

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: - (2018)
Heft: 134

Rubrik: And finally... Pike's Peak Cog Railway

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BOOK (and Magazine) REVIEW

that the content will be varied. A copy of the preview magazine is available for free download at the website - below. The editor Stephan Kraus (who has built many of the Bemo show layouts) says that he already has sufficient material describing good quality layouts in-hand for the next five issues, which is very impressive for a new magazine. The paper quality and picture reproduction is very good indeed. In the preview issue there are articles about: Hupac wagons; SBB IC Dopplestock at various scales; a magnificent layout feature; modelling water (which I voluntarily supplied to the magazine); tin plate models; Piko's new SBB Ae 4/7; a track planning feature; making cobblestone roads; and some exquisite modelling by Marcel Ackle. A varied bag indeed. The magazine is available by subscription at €56.50 for five issues, each of a minimum of 64-pages. The first issue will be published in August 2018 and to subscribe to the magazine an application form is to be found on the website www.modellbahn-schweiz.de. This is definitely worth a look because it also features new items and, for example, when I looked there was a video with sound of the 'N-gauge' Fleischmann Swiss Rail Traffic Traxx locomotive. I was sure it was an HO scale locomotive until I read the text! Jolly good it looked, and sounded. Peter Marriott. 



And finally... Pike's Peak Cog Railway.

Bryan Stone reports on an endangered Swiss connection with the USA.



LEFT: MPP No 5 at Manitou. ABOVE: No.24 at Summit MPP Railway.

It may already be too late. The Manitou and Pikes Peak railway in Colorado has announced that its entire equipment, track, mo-

tive power and communications, has reached the end of its useful life, and that it will not reopen for the 2018 summer season and beyond. It softens the blow by suggesting it is considering what to do next. The line opened from Manitou, near Colorado Springs, as a standard gauge rack railway using the Abt system in 1891, just as SLM was delivering 800mm gauge rack railway systems in Switzerland to other railways we know such as the Snowden line in Wales. The route up to Pikes Peak is 14.3km long, with an average gradient of 16 %, and reaches an altitude of 4,300m (14,115ft.), the highest rail location in

the USA. The power was originally six Baldwin 2-cylinder compounds steam locos. Some of which are exhibited in Manitou, and also at the Colorado Railroad Museum at Golden. Engine No 4 is still, just, in working order. Steam was replaced by early diesel cars, not too successfully, but in 1960 came the Swiss connection. Martin Frick from SLM Winterthur was appointed General Manager of the railway and orders were placed with SLM for new railcars. These were modelled on those of the Rigi Bahn but for SLM utilising an unusual new diesel electric power unit. Their success led to further orders, including in 1984 double-car units with diesel and hydraulic transmission. In recent years Stadler of Bussnang has been helping to keep things going, but the announcement in March 2018 sounded ominous. Your Swiss News Editor rode up in July 2001, getting two 'standby' seats and enjoying a cloudless day with no trace of snow. The upper reaches, far above the treeline, are spectacular, bleak and inhospitable, but the view is of course amazing. However, this being the USA there is also a road to the summit. 