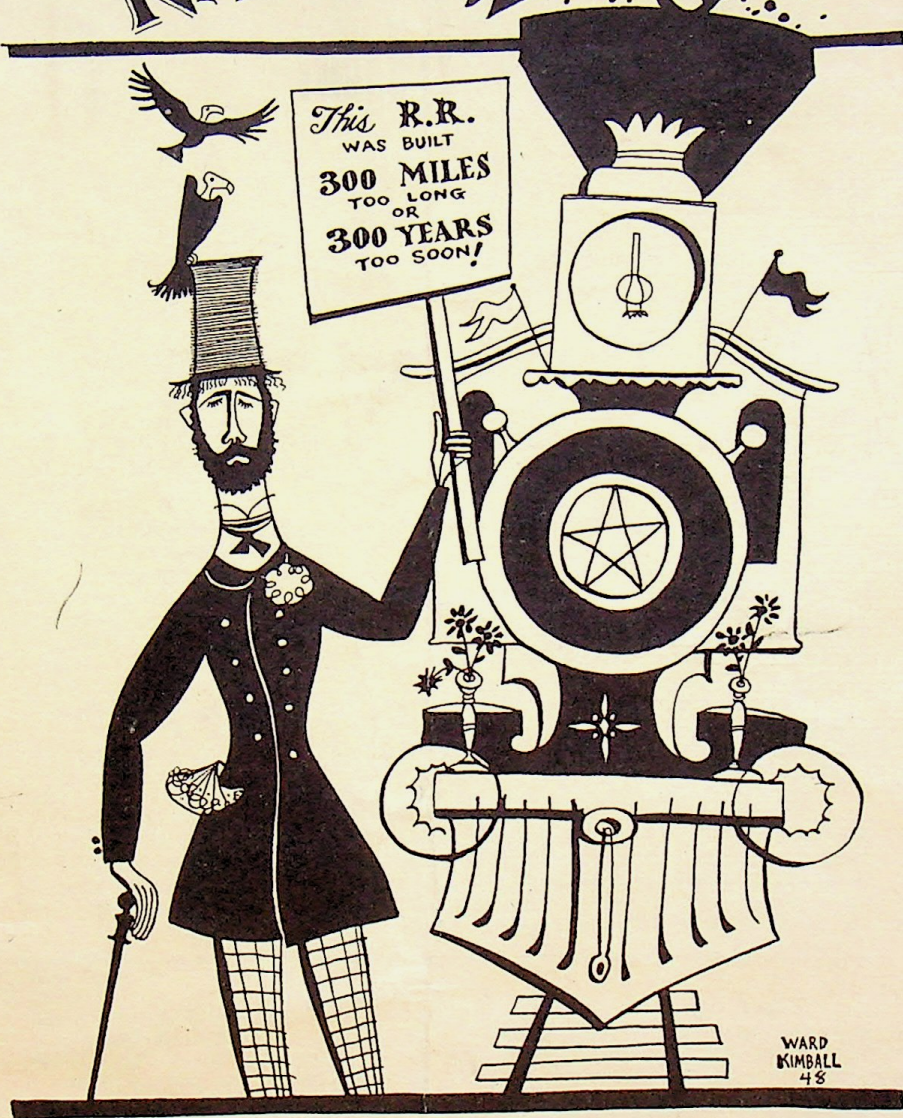


WEEKEND NARROW On the GAUGE



PACIFIC COAST CHAPTER
Railway & Locomotive Historical Society, Inc.

EASTERN CALIFORNIA MUSEUM

Arthur T. Kelley

PACIFIC COAST CHAPTER

Railway & Locomotive Historical Society

WEEK-END ON THE NARROW-GAUGE!

THIS PUBLICATION is issued October 9, 1948, as a special issue of the CHAPER NEWS published by the Pacific Coast Chapter of the Railway & Locomotive Historical Society, Inc., for the "Weekend on the Narrow Gauge" tour of the narrow gauge lines of the Southern Pacific Company.

