

Above: Colorado & Southern's #22, the longest lived of the Cold Water Brooks, is shown with crewmen and their ladies at Como around 1900. She is the former DSP&P DILLON #35. Photo, collection of Patrick "Curly" Colligan.

twenty Cooke consolidations, along with six Rhode Island 2-8-0's – a total of 66 locomotives. All had previously served on the DSP&P/DL&G or CC/UPD&G.

Many of the older C&S locomotives were sold during the 1899-1902 period, including most of the "Cold Water Brooks" Moguls. Some sold for as little as 580 dollars. Oddly enough, the pair of 2-6-0's involved in the staged 1896 collision were rebuilt, and renumbered as C&S numbers 2 and 3. (See sidebar in Part 2.)

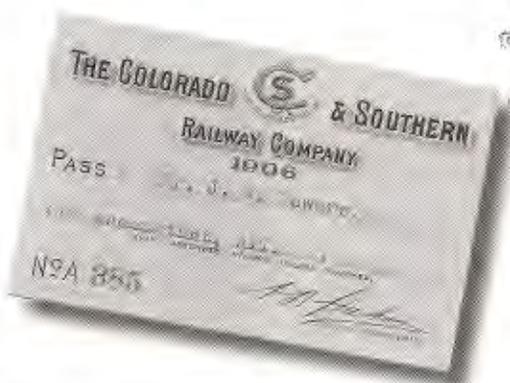
Following the bad experiences with the poor steaming Brooks 2-6-0's, the Colorado Central and the DSP&P never ordered another Brooks locomotive from the Dunkirk, New York builder, which later became part of the American Locomotive Company. The C&S did acquire a trio of heavy Brooks 2-8-0's (numbers 74, 75, and 76) from the Denver, Boulder & Western in 1921 – after that road was abandoned. Two of these were later sold for service in South America, and #74 went on to serve the famed Rio Grande Southern in that line's final years.

C&S #21 and #22, which were rebuilt with new boilers in 1894, continued in service well into the "Bear Trap Stack" era. Number 21 had been built as DSP&P #29, while #22 was originally the South Park's #35 DILLON. (See Part 1 for drawings and photos.) By 1925 only 24 of the 66 locomotives acquired by the C&S in 1899 remained in service, including #22 – the last of the "Cold Water Brooks." She was scrapped in February 1927.

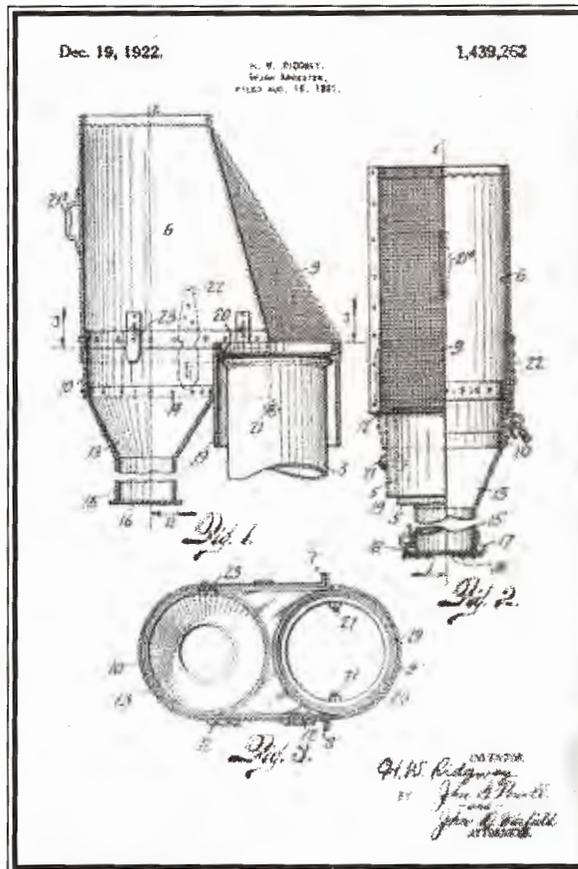
In the next and final part of this series, I'll tell about Brooks Moguls on some of the other lines, such as the Utah & Northern, Kansas Central, Sumpter Valley, Klondike Mines and a few other roads. I'll also include more of David Fletcher's fine color drawings and scale plans.



Below: Some have reported that C&S #21 never received one of the Ridgway patented smokestacks. This Otto Perry photo proves otherwise. She is shown smoking out of Denver on Train 70 in July 1918.



Right: The Ridgway smokestack, known to rail-fans as a "Bear Trap Stack," was patented in 1922, although it had been in use on the C&S since WWI. Drawing, collection of Don Paulson.



Below: C&S #22 has brought a mixed train into Morrison in August 1925. She was the former DSP&P #35, DILLON, and was rebuilt with a new boiler and domes by the Denver, Leadville & Gunnison in December 1894. Stanley Jackson photo, collection of Richard B. Jackson.



