

GRANDE GOLD

A LEVIN DIVISION PUBLICATION

FROM THE YARD MASTER

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FUTURE ISSUES

- THE MONTROSE AND NORTH FORK BRANCHES.
- THE ASPEN AND PLEASANT VALLEY BRANCHES.
- THE CRAIG BRANCH.
- THE MAIN LINE WEST OF BOND.

I recently had cause to search my North American photographic slide collection some of which is now 15 years old or more. I was returned to a railroad scene so different from today.

Solid loco power consists on the DRGW, 10 blue and yellow locos on Santa Fe lash ups, Southern Pacific locos with all those “extra” headlight packages complete and many in a clean and presentable condition. Utah Railway’s 45’s ran in SP and BN colours with Utah Railway lettering. B.C. Rail was changing to the red white and blue colour scheme which was something new for the old Alcos. U.P. was and still is U.P. B.N. was green as ever.

Some railroads like the

Oregon California and Eastern, the Carbon County R.R. and the Oregon Pacific and Eastern and others are gone.

To see three repowered GE’s of the O.C&E with their 80 odd log cars and two cabooses heading east and climbing the grades to the switchback in the setting sun was as good as it gets.

Revisiting your own railroad pictorial records of days gone by can bring back a wealth of happy memories as well as a

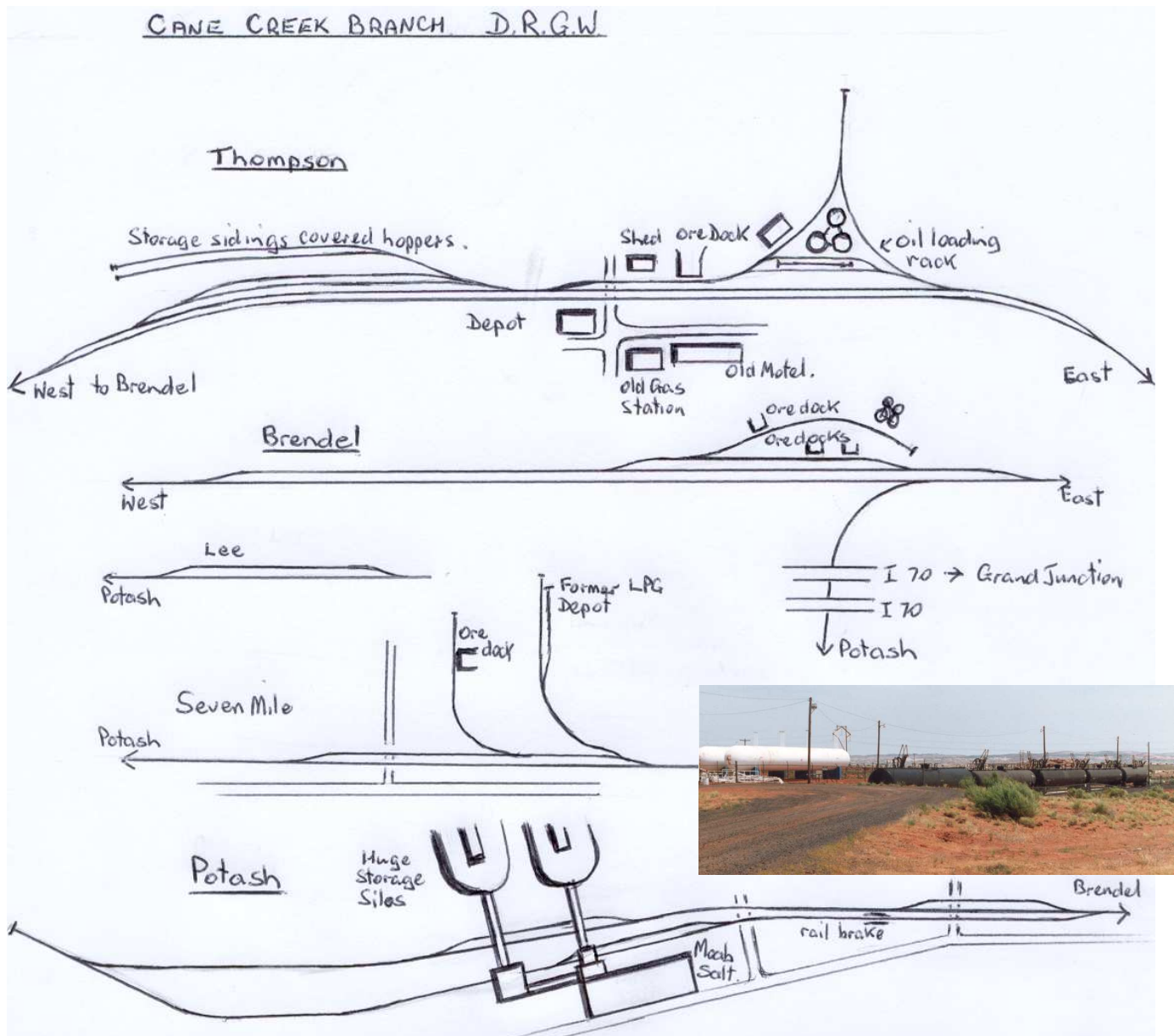


Natures Grande Gold.

raft of ideas for modelling if you are a model railroader.

For whatever reason it sometimes pays to convert your slides into colour prints. The scene below of the California Zephyrs in Glenwood Canyon is a case in point.

