the Class K-59 Mikes came with 63-inch drivers and superheating, but lacked mechanical stokers. Principal mainline freight power, they were placed by larger 4-8-2s in 1922, when they were demoted to secondary mainline operation. When the Dotsero cut-off was completed in 1934, the K-59s were upgraded with mechanical stokers, syphons and power reverses, resulting in re-assignment to passenger service! Superseded by 4-8-4s during World War Two, the 59s finished their service back on the secondary mainlines. Though half were scrapped by 1948, the others lasted until 1956 when #1207 was the last scrapped.

As passenger trains became all steel and longer, the Grande's 4-6-0s had to be double-headed and could not maintain schedules. This necessitated the purchase of faster, more powerful passenger locomotives for the "Atlantic Express" and the "Pacific Express". The need was addressed by the purchase of six Baldwin 4-6-2s in 1914. Numbered 1001-1006 (later renumbered 800-805). The Class P-44 Pacifics came with 67-inch drivers and the same boiler as the K-59 2-8-2s! As mainline passenger power, they were replaced by larger 4-8-2s in 1922, and demoted to secondary mainline operation. All were scrapped in 1949-1953.

The Division Point and our premier steam builder Boo-Rim Precision will bring you these neglected "Pacifics" and "Mike"s in "Scenic Route" and "Flying Grande" graphics. Call your dealer and get those reservations in!

As usual, we are indebted to those folks who publish the information and photos we need. We urge you to buy their books and photos.

- \* Rio Grande Steam Locomotives by William E. Warden (1981, Heimberger House Publishing Co.)
- \* Rio Grande Steam Finale by Lloyd E. Stagner (1999, South Platte Press)
- \* Denver and Rio Grande Western - Superpower Railroad of the Rockies by Robert A. LeMassena (1999, TLC Publishing Inc.)
- \* Locomotives of the Rio Grande by The Colorado Railroad Museum (1983, Colorado Railroad Museum)

## ORDER FORM

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<u>Item</u>	<u>Description</u>	<u>Quantity</u>
DP-2460	Rio Grande K-59 2-8-2 ca.1934-1940 "Scenic Route" graphics, 63-inch spoked drivers, Walschaert valve gear, stokers, 13,000-gal/20-ton tender w/"doghouse", black boiler, smoke deflector	_____
DP-2462	Rio Grande K-59 2-8-2 ca.1941-1946 "Flying Grande" graphics Walschaert valve gear, stokers, 13,000-gal/20-ton tender w/"doghouse", black boiler, smoke deflector	_____
DP-2665	Rio Grand P-44 4-6-2 ca. 1934-1940 "Scenic Route" graphics, 67-inch drivers, black boiler Walschaert valve gear, stokers, 9,000-gal/13-ton tender, smoke deflector	_____
DP-2666	Rio Grand P-44 4-6-2 ca. 1934-1940 "Scenic Route" graphics, 67-inch drivers, green boiler Walschaert valve gear, stokers, 9,000-gal/13-ton tender, smoke deflector	_____
DP-2667	Rio Grand P-44 4-6-2 ca. 1934-1940 "Flying Grande" graphics, 67-inch drivers, black boiler Walschaert valve gear, stokers, 9,000-gal/13-ton tender, smoke deflector	_____

Total Quantity \_\_\_\_\_

# Division Point

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