

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 8, 1994 -- 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
Roger Callender..... President
Sherm Conners..... 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 December, 1994 Rail Report is due no later than November 8, 1994!!

MEMBERSHIP INQUIRES

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

Linda Johnson, Membership Chairperson
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

November, 1994..... No. 422
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.

NOVEMBER 8 PROGRAM

VIDEO POTPOURRI NIGHT--The Club will be trying a new first in monthly programs: We will participate in a video potpourri provided by Club members. Videos of 5 to 10 minute lengths will be featured. What will we see? You'll have to attend the November meeting to find out! See you there!!

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, 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.

OCTOBER PROGRAM/ANNUAL BANQUET

The November newsletter was produced prior to the Annual Banquet in order to have it ready for distribution on time. A review of the Banquet and the Banquet Program will be made in the December Rail Report.



PRESERVATION FUND AND BOOK DRAWING

A monthly book raffle/drawing is not held during October as we have the Annual Banquet scheduled. We will, however, have a listing of prize winners and their prizes from the door prize drawing at the Banquet.

NEW MEMBERS

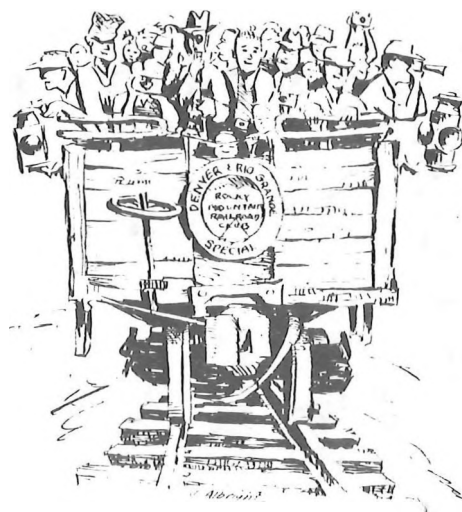
The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Regular Memberships:

Jim Farrell	Newark, CA
Dixie B. Mathisen	Laramie, WY
Terry Lee Miller	Westminster, CO
MeI Schockner	Loveland, CO

Associate Membership:

Jan Schockner	Loveland, CO
---------------	--------------



1994 SCHEDULE OF EVENTS

November 5	Denver Union Station Tour
November 8	Regular Monthly Meeting
December 13	ELECTIONS and Regular Monthly Meeting

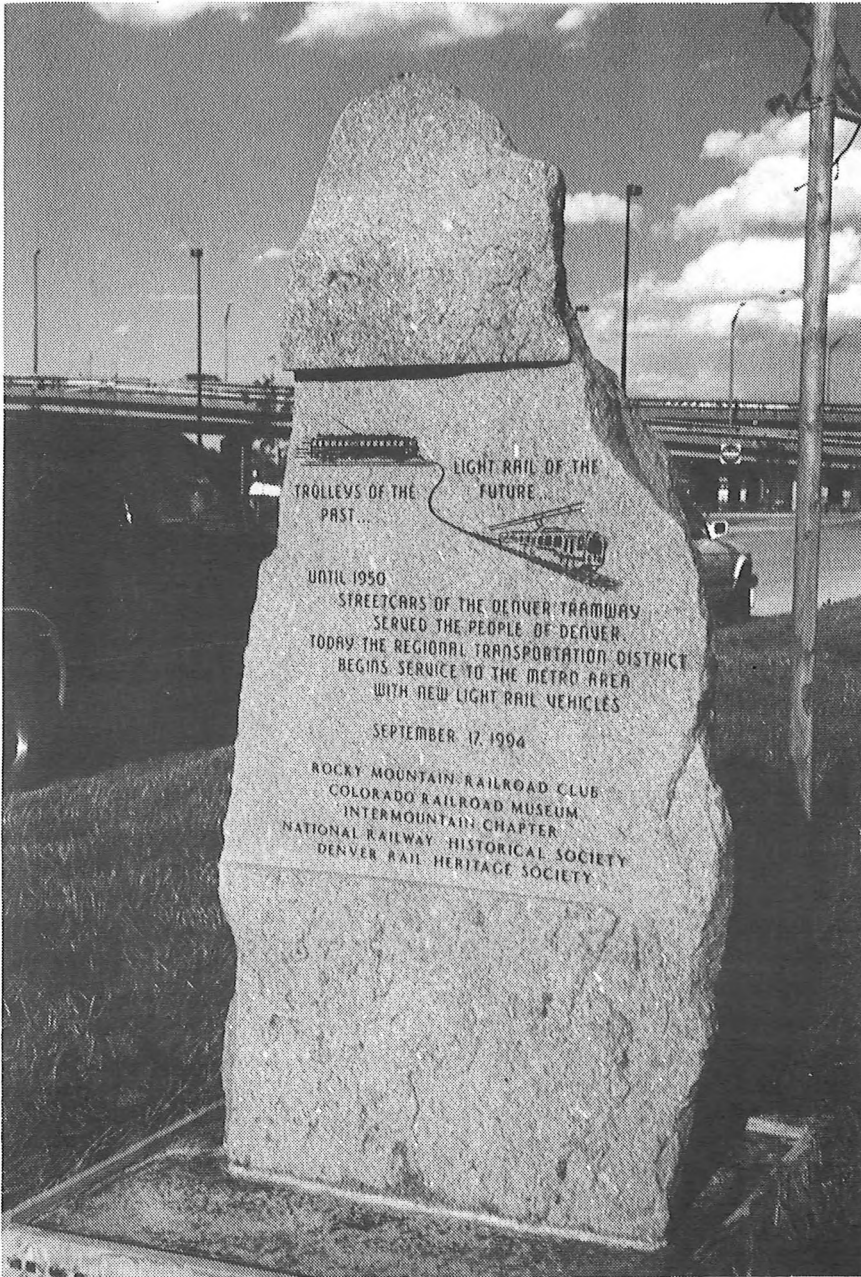
*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

