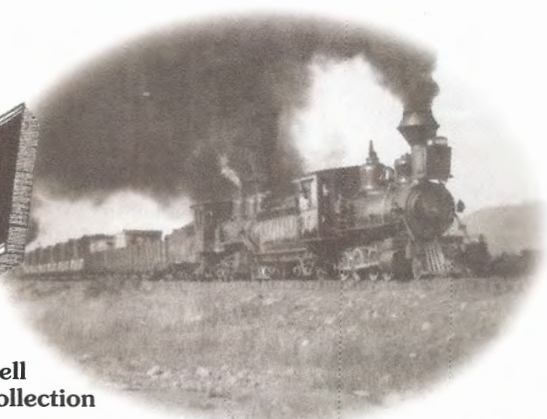


# Along the NARROW GAUGE

by Mallory Hope Ferrell  
Photos from the author's collection



## CLASSIC NARROW GAUGE LOCOMOTIVES

### A SOUTH PARK SURVIVOR, PART 1

I am sure that many of you have seen Denver, South Park & Pacific (South Park) #51 as DSP&P #191 on display at the Colorado Railroad Museum in Golden, Colorado. This 2-8-0 had a long life, and is the oldest preserved Colorado narrow gauge locomotive. Built by Baldwin, she was delivered to the South Park in 1880, and numbered "51." She became DSP&P #191 during the Union Pacific general renumbering of 1885 when the Union Pacific took over the South Park, and kept #191 when she went to the Denver, Leadville & Gunnison. She is indeed a survivor – and here is her story.

#### A BIT OF BACKGROUND

In the early 1870s, three narrow gauge railways, all with great plans, were under construction out of Denver, in the Colorado Territory. The first was William Jackson Palmer's Denver & Rio Grande that was intended to unite Denver with Mexico City. The second was W.A.H. Loveland's Colorado Central that built slim gauge track out of Golden, up Clear Creek, as an extension of its standard gauge line out of the "Queen City" (Denver). And the third was John Evans' Denver, South Park & Pacific with plans of building into the San Juan Mountains and on to the West Coast.

The Rio Grande began service with a dozen small Baldwin 2-4-0s and 2-6-0s. After the road changed its original plans and turned west into the mountains, these were soon found to be too light, and larger 2-6-0s and 2-8-0s were ordered from Baldwin. The Colorado Central be-

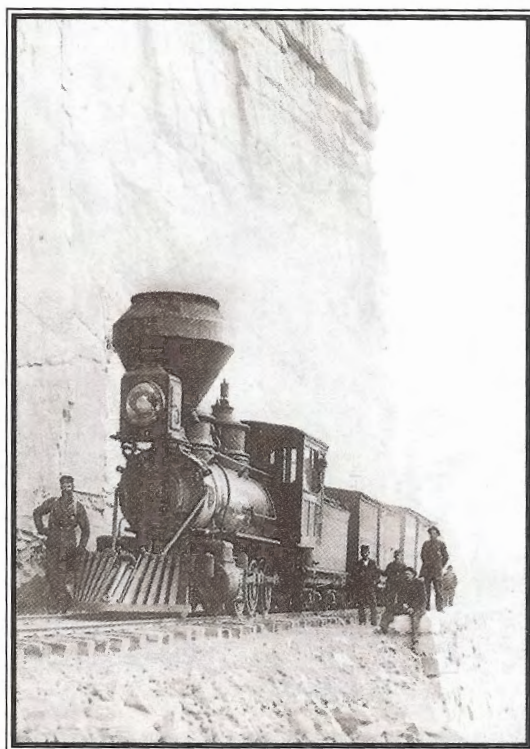
gan regular service with small 0-6-0T and 0-6-0 tender locomotives from Porter-Bell. These were followed in the 1880s by 2-6-0s from Brooks and Cooke. The South Park started with two small rod locomotives from Dawson & Bailey (National Locomotive Works), but soon turned to an impressive fleet of 2-6-6 Mason Bo-

gies, supplemented by four larger 2-8-6 Bogies.

During the Leadville "Silver Boom" of 1879-1880, the South Park leased two Rio Grande Consolidations. The pair were D&RG #30, OLD BALDY, and #31, KIT CARSON. Apparently the South Park was well pleased with the maintenance, fuel economy, power and performance of these locomotives.

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Below: Denver, South Park & Pacific (South Park) 2-8-0 #51 heads a short freight on the Palisades enroute to Alpine Tunnel. Note the large Nesmith stack.



