

# Along the NARROW GAUGE

by Mallory Hope Ferrell  
Photos from the author's collection



## CLASSIC NARROW GAUGE LOCOMOTIVES

### THOSE COLD WATER BROOKS MOGULS

#### PART 1: ON THE SOUTH PARK AND THE COLORADO CENTRAL

In 1882, the Denver, South Park & Pacific placed an order for ten narrow gauge Moguls from the Brooks Locomotive Works. These were the first locomotives to come to the South Park from this Dunkirk, New York, builder. The ten 2-6-0's were originally numbered DSP&P 29 to 38, and followed a large number of Mason Bogies that had previously provided power on the South Park Line.

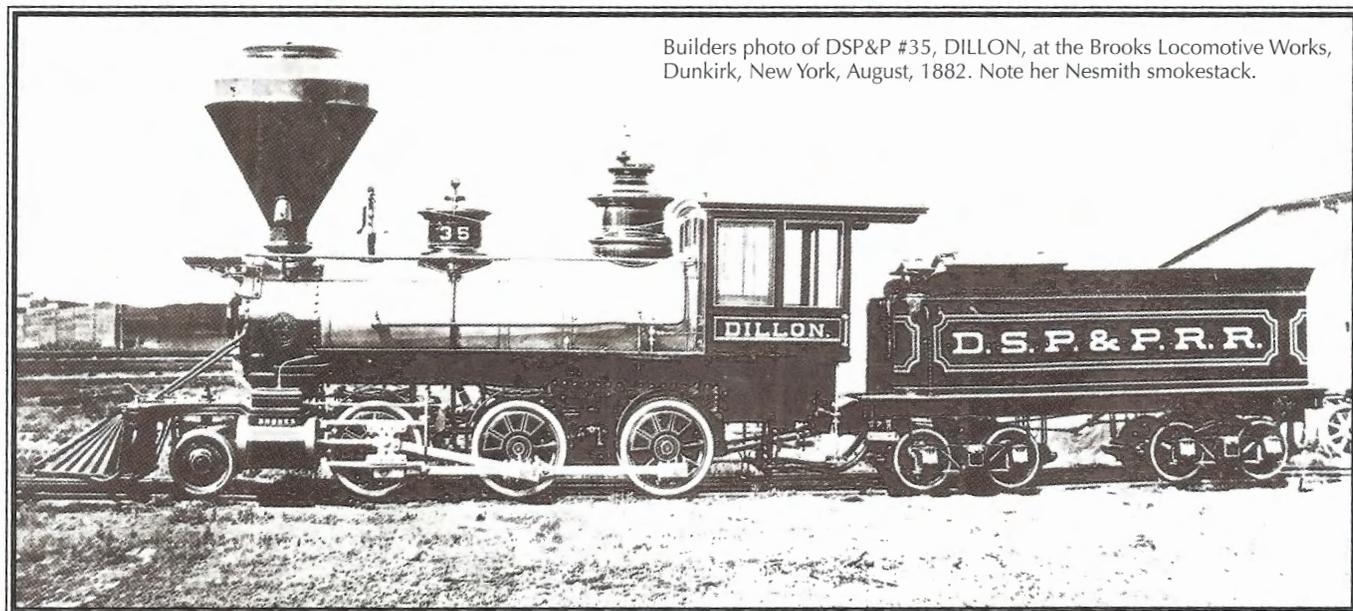
The new locomotives, delivered between May and September of 1882, had 15- x 18-inch cylinders and 38-inch drivers. They were colorfully decorated with gold lettering, shaded in red. Brooks called

the paint scheme "Great Lakes Style," and the boilers had a simulated Russia Iron jacket. For some unknown reason, only six of the ten Moguls received names. Number 30 was named MORRISON; #31, HILL TOP; #33, WEBSTER; #34, ALMA; #35, DILLON and #38 (the last of these 2-6-0s), CHIHUAHUA.

While the builder's photo of DILLON shows that she was delivered with a huge Nesmith smokestack, she and the other 2-6-0's soon lost their names, lost their fancy pin-striping, and were equipped with the more graceful Congdon stacks invented by Isaac H. Congdon, the Union

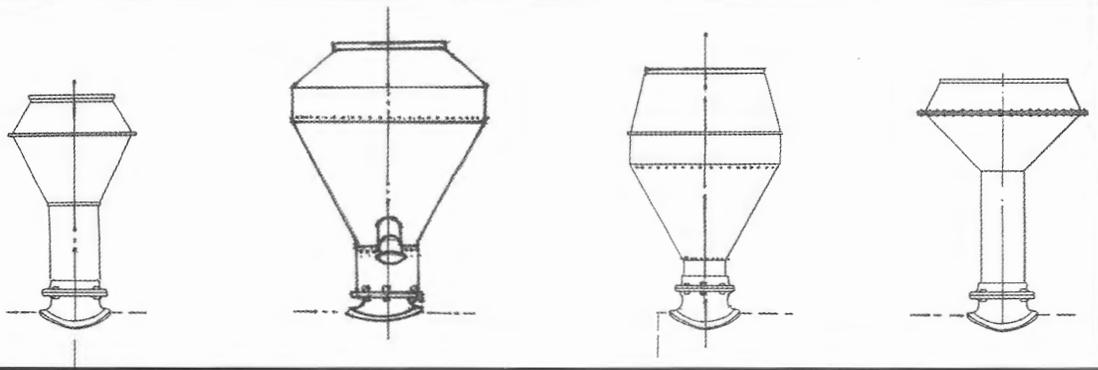
Pacific's Superintendent of Motive Power, who patented the design on May 14, 1878. By the early 1880s, the DSP&P was under the control of the mighty Union Pacific. In 1883, the South Park Line began replacing the Eames Vacuum Brakes with Westinghouse Air Brakes and steam-powered air compressors were added on the engineer's side.