ELECTIONS

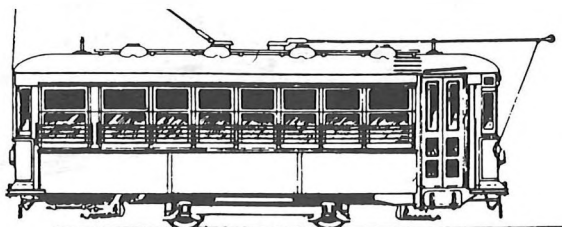
Time is running out as regards submitting nominations for the Club's officers and board of directors for 1995.

The nomination committee, made up of the hold-over board members, is composed of the following three men: Keith Goodrich, Bill Gould and John "Chip" Sherman. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates for officers or board members, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.



The Pink granite historical marker dedicated to "Trolleys of the Past" and "Light Rail of the Future" on Saturday, September 17, 1994, prior to the Light Rail Tour, stands proudly as a tribute to the history of rail commuter service in the Denver area. The monument was unveiled by former Denver Tramway motormen--some being members of the Rocky Mountain Railroad Club.
(Joe Priselac Photograph)



SEPTEMBER 17TH LIGHT RAIL TOUR

by Joe Priselac

The streetcars are back on Denver streets! It's been over 44 years since that fateful day, June 4, 1950, when the last Denver Tramway streetcars carried commuters on Denver streets for the last time. When the Tramway modernized its fleet after the end of World War II, the big yellow cars--proud and aging--were replaced by GMC Diesel buses and rubber tired trolley coaches. The trolley coach, too, went into the history books in 1955.

On Saturday, September 17, 1994, through arrangements with the Regional Transportation District, over 400 railfans were able to ride and "check out" the new LIGHT RAIL system, scheduled to begin service on October 9, 1994. The RTD coupled together two 3-car trains and fans rode the Light Rail Vehicles (modern-day streetcars) over the 5.3-mile length of the system from I-25 and Broadway to 30th Avenue and Downing Street. RTD even through in a couple runs around the downtown loop to the delight of everyone. Stopped at 16th and Stout and 16th and California Streets, the trains took up almost a whole downtown block in length and made for great photographing, and, an impressive sight in Downtown Denver.

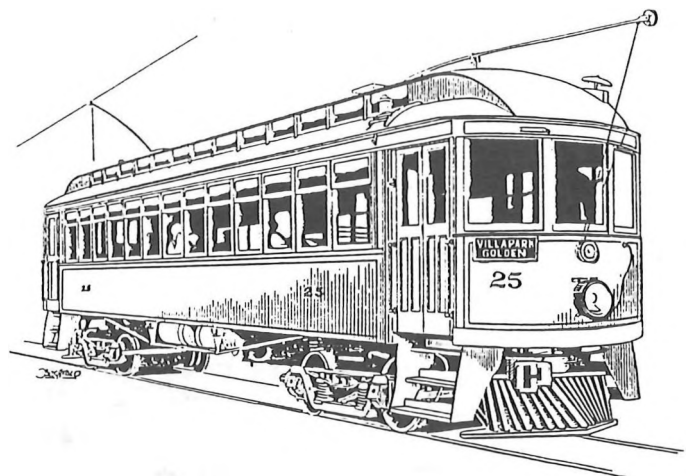
Prior to the departure of the tour, a massive 3,000-pound pink granite marker, dedicated to the history of streetcar service and the inauguration of Light Rail Service in Denver, was unveiled. The marker was co-sponsored by the Rocky Mountain Railroad Club along with the Colorado RR Museum, Intermountain Chapter, NRHS, and the Denver Rail Heritage Society.