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Material in this issue has in great measure been taken from publications issued and copyrighted by the Railway & Locomotive Historical Society in recent years as follows:

HISTORY OF THE VIRGINIA & TRUCKEE RAILROAD by

Gilbert Kneiss

LOCOMOTIVES OF THE SOUTHERN PACIFIC COMPANY by

G. M. Best

Material on page seven from "Wheel Clicks", publication of Railroad Boosters, Los Angeles, to whom thanks go for the arrangements for the group joining our trip from Southern California.

Additional material supplied by Gilbert Kneiss, G. M. Best and the files of "The Western Railroader". Special thanks to Ward Kimball for the front cover.

Recognition is also in order for the committee which worked so hard to make this trip a success: GILBERT KNEISS, as chairman; STANLEY MERRITT, secretary and ticket seller; LOUIS STEIN, who with Gilbert Kneiss made a trip to Carson City and Bishop to make overnight and meal arrangements; FRED STINDT, who made railroad and bus arrangements; ERICH THOMSEN, technical advisor and trip safety chairman; and FRANCIS GUIDO, publicity and publications.

Thanks also to RAILROAD BOOSTERS, Los Angeles, who made arrangements for the group from Southern California to join our trip. Their cooperation on this and other trips in the past is most appreciated.

Naturally, no such trip as this can be operated without the aid and cooperation of railfans and friends from all railfan groups, historical societies and photography clubs. Many have extended official cooperation and we are most grateful. We promise our support to a united effort for successful fan trips by all groups in 1949.

After the trip if memories of "Weekend on the Narrow Gauge" plague you, make a pilgrimage to the Bayshore Shops in San Francisco and visit the Southern Pacific narrow gauge locomotive that sits along side the highway in stationary boiler service. You can stand back and in your mind's eye see it rolling through the sage. Thus perhaps you may extend "Weekend on the Narrow Gauge" until the time that you might visit the line again or perhaps a lifetime.

Carson & Colorado Railroad

(Southern Pacific Narrow Gauge)

The Southern Pacific's narrow gauge line in the Owens Valley is the remains of a grand vision on the part of the then owners of the Virginia & Truckee Railroad to tap new bonanzas in the Nevada deserts southward from the mines of Virginia City. As Gilbert H. Kneiss told it in his history of the V&T:

"The Carson and Colorado Railway was built in 1880 from Mound House on the Virginia and Truckee and was intended to reach the Colorado River. It actually got as far as Keeler, California, 293 miles away and there it stopped. The road was narrow-gauge---a slim steel ribbon through three hundred miles of sagebrush desert. There was great mining activity throughout this region, mostly prospecting it is true, but Mills and Sharon hoped for the discovery of a new Comstock Lode and intended to be on the spot to control it. As it was, the largest town on the whole line was Hawthorne, a village of five hundred.

"No new bonanzas were found. The little yellow trains on the Carson and Colorado often left MoundHouse without a single passenger. Some freight traffic in borax from Owens Lake developed, but on the whole, the road was in a pretty sad proposition. Still it dragged along. Then in 1899 gold was found at Tonopah, near the line of the Carson and Colorado. But the announcement of a new gold strike in Nevada was a commonplace. Six months later they were usually forgotten.

"Perhaps the Southern Pacific had better information for it purchased the Carson and Colorado in 1900 for \$2,750,000. It is doubtful whether Sharon would have made such a deal---he was always too much of an optimist where mining ventures were concerned---but the Senator had died in 1885. At any rate the Virginia and Truckee soon regretted bitterly having sold down the river the line they had tided over twenty starving years.

"For Tonopah was not forgotten in six months. Instead its mines began to ship ore in large quantities and the rush to Southern Nevada began. The Nevada and California Railway as the Southern Pacific renamed the Carson and Colorado more than repaid its purchase price in a single year. Two years later the Goldfield strike was made and the narrow-gauge was simply swamped with the amount of traffic it had to handle.

"The boom traffic ended for the Virginia and Truckee even more suddenly than it had begun. The Southern Pacific did not enjoy handing a slice of its earnings to a short road that happened to be wedged between two of its own lines, and decided to buy it also. The Virginia and Truckee owners set a price but the big road considered it far too high. There was a cheaper way out and the Southern Pacific built from Hazen on its main line to Churchill on the Nevada and California and routed traffic on its own rails all the way.

