



The high point of the narrow gauge Carson & Colorado Railway (1883n) grade is Montgomery Pass, where the grade crosses the White Mountains 8 miles northeast of the Nevada-California border. The crossing of Montgomery Pass features a 247 foot tunnel at an elevation of about 7,100 feet, the only tunnel on the C&C route, but the tunnel is not a summit tunnel. Summit tunnels lower the maximum elevation of the grade and cross a drainage divide. The only tunnel on the C&C (1883n) is located on the western approach to Montgomery Pass to negotiate a minor topographic high. The narrow gauge tracks were removed in the 1940's.

This southward view of the White Mountains shows the C&C (1883n)'s western approach to Montgomery Pass, which requires two switchbacks to gain elevation from Owens Valley to the pass. The only tunnel on the C&C (1883n) is not quite visible from here but is located at the far end of the left-most (uppermost) switchback. Note the two deep cuts on the far left side of the photo; had these been much deeper they would have been tunnels instead of cuts. The actual pass is one mile northeast of this location and out of the field of view to the left. This slope is the scarp of the normal fault along which the White Mountains rose to elevations of over 14,000 feet. Sagebrush in the valley is joined up-slope by junipers and pinyon pines; the White Mountains above 10,000 feet in the distance are home to 4,000+ year-old bristlecone pines, the oldest organisms on earth.





Northwestward view of a rock retaining wall to support the C&C (1883n) grade on the eastern approach to Montgomery Pass.





Another rock retaining wall to support the C&C grade on the eastern approach to Montgomery Pass.