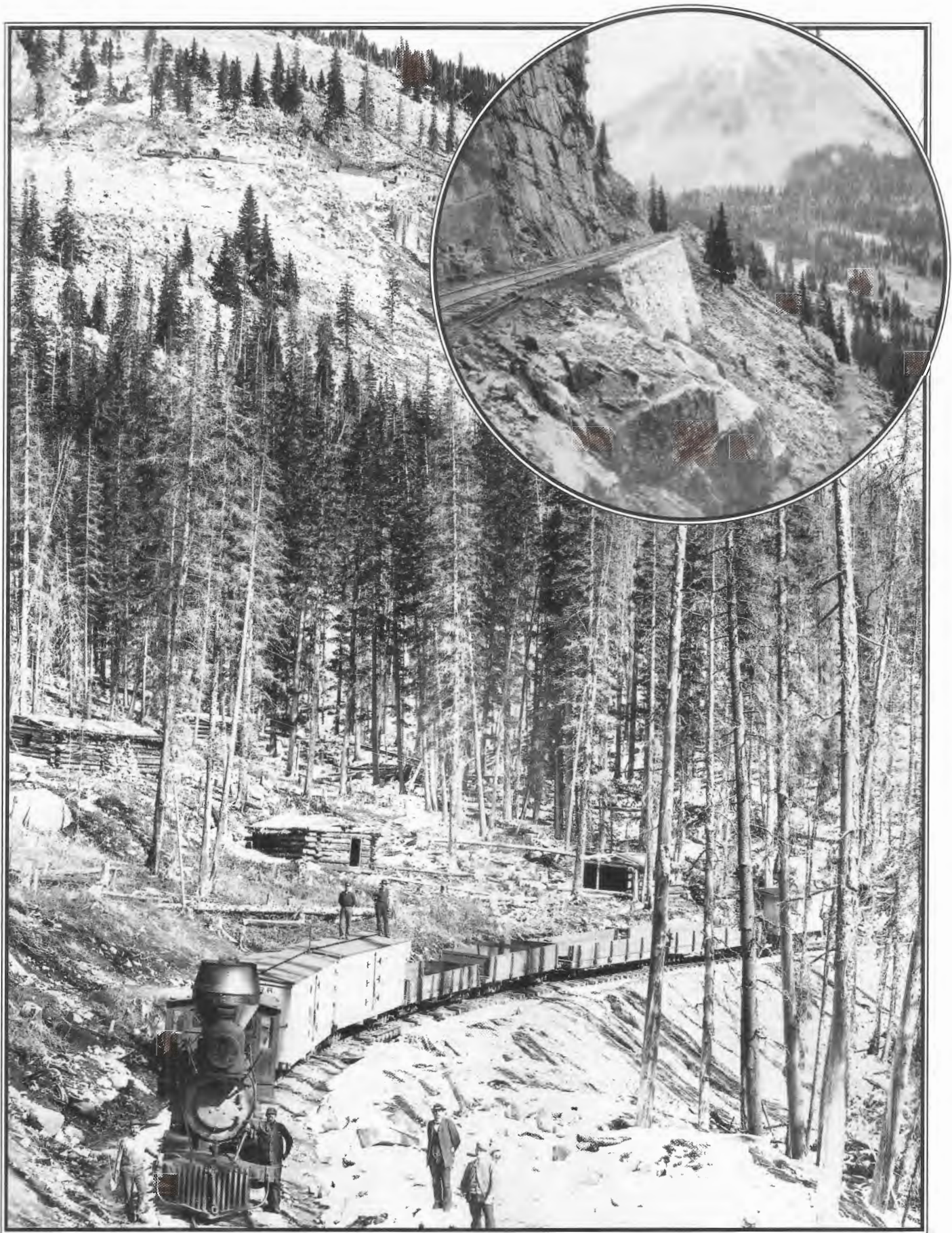
#### SOUTH PARK NUMBER 51

In 1879, the South Park ordered eight 2-8-0s that would be duplicates of the D&RG Class 56, 2-8-0s and built from the same plan (Baldwin Class 10-24E, Plan 3). Baldwin delivered these eight locomotives (numbers 50 to 57) in January 1880, sporting giant Nesmith stacks, olive green paint schemes, and Eames Vacuum brakes.

Number #51 (c.n. 4919) was placed in freight service between Denver and Como, over the Kenosha Pass's 4 percent grade. Weighing 56,000 pounds, with 15- x 18-inch cylinders and a tractive effort of 12,450 pounds, the new 2-8-0 was capable of pulling a 90-ton train over the steep grade.

Soon after #51 entered service in 1880, Jay Gould and the Union Pacific took control of the DSP&P, operating it as its South Park Division. Under the U.P., the large Nesmith stacks were replaced by more graceful Congdon stacks. (Designed by Isaac H. Congdon, U.P. Superintendent of Motive Power.) The once colorful and ornate paint job was

(text continued on page 60)



*Above:* This 1883 photo shows a South Park freight that has descended the high line, rounded Sherrod Loop, and passed Woodstock in the Quartz Creek Valley. Next to the locomotive are two Tiffany Reefers. Note the double-headed freight crossing The Palisades high above. *Photo by William Henry Jackson.*

*Inset above:* Here are The Palisades, high above Woodstock, and the Quartz Creek Valley with Paywell Mountain in the background. *Photo by William Henry Jackson.*

(text continued from page 58)

replaced by basic black, with an oxide brown cab roof and tender top.

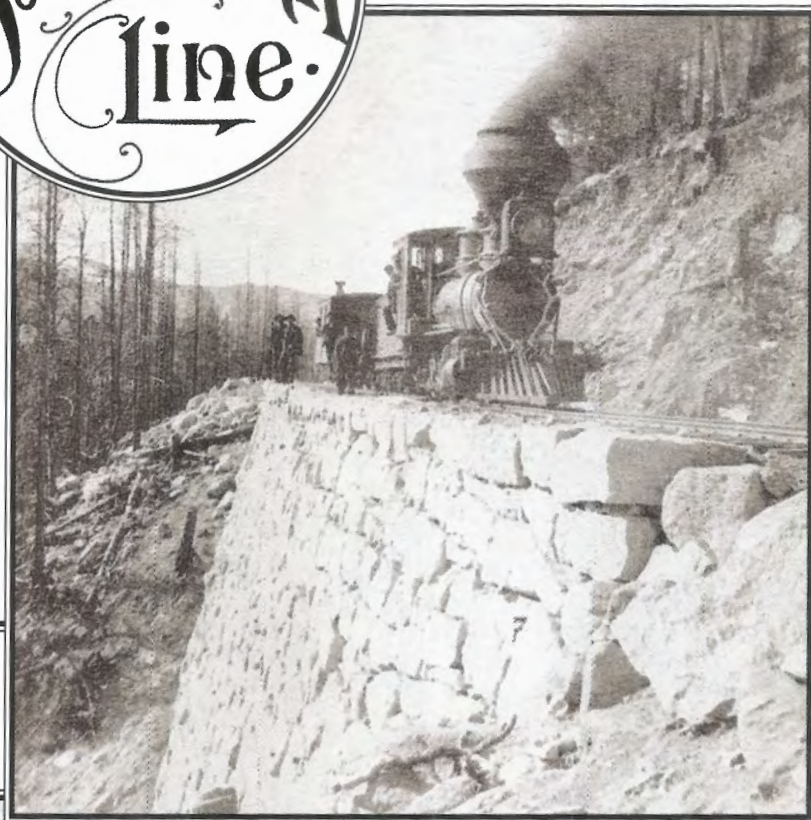
Photos of #51 in the early 1880s are rare. Being basically freight locomotives, she and her sisters seem to have avoided being frequently recorded on the glass plates of the era by pioneer cameramen like William Henry Jackson, George E. Mellen, and Joseph Collier. Over the next few years, the South Park locomotives were converted to Westinghouse airbrakes, and received air pumps, taller sand domes, tubular iron cylinder guards, and basket style marker light holders. Number 51 also got a new flatter smoke box front.

In 1882, the South Park purchased ten "Cold Water Brooks" 2-6-0s that were followed by a large group of Cooke-built 2-6-0s and 2-8-0s in 1883-84. I do not know why the Cooke locomotives were favored over the Baldwins. The Cooke 2-8-0s had the same size (15- x 18-inch) cylinders as the Baldwin's, and slightly smaller drivers (36-inch versus 37-inch). Otherwise, they were similar. Perhaps economics were the reason, but for whatever reason, the South Park never ordered another Baldwin locomotive while under Union Pacific control.

*Below: A Baldwin South Park 2-8-0 drifts around a curve near Woodstock. The locomotive retains her Eames Vacuum brakes (note exhaust muffler on the cab roof). This locomotive is now equipped with a Congdon stack. Photo by George E. Mellen.*