"Mound House, instead of a busy junction, was suddenly a memory. Trains were run over the stretch between Churchill and MoundHouse until 1932 but traffic was negligible. Today there is nothing left to show for the feverish activity which once marked the spot except for a station and a crumblin engine-shed---both deserted. The rusty rails were torn up in 1937."

The traffic to Tonopah grew to the proportions that the Tonopah Mining Company organized the Tonopah Railroad in 1904 to build a narrow gauge line from the Nevada and California at Rhodes to Tonopah which opened for business the latter part of the same year. The Goldfield Railroad was organized in 1905 to extend the line to Goldfield, but the Tonopah Railroad and the Goldfield Railroad were consolidated later in the year.

The Southern Pacific meantime had decided that the transfer of freight from standard to narrow gauge equipment was no longer justified and decided to standard gauge the line so far as the Tonopah traffic was concerned. The Nevada and California was standard gauged to Mina, though three rail operation for Tonopah and Goldfield Railroad operation was retained to Tonopah Junction. The Tonopah Railroad was standard gauged in 1905 and the standard gauge operation between Mina and Goldfield opened May 31, 1907.

The narrow gauge between Mina and Keeler continued with borax, some mining and cattle keeping the line going. The Southern Pacific built a standard gauge line northward from Mojave to Owenyo to connect with the narrow gauge providing a through route behind the Sierras. This route was for many years planned to be standard gauged as a short cut from the Southern Pacific's overland line to Southern California. Perhaps the 7122 foot summit of Mt Montgomery Pass on the narrow gauge and the building programs elsewhere caused the Southern Pacific to shelve the program. Even as late as World War II the plan was under consideration and it was rumored that early in the war the project was revived as an alternate route beyond the range of ship based bombers.

But we're ahead of our story, for the business on the narrow gauge between Mina and Keeler kept falling off and on February 20, 1938, the last train operated over the portion between Mina and Benton over Mt Montgomery Pass. The round house at Mina was removed and the Keeler branch, as it was renamed, became part of the San Joaquin Division instead of the Salt Lake Division. Train service was over the period gradually reduced until on December 17, 1938, regular mixed service which had consisted of trains numbered 611 and 612 one trip per week were discontinued. Thereafter all trains operated as extras and no passenger service was offered.

During World War II the narrow gauge saw some operation serving the relocation camp for Japanese-Americans, but some of the extra engines were removed for stationary boiler service replacing standard gauge engines previously used.

Today the line operates from Laws to Keeler with the engine house and shops at Keeler. Connections are made with the Standard gauge at Owenyo. Main hauls are the cattle and the potatoe crop for which the Owens Valley has become famous. Perhaps the purchase of the water rights in the valley by the city of Los Angeles have cut-off all hope of the area becoming a highly agricultural area, but the narrow gauge keeps running.

DIMENSIONS

Numbers	Dvs	Cyl	Weight	Wgt/Dvs	B.P.	T.F.
1, 2, 3	41	14x18	48000	32000	140	8517
4, 5, 6, 7, 8	44	14x18	49000	33000	140	9330
9, 10	48	15x18	52000	33000	140	10040
11, 12	45	14x18	73600	57000	140	9330
13	36	15x18	57100	51400	130	12430
14, 15, 16, 17	51	16x20	83900	68200	145	12370

1	40	17x20	94000	84000	180	22110
3	42	12x18	41600		130	6820
4, 5, 6, 7	44	15x18	72690	54000	160	12500
8, 9, 18	44	16x20	81000	62000	180	17800
22	42	16x20	87400	69000	180	18650

