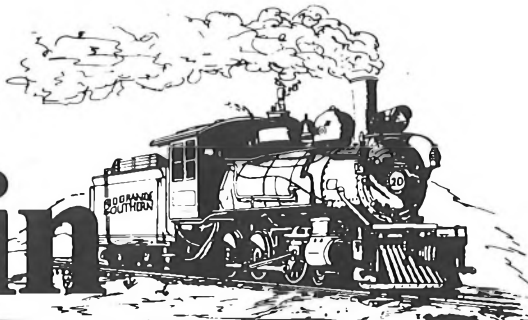


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 11, 1993 -- 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
Joseph E. Priselac..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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 June, 1993 Rail Report is due
no later than May 11, 1993!!

MEMBERSHIP INQUIRIES

Please refer address changes, new member-
ships, dues payments, lost newsletters,
missing newsletter pages, etc., to:

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

May, 1993..... No. 404
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.

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, Colorado 80201. 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 \$2.00 for each
month remaining in the calendar year. Dues
for the next year are solicited in November
of the current year.

MAY 11 PROGRAM

THE ANNUAL POTPOURRI NIGHT!! One of the
most awaited programs of the year has now
arrived! Twelve to fifteen Club members
will join in the evening's effort. We are
seldom disappointed with the variety and
quality of the mini-programs and we readily
suggest that you mark your calendars for
May 11th and be in attendance at the May
meeting.

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 Streets, Denver, Colorado 80201 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, Colorado 80201.

APRIL PROGRAM

With the opening of the Trolley "season" for the Denver Rail Heritage Society and the Club's continuing work on #25, we were treated to a program by Russ Rigtrup, showing Denver's street railway history from 1871 through 1950, as well as bring everyone up to date with the reestablishment of trolley operations along the Platte Valley and westward into Lakewood.

Our thanks to Russ and his son for their time and effort. It was an enjoyable evening.

ANNUAL BOOK DRAWING RESULTS

As has become our tradition, the annual Book Drawing was held at the April meeting. The chances included with your annual dues flyer were placed into a drawing container and the three prizes were determined to have been won by the following members:

First Prize: Otto Perry's Railroad Pilgrimage (Sundance Publications, Ltd.)

Doris B. Osterwald, Lakewood, Colorado.

Second Prize: Memorial Edition, Denver, South Park & Pacific (RMRRRC Publication)

Donald S. Robinson, North Billerica, MA.

Third Prize: Denver & Intermountain #25 Print (Joe Priselac Print)

Ronald Haverstock, Longmont, Colorado.

As it has been in past years, the response to the Annual Book Drawing was extremely good and will enable many projects to receive additional funding for preservation and restoration. Our thanks to all who participated. And, congratulations to our winners!

PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the April, 1993 meeting are as follows:

Chris Larscheid / Set of D&RGW "Green Lights"

Virgil Light / Union Pacific in Colorado-- First 100 Years

Jim Hollis / Set of Timetables

Russ Rigtrup / Pennsy WWII Poster: Serving the Nation

John Holzman / Set of B&W postcards; various Colorado RR scenes

Jim Ingram / Passenger Train Journal No. 4

Gary Ellison (NY) / Railway & Locomotive Bulletin No. 72: The Locomotives of the Delaware, Lackawanna & Western Railroad

Ed Dickens / Railroad Maps of the West

Jake Jakubowski / Packet of miscellaneous Railroad items

Byron Fenton / The Official Guide of Railways

Jim Ingram / Set of TRAINS magazines: 1981, complete

Jim Ingram / Set of various RR magazines

Ron Richardson / Bradshaw's Railway Manual, Shareholders' Guide & Directory: 1869.

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 his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

THE FOUNDATION CORNER (RMRRHF)

The Rocky Mountain Railroad Historical Foundation is alive and well, thank you. It probably appears that we are a "clandestine" part of the Club, and the Foundation is certainly the IRS 501(c)(3) arm of the Club that enables donations to the Foundation to be deductible on IRS tax returns. Our meetings are scheduled for the fourth Friday evenings of even months at

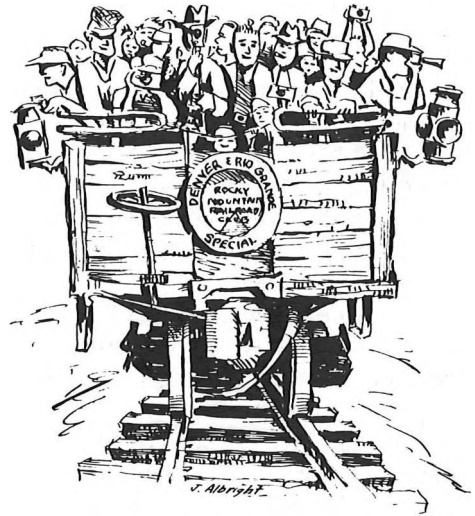
7:00 p.m. at the Denver Union Station Conference Room and everyone is welcome to attend.

