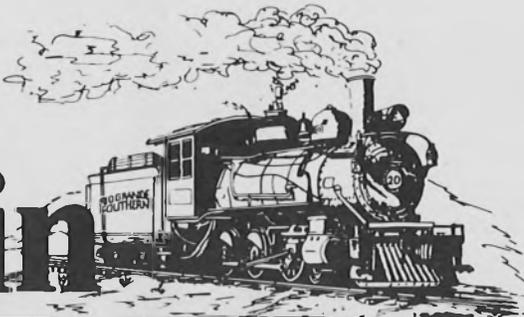


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 14, 1984 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 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
Darrell Arndt..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

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

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

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 Club members, please send it to the attention of the Editor, Rocky Mountain Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

August, 1984..... No. 299
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.

AUGUST 14 PROGRAM

Don't miss this one!!! The August program will be presented by Bob Griswold and Jack Thode, featuring a collection of glass slides made during the construction of the Moffat Tunnel. The slides are from the collection of the late Clifford Betts, who was office engineer for the Moffat Tunnel Commission from 1923 to 1928. The slides will be shown from a reconditioned Bausch and Lomb projector that was used prior to the advent of the 35mm color slides some forty years ago. Any color slides are hand tinted on the glass prior to sealing with a second glass plate and tape.

ANNUAL BANQUET

A flyer containing all the details on the Club's Annual Banquet will accompany the September Newsletter, but we would like to have you begin thinking about October 13th now as summer will be over before you know it!

As usual, there will be no regular meeting in October so that we can all gather together for a fine dinner, excellent pro-

gram and good comradeship. Many fine door-prizes are already being gathered and preparations for the evening's program are in full swing, so plan to be there!!!

JULY PROGRAM

It was a real pleasure to see fellow Club member, Morris Cafky, at the July meeting. An unexpected treat brought co-author, John Haney, with Morris to put on the program.

Morris started things off with some fine humor and proceeded to give a verbal history of the trolley lines of the Colorado Springs area. John followed up with a slide presentation illustrating the material that Morris presented. Many times, John was able to show a "then and now" photograph which made the program all that more interesting.

The program was well received and so well presented that no one had any questions to ask afterwards. We appreciated the effort that Morris and John put forth and wish to again thank them for a wonderful evening.

NEW MEMBERS

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

| | |
|-----------------------|-----------------|
| Richard G. Burlingame | Owosso, MI |
| Daniel D. Couch | Ft. Collins, CO |
| Dennis Liles | Los Alamos, NM |
| Stephen W. Pahs | Denver, CO |
| Lanny J. LoSasso | Wheat Ridge, CO |
| Roger E. Seliga | Bridgeport, CT |
| Miguel Medina | Pueblo, CO |
| Stewart Atkinson, Jr. | Los Angeles, CA |
| Tom Savio | Davis, CA |



FIRST CONTROVERSY FOR YE OLDE EDITOR!!!

In last month's newsletter, your editor made note of the rumors that have and still persist about Charles Bradshaw's intentions to sell the "Silverton". Well, your editor received a telephone call from Mr. Bradshaw, himself, on Thursday, July 12th.

Mr. Bradshaw made it perfectly clear that he does not have the railroad up for sale and has no intentions of putting it up for sale, ever! In fact, he has continuing plans to upgrade the physical plant and add equipment to handle even more riders.

Mr. Bradshaw stated that he has two cars in the carshop right now. The K-37, #497, did have a boiler problem, but it was corrected and the engine was once again back in service. The ex-Rio Grande Southern engine #42 will have to wait for overhauling until the roundhouse problem is overcome and corrected so stalls are available to pull the engine in for work.

I certainly appreciated Mr. Bradshaw's call to set matters straight and, along with many others, am glad to hear that he plans to continue the fine work in restoring the line to a first class operation.

Your editor was quoted by the Silverton Standard and somewhat chided for an admittedly poor choice of words about details of the rumored sale as being so specific as to have some "basis in fact".

This whole matter brings up the problem of NO news from the D&SNG. Perhaps rumors like this would not get started if the railroad were more enthusiastic about press releases. The Silverton is not some obscure branchline, but has a large and enthusiastic following by railbuffs and tourists alike! Other than the conversation with Mr. Bradshaw in early July, this editor has never received any direct information and has had to rely on second-hand information. Perhaps one of the items Mr. Bradshaw will consider is to have someone concentrate on Public Relations. Such a move would undoubtedly bring about much of the increases in ridership that Mr. Bradshaw hopes for in the future and eliminate any further rumors.