Between 1880 and 1881, the Colorado Central Railroad ordered six similar Brooks Moguls (numbered 8 to 13) that replaced their early, smaller Porter-Bell and Dawson & Baily (National Locomotive Works) locomotives on their line up



Builders photo of DSP&P #35, DILLON, at the Brooks Locomotive Works, Dunkirk, New York, August, 1882. Note her Nesmith smokestack.

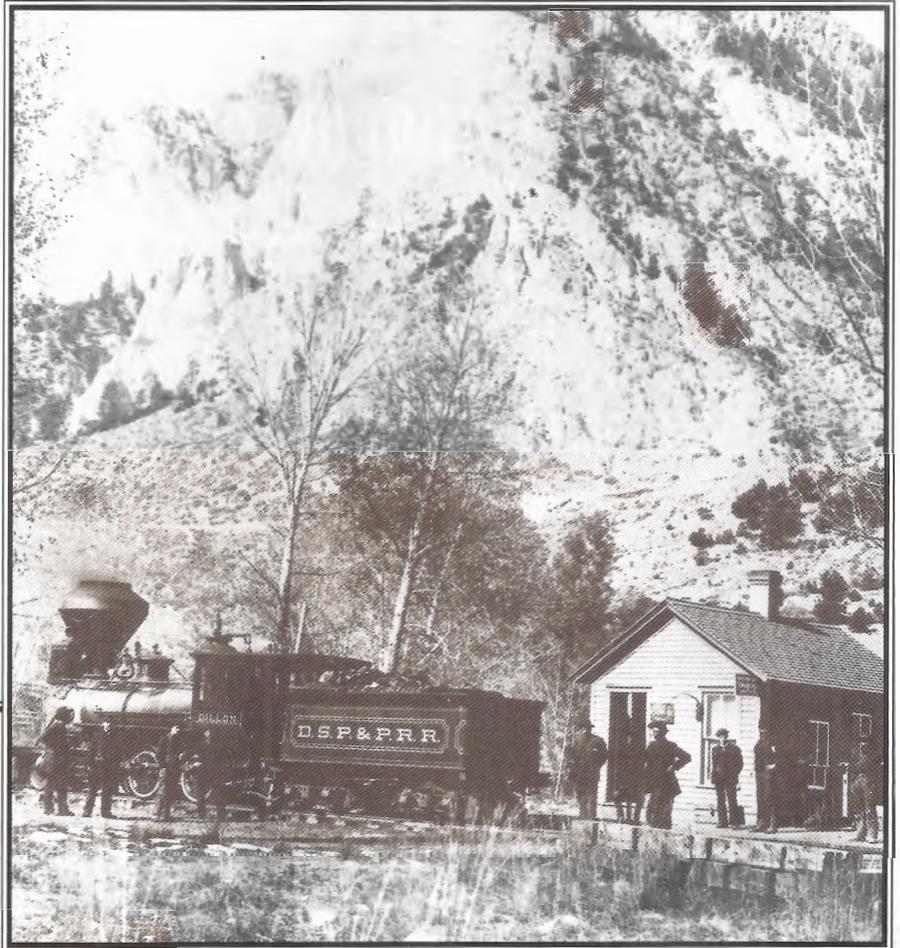
The author has drawn the various smoke stacks used by "Cold Water Brooks" locomotives in the early days: From left to Right: Diamond, Nesmith, Congdon, and McConnell (also known as "Pancake").



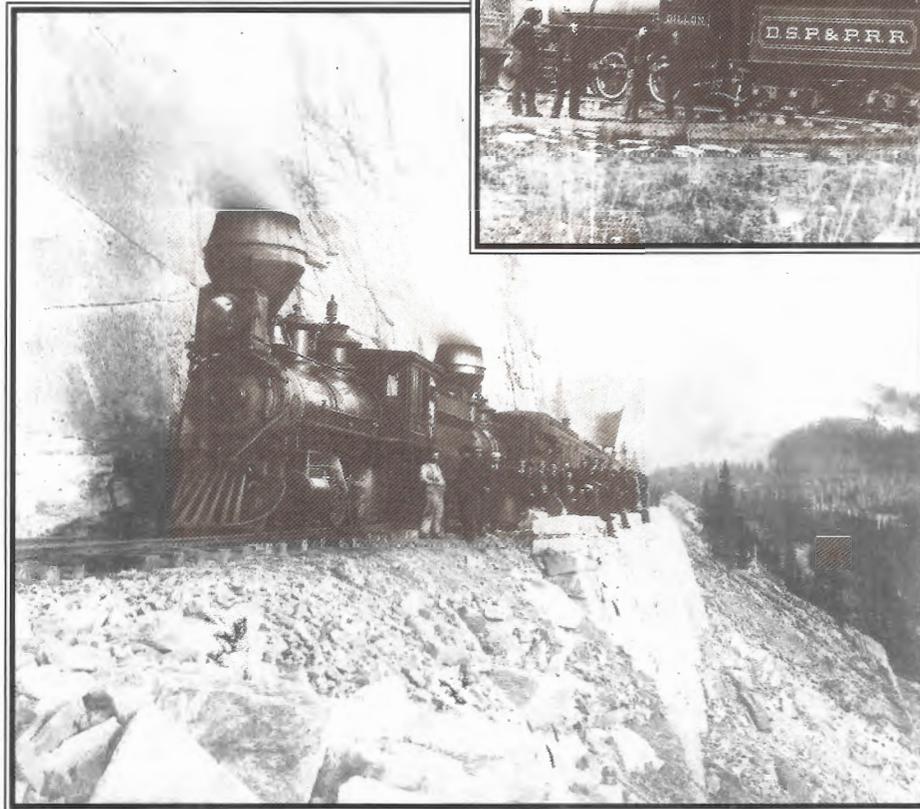
Clear Creek to Central City and Georgetown. The Colorado Central Brooks 2-6-0's differed only slightly from those of the DSP&P. They also had 15- x 18-inch cylinders, but while UP records show their drivers at the same 38 inches of those on the DSP&P, their drivers were actually smaller - only 36 inches in diameter.