Of course, our main objective has been and is presently the restoration of Denver & Intermountain Railroad Interurban Car No. 25. Tentative date for completion of this restoration is the spring of 1994. We had hoped to have the car available earlier, but an earlier date does not appear to be realistic as of now.

There are several things to be formally completed prior to the complete restoration of the car. Most importantly, is a lease with the Denver Rail Heritage Society which operates the Platte Valley Trolley line and would lease and operate the car. We have three officers/trustees appointed to complete this lease with Denver Rail Heritage with the main objectives being: a 50% return of the gross receipts to the Foundation; proper maintenance of the car in accordance with a schedule as provided by the Foundation; and, enclosed, safe housing being available prior to the car's being leased to the Society. In discussions with Denver Rail Heritage Society, there is apparent agreement in the major terms of the lease, but it must be completed in compliance with legal terms that are satisfactory to both parties.

The many donations that have been made towards the Car 25's restoration are most graciously appreciated. The IRS has assigned us a new EIN Number, 74-2565406 which should be referenced on future donations. (If you used our old number, it will be accepted on your 1992 tax returns.)

We have other plans in store in an effort to raise additional capital to help pay for the car's restoration. One is to try to have the car listed on the State Historical Register (which at present only recognizes buildings) so that we may be eligible for a grant from the gambling proceeds. Another is to try and get some of the local entities to sponsor a portion of the restoration project. Also, we would welcome any ideas that our members might have for other avenues that we might proceed to obtain grants or funds for this purpose.
(Dave Salter)



1993 SCHEDULE OF EVENTS

May 11	Regular Monthly Meeting
May 15	Union Pacific Steam 40th Anniversary Excursion; Denver to Laramie & Return
June 5	Uhrich Locomotive Works Field Trip/Strasburg, CO
June 8	Regular Monthly Meeting
June 12	RMRRRC EQUIPMENT WORKDAY at The Colorado RR Museum
July 10	Denver & New Orleans RR Field Trip
July 13	Regular Monthly Meeting
August 10	Regular Monthly Meeting
August 21	D&RGW/SP Tennessee Pass Field Trip
August 22	Leadville and Colorado & Southern RR Excursion
September 14	Regular Monthly Meeting
October 1-9	Mexico/Copper Canyon Excursion
October 16	ANNUAL BANQUET
November 9	Regular Monthly Meeting
December 14	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!

SpikeBuck by Clay Rollins

MAC light rail construction has become obvious to most Denverites as construction has closed traffic lanes on Speer Blvd. Crews are pounding piles for the new bridge over Cherry Creek. The Maintenance Facility has its roof on, and foundations have been set for the first overhead catenary poles. Concrete ties are now being stockpiled at the track yard at 10th and Osage. The utility relocations continue downtown. The city has opted to pave California and Stout streets with concrete and to use the contractor who is paving the MAC alignment on those streets. This will slow the completion of the downtown section. RTD has an all-over-advertising 16th St. Mall shuttle in the works proclaiming MAC's arrival. It should be rolling this Spring....In related news, the Southern Pacific has been busy moving its old mainline south of Burnham all the way to Bayaud Street to make room for MAC's viaduct over Kalamath and Santa Fe. A single track is being moved to the west side of the right-of-way so Burnham Shop can continue to have a south entrance, and service a few existing industries.... Amtrak's new super diesel, the AMD 103, was due to arrive at the AAR test facility in Pueblo on April 13th....The ATSF has been detouring as many as six trains per day over Raton Pass during the month of April to allow for track work on the mainline.

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 them.

WANTED: 1950's merchandise with railroad emblems imprinted. FOR SALE: Postal Telegraph pencils, \$5.00 each; Peck, M.D., Joseph--What next Dr. Peck, A Doctor's practice in Western Utah/Deep Creek RR., \$10.00. F. von Blon, 1699 Ewing, Waco, Texas 76706

FOR SALE: Railroad books. Most are of Colorado and the West, and many on the narrow gauge. Please send #10 SASE for price list. Leonard McCabe, 1249 N. Calaveras St., Fresno, CA 93728.