Light Rail fans on the September 17th Light Rail Tour observe operations from Car No. 1 as Cars 2 and 3 glide into the left-hand turnout at 14th and Stout Streets. The three-car train will travel to California Street and turn left again, heading north. This is quite a maneuver, and, one of the many highlights of the tour. (Joe Prisela Photograph)

The Tour, jointly sponsored by the Rocky Mountain Railroad Club, the Intermountain Chapter of the National Railway Historical Society, the Colorado Railroad Museum and the Denver Rail Heritage Society, is deeply indebted to RTD and John Claflin, General Superintendent of Light Rail Operations, and his staff, for their hospitality in making this preview of operations possible. Many thanks to Kenton Forrest of the Intermountain Chapter, NRHS, who made most of the arrangements. It was a pleasure working with him and two other distinguished gentlemen, Charles Albi, Executive Director of the Colorado Railroad Museum and Chris Shears, President of the Denver Rail Heritage Society. And, a big "Thanks" to the fans who took part in the tour-- your generosity made it possible to finance the historical (Lyons, Colorado) pink granite monument which now stands as a tribute

to our railfan organizations who feel that the community should have a lasting memory of "TROLLEYS OF THE PAST" and who witness the beginning of "LIGHT RAIL OF THE FUTURE."





The new display site of Goose #5 at Dolores, Colorado, on the old Rio Grande Southern Railroad, September 24, 1994. The Depot in the background is a replica of the Dolores Depot as used by the RGS. Rail, ties and other hardware is original RGS material that the Galloping Goose Historical Society used to provide a display for Goose #5. (Ron Welch Photograph)

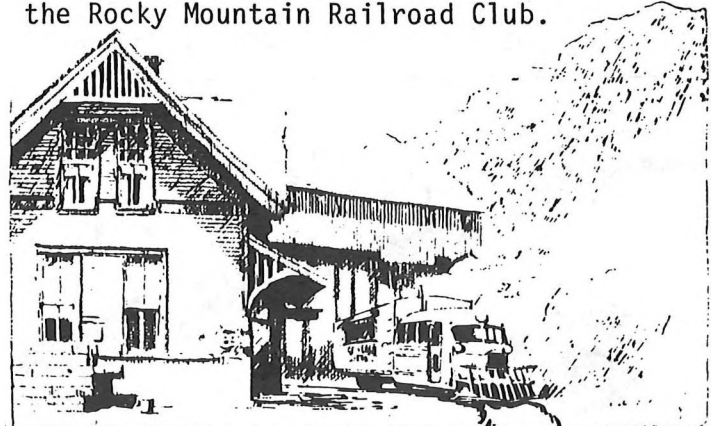
GALLOPING GOOSE HISTORICAL SOCIETY MOVES GOOSE #5 TO NEW LOCATION

by Ron Welch

On Saturday, September 24, 1994, I made a trip back to Colorado [Editor's note: Ron lives in Gallup, New Mexico]. At Dolores I found members of the "Galloping Goose Historical Society" moving Goose #5 with a fork lift to a new display area. They used some original Rio Grande Southern rail, ties, and track material to build a short section of track in front of the depot replica. I understand that someone has donated a GMC truck engine to be used to replace the original motor in #5. Now that they are close to a light source from the depot baggage room and can use power tools,

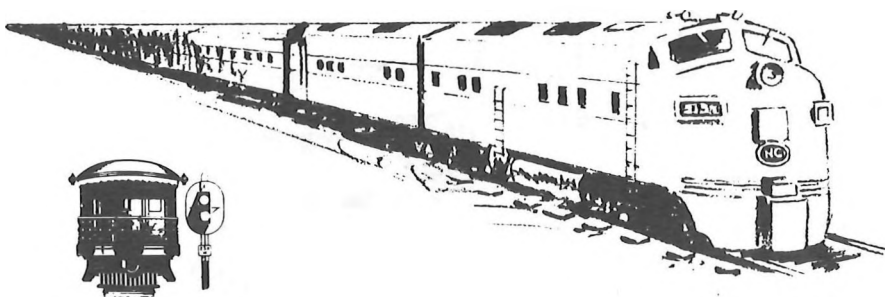
they can begin restoration work. Maybe some day soon we will see Goose #5 running around a loop of track at Dolores.

As an aside, I noticed a display on the Museum wall that stated it was donated by the Rocky Mountain Railroad Club.