CHICAGO '84



This June the Rocky Mountain Railroad Club sponsored one of the most complex, event-filled, trips it has ever undertaken. The thirty-one trip participants sampled the extraordinary variety of rail-oriented attractions the Chicago area offers. One of the key purposes of the trip was to present the Museum of Science and Industry with a plaque commemorating the 50th anniversary of the Pioneer Zephyr's record-breaking Denver to Chicago run. Each day of the tour was filled with a variety of rail oriented experiences that none of those in attendance will ever forget.

Saturday, June 9, 1984, was our first full day of activities. We joined the Twentieth Century Railroad Club of Chicago for a trip to Galesburg Railroad Days. For the past three years, the Twentieth Century Railroad Club has chartered an Amtrak train for this event. Our trip was made extra special by our rail accommodations. Our tour members traveled on board the "Cedar Rapids", a truly spectacular car. Designed by industrial designer Brooks Stevens for the 1947 Twin Cities Hiawathas, it was one of four built by the Milwaukee Road. It has a parlor car drawing room, individual reclining, swiveling parlor car seats and a dramatic, glass-roofed observation lounge. Several years ago, the designer's son purchased it in derelict condition and set out to restore it. Over \$100,000 has been spent on it; \$10,000 for the glass in the Skytop Lounge alone. It is painted in its original Milwaukee Road orange, maroon and black livery.

After a brief stop at the famous Joliet, Illinois depot, we continued on the well-maintained Santa Fe mainline to Galesburg. Even at 80 miles per hour, the famous Milwaukee Road designed trucks, together with the fine Santa Fe track, caused hardly a ripple in the orange juice of the fine breakfast served by white-jacketed Twentieth Century Railroad Club cars hosts. All too soon, we were in Galesburg.



The "Cedar Rapids" shown here at Galesburg, and three sister cars were once used on the Twin Cities' Hiawathas on the Milwaukee Road.



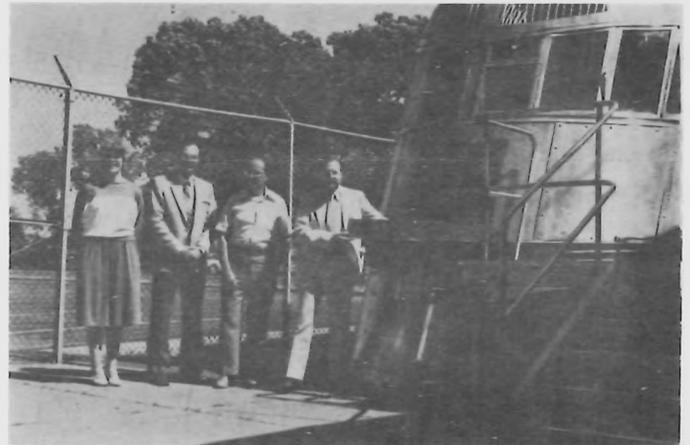
A white-jacketed Twentieth Century Railroad Club member serves RMRRC Vice-President, Erwin Chaim a 1st Class breakfast as Frank and Midge Braisted look on.

In seven short years, Galesburg Railroad Days has grown to a most impressive size. The main street of town is blocked off. An amazing variety of booths are set up, selling everything from souvenirs and antiques to food of all kinds. The grilled pork chops and home baked pies were real favorites. The Burlington Northern Railroad and Amtrak also had extensive displays. To celebrate the opening of the new Amtrak depot, Amtrak had a variety of their equipment open, including a locomotive, a Heritage Fleet sleeper, a Superliner coach, a Hi-level coach dorm car and an Amfleet II diner/lounge. Displays from the BN were extensive and varied. BN locomotives were open for inspection, in addition to static displays and a rail-laying contest featuring BN crewmen.

Soon it was time to reboard the "Cedar Rapids" for our trip back to Chicago. On board we were served a fine dinner, while classical music played on the car's sound system. Tour members now have a clear standard to compare future "First Class" forms of travel.

Sunday was the day the plaque was presented to the Museum of Science and Industry. After a short trip on the ICG/RTA electric bi-level commuter train, we were faced with an enviable, but difficult series of choices. With so many rail-oriented events and displays at the MSI, and so little time to see them, many members wished they had brought their track shoes. In addition to the MSI's regular extensive rail-oriented displays, there are model railroads, static railroad-sponsored displays and an extensive display of railroad art. Longtime Club member Howard Fogg was well represented. As if this wasn't enough, the 1934 movie "The Silver Streak", starring the Pioneer Zephyr and a cast of lesser-talented humans, was shown. Tour member Tom Caldwell was delighted to learn that the name of the young inventor of the Silver Streak was none other than Tom Caldwell. After a fine banquet in the Museum's Columbian Room, sponsored by the Twentieth Century Railroad Club, longtime Chicago Transit Authority Director, George Krambles, presented an excellent lecture/slide presentation on electric transit in North America. At 3:30 we gathered around the front of the Pioneer

