

The conclusion of RMC's Fan Trip on the

GORRE & DAPHETID


Last month's report covered the Port to Akin segment of our trip on RMC No. 4. This series of photos shows the concluding portion of our journey to Andrews.

Last month we printed seven photographs taken by Gorre & Daphetid official photographers which depicted the highlights of an excursion over the G.D. Line through the Akinbak Mountain range in the western United States. The photos showed that portion of the trip from our arrival at Port until we stopped for lunch in the town of Akin. This month, eight additional photos cover the remainder of our trip to Andrews.

Power for both portions of the trip was supplied by an old but capable wood-sheathed gas-electric, #60, while officials, guests and RMC staff members rode in the

well-traveled No. 4, the *Ramsey*. Some concern about #60's ability to get the heavy-weight observation up the 4% grades was expressed by G.D. shop personnel, but the motor car's crew promptly suggested a few bets on the side—and the nay-sayers dropped the subject.

Several planned photo run-bys were made. At least one called for #60 to start on a 4% grade, and the ensuing show of exhaust smoke and sparks was without a doubt the highlight of the trip.

We hope you enjoy reviewing these graphic records of our trip with us. 

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As we pulled the 4% grade out of Akin, we rounded a blind cliff wall and approached two of the highest bridge gaps on the present G.D. Line. The signal just ahead of our motor car protected us from opposing trains. As expected, the heavy observation

car caused some wheel slippage on the light and somewhat overloaded gas-electric #60. At this point in our journey, we were rapidly climbing above the tree line as we continued our inspection tour after the stop at Akin for lunch.

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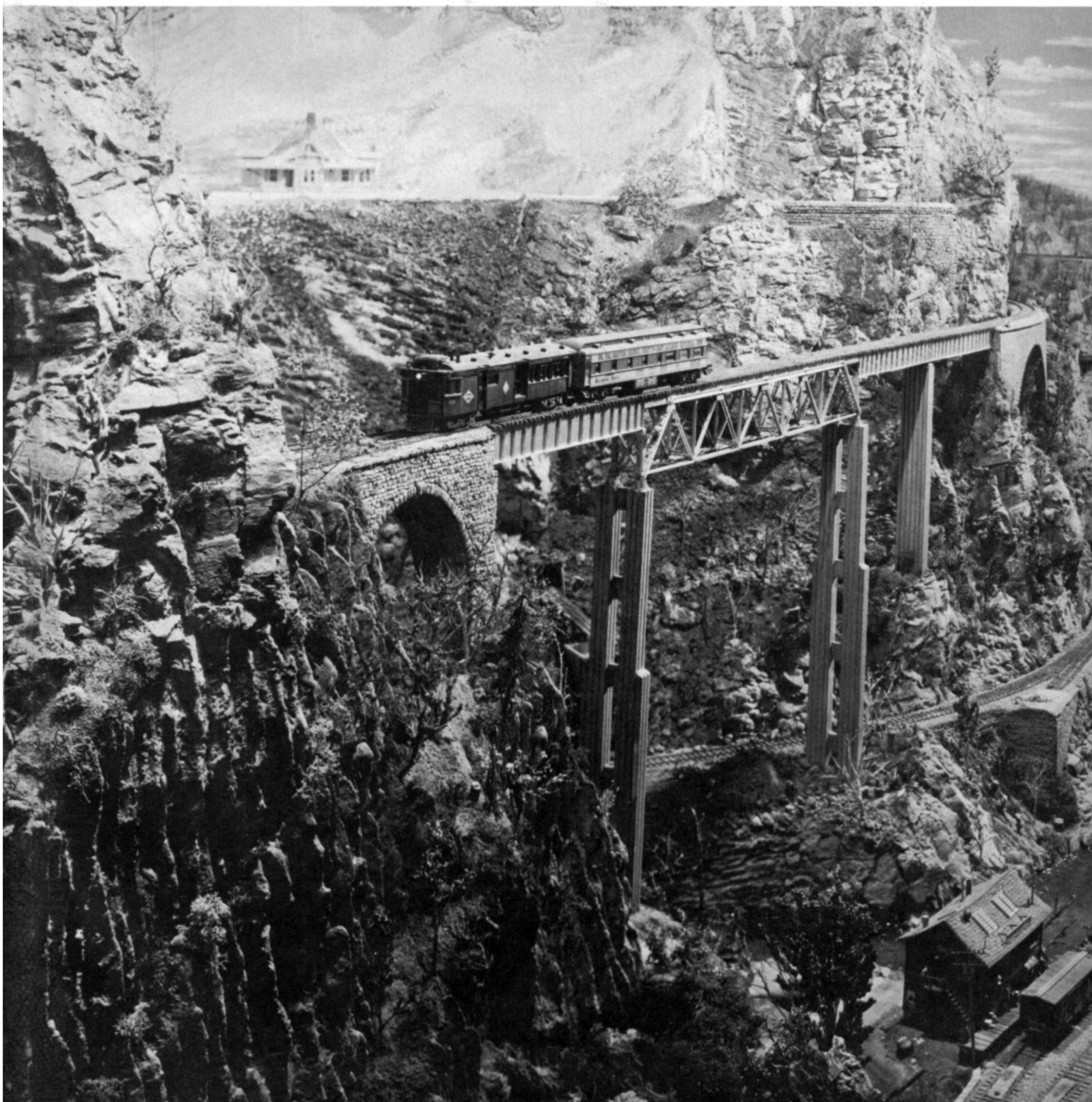