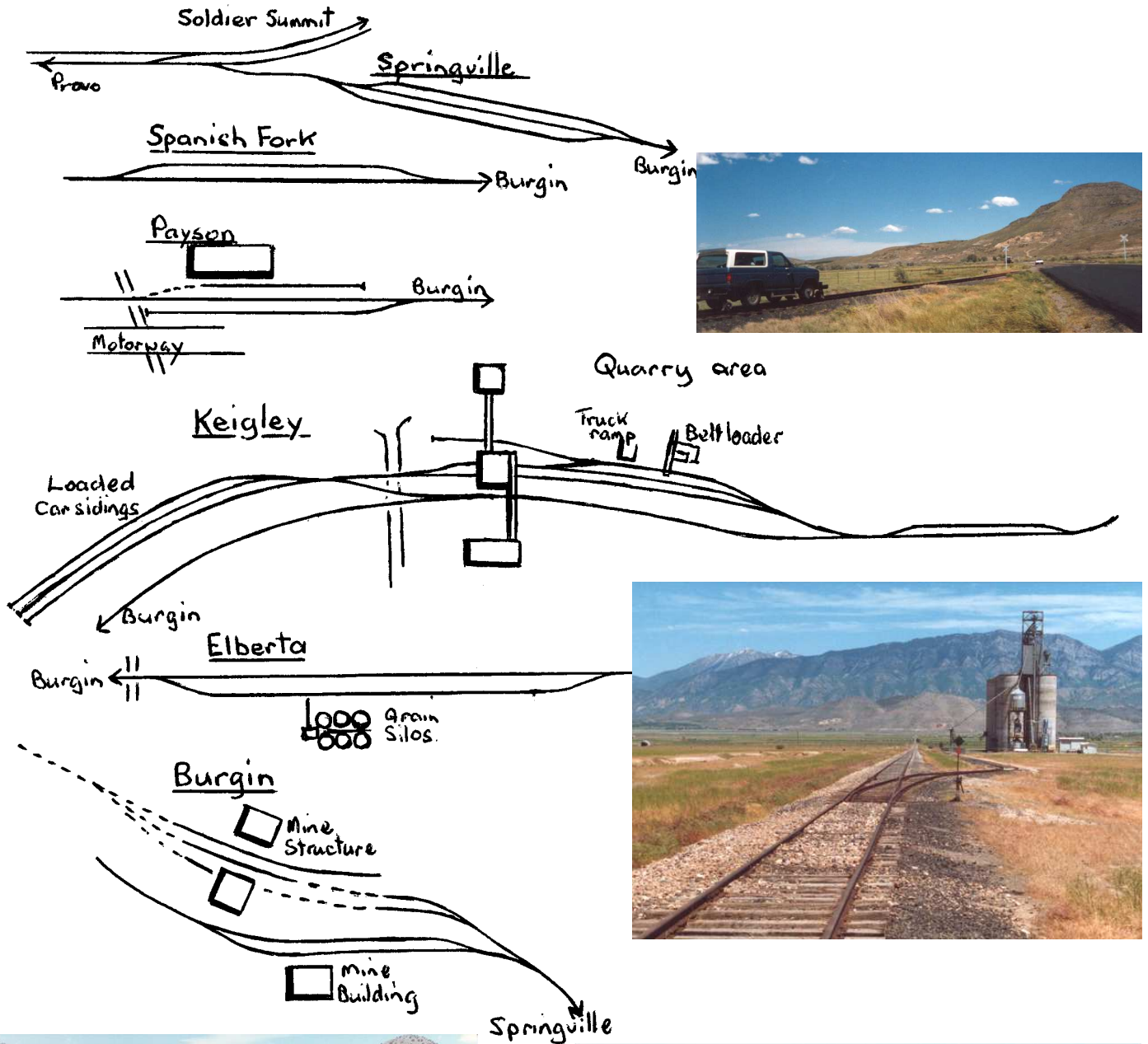




How the Cane Creek Branch was built and operated by the DRGW is well chronicled on video and in railroad periodicals. Details of the track at Thompson are included as hopper cars were stored here before being hauled to Moab for loading. The LPG facility at seven Mile has long gone. It once comprised at least four large LPG storage tanks and six tank car unloading platforms. In 1998 the branch saw one train a week operating out of Grand Junction each Friday.

The rails to Moab pass through some of the most incredible red coloured sandstone formations in the west. Some areas are very rugged and others comprise smooth towering cliffs which rise hundreds of feet above the banks of the Colorado River. At the foot of these cliffs is located the railroad which on our visit had recently seen a huge boulder slam onto the right of way. The load out facility at Moab itself is located on the banks of the Colorado River. The processed minerals are stored in huge covered silos which can be seen in the background in the above photograph.

TINTIC BRANCH



Top picture. A DRGW inspection car about to cross a road crossing between Elberta and Keighley.

Grain silos at Elberta.

Above left. A view of the sidings at Burgin. All but abandoned.

Above. Part of the crusher load out facility at the quarry at Keighley.

Left. A wooden trestle not far from Burgin.

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THE TINTIC BRANCH

This branch line once extended into and over the mountains to the mining district at Eureka. The road bed can still be seen some of the way and what a show it must have been in the days of steam with its steep grades and sharp curves and even a spiral loop.

In 1988 the line was intact to the former junction at Pearl and onto the remains of the mines around Burgin. As far as I am aware only occasional runs were made as far as Elberta. Limestone from the quarry at Keighley for the steel mill at Geneva near Provo was the only major traffic in later years.