Zephyr for the presentation of the RMRRRC plaque. Club president, Darrell Arndt, made a fine speech. Mr. Ted Fwigon, Director of Exhibits, and Ms. Roseann Henry, Special Events Manager, accepted the plaque for the Museum. The Plaque will join others being presented to the Zephyr in a special display. If you travel to Chicago this summer, a trip through the railroad exhibits at the MSI is a must!



Roseann Henry, Special Events Manager, Darrell Arndt, Erwin Chaim and Ted Fwigon, Director of Exhibits, pose with the RMRRRC Plaque and the Pioneer Zephyr at the Museum of Science and Industry.



The RMRRRC Plaque rests temporarily on the front of the Pioneer Zephyr.



Club tour members gather around the Pioneer Zephyr at Chicago's Museum of Science and Industry.



The CTA crew poses beside our 1922 vintage special train on Chicago's famed Loop.

On Monday, members of the Twentieth Century Railroad Club joined us for our very special Chicago Transit Authority tour. After a brief escorted trip on a northbound CTA

express train to the Howard Street Station, we boarded our special chartered CTA train. The equipment was two beautifully restored, 1922 vintage, Cincinnati-built transit cars. Their orange and brown livery gleamed in the bright blue 65° Chicago sky. The interiors featured many historic photographs and a speedometer. For several hours we were treated to an ever-changing view of Chicago, and its fast, efficient rapid transit system. The CTA right-of-way is very diverse. We ran on "L" tracks, under the overhead catenary on the "Skokie Swift", which is the last remnant of the old North Shore interurban line, third rail ground level running on the Ravenswood Line, the State Street Subway, and a couple of circuits around Chicago's famous Loop.

Tuesday, thanks to the efforts of Debbie Marciniak, Amtrak's Midwest Manager for Corporate Communications, we took a tour of Amtrak's Chicago Maintenance Facility. The facility is on the site of the old Pennsylvania Railroad coach yard at 12th Street and the former PRR engine facility at 16th Street. However, everything from the PRR days has been replaced, and all of Amtrak's facilities have been built since 1976. We saw how trains were made up, repaired and serviced. There was quite a variety of equipment there, including the slumbercoach, "Loch Lochy", a frequent visitor to Denver in the 60's on the Burlington's Denver Zephyr. Our tour was a special treat, as Amtrak seldom grants group tours.

After our tour of Amtrak's facility, we ate lunch at the historic Hotel Florence in Pullman. After lunch, Grace Sarniak, from the historic Pullman Foundation, took us on a fascinating tour of the town of Pullman. Pullman has been declared a National Historic District, and there is much renovation and restoration taking place. We saw the exterior of George M. Pullman's car building plant, as well as the homes, shops, recreational facilities and the famous Greenstone Church he built for this earliest example of the completely planned industrial community. That evening we took a sunset cruise on Lake Michigan. The sunset behind the dramatic Chicago skyline was quite beautiful.

Wednesday we boarded one of the new electric interurban cars of the Chicago, South Shore and South Bend Railroad. While

old traction buffs might argue, the new cars are a much needed improvement over their 60-plus-year-old predecessors. The trip included vistas of urban Chicago, heavy industry including steel mills, as well as small towns and rural countryside. At Michigan City, Indiana, we were picked up by a bus from the Carlson Bus Service (no relation to tour members Carl and Mary Carlson), and taken to the La Porte County Historical Society Museum near Hesston, Indiana. There, Ed Rysz promptly boarded us on a train hauled by an old Coloradan, ex-New Mexico Lumber Company Shay locomotive No. 7. This was the last narrow gauge shay built by the Baldwin Company, and began running on lines out of Dolores, Colorado in November of 1929. It was the subject of a cover story in the July, 1977, Trains Magazine. How it got from Colorado to Indiana is well-chronicled in this article. The engineer, Ken Coates, did an outstanding job making each start and stop very smoothly. Perhaps Amtrak should look him up. His professional train handling became even more impressive when we learned he is only sixteen years old! The museum is not normally open during the week, so our visit was another special treat.



Tour members examine Locomotive No. 7, the ex-New Mexico Lumber Company Shay, at the La Porte County Historical Museum, near Hesston, Indiana. This was the last narrow gauge Shay built by Baldwin. From the New Mexico Lumber Co., it went to the Oregon Lumber Co., to the Black Hills Central, to La Porte.

