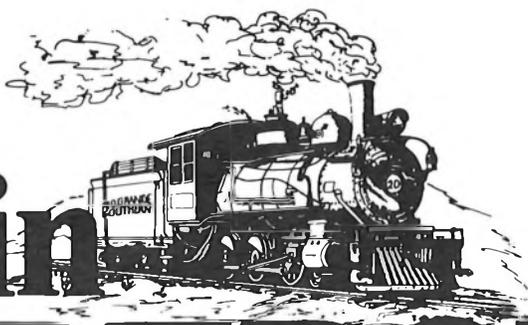


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 19, 1991 -- 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
Les Grenz..... Associate Editor
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert Bidwell..... Treasurer

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

COPY DEADLINE ALL copy for publication in the March, 1991 Rail Report is due no later than February 12, 1991!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, missing newsletter pages, etc. to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

February, 1991..... No. 377
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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

NOTICE

FEBRUARY MEETING CHANGED!!

As a result of a scheduling problem due to religious holidays and related services, the February meeting has had to be moved back one week from February 12 to February 19.

This need to change the meeting date was not known until after the January meeting. We apologize for any inconvenience that may result due to late delivery of newsletters or required changes in plans in order to attend the February meeting.



FEBRUARY 19 PROGRAM

Rail buff extraordinaire, Erwin Chaim, the master of humor and "one-liners," will present his multi-media slide show with background music entitled "REVISITED: the Rocky Mountain Railroad Club fan trip to Chicago, June, 1984."

Assisted by Keith Kirby's narration, Club members who took the trip will once again be able to relive the memory of a wonderful time spent seeing the sites and the many rail attractions they experienced.

For those who were unable to take the trip or who have only recently joined the Club, Erwin's fine photo essay will give some insight into the pleasures in store when you join Club members on an extended fan trip of the Rocky Mountain Railroad Club.

"You will enjoy this one!" (Joe Presilac)

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. 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.

JANUARY PROGRAM

"Passenger Trains West" by Al Dunton was certainly an enjoyable look at deluxe, first-class trains and routes that developed and served Colorado from the 1870's to the 1980's through the tinted (colored) postcards of many renown photographers.

While the slide presentation was certainly paramount, the stories behind the trains was particularly interesting and we certainly wish to thank Al for this presentation.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

Memo!

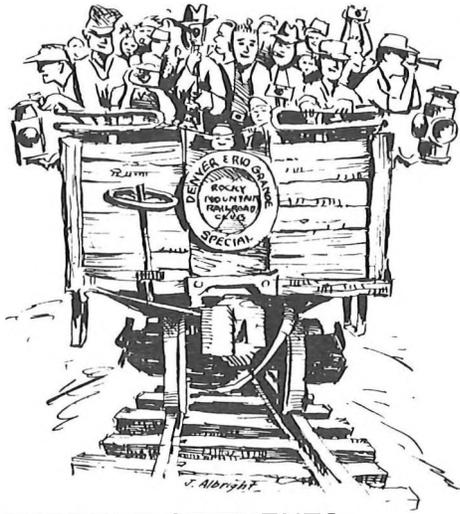
MEMBERSHIP CARDS

You received your newsletter in an envelope this month because your membership card was enclosed if you have renewed your membership for 1991. If you have not received a card, and, you have sent in your dues prior to February 1st, please let us know. If your dues were sent on or after February 1st, there may not have been time to receive it prior to the mailing. Your card will be sent separately if this is the case. If you have not renewed your membership, then this is the time to sit right down and send in your dues!! Unrenewed memberships will be purged after April, 1991.

ANNUAL POTPOURRI PROGRAM

Don't forget!! The annual potpourri program will be held in April. Begin selecting your favorite railroading slides. You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Erwin can be sure to put them into Kodac carousel trays in proper order. [first slide to the front and last slide to the rear] If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you.

Bring your slides to the February or March meetings and give them to Erwin Chaim.



PRESERVATION FUND AND BOOK DRAWING FOR JANUARY

Prizes and winners at the January 8, 1991 meeting are as follows:

- Frank Stapleton / Dixon Paper Calendar
"Santa Fe Depot"
- Bob Fryml / American Streetcars Calendar
- Don Chambers / TRAINS Calendar
- Warren Hidahl / Trails Among the Columbine: 1990
- Frank Wilson / Pentrex Video: Southern Pacific--Steam Version
- John Holzman / Riding the Iron Rooster--by Train through China
- Lee Whiteley / Union Pacific Timetable #7
- Sherm Conners / UP Timetable #7
- Tom Lawry / Set of D&RGW & SP Timetables
- Keith Kirby / Set of Missouri Pacific Passenger Tickets

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

NEW MEMBERS

Our membership chairman has been out-of-town and was unable to have a listing of new members by the deadline. We will catch up in the next issue of the Rail Report.

