

Day 3: 230 miles for the day, and 759 miles from home.

Another great day in a Model T. When I checked the weather this morning at 7:00 in Limon it was 48 degrees. I opted for jeans rather than shorts. I left the motel about 8:30, but by the time I got gas, checked and added oil, worked on the generator to get it working again, and adding air to a couple of tires it was 9:00 by the time I actually got out of town. As you leave Limon on Hwy. 71 there is a sign that reads “no services next 75 miles”. It makes you glad that things are working well. (By the way, either changing spark plugs, or new gas, or a generator that is working helped with the engine miss. It ran great all day.) Then when you pass through Ordway after 75 miles, there is another 80 or so miles with “no services” before you get to Walsenburg. The scenery is pretty desolate through this whole area. Still driving through it in a Model T, there is a tranquil beauty about it. Lots of wide open country.



Some of the scenery was even more desolate than this.



Even in this country, though, are some pretty plants.

After having some good Mexican food in Walsenburg I continued west now starting into the mountains. Highway 160 from Walsenburg to Alamosa is a good road, but is fairly heavily traveled. Fortunately there are passing lanes fairly regularly on most of it. I did opt to get off the main road and take the “Old La Veta Pass”. It is gravel, and I thought it was where Hwy 160 used to run, but checking online I found this.

By 1876 the Denver and Rio Grande Railway Company—later the [Denver & Rio Grande Western Railroad](#) -- built a narrow gauge railroad through a right-of-way to the plaza and 200 acres (0.81 km²) for a town site donated by Francisco and Daigre. The tracks continued over what is known today as “Old La Veta Pass”, completing a trek up to an elevation of 9,382 feet (2,860 m) to a depot built by 1877 in a place known as “Uptop” and west into the San Luis Valley. In 1899 The railroad converted the rails to standard gauge and rerouted the rails to Veta Pass, 9,242 feet (2,817 m), 9 miles south of La Veta Pass. The old narrow gauge roadbed was converted to a wagon road. Though gravel, it can still be traversed by passenger vehicles in good conditions.



Old La Veta Pass

If it had not been for the auto-off function on my cell phone, I would have had a couple of good wildlife photo opportunities. At one point a bobcat wandered on to the road and then off into the trees. Then later there was a deer about 20 feet from the road in the trees. She just stood there and watched me drive by.

I drove that route all in low ruxtell (which is a two speed axle under-drive for you non-T readers). This was not so much due to the steepness of the grade, but because you can't, and really don't want to, drive much over 20 mph on this road. It sounds bad, but it is really a great Model T road.



The original 1877 train depot

I got to Alamosa at about 4:00. Since it was so early I contemplated canceling my motel reservations and going further. After checking on the route for the next day, though, I found that it is only 188 miles to Farmington, NM, so there was no reason to continue on today.

As I have been typing this, the clouds have rolled in, and there is thunder and lightning, so I just went out and put the cover on the car. And I haven't been out for dinner yet. If it clears off in a little bit I can walk to a restaurant not too far away, otherwise I guess I will have to heat up one of the cans of soup that I have with me. I hope it clears as I am wanting to heat the soup in the manifold cooker on my drive in to one of the stops where I will be camping.

Well, better get this posted. See you all tomorrow.