

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

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

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 16.01.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

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 Doppelstock 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, motive 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. 