**UHRICH LOCOMOTIVE COMPANY
FIELD TRIP**

Be sure to mark your calendars for Saturday, June 5, 1993, when the Club will hold an outing in Strasburg! We will be hosted by the Uhrich Locomotive Company, and the day will include a tour of the Uhrich shops, a visit to the Comanche Crossing Museum, and an excursion on the Comanche Crossing and Eastern Railroad. Our meeting point will be at Strasburg, which is located on I-70, thirty-seven miles east of Denver.

One of Uhrich Locomotive's current shop projects is a 5"-scale, 15"-gauge K-28 Mikado. We will also have a rare opportunity to see a couple of their engines under steam.

The Comanche Crossing Museum is housed in the former Union Pacific Strasburg depot. The museum is near the site where the Kansas Pacific Railroad completed laying the first rails to join the Atlantic and Pacific coasts. Ex-Rock Island/Union Pacific Caboose No. 24522 is on display at the museum. (See Rocky Mountain Rail Report for June, 1989).

The cost for the entire outing is \$10.00 per person, which includes lunch at the Comanche Crossing and Eastern. A limited number of tickets will be issued for this event. Tickets will be sold at the May meeting or may be ordered by mail from Mat Anderson, 1117 So. Clayton St., Denver, CO 80210. Please include a #10 size (4 1/8x 9 1/2) self-addressed, stamped envelope with mail orders.

Uhrich Locomotive Excursion Order Form

Please send _____ tickets @ \$10.00 each to:

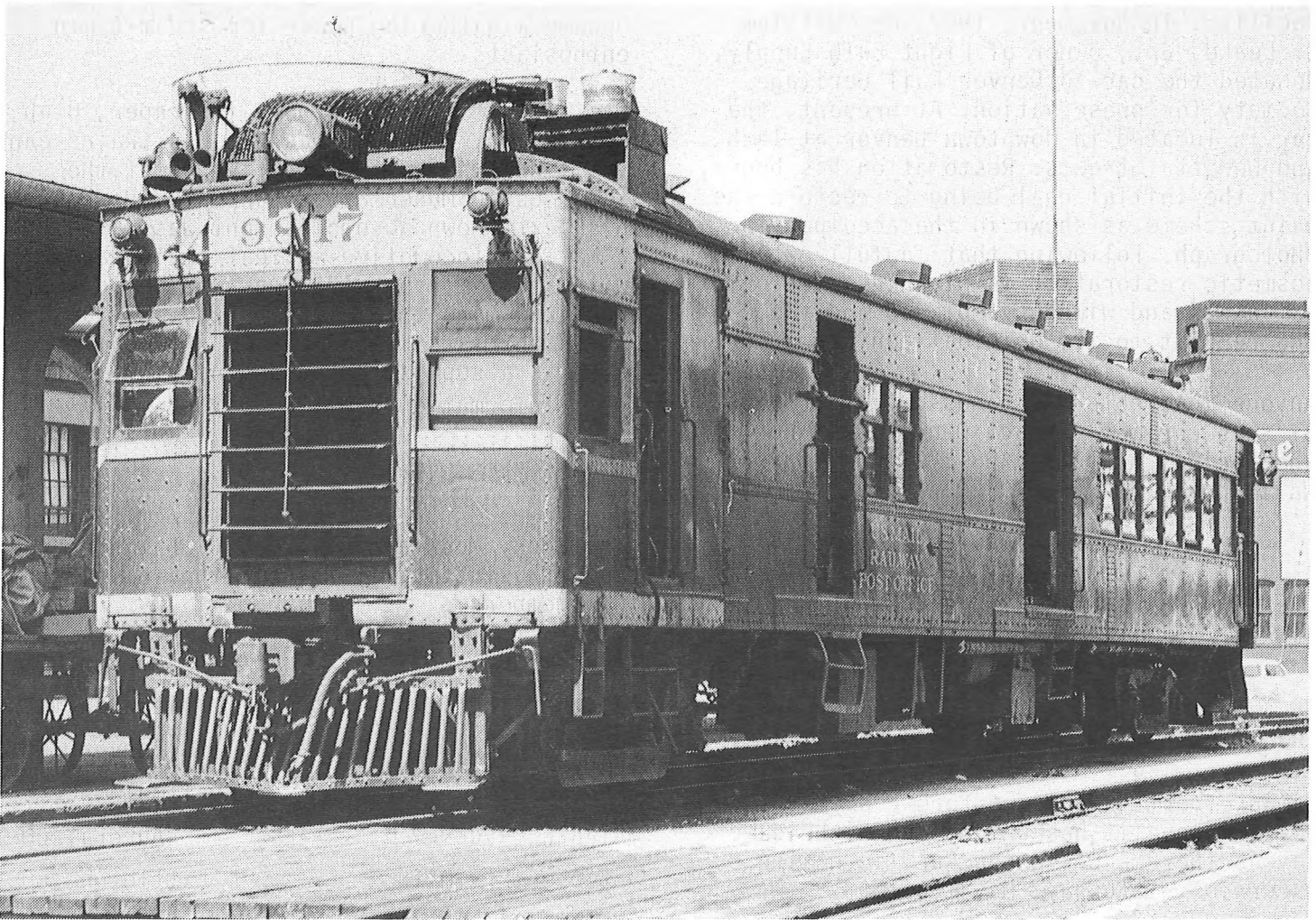
NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Total Amount Enclosed: \$ _____