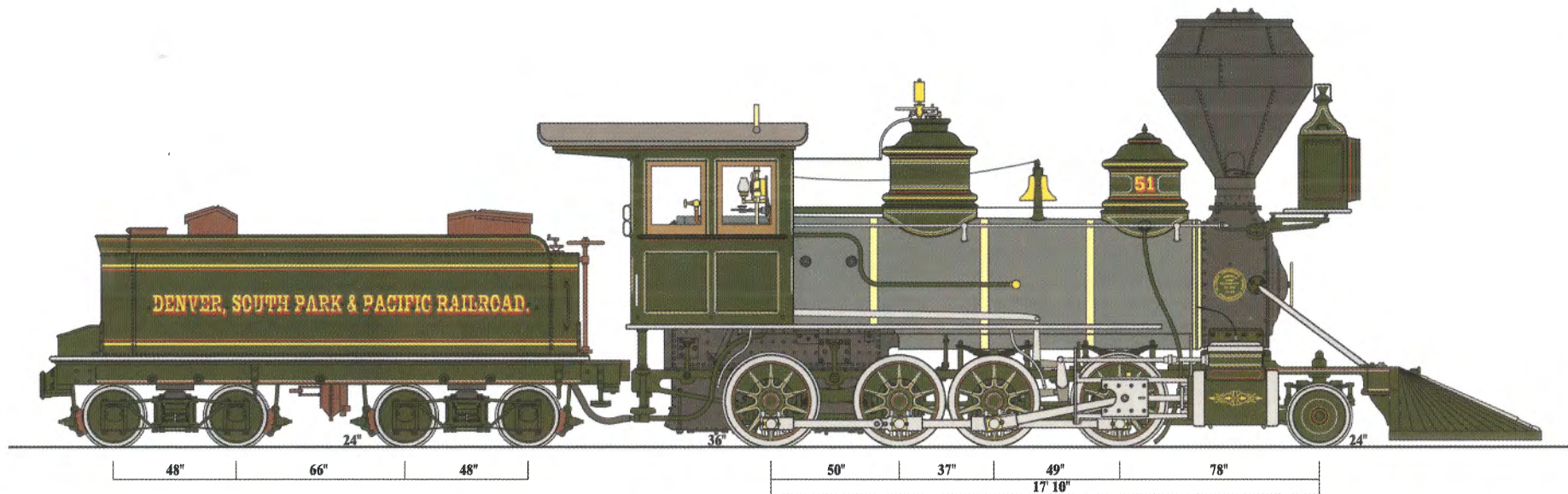
*Below: A South Park 2-8-0, believed to be #51, heads downgrade over one of the stone Palisades. She sports a Nesmith stack and large Elk antlers.*



## UNDER THE UNION PACIFIC

In 1885, the Union Pacific took over the South Park, and renumbered all the motive power under its control. The South Park Baldwin 2-8-0s (numbers 50 to 57) emerged from the Denver and Como shops as numbers 190 to 197, with #51 renumbered as #191. When the South Park was reorganized as the Denver, Leadville & Gunnison in 1889, and freed from Union Pacific control, the Baldwin 2-8-0s retained their 1885 numbers. In 1890, the Denver Leadville & Gunnison purchased eight new Baldwin 2-8-0s (numbers 266 to 273) that served the narrow gauge for a number of years, and became Colorado & Southern numbers 63 to 70.

The story of this 1880, 2-8-0 is a long and interesting one – and it is not over yet. In the next **GAZETTE**, I'll tell more about #191 (#51) on the DSP&P, DL&G; and include another full color David Fletcher drawing, as well as cover her service on several logging railroads in the Northwoods (Wisconsin), and her eventual preservation and restoration. I'll also offer some suggestions for modeling this – the oldest existing Colorado narrow gauge locomotive. ■



**DENVER, SOUTH PARK & PACIFIC RAILROAD #51**

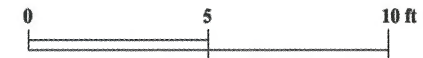
BALDWIN LOCOMOTIVE WORKS CLASS 10-24E39, DRAWING 3  
36" GAUGE

CONSTRUCTION No. 4919, 1880

TENDER - 8 WHEEL, FRAME 124, BILL 256, 1500 GALS

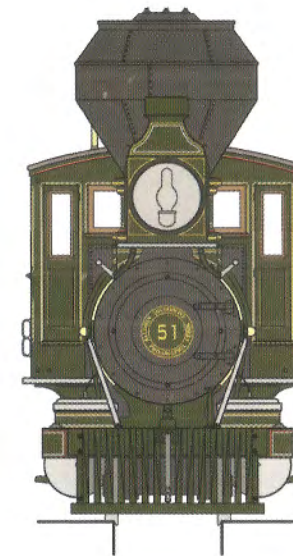
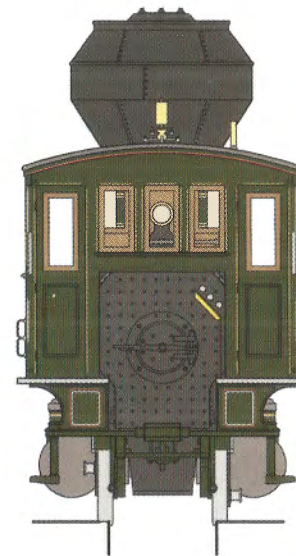
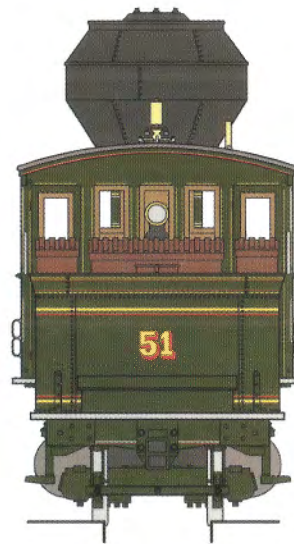
PAINTING STYLE - OLIVE GREEN & COLOR, STYLE 50

DRAWING RECONSTRUCTED FROM BALDWIN DRAWING -  
ERECTION CARD #476, 12-18-05



**DENVER, SOUTH PARK & PACIFIC #51**

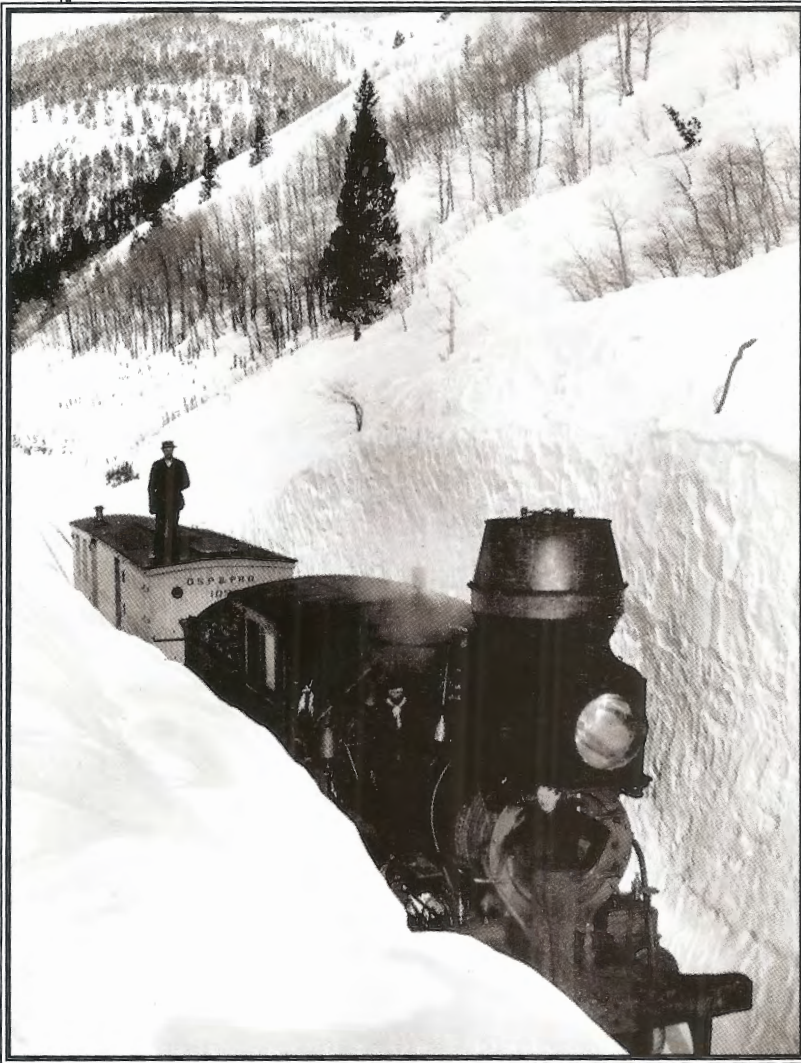
DRAWN BY DAVID FLETCHER  
SCALE: 3/16 INCH = 1 FOOT