Nebkota operates 74 miles of the ex-C&NW Cowboy line between Merriman and Chadron, Nebraska. Newly Painted and refurbished FP-9A, ex-VIA units, numbers 55 and 54 sit on the Burlington Northern to C&NW interchange prior to Nebkota delivery, September 17, 1994, at Crawford, Nebraska. (C. W. Edinger Photograph)



THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

NEBKOTA LINE OPERATING F-UNITS
ON OLD C&NW COWBOY LINE--
Special report by C. W. Edinger.

The grain coop known as Nebkota, based in Gordon, NE, is purchasing and operating a portion of the old Chicago & North Western Cowboy line. The line is being abandoned across Nebraska, some 288 miles. Nebkota now operates 74 miles from Merriman west through Gordon, Rushville, and interchanging with the C&NW at Chadron, NE. They have trackage rights over the C&NW west into Crawford, NE, to interchange with the Burlington Northern.

Nebkota has now leased two ex-VIA FP-9A units, #54 and 55. These recently refurbished, attractively painted silver, red scheme with black trucks were interchanged at the BN/C&NW Crawford, NE, junction on September 16, 1994.

Next time your're in northwestern Nebraska, visit this survivor of the C&NW's Cowboy line. It's well worth the five hour drive from Denver. You'll find plenty of coal traffic on the way passing through South Morrill, NE. The lower sun angle makes better lighting, and grain traffic is currently keeping the line busy daily. (C.W.)

ENGLEWOOD MOVES EX-SANTA FE DEPOT TO NEW LOCATION. The City of Englewood, CO, has moved their 79-year-old depot to its new home at West Dartmouth Avenue and South Galapago Street. The move culminates an effort of nearly two years to save the former Atchison, Topeka

& Santa Fe Railroad depot. The white-stuccoed building was the last remaining station on the Joint Line. It had last seen use by ATSF's maintenance-of-way forces. The station now sits on a half-acre site owned by the Englewood Housing Authority. The Englewood Chamber of Commerce plans to occupy basement-level offices in the building. Upstairs will be the Englewood Historical Society's offices. (Roy Altenbach)



DERAILMENT IN BURLINGTON NORTHERN GILLETTE, WY, YARD DEMOLISHES FOOTBRIDGE. Burlington Northern (BN) suffered a major derailment at Gillette, WY, on September 7, 1994. No one was injured when a 114-car coal train rolled into the yard and collided with the yard switcher and cars in the yard. More than forty cars, six locomotives (C30-7 5032, 5035, 5047, 5113, SD40-2 6354 and SD40-2 7917), and two cabooses (12624 and 10773) were involved.

BN stated that the Decker, MT, to Chicago, IL, hit stationary cars in the yard. The train's crew was setting out a locomotive when the loaded coal train started rolling. An investigation regarding the crew's proper setting of brakes on the train was underway.

Paul Tomer, a BN conductor, said the train collided with the yard's switch engine. Another BN employee said the coal train got away from its crew.

The 240-foot pedestrian bridge over the yard, located east of the BN's Gillette depot, was destroyed.

The derailed coal cars were thrown into 10 propane tank cars on an adjacent track, tipping them onto their sides. Only one car was loaded, but no leakage occurred.

The derailment tore open the fuel tanks of two locomotives, resulting in diesel fuel to spill. Prompt action by BN and Gillette emergency response teams prevented any

additional damage. (Tina Osborne, Wright, WY)

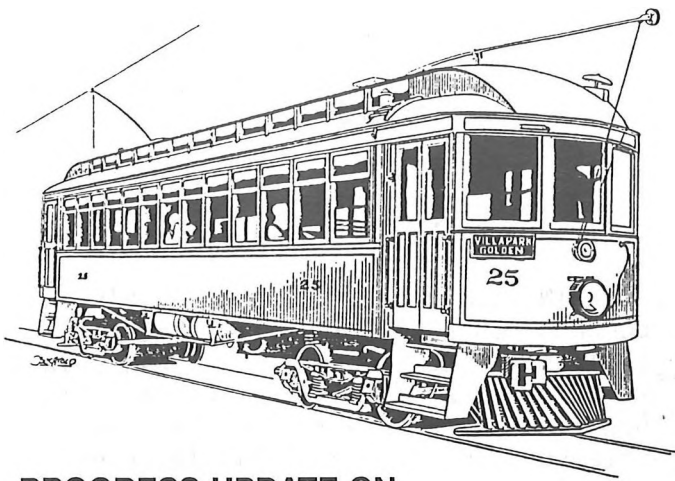


MOVIE TRAIN FILMING ON SOUTHERN PACIFIC IN THE COLORADO ROCKIES. The film, Under Siege II, starring Stephen Segal, was being filmed at various locations along the SP's old Denver & Rio Grande Western Railroad in September and October, 1994. The plot will involve a rail related theme which requires two locomotives and a passenger train lettered Grand Continental. The film's exterior scenes are being done amongst the Colorado Rockies. The train is being kept at Bond, CO. It has been filming at Radium, Tennessee Pass, and on the Craig Branch around Toponas, CO.