Chicago, Burlington and Quincy Gas-Electric Motor Car #9817 is photographed in Galesburg, Illinois in 1949. (Denver Rail Heritage Society Collection)

CB&Q DOODLEBUG #9817 FINDS NEW HOME

CB&Q Gas-Electric Motor Car #9817 has just recently been acquired by the Denver Rail Heritage Society. Originally numbered #629, the car was built by Pullman Company in August, 1928 at the Pullman, Illinois shops as a self-powered, passenger, freight and Railway Post Office motor car. This type of car was becoming popular on many railroads at that time due to the economies forced by the increasing popularity of the automobile. As branch line operation became less profitable, the "Doodlebug" began appearing in large numbers until hundreds were in use. The Burlington Railroad had the second largest fleet in the U.S. Of these, very few are still in existence. Nearly all were either dismantled or converted to trailers in the 1940's and 50's. A few were sold,

including #504 which went to the Colorado and Southern Railroad in 1926, and one, #9735, is on display at the Minnesota transportation Museum in Minneapolis/St. Paul, Minnesota.

Denver Rail Heritage's car was renumbered from #629 to #9629 in May, 1930 and to #9817 in January, 1934. As a "Doodlebug," prior to 1951, it saw service in Illinois, Iowa, Nebraska, Wyoming and Colorado. In November, 1951, #9817 was converted to Trailer #3664, with the cab and interior features removed. By 1969, it was in use as a freight car inspectors office by the Burlington Railroad in Denver, Colorado. Sometime after 1973, the car body was sold to a private individual for storage purposes, as indicated by some of the documents found in the car. For many years, the car sat behind the Light Bulb Supply Company warehouse, having outlived its usefulness even as a storage

facility. In November, 1992, Mr. William S. Leake, Jr., owner of Light Bulb Supply, donated the car to Denver Rail Heritage Society for preservation. At present, the car is located in downtown Denver at 15th and Wewatta Streets. Restoration has begun, with the initial goal being to restore the paint scheme as shown in the accompanying photograph. Following that, a full exterior, cosmetic restoration is planned, with original doors and windows replaced and the cab end rebuilt to its original configuration.

Anyone interested in hands-on restoration of this car may contact Denver Rail Heritage Society at (303) 458-5822, or, Dave Waltrip at (303) 499-0470.

Bulletin

DOODLEBUG DAZE! FIRST BENEFIT EVENT

In an effort to help restore Doodlebug No. 9817, a benefit has been planned the same day as the RMRRRC's Union Pacific Railroad Excursion, Saturday, May 15, 1993.

The Benefit will be held at the Wynkoop Brewing Company, 16th and Wynkoop Streets, Denver, Colorado, from 5:00 to 9:00 p.m., in the "Mercantile" banquet room. The cost is \$25.00 per person and includes appetizers, wine and beer: first two free with admission. Cash Bar: \$1.00.

Reservations are needed and should be directed to: "Doodlebug Daze", 3217 Utica Street, Denver, Colorado 80212. Make checks payable to THE DENVER RAIL HERITAGE SOCIETY. Reservations may also be called into the Denver Rail Heritage Society at 759-8182.