DAVID FLETCHER 2011

# THE WOODSTOCK DISASTER

by Mallory Hope Ferrell



Above: Here is the rescue train dispatched from Gunnison after a giant snow slide wiped out most of Woodstock. The locomotive, believed to have been South Park #51, pulls a Tiffany Reefer and a four-wheel way car. Photo, Keystone-Mast Collection, University of California.

The Denver, South Park & Pacific's Alpine Tunnel line was frequently snowed-in for days, weeks, and even months during harsh winters. Such was the case in the winter of 1884. Number 51 is known to have been working out of the stone Gunnison Roundhouse when at 6 p.m. on March 10th, a huge avalanche roared down the mountainside above the small mining town of Woodstock on the lower level of the line over The Palisades.

An Eastbound passenger train had just passed Woodstock, rounded the Sherrod Curve, and was bucking heavy drifts as it headed upgrade toward The Palisades, and Alpine Tunnel. Unbeknownst to the train's passengers and crew, a giant snow slide had just come down Missouri Gulch and wiped-out most of the structures in Woodstock, including the boarding house, telegraph station, saloon and water tank. Thirteen people died, including DSP&P telegrapher and agent, A. E. Brown – and sadly, all six of the children of Marcella Doyle, who ran the boarding house.

A survivor walked 9 miles to Pitkin, and telegraphed the news to Gunnison, where a rescue train was dispatched. The train's locomotive, believed to have been 2-8-0 #51, brought a Tiffany Reefer and a caboose to the disaster site. Mrs. Doyle, and three others trapped beneath the snow, were found 12 hours later – only to learn of the horrible tragedy that had befallen the children, and others such as the saloon keeper, Joseph Royegno. Workers continued to dig throughout the night, and into the next day with little rest. But, they could only locate ten bodies. The others were not found until the spring thaw came to the high country.

The 2-8-0 (#51?) returned to Pitkin and Gunnison with bodies and survivors, and the tracks through the snow slide were later cleared. The footing of the Woodstock water tank can still be seen at the former town site, and the Tunnel Gulch water tank was built in 1889 to replace it. 🚂

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# Along the NARROW GAUGE

by Mallory Hope Ferrell  
Photos from the author's collection



## CLASSIC NARROW GAUGE LOCOMOTIVES

### A SOUTH PARK SURVIVOR, PART 2

In Part 1 of "A South Park Survivor" in the September/October **GAZETTE**, I discussed the group of eight Baldwin 2-8-0s that were built for the Denver, South

Park & Pacific in 1880 with special attention to #51. However, she carried #51 for only a brief 5 years, until she was renumbered 191 by the Union Pacific. Today,

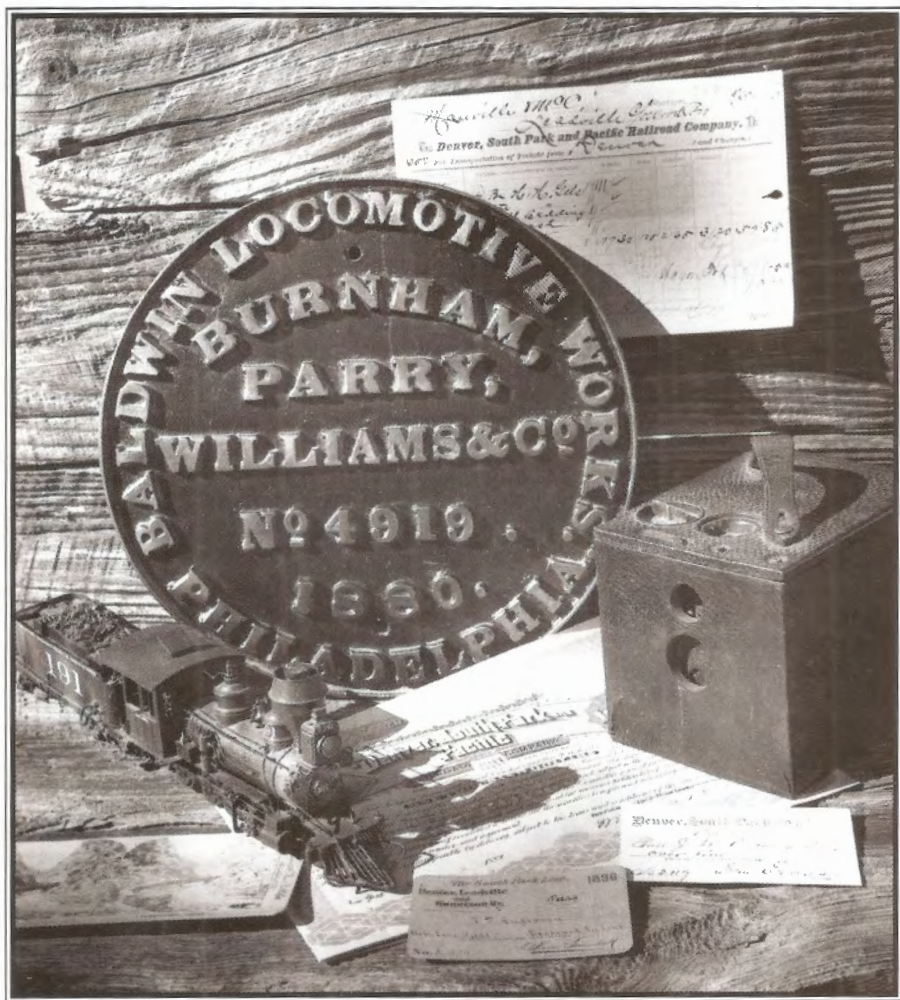
she is on display at the Colorado Railroad Museum in Golden, Colorado. Her fascinating story continues here with text, rare photos, and David Fletcher's color drawings.

Beginning in 1881, the DSP&P was under the control of Jay Gould and the Union Pacific. The UP operated the line as its "South Park Division." The locomotives' original Nesmith smoke stacks were replaced by more graceful Congdon stacks, and following the 1885 renumbering of all motive power (under UP control) DSP&P #51 emerged from the Como Shops as #191.

