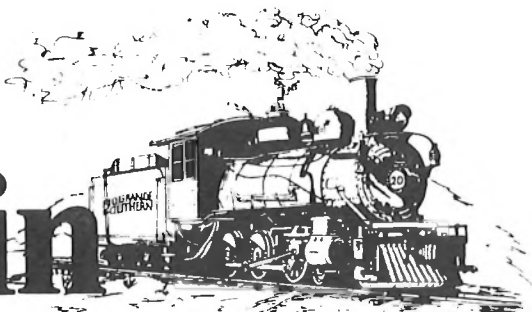


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 16, 1996 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,
2950 South University at Bates. Off-street
parking at rear (east) of meeting hall.
Please use the building's south entrance.

Jim Trowbridge..... Editor
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the May, 1996 Rail Report is due no later than April 16, 1996!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

April, 1996..... No. 439
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

APRIL 16 PROGRAM

One of the year's most widely anticipated programs has arrived! The Annual Potpourri Night will be held at the April 16th meeting. Who knows what wonderful material will be presented!? The variety has never failed to delight those in attendance. So, we suggest that you mark that date and make every attempt to be in the audience!!

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Street, Denver, CO 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, CO 80201-2391.

MARCH PROGRAM AND MEETING

No one was disappointed in the March program...it was as advertised--Outstanding!! Frank Stapleton provided a most delightful evening, presenting scenery, trains and people of Equador. In addition to photo runbys, we got a "bird's eye" view of the action from the engine cab, the pilot, and from the rooftops of passenger cars.

The little, funky trains passed through native markets set up right next to the tracks in the middle of the main streets, created some rodeo events, and, pleased our audience with some unforgettable scenes of 42-inch narrow gauge.

Our "Thanks" to Frank for the hours of editing to provide the one-hour of video from his three trips to Equador. Perhaps, we can twist Frank's arm to see some of his most recent footage of the "Eureka" on the D&SNG, or, scenes from his current adventure (as this is written) in Argentina!

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

| | |
|----------------------|----------------------|
| Jon F. Bockelman | Thorton, CO |
| John H. Grier | Colorado Springs, CO |
| Pennie Rice | Lakewood, CO |
| George A. Sellnau | Houston, TX |
| Associate Member: | |
| William L. Van Matre | Jamestown, CO |

Bulletin

APRIL MEETING DATE CHANGED

Due to a special event at Christ Episcopal Church being held on the 9th, we found it necessary to move the meeting date to the 16th. Please make a note of this meeting date change!

ANNUAL POTPOURRI NIGHT

We apologize for the failure to make note of the upcoming Potpourri Night until the March newsletter. This may account for only four sets of slides being turned in at the March meeting. We know that a few people just could not provide their slides by this meeting and are planning to get their slides to Erwin prior to the April meeting. Since the April meeting will be one week later than expected, there may still be opportunity for members to submit their slides to Erwin at his home, or, at Caboose Hobbies, Monday through Wednesday. Folks may also bring slides to the April meeting and we will make every effort to accomodate everyone!

COORS RAILROAD FIELD TRIP SOLD OUT!

The April 20, 1996 Field Trip to Coors to tour the railroad was completely sold out by the end of the March meeting. We wish to thank members for their support.

GRAND JUNCTION-TO-DENVER PRIVATE CAR TRIP CANCELLED

We regret to announce that plans to ride a Private Car Excursion from Grand Junction to Denver in July has had to be cancelled. Due to changes made in the schedule of these cars by the Smithsonian, we were unable to plan this excursion over a weekend outing. We will continue to look for other possible private car excursions in the future and will advise members of such trips in the Rail Report.

ANNUAL BOOK DRAWING

The Annual Book Drawing, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Prizes to be awarded at the April 9, 1996 meeting are as follows: 1st Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 2nd Prize--*Georgetown and the Loop* (Rky. Mtn. RR Club), Griswold, Kindig & Trombly; 3rd Prize--*Never on Wednesday--The First Decade of the Rio Grande Zephyr*. [All books are new!]