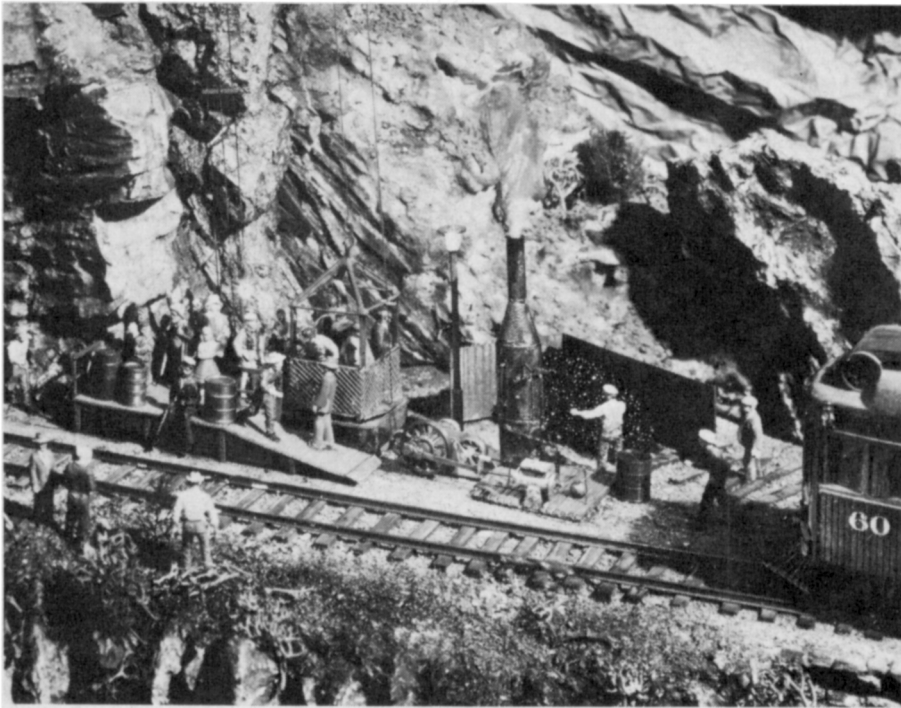
Part Two

Photographed by John Allen

After negotiating the blind curve, the short train shot out over a very high bridge which carries the track far above Squawbottom Creek. Though a steep grade still faced the gas-electric at this point, we slowed down as we approached Eagles Nest. A short rock tunnel pierces this pinnacle. Operating plans called for our train to stop here long enough to allow the photographers in the group to get off; the train then backed across the high bridge for a photo run. A number of people also detrained at this point for the short lift trip up to the inn (see photos 9A and 10). Others got

out to "watch the photo run," though their rather white faces clearly told another story: one trip over that high bridge was more than enough in one day! At this elevation the temperature was noticeably colder than at either Port or Akin; in fact, a few feet higher up there was snow on the ground as may be seen in the far distance. The thin air on this portion of the G.D. Line did little to help the already overworked gas-electric car, but the local's engineer had faced similar tasks in far worse weather and managed to coax the old wooden car up the 4% grade.