REMINDER

RAILFAIR '91--California Trip

A flyer with all particular details went out with the January newsletter. Additional flyers are available for the asking. At the time of this writing, half of the seats available had been sold out. We suggest that you contact Al Miller at Alpine World Travel, 1555 South Havana Street, Aurora, Colorado 80012. (303) 752-0900.

1991 SCHEDULE OF EVENTS

- February 19 Regular Monthly Meeting
[NOTE DATE CHANGE!!]
- March 12 Regular Monthly Meeting
- March 24 D&RGW Ski Train Excursion
- April 9 Regular Monthly Meeting
- May 4-12 California State Railroad Museum / "Railfair '91 in Sacramento" Excursion
- May 14 Regular Monthly Meeting
- May 18 Work Day at the Colorado Railroad Museum
- June 1 Alternate Work Day at the Colorado Railroad Museum
- June 8 Limon/Arriba (Kyle Railways) Excursion
- June 11 Regular Monthly Meeting
- June 28 100th Anniversary Celebration of the Pike's Peak COG Railway
- July 9 Regular Monthly Meeting
- July 13 Ft. Collins Trolley & Picnic
- August 10 Colorado Midland Field Trip
- August 13 Regular Monthly Meeting
- September 1 C&TS Double-headed Mix Train Excursion
- September 10 Regular Monthly Meeting
- October 5 Platte Valley Trolley Trip
- October 12 ANNUAL BANQUET
- November 12 Regular Monthly Meeting
- December 10 ELECTIONS and Regular Monthly Meeting



SKI TRAIN EXCURSION

The Rocky Mountain Railroad Club is pleased to announce the annual D&RGW Ski Train excursion. This trip has been set for Sunday, March 24, 1991.

Our trip begins at 7:15 a.m. when the D&RGW Ski Train departs Denver's Union Station for a trip to Winter Park, Colorado. Arrival in Winter Park is scheduled for 9:15 a.m.

Upon arrival at Winter Park, members of our group will have several activities to choose from. Skiing, shopping and eating are, of course, available; however, we have added some options. We've chartered a Snow Cat which will take a group of 12 up the old railroad grade to Rifle Sight Notch. This trip leaves at 10:00 a.m. and will return between 3:00-3:30 p.m. The fare is \$46.00 and well worth the money if you've never taken the trip. There is another Snow Cat tour available: We are offering a 2-hour tour of the Winter Park Ski area. Departures for this trip are 10:00 a.m., 12:00 noon and 2:00 p.m. The fare is \$15.00 for adults and \$10.00 for children 13 and under. When making reservations, please specify which time you would like to depart.

We have also chartered a bus to take photographers to Tabernash tp photograph the Ski Train being turned on the Wye. If time permits, we will also try to catch the California Zephyr between Winter Park and Tabernash. Departure at 9:30; Return at 11:30 a.m. Fare is included in basic trip cost.

Fare for the Ski Train, shuttle bus, charter bus (for Ski Train photographers) and railroad movies is \$28.00 per person.

In the afternoon, railroad movies will be shown in the meeting room we've booked at the Mary Jane Ski area (Free shuttle bus service is available to Mary Jane). The Ski Train departs Winter Park at 4:15 p.m. with an arrival in Denver set at 6:15 p.m.

We highly recommend reserving your seats as soon as possible since the Ski Train Trip and Snow Cat trips have always sold out in past years.

All tickets must be purchased by March 1, 1991. NO REFUNDS will be available after March 1, 1991.

SKI TRAIN & SNOW CAT TOUR ORDER FORM

NAME _____

ADDRESS _____

Zip _____

PHONE () _____

_____ Ski Train tickets at \$28.00 each \$ _____

_____ Railroad Grade Snow Cat Tours at \$46.00 each \$ _____

_____ Winter Park Snow Cat Tours at \$15.00 ea. \$ _____

_____ Winter Park Snow Cat Tours at \$10.00 ea. \$ _____
(Children's Fare)

Please provide your first and second choices for departure times on the Winter Park Tours:

1st: _____

2nd: _____

Total Enclosed \$ _____

Send ticket orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Joe Priselac
5100 Stuart
Denver, Colorado 80212

PLEASE PROVIDE A SELF-ADDRESSED, STAMPED ENVELOPE WITH YOUR TICKET ORDER.