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!*



ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

1996 SCHEDULE OF EVENTS



| | |
|-------------------------|--|
| April 16* | Regular Monthly Meeting |
| April 20 | Coor's Railroad Trip |
| May 14 | Regular Monthly Meeting |
| May 18 | Denver Tramway Historical Sites Excursion/Field Trip |
| June 1 & 2 | RMMRC Equipment Workdays/Colorado RR Museum Steamup |
| June 11 | Regular Monthly Meeting |
| June 15 | Ft. Collins Trolley/Picnic/Swetsville Zoo Excursion & Field Trip |
| July 9 | Regular Monthly Meeting |
| July 20 | Denver Post/Cheyenne Frontier Days Special Train Excursion |
| August 10 | Colorado Springs Field Trip: Western Mining Museum and Colorado Springs & Manitou Traction Company |
| August 13 | Regular Monthly Meeting |
| September 10 | Regular Monthly Meeting |
| September 29-October 12 | Great Britain Rail Trip |
| October 12 | ANNUAL BANQUET |
| November 12 | Regular Monthly Meeting |
| December 10 | ELECTIONS and Regular Monthly Meeting |

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

*Special Notes: The regular monthly meeting in April was changed from April 9th to April 16th, and, the July private car excursion was cancelled. See details in articles elsewhere in the newsletter.



**DENVER POST/CHEYENNE FRONTIER DAYS
SPECIAL EXCURSION TRAIN**

SATURDAY, July 20, 1996

The Cheyenne Frontier Days will celebrate its 100th Anniversary this year with a "bigger than ever" celebration. This is the BIG ONE at the "Grand Daddy of them All!" If you have never been to Frontier Days, you should experience the biggest and wildest of rodeos held anywhere.

The Denver Post is again sponsoring their Special Train to Cheyenne from Denver--The Denver Post Cheyenne Frontier Days Special--a 30-car train made up of UP Streamliner Equipment and Ski Train Equipment from the D&RGW/SP.

The Rocky Mountain Railroad Club will again sponsor one of the beautifully restored Union Pacific coaches for our members' use.

This year's fare is \$200.00 per person. It is our understanding that the train will again be powered by Union Pacific's Challenger #3985, the world's largest operating steam locomotive--the same engine that pulled many of the Rocky Mountain Railroad Club's great excursions over Sherman Hill in the 1980's and 1990's.

It is truly an exciting day--well worth its cost! Included in your fare is 200 miles behind this great engine in Union Pacific comfort; Breakfast upon leaving Denver; The Cheyenne Frontier Days Parade; Private Buffet Barbecue Luncheon for Denver Post passengers only at Frontier Park; Prime Location Seats for the Rodeo; and, a light supper, served aboard the train on its return to Denver.

This is a great trip! Join us and be a part of one of the best days you'll ever experience. In this day and age, one never knows when such opportunities will end, so, make your plans now to reserve your space aboard this outstanding excursion. The Club is receiving advance notice of this event and the Denver Post will hold space for our members and guests through Monday, May 20, 1996 only! After that date, all seats will be open to the general public.

The Club will be limited to 44 passengers (the capacity of our Union Pacific coach). Reservations will be first come, first served!

Please fill in the coupon provided and send it, your payment, and, a #10 SASE with TWO 32¢ Stamps to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh B. Alexander
700 South Elizabeth Street
Denver, Colorado 80209

[Please note: The Denver Post will not provide tickets until about two weeks prior to the trip. Therefore, passengers will not receive their tickets and information until just before the excursion on Saturday, July 20, 1996. If you wish to have confirmation from the Club prior to this, please send an additional SASE with one 32¢ stamp for this purpose]

DENVER POST/CHEYENNE FRONTIER DAYS
Order Form

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ Tickets @ \$200.00 each. Also enclosed is:

[] SASE with 64¢ [] SASE with 32¢



Decked out in the Warbonnet Scheme with BNSF lettering, Burlington Northern Santa Fe's SD75M #8265 is on the point of train RR141, returning coal empties to the Rawhide Mine. The date is February 11, 1996 and the location is Tonville Siding, Colorado, located west of Hudson, Colorado. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

BNSF SD75M's 8251-8275 HEAD FOR POWDER RIVER BASIN COAL TRAINS. BNSF's commitment to keeping its profitable coal trains running was reaffirmed by assigning newly delivered EMD-built SD75M's to coal service. A half dozen BNSF sd75M's entered Powder River Basin (PRB) coal service in February, 1996. The units sport the popular Santa Fe warbonnet scheme with the Santa Fe lettering replaced with BNSF.