While some of the passengers watched and photographed the train's rerun over the bridge, others took the cable car lift to the top of Eagles Nest, the site of an inn and restaurant. The lift is powered by a vertical boiler, one-cylinder steam donkey engine seen at center.

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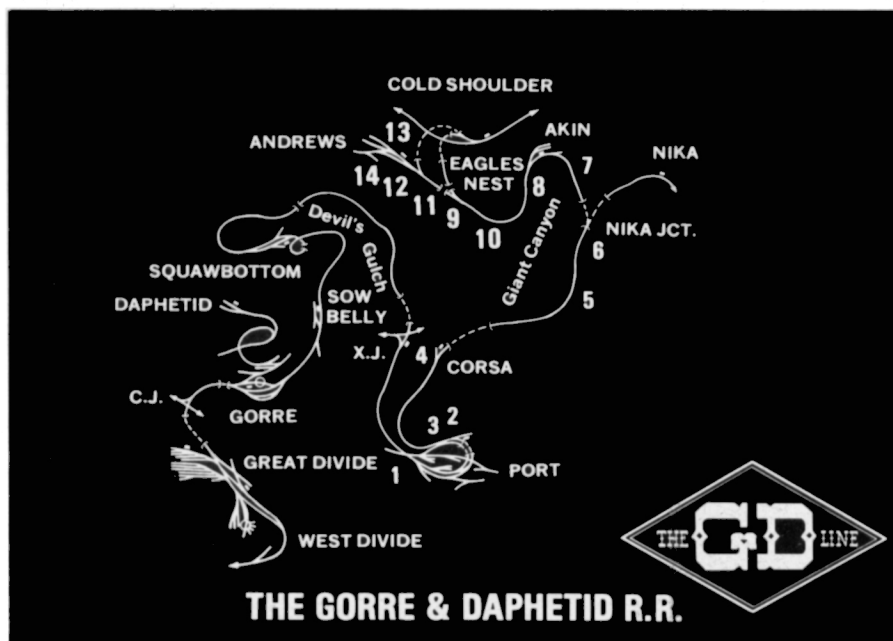
9A

A local passenger train passed under the bridge just as the gas-electric and No. 4 made a special photo run-by. The photo looks across the Giant Canyon toward the famous Devils Post Pile, and beyond to French Gulch. The drop to Squawbottom Creek is almost 200 feet, but excellent right-of-way maintenance and careful observation of all speed restrictions has thus far prevented any tragedies on the GD Line.