Other narrow gauge lines controlled by the UP ordered very similar Brooks Moguls between the years 1880 and 1882. These orders included 23 for the Utah & Northern (numbers 23 to 45) and two for the Kansas Central (numbers 7 and 8). The U&N Brooks had 14- x 18-inch cylinders and 42-inch drivers, while the pair of KC Moguls were similar to the U&N 2-6-0's, except for having 42-inch diameter drivers. The KC received three more Brooks 2-6-0's (numbers 11, 12, and 13) in 1882 and 1883.

In 1885, all of the Union Pacific System's locomotives and cars were renu-



Above: DILLON, when new in September 1882, pauses at the small Hortense Depot beneath the towering Chalk Cliffs in Chalk Creek Canyon, Colorado.



Left: On August 1, 1883, a pair of DSP&P "Cold Water Brooks" 2-6-0's, led by #31, HILL TOP, have paused on the Palisades, near Alpine Tunnel, with a Grand Army of the Republic Excursion. Photo, collection of C.W. Hauck.

bered into a single uniform system. The DSP&P Brooks (numbers 29 to 38) became numbers 156 to 165 in the order in which they were built. The Colorado Central Brooks' 2-6-0's (numbers 8 to 13) were renumbered in order as 150 to 155. Likewise, the Utah & Northern locomotives (numbers 23 to 45) became numbers 80 to 101. (Note that the total number of U&N Brooks 2-6-0's had been reduced by one.) The two KC Brooks' 2-6-0s (numbers 7 and 8) were renumbered to be 104 and 105, while U&N #44 was transferred to the Kansas Central as their #106. In 1886, U&N #101 was transferred to the DSP&P in exchange for a South Park Mason Bogie (#50) that had been wrecked in an accident on the U&N in Montana.

In 1889, the DSP&P was reorganized as the Denver, Leadville & Gunnison under Receiver and General Manager Frank Trumbull, now free from UP control. The following year, the CC became part of the Union Pacific, Denver & Gulf, which

was also under Trumbull's able leadership. Under Trumbull, both narrow gauge lines were able to cooperate, share equipment and prosper.

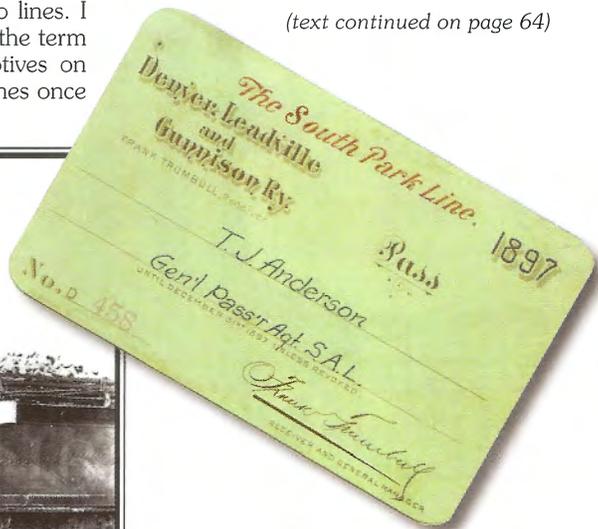
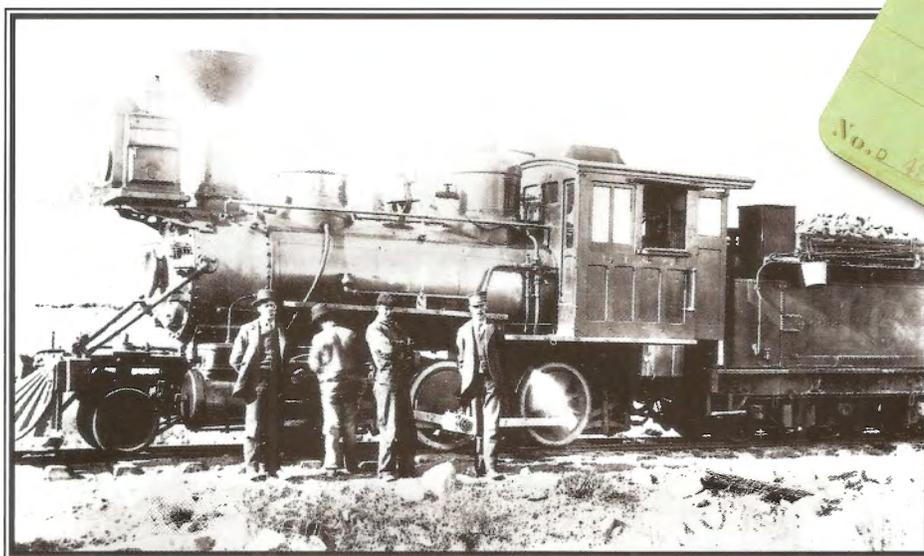
The Colorado Central and South Park Brooks-built Moguls were found to be poor steamers, and were known by engineers as "Cold Water Brooks." It is not known who originated the uncomplimentary term, but it seems to have "stuck." Engineer Patrick "Curly" Colligan, who was hired by the Denver, Leadville & Gunnison in 1890, said that the term was already in use by South Park crews before his time. "Curly" was promoted to engineer in 1897, and ran the last Colorado & Southern Leadville to Como passenger train on April 10, 1937.

