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ROCKY MOUNTAIN SIA

During the first weekend in June, over 125 SIA members gathered in Colorado Springs for SIA's 39th Annual Conference. Built around the theme *Industry on the Frontier, Mountains on the Horizon*, the four-day event featured twelve tours, the annual business meeting (see minutes in this issue), a photography workshop (see continuing education article in this issue), and excellent paper sessions. In view of the inability to recruit a correspondent to write-up the traditional comprehensive coverage of the annual conference for *SIAN*, the following photo essay and several individual tour reports are offered in exchange. Thanks to all of the photographers and volunteer "cub" reporters who sent in their contributions!

Pikes Peak or Bust Tour. On Thursday, June 3, the Pikes Peak or Bust tour visited the **Manitou & Pike's Peak Cog Ry.** (M&PP) and Patsy's Candies. M&PP has been

in continuous seasonal operation since 1891 and travels 8.9 miles from Manitou Springs to Pikes Peak climbing in elevation from 6,571 ft. to 14,115 ft. with a maximum grade of 25 percent. The American Society of Mechanical Engineers recognized the M&PP as a historic landmark in 1976 (<http://files.asme.org/ASMEORG/Communities/History/Landmarks/5592.pdf>). Newer trains are motorized, dual-car units, Swiss-built and powered by four 350-HP Cummins diesel engines with Voith hydraulic transmissions. They contain 214 seats per paired cars. Cars run at about 10 mph uphill. While traveling uphill, a ratchet brake is always engaged to prevent the cars from descending in the event of power failure. On down trip, the maximum speed is 7.5 mph. The cars use dynamic hydraulic braking, transmission brakes, and axle brakes. Friction brakes are used to bring the cars to a full stop.

The M&PP uses a cog propulsion system designed by

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Bill McNiece

Maintenance crew makes a repair on the cog rail of the Manitou & Pike's Peak Cog Ry.

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