

Along the NARROW GAUGE

by Mallory Hope Ferrell
Photos from the author's collection



CLASSIC NARROW GAUGE LOCOMOTIVES

THOSE COLD WATER BROOKS MOGULS

PART 2: MORE MOGULS ON THE SOUTH PARK AND THE COLORADO CENTRAL

In the March/April 2014 **GAZETTE** I described a group of narrow gauge 2-6-0's that were built by the Brooks Locomotive Works for the Denver, South Park & Pacific (DSP&P) and the Colorado Central (CC). I included a roster of the Brooks DSP&P locomotives as well as historic photos. The "Cold Water Brooks" story continues here with a roster and period photos of the Colorado Central 2-6-0's, prototype photos of Moguls in service, accompanied by David Fletcher's full color plans for DSP&P #35, DILLON.

As shown in the Colorado Central Roster here, the six Brooks Moguls (numbers 8 to 13), delivered in 1880 and 1881 had 15- x 18-inch cylinders and 36-inch drivers. These six were followed by ten

2-6-0's (numbers 29 to 38), in 1882, as shown in the DSP&P roster on page 64 of the March/April issue. These ten locomotives also had 15- x 18-inch cylinders, but slightly larger (38-inch) drivers than their Brooks sisters on the CC. Otherwise they were essentially the same, and appear virtually identical in early photos. The CC locomotives were not named, while oddly enough, six of the ten South Park Brooks Moguls bore names: DILLON, HILL TOP,

MORRISON, WEBSTER, ALMA and CHIHUAHUA.

The colorful CC, pin-striped 2-6-0's arrived with Congdon smokestacks. The DSP&P Moguls initially sported huge Ne-smith stacks, but were soon converted to Congdon stacks. By the early 1880s both roads were under the control of the giant Union Pacific and Isaac H. Congdon, UP's Superintendent of Motive Power, saw to it that his patented smokestack was applied to locomotives under his control. In later years some of these locomotives would also use diamond, McConnell ("pancake"), capped straight, and eventually the famed Ridgway "Bear Trap" stacks.

After about 2 years of service, the DSP&P Brooks-built Moguls lost their

Below: Denver, South Park & Pacific's new #30, MORRISON (Cooke 2/1882) pauses on the turntable at the equally new stone Gunnison roundhouse, completed in September 1882. Note the nearby water tank with stone base. Photo, collection of A.D. Ramsey, Jr.



names and fancy paint. The Eames Vacuum brakes were replaced by Westinghouse air brakes, and a steam-powered compressor was mounted on the engineer's side, near the cab.

The Brooks 2-6-0's on both the DSP&P and CC developed the reputation of being poor steamers soon after being

placed in service. This was perhaps due to their short fireboxes or some other reason that has been lost over the years. It could have been due to the higher altitudes and heavier grades where these Moguls operated, or the type of coal used. In any event, enginemen began calling them "Cold Water Brooks," and the name stuck. Patrick

"Curly" Colligan, who entered engine service in 1890, said the phrase was applied to these locomotives "before his time."

It is interesting to note that very similar Brooks 2-6-0's built for the UP controlled Utah & Northern and Kansas Central lines during the same years (1880-1882) seemed to have given good service. These locomotives all had dimensions that were quite similar to those of locomotives on the DSP&P and the CC. The 23 U&N Brooks 2-6-0's (#23-45) had 14- x 18-inch cylinders, 42-inch drivers and identical fireboxes. The KC Brooks were similar to those on the Utah & Northern.

In 1885, a general renumbering of all motive power under UP control saw the six Colorado Central Brooks 2-6-0's (numbered 8 to 13) renumbered to 150 through 155. Likewise over on the South Park, the ten Brooks (numbered 29 to 38) were renumbered 156 to 165.

The DSP&P was re-organized as the Denver, Leadville & Gunnison in 1889, and the following year the CC became part of the Union Pacific, Denver & Gulf.

(text continued on page 62)



Above: DSP&P #157, originally #30, MORRISON, at work on the 7-mile Keystone Branch, as her engineer "oils around." This locomotive was sold in 1897 to the Little Book Cliff Railroad.

