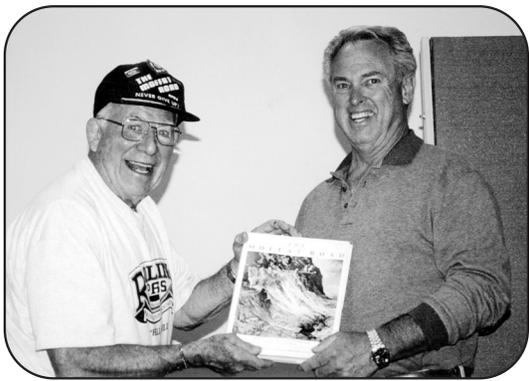




# THE DREAM KEEPER

FROM THE PRESIDENT

JULY 2001



*Dr. Dave Neil receives Moffat Road Book from Dan Straight.  
Photo by Juanita Straight*

1. The Annual Meeting was very interesting and sets a course for our future. Dr. Dave Neil, President of NSA Engineering, Golden, Colorado gave a presentation on his organization's work with "True Reflective Tomography". This technology is similar to the medical cat scan only applied to the earth. By initiating sound waves and reflecting them back a computer records then produces a drawing or map of the hillside showing detailed underground information concerning rock density, hardness, faults, cracks and underground moisture or water. His presentation included slides of work accomplished for Blackhawk and Central City. Dr. Neil then answered questions concerning the application of his equipment and technology to the "Needle's Eye Tunnel". Allan Rogers and I visited with Dr. Neil exchanging information last fall. So he

is aware of our problems. We have his proposal to instrument the tunnel and really evaluate the stability of the tunnel and the hillside above for a cost of \$8000.00. We would have to get access to the tunnel, move the large rocks blocking the road, and provide ladders for NSA to reach the rockbolts. It was moved and passed that RPR contact the Forest Service for approval to accomplish this most insightful work. Geologists have evaluated the rock formations but this would be significant to any future efforts. A letter has been sent to the District Ranger requesting access to the area. This information should provide data for really evaluating the future of the tunnel. I should add our treasurer Randy Eckhardt reported we have sufficient funds for this work. If we could accomplish the work this summer it would give us time to really study the restoration of the tunnel and steps to be followed.

2. Allen Rogers, our VP, then presented information concerning epoxy insertion and the restoration of the wood at the Twin Trestles over Devil's Slide. This injection technique has been used on timbers on old warehouses near Washington D.C. The wood is not only restored, it gains in strength. I wonder if epoxy insertion could be used above or around the tunnel? Harrison Western Corporation proposed concrete grout insertion above the tunnel back in 1987. The Colorado Historic Society has stated shotcrete would destroy the historic designation for the tunnel. Should cracks and faults be present epoxy might be our solution.

3. Don Neumann and Dwight Miller of Winter Park have been installing Auto Tour signs on the western side of the pass. They are doing a great job setting the posts in concrete. June 22-25, Nita and I worked the camping area for the Mile Chapter American Red Cross "Fat Tire Classic". There were around 3000 participants (riders, walkers and volunteers). Of course we took time off and drove up to the loop trestle before being stopped by a 3-4 foot drift of snow. Grand County had not plowed the snow yet.

P.O. Box 1082  
Longmont, Colorado 80502-1082



Don't forget to attend our  
**ANNUAL PICNIC**

Sunday, August 26, 2001 • 12:00 Noon  
Westside at Ranch Creek Wye

*Bring a picnic lunch to share and join us!  
There will be hotdogs, pop, coffee and watermelon.  
Nita will bake some of her famous beans.*

**Please come join us!**

  
Dan E. Straight  
President

6. The Annual Picnic is on the Westside at Ranch Creek Wye... See the notice.

5. We have had a number of members include notes or letters stating their first time to drive the pass, even ride the train over, and why they are interested in the area and want to contribute to RFPRA. I have been at it since 1982 and really am proud to represent you and this organization. If you would take time and drop a line to give your background and interest I would like to collate a description of our membership. If you wish these can be sent to me by e-mail at [straight@peakpeak.com](mailto:straight@peakpeak.com). Or mail to our P.O. Box 1082, Longmont CO 80502.

4. With new auto Tour Signs a number of people have asked if they could buy one. The signs are 8 1/4" X 15 1/4" on 1/8" aluminum, reflective background, with our train engine imprinted. A cost of \$25.00 plus postage has been established. We thank all who contributed to the sign project and maybe we will make a profit by selling them. (Anything to make a bit of money)

