

# TAKING ON WATER

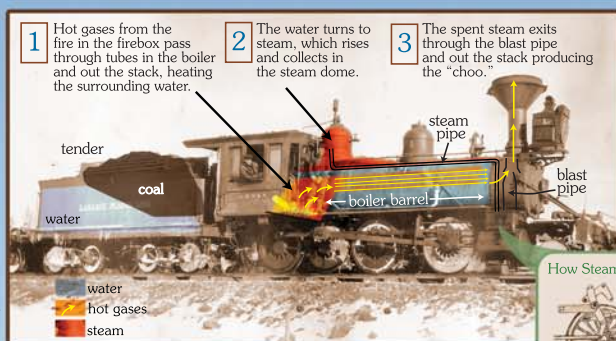


## A Hot Job

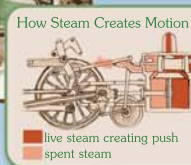
On the train, a fireman was responsible for shoveling coal from the tender into the firebox and transferring water from the tender to the boiler. His most critical job was to check the water gauge to prevent the boiler from running dry and causing a huge explosion.

## STEAM POWER

You are standing at the site of Lake Station which provided water, critical for steam power, to passing trains. Up to nine thousand gallons of water from this tank were pumped into the "tender," located behind the engine, which powered the train. The water was heated by coal in the boiler to create steam which ran the engine. The release of steam is what gave the train the characteristic "Choo Choo" sounds.



Locomotive #1 with tender near Lake Owen, 1909.



This was one of 18 stops along the line between Laramie, Wyoming and Coalmont, Colorado. All the tanks along this line held 40,000 gallons of water. While there was no tank at Coalmont, there was a well which apparently supplied water quickly enough to fill the tenders as they came through.



Water tank at Lake Station. A worker lived in the small cabin so he could maintain the pump and keep the tank full of water. Look carefully for remnants of the cabin and pipe that carried water from Lake Owen to the tank.



Union Pacific Consolidation (2-8-0) No. 533, taken on May 7, 1955 near Foxpark. After World War II, the first diesel engines appeared on the line. By 1950, diesel engines replaced steam engines, and the water tanks were abandoned.



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