That evening we attended a multimedia show called, "Here's Chicago", which featured a 70mm film and a slide show featuring 63 projectors (something for Erwin Chaim to

shoot for). We then took a trip to the top of the John Hancock Building. There we were entertained by the Goodyear Blimp as it made lazy circuits over Chicago.

Thursday we boarded a chartered bus for Milwaukee and a tour of the Kalmbach Publishing Company. There we saw how some of our favorite magazines, Trains, Model Railroader and Fine Scale Modeler are published. We met Kalmbach President, David Morgan, as well as many of the staff on the magazines. Covering the walls at Kalmbach are some of the finest examples of railroad art one could imagine. Here too were works by Howard Fogg. Of particular interest to the modelers among us was a tour of the Kalmbach employees' model railroad. The Company donated the large room for this layout. This is an idea other employers might want to copy.

We had lunch in the Grand Junction Restaurant in Waukesha, Wisconsin. It consists of an old Chicago & Northwestern depot, several passenger cars (some serving as dining rooms), some freight equipment, and an ex-SOO Lines steam locomotive. The food was excellent.

From there we went to Mukwonago, Wisconsin, for a visit to the East Troy Trolley Museum. The Museum isn't normally open on weekdays in early June, so we were particularly pleased that Greg Schmidt and John King of the museum staff opened it for us. They treated us to a ride on trolley 715, a beautifully retored North Shore Lines car. We took a ride to East Troy, where we visited the depot/substation. Next to the depot is a small drugstore with a soda fountain. It has been restored to reflect a typical drugstore of the 30's or 40's. Once word was out that they made excellent Green River Sodas, only the most diehard rivit counters stayed with the trolley. We then took a trip down the entire 7.5 mile line, returning to the museum for a closer look at the exhibits. The displays include a Milwaukee trolley bus, a San Francisco PCC trolley, several North Shore cars, 2 Chicago Rapid Transit cars, some Milwaukee Electric freight locomotives and their newest acquisition, a South Shore Lines car.

Friday was a particularly exciting day. Gordon Butler, Business System Planner for

EMD (the locomotive builders of General Motors) arranged a fascinating tour of the plant at La Grange, Illinois. The bus that took us from our BN/RTA commuter train to the plant stopped at a White Castle restaurant. This gave the non-midwesterners among us a chance to sample the famous White Castle Hamburgers, informally known as "Gut Bombs" by locals.

The tour of EMD was particularly difficult for Darrell Arndt, as cameras are not permitted. His shutter-pressing finger was seen to twitch in mid-air at a couple of particularly interesting sights. A highlight of the tour was watching a 220-ton crane pick up a nearly completed locomotive and gently lower it onto its trucks. We also saw new SD50A prototype locomotives painted in a dazzling blue and white paint scheme, ready to begin road testing. Again, we were very fortunate to have this tour. Three people joined us for the tour and told us that they had been trying for over a year to arrange an EMD visit.

Saturday, after a last look at the beautiful Chicago & Northwestern depot in Chicago, which is slated for demolition this summer, we boarded a CNW commuter train for Crystal Lake, Illinois. There we were met by a bus and taken to Union, Illinois for a visit to the Illinois Railway Museum. Nick Callas, the General Manager of the Museum gave us a special behind the scenes tour of the impressive shops, and some of the equipment not normally open to the public. The Museum ran its first steam passenger train at Union on May 31, 1962. Its growth over the past 22 years is remarkable. The Museum, which has about 1,000 members, has collected around 200 pieces of equipment. Most of it is protected in completely enclosed train sheds. We were given a special ride behind another ex-Coloradan: C&S E-5, 9952A, one of the stainless steel diesels built by EMD for the Burlington Railroad to haul the famous Zephyrs in the forties. We rode in the parlor car "Juno", on the Nebraska Zephyr. This is the sister set of equipment to the one which sat for several years in Union Station in Denver. We also were given trolley rides over the museum's trolley loop. What little time remained we spent trying to see the rest of the extensive collection.

That evening, the Hotel Bismark, where the

tour was based, treated us to caviar and cocktails as we had our farewell banquet. Tour member Alan Green stated that during the week we had traveled over 730 miles by rail, not counting transportation to and from Chicago by other means. We utilized thirty different ways of traveling. The highlights were many, but one of the fondest memories for all of us on the trip is that of the fine people who were our traveling companions. (Keith Kirby)



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 items.

WANTED: D&RGW Ski Train photos between 1960 and 1968, especially 1965-66-67. Prefer black and white, but color OK. Charles Albi, 460 S. Marion St., #306, Denver, CO 80209.

