

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

May 14, 1996 -- 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  
Mike Johnson..... President  
Roger Callender..... Vice President  
Bill Gordon..... Secretary  
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

**COPY DEADLINE** ALL copy for publication in the June, 1996 Rail Report is due no later than May 9, 1996!!

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## MEMBERSHIP INQUIRIES

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

Linda Johnson, Membership Chairperson  
1935 Independence  
Colorado Springs, Colorado 80920-3705

May, 1996..... No. 440  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, CO 80201-2391

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

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$12.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. 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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

## MAY 14 PROGRAM

"Adventure Trails on Colorado Rails" will be the theme of the May program, presented by long-time Club member and noted photographer, Ron Ruhoff. Ron will cover RMRRC trips during the 1950's and 1960's via a multi-media format which will also include candid shots of Club members involved in these famous excursions, and, some additional shots of operations on the Georgetown Loop and other interesting railroading subjects.

## 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, CO 80201-2391 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, CO 80201-2391.



## APRIL PROGRAM AND MEETING

The four sets of slides turned into Erwin Chaim at the March meeting swelled to fourteen sets by the April meeting and provided the usual excellent program that we have come to expect at these presentations! It was very interesting that while a wonderful variety of subjects was seen, a number of members each provided a look at the Santa Fe (if only via a slide or two) in addition to their selected fare as if to present a last look at a historic line before merging with the Burlington Northern!! We present the following review of the material seen at the April meeting:

ED HALEY -- Ed took us back to 1978 and the Club's Union Pacific trip over the Dent Branch from Denver to Laramie behind the UP's 8444. The date was August 12th and there were some mighty fine runbys.

TOM KLINGER -- Tom presented a potpourri of his own from the newest power on the UP to the recent movie train on the Moffat Line with painted and lettered D&RGW units to the SP at Salida, on the Moffat, and, all Rio Grande units on Tennessee Pass to 1996 Amtrak and, finally, Santa Fe.

BEYER PATTON -- Viet Nam, 1989, was shown by Beyer, covering the meter and standard gauge steam operations with dual gauge track, and, trolley systems and equipment.

BOB ANDREWS -- Bob was one of many who gave us a look at the Santa Fe; however, Bob took it the furthest with a total Santa Fe program, showing classic Santa Fe from 1967 through 1995.

MERLE ANDERSON -- Erwin did the honors for

Merle as he was unable to attend. Merle's slides certainly brought back memories to your editor (Childhood, that is!) of the 1949 Chicago Railroad Fair! The D&RGW sent narrow gauge #268 and passenger cars back to the Fair to take folks on trips around the Fair grounds setting a record (still held, I believe) for the greatest passenger revenue per mile of track. They also had a model of the Moffat Tunnel Portal (East, approximately 1/3-scale) on display. Many railroads participated with wonderful exhibits and it was grand to see slides of some of it.

CHIP SHERMAN -- Chip provided a look at some Tennessee Pass and Moffat Road trains, the Santa Fe Executive Train, Steamtown, PA trains and some Canadian Pacific

BRUCE JOHNSON -- Another Potpourri which included C&NW, SP, Amtrak, BNSF, NASA Train, ATSF Weed Sprayer Train, Henderson Mine Train, Colorado RR Museum and D&S.

PETER GILBERT -- Peter covered a British Rail Group's chartered trains on the Cumbres & Toltec Scenic RR on October 1, 1995.

JAMES EHERNBERGER -- Jim prepared his program around night photography and provided some excellent scenes on the Union Pacific, D&RGW narrow gauge, and others including the Santa Fe.

MAT ANDERSON -- Mat took a look at an unusual Industrial Park operator, the SMS at Swedsboro, NJ. In addition, Mat showed the Florida East Coast, Santa Fe Warbonnets, Northwestern Pacific, California & Western, and, trolleys in Tokyo, 1968.

ERWIN CHAIM -- Contest entries of both model and prototype photographs that both Erwin and Bobbie have taken over the years, and, have won some awards with at NMRA meets, etc.

JIM TROWBRIDGE -- Jim provided a selection of runby photos of the #463 on his 1995 two-day C&TS excursion.

FRANK STAPLETON -- Having just returned from Argentina, Frank showed the Esquel Line--all steam! [Editor's note: Perhaps Frank could be persuaded to present another video program on this trip!]

TERL ROBINSON -- Terl presented a 1990 Train Chasing sequence on the C&TS and D&SNG.

## NEW MEMBERS

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

John P. Bartelme	Menlo Park, CA
Vernon J. Glover	Manassas, VA
William R. Jacobsen	Aurora, CO
Kenneth J. Leonardi	Golden, CO
Brad A. Lewellen	Denver, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Leonard D. Parsons, Jr.  
Manhattan Beach, CA  
(29-year Member)

## ANNUAL BOOK DRAWING RESULTS

The annual Book Drawing was another success with a great many members joining in on the fun. Usually, out-of-state members do very well on the drawing; however, this year, it was local members who fared well as all of the prizes were claimed by locals. The results are as follows:

John Dolan (Denver, Colorado) 1st Prize,  
*David Moffat's Denver, Northwestern and Pacific;*

Doug Junda (Denver, Colorado) 2nd Prize,  
*Georgetown and the Loop,*

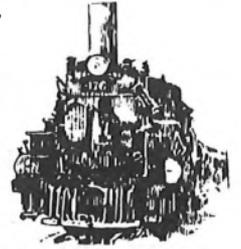
John Braselton (Arvada, Colorado) 3rd Prize,  
*Never on Wednesday--The First Decade of the Rio Grande Zephyr.*

Our "Thanks" to all who supported the Annual Drawing, the proceeds of which go toward the preservation of the Club's equipment at the Colorado Railroad Museum.

## NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RR

The Club wishes to "Thank" Amos Cordova for an advance notice that the Durango & Silverton NG RR will be running their annual photographer's special on September 21, 1996. Specific details will be forthcoming concerning motive power, etc.

The fare will be \$65.00 per person and will include numerous photo runbys. Write to the D&SNG at 479 Main Avenue, Durango, Colorado 81301. Phone: 1-970-259-3372.



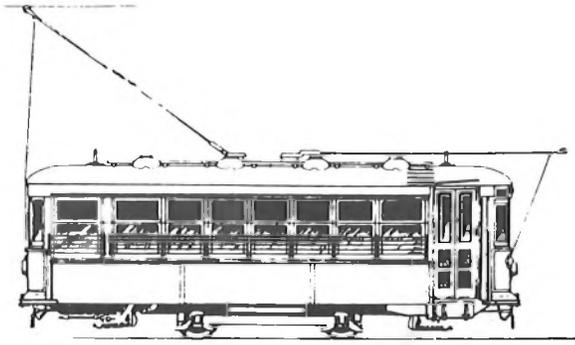
## MONTANA DAYLIGHT TRAIN— PROPOSED EXCURSION UPDATE

The previous newsletter reported a possible trip in August on the Montana Daylight. After further review by the trip committee, it has been decided to delay this excursion and negotiate for a possible trip in 1997.

## 1996 SCHEDULE OF EVENTS

May 14	Regular Monthly Meeting
May 18	Denver Tramway Historical Sites Excursion/Field Trip
June 1 & 2	RMRRRC Equipment Worddays/ Colorado RR Museum Steamup
June 11	Regular Monthly Meeting
June 15	Ft. Collins Trolley/Picnic/ Swetsville Zoo Excursion & Field Trip
July 9	Regular Monthly Meeting
July 20	Denver Post/Cheyenne Frontier Days Special Train Excursion
August 10	Colorado Springs Field Trip: Western Mining Museum and Colorado Springs & Manitou Traction Company
August 13	Regular Monthly Meeting
September 10	Regular Monthly Meeting
September 29- October 12	Great Britain Rail Trip
October 12	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	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!



## FORT COLLINS FAMILY DAY OUTING

SATURDAY, JUNE 15, 1996

Are you looking for a fun-filled day for the whole family? Well, the Rocky Mountain Railroad Club has planned a great family outing on Saturday, June 15, 1996, in Fort Collins. This outing is one for Mom & Dad, the Grandparents, and the Kids!

The day will begin at 10:00 a.m. in Fort Collin's City Park, where, for two hours we will have the Ft. Collins Trolley to ourselves. This beautifully restored Birney Trolley Car #21 saw many years of service on the Ft. Collins Municipal Railway until the Railway's abandonment in 1951. It will be like going back to another time as we ride up and down Mountain Avenue with its graceful old trees, the grassy, landscaped center divider, and the Victorian homes lining each side.

At noon, when we finish riding the trolley, we will move to the picnic table area of City Park and enjoy our delicious picnic lunches which each family has brought along. This will be a time for some good fellowship with our fellow Club members and their families and friends. Across the street from the park is a miniature railroad which the "little" ones will enjoy--as well as the railfanning "bigger" kids.

After lunch, we will drive down to southeast Ft. Collins to visit the Swetsville Zoo on Bill Swets' farm. Bill, through his genius, imagination and welding torch, has sculpted, from car parts, farm machinery and scrap metal, hundreds of art objects such as dinosaurs, animals, flowers, windmills, etc. As you stroll through Sculpture Park, you will encounter Dino, the brontosaurus and Harry, the hitchhiker, leading his companion Penny, the "Dimetrodon".

We will board Alex Schneider's 18"-gauge railroad for a 1½-mile roundtrip along the banks of the Cache La Poudre River. The train is powered by a 2-6-2, coal-fired steam locomotive, equipped with a Schmidt superheater.

We will browse among Bill's antique tractors, engines, old farm equipment and even a bicycle--not for two--but for 10! Bill's Swetsville Zoo is truly unique. It has been featured on the Today Show and Good Morning America, as well as in the print media and local television programming.

If you still have the energy, may we suggest that you drive back to Old Town Ft. Collins to browse around this beautifully restored historic district. Before you head home, perhaps you would like to have dinner in one of the many fine restaurants in the Old Town area.

Don't miss this wonderful family day with the Club in one of Colorado's great little communities--Fort Collins!

The fare for this full day of activity is \$9.00 per adult; \$3.00 for children under twelve. Tickets may be obtained from: The ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh B. Alexander, 700 South Elizabeth Street, Denver, Colorado 80209. *Please enclose a SASE with your order.*

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### FORT COLLINS FAMILY DAY OUTING

#### Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

TELEPHONE(      ) \_\_\_\_\_

\_\_\_\_\_ Adults @ \$9.00 ea.      \$ \_\_\_\_\_

\_\_\_\_\_ Children under 12  
@ \$3.00 ea.      \_\_\_\_\_

Total      \$ \_\_\_\_\_

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G-8 #208-1 (ex-Canadian National #851) is seen at SP's Denver North Yard on March 25, 1996. (Jon