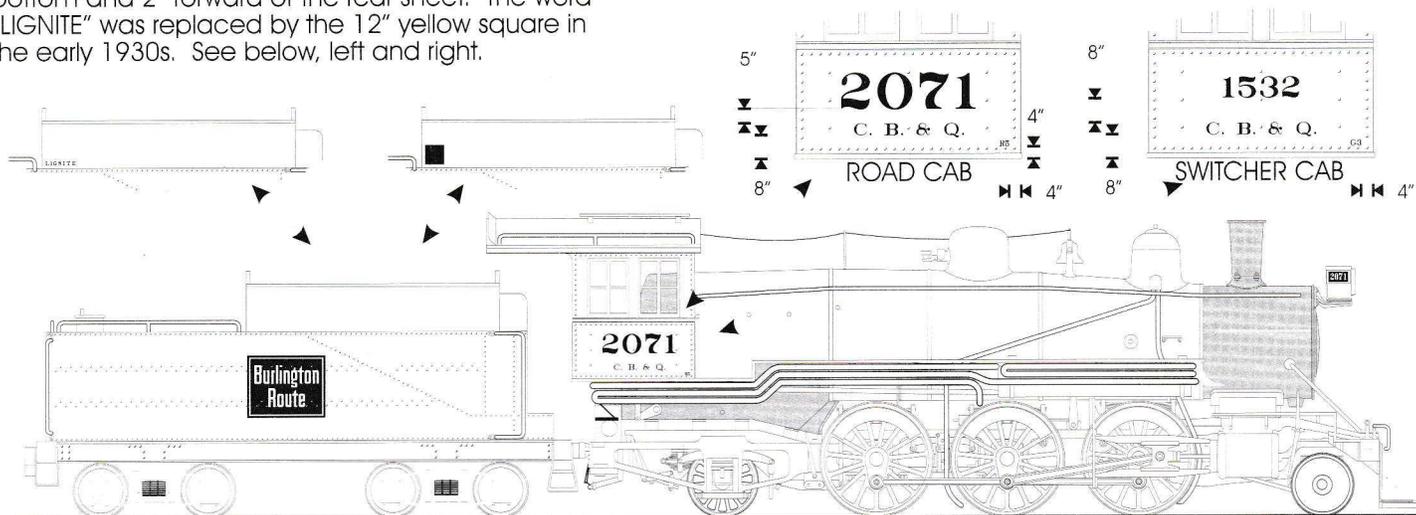


CB&Q, C&S and FW&D locomotives/tenders in this scheme were painted overall Gloss Black with graphite compound applied to all surfaces of firebox and smokebox. Beginning in the late 1940s, red cab roofs began to be applied, either in Mineral Red or brighter shades. This scheme also was used on "Super Power" 4-6-4, 4-8-4 and 2-10-4 locomotives until 1932, when they were changed to the arrangement provided in MICROSCALE sheet number 87-1140.

Lignite-burning locomotives were distinguished by coalboard markings as shown, 2 inches up from the bottom and 2" forward of the rear sheet. The word "LIGNITE" was replaced by the 12" yellow square in the early 1930s. See below, left and right.

As usual, the modeler is advised to refer to photos of the prototype whenever possible.



Herald is centered to tank side horizontally and vertically.

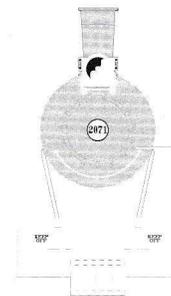
Scale drawings ©2001 by Marshall Thayer



Tender water capacity was shown by 2" numerals centered 2 inches below the top of the tank end, or as much lower as would clear the rivet line.

7" locomotive number was centered horizontally and vertically.

Initially, passenger locomotives bore polished brass numerals on the number plate, while freight and switch engines used yellow paint. The latter was changed to duluxe in the early 1930s.



NOTES

Cab numerals were to be 12" on road locomotives and 7" on switchers. In certain instances, switchers received 12 inch numerals instead.

Numeral spacings are as specified on diagrams. Certain number combinations or applications may require modified spacing by the modeler.

Fire hose boxes on switchers were painted red with white lettering.

From the mid-1930s, some C&S tenders began receiving the "drinking water forbidden" notice, applied to the lower forward side of the tank. Certain C&S switchers assigned to Denver carried "C&S-AT&SF" lettering in lieu of the herald.

Number plates were originally specified with 4½" condensed numerals. In later years, some engines were re-equipped with 4" numerals, and polished brass occasionally appeared on freight engines and switchers.

Toward the end of steam locomotive maintenance, certain locomotives received the red/white/black heralds used on diesel road switchers. These are available in MICROSCALE set number 87-15.

Information sources include "Steam Locomotives of the Burlington Route" and "Burlington in Transition" by Corbin, et al., "Everywhere West" by Patrick Dorin, and the Burlington Route Historical Society (www.burlingtonroute.org).