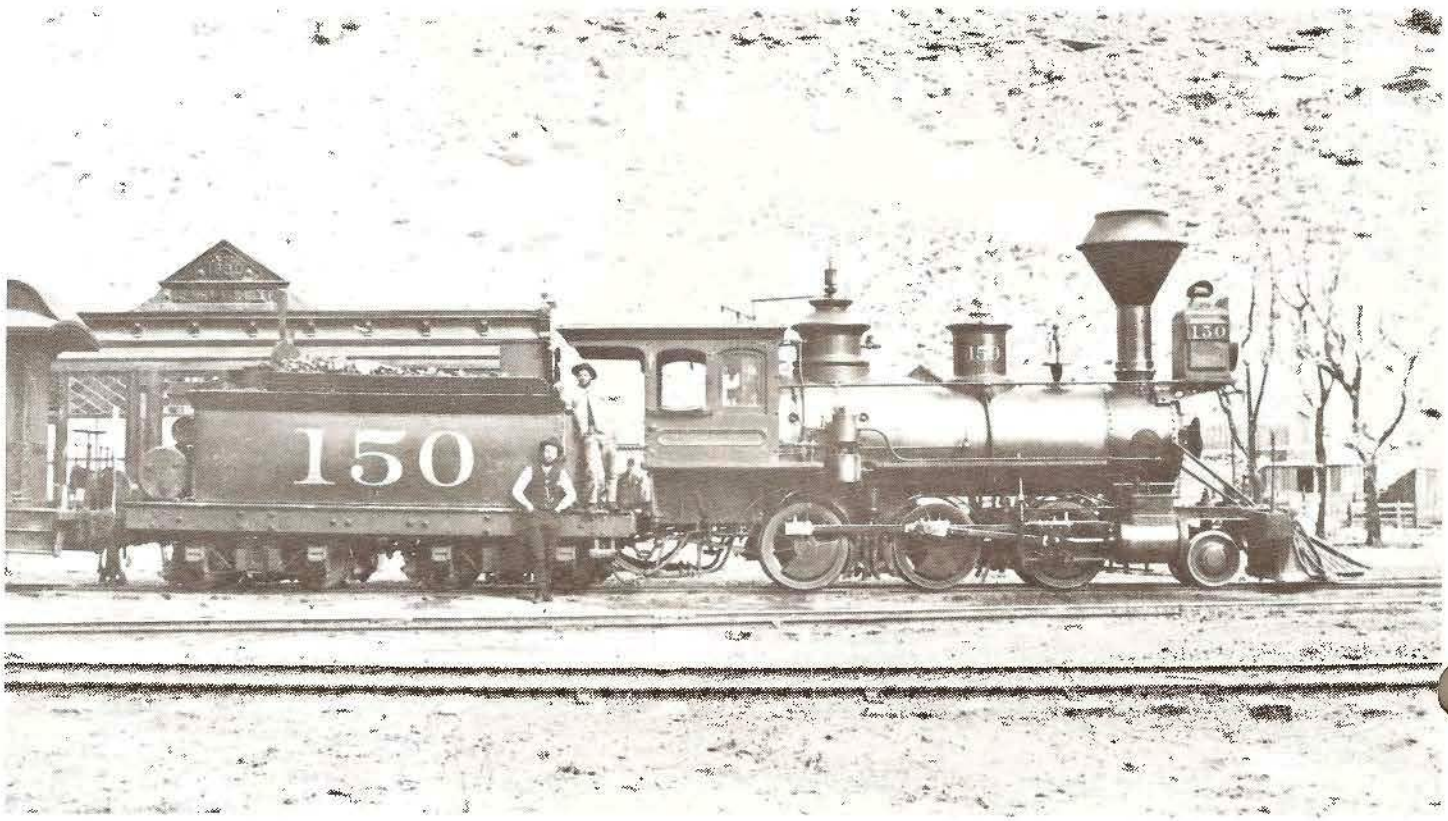
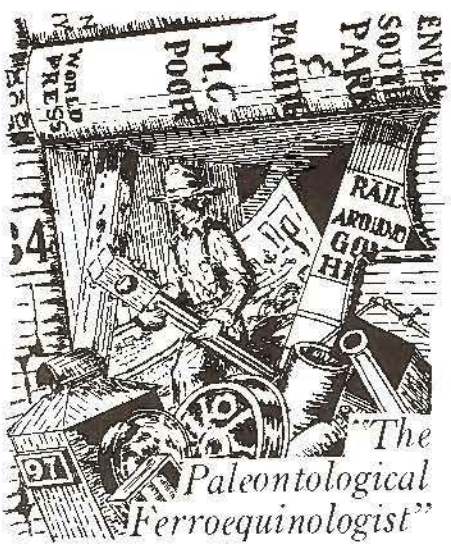
The Colorado Central and South Park Brooks Moguls