The "Cold Water Brooks" term appears to have only been used to describe the little Moguls on the Colorado lines. I have not found any reference to the term being applied to similar locomotives on any of the other narrow gauge lines once

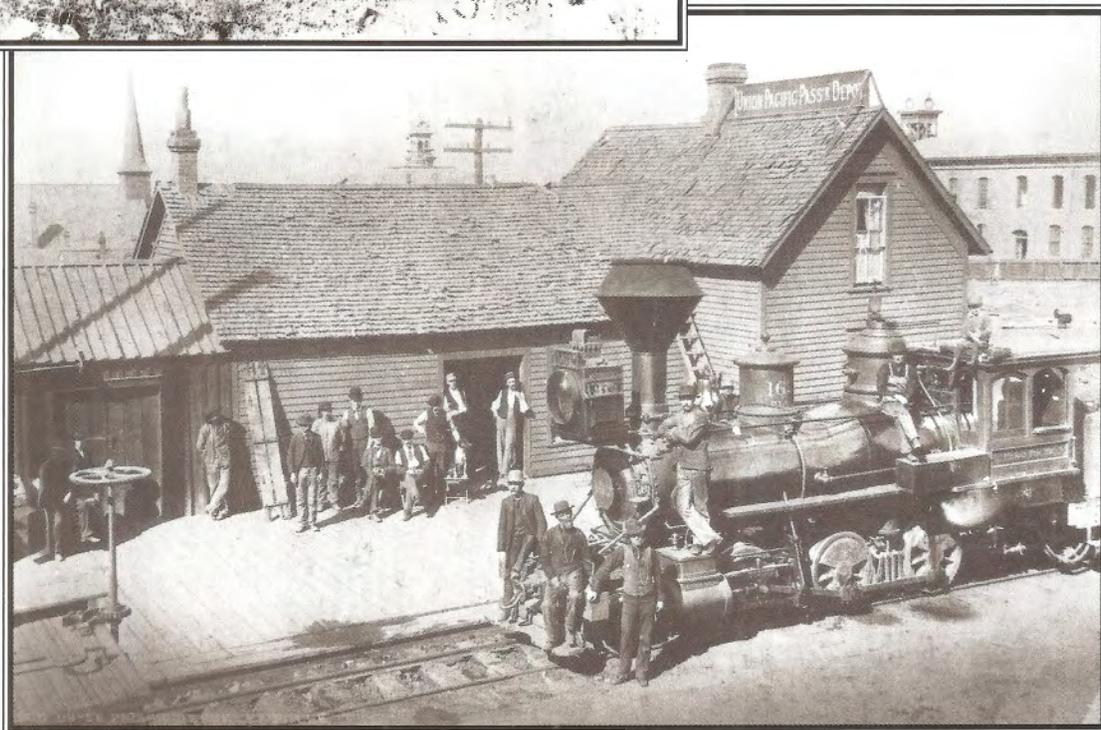
under UP control, although these locomotives were very much alike, and built in the same time-frame.

Historian and Technical Artist David Fletcher suggests that their smaller, short fireboxes were the reason the Brooks 2-6-0's did not steam well. However, the firebox dimensions of all the Brooks-built 2-6-0's of the DSP&P and CC measured the same 66 by 18 by 53 inches. The U&N fireboxes differed only slightly being 63 by 18 by 54 inches. So, perhaps there is some other explanation as to why the two Colorado groups (CC & DSP&P) of Moguls were considered to have steamed poorly. (This anomaly will be discussed later in my series). In the early 1890s, five of the South Park Brooks Moguls were rebuilt with new boilers in an attempt to correct the poor steaming problem.

(text continued on page 64)



Above: Denver, Leadville & Gunnison #162 (the former DILLON) and crew pause at London Junction, near Alma in 1890s. Note the clerestory cab roof. This locomotive later became Colorado & Southern #22, and was the last "Cold Water Brooks" to survive.