Many photos have appeared in the railroad press showing the wooden trestle carrying the DRGW tracks over the U.P. line which heads south to join the original Los Angeles and Salt Lake R.R. near Lynndyl.

The tracks at Keighley were laid on grades and it would appear that after being loaded the hoppers could roll by gravity onto the three track storage siding shown in the track plan. Loading hoppers could be carried out via

the overhead bin system, by a conveyor belt or directly by truck. We were not fortunate enough to see a train working this branch.

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TRACK PLANS

Any one looking at the series of track plans appearing in *GRANDE GOLD* ,and those published over the past few years in *THE DISPATCHER*, a bimonthly publication for N.Z. modellers of the American prototype, will notice that there are some station yards not recorded or referred to. There are several reasons for these omissions. Often a yard or industry is accessed by an obscure side road or that access is denied for security reasons. Missing the appropriate turnoff is the most common and easy enough done in a foreign country. The area around Burgin and Elberta was recorded in 1988 but it was not until 1995 that I found the side road to the quarry at Keighley.

Find a train running on some of these short lines and the chase that ensues means that

the recording of tracks around depots and industries becomes of secondary importance. The copper Basin Railway, California Northern R.R., Willamette & Pacific R.R. and the Eastern Idaho R.R. were some of the short lines where we were presented with this option.

Recording the passage of the train was our first priority.

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TRAIN TIME AT YARMONY

A work train is stationary on the main at Yarmony lead by a tunnel motor operating long hood first. An eastbound four unit coal and mixed freight gets the roll by as it passes on the loop line.

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NEXT ISSUE

Track layouts on the Montrose and North Fork Branches and more.

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