Reports indicate a lounge car, named Grand Vue II, has been "destroyed" for the film. Two lounge cars were created from ex-Southern Pacific commuter cars for the movie train. Both are named Grand Vue. The destruction scene was reported to be done around Radium, CO. We'll have to check out the movie, Under Siege II, for the final results.

On September 12th, the train departed Denver from Kremmling, CO, near where the filming is to take place for Under Siege II. A flat car on the rear of the train carried fans and film production equipment. Leased Helm Leasing HLCX SD40-2CLC #6100 was required by the Southern Pacific to provide protection power. All three units were operational as the train climbed the Colorado Rockies Front Range. (Dr. Five Chime, Darrell Arndt, C.W., and the Colorado Zephyr)





PROGRESS UPDATE ON "PROJECT 25"

by Darrell Arndt

Progress continues on the No. 25 restoration project although summertime diversions with our volunteers prevented an accelerated schedule to finish the car in time for the MAC Light Rail opening.

The roof is now completely covered with canvas and partially tacked down. Connection of the motors to electrical cables is being done. Work on seat hardware is underway. Assembly of the bumper area on the No. 1 end is taking place. Wood and steel pieces of the pilots are about ready for assembly. The siding has been sanded. Preparation for ceiling installation is coming along.

Contributions this year came from a wide variety of sources. Our thanks to Roger Smith of Ft. Collins for the nice work he did on machining electrical connectors for the motors and to Olympic Metals for donating the brass. Joe Piz of A-1 Metal Stripping had donated some more work. Woden Woods has completed the new doors for the car and has been very cooperative in working with us on their unique design. Assembly and fitting work remains. Les Nelson, his son Bob, and Walt Rogalla of Design Fabrication Corporation have pretty well finished the "worst of the work" on the generator carriage. The generator is now on the carriage and the special coupling attached. Mobile Power Wash provided a discount on cleaning the generator. Custom Towing made a generous donation of part of the cost of lifting the generator onto the carriage.

Oakon Corporation of Lakewood donated another five gallons of wood preservative. Bowman Construction Supply donated the fabric placed on the roof prior to laying the canvas. Richard Ulin of Broomfield, CO, spent many hours milling, drilling, tapping and assembling new bearings on all the seat brackets. Milt Cowan primed and spray painted the seat brackets in preparation for assembly. Students at Warren Tech (Vocational School, Lakewood, CO) will be finishing several new gear housings for the traction motors, making a housing for the rectifier on the generator, and, Terry McClelland of the school is doing some specialized welding for the project.

AAA Metric Supply donated some more zinc plating for pilot hardware and all of the tacks used to fasten the canvas. Western Upholstery Supply donated the tacks. Cummins Lighting provided a large discount for our emergency lighting fixtures. Tom Pierce of Boykin & Pearce Associates have been very helpful in resolving problems with ceiling installation. John Russell of Colorado Trim & Fixtures is donating his services to create moldings needed for the interior. John Evans has created some great artwork for the ceiling and exterior lettering. Volunteer John Nicholson is making all new leather straps for the windows. Paul Lunning is gearing up to make new window frames. Custom Electronics has provided guidance and will be donating work for the 12-volt power supply. Jim Waltz of Waltz Architects provided needed advice on step materials and Mike Shuster helped with wood working information. Tom Stonebrook of Arvada, CO, volunteered to mill molding needed for the roof trim. Chuck Conway and Tom Abbott have been working on the assembly of the pilots. Other volunteers taking time from their active schedules and putting in time this spring and summer include Mat Anderson, Hugh Alexander, Brian Bechtold, Rich Berens, Roger Callender, Bill Gordon, Joe Haley, Jim Hurt, Len Kohler, Dick Kremers, Larry Lombars, Charlie Max, Mel Ott, John Paul, Tom Peyton, Dick Pfretzschner, Joe Priselac, Steve Rasmussen, Jim Row, Des Sainsbury, Dave Salter, Mike Schalk, Carlos Seegmiller, John Sherman, Doug Smith, Frank Wilson, and Hugh and Hugh, Sr. Wilson. Contributions from the membership, participation in the drawing and Caboose Hobbies' donation should also

be remembered.

Charlotte Briber saw to it that our time sheets were tabulated for the first time since the project started. 5,189 documented hours have been given since the car arrived at the Denver Federal Center. Factoring in additional hours contributed off site, additional hours not logged "on site" (which happens occasionally), and time contributed prior to the move to Lakewood, an estimate approaching twice this number is probably not beyond reason!