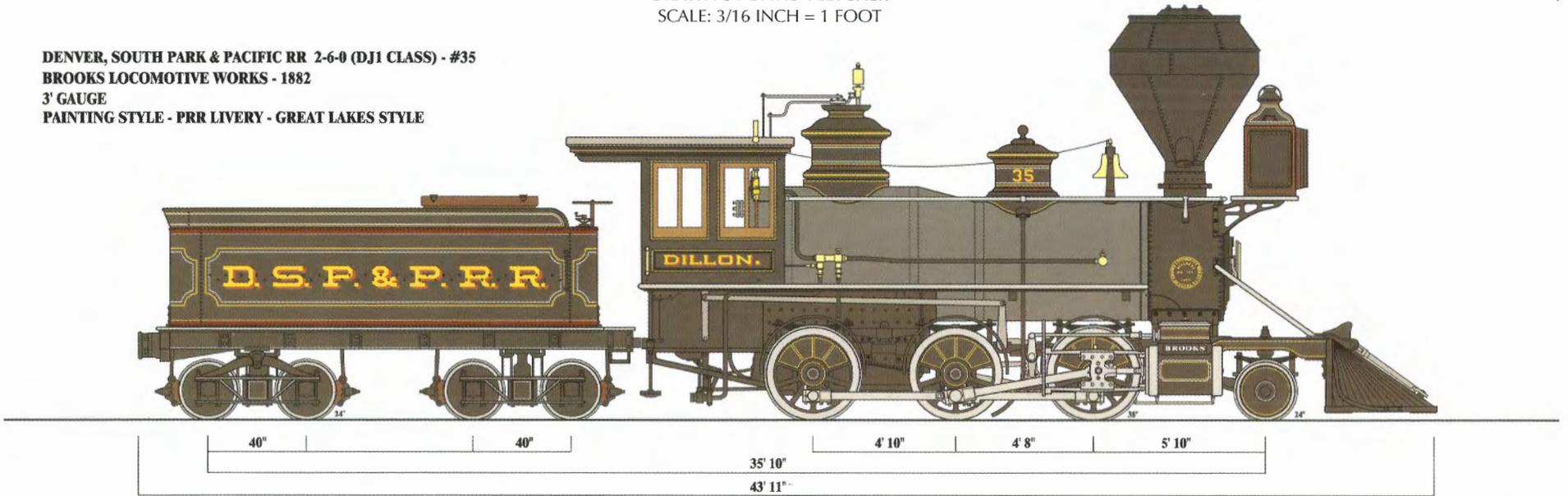


Right: DL&G #162, serving as a switcher, has paused at the Leadville depot in the 1890s. The cab panel now reads Union Pacific, while DL&G initials are on the sand dome.

# DENVER, SOUTH PARK & PACIFIC #35 DILLON

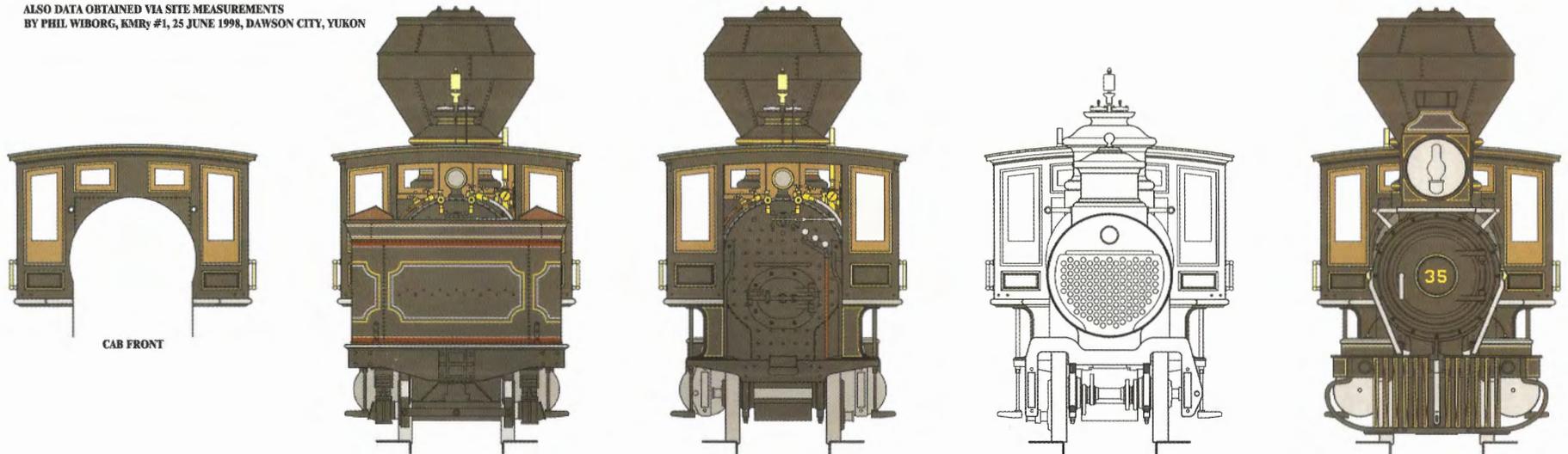
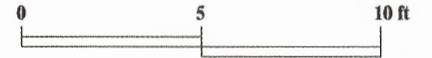
DRAWN BY DAVID FLETCHER  
SCALE: 3/16 INCH = 1 FOOT

DENVER, SOUTH PARK & PACIFIC RR 2-6-0 (DJ1 CLASS) - #35  
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