by Robert Sloan



Union Pacific Brooks Mogul #150 at Morrison, Colorado about 1891. Roster of Colorado Brooks Moguls is found on page 38 of this issue.
Photo from Denver Public Library, Western History Department.



The Union Pacific was aiding and supporting two Colorado managed narrow gauge railroads in the 1870's and '80's, the Colorado Central (which also had some standard gauge out in the plains) and the Denver, South Park and Pacific. The Colorado Central started with 3 Southern 0-4-0's, later adding 5 Porter, Bell 0-6-0's and a 2-6-0, and one Dawson and Bailey 0-6-0. The South Park started with 4 Dawson and Bailey 2-6-0's, a used 4-4-0 and a fleet of 19 2-6-6 T's and 4 2-8-6 T's, all Mason's bogies. Between March 1880 and September 1882 the UP bought their subsidiaries second generation locomotives in the form of 16 identical 2-6-0's from the Brooks Locomotive Works of Dunkirk, New York, plus 14 others for the Utah Northern. All but 2 were sold or scrapped prior to 1902, because they were small, light and had very small fireboxes, not adequate to maintain a good head of steam. Rumor has it they were known as "Cold Water Brooks" or "Ice Cream Freezers". They didn't leak as much steam as the Masons, but the Masons were much better steamers due to their bigger fireboxes that were behind the drivers rather than between them.

The last two survivors were South Park 29 which became Colorado and Southern 21, scrapped in 1923 and South Park 35, "Dillon" which became C&S 22, scrapped in 1927. To call these engines 1882 Brooks is a misnomer since no visible part was left from the original engines.

The best sources for data on these engines are M. C. Poor's *Denver, South Park and Pacific* (which I haven't seen), and *Pictorial Supplement*; F. H. Wagner's *The Colorado Road*, and the 1972 Colorado Railroad Museum Annual 10, *Narrow Gauge to Central and Silver Plume*. Many photos of these engines are to be found in *Colorado Mountain Railroads*, Vols. I and III; and in *Rails West* by George Abdill.

They were delivered with no locomotive brakes and hand brakes on the tender. The vital statistics were 38" drivers (one source says 36"), 15" by 18" cylinders (again one source says some were 14 by 18), 150 pound boiler pressure, and weighing, according to the various sources, 46,960; 52,000, 53,600, 60,300 and in the case of the last two survivors, 63,250 pounds. All these weights may well have been correct at various times in their history, the lightest weights were probably as delivered. C&S 21 and 22 were kept as long as they were because they were the only ones completely rebuilt. C&S 21 received a new shotgun boiler with 160 pounds pressure in December 1892 that included a new bigger firebox. This meant that the frame was rebuilt or replaced and the driver spacing was reversed. In July 1894, C&S 22 received similar modifications. These changes solved most of the problems with these engines. In 1910, both 21 and 22