There is the possibility that I have omitted an acknowledgement and I certainly will rectify that if it comes to my attention. As can be seen, there are many sources of support for the No. 25 Project. Progress is still much slower than any of us would like to see, but our volunteers give what they can, when they can. Finishing the roof and No. 1 end, assembly of the inside, installation of windows, installation of wiring and painting of the car will be taking place during the winter. This will be an exciting time as the "final product" begins to show. Volunteers are always welcome. It is not necessary to come out to the Federal Center to work. There are numerous projects that can be taken home to be worked on. Just call Darrell at 797-8444!

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: Video of Jim Trowbridge Freight Train of August 30, 1994. Willing to pay for video. Dan Higlin, 3307 Newton, Denver, Colorado 80211.

FOR SALE: 1959 Limited Edition of The Pictorial Supplement to Denver, South Park & Pacific. Signed by authors. Excellent condition. No dust jacket. \$130.00, firm! Fred Hall, (303) 426-1585.

FOR SALE: Rail books, magazines and memorabilia, including Colorado and narrow gauge. Send SASE for list. Stan Blevins, P. O. Box 93777, Lubbock, TX 79493-3777.

RMRRRC 50TH ANNIVERSARY PUBLICATION—REVISED EDITION

GEORGETOWN & THE LOOP

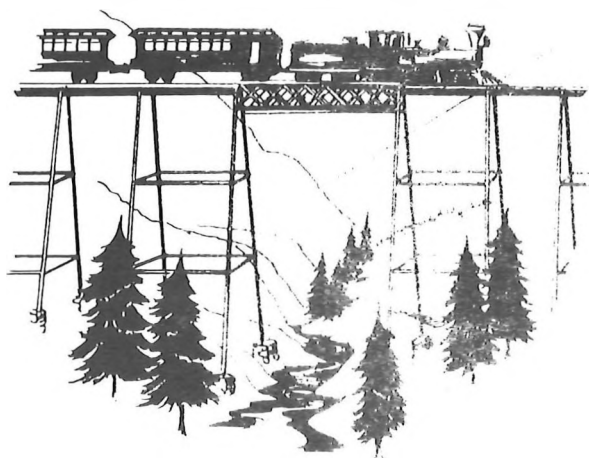
If you haven't already purchased the Club's 50th Anniversary Publication, Georgetown and the Loop, now would be the time to do so. The new revised edition (1993) is available. This hard cover, 250-page history contains 240 rare photographs of both the 19th Century Loop and the "New Loop," the Seabees' operation "Silverspike."

Send \$39.95 per copy plus \$2.75 for shipping and handling to: Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

NAME _____

ADDRESS _____

Zip _____



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.

DENVER'S NEW LIGHT RAIL SYSTEM OPENS FOR BUSINESS

Apparently the public's response to the pre-opening of MAC with free rides should have also given RTD a glimpse ahead to the popularity of the line during its first week of operation (October 10-14, 1994).

Friday and Saturday, October 7 and 8, RTD estimated a ridership of approximately 200,000 people. Reports suggested that they had expected some 40,000 per day! It was a pleasant problem to deal with so many riders as the publicity to the MAC system was a plus for eventual ridership during real operations. Many people were so taken by the system that they would not get off the trains and let others get on! All-in-all, things went quite well for such a large turnout and most folks came away impressed with our new light rail system.

Many thousands of riders, downtown commuters and curious first-time passengers, crammed the sleek new trains during the first week of operation. Riders faced the many unknowns: new ticket machines, coordinated bus and light-rail schedules and unanticipated delays. Still, most everyone seemed to think that light rail is very nice, but has some problems to iron out.

The biggest problem that RTD has to confront is overcrowding. RTD officials had anticipated ridership of about 14,000 downtown commuters daily. Their first week's daily average was 15,000 with up to 8,000 riding during rush hours. It would be safe to say that the public's response was "overwhelming."

So overwhelming in fact, RTD rerouted three of its south suburban buses. Instead of dropping all passengers off at the Interstate 25 and Broadway light rail station, two bus routes will continue to the Civic Center Station on Broadway.