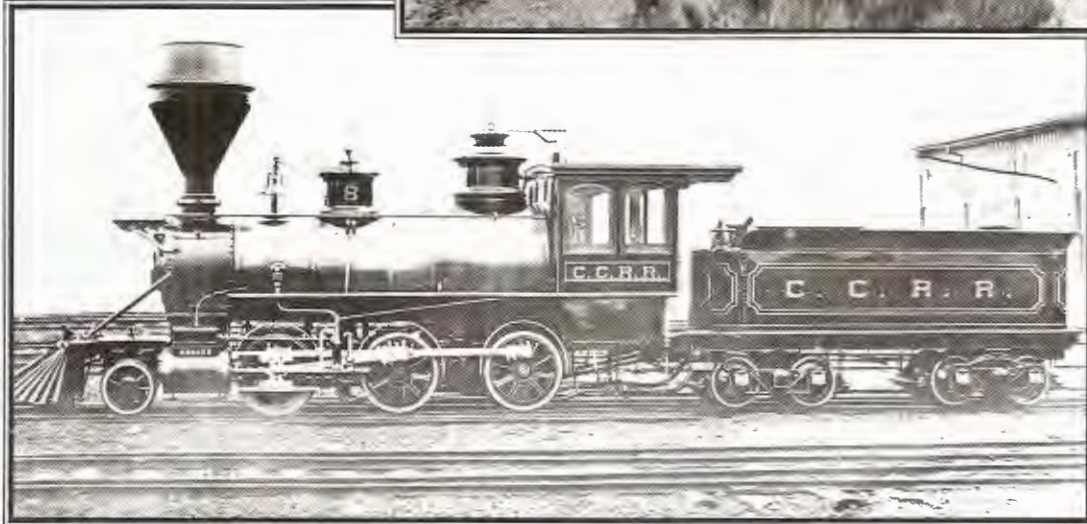
COLORADO CENTRAL COLD WATER BROOKS

BROOKS LOCOMOTIVE WORKS - 15X18" CYLINDERS - 36" DRIVERS* - 46,960 WT ON DRIVERS

CC No.	C/N	DATE	UP No. (1885)	UPD&G (1890)	C&S No. (1899)	NOTES
8	403	3/1880	150	150	15	ReNo. UPD&G #5 (1896) Sold 8/1899
9	404	3/1880	151/59	59	---	Rebld and ReNo. UPD&G #59 (12/1885). Sold Amos Kent Lbr. Co. (LA) 1899
10	464	10/1880	152	152	16	ReNo. UPD&G #6 (1896) Sold by 5/1899
11	465	10/1880	153	153	2	Wrecked in staged collision w/#154 9/30/1896. Rebld. Sold by 1902
12	547	6/1881	154	154	3	Wrecked in staged collision w/#153 9/30/1896. Rebld. Sold by 1902
13	548	6/1881	155	155	14	ReNo. UPD&G #3 (1896)
		*Union	Pacific	Records	Show	38" Dia. Drivers

mhf

Right: Former South Park MORRISON pulls a short mixed train on the Little Book Cliff Railroad, where she was #3. Note the flat-roofed coach.



Left: Colorado Central #8, the first of the "Cold Water Brooks" locomotives (c.n. 403-3/1880), in a builder's photo at Dunkirk, New York. She was renumbered 150 in 1885, given UPD&G number 5 in 1896, and briefly assigned C&S number 15 in 1899, before being sold in August of that year.

Right: Colorado Central #8 on the DL&G's Morrison Branch in 1890 or 1891. Here she is lettered UPD&G #150. Under Frank Trumbull, equipment of the South Park (DSP&P/DL&G) and Clear Creek (CC/UPD&G) lines were interchanged as traffic required.



Left: Mogul #150 was lettered "Union Pacific" on the cab panel, and 150 on the sand dome. Here she is at work on the DL&G's Morrison Branch in 1889. Photo, collection Littleton Area Hist. Museum.