AUCTION: The following valuable books are from the collection of Michael Koch, a long time member of the RMRRC who died two years ago:

| Title | Year | Min. Bid |
|--------------------------------|---------|----------|
| Poors Manual of RR | 1876-77 | \$ 50 |
| ditto | 1883 | 40 |
| ditto | 1888 | 40 |
| ditto | 1891 | 35 |
| ditto | 1901 | 30 |
| ditto | 1912 | 30 |
| ditto | 1917 | 25 |
| Moodys Railroads | 1912 | 35 |
| Off. RY Equip Reg. | 7/48 | 100 |
| ditto | 5/28 | 150 |
| RY Car Construction by Voss... | | |
| Locomotive Ency. | 1947 | 100 |
| ditto | 1922 | 150 |
| Car Builders Ency. | 1946 | 75 |
| ditto | 1940 | 75 |
| ditto | 1922 | 100 |
| Loco. Dict. & Cycl. | 1919 | 150 |
| Loco. Dict. | 1906 | 200 |
| Car Builders Dict. | 1909 | 200 |

Send all bids to Wanda Koch, 41 Old Army Road, Scarsdale, New York 10583.



ORDER FORM

Great Western Railway Steam Excursion

NAME _____

ADDRESS _____

(Please Print)

PHONE _____

GREAT WESTERN RAILWAY EXCURSION

Don't forget the Club's Great Western Steam Excursion coming up on Sunday, Sept. 9th. John Birmingham's recently restored GW 2-8-0 No 51 will take us on a relaxing journey over trackage that has not seen a Club excursion for many years.

Our schedule for the 50 mile Loveland to Eaton, round trip has been arranged so that a number of photo runbys may be enjoyed in both directions. Ample time has been set aside for our stay in Eaton where we can enjoy lunch while our train is serviced and prepared for the return to Loveland. Our train consist will include several cabooses and two wooden coaches, providing a variety of vantage points from which to enjoy the rolling countryside and take in the sights and smell of a real coal-burning steam locomotive.

Departure from the Great Western Loveland Depot at E. 11th and Monroe (just look for the GW Sugar Plant) will be at 9:30 a.m. with return in the late afternoon. The fare is \$19.00 per person (Please indicate if you would like a seat in a caboose--same fare). Lunch is available for an additional \$6.00 for a complete lunch served at your table at the Eatin' Place. If you prefer a picnic lunch, bring it along and eat at the city park some six blocks from the train.

For the Club to undertake such a venture as this railfan oriented excursion, we need the support of our members and friends to make it a success. We hope you'll plan on ordering your tickets soon and join us for what will be a truly fun outing. Should you have any questions, please feel free to call Darrell Arndt at 572-7868 or Mat Anderson at 722-9460. (Darrell Arndt)

I wish to have _____ Train Tickets
at \$19.00 each..... \$ _____

I wish to have _____ Train & Lunch
Tickets at \$25.00 each..... \$ _____

Total payment enclosed..... \$ _____

Send Check to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Mat Anderson
1117 South Clayton St.
Denver, Colorado 80210

**COLORADO RAILROAD MUSEUM
ACQUIRES MAJOR NARROW GAUGE
COLLECTION**

The Colorado Railroad Museum acquired the entire collection of Bob Shank, Jr. of Durango, Colorado. Beginning the week of July 15th, this collection began arriving in Golden and at this writing is almost complete. Included in the equipment being displayed at the Museum is D&RGW NG Diesel No. 50, RGS Geese Nos. 6 & 7, D&RG RPO No. 60, Caboose No. 0524 & 0548, Short Reefer No. 45, Box car S-3271, Drop Bottom Gon No. 830, Stock No. 5714, Water Car No. W-493, RGS Coach No. 150 and Flat Top RPO from Vance Junction, as well as an assortment of other NG & STD gauge cars in various states of disrepair.

This collection represents a major increase in equipment at the Museum and adds some exceptional pieces to the Museum's roster. Current trackage is jammed and new track will be necessary to handle all this new equipment. Museum workers will be kept busy for some time to come.

GEORGETOWN LOOP EXCURSION DATE CHANGED

Due to the upper bridge being set in two feet too high and the necessary grading not being able to be completed prior to our July 21st Excursion, the trip was cancelled on this date and rescheduled for August 25, 1984 (a Saturday).

Therefore, you have an additional chance to join us for a spectacular excursion on the famous GEORGETOWN LOOP. Track will be completed off the High Trestle and down grade over the new upper bridge and back under the High Trestle. This will allow us to photograph not only our train, but the other regularly scheduled trains and may present the possibility of staged shots using more than one train, just as was done in the 1800's by Wm. Jackson and others. Don't miss this opportunity!