Carson & Colorado Railroad

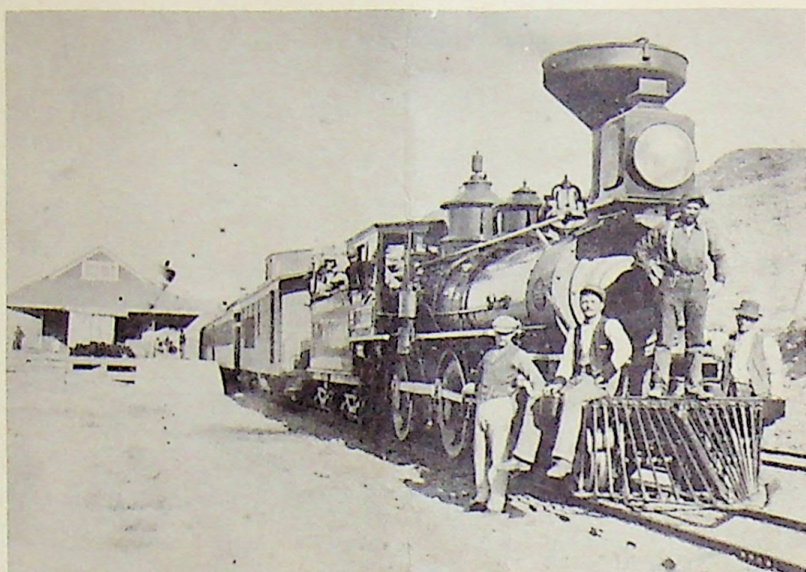
(Southern Pacific Narrow Gauge)

1	"Candelaria"	4-4-0	Baldwin #5285	1880	sold to Eureka & Palisade Ry in 1907, became #8. scrapped in 1907
2	"Colorado"	4-4-0	Baldwin #5428	1881	scrapped
3	"Bodie"	4-4-0	Baldwin #5430	1881	scrapped
4	"Churchill"	4-4-0	Baldwin #5782	1881	sold to Nevada County N.G. in 1920, became #7. scrapped 1-20-32
5	"Belleville"	4-4-0	Baldwin #6089	1882	scrapped 1907
6	"Hawthorne"	4-4-0	Baldwin #6090	1882	scrapped 4-20-33
7	"Benton"	4-4-0	Baldwin #6687	1883	scrapped 2-10-32
8	"Darwin"	4-4-0	Baldwin #6689	1883	scrapped 1-20-32
9	ex-SPC 16	4-4-0	Baldwin #7604	1885	scrapped 4-20-33
10	ex-SPC 17	4-4-0	Baldwin #7605	1885	scrapped 1-20-32
11	ex-SPC 11	4-6-0	Baldwin #5649	1881	originally 2-6-0 rebuilt 1906 scrapped 6-30-34
12	ex-SPC 12	4-6-0	Baldwin #5650	1881	originally 2-6-0 rebuilt 1906 scrapped 6-30-34
13	ex-SPC 13	2-8-0	Baldwin #6157	1882	sold Lake Tahoe Ry 8-31-15 #13 scrapped 11-27.
14	ex-SPC 18	4-6-0	Baldwin #7939	1886	scrapped 12-35
15	ex-SPC 22	4-6-0	Baldwin #9929	1889	scrapped 12-35
16	ex-SPC 19	4-6-0	Baldwin #7941	1886	scrapped 12-35
17	ex-SPC 21	4-6-0	Baldwin #8487	1887	

Replacements after 1927

1	ex-NCO 14	2-8-0	Baldwin 41300	1914	sold Nevada County N.G. 12-31-33 #9
3	ex-NCO 3	4-4-0	Baldwin #8791	1887	scrapped 6-30-34
4	ex-NCO 4, 1st 6	4-6-0	Baldwin 17124	1899	scrapped 6-30-34
5	ex-NCO 5	4-6-0	Baldwin 17123	1899	scrapped 6-30-34
6	ex-NCO 6, 1st 8	4-6-0	Baldwin 22020	1903	scrapped 6-30-34
7	ex-NCO 7	4-6-0	Baldwin 22012	1903	scrapped 6-30-34
8	ex-NCO 8	4-6-0	Baldwin 31445	1907	
9	ex-NCO 9	4-6-0	Baldwin 34035	1909	
18	ex-NCO 12	4-6-0	Baldwin 37395	1911	
22	ex-NCO 22 ex-Florence & Crippled Creek #22	4-6-0	Schen. #5399	1899	

LOCOMOTIVES OF THE SOUTHERN PACIFIC
By G. M. Best



Carson & Colorado engine number 4, "Churchill" with crew.