Above: Colorado Central #10 (Brooks c.n. 464-10/1880) on the Greeley, Salt Lake & Pacific Railroad at Wall Street, Colorado, in 1882. This "Cold Water" locomotive became CC #152 in the general Union Pacific renumbering of 1885, kept that number on the UPD&G in 1890, until being renumbered "6" in 1896. She was assigned C&S #16 in 1899, but it is doubtful if she was ever re-lettered since she was sold in May of that year.



Above: Denver, Leadville & Gunnison #162 leads a summer excursion train over the Georgetown High Bridge in about 1895, with a mixture of DL&G and UPD&G cars. Under President Frank Trumbull, the two lines exchanged equipment as needed. Note the line of people standing on the bridge, which does not have handrails. *Photo by Harry H. Buckwalter.*

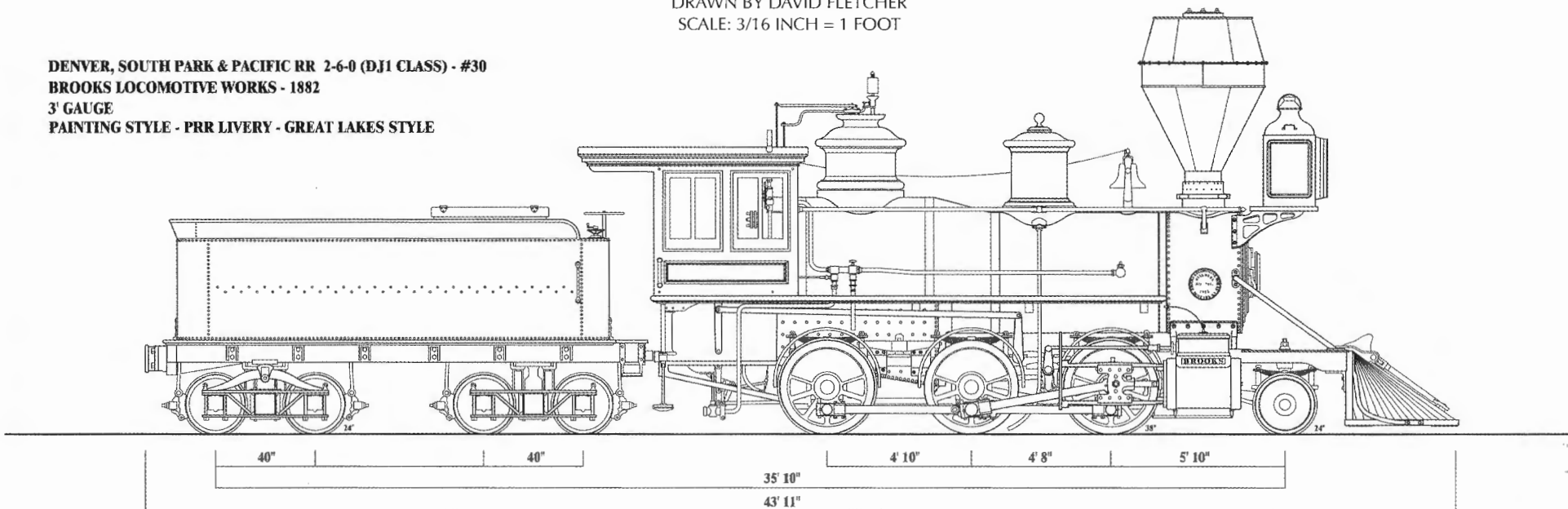


Left: Colorado Central #153 in service on the Greeley, Salt Lake & Pacific at Sunset, Colorado. She was involved in a planned collision with sister "Cold Water Brooks" #154 in 1896. (See Sidebar, page 62.)