One of the first BNSF SD75M's seen in Colorado was 8265. It hustled detoured inter-

modal train 65 west between Chicago to Denver via La Junta, Colorado, arriving in Denver on February 6, 1996 as the trailing unit. A derailment in Iowa prompted intermodal train 65 to detour. That afternoon, it was the lead unit on southbound train 24RR140 03, bound for Oklaunion, Texas. Returning north with train RR141, coal empties headed for the Rawhide Mine, it came through Colorado on February 11th and changed trains at Alliance, NE. There, it was placed on a Kansas City, MO, coal load with sister unit BNSF 8264.

On February 20th, BNSF 8253 and 8254 came through Denver, trailing on a four-unit lashup on the Houston Power & Light (UFIX lettered cars) empties.

The other BNSF SD75M's have been delivered to the old Santa Fe and are hustling trains between Chicago and California. (C.W.)

SP/UP EXECUTIVES INSPECT SOUTHERN PACIFIC. Senior executives from Southern Pacific and Union Pacific inspected SP's property and facilities, starting at Portland, OR, on February 2, 1996. The 12-car special operated south via Roseville, West Colton, CA, Yuma, AZ, El Paso, and into San Antonio, TX. There, the consist was reduced to SP GP-60 #9775 and four cars; UP sleeper GREEN RIVER, SP business car SUNSET SP 150, SP business car STANFORD, and UP theatre-type inspection car IDAHO. The IDAHO was built by ACF in 1950 as a 12-roomette and 4-bedroom sleeper #1604, WESTERN MOUNTAIN, and rebuilt in October, 1965 as SUN LANE, an 11-bedroom sleeper. In 1980, the car was converted to a track inspection car, featuring rear-facing theatre-type seating with a large rear-end window. The car's rear portion was rebuilt again in 1992 with larger side windows and various improvements.

The inspection special travelled from Dalhart, TX, on February 7th via Stratford, TX, up the ATSF trackage rights via La Junta and Pueblo, CO. An inspection stop was made at SP's (ex-Denver & Rio Grande Western) Pueblo yard. Under cloudy skies, the train moved up the Joint Line on a priority schedule, arriving at Denver Union Station before the 4:30 p.m. scheduled arrival. (Joe McMillan, Jon B. & Bob Stone)

SP TRAIN ASRVM-18 DERAILS ON TENNESSEE PASS, KILLING TWO MEN. Southern Pacific's train Alton Southern (near St. Louis, MO, to Roseville, CA, of February 18th [symbol ASRVM-18]) encountered a massive braking failure and derailed decending Tennessee Pass, February 21, 1996. Veteran engineer, Jimmy Roybal, 41, and student engineer, Cecil Wayne Reagan, 34, were killed in the lead unit, SP AC4400CW #145. The force of the derailment decapitated engineer Roybal.

The westbound train's air brakes had been tested during the routine stop made atop Tennessee Pass prior to decending the steep, winding, downhill grade. Departing the summit, the train made two brake applications in vain as the train increased its speed--only the first 13 cars reported-

ly had their wheels blue from their brakes. At Mitchell curves, seven cars derailed, but the rest of the train continued down to a curve restricted to 15 mph above Camp Hale. There, the train left the tracks, derailling both AC4400CW model units; #145 and 224 and 41 cars of the 82-car train. The conductor, Steve Hudson, 41, riding the second unit, received a broken shoulder and a concussion, but was able to contact the SP Denver-based dispatcher for help. The train's speed recorder shows that the train was traveling at 64 mph at the time of the derailment.

Complicating cleanup was thousands of gallons of spilled sulfuric acid which spilled from ruptured tank cars. The acid flowed down the steep slopes and crossed U.S. Highway 24, which resulted in road closure for almost five days, reopening at 10:00 a.m. on February 25th.

Southern Pacific detoured numerous trains via Union Pacific and Burlington Northern/Santa Fe for several days after the derailment. SP's Minnesota to Geneva Steel, UT, taconite trains were routed over BNSF's Chicago to Denver line via McCook. Several SP trains were also handed over to UP's Kansas Pacific line via Limon, CO.

SP worked around the clock to restore the Tennessee Pass Line which reopened Feb. 25, 1996 with the first westbound train rolling over the line at 3:00 p.m. Cleanup operations were hampered by heavy, six-foot snowfall in the area.

SP decided to scrap out the badly damaged #224 and 145 at the derailment site. A welder was dispatched February 27th to start dismembering the heavily damaged units.