Lunch is included in your ticket cost and will allow us to hold in a siding during lunch and watch and photograph other trains as we enjoy a fine catered meal.

Tickets are \$20.00 per person and can be obtained from Jim Trowbridge, 502 S. Cody St., Lakewood, Colorado 80226.

ORDER FORM

Georgetown Loop Excursion

NAME _____

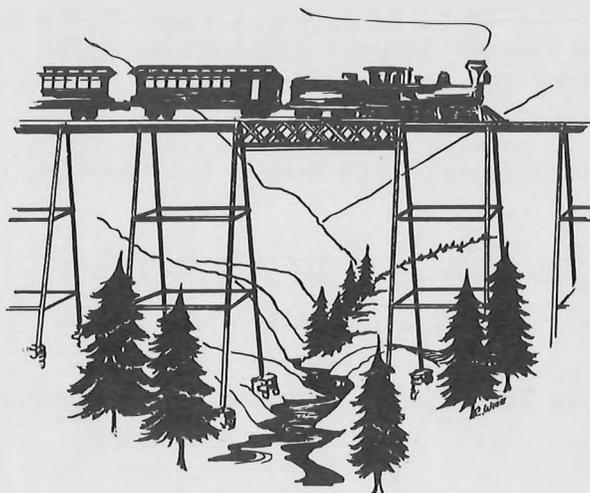
ADDRESS _____

(please print)

I wish to have _____ tickets at \$20.00 each

and enclose \$ _____ in payment of my tickets as well as a self-addressed envelope to help get my tickets out faster.

Make checks payable to: The Rocky Mountain Railroad Club.



NARROW GAUGE NEWS FROM UP NORTH

The July 6th issue of the Locomotive Engineer (B. of L. E.) reports that the narrow gauge White Pass and Yukon Railway has a chance to reopen. The railroad suspended operations two years ago when its only major freight customer, Cyprus Anvil lead-zinc mine at Faro, shut down because of low prices. The mining company now plans to use trucking operation along a steep highway when metal prices improve; it figured the highway operation would cost \$24.5 million compared to \$26.9 million on the railroad. But,

A Canadian Transport Commission report indicated that it would cost the government \$3.5 million a year just to keep the highway open in the winter. The road is now closed from October to May. The CTC study didn't mention the additional costs of maintaining the road in summer. Also, the study noted the increased traffic hazard to other motorists using the road. Improvements to the highway to eliminate some of the hazards would cost only a cool \$28 million!

Once again the railroad proved to be the most economical means of transportation by a neat \$1,100,000 a year. Beside the income from the mine, the railroad had a flourishing tourist business in the summer. There is still hope for the White Pass & Yukon!
(Bob Griswold)

The following newspaper clippings are from the time of the opening of the Moffat Tunnel and are submitted by Bob Griswold.

THE ROCKY MOUNTAIN NEWS / February 24, 1928

NEWSPAPER BOMBS TO HERALD FORMAL OPENING OF TUNNEL

More Than 2,000 Persons to Be Passengers on Train Thru Six-Mile Bore

BOMBS fired from the roof of the office of The NEWSpapers Sunday will announce to all Denver that the Moffat tunnel has been officially opened—that the dream of David H. Moffat has been realized.

Six bombs fired in quick succession will tell Denver that the golden spike

has been driven and the first passenger train to go under James Peak is starting thru the six-mile bore.

Half an hour later six more bombs will announce that the journey thru the tunnel has been completed—that the continental divide has been conquered.

Train to Depart at 8:40 A. M.

The special train of four sections carrying 2,500 Colorado citizens to East Portal, where the ceremonies will take place, will leave Denver at 8:40 a. m., arriving at the mouth of the tunnel at 11:30.

Governor Adams, W. P. Robinson, president of the tunnel commission, and W. R. Freeman, president of the Denver & Salt Lake (Moffat) railroad, will be greeted there by Governor Dern of Utah.

When Robinson has turned the tunnel over to Freeman and short speeches have been made, the golden spike will be driven and the trip thru the tunnel will start at noon or shortly thereafter.

At the request made thru The NEWSpaper by railroad and tunnel commission officials, the entire ceremony will be broadcast over KOA. Direct lines from the mouth of the tunnel to the broadcasting transmitter in Denver were installed yesterday.

Get Tickets Without Delay

Nearly 1,700 of the 2,500 special souvenir tickets had been sold last night, railroad officials reported. It is predicted that the entire 2,500 will be sold long before sale of the tickets stops at 5:30 p. m. today.