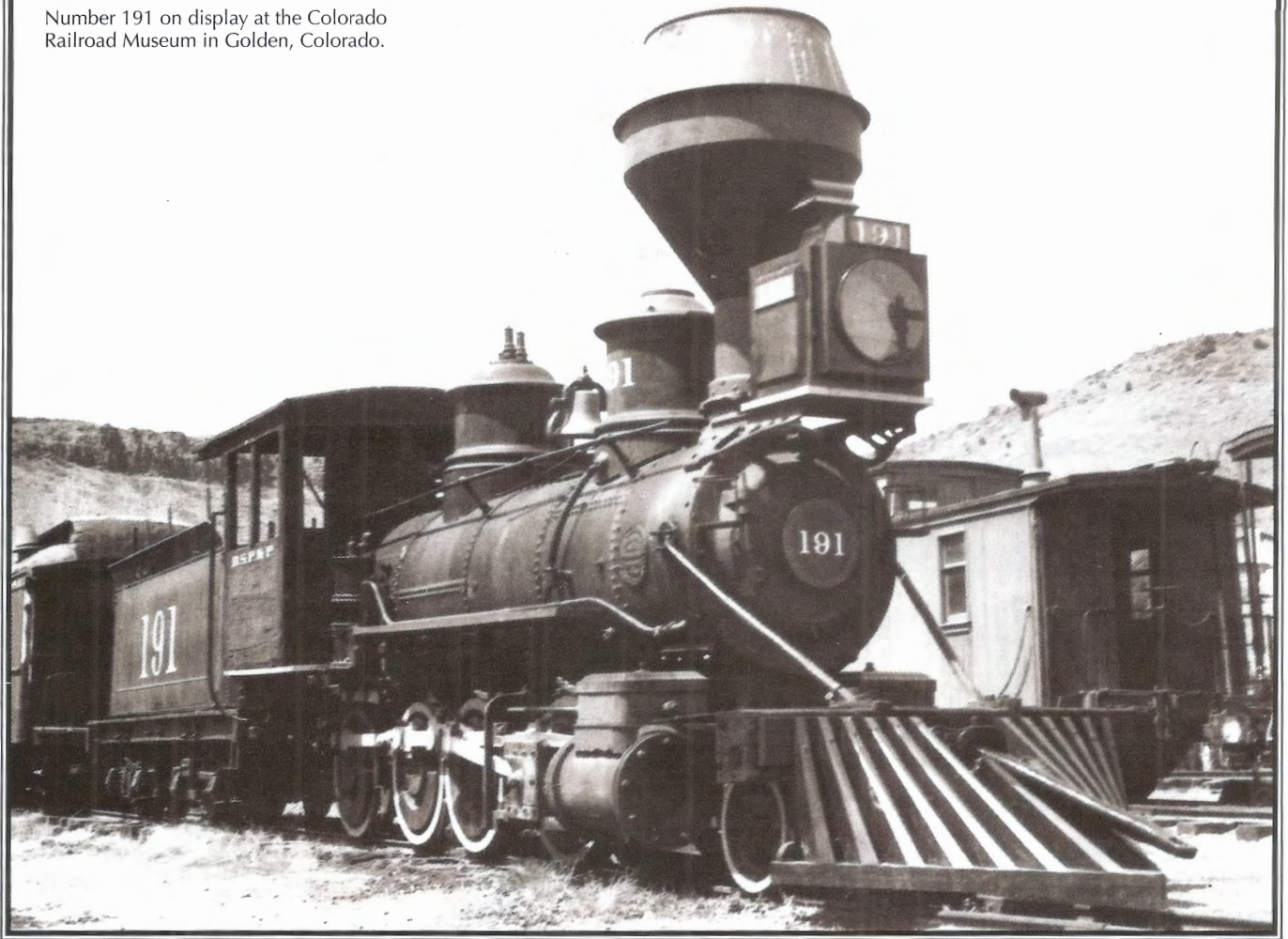
Number 191 no longer retained her olive green paint or colorful builder's shaded lettering and striping. She was now painted basic black with an oxide brown cab roof and tender top. Lettering was simple with large engine numerals on her tender sides. Over the years, this 2-8-0 (and her sisters) also received taller sand domes, tubular iron cylinder guards, basket-style marker light holders, raised running boards, and flatter smoke box fronts. Eight-inch air compressors for Westinghouse Air Brakes replaced the Eames Vacuum brakes.

Although the DSP&P Baldwin 2-8-0s were built from the same plan (10-24E Plan 3) as the Denver & Rio Grande's Class 56, these locomotives were apparently not as popular, and were the only Baldwin-built locomotives on the early South Park Line.

In 1889, the DSP&P was reorganized as the Denver, Leadville & Gunnison, under Frank Trumbull, free of Union Pacific control. Number 191, and her sisters, retained their 1885 numbers, and were re-lettered for the DL&G. A few photos



Number 191 on display at the Colorado Railroad Museum in Golden, Colorado.



from this era show the railroad name spelled-out across the top of the tender's flare. These Baldwin 2-8-0s later received diamond stacks, and lost their brass dome rings, but otherwise remained virtually unchanged.

By the time the DL&G became part of the new Colorado & Southern in December 1898, the seven remaining Baldwin 2-8-0s (#193 had been sold) were considered "worn out." Although assigned C&S numbers (numbers 30 to 36), it is doubtful that the former DL&G #191 was ever re-lettered or renumbered before being sold in 1902. The only member of the original "cast" to see service on the C&S was #30 (DSP&P #50/DL&G #190), which remained in service until she was scrapped in 1921.

In 1902, the C&S sold our survivor to the Edward Hines Lumber Company, where she became #7 on the Washburn & Northwestern. After her arrival in Wisconsin, Ed Hines himself sent-off a blistering letter to the C&S complaining that the tender had not been drained before loading, thus greatly increasing the freight charges.

In about 1904 or 1905, the locomotive went to the Robbins Lumber Company. Owner, Frank Robbins, named his logging railroad – out of Rhinelander, Wis-

consin – the "Robbins Railroad." In 1915, Robbins sold his lumber interest, but retained the railroad. Then, in 1919, he sold the Robbins Railroad to Jack Mylrea who organized the Thunder Lake Lumber Company, and retained the common carrier railroad's name. The locomotive was the main power on the line until 1922, when heavier 60- pound rail was laid, and a larger Lima 2-8-0 was acquired second hand from a Michigan logger. More, larger, locomotives were acquired – including new Baldwin 2-8-0 #5 in 1924. Number 7 was relegated to "woods and switching" service until she developed a cracked cylinder sometime between 1930 and 1931.