Taken on October 2, 1948, this photograph shows Sherrod Curve, below the Palisades, looking toward Alpine Tunnel (note grade).
(Ed Haley Photograph)



A RAILFAN'S NOSTALGIA

by IRV AUGUST

"Geez, what I wouldn't give for something to eat," cried Ed as he dropped his end of the rail to the ground.

"Same here," echoed Les who had been carrying the other end of the rail.

"Well, I don't think there is much left after last night," I answered.

"No problem, I'll catch some fish," replied Les as he confidently strode to the car and got out his fishing pole.

It was October 2, 1948 and we were camped

on the banks of Middle Quartz Creek below the famed Alpine Tunnel. Darkness was rapidly approaching and I was not as sure as Les that he would meet with any success. None-the-less I rummaged around the ration box and found some salt pork, coffee and bread. Nothing else! Les and Ed had been digging under a tree to find some worms. "Got one," yelled Les and it was soon in the frying pan. As soon as he threw the line in he had a fish. They were really biting! It was getting dark, and someone had to hold a flashlight to bait the hook. Soon it was so dark that the fish stopped biting but by then we had had our fill of fish sandwiches. When the bread was gone we ate the rest of the fish like corn on the cob!

That long ago fall day had dawned clear and cool and, breakfast aside, we were on our way to Alpine Tunnel. My companions were Ed Haley, Everett Rohrer, and the late Les Logue. It wasn't just a sight-seeing trip. We were after a piece of rail to help in the promotion of Mac Poor's book, the Denver, South Park & Pacific, an



The stone foundations of the first Woodstock Water Tank, below Alpine Tunnel, as they appeared on October 2, 1948. (Ed Haley Photograph)



Some buildings still standing on October 2, 1948 included the Alpine Tunnel Station Boarding hoise--extreme left--and "house of convenience"--left center. (Ed Haley Photograph)



Les Logue, Everett Rohrer and Irv August (left-to-right) are shown cutting rail at the approach to the Alpine Tunnel Station, October 2, 1948.

(Ed Haley Photograph)



ambitious undertaking of the Rocky Mountain Railroad Club. No wheeled vehicles could make it to the tunnel in those days. Numerous washouts and rock slides over the right-of-way made this impossible. So, it was hike up--and hike back. This we did. I was carrying a heavy duty industrial-type hacksaw with lots of spare blades. That 19th century rail had a bad habit of being very hard on the top so a blade did not last very long.

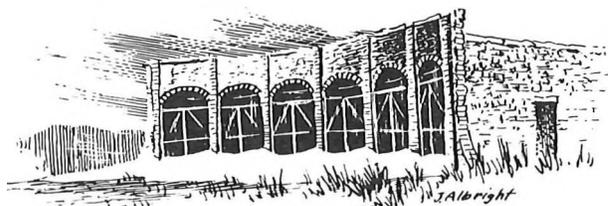
Our first stop was the Woodstock tank--its second location. It was leaning quite badly and I thought for sure that it would not last much longer. A short distance beyond was the foundations of the original site of the tank, destroyed in the massive snow slide of 1884. Then around the 180 degree loop known as Sherrod Curve. Most of the ties were in place but no rail. Soon we reached the Palisades. What a view to the west. This was a good place to rest and have a bite to eat. The Williams Pass Stage road crossing was next. I was getting excited now as the end of track was just ahead. Rounding a curve, there was the rail. When it was torn up, after the tunnel had been abandoned, this was as far as the track-wreckers had gotten. We debated whether or not to cut rail here or wait until we had gotten closer to the tunnel. We decided to wait as we wanted to be able to truthfully say that the rail had come from the famous Alpine Tunnel. So, we kept on.

As we approached the buildings at Alpine Tunnel Station, I paused at the switch stand near the coal bunker to ponder the scene. On the left was the two-story boarding house,



Irv August (left) and Les Logue (right) pose for Ed Haley--proof that they had, indeed, braved the darkness and danger of the abandoned Alpine Tunnel on that October day in 1948. What a thrill to actually stand in one of the most famous railroad tunnels in the world, reflecting on what it must have been like when little engines and big men plied the rails of the renown Denver, South Park & Pacific Railroad.

(Ed Haley Photograph)



leaning a bit, but dominating the view. Across the track was what was left of the stone engine house, with a considerable amount of stone walls still standing. Beyond was the diminutive telegraph office and station, while again across the track the ruins of a stone building reputed to have been a hotel of sorts. What a place to have a rented room! In my mind I conjured up what a busy place this must have been in its hey-day. The boarding house itself was a late comer having been built in 1900. I thought, again, how fleeting the works of man.