DENVER, SOUTH PARK & PACIFIC #30 MORRISON

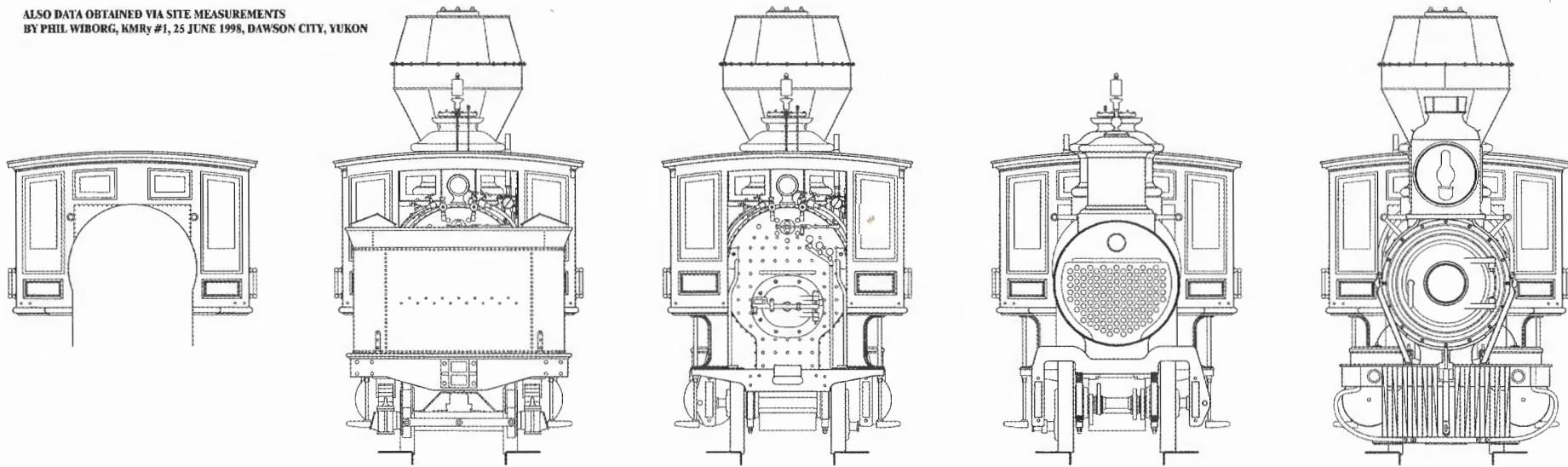
DRAWN BY DAVID FLETCHER
SCALE: 3/16 INCH = 1 FOOT

DENVER, SOUTH PARK & PACIFIC RR 2-6-0 (DJ1 CLASS) - #30
BROOKS LOCOMOTIVE WORKS - 1882
3' GAUGE
PAINTING STYLE - PRR LIVERY - GREAT LAKES STYLE



RECONSTRUCTED USING U.P. DATA, JUNE 1 1885
MODIFIED DRAWING - NARROW GAUGE LOCOMOTIVE
EXHIBITED AT THE CHICAGO EXPOSITION OF RAILROAD APPLIANCES, 1883
BUILT BY THE BROOKS LOCOMOTIVE WORKS, DUNKIRK N.Y.
RAILROAD GAZETTE, AUG 3 1883