Union Pacific has announced it would abandon the Tennessee Pass line if its proposed SP/UP merger is approved. However, opposition is increasing against the proposed merger, and its resultant 3,000-plus layoffs. (Patsy, Steve R. & The Colorado Zephyr)

BNSF PLACES SD70MAC'S IN JOINT LINE PUSHER SERVICE. Newly delivered BNSF-lettered SD70MAC #9723 was pressed into Denver to Palmer Lake, CO, pusher service on February 26, 1996. It was the only pusher on the rear of BNSF's train 262 headed south. Also

seen that day, mated with BN 5033, was SD70MAC 9539, working in usher service.

SP OPENS SOUTHBOUND TRACK AT ENGLEWOOD, FEBRUARY 26TH. The last major track realignment on the Joint Line between Englewood and Littleton, CO, occurred February 26, 1996. SP forces opened the new southbound track alignment, moving the line closer to the BNSF northbound track. The realignment is in conjunction with the So. Santa Fe Boulevard highway improvement and grade crossing elimination project. (Littleton Tower Operator)

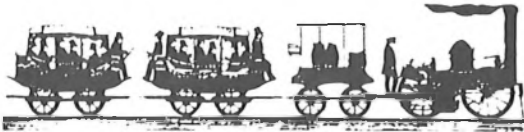
BNSF CLOSING DENVER DIESEL SHOP JUNE, 1996.

Notices were posted at BNSF's Denver 23rd Street Diesel Shop in late February, 1996, advising of its closure. BNSF announced February 27th that it would also close the Galesburg, IL, and ex-Frisco Shop at Springfield, MO.

The Denver Shop has been maintaining 136 locomotives and employing 110 employees; machinists, electricians, boiler makers, sheet metal workers, laborers and supervisors. Denver-maintained locomotive work will be transferred to Seattle, WA, and Lincoln, NE. This streamlining is expected to save BNSF over \$8 million annually. (BNSF)



Shown above at Leyden, Colorado, are "Rio Grande" 3006 and 3015, D&RGW GP30's, moving East-West local freight at Leyden Junction. The tank cars are bound for a Chemical plant on Hwy. 72, and the boxcars are destined for Rocky Flats. Also in the consist, is D&RGW Spreader AX45 to go to Pinecliff for the movie people filming "Going West," being filmed there. (Jon B.) [Editor's note: With D&RGW -lettered equipment fast disappearing, we thought our members would enjoy seeing Rio Grande-lettered equipment still in action around the state] (Bob Stone Photograph)



GREAT BRITAIN TRIP UPDATE

by Keith Kirby

Plans are being finalized for the Club's trip to Great Britain. The trip will leave Denver on Saturday, September 28, 1996, and return on Sunday, October 13, 1996. The cost will be in the \$2,500 to \$3,000 range. We are beginning to build up our trip list. If you are considering taking this trip, you need to contact Keith Kirby or Tom Lawry as soon as possible. We will be having an organizational meeting sometime in late March or early April. At that time, we will be requesting a \$100 refundable deposit from those who are planning to go.

Highlights of our trip include train trips to Edinburgh, the National Railway Museum at York, the Festiniog railway, the Severn Valley Railway, and a trip on the Eurostar through the Chunnel to Paris for an overnight stay in the French capital. There will be many opportunities to meet with local people connected with the various railroads and museums that we will be visiting.

If you wish to join us, please fill out the coupon below and send it to:

Keith Kirby
5442 East Center Avenue
Denver, CO 80222-1437

YES, I am interested in participating in the Rocky Mountain Railroad Club's Great Britain trip.

NAME(s) _____

ADDRESS _____

Zip _____

HOME TELEPHONE() _____

WORK TELEPHONE() _____

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the March 12, 1996 meeting were as follows:

- Ray Fleisleber / Misc. Employee Timetables
- August Jam / New York Central Cars
- Dave Goss / Steam Power of the New York Central System
- Lloyd Crews / Crossties Through Carolina
- Tom Klinger / Norfolk & Western Steam
- August Jam / The Final Years--NY, Ontario & Western Ry.
- Ralph Fowler / Video: Reflections of the D&RGW (Historical Video Productions)
- Dave Goss / Set of large postcards
- Wally Weart / Set of small postcards
- Ken Leonardi / The Chesapeake and Ohio RY.
- Truman Young / The Romance of the Canadian Pacific Ry.