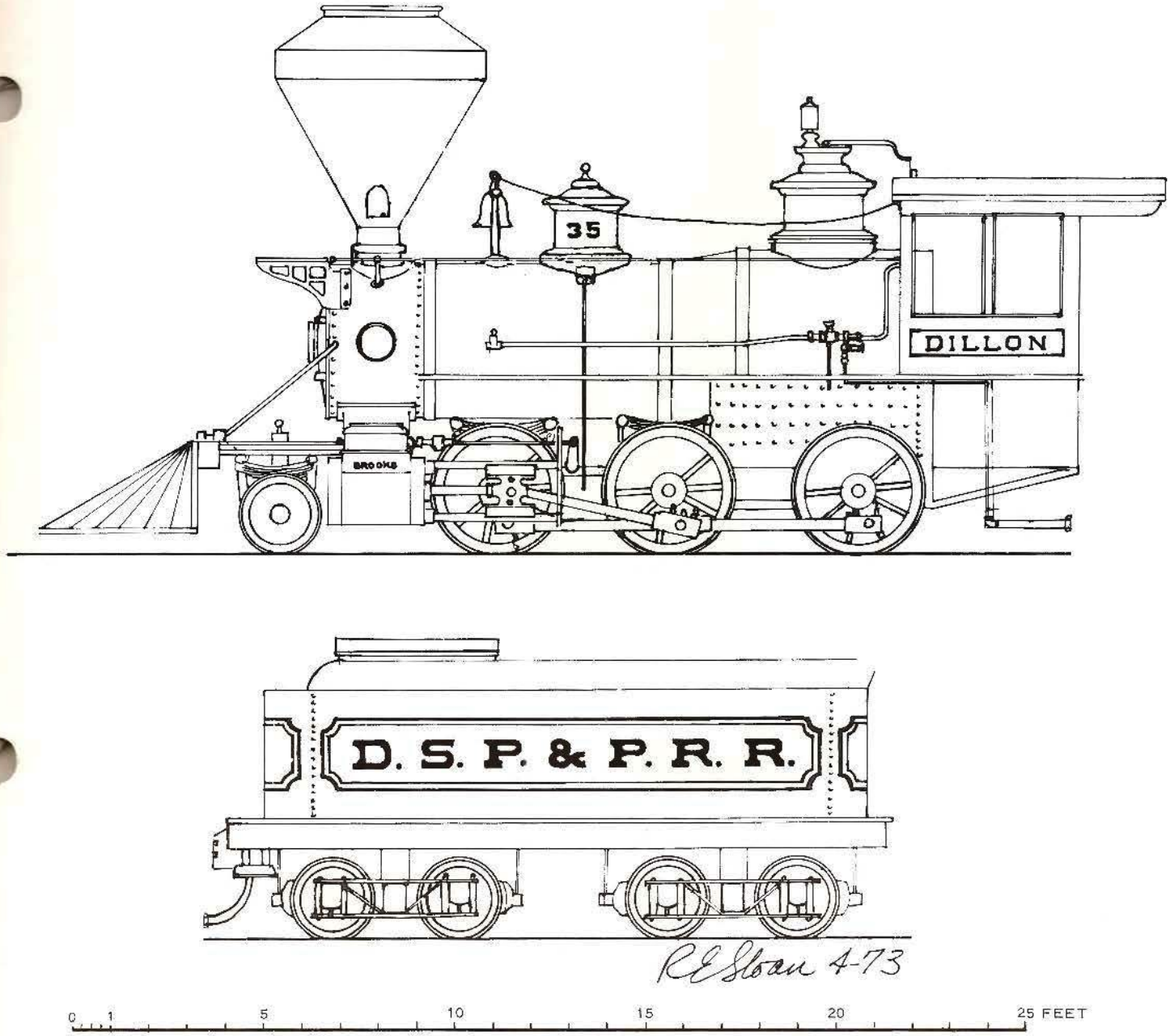


Figure 1:

Right:
F.E.D. HOn3 Mogul built to resemble the DSP&P Dillon.
Model and photo by Robert E. Sloan.

received new bigger drivers; 41" for 21 and 40" for 22. The air brake reservoir was added to the boiler about 1900. Between 1918 and 1926, they got new tender shells and very little was left of the original Brooks engines.

I drew the accompanying plans from the builders photograph of South Park 35, the Dillon, one of the last built of the class, using the driver diameter for scale. This engine was named for the town of Dillon, in turn named for Sidney P. Dillon one of the nabobs of the UP. All the early South Park engines were named as well as numbered, most of the names are lost. The names were all of towns on the projected or built route of the South Park. No names are known for the Cooke moguls or the Baldwin 2-8-0's.