Trudging on we rounded a curve and could see for the first time the enormous pile of timbers that at one time had been the snow shed at the west entrance of the tunnel. All the track was in place right up to and into the tunnel itself. What is more, a short distance from the portal, was a switch and track leading to a turntable. Plenty of rail here. So we went to work cutting rail, a man on each end of the saw. It was monotonous but after an hour or so we had a six-foot piece of 40-pound rail loose. Now all we had to do was to get it down to the car. But before we left we just had to go into the tunnel, look it over, take some pictures and leave. Looking back at that caper from this distant point in time it was, no doubt, a foolish thing to do. But in we went!

We squeezed through the small opening on top of the slide rock that had nearly closed access, slid down the pile of rock inside and we were in the tunnel. Everett would not go in. He said that he would be look-out in case anything happened. Nice thought! Inside the water had backed up to a



This photo shows the inside of the Alpine Tunnel, looking towards the "plugged" east (Atlantic) portal. (Ed Haley Photograph)

depth of about 18" and I hesitated. Wearing a brand new pair of Chippewa boots I was not about to get them soaking wet. So, guess what? Ed carried me piggy-back through the water. Both ways! We took some photos, walked on, clambered over a rock fall, past the apex and down to the east portal where the water had backed up just as at the west end. Oh, my, it was black in there. Our flashlights made little impression on the over-powering gloom. I'll admit that I felt a lot better when we were all back outside. Everett seemed relieved too.

Back to that 80-pound piece of rail. Want-



A rockfall inside the Alpine Tunnel that was encountered during the October 2, 1948 visit. (Ed Haley Photograph)

ing to save as much time as possible, as the day was getting late, we decided to return to the car by way of Tunnel Gulch--straight down! Horace Curtis, a pioneer of the Gunnison Valley, used to tell how he would get off an east-bound freight at the foot of the Gulch, hike to the boarding house and have a bite to eat before the freight got there. Anyway, we searched for the trail, but it was just too overgrown so we bushwacked our way to the bottom. In spite of falling several times, no one was hurt.

What started all of this was a meeting at Ed Haley's home in September. The Club had

made a commitment to publish the book and a colorful brochure had been mailed to all known prospective buyers. But the orders were slow in coming in and there was some concern as to the outcome. A book committee had been formed and this was sparked by Ed Haley and Dick Kindig. I think that it is safe to say at this point that if it had not been for the uncounted hours that these two individuals unselfishly gave to the undertaking the book would not have made it to completion. Anyway, at this meeting, I brashly made the suggestion that we should get a piece of Alpine Tunnel rail and I would slice off a hundred pieces to be mailed to the persons mailing in the first hundred orders. So, a sticker was printed up to this effect and pasted to the brochures. Whether or not this was the reason, orders for the book started to come in and the first section of the book was set in type. As each section was printed, the type was melted down to make the next section. We could not afford to pay the interest to hold all the type until the entire book had been printed. So, at this late date I tip my hat to Ed and Dick and to all the others who gave so generously of their time to make the book a success. Incidentally, before it was all over, I had cut and mailed over 500 pieces of rail!



RESTORATION ERRORS LED TO TUNNEL COLLAPSE

As an update to a previous story in the Rail Report concerning the collapse of the Needle's Eye Tunnel and the injury to Club member Tom Abbott, we offer the following information as reported in the Denver Post:

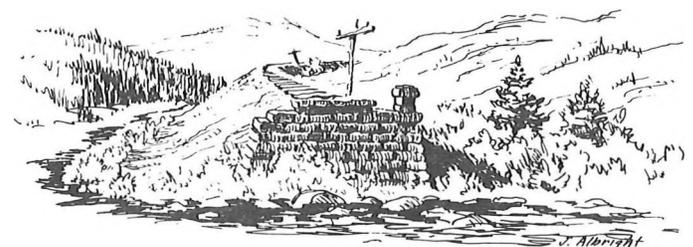
Errors made during restoration work on Needle's Eye Tunnel caused the July 15, 1990 rock collapse that injured Tom Abbott, requiring that his right foot be amputated

The 86-year-old tunnel was restored in September, 1987, but according to Ronald Heuer, an independent geotechnical consultant who studied documents and visited the accident site, it wasn't done correctly. "The intent was proper, but it wasn't completely followed out," said Heuer.