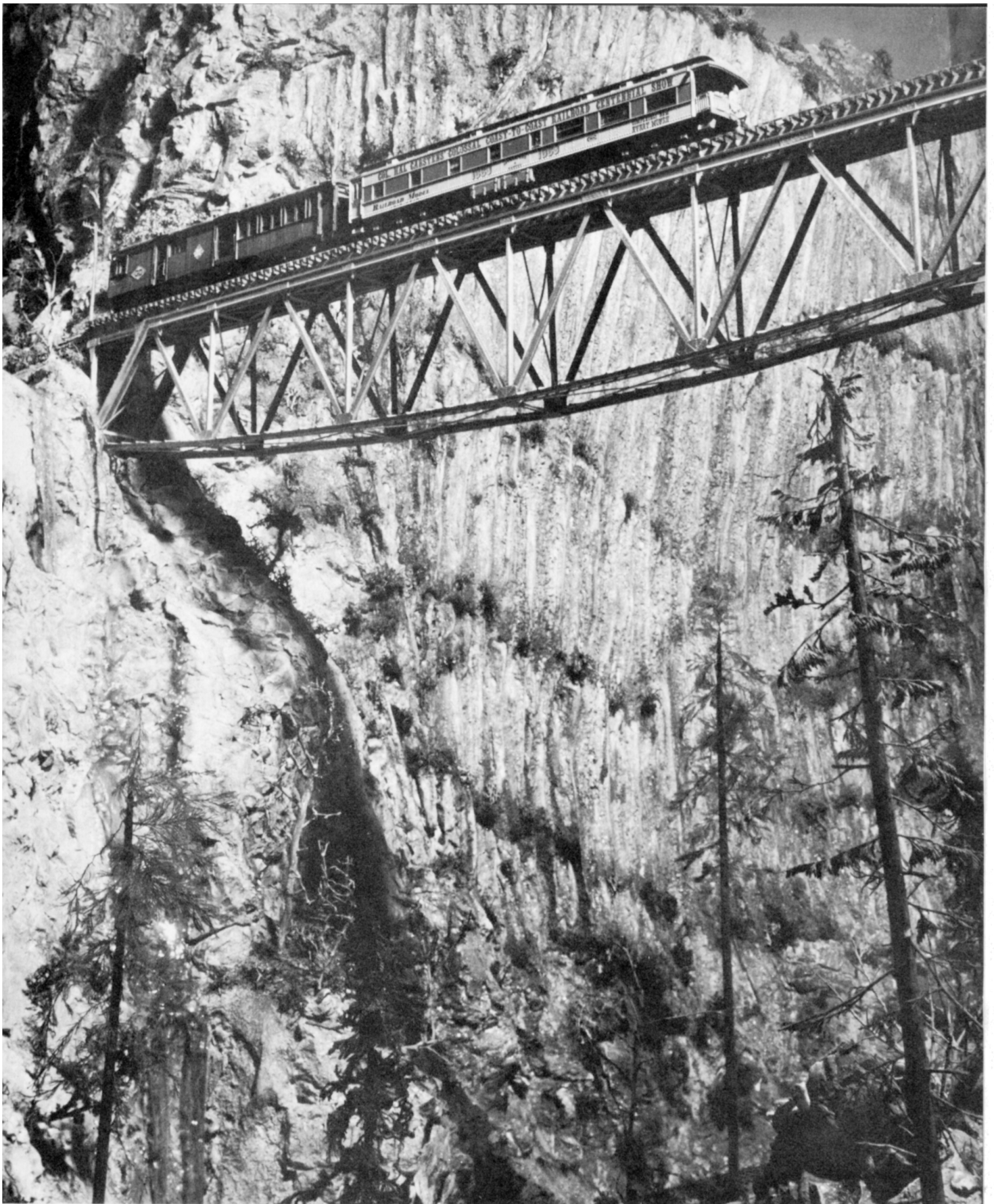




11 As our train cleared the short rock-lined tunnel at Eagles Nest, it was possible to look back and see the inn-restaurant structure perched atop the rock pinnacle. Those who took the lift to the top enjoyed the most spectacular vantage point in the entire Akinbak Mountain region. At left is a light freight coming down from Cold Shoulder on the mainline over a spidery steel arch bridge (we left the main at Eagles Nest and proceeded up a branch to Andrews). In the background we caught another glimpse of the snow covered mountains beyond Cold Shoulder.



This map of the entire G.D. Line has numbers placed to show the location of the private car Ramsey in the correspondingly numbered photos. Photos 1 through 7 were published last month.



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The Gorre & Daphetid bridge and building gang has faced just about every type of engineering problem known to railroading. This curved-chord Warren deck truss was constructed to span one of many spectacularly deep chasms near Eagles Nest. Another photo run was made for our benefit on this bridge, and—despite the apprehensions of the G&D officials—one of the party climbed down the rock face to get this rather majestic portrait of our spe-

cial excursion run. Fortunately for him, the walk from this point to our termination point at Andrews is not excessive, as the train continued on without him. This gorge is continually filled with the roar of the high water falls seen at the left in this photo. Mist from the falling water not only keeps the vegetation green but often helps create a rainbow during the times of the year when the sun can reach into the depths of this canyon.

At right is a photo of the train as it pulled into Andrews. It was greeted by postmaster Earl Flaws' truck as he waited for the train's mail. Earl gives the town good service (they often receive a letter the same week it was mailed). The old wood passenger station was expanded by jacking it up and building a new brick structure underneath. After the train stopped, we took the short walk to the Hotel Westward HO. This many-storied resort hotel was once the center of attraction when Andrews was a famous resort town. Many tourists came for the baths, good water, clean air and—in the winter—skiing. Since that time the industrial community has found it attractive. The giant Peterson grain elevator towers over the hotel, while nearby are such sanitary industries as ore processing, compressed gas, and a saw mill. The return trip on the following day concluded our excursion over the scenic Gorre & Daphetid.



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