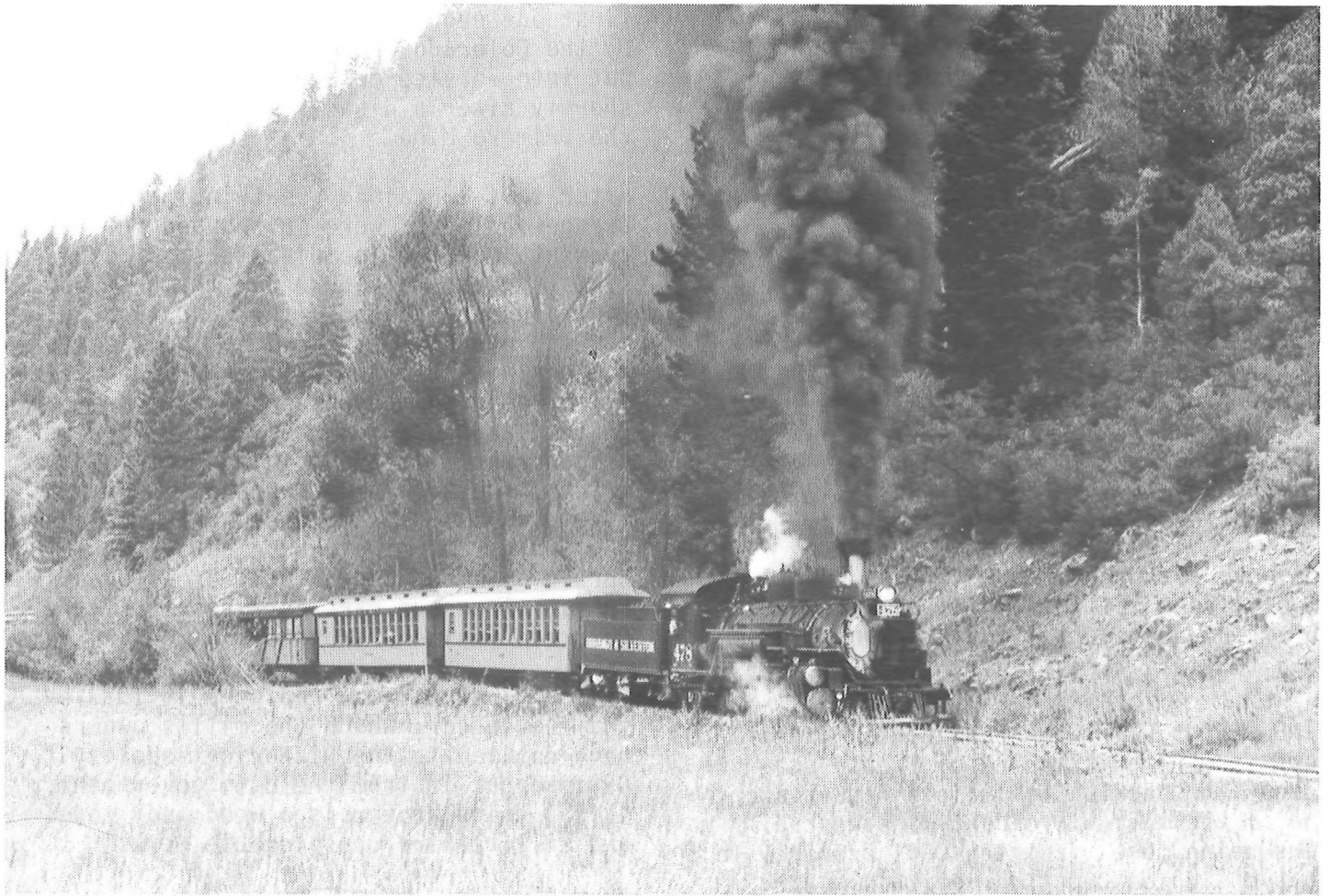
Rush-hour and off-peak trains often reached maximum capacity of 225 occupants. The trains comfortably hold 65 sitting and 61 standing, or a total of 126. Anywhere close to 225 is a tight squeeze.

If RTD is to make a success of light rail, overcrowding will have to be addressed. RTD has already moved to make some quick changes to keep riders happy. To begin, RTD plans to double up trains to accommodate the larger-than-expected crowds. RTD can hook two or sometimes three light rail cars together during rush periods. If demand warrants it, RTD may purchase additional cars, but this will take at least six months for delivery and a great deal of capital expenditure. Right now, it looks as if adjusting bus routes will give RTD time to evaluate the situation and see if the public continues to use MAC.

In response to public suggestions to make the experience better, RTD plans to immediately make some necessary changes to the line including the addition of shelters to the completely uncovered station at Alameda Avenue behind the Broadway Marketplace and adding benches to the astere station at 30th and Downing. RTD will also pave an overflow parking lot at I-25 and Broadway. Autos overflowed the paved lot at the station, so the agency will create more paved spaces on the dirt lot next door. Finally, RTD is seeking price estimates to add a roof to the busiest station, at I-25 and Broadway. The station currently has only an open-beam roof for its shelter.