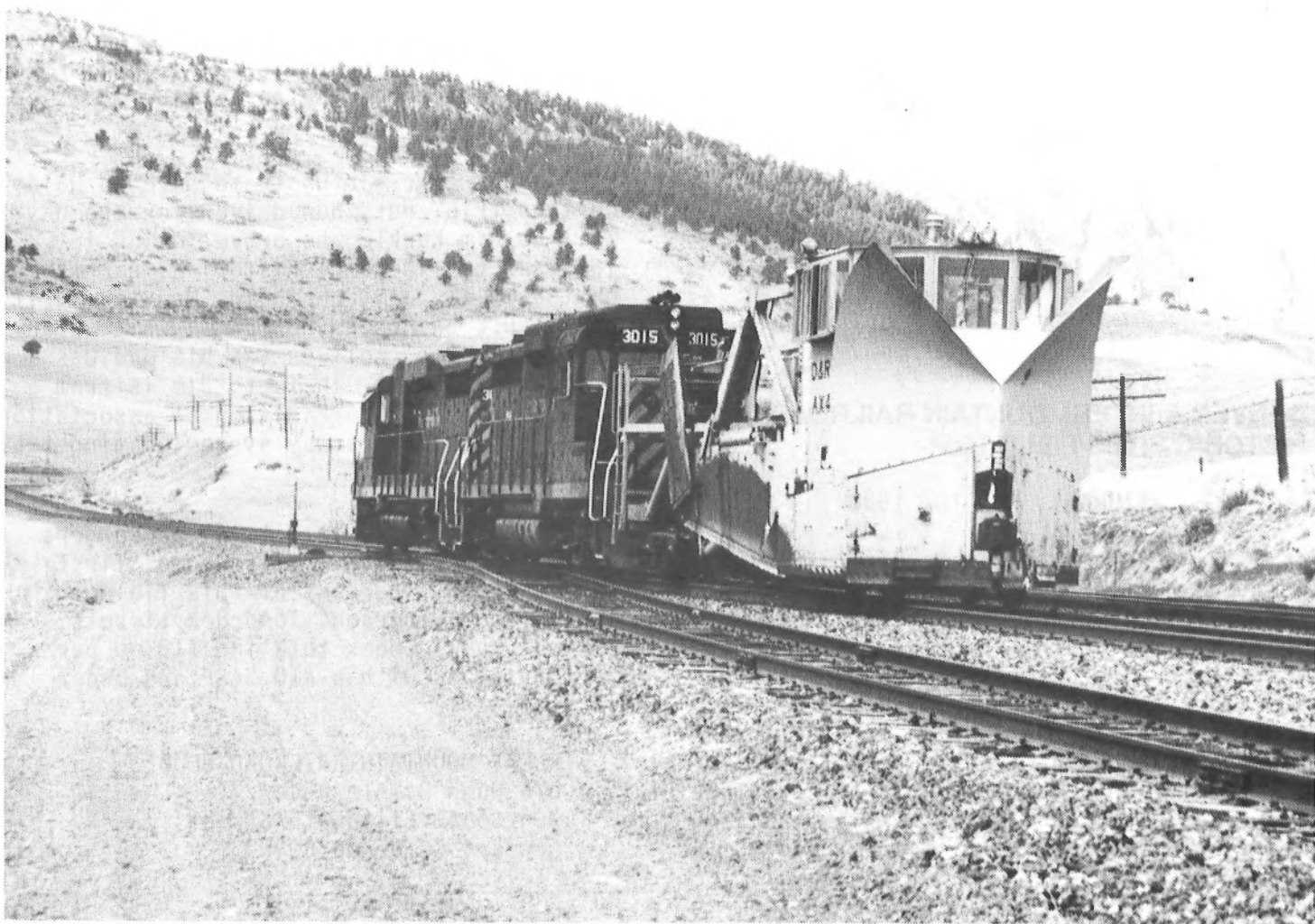
If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

HELP NEEDED...Roger needs an assistant to handle the sale of tickets at the monthly meetings for the drawings. This is NOT a very hard or time consuming job! May we have a volunteer!?

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

WANTED: I am modeling the railroads around the Sterling, Colorado area and am looking for photos of any era, especially of buildings and structures from Cheyenne to Sterling to Nebraska, or, from Juleburg to La Salle or Denver. Terl Robinson, 910 Paloverde Drive, Loveland, CO 80538. Phone: (970) 663-1151.