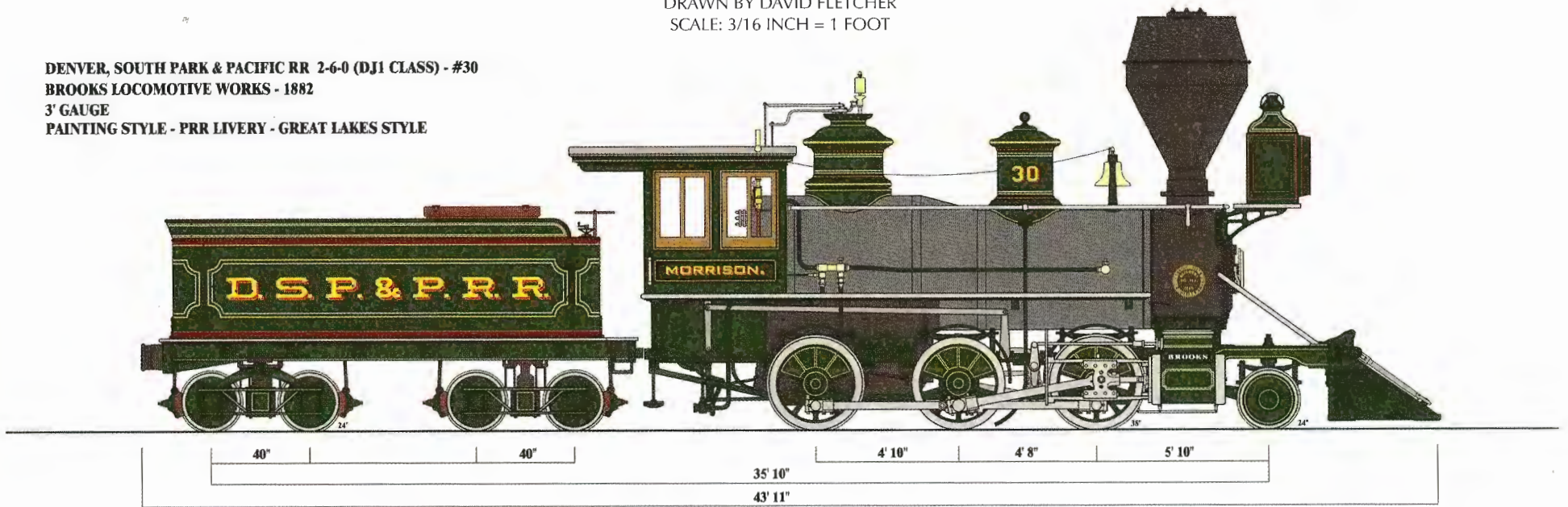
ALSO DATA OBTAINED VIA SITE MEASUREMENTS
BY PHIL WIBORG, KMRy #1, 25 JUNE 1998, DAWSON CITY, YUKON



DENVER, SOUTH PARK & PACIFIC #30 MORRISON

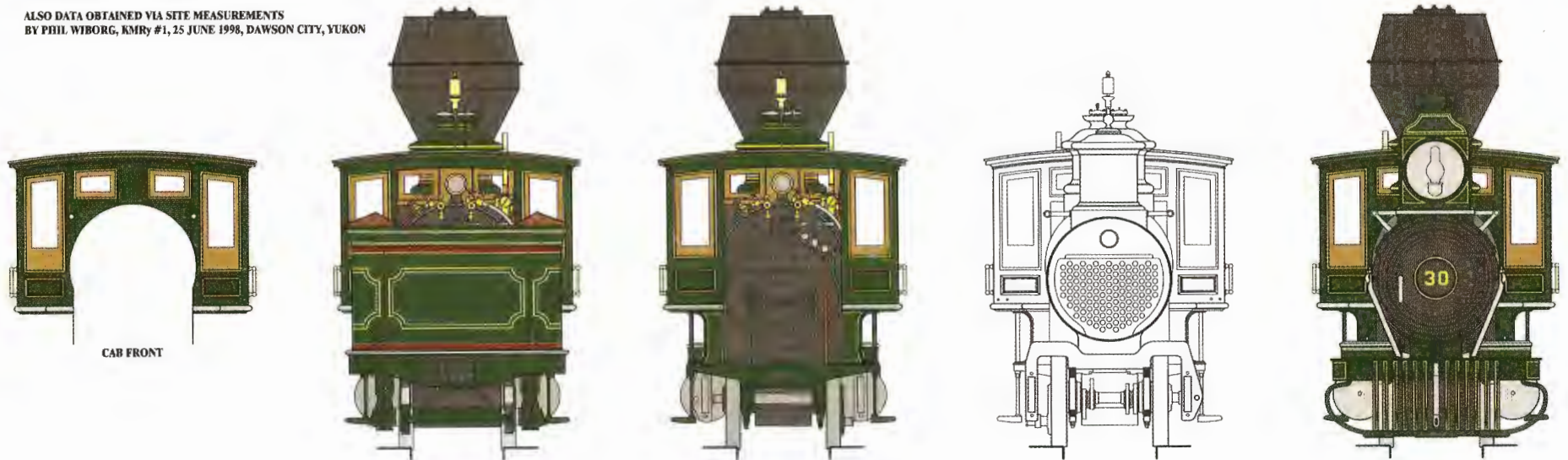
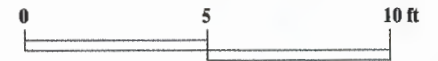
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DAVID FLETCHER 2013

(text continued from page 57)

Both lines were managed by Frank Trumbull and were now free of UP's Omaha control. The narrow gauge locomotives retained their 1885 numbers, with a few exceptions. (See respective rosters.)