(Denver TV and Denver Post reports)





September 17, 1994, saw the running of the famous Ed Gerlits' Animas Canon Express over the Silverton line. Durango & Silverton Narrow Gauge Railroad's K-28, #478 provided the motive power for the day. A number of photo runbys were included along with snacks, beverages and lunch. A grand time was had by all aboard. Ed will be running his excursion next year and you can have your name placed on his mailing list. Contact Ed at 1540 Routt Street, Lakewood, Colorado 80215.

(Jim Trowbridge Photograph)

TIDBITS FROM MEMBERS

MIDLAND TERMINAL TUNNEL PRESERVED. Russell Stuska, Club member from Arvada, CO, reports the following: The Midland Terminal (MT) tunnel on the road to Cripple Creek has been preserved. (Strong rumors were that it would be two-laned, or torn out altogether) The highway has been routed around the tunnel. Strong, heavy steel gates with cement borders have been installed on both ends, and, you can park your vehicle and walk to both ends to look inside--and see the other end--and enjoy it!

NORFOLK SOUTHERN TAKES MERGER. Member Bob Frym, Cheyenne, WY, sends this tidbit along. Could this be in response to the BN/ATSF merger talks? The Washington Times of 8/8/94 states: "Western giant Union Pacific has joined merger talks under way between Conrail and Norfolk Southern, two cargo haulers in the East and Southeast, over a three-way combination to create the largest U.S. freight railroad system according to sources. A merger of the three would create a 54,000-mile giant with combined annual sales of \$12 billion and the first trans-continental railroad."



EX-SANTA FE NORTHERN (4-8-4) STEAM ENGINE MOVED TO PUEBLO'S UNION DEPOT. Albert Knicklebine, Club member from Pueblo, CO, has sent clippings from Pueblo's Chieftain advising the move of ex-ATSF #2912 from a site near Pueblo's City Hall, Elizabeth and Union Avenues to its new resting place at Union Depot.

The move required a 350-foot "shoofly" to be built from the initial site to the Union Pacific track behind the WestPlains Energy power plant. First came the tender, then the engine, being pulled (or winched) a few inches at a time by a tow truck. Once on the UP tracks, a Santa Fe locomotive pushed the engine and tender to its new resting place at Union Depot.

The move was orchestrated by the Pueblo Locomotive & Rail Historical Society which dreams of getting the engine running again as a tourist attraction.

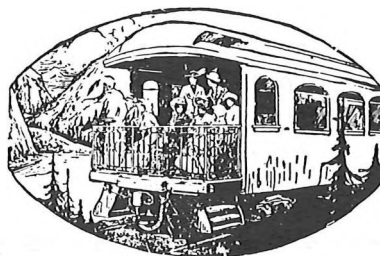
MINE RESCUE CAR TO BE RENOVATED. Other news from Al Knicklebine of Pueblo surrounds the Pueblo Chieftain's report about one of the nation's oldest mine rescue cars being moved from the CF&I property to Pueblo's Union Depot earlier this month. This project belongs to the Pueblo County Historical Society. They plan to refurbish, restore and re-equip the car.

The donor, CF&I, is credited with creating the concept of coal mine rescue cars that could take rescue crews quickly to disasters shortly after the turn of the century. The

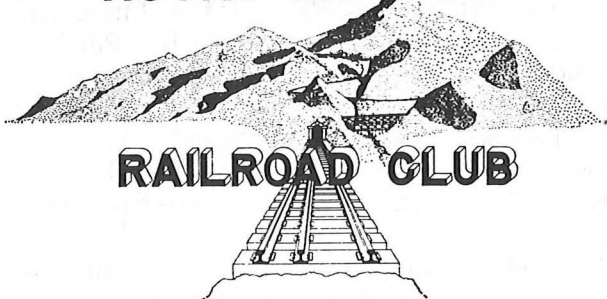
first one ever built was for CF&I, built by the Colorado and Wyoming Railroad and put into service on January 31, 1910, shortly after a disastrous explosion at the Primero Mine.

After self-contained breathing helmets (the Draeger helmets) were introduced for rescue crews to use in mine disasters, CF&I officials tried to figure out the best way to train crews and get them and the equipment to disaster sites. E. H. Weitzel, manager of the CF&I fuel department, testified before a congressional subcommittee in 1914 and described how rescue cars replaced rescue stations in many mine districts. The government sent a representative who was duly impressed and thus began the use of mine rescue cars. The Bureau of Mines had a total of 13 beautiful steel rescue cars as a result of the Colorado Fuel and Iron Company.

CF&I's first car was replaced in 1923 by the rescue car, which the mill's owners have donated to the historical society. CF&I bought it from the U.S. government. This particular car is a wood body model and will require considerable work.



ROCKY MOUNTAIN



BOX 2391

DENVER, COLORADO 80201

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

First Class Mail