At Rocky Siding on February 17, 1996, Rio Grande 3006 and 3015, a pair of D&RGW GP30's, with Spreader AX45, make their way to Pinecliff, Colorado, for the movie "Going West," being filmed with Dennis Quaid and Danny Glover. (Bob Stone Photograph)

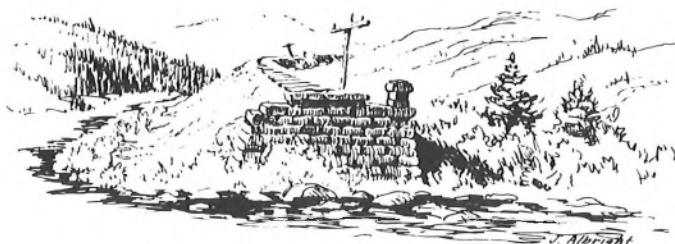
MONTANA DAYLIGHT TRAIN— POSSIBLE CLUB EXCURSION

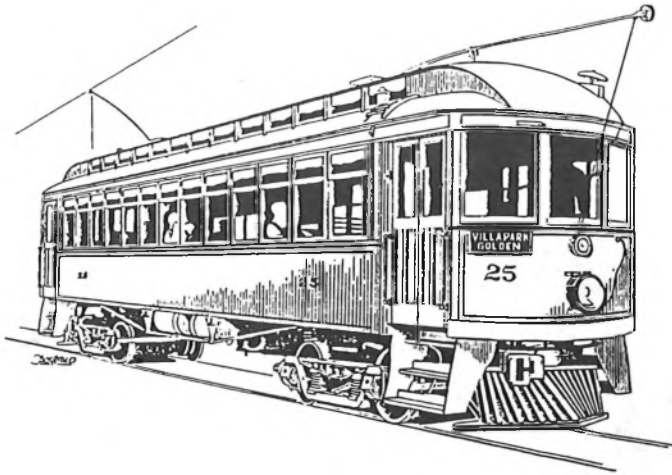
The Montana Daylight Train brings back memories of the streamliner era, complete with domes, coaches, sleepers and club cars. It travels 545 miles along the route of the original Northern Pacific's North Coast Limited. If you've ever dreamed of reliving this era, you may want to consider a trip aboard the Montana Daylight Train. The train operates, as its name implies, through Montana and offers several day trips.

Our Club is currently negotiating a possible trip, tentatively set for August 10-13, 1996, with a choice of three levels of service. For more information, see next month's Rail Report. (Alan Greene)

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.





**DENVER & INTERMOUNTAIN RAILROAD
HISTORIC SITES FIELD TRIP**

SATURDAY, May 18, 1996

In 1990, the Rocky Mountain Railroad Club put together a Denver Tramway Historic Sites field trip which became an instant success. Once again, the Club has arranged to retrace part of this heritage. The Club will tour the Denver area, plus sites along the interurban routes to Golden, including Arvada and Leyden. The R.T.D. has generously donated the use of their vintage 1950's-era G.M.C. coach #119 which has been beautifully restored and is only used on rare occasions.

Our trip will begin from the R.T.D., Platte Division Facility at 7:30 a.m. and return mid-afternoon. We will tour sites and buildings of the horse car and cable car eras, plus the early electrics. In addition, we will follow routes used by the interurbans to Golden and the Leyden coal mines. Also included in this outing will be a special excursion on the Platte Valley Trolley along the #84 interurban line to Sheridan Boulevard. Pending security permission and time, we may also visit the Rocky Mountain Railroad Club's D&IM Car #25, the last car on the Denver & Intermountain Railroad's Denver-Golden Route #84, which, is being restored at the Denver Federal Center. While in Golden, we will take time for lunch.

This will be a great day for historians and traction buffs. To put the "icing on the cake," our own Ed Haley, longtime member and past president, will lead us on the trip and provide the historical narration. Ed is an authority on the Denver

Tramway and the Denver & Intermountain lines. He is currently working on several books on the Tramway which will, undoubtedly, become the most authoritative works on the subject.

Not only are we fortunate to have Ed Haley on this trip, but, our driver for the day will be Jim Kunkle who drove for us in 1990 and provided the historical narrative on that trip. Jim, who holds No. 1 seniority on R.T.D., has been the Tramway historian & grew up riding trolleys (as his dad was a Tramway motorman). In fact, Jim is from a family with a long tradition of association with the Denver Tramway system, dating back to 1906.