RALPH H. McALLISTER PASSES AWAY

Many area Club members will remember the steam outings at "Mac's" property in Boulder during the late 70's and early 80's. Mac was known internationally for building live steam locomotives. He built model trains and ran a railroad track in his north Boulder back yard near Sumac Avenue and 26th Street. His roundhouse and track

became a gathering place for steam-train enthusiasts.

Mac died at his son's home in Draper, Utah, on February 23rd. He was 87. His trains can still be enjoyed as they live on at the Royal Gorge Museum in Cañon City. Perhaps his best known accomplishment was building a Mallett locomotive--a feat that started with a dream, took 12½ years to build and required more than 4,800 parts. This accomplishment is still discussed in steam circles as a sophisticated engineering feat.

(Information submitted by Ed Gerlits)

NEW MEMBERS

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

Piero Albi	Denver, CO
Joe Benningfield	Lebanon, KY
Daniel Carroll	Denver, CO
Fernando Pompal Diaz	Guatemala, C.A.
Alan L. Ryder	Aurora, CO
Stephen B. Smith	Littleton, CO
William J. Thompson	Colorado Springs, CO

ASSOCIATE MEMBERS:

Mary Thompson	Colorado Springs, CO
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RMRRRC EQUIPMENT WORKDAY

The Equipment Committee has set Saturday, June 12th, aside for the annual workday at the Colorado Railroad Museum. Please set this day aside on your calendar and join fellow Club members for some work, food, and comradeship as we work on the Club's equipment.

A sign-up sheet will be available at the May meeting, or, you may call the Club's telephone [303-431-4354] to leave you name and telephone number. We will get back to you to determine what you might wish to work on.

Our thanks, in advance, for your support!
(Hugh H. Wilson, Sr., Chairman)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

Snow is very heavy on the line, requiring the "OY" Rotary Snowplow to be pressed into action for the second year in a row! News of the event reached us too late to announce at the April meeting, but your editor and Frank Stapleton have made arrangements to head for Chama to photograph this event. Perhaps we can have coverage in the June newsletter. The date of snow removal action is May 3rd. Earl Knoob (C&TS), Club member, advises that it may take at least three

days and require up to three engines to push "OY" through drifts ranging from eight feet to twenty feet!!

Cumbres
& Toltec Scenic
Railroad



Two scenes of the activity at West Portal (Moffat Tunnel) in September, 1935, showing the M-O-W car West Portal Station with the semaphore and the concrete mixing plant. During 1935, the Denver & Salt Lake almost completed the concrete lining of the Moffat Tunnel; at the end of the year, only 250 feet of the lining remained to be completed. While this was underway, the Denver Water Department was working to complete lining of the Moffat Water Tunnel, seventy-five feet south of the railroad tunnel; this project was completed nine months later. [Research and writing of the Moffat Tunnel history progresses with plenty of material to complete the story--Bob Griswald] (Denver Water Department Photographs)



Concrete Plant, West Portal of the Moffat Tunnel

(Denver Water Department Photograph)

40th ANNIVERSARY UP EXCURSION COMMEMORATIVE ITEMS FOR SALE

To commemorate the Club's 40th Anniversary of Union Pacific Steam excursions, we have produced golden-yellow "T" shirts featuring a head-on drawing of UP #3967/3985 on the front and the UP "Overland Route" logo on the back. The shirts come in S,M,L,XL,XXL, XXXL with some all-white "T" shirts with the "Overland Route" logo on the front in XL only. The price is only \$10.00 for S,M, L and XL; \$11.00 for XXL and \$12.00 for XXXL. Shipping is \$2.00 each. Denver (7.3%) and Colorado (3.0%) residents must add the proper sales tax.

Four different UP lapel pins are also available. The four different designs are: 1) the Overland Route Shield, 2) City of Denver Shield, 3) City of Cheyenne Shield, and 4) Winged Shield. Cost: \$5.00 each plus \$1.00 shipping. Denver & Colorado residents, add proper sales tax.

RMRR Caps are also available. The blue and white, one-size-fits-all cap with the Club logo is \$4.00 plus \$2.00 shipping, each. Denver & Colorado residents add proper tax.

