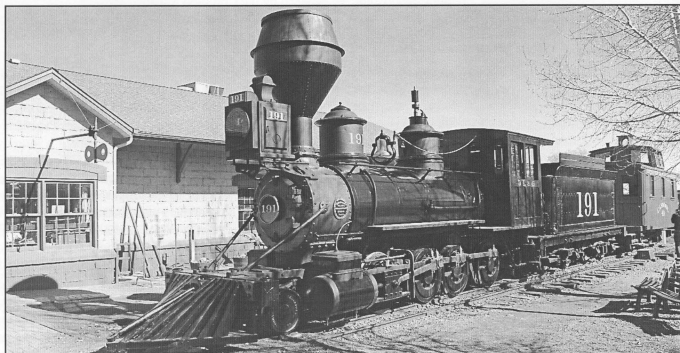




Denver, Leadville & Gunnison 2-8-0 No. 191



Denver Leadville & Gunnison No. 191 is now fully restored and on permanent display between the museum and library buildings. It is coupled to D&RG caboose No. 49 of the same link and pin era. (R Jensen photo)

Railfans and railroad historians remember the Denver, South Park & Pacific Railway, whose three-foot gauge rails extended from Denver southwestward through the Rocky Mountains to Leadville (151 miles) and Gunnison (201 miles), for many reasons. The Alpine Tunnel and the Palisades, northeast of Gunnison, were justly famous, but the railroad's roster of 23 distinctive Mason Bogie locomotives brought it everlasting fame. However, the rigid frames and comparatively light weight of the Mason Bogies did not suit them well to the profile of the South Park, with its steep grades and sharp curves, and the railroad soon turned to more conventional locomotives, purchasing 2-6-0s (Moguls) primarily for passenger service and 2-8-0s (Consolidations) for freight.

Sadly, none of the Mason Bogies survive today, and only a very few of the Moguls and Consolidations have been preserved. The oldest of these is a 2-8-0, No. 191, now displayed at the Colorado Railroad Museum. It is the second of a group of eight Consolidations purchased by the South Park from the Baldwin Locomotive Works of Philadelphia and delivered in January and February 1880 as the first locomotives of that 2-8-0 wheel arrange-

ment on the railroad's roster. The largest locomotives yet built for the railroad, they weighed nearly 62,000 pounds, had 15x18-inch cylinders and 37-inch driving wheels, together creating a tractive effort of 13,900 pounds for moving freight. Their tenders carried 1,600 gallons of water and 5 tons of coal, and the locomotives were outfitted with enormous Congdon design smokestacks that trapped sparks in an effort to prevent starting range and forest fires. Originally numbered DSP&P 50-57, the eight Consolidations were renumbered into the Union Pacific number system in 1885 (as the UP then owned the South Park), becoming 190-197, with the museum's locomotive, the 51, now numbered DSP&P 191. An 1889 corporate reorganization saw the 191 and its sisters relettered for the Denver, Leadville & Gunnison Railroad. And 10 years later another reorganization was scheduled to transform the 191 into Colorado & Southern Railway No. 31.

All the while – from its arrival in Colorado at the beginning of 1880 until 1899 – the 51/191 continued to haul freight, primarily gold and silver ore, coal, timber and merchandise, between Denver and the mountain commu-

nities to the southwest. Freight cars of that era held only 10 to 15 tons, and the South Park's Baldwin Consolidations could handle 15 to 20 loaded freight cars on level track. Unfortunately, there was little level track in the mountainous territory served by the railroad, and on the grades of Kenosha, Boreas, Fremont and Alpine passes, the 2-8-0s could pull only five or six loaded cars uphill, so as many as four or five locomotives were often used on a single train.

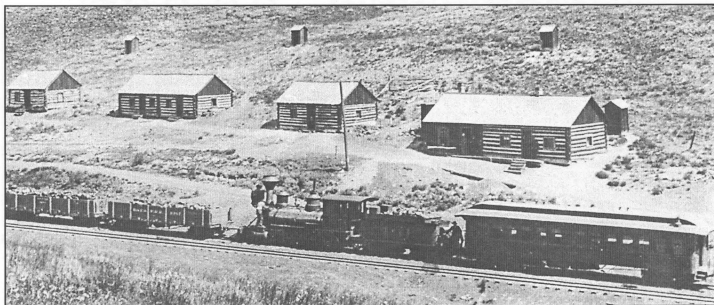
By 1899, however, the new Colorado & Southern Railway had larger narrow gauge locomotives than the 51/191, and there was less freight traffic to move than during the mining boom years of the 1880s and early 1890s, so the eight original South Park 2-8-0s quickly became surplus, and all but one were disposed of by 1902. Without ever being renumbered C&S 31, the 191 was sold for \$2,000 in April 1899 to the Edward Hines Lumber Co. of northern Wisconsin for use on the logging company's new Washburn & Northwestern Railroad, where it carried the number 7. When that operation was abandoned in April 1905, the locomotive was sold again, this time to the Robbins Lumber Co. of Rhineland, Wis., which used the No. 7 on its Robbins Railroad. The Thunder Lake Lumber Co. bought out this operation in 1919, and No. 7 continued in service out of Rhineland until 1932, when it was placed on exhibit at the Rhineland Logging Museum.