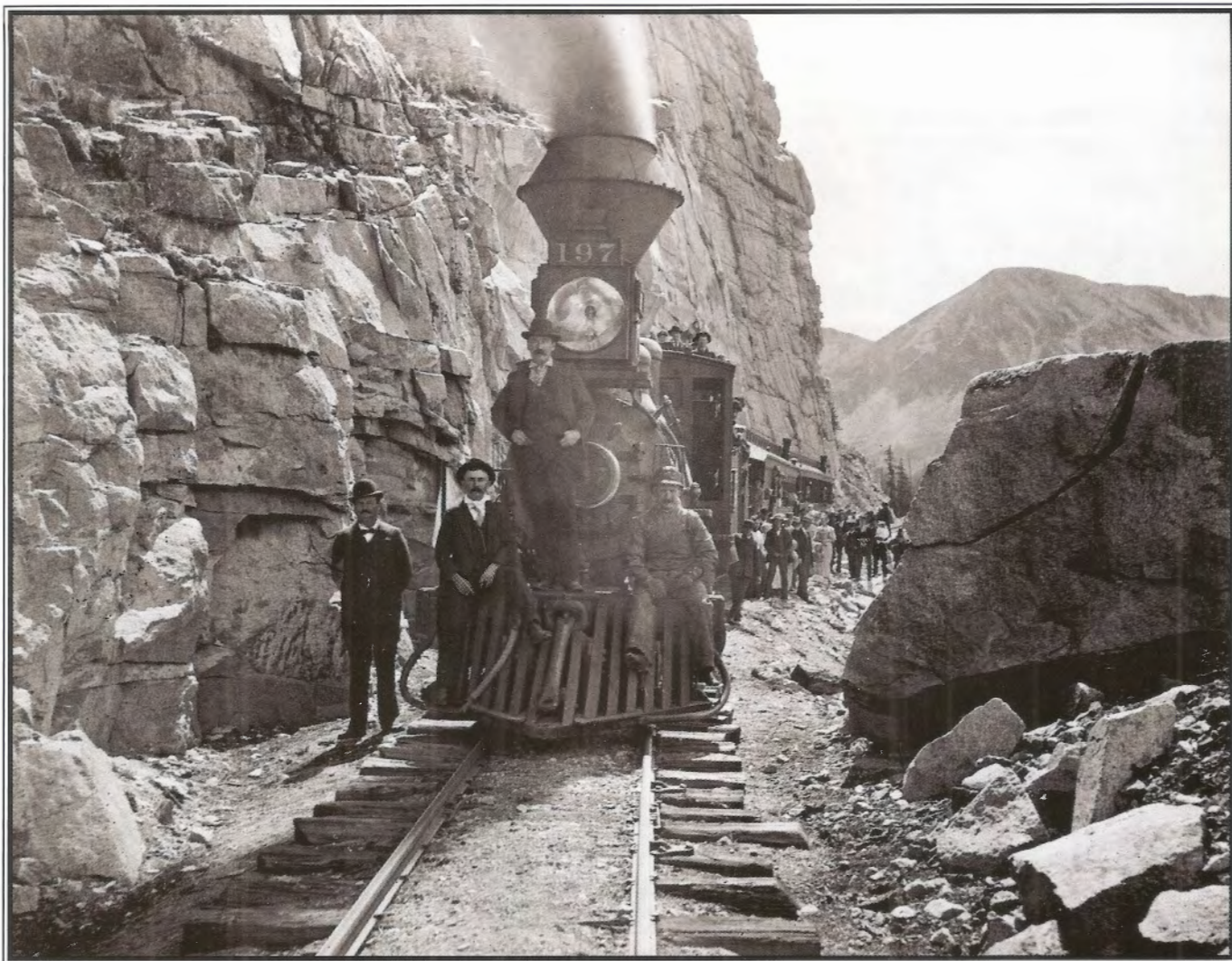
During the Great Depression, a number of Rhinelander citizens established a logging museum in an effort to attract tourists. Jack Mylrea was asked to donate a steam locomotive, and #7 (our survivor) moved under her own power to the museum in May 1932. The Robbins Railroad, with almost 50 miles of track, continued in operation until 1941, when it was abandoned. In 1956, #7 was re-painted for the Thunder Lake Lumber Company, and moved to Pioneer Park. But, "stay-tuned," the story gets even more interesting.

In 1972, Harvey Houston, the author of *Thunder Lake Narrow Gauge* (1961. Self-published. Winnetka, Illinois),

informed Colorado Railroad Museum (CRRM) co-founders Robert W. Richardson and Cornelius W. Hauck that former Thunder Lake Lumber Company 2-8-0 #5 was in Mexico, and might be available. This locomotive had been built new by Baldwin for the Thunder Lake Lumber Company (Robbins Railroad) in 1924. After the logging railroad was abandoned in 1941, #5 had been sold to the *Ferrocarril Mineral de Chihuahua*, a copper hauling line that had just ceased operations. The owners, American Smelting & Refining Company, planned to put two of their locomotives on display, and offered their #7 (ex-Thunder Lake #5) and a sister (ex- *Potosi y Rio Verde* 2-8-0 #4) to any museum that would pay for their transportation. The Colorado Railroad Museum accepted the offer.

An agreement was also made for the CRRM to trade the Rhinelander citizens ex-Thunder Lake Lumber Company #5, for the former DSP&P #51/191 – provided that the CRRM paid all moving expenses. A complex and expensive effort to bring the oldest Colorado narrow gauge locomotive back home began.

Bob Richardson went to Chihuahua to supervise loading of the two locomotives, which turned-out to be a difficult and expensive task since the narrow gauge



Above: Denver, Leadville & Gunnison 2-8-0 #197 (former DSP&P #57), a sister of #191, at the "Split Rock" on the highline to Alpine Tunnel in September, 1895. Note the diamond stack, smooth domes, and iron cylinder guards. Photo, Little Art Studio Collection, Gunnison.



Left: Former DSP&P #55, on the Como Turntable, has "Union Pacific" lettering and a four-panel cab. Other changes include a taller sand dome, raised running boards, flat smoke box front, basket style class light holders, diamond stack, 8-inch air pump and iron cylinder guards. Photo, Collection of Richard Kindig.

tracks had been removed between the engine shed and the nearest standard gauge connection. Temporary tracks and a ramp were built in order to load the locomotives into a pair of mill gondolas in December 1972.

"Uncle Bob" made the best of the situation. Fluent in Spanish, and a lover of Mexican food, Bob enjoyed his almost 2-week stay while making arrangements to load the two locomotives. The PyRV #4 was sent north to Golden, Colorado, where she was unloaded for the museum. The CRRM later sold this locomotive to the Huckleberry Railroad in Michigan.

Number 7 (*nee'* Thunder Lake #5) then made her way to Rhineland. There, she was unloaded and hauled to the museum. The DSP&P locomotive was then loaded aboard the same mill gondola, taken to Golden and unloaded for the CRRM on February 22, 1973. The entire process had cost some 18,000 dollars.