All of the above items can be ordered by sending the proper funds to: The Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

CALIFORNIA RAILROAD FESTIVAL

If any of our members are in the Sacramento area from June 18 to 20, they would want to attend the California Railroad Festival at the California State Railroad Museum. This would be the place to ride a real handcar and to see live steam, model, and toy train exhibits. Along with these exhibits, the museum will host a railroad film festival. Of course, all the regular, outstanding museum exhibits will be there to delight the true railfan. (Bob Griswald)



Looking toward Alpine Tunnel from Sherrod Curve on the grade of the Denver, South Park and Pacific Railroad, just above "old Woodstock." The date is September 16, 1950. Note that ties are still in place and one can observe the "super-elevation of the roadbed. Oh! To be able to step back into time!! (Irv August Photograph)



TOMICHI PASS

by IRV AUGUST

Standing near the Palisades on the abandoned grade of the famed Denver, South Park and Pacific Railroad, I could look to the south and see traces of the wagon road over Tomichi Pass as it curved around the east side of Brittle Silver Mountain. Rising ever higher above timber line, it seemed almost magical that six span teams of heavily laden wagons could ever make it to the summit. But make it they did, and in ever increasing numbers during the early 1880's,

seeking the silver that had been discovered in the Tomichi Valley. That summer, the wagons made their way up Chalk Creek from St. Elmo to what later, when the Railroad arrived, became known as Hancock. They then struck out for the saddle in the Divide just south of 12,784' Mt. Chapman. Once on top, at an elevation of some 11,850', the descent to Brittle Silver basin was a hair raising experience. This came to be known as Hancock Pass. Its short life came to an end when the South Park and Alpine Toll Road was completed in September, 1880. Crossing the Divide, much to the north at 11,762', the route, to become known as Williams Pass, was longer but much safer and was in use until the completion of the South Park Railroad and the Alpine Tunnel in 1881-1882. The building of the railroad down to Pitkin and later into Gunnison put

the rails, at Sherrod Curve, close to the foot of Tomichi Pass even though there apparently never was a siding there.

So it was that on the Fourth of July weekend, in 1952, Les Logue and I found ourselves at Hancock getting our gear ready for a three-day backpack hike to White Pine by way of Tomichi Pass. (Les Logue was a charter member of the Rocky Mountain Railroad Club and a companion on numerous Jeeping and hiking trips). We had been over the Divide several times by way of Williams Pass, but this time we decided to try a shortcut over the saddle just to the south of Mt. Chapman.

At that time, we were unaware of the past history of this route. The USGS topo map (1940) showed a trail to the top from Hancock but nothing down the west side. We poked around Hancock for a time hoping to find the start of the trail but found nothing. So, we left Sawmill Curve on the railroad and bushwacked our way up through the brush and timber to timberline. There was no sign of any trail and we kept going to the top.

Once there, the view to the west was breathtaking. I think that we could see all the way to Utah. It was no wonder that the early westbound passenger trains might have stopped at the Palisades so the passengers could catch a glimpse of this mind-boggling view. Moving on, we worked our way down to Sherrod Curve. Any evidence of any wagon road over this part of the range was long gone. Leaving the railroad grade, we worked our way up to Tomichi Basin and paused for lunch before tackling the Pass. Once past the bogs, it was easy going for a time. But this didn't last as there were portions where the talus had completely slid down over the road. Soon we were on top, a wind swept barren summit. We could look to the north towards Alpine Tunnel and pick out the long-abandoned grade of the South Park RR as it fought its way to the summit at Alpine Tunnel.

The west side of Tomichi was easy. We soon found ourselves in the timber and decided to camp there for the night. Next morning, we were on our way and for some reason, had decided not to continue to White Pine, but to hike over the Divide and down to the

Middle Fork of the Arkansas River. Going up was easy. We followed an abandoned mine road part way up Bonanza Creek and then left it to strike the top just south of Clover Mountain. As we topped the rise, we surprised a marmot who made a hasty get-away by sliding down a snowfield. The terrain on the east side was a lot more rugged, but with care we finally made it to the river.

Once across, we s-ruck a primitive Jeep road that led to a ramshackle cabin used by hunters. As it was getting late and threatening rain, we camped there for the night.

After eating, we debated whether or not to bunk in the cabin, but upon closer inspection, we felt that we should leave it to the pack rats. A crude horse corral had been built with some corrugated sheet metal acting as a sort of roof. With the weather steadily getting worse, we felt that this might be better than sleeping in the open. So we made up our bed roll and turned in. Several hours later, I was awakened by the clap of thunder and pouring rain. The sheet metal had cracks in it and made for a nice funnel to pour the water in a cascade right between us, filling my boots with water. Les was up struggling into his pants and laughing at me pouring the water out of my boots. No flashlight was needed as the lightning was continuous and the thunder deafening. We decided that pack rats or no, the cabin was better than where we were. So in we went. There was a stove, but no wood and the rats had filled the oven with trash. The roof leaked in places, but we managed to find a couple of relatively dry spots and turned in again. Sleep was out of the question for a time as the thunder was nearly continuous and deafening. In all the storms that I had experienced in the mountains, this was by far the worst.