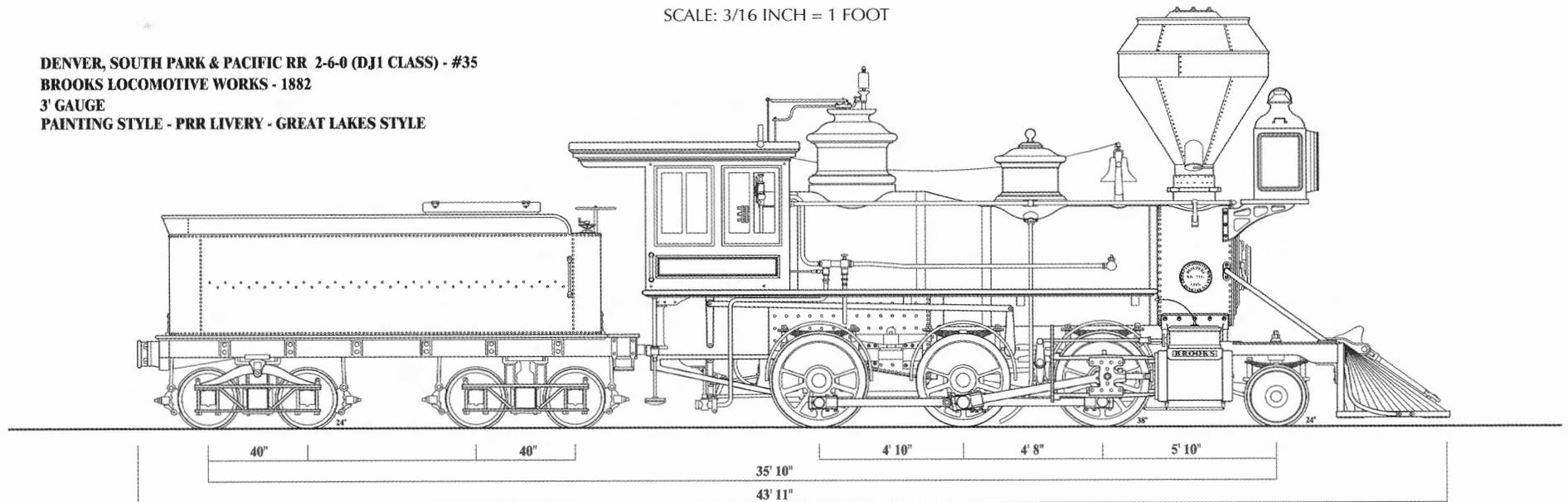


DAVID FLETCHER 2013

# DENVER, SOUTH PARK & PACIFIC #35 DILLON

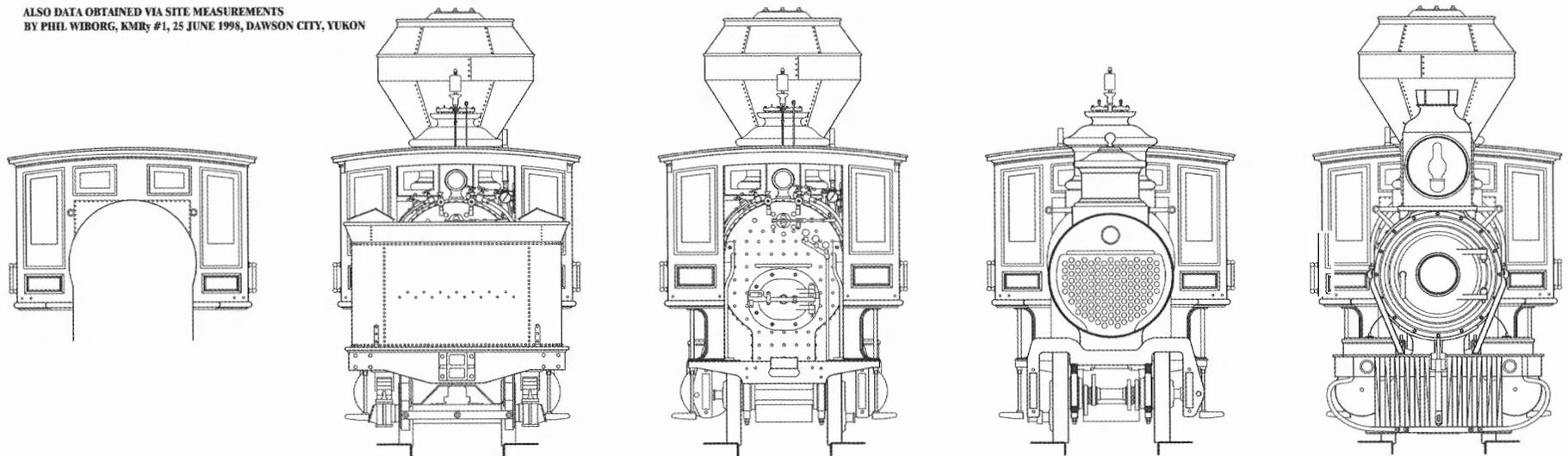
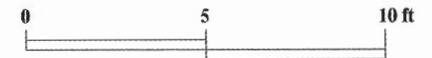
DRAWN BY DAVID FLETCHER  
SCALE: 3/16 INCH = 1 FOOT

DENVER, SOUTH PARK & PACIFIC RR 2-6-0 (DJ1 CLASS) - #35  
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