Those who have not made reservations for a ticket are urged to buy them early today as the number will be limited to 2,500.

Stubs of each ticket bearing the signature of the owner will be collected during the trip. These together with NEWSpaper accounts of the ceremony, will be placed in a steel box and sealed in the wall of the tunnel later in the week.

It is planned to have the governors of Colorado and Utah open the box on the 50th anniversary of the opening of the tunnel.

FREIGHT TRAIN GOES THRU BORE

74 Cars, Pulled by Three Giant Locomotives, Make Trip in 30 Minutes

The largest freight train ever hauled over the Denver & Salt Lake (Moffat) railroad came to Denver thru the Moffat tunnel last night.

Three monster mallet locomotives pulling 74 cars loaded with 3,875 tons of freight roared thru the six-mile bore in 30 minutes, the engineer in charge of the train reported to W. R. Freeman, president of the road, last night.

It would have required 10 locomotives 9 to 11 hours to have pulled the train over the divide by the old route.

Thruout the entire length of the tunnel smoke was hardly noticeable, members of the train crew declared. With the three locomotives eating coal as fast as it could be shoveled into the fireboxes, it was impossible to even smell the smoke during the first half of the trip, they said. During the last three miles the odor of smoke was very faint.

Pulling the heavily loaded freight train thru the tunnel was in the nature of a final test for the grand opening celebration Sunday, when the first passenger train is sent thru.

Program to Be Presented Sunday At East Portal

Following is the program at East Portal for the opening ceremonies at the Moffat tunnel Sunday:

12:15 p. m. Invocation by the Rev. Charles Marshall.

12:16 p. m. Driving of the gold spike by ex-Gov. Oliver H. Shoup and Gov. William H. Adams.

12:17 p. m. Formal delivery of possession of railroad tunnel to the Denver & Salt Lake Railway Co. by William P. Robinson, president of the Moffat tunnel commission.

12:20 p. m. Acceptance of tunnel on behalf of the Denver & Salt Lake Railway Co. by William R. Freeman, president.

12:21 p. m. Address by Oliver H. Shoup, ex-governor of Colorado.

12:24 p. m. Address by William H. Adams, governor of Colorado.

12:27 p. m. Address by Dewey C. Bailey, ex-mayor of Denver.

12:30 p. m. Address by John F. Bowman, mayor of Salt Lake City.

12:33 p. m. Address by Benjamin F. Stapleton, mayor of Denver.

1:20 p. m. First train enters tunnel.

MOFFAT ROAD SHIFTS TRAINS

New Schedule Announced by Traffic Manager; Effective Sunday

A new passenger train schedule over the Denver & Salt Lake railroad has been announced by F. J. Toner, general traffic manager, effective Sunday, following the formal opening of the Moffat tunnel.

Passenger trains operated at night will be placed on a day-time schedule, leaving Denver at 8:40 a. m. instead of 8:30 p. m. Arrival at Craig, Colo., western terminus of the road will be 7:20 p. m.

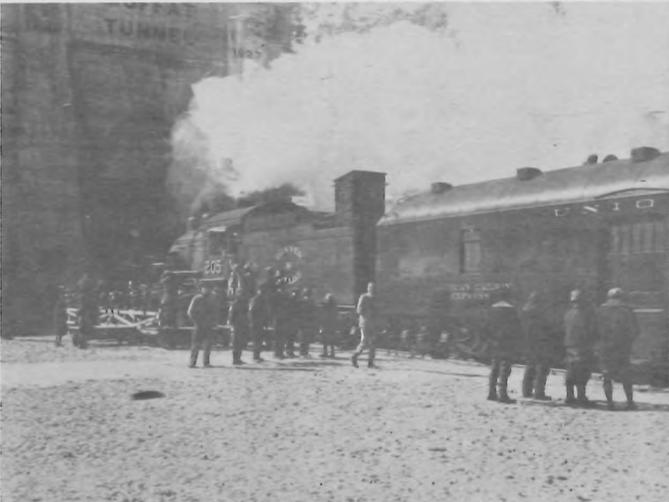
On the return trip daily trains will leave Craig at 8:05 a. m., arriving in Denver at 5:45 p. m., according to the new time tables distributed today.

By operating thru the tunnel the road will save approximately two hours and 25 minutes and eliminate 23 miles of the most hazardous part of the trip over the continental divide. All trains operated by the road will use the tunnel after Sunday, Toner announced.