Tickets will be limited to 44 passengers and will be sold on a first come, first served basis. The cost of this field trip is \$13.00 per person. To order tickets, please send a check totaling \$13.00 per person, along with a #10 SASE and order form to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh B. Alexander
700 South Elizabeth Street
Denver, Colorado 80209

DENVER & INTERMOUNTAIN RAILROAD
HISTORIC SITES FIELD TRIP
Order Form

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ Tickets @ \$13.00 each. Also enclosed is a #10 SASE.

D&IM NO. 25 UPDATE

What could be considered another milestone, new ceiling panels were fitted into place last month and now the delicate project of imprinting these large panels with artwork around the edges and varnishing begins. To accomplish this, the panels will be re-

moved, varnished and transported to Event Promotion Supply of Denver who will imprint the design. EPS has generously offered to do this work for only the cost of materials. This is a substantial contribution to our restoration effort. If any of our members has access to an enclosed vehicle that could be used to move these five panels across town, please get in touch with Darrell Arndt at 797-8444. The largest panel measures 58-inches by 110 inches.

Another recent contributor is Olympic Metals of Commerce City who supplied a small amount of copper needed to repair the trolley pole bases. Much appreciated! Also giving the project a "boost" was a generous cash donation from Club members Russ and Sue Stuska of \$100.00. In addition, a belated "Thank You" to Midge Braisted who has given a \$25.00 contribution. Midge made the donation in memory of her husband Frank who, with Midge, actively attended numerous Club functions over the years. Frank was a swell fellow to share company with and is still missed by those numerous Club members who knew him.

These contributions not only help our restoration efforts financially, but are a morale boost to those who keep "plugging away" at the project. Remember, contributions to the Rocky Mountain Railroad Historical Foundation, a 501C3 entity, can be tax deductible. (Darrell Arndt)

DAVID MOFFAT'S DENVER, NORTHWESTERN & PACIFIC

Whenever a new book is published, just after the book goes to press, some additional information about the story is found. Such is the case as Dick Kreck of the Denver Post found this interesting article in the April 27, 1908 Post:

NEW MACHINE CAN BORE THE MOFFAT TUNNEL IN 2 YEARS. Mining and railroad tunnels will be bored three times as fast as at present and at much less cost, if the expectations of George R. Bennett, president of the International Improvement company, 1634 Court place, are fully realized.

Mr. Bennett has invented and perfected an electric air pressure tunnel machine, now on exhibition at 1434 Glenarm street which

mining men say will revolutionize tunnel boring if the large machine operates as perfectly as does the three-quarter size demonstration machine.

"This machine can bore the six-mile Moffat tunnel through the main range in two years," said Herbert George, general manager of the Continental Railway Tunnel company, after witnessing a full demonstration of its operation.

SAVE 3 DAYS IN 6 (?) "By ordinary method of boring tunnels, more than six years would be required to complete the proposed Moffat tunnel," said Mr. Bennett, "but I emphatically state, without fear of contradiction, that my machine will bore this or any other tunnel three times as fast as can be done by any methods now in use."

