

Those South Park Moguls

BY GEORGE SEBASTIAN-COLEMAN

THE NARROW-GAUGE COLORADO & SOUTHERN, familiarly known as the "South Park" for predecessor Denver, South Park & Pacific, has been gone more than 50 years. Its demise on the eve of World War II meant that it missed the 1950's, the great decade of amateur railfan photography. Despite this, it remains a favorite of railfans and modelers. Lineside photographs elicit nods of recognition by fans far too young and geographically removed to have any knowledge of the original. The railroad shares—perhaps in no small part even owes—that fame to its Moguls.

What is it about 2-6-0's?

Whether because they're underdogs, or, as most fans would argue, because their design is inherently good-looking, Moguls have been perennial favorites.

The 2-6-0, or Mogul, design was introduced around the time of the Civil War as a heavy freight engine. Although popular in the 19th century, by the 1900's Moguls had been supplanted by the 2-8-0 Consolidation as the generic freight engine. A few standard-gauge railroads had significant numbers of Moguls, and those of Southern Pacific and Boston & Maine became fan favorites, but none has equalled the widespread popularity of the 3-foot-gauge

Moguls of the Colorado & Southern.

Indicative of that popularity is the success of the LGB G-scale Mogul based on these engines. LGB launched its new gauge and scale combination 30 years ago, and it's arguable that the success of G scale can be laid at the feet of the popular South Park Mogul, first released in 1984, which remains a mainstay of the LGB roster.

As impressive and popular as the Denver & Rio Grande and its Consolidations and outside-frame 2-8-2 Mikados were, and are, the underdog Colorado & Southern and its Moguls elicit the deeper emotion among many. Something between a maternal protectiveness and a paternal pride emerges

from the stories and photographs of those who knew the engines firsthand and even those latecomers who have simply adopted them.

Delivered with factory air

The C&S was the result of the 1890 merger of the Denver, Leadville & Gunnison and the Union Pacific, Denver & Gulf, which in turn were the corporate inheritors of the Denver, South Park & Pacific and the Colorado Central. Though initially rivals, the DSP&P and CCRR fell under Union Pacific control in the early 1880's. Thus, when the Colorado Central acquired its last engines, they were tagged onto South Park's order for Cooke 2-6-0's, the engines that would be the centerpiece of the C&S Mogul roster.

In February 1884, Cooke delivered eight Moguls to the South Park, numbered 39, 40, and 69-74, and two to the Colorado Central, Nos. 14 and 15. Respectively, these became C&S 4-11, and 12 and 13. Filling the 2- and 3-spots on the C&S roster were a pair of Brooks-built Moguls delivered in 1882 to the South Park as Nos. 31 and 33. Rounding out the roster, C&S 1 was not a Mogul, but a 2-6-6T "Mason Bogie."

The Cooke Moguls were among the earliest locomotives to be delivered equipped with Westinghouse automatic air brakes. Westinghouse had just begun advertising its new automatic brake for freight cars, featuring a combined cylinder and reservoir in its 1882 catalog. In 1883 Union Pacific went on a massive program to equip its rolling stock with the new brake. Westinghouse delivered more than 1200 sets for freight equipment between May and November of that year.



JOHN W. MANNING

In a Cooke builder's photo, DSP&P 71 shows the solid good looks which endeared the Moguls to many. Under C&S ownership and renumbered 8, the same locomotive rambles through Colorado's Clear Creek Canyon in a C. L. McClure photo.



"South Park Mogul"



R.H. Knapp

She was dingy, she was humble,
She was modest in the station;
The rust along her boiler plates
Proclaimed a poor relation

Of the proud one, the mighty ones
That towered along her side,
She, squatting on the narrow gauge,
They, strutting on the wide.

But when she cleared the city
She breathed with lungs of brass,
As proud as any Empress
She stormed along the pass.
In plumes of black and silver
She crashed the cañon gates,
She labored past mountain cliffs,
She snorted when hell awoke.

The Courts have taken up her rails,
She rusts in Denver town;
From tender, from car step
Her homesick men are down.

Buses now roar between the peaks
Where once her smokestack swayed,
But still I see the old Gal's ghost
Go ramming up the grade.

E.B. Turnbull, *Railroad Stories*, January 1938

The engines were fitted with an 8x8-inch air pump which Westinghouse recommended for the heavy demands of freight braking. The same pump would be retrofitted to the rest of the **South Park** roster, plus all additional



ROBERT GRAND COLLECTION

A crew pauses to have a picture taken with CBS No. 13. The photo was taken sometime after 1890, as the Mogul has a Pancake stack and its main air reservoir has been mounted crosswise atop the boiler.

Westinghouse pumps as replacements for worn-out or outdated equipment.

As delivered, the Cooke Moguls had 50-inch boilers delivering 150 pounds of steam through 14½-x18-inch cylinders to their 40-inch drivers. Their weight on drivers was 54,000 pounds, more than the Baldwin Consolidations already operating on both the Rio Grande and the **South Park**, and only a few hundred pounds less than their sister Cooke Consolidations delivered in November 1883.