NARROW GAUGE LOCOMOTIVES OF THE TONOPAH R.R. & GOLDFIELD R.R.
(Three-Foot Gauge)

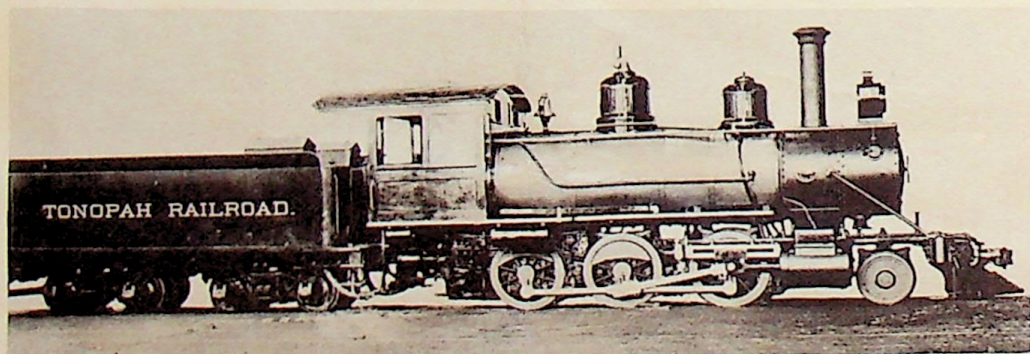
Goldfield Railroad

1	4-6-0	Baldwin	# 25269	March, 1905
2	2-8-0	Baldwin	# 25233	March, 1905
3	0-6-0	Baldwin	# 25125	Feb., 1905

Tonopah Railroad

4	2-6-0	Baldwin	# 24689	Sept., 1904
5	4-6-0	Baldwin	# 25234	March, 1905
6	4-6-0	Baldwin	# 25235	March, 1905
7	2-8-0	Baldwin	# 25141	Feb., 1905
8	2-8-0	Baldwin	# 25169	Feb., 1905
9	2-8-0	Baldwin	# 25183	Feb., 1905
10	0-6-0	Baldwin	# 25124	Feb., 1905

All ten of these engines were sold in 1907 when the lines were standard gauged by the Tonopah & Goldfield R.R. - G. M. Best



Builder's Photo by Baldwin of Tonopah R.R. #4

★ Tonopah & Tidewater R. R.

and other Nevada railroads • Reprinted from a special souvenir supplement prepared for passengers on the Death Valley Excursion . . .

The Tonopah & Tidewater RR. was incorporated July 19, 1904, to build from Ludlow, Calif., to Tonopah, Nevada. Financed by the Pacific Coast Borax Co., it was constructed to haul the products of their borax mines, formerly at Zabriskie, to the Union Pacific at Crucero and the Santa Fe at Ludlow, as well as to tap the boom mining region around Tonopah. The road is standard gauge, laid in 52, 60 and 65 pound rail, with a maximum grade of 1.5 percent.

About fifteen years ago active borax mining was discontinued in Death Valley due to the discovery of better fields at Kramer (on the Santa Fe, between Barstow and Mojave). The many small mines, gold, silver, iron, tale, etc., and a dwindling tourist traffic remain as the principle source of revenue. In 1933, the tracks from Crucero to Ludlow were abandoned and torn up.

Leaving Crucero, on the edge of the great Mojave Desert, the line drops down slightly to Ransom, where a good supply of potable water is located. Baker, the next stop, is an important point on the Las Vegas-Boulder Dam highway. Continuing a gradual descending grade, the railroad swings into Silver Lake, a telegraph station from which passengers can see a number of tale mines.

From Silver Lake to Shoshone the tracks wind upward through the Amargosa Canyon passing Riggs, Valjean, Dumont, Sperry, Tecopa, and Zabriskie. This part of the line is the most interesting and by far the most scenic. At Tecopa may be seen the remains of a small locomotive used on the once-important Tecopa R.R. until 1933.

The next 26 miles brings the railroad to Death Valley Jet, at an elevation of 2037 feet. This is the highest station on the line, and here the line from the Amargosa Borax Works joins the T & T main line. Death Valley

Jet is the headquarters for the Pacific Coast Borax Co., and the Amargosa Hotel, where may be found a very interesting display of minerals together with a souvenir shop, etc.