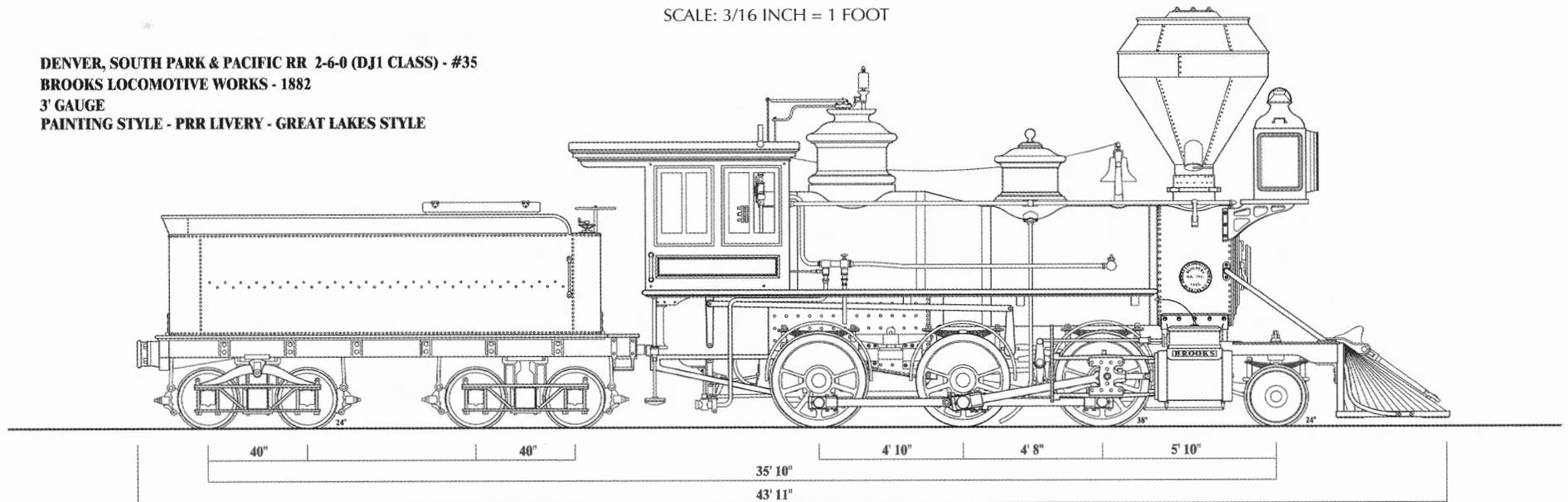


DAVID FLETCHER 2013

# DENVER, SOUTH PARK & PACIFIC #35 DILLON

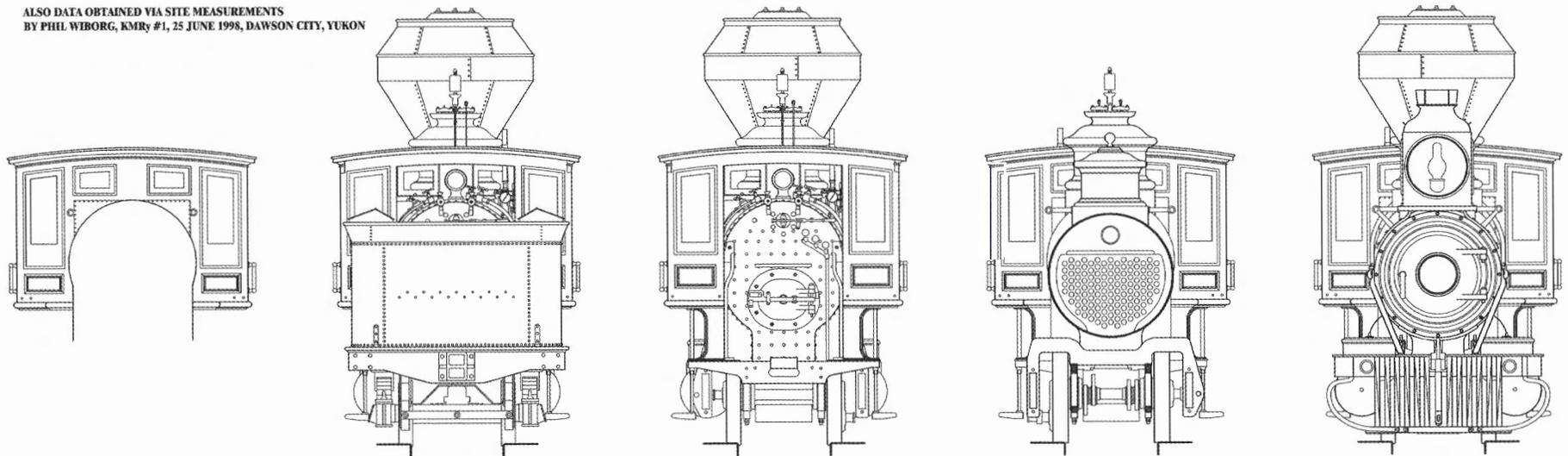
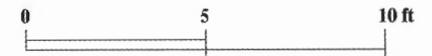
DRAWN BY DAVID FLETCHER  
SCALE: 3/16 INCH = 1 FOOT

DENVER, SOUTH PARK & PACIFIC RR 2-6-0 (DJ1 CLASS) - #35  
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 WTBORG, KMRY #1, 25 JUNE 1998, DAWSON CITY, YUKON



DAVID FLETCHER 2013

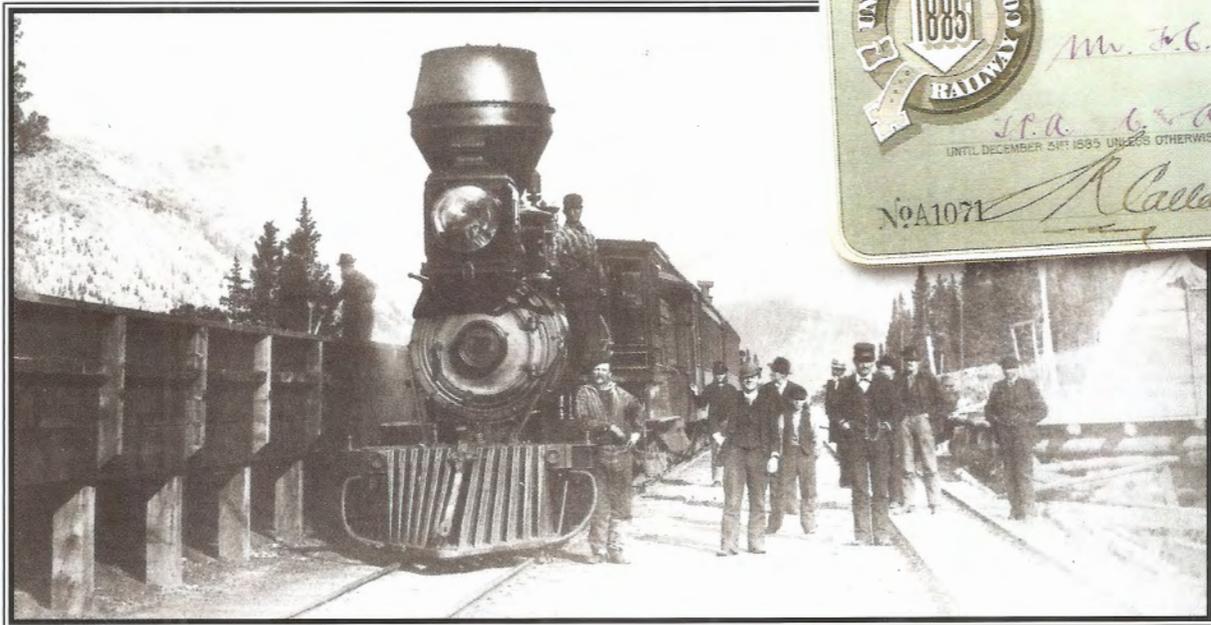
# DENVER, SOUTH PARK & PACIFIC COLD WATER BROOKS ROSTER