The builder's photo of No. 71 shows a glistening engine with fluted domes, massive Congdon stack (a Union Pacific design), and Russia iron boiler jacket, bands, and air pump jacket. The window frames are definitely natural wood, and the crossheads and journals on the rods are polished steel. Further, there's some very fine gold filigree around the locomotive numbers and on the steam dome.

From that point, however, the question of what colors were used on the engines becomes speculation. During this same period, Baldwin was still

Rebuilt to last

Colorado & Southern never purchased a new narrow-gauge locomotive, but it did engage in a program of rebuildings that were so thorough that the results were the equivalent of new equipment.

For their first 20 years, the Cooke Moguls served the **South Park** with only minor modifications. Early photos show some engines either came with clerestory cab vents or these were added very soon after delivery.

If the cab clerestories weren't additions, then the first striking visual change was the replacement, about 1890, of the Congdon stacks with another UP design, the Pancake stack. In most cases this was accompanied by a new cab as well, this time with four vertical panels below the window and

the two-pane forward cab window that would become characteristic of Colorado & Southern locomotives. Although these modifications are certainly noticeable, replacement of stacks and cabs has to be classified as routine



these, C&S Nos. 21 and 22, survived into the modern era. They had been rebolted in 1894 and probably received new 15-inch diameter cylinders at the same time. The new boilers were identical to the original Cookes and even carried modern (smooth) Cooke domes, so for the next six years these engines were near twins to the Cookes, though weighing slightly less: 55,000 pounds versus 58,300.

Over a two-year span beginning in June 1900, Cooke Moguls 4-10 were extensively rebuilt, receiving wagon-top boilers and larger cylinders (15x18-inch). These changes gave the engines an entirely new look. The rebuilding process climaxed when the engines were given new frames in 1917.

Since cabs were replaced frequently and the domes, stacks, and headlights had all been changed since construction, the resulting engines had few original components other than the driver centers—and those had been swapped around, even between locomotives from different builders. The rebuilt Cookes were big engines. At 64,000 pounds they were the equal of all but the largest of the Rio Grande's inside-frame Consolidations.

While their 40-inch drivers gave them a slightly higher top speed than the 36- and 37-inch-drivered Consolidations, throughout most of their lives the **South Park** Moguls were dual-service engines. This was in part due to the ruling 4-percent grade on most of the line (including three crossings of the Continental Divide in its heyday) which kept passenger trains speeds only marginally faster than freights.

When fans rode the rails

During the 1930's when Colorado & Southern became a mecca for railfans, the Moguls were most commonly found heading up the *Leadville Express*. "Express" is a relative term. Departing Denver at 8 a.m., the *Express* reached Leadville, milepost 151.1, a mere 10½ hours later at 6:25 p.m., having averaged less than 15 mph. In the 1930's riding the *Express* was the most practical way to see the **South Park**. Though it was possible to drive to many of the towns on the line, much of the right-of-way was far removed from what were pretty poor roads to start with.

An engine that you watch may be engaging, but you develop a special feeling for those you've actually ridden on or behind. As a passenger, you entrust yourself to crew and locomotive alike. When the train on which you're



THE PHOTO, BOBERT GRANITZ COLLECTION

Before this Brooks Mogul (above) was C&S 2, it was DGP&P 31, named *RN Top*. Built in 1882, it shows who controlled the **South Park** at the time with the arched-framed UP herald adorning the headlight and the words "Union Pacific" cast into the steamchests. C&S 21, a Brooks sporting a Ridgway, or "beartrap" stack, clips along smartly with a 5-car passenger train. Nos. 21 and 22, rebuilt and rebolted in the mid-1890's, survived into the modern era.



OTTO C. PERRY; DENVER LIBRARY, WESTERN HISTORY DEPT.

riding crests the divide (and there were three crossings over 10,000 feet between Denver and Leadville), you share in the success and pride in the job well done. So it was that the C&S Moguls became more than just good-looking engines for the railfans of the day. In a way, they became their personal possessions.

Loose survivor

From the early days of huge oil headlamps and Congdon stacks, through the era of Pancake stacks and air reservoirs mounted atop the boiler, to their final days with Ridgway stacks (fondly known as beartraps, named after H.W. Ridgway, C&S superintendent of motive power), the Cooke Moguls always looked like they belonged at the head end of an express.

There's a chance that a Cooke may yet run again on Colorado & Southern right of way. In 1939, No. 9 was rebur-

ished by C&S's parent road, the Chicago, Burlington & Quincy, and put on display at the New York World's Fair, complete with a shiny Burlington emblem on her tender.

From there No. 9 went to the Black Hills of South Dakota, where she hauled tourists for a few years and then spent many more slowly deteriorating. Finally, the Colorado Historical Society arranged to purchase the engine and bring her home. Although the engine is in sad shape and preservation has been limited to a coat of paint at this point, there is hope that the last of the Cooke Moguls could roll again. **I**

GEORGE SEBASTIAN-COLEMAN is an associate editor with *TRAINS*' sister publication, *MOBIL RAILROADER*. He's building an O-3 layout of the Alpine Tunnel District of the DSP&P in the basement of the home he shares with his wife, Laura, and their children, Richard and Janet.