CRRM volunteers began a slow restoration process, removing the extended smoke box, and constructing a new oak pilot. Cornelius Hauck had an authentic 1880's headlight constructed and a replica Congdon smoke stack was also fabricated. A new temporary wooden cab

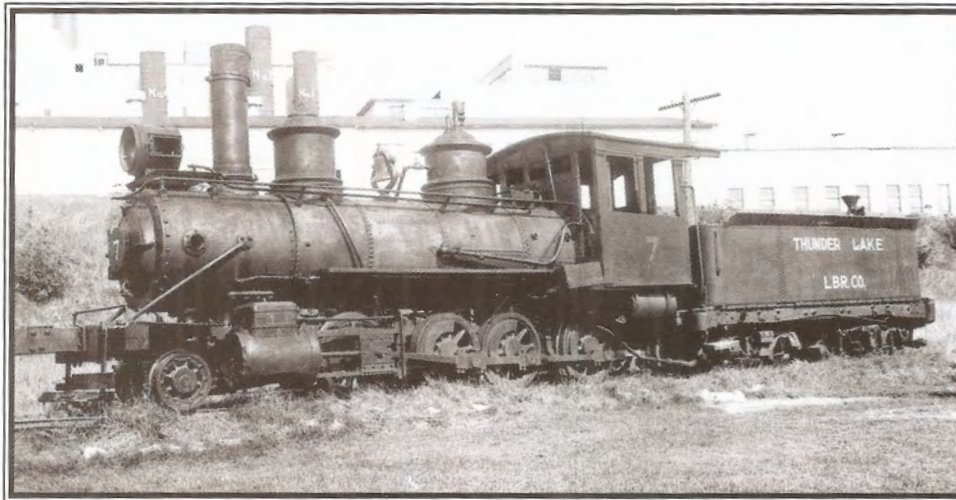
was built. The tender that came up from Mexico was rusted-out, and its frame was badly deteriorated and unusable. A new tender frame was constructed, and the tank from a D&RG C-16 was placed on the new frame. This tank was found at Perrins Peak, on a former branch of the Rio Grande Southern - west of Durango. It had been used as a water tank by the coal company there, and had come from Rio Grande 2-8-0 #225.

In 2007, the museum was awarded a 20,000-dollar grant by the Colorado Historical Society. This allowed restoration to continue. Under the museum's Chief Me-





Above: In 1902, the C&S sold former DSP&P, DL&G #191 to the Edward Hines Lumber Company in Wisconsin, where she became #7 on the Washburn & Northwestern. Here she is with W&NW engineer, Ed McManus (holding oil can), in 1903.



Left: Following years of service on the Robbins Railroad, and on the Thunder Lake Lumber Company, this former DSP&P locomotive was placed on display at Rhinelander, Wisconsin in 1932. She is shown here in August 1938. Photo by Bruce Miller.

chanical Officer, Phil Johnson, a more accurate cab was built, replacing the one constructed in the 1970s. A new pilot beam, and an extended pilot, were added along with boiler jacketing, and an 8-inch air pump. Other improvements included brass oil cups, boiler bands, and cast handholds. A single chime whistle, basket-marker light (class-light) holders, cast brass builder's plates, and a new brass-rimmed number plate were other authentic additions.

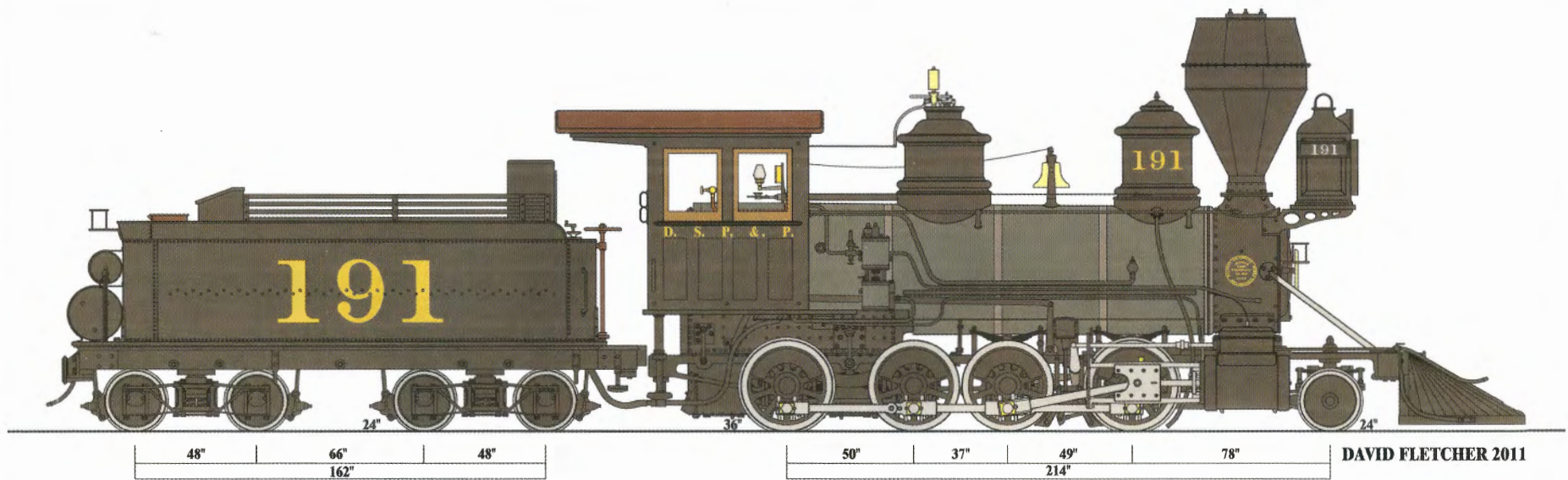
The locomotive was painted gloss

black with a graphite smoke box. It was decided that following restoration, the locomotive more closely resembled Denver, Leadville & Gunnison #191 than Denver South Park & Pacific #51. So, she was lettered for the DL&G #191. After all, she spent more of her Colorado years as DL&G #191 than as DSP&P #51.

Major restoration was completed in 2009, but work continues. Still to be added are the cylinder's protective "rock bars," and some cab interior appliances.

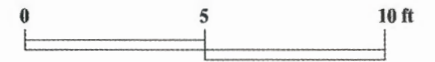
Because this "grand old lady" still has her original lap-seam iron boiler, she is not likely to be steamed-up unless a new boiler can be constructed. However, this 135-year-old beauty – Colorado's oldest locomotive – is a delight to see and photograph.

The author expresses his appreciation to Cornelius W. Hauck, Jeff Terry, Garrie Tufford and the late Robert W. Richardson for history and information used in this series.