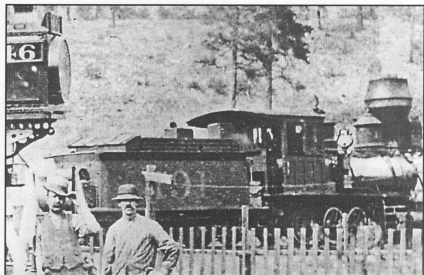
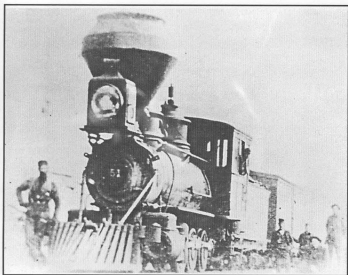
The 51/191/(31)/7 returned to Colorado and the Colorado Railroad Museum via a strange route. Displayed at Rhineland, Wis., since 1932, the locomotive was "discovered" by Cornelius W. Hauck of the Colorado Railroad Museum, who negotiated for its acqui-

sition by the museum. An acceptable replacement engine, Potosi & Rio Verde 2-8-0 No. 7, was found near Chihuahua, Mexico. It had originally been built for the Thunder Lake Lumber Co. and thus was an appropriate replacement for the old South Park engine. It was purchased by the Colorado Railroad Museum and shipped by rail from Mexico to Rhineland in exchange for the former DSP&P engine in 1973.

Back home in Colorado the 1880 Baldwin became the oldest locomotive in the state. It now trailed a tender that, though not original, was similar to the tender that had supplied it coal and water during its South Park days – and rode on the pair of mis-matched Union Pacific arch-bar trucks that had carried the original when it journeyed east to Wisconsin back in 1902. Relettered once more as DL&G 191 and outfitted with replicas of its old Congdon stack and UP design oil headlight, along with a long wooden pilot (cowcatcher) with link-and-pin coupler, the little 2-8-0 was displayed for years near the museum's largest steam locomotive, Burlington 4-8-4 No. 5629, providing quite a contrast in steam locomotive development. In 2009 the 191 underwent a complete cosmetic restoration in the museum's Cornelius Hauck Roundhouse Restoration Facility, including refurbishment of the wooden cab and installation of a new wooden pilot which, combined with the Congdon stack and Denver, Leadville & Gunnison lettering, dates the 191's appearance to 1889-90. Today the authentically restored locomotive is displayed on the west side of the museum building, coupled to restored Denver & Rio Grande four-wheel caboose No. 49.

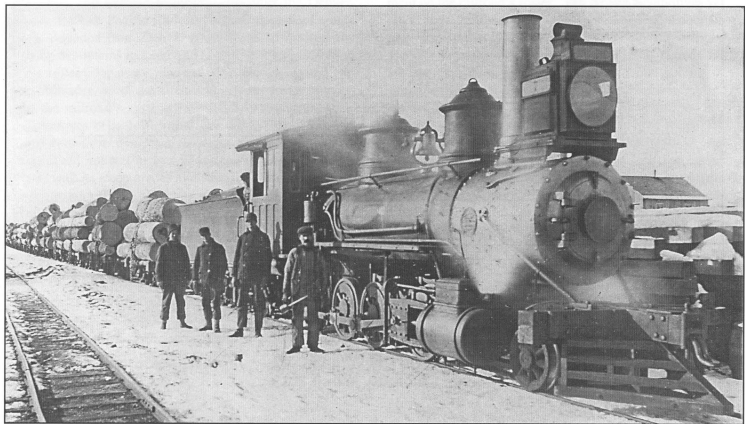
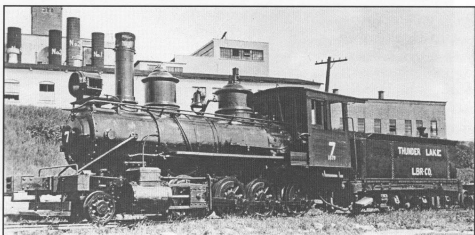
DSP&P No. 191 on the mixed train from Gunnison, Colorado, switches a string of loaded coal cars from the mine at Mt. Carbon in preparation for the return trip to Gunnison sometime between 1885 and 1889. The log cabins were used as living quarters for the miners and their families. (Colorado Railroad Museum collection)





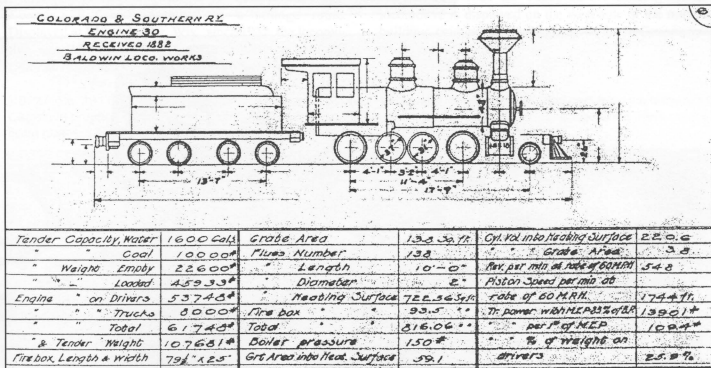
(Above left) DSP&P No.51 as delivered in 1880. (Above right) After renumbering to No. 191, it is shown turning on a wye. (right) Thunder Mountain Lumber Co. No. 7 at Rhinelander, Wisconsin in 1936 with electric headlight and switching foot-boards on pilot. (below) Washburn & North Western No. 7 at Washburn, Wisconsin circa 1903 with a heavy logging train. (all Colorado Railroad Museum Collection)

Reference- *Colorado Road* by F. Hol Wagner, Jr. 1970





The 191 was displayed for many years in its partially restored condition beside Chicago Burlington & Quincy O5-A No. 5629 illustrating the sharp contrast between 1880s narrow gauge locomotives and the 1940s era standard gauge giant. The folio sheet below for No. 30 is the same for No. 31. When this sheet was drawn, No. 31 had been sold. The engine is black with yellow lettering. (Photo and folio sheet from Colorado Railroad Museum collection)



This sheet produced by Robert Jensen, F. Hol Wagner, Jr., and Robert LeMassena. Colorado Railroad Museum, Golden, Colorado. March 2010