By daybreak, it was still raining a fine, but so-wetting, rain. Donning our slickers, we started up 12,070' Chalk Creek Pass. It was slow going. The winter before, a giant snow slide had brought down a lot of timber, piling it onto the trail in a mess of jack straws. It was tough going. About noon, we were on top of the Chalk Creek Pass and could see Hancock Lake and the Chalk Creek Valley.

Back at Hancock, all was secure with the

car and we stowed our wet gear and were off. It was tempting to stop at the Princeton Hot Springs for a hot swim, but we were really hungry and continued to Buena Vista and a good hot meal. Then on home with the memory of another great time in the mountains.

Epilogue: A lot of water has gone down Chalk Creek since that long ago time. Les has gone over the Great Divide and my step is neither as sure nor as quick as then. Leaving our car at Hancock gave us not the slightest concern for its safety. As a matter of fact, the only other persons we saw in the entire three days were two fishermen at Hancock Lake as we came down off Chalk Creek Pass. Try that today! The car would be missing some wheels, or more, if not gone altogether. Today, there would be swarms of people all over Tomichi, which now can be traveled by Jeep. Somehow, the romance of it all has disappeared.

Later that year, I was transferred to one of our plants in Massachusetts and was gone from Colorado for some twenty months. In the summer of 1955, I managed to get back to Alpine Tunnel Country. I was amazed at the changes. The rail that had extended almost to where the Williams Pass Stage Road crossed the railroad grade had all been taken up and it was now possible to drive to the west portal of Alpine Tunnel. Apparently, those responsible for this had bulldozed a road to the top of Hancock Pass from Hancock and down the other side to Sherrod Curve. There had been considerable mining activity in the area while I was gone and I suspect that the miners were the ones responsible for this "dastardly deed." So the wheel has gone full circle, with vehicles, once again, going over Hancock Pass. Somehow, to me, it just isn't fun any more.

FROM THE EDITOR—AN EDITORIAL

Irv August's story about Tomichi Pass gave thought to the best reason to be a part of the Rocky Mountain Railroad Club--the establishment of friendships that lead to adventures described by Irv. Why not take the opportunity to establish friendships at monthly meetings and on the various events and outings of the Club, or, at the Annual Workday! Once established, these

friendships allow for adventures outside the relatively structured Club events. It will allow you to "strike out" on your own, hiking old grades, exploring our beautiful backcountry. Such bonds build even stronger ties between members and creates a stronger Club. Intimate adventures might also lead to members offering to share their experience with others through field trips or excursions that might be included in the yearly events schedule. Take advantage of the opportunity to "widen-out" your interaction with fellow Club members and enjoy the lost art of "social intercourse," that is, the art of deriving simple, but satisfying, pleasure of time, conversation and experiences shared with others that have the same general interests as ourselves. Perhaps you too can share an experience in some future Rail Report about some memorable "railfanning" adventure.