**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)

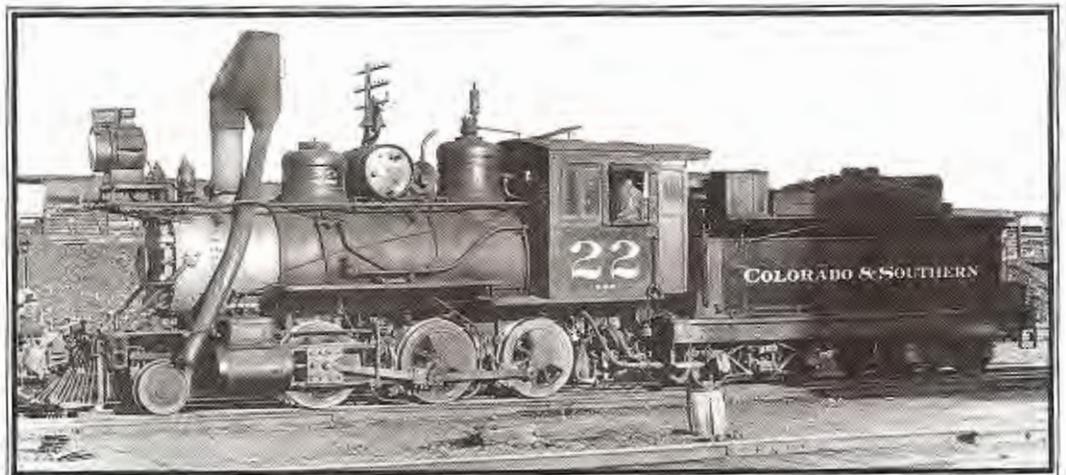
Ferrell, Mallory Hope, 1981. *Colorado Rail Annual No. 15 - Utah & Northern*, Colorado Railroad Museum, Golden, Colorado. (for information on the U&N)

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.



Right: In July 1918, famed photographer Otto C. Perry found C&S #22 switching in Denver. She was the last of the "Cold Water Brooks" when she was scrapped in March 1927.



## MODELING THE TWO C&S SURVIVORS

by Mallory Hope Ferrell  
Photos by the author

I've long been interested in modeling the two "Cold Water Brooks" Moguls that survived on the C&S well into the "Bear Trap Stack" era. Years ago, I acquired a Pacific Fast Mail On3 brass Mogul, added a few extra parts, working markers and headlight, and PFM sound. (Yes, I still use the PFM sound System, with a Reverb unit.) Next, I painted and lettered it to be #22 with Thin Film decals. Then I added a coal load of real crushed C&S coal, picked-up from the grade at Trout Creek Pass. Several in-service photos by the late Richard B. Jackson were helpful when it came to adding correct piping - easy.

Number 21 was a different matter. It required more time and considerably less money. I noticed that an inexpensive Bachmann On30 "Christmas locomotive" had all of the basic dimensions of #21. For less than a hundred bucks, I purchased one, re-gauged the drivers as described by Editor, Bob Brown, in an early **GAZETTE**, and ACC'd a nice set of Grandt Line side frames to the frame. A new On3 brass (Griffin-Denver) pilot wheel was added along with a pair of correct C&S-style PSC tender trucks.

A sound system was created, using parts supplied by my old friend Randy Lee of G-M-E. Two small

speakers were installed (facing up) beneath the simulated coal load, which rested on a piece of plastic in which a great number of 1/8-inch holes had been drilled. The coal load was secured with white glue and a water spray. Again, real crushed coal from the C&S grade was used. (Just put a lump of coal into a fabric bag, and beat it with a hammer to correct size.)

A large number of brass parts from PSC, PIA, Coronado Scale Models, Grandt Line, and even some old Kemtron castings were used for the headlight, number plate, Bear Trap stack, air tank, compressor, bell, tool boxes, re-railers, couplers, and the like. To be honest, the value of these castings (and parts) would have probably exceeded the cost of the locomotive except for the fact that I already had most of them on hand.

I disassembled the locomotive and tender for masking and spray-painting with Floquil Engine Black. I regret that Floquil paint is no longer available, as I've used it with success for many years. The smoke box was painted gray, and then real graphite was rubbed-in to give it a more authentic look. Thin Film lettering was again used, and a light overspray of Grimy Black was added to areas that would normally receive more smoke and cinders.

I was pleased with the result, and find it hard to tell the difference between the imported brass locomotive and her less expensive sister.



C&S #21 was rebuilt from an inexpensive Bachmann On30 model using a number of brass castings from PSC, Backshop, PIA, Coronado Scale Models, and Kemtron.

C&S #22 is a PFM import with details added by the author.