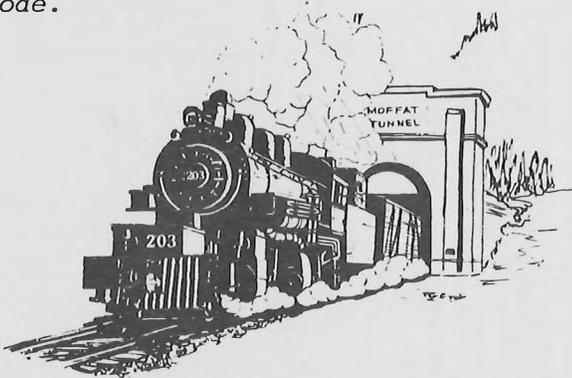


Here we see the Rollins Pass Line before the Moffat Tunnel was built. Section hands were kept busy keeping the line open!

Bob Griswold Collection



D&SL No. 205, a 2-6-6-0 Mallet Compound, with the first westbound special passenger train entering the East Portal of the Moffat Tunnel, February 26, 1928. The photographer is unknown, but this shot comes from the collection of Clifford Betts courtesy of Bob Griswold. Print by Jack Thode.



RAIL BUFF'S NIGHTMARE

Over the 45 years that the Rocky Mountain Railroad Club has been functioning and running train excursions, many tales can be told about misadventures on the Club excursions, but nothing ever happened to match the following tale of the Michigan Railroad Club:

The Michigan Railroad Club, some 1,200 strong, never again will believe so strongly in the beauty of the railroad train.

They were returning from an excursion to Holland, Michigan, when the unthinkable happened.

The 19-car Grand Trunk Western Train they were riding shrieked to a halt outside of Durand, about 15 miles west of Flint.

Conductor Robert Brancheau took his hand off the emergency cord he had pulled and turned to face a car filled with train lovers. Then he took off his hat, symbol of his office, and said:

"I no longer wish to be a conductor."

Brancheau, of Detroit, then took an empty passenger seat and looked out the window while bedlam broke loose.

The train crew came one by one to reason with him. Finally, even the engineer left his cab and beseeched Brancheau to take command again.

No go. Brancheau continued to look out the window. He did comment several times on what beautiful country it was. He even allowed as how he felt too "sick" to resume command.

For 45 minutes, it stayed like that. Then a member of the crew took over as acting conductor and started the train slowly to Detroit's Brush Street Station.

Brancheau enjoyed his ride, noticing many things he'd never had time to notice before. The train arrived three hours late.

The trip had been the 10th annual by the Club to the Holland Tulip Festival.

"They spent 12 hours on the train just to have three hours in Holland," said W. Eugene Sussex, club president, in a hurt tone of voice. His only reference to the abdication was a vague referral to "bad judgement" having been used somewhere along the line.

A GTW spokesman said he had never heard of this happening before, a conductor shucking his responsibility in midtrip. He was tight-lipped when he added:

"You may rest assured the complete history of this run will be very carefully examined."

Brancheau left with the other passengers when the train arrived, presumably to do what other passengers do when they leave trains. His hat was still under his arm, not on his head, if that's any clue.

D&RGW NEWS FROM KANSAS CITY

Club member, Lyle Templeton of Overland Park, Kansas (outside of Kansas City, MO) writes to tell us that D&RGW units, GP7, No. 5108; GP9 Nos. 5902, 5911, 5914, 5921, 5932, 5944 and 5952 have all been sold by the Rio Grande to Mid America Car (MAC) in May. They are now residing in Kansas City and in July will be sold or leased to the Kyle Railroad in Goodland, Kansas. Lyle obtained his information through MAC.

PUNISHMENT TO FIT THE CRIME?

A vagrant who stole a \$9 million Canadian Pacific freight train, has been sentenced to 30 days in jail and three years of probation by a provincial court judge in Sudbury, Ontario.

George H. James, 32, somehow sneaked aboard the eastbound train, consisting of three locomotives and 81 cars, when the crew change was being made. It is normal procedure in the winter to leave the engines running during the change.

The crew that had just left the locomotive suddenly noticed that the train was moving. Brakeman Pat Connelly chased after it and just managed to grab hold of the last box-car. He dumped the brake and brought the train to a stop after it had moved about 1,000 yards.

In sentencing James, the judge remarked: "Most people may feel this was a humorous thing, but the potential for danger was there. I consider this a very dangerous offense because someone could have been killed." The judge also advised the man: "Next time you want to take a train, you should buy a ticket."

Canadian Pacific officials, who were puzzled how the man could have known how to get the train in motion, said the line was clear to Sudbury and the stolen train could have run that far without collision threat. -- Locomotive Engineer

ROCKY MOUNTAIN



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