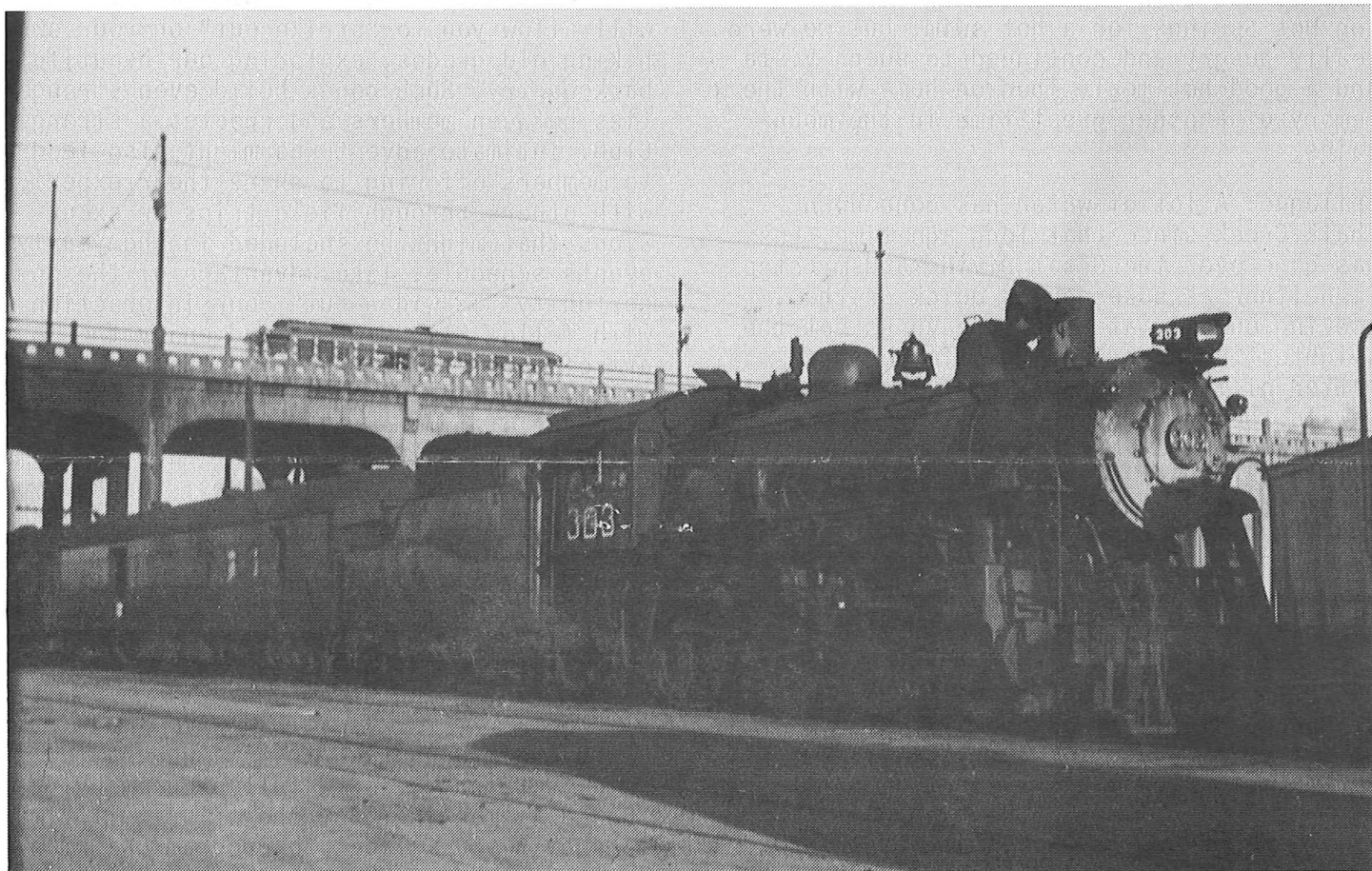
ANNUAL POTPOURRI NIGHT

Erwin Chaim announced that we were a few slide sets short for a full program by the April meeting. So, there is still time to submit your slides to Program Chairman, Roger Callender, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733. You will not necessarily need to get your slides to Roger before the May meeting (although it would be helpful in making the program move smoother), but, please call him prior to the May meeting and let him know that you wish to participate!!

COPPER CANYON OF MEXICO EXCURSION

Just a reminder! Have you considered joining the Club on this spectacular trip? You were mailed a flyer with the March newsletter, giving all the particulars. Some 28 folks have already signed up, but we need about 45 to make it a go. Please give consideration to participating in the trip. Should you need an additional flyer, please give us a call or write to the Trip Committee at the Club's phone or address. Should you have any questions, please contact the Club or Al Miller at Alpine World Travel, 1555 Havana Street, Aurora, Colorado 80012, (303) 752-0900.

REMEMBERING THE MOFFAT ROAD



Denver and Salt Lake locomotive #303 brings Denver & Rio Grande Western Train #10 under Denver's Sixteenth Street Viaduct to the Moffat Depot at Fifteenth and Bassett Streets on October 31, 1947. This was the last train to use the Moffat Depot; the following morning, the Moffat Road trains began using Denver's Union Station as the Denver & Salt Lake was merged into the Denver & Rio Grande Western. Since June, 1947, the Moffat Road passenger trains had been given Denver & Rio Grande Western numbers, but they continued to use the old Moffat Depot through October. On the viaduct, a Denver Tramway streetcar heads for North Denver.

(Robert W. Andrews Photograph)

ROCKY MOUNTAIN



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