

Gunnison,

June 3, 1913.

Mr. P. C. Withrow,
Mechanical Engineer,
Burnham.

Dear Sir:

Herewith sketch showing blister
in firebox of R.G.S. Engine No. 1. Mr. Ste-
vens asked me to look at this firebox, and
I am satisfied that this box should be patched;
otherwise, I would say that this firebox is
in poor condition.

Please show sketch to Mr. Enright.

This for your information.

Yours very truly,

R. S. Ramsey.

THE DENVER AND RIO GRANDE RAILROAD CO.

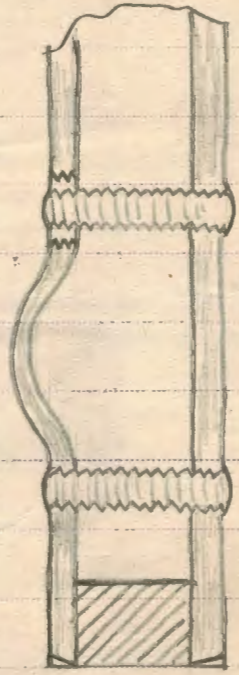
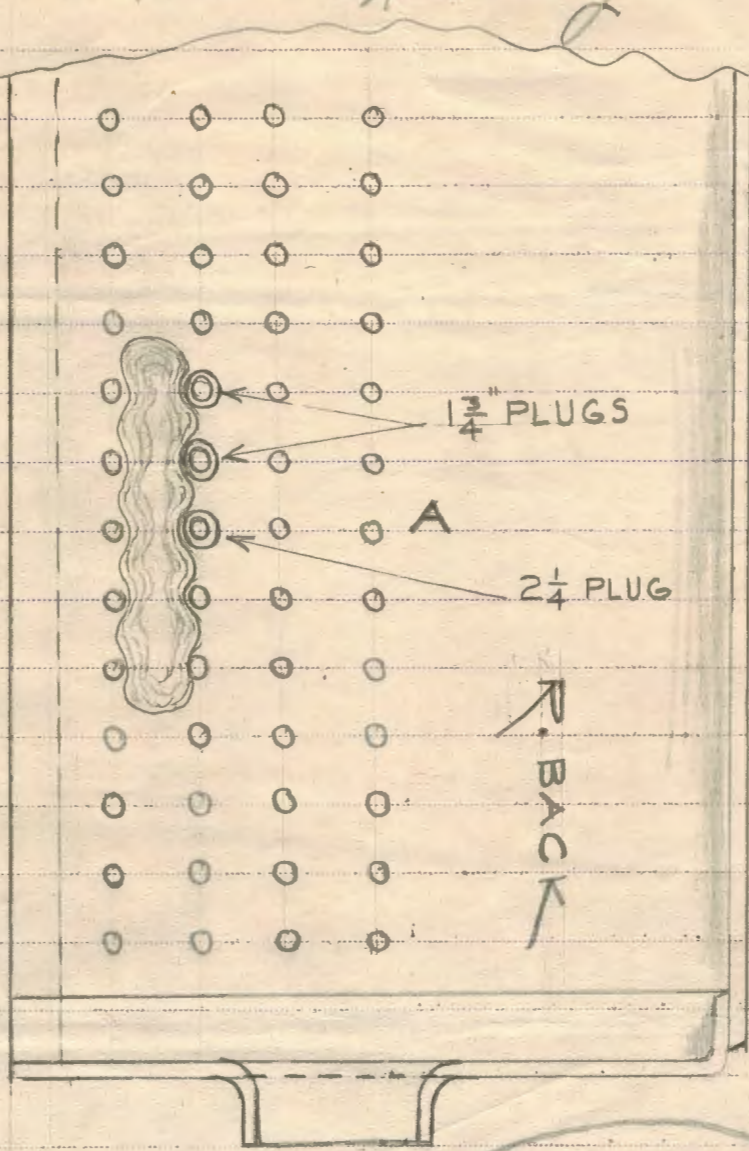
Durango 5/29 1913

R. M. Ramsey

R. G. S.

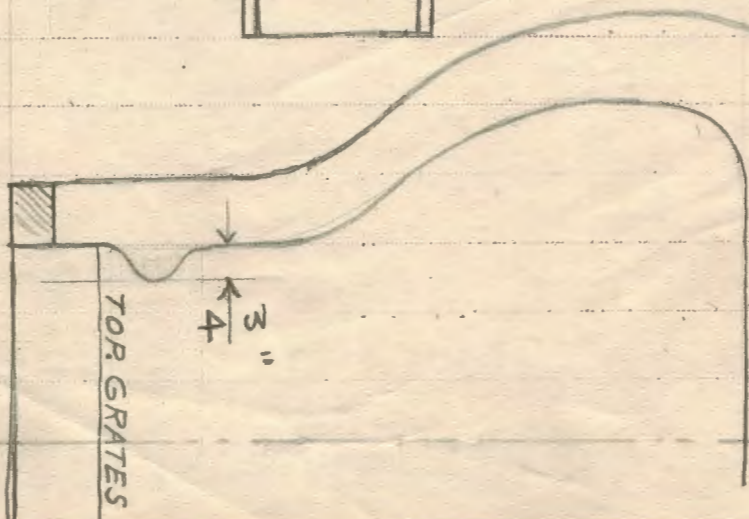
ENGINE No 1 5/29/13

A MUD BURNED



SECTION AT A-A

BACK



The Denver & Rio Grande Railroad Co.

OFFICE OF SUPERINTENDENT
MOTIVE POWER AND CAR DEPARTMENT
Denver, Colorado

June 6, 1913.

Mr. J. F. Enright,
Sup't M.P. & C.D.,
Burnham.

Dear Sir:

Please note attached letter and
sketch from Mr. Ramsey, relative to R.G.S.
boiler No. 1.

Yours truly,

P. C. Withrow

Mech. Eng'r.

PCW/M.

The Denver & Rio Grande Railroad Co.

OFFICE OF SUPERINTENDENT
MOTIVE POWER AND CAR DEPARTMENT

Denver, Colorado

June 11th, 1913.

File 41

Boiler Inspection Law,
Condition Firebox RGS Engine
#1.

Mr. J. A. Edwards, M.M.,

Ridgway, Colorado.

Dear Sir:-

In connection with report made you
on condition of the firebox of RGS engine #1,
kindly note a further report made by Mr. Ramsey
of this office. I am convinced from my experience
with boiler inspectors that unless you remove the
blister-like spot shown on the sketch and apply
a good patch, that the reporting of the boiler as
being in anything but poor condition will be
severely criticised by the Washington people.

Respectfully

[Handwritten Signature]
S M P & C

E