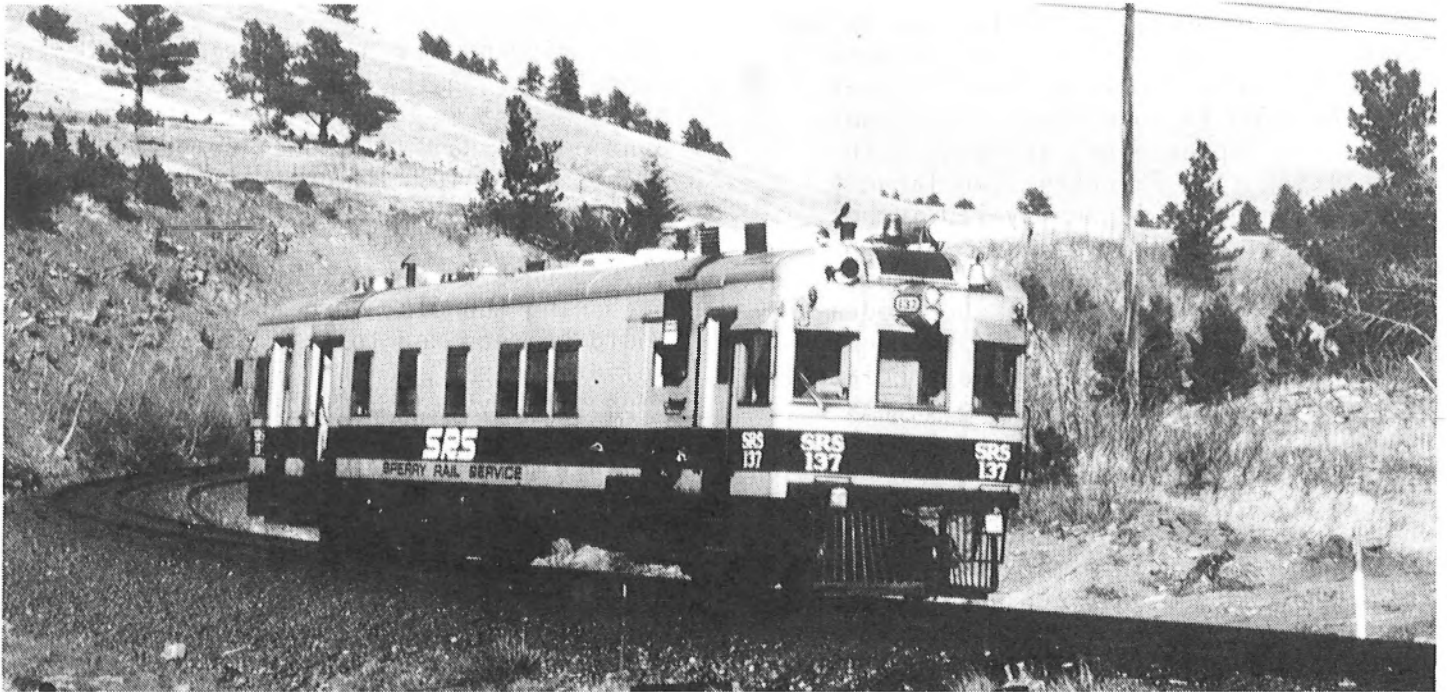
Mr. Bennett does not claim that he has discovered any new principle or applied any new or untried principle of mechanics to his tunnel machine, but even the disinterested casual observer is compelled to admit that the ingenious combination of the principles used shows a quicker and more practical way to bore tunnels. Electric air drills are used, but instead of using single drills as is done at present to bore holes for blasting, a machine has been perfected by Mr. Bennett to use forty-eight drills simultaneously, and no blasting is necessary. These drills are automatically shifted so that the entire surface in front of the machine is eaten away by the drills. While the drills are pounding away on the face of the rock, a jet of water plays on the surface in front and the debris washed back and out of the way.

The article went on outlining more details, but obviously there were serious flaws in Mr. Bennett's machine. In theory, it possibly would work, but in practical applications, it wouldn't. On May 3, 1908, an ad appeared in the Post offering stock in the company for sale.

The interesting aspect of the article is that at that early date, before the death of David Moffat, the tunnel was referred to as the Moffat Tunnel, rather than the Main Range Tunnel. At that time, serious consideration was given for building a

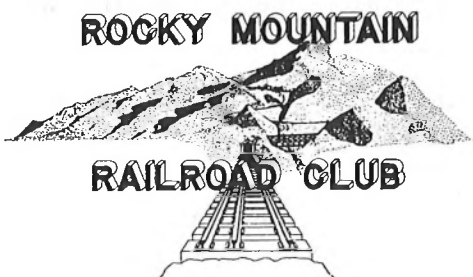
six-mile tunnel rather than the originally proposed two or four-mile tunnels. (Note some of the different rules of capitalizing

names such as streets or companies.)
(P. R. "Bob" Griswold)



Appearing recently on the Southern Pacific rails between Denver and West Portal, has been the Sperry Rail Service track-defect detecting railcar SRS 137. The photo above was taken the afternoon of February 17, 1996 at MP 23, east of Tunnel No. 1.

The Sperry Rail Service is a private contractor, operating a number of self-propelled rail testing railcars, powered by gas-electric power plants located on the front truck of the railcar. The cars contain equipment to detect hidden flaws and potential problems in the rails. The railcar equipment sends a strong electric current through the rail, producing an electromagnetic field which records the defects on a moving tape. Diesel fuel is sometimes sprayed on the rail to facilitate the reading. The railcars normally travel about 13 mph back and forth over approximately 100-yard sections of track until satisfactory readings are obtained. (Jon B. and TRAINS/Mar., '96) (Bob Stone Photograph)



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