BY MALLORY HOPE FERRELL

BROOKS LOCOMOTIVE WORKS - 15X18" CYL - 38" DIA. DRIVERS - 46,960 WT ON DRIVERS

DSP&P No.	C/N	DATE	NAME	UP No. (1885)	DL&G No. (1889)	C&S No. (1899)	NOTES
29	713	5/1882	NONE	156	156	21	Used on U&N 1887. Reblt w/ new boiler (7/1894) Scrapped 8/1923.
30	714	"	MORRISON	157	157	—	Reblt c.1890. Sold Little Book Cliff Ry #3. 12/1897 (\$1,200). Sc. by Morse Bros. 1913-14.
31	727	6/1882	HILL TOP	158	158	—	On U&N 1887. Reblt c. 1890. Sold by 1902.
32	728	"	NONE	159	159/60	—	Reblt (1885) with 14x18 cyl. ReNo. 60. Sold Burns-Biggs Lbr.(9/1898) NMLbr.#1. Sc.
33	742	7/1882	WEBSTER	160	160	3	Reblt c.1890, ReNo. 63 Sold 11/1899.
34	743	"	ALMA	161	161	17	On U&N 9/1887. Not used on C&S. Scrapped 1900-1901.
35	755	8/1882	DILLON	162	162	22	Reblt w/new boiler (7/1894). Scrapped 3/1927.
36	756	"	NONE	163	163	18	Sold (10/1900) To F.M. Hicks (Dealer), to Kent Lbr. Co. (LA)
37	782	9/1882	NONE	164	164	19	Sold Montrose Lbr.Co. 12/1899
38	783	"	CHIHUAHUA	165	165	20	Sold 6/1899

Below: In 1883-1884, DSP&P #37, sits at the Pitkin Coal Dock with an Eastbound passenger train.



(text continued from page 61)

After the experience with the Brooks Moguls on the DSP&P/DL&G and CC/UPD&G, future orders for 2-6-0's went to the Cooke Locomotive Works. The South Park and Clear Creek lines never ordered another Brooks product.

In the next installment of my "Cold Water Brooks" saga, I'll continue the history of these 2-6-0's with more David Fletcher drawings, historic photos, a roster, and photographic coverage of the "Cold Water Brooks" of the Colorado Central. 🚂

### 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)

# THE MYSTERY MOGUL

by Mallory Hope Ferrell

For years historians have wondered about the origin of 2-6-0 #59. She appears in photos taken in the late 1880s and early 1890s, and is obviously one of the "Cold Water Brooks" Moguls. However, #59 did not fit into the Union Pacific 1885 renumbering of DSP&P or Colorado Central locomotives.

A photo of #59 taken on the Greeley, Salt Lake & Pacific at Chrisman, in Boulder Canyon, Colorado, about 1890, shows this 2-6-0 lettered for the Colorado Central. Another view

made on July 4, 1892, shows a freshly painted #59 in service on the Denver, Leadville & Gunnison at Morrison lettered for the UPD&G.

The GSL&P did not own any motive power or rolling stock. Its equipment all came from the DSP&P/DL&G, or the CC/UPD&G. The GSL&P was destroyed by flash floods in May 1894, and not rebuilt. Much of the old grade was later used by the Colorado &

Northwestern, which (as the Denver, Boulder & Western) was washed out by floods in 1917.

The discovery of an old Shop Report has solved the mystery. It shows that in December 1885, the Colorado Central's newly renumbered 151 (originally Brooks c. n. 404-3/1880, CC #9) was rebuilt and renumbered #59. The "Mystery Mogul" was sold to the Amos Kent Lumber Company of Louisiana in 1899 without ever being assigned a number on the new Colorado & Southern. ■



Above: On July 4, 1892, freshly painted and lettered "Cold Water Brooks" #59 of the Union Pacific, Denver & Gulf heads a Denver, Leadville & Gunnison passenger train at Morrison, Colorado. She is the former Colorado Central #9. The large building on the hill at the left is Governor John Evan's "Swiss Cottage," later the Sacred Heart Jesuit College.

Below: "Mystery Mogul" Colorado Central #59 is shown in service on the Greeley, Salt Lake & Pacific Railroad at Chrisman, in Boulder Canyon, in about 1890. Photo by Joe Sturdivant, Boulder Daily Camera Collection.