Crossing the Nevada-California state line near Leeland, the road drops 700 feet to Beatty, Nev. in the Amargosa Valley. Beatty is an important point on the highway between Northern Nevada and Las Vegas, and most of the mining activity in this district centers here.

Following are the histories, in brief form, of the many roads constructed in the years from 1904 to 1908 in the southern part of Nevada.

TONOPAH AND TIDEWATER

Incorporated in 1904 to build from Ludlow, California, to Tonopah, Nevada, a distance of 280 miles. Completed 170 miles to Beatty by December 19, 1907. Although proposed to continue north to Tonopah, competition by the Las Vegas and Tonopah R.R. and the Bullfrog-Goldfield R.R. made it impractical to proceed further. In 1933 the road abandoned 27 miles from Crucero to Ludlow, severing their connection with the Santa Fe. This leaves the present line 143 miles long from Crucero to Beatty.

TONOPAH R. R.

Incorporated in the Spring of 1904 by the Tonopah Mining Co. to construct a three-foot gauge line from Rhodes, Nevada, to Tonopah. This was completed in the latter part of 1904. In Sept. 1905 an extension was proposed to Goldfield and Bullfrog.

GOLDFIELD R.R.

Incorporated February 1905 to build a railroad from Tonopah to Goldfield, a distance of 31 miles.

TONOPAH & GOLDFIELD

Incorporated in 1905 as a consolidation of the Tonopah R.R. and the Goldfield R.R. About this time the Tonopah R.R. changed to standard gauge to facilitate freight movement over the lines.

Standard gauge tracks were finished from Mina, Nevada to Goldfield May 31, 1907.

BULLFROG-GOLDFIELD R. R.

Organized by the Tonopah and Goldfield R.R. in June, 1907 to continue the T & G line to Bullfrog and Rhyolite. This line (81 miles) was completed by Sept. 13 of the same year. With its extension from Rhyolite to Beatty a through line was established from Mina, Nevada, on the S.P. Carson and Colorado Division to Ludlow on the Santa Fe, a distance of nearly 375 miles.

LAS VEGAS AND

TONOPAH R. R.

This road was projected in 1905 as a subsidiary of the Los Angeles and Salt Lake R.R., to run from Las Vegas to Tonopah, a distance of 215 miles. The line was completed as far as Beatty and Rhyolite in Dec., 1906.

TONOPAH AND GREENWATER

Organized by the L. V. & T. in March, 1907, to connect the Amargosa Borax Works at Greentwater with the L. V. & T. main line at Gold Center, south of Beatty.

The whole 117 mile Las Vegas and Tonopah R.R. was abandoned in 1918 except for the line west of Death Valley Junction, which the Tonopah and Tidewater now controls.

T & T Locomotive Roster

No. 1, 4-6-0 built by Baldwin in 1895. 19 x 24 cylinders, 63 in. drivers, 180 lbs. pressure, 21,000 lbs. tractive force and weighs 128,690 lbs.

No. 7, 8, 2-8-0, Baldwin, 1907, 22 x 28, 55 in., 180 lbs., 37,690 t.f., weigh 183,800 lbs.

No. 9, 10, 4-6-0, Baldwin 1907, 19 x 23, 55 in., 200 lbs., 25,325 t.f., weigh 146,500 lbs.

The tonnage rating over the line is 500 for No. 1, 800 for 7 and 8, 600 for 9 and 10, and 80 for motor No. 99.

In addition the road owns 34 freight cars, 4 passenger cars, and 12 service cars.

To complete the histories issued by Railroad Boosters in April, 1938, let it be noted that the Tonopah & Tidewater was so badly damaged by the flash floods in the Spring of 1938 that no heavy operations were thereafter conducted. The ICC allowed the line to suspend operations, but the track and equipment remained until 1942 when the government ordered the line torn up for war uses elsewhere.

The Tonopah & Goldfield lasted until last year about this time, but the roadbed and equipment had been permitted to fall in such bad shape that the line at last literally folded.