Design specifications were not followed consistently and rock bolts were incorrectly spaced, said the report. It also listed gravity and seasonal temperature variations as part of the natural degradation process that likely was a factor in the rock fall in the tunnel.

The tunnel and the Rollins Pass Road were closed within hours of the accident. The Boulder County commissioners are expected to hold a public hearing soon on the possibility of reopening the tunnel.

Tom has been back at work and is doing OK.



1991 AMTRAK CALENDAR

The 1991 Amtrak Calendar features a full color photograph by noted railroad photographer Richard Steinheimer of Amtrak's southbound San Joaquin skirting San Pablo Bay on its route between San Francisco, Fresno and Bakersfield through California's fertile San Joaquin Valley. The calendar is available in small quantities at the following discount prices, shipped to the same address in a sturdy mailing tube: 1 @ \$5; 2 @ \$9; 3 @ \$12. Additional prices for quantities above three can be obtained the order department: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Checks and money orders only--no cash. Please make checks payable to Amtrak Calendar and allow two weeks for delivery. (Amtrak)



This is one of the first photographs of the new "facing" on the west portal of the Moffat Tunnel, taken on November 29, 1990. Those who participate in the March 24, 1991 Ski Train Excursion will have a first-hand opportunity to view the "face-lift." (Joe Priselac Photo)

MOFFAT TUNNEL'S WEST PORTAL RESTORED

A Denver Post story reported the restoration of the west portal of the Moffat tunnel and the background details. It seems that for nearly two years, the "wealthy" Moffat Tunnel Commission had drug its feet on cosmetic renovations on the west portal of the historic 6-mile railroad bore.

The price may have been a missed opportunity to get the tunnel on the National Register of Historic Places. Under circumstances of chipped and blackened facing (a mixture of sand and cement composite called Gunitite), soiled bronzed letters proclaiming the tunnel's name and brass plaques damaged by vandals, the tunnel cannot be placed on the registry.

The inaction had nothing to do with a money shortage. The commission has about \$800,000 in its coffers and it collects \$13,000 annually from its tenants, the railroad and the Denver Water Board.

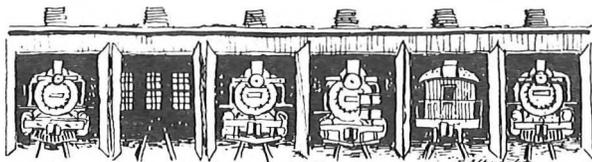
The commissioners just didn't think that they are responsible for such repairs. The egg nest is for emergencies, such as cave in. On the other hand, the railroad claimed responsibility only for structural--not cosmetic--repairs under the terms of its lease. Four legal opinions--including two by the commissioner's attorney, Charles Ennis--agreed with the railroad, but the commission delayed any decision. All during this time period of approximately two years, the railroad continued to offer \$65,000 in their services free for tunnel project support, claimed Jim Gatlin, D&RGW attorney.

Finally, the frustrated railroad shelled out an estimated \$80,000 to restore the portal. In effect, the railroad decided that it made more sense to spend their money on the tunnel rather than spend money on litigation against the commission.

The commission thanked the railroad and then considered a proposal to sponsor a ceremony to rededicate the tunnel, but had no inclination to reimburse the railroad for monies spent in retoring the portal's facing.

Commissioner Tim Flanagan, who appears to have been the only commissioner pushing to do the job with commission monies, was quoted as stating that "due to our inaction, we probably won't ever get a chance to get the tunnel on the national register," and, that he suspects the commission's inaction in the tunnel repairs and other projects will lead the legislature to disband it. "We're sitting on a fair amount of cash, and we're not doing anything with it."

Ultimately, the railroad crews removed the Gunite coating, checked for structural damage, and applied a new layer of Gunite.
(Joe Priselac/Denver Post 9/90)



NEWS FROM THE COLORADO RAILROAD MUSEUM

The Colorado Railroad Museum is pleased to announce that it will be the local underwriter for the 13-part Public Broadcasting series TRACKS AHEAD. These half-hour programs, produced by Kalmbach Publishing company, will be broadcast on KRMA-TV Channel 6 at 1:30 p.m. on Saturdays beginning February 23, 1991 and continuing through May 18.

Each program will consist of three parts: a feature on prototype railroading, a model railroading episode and an interview with an individual such as a rail book author or train artist.

The series has been well-received in other parts of the country and the Colorado Railroad Museum looks forward to presenting it in the Channel 6 broadcast area. For further information contact Richard Cooley or Charles Albi at the Museum Monday-Friday 10:00 a.m.-5:00 p.m., 279-4591. (CRRM)

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

Dated Material