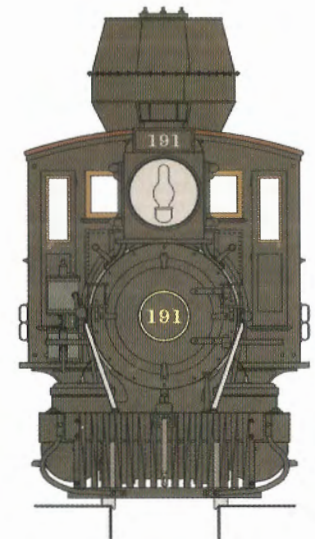
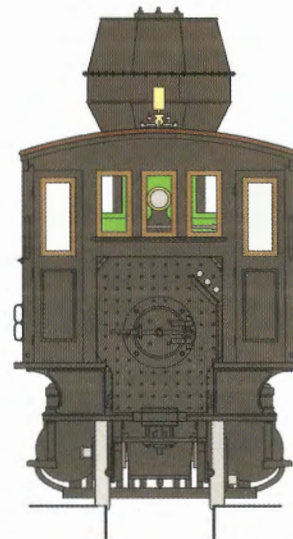
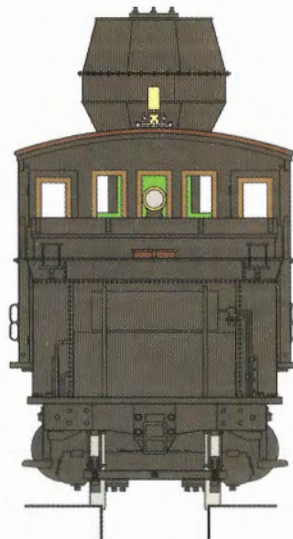
**DENVER, SOUTH PARK & PACIFIC RAILROAD No.191, 1885**  
**BALDWIN LOCOMOTIVE WORKS CLASS 10-24E39, DRAWING 3**  
**36" GAUGE**  
**CONSTRUCTION No. 4919, 1880**  
**TENDER - 8 WHEEL, FRAME 124, BILL 256, 1500 GALS**  
**UNION PACIFIC 1885 LIVERY - BLACK WITH COLOR**

**DRAWING RECONSTRUCTED FROM BALDWIN DRAWING -**  
**ERECTION CARD #476, 12-18-05**



**DENVER, SOUTH PARK & PACIFIC #191**

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

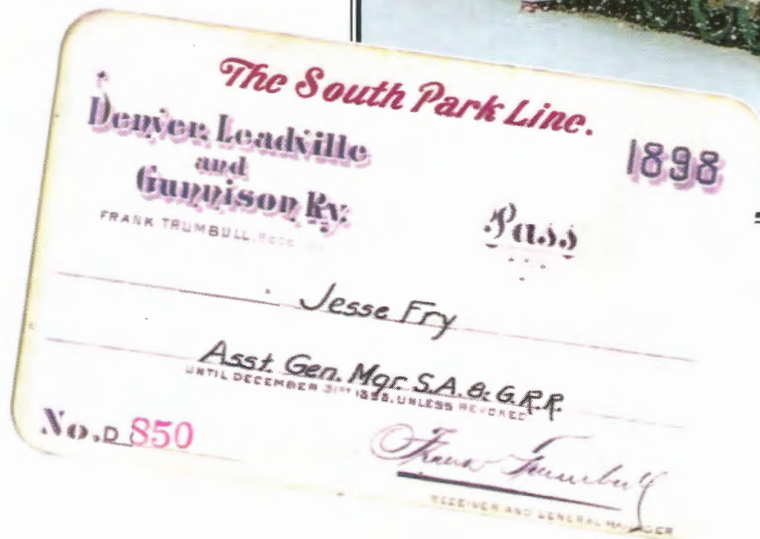




Above: The restored locomotive sits on the Colorado Railroad Museum's turntable at Golden. Photo by Mike Rowe.



Right: Snow falls on #191 and D&RG Caboose #49 in this December 2013 view by Museum Director Donald Tallman.



# MODELING DENVER, LEADVILLE & GUNNISON #191

by Mallory Hope Ferrell

Photos by the author except as noted

I wanted to build an On3 model of the Denver, Leadville & Gunnison's #191, using as many commercial brass parts as possible. But first, I needed to determine the exact dimensions of the original locomotive, Denver South Park & Pacific #51.

To my surprise, I discovered that #51 was built from the same Baldwin plan (10-24E, Plan 3) as those Class 56 2-8-0's that were built for the Denver & Rio Grande from 1877 to 1880. Number 51 was not only similar in appearance to the Class 56 locomotives; it had the same dimensions, and was even originally painted the same olive green color scheme.

Since I had a Kemtron On3 C-16 kit, I decided to compare DSP&P #51 with the Denver & Rio Grande Class 60 2-8-0s, which became the famous C-16's in 1924. The Class 60's had a 2-inch larger diameter boiler, and a 2-inch longer cylinder stroke (15- x 20-inch) compared to the DSP&P 15- x 18-inch cylinders. There were other minor differences, and the total weight of a C-16 was greater. Both locomotives had 36-inch diameter drivers, and there was a 1-inch difference in driver spacing – not noticeable in 1/4-inch scale.

I decided to use as many C-16 parts as possible, and having an On3 Kemtron C-16 kit was a big help. Other parts came from Precision Scale Company, and The Backshop.

Kemtron On3 C-16 drivers are known for being out of quarter. After going through several sets without success, I gave up trying to correct the problem using a Northwest Short Line Quarterer. I also found the Kemtron gearbox not "worth a hoot." I was fortunate to find a set of Balboa drivers and a matching KTM gearbox, and after milling the Kemtron frame, I installed the drivers in new axle boxes.



Left: Front view of the author's completed On3 model showing the UP-style headlight, cylinder guards, Congdon stack, and basket-style marker light holders.



The author's On3 DL&G #191.

The old Kemtron 2-8-0, developed by the late Oscar Neubert, originally had a tender-mounted motor. I added a new PSC C-16 boiler with a Canon motor inside it. A cam was added to the number one driver axle to provide a working valve gear, and a sound cam for the PFM sound system, from Grizzly Mountain, was added to the number four, driver axle – with a speaker in the tender.

I modified a box headlight into the Union Pacific style used in the 1890s, made baskets for the marker light holders (soldered from wire), and made iron cylinder guards, and other small parts from brass. The beautiful Congdon smoke stack came from Stan and Sheldon Schwedler of Coronado Scale Models. I added baffling inside the stack.

After a great deal of "running-in" using tooth paste to help "seat" the drivers and other moving parts, I disassembled the model for painting. I tried using a new paint as a substitute for Floquil (sadly no longer available). This was a mistake. I stripped the new paint, and eventually found a bottle of Floquil Gloss Black af-

ter calling several dealers. The smoke box was sprayed silver, and real graphite was rubbed-in before brass builder's plates and a number plate were added. A load of crushed coal, picked-up from the abandoned right-of-way near St. Elmo, Colorado, was the final touch.

I must admit that the research that went into this model was every bit as interesting and enjoyable as finishing the model itself.

Today, you will not have to go through the "blood, sweat and tears" that I had to, trying to use those old Kemtron drivers, searching for replacements, and finding a gearbox that would work. A new model using some of the Kemtron C-16 brass superstructure castings, but with new drivers and a high quality, specially designed gearbox is available in semi-kit form from J.B. Thistlewaite at Sidetrack Scale Models, 510 Loomis Circle, Colorado Springs, Colorado, 80906. (jb@sidetrackhobbies.net) This newly developed combination of gearbox, drivers, and can motor provides a smooth-running mechanism. ■

Right: Number 191 under construction, using Kemtron, Precision Scale Company, Backshop, Coronado Scale Models, and scratch-built brass parts.