Under Trumbull's leadership equipment of the two roads was moved around as needed to provide a more efficient combined operation. This arrangement saw DL&G locomotives and cars operating over the Georgetown Loop on the UPD&G's Clear Creek line during the busy tourist season. Former Colorado



Right: CC #154, with an extended smokebox and diamond stack, heads a GSL&P train on the Horseshoe Curve in Boulder Canyon on August 1, 1886. Photo by Joe Sturtevant.



A PLANNED COLLISION

by Mallory Hope Ferrell
Photos from the author's collection

The repeal of the Sherman Silver Purchase Act in 1893 and the Silver Panic that followed severely injured Colorado's economy. Mines shut down throughout the state, miners were out of work, and the towns and railroads suffered. Therefore, in the 1896 Presidential race, Colorado supported the Democratic candidate: William Jennings Bryan, who campaigned on a "free coinage of silver" plank. Republican William McKinley was against the purchase of silver to back the United States dollar.

Supporters of William Jennings Bryan arranged to stage a head-on

collision between two fast moving steam locomotives, each named for an opponent in the race. A 10-acre area was selected in Denver, near the Grant Smelter and Union Pacific Shops. Here a large enclosed arena was built using some 10,000 yards of canvas as a curtain to insure that only those with paid admission would see the show. Crews laid 1,800 feet of track across the arena with an additional 300 feet of track outside the two main gates.

The locomotives selected for this "cornfield meet" were former Colorado Central "Cold Water Brooks"

that were now Union Pacific, Denver & Gulf numbers 153 and 154. The Rocky Mountain News called them, "Out of date Engines." The locomotives were painted red, and #153 was lettered MARK HANNA (the Republican National Committee Chairman), while number 154 bore the name: BILL MCKINLEY. Each locomotive was gaily decorated with flags, and red, white, and blue bunting. Long safety pipes, looking like Knight's lances, extended from each smokebox, in order to rupture the boilers, and release its steam on impact.

The morning after the planned collision of September 30, 1896.



Central equipment was also used on the South Park Line. (See "Mystery Mogul" on page 65 in the March/April issue.) The short DL&G Morrison Branch was frequently powered by former CC Brooks 2-6-0's.

Both South Park and Clear Creek locomotives and cars were used on the Greeley, Salt Lake & Pacific line, which had no equipment of its own. This road, which ran west from Boulder through Boulder Canyon and Four Mile Canyon, was washed-out in an 1894 spring flash flood and abandoned. Portions of the GSL&P were later used by the Colorado & Northwestern, which was also washed-out as was the Denver, Boulder & Western in 1917.

In the next installment of the "Cold Water Brooks," I'll present another of David Fletcher's color and scale plans, as well as photos of the two Brooks Moguls that continued in operation on the Colorado & Southern, well into the 1920s, complete with those famed "Bear Trap Stacks."

For Further Reading:

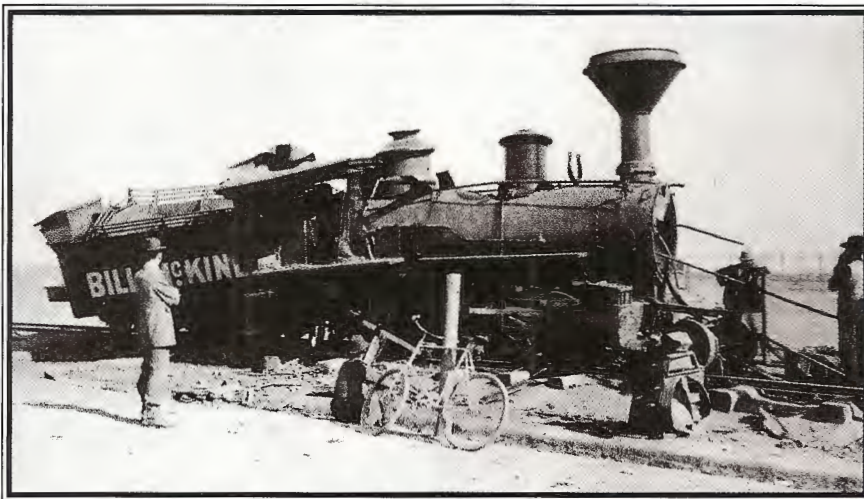
Abbott, Dan, Dell McCoy, Robert W. McLeod, 2007. *Colorado Central Railroad*, Sundance Books, Denver, Colorado.

Ferrell, Mallory Hope, 2003. *The South Park Line*, Hundman Publishing, Mukilteo, Washington. (for information on the DSP&P)

Ferrell, Mallory Hope, 1981. *Colorado Rail Annual No. 15 - Utah & Northern*, Colorado Railroad Museum, Golden, Colorado. (for information on the U&N)

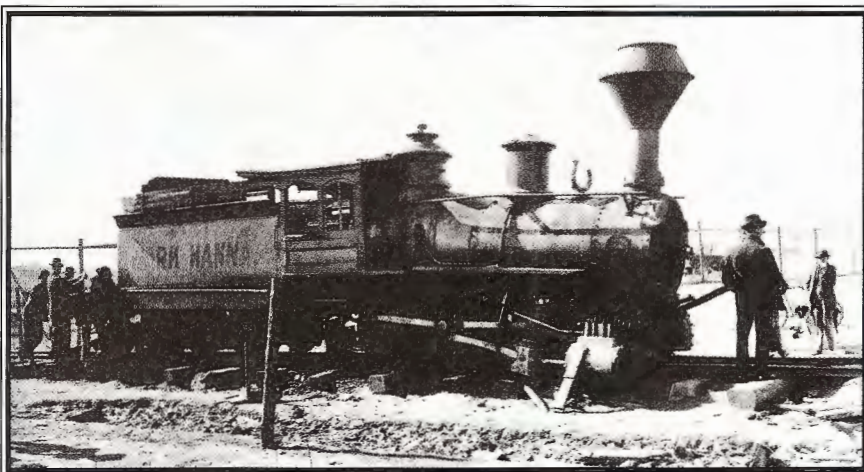
Ferrell, Mallory Hope, 1981. *Colorado & Southern Narrow Gauge*, Pruitt Pub. Co., Boulder, Colorado. (for information on the CC, DSP&P, and C&S)

Ehernberger, James L., 1989. *Union Pacific Equipment List & Renumbering 1885*. Self-published, Cheyenne, Wyoming.



Above: BILL MCKINLEY with a McConnell (Pancake) stack suffered the most damage.

Below: While MARK HANNA suffered the least damage in the collision, the locomotive's namesake died before Election Day.



The spectacular event was scheduled for 4:00 p.m. on September 30, 1896, and 10,000 tickets were sold at 50 cents each. It was a hot, dusty, day, and the crowds became anxious as the announced time came and went. The lemonade stands, owned by the promoters, soon were out of refreshments.

Finally, around sunset, the two locomotives whistled several blasts and backed to the ends of the track. The engineers and firemen, who had been selected by popular vote by the newspaper, opened their throttles, tied down the whistle cords and jumped. MARK HANNA spun her drivers, and was slow to accelerate. A stake marked the intended crash point, but BILL MCKINLEY rushed past it, and met MARK HANNA 30 feet inside the South Gate, which was still wide-open. So, a number of people got to see the collision for free.

Those who brought cameras were disappointed, since the collision occurred after sunset. The best photos of the locomotives were made the next day, after bells, whistles, and other removable parts had been taken as souvenirs. Despite appearances, both locomotives were rebuilt, returned to service and survived to become Colorado & Southern numbers 2 and 3 in 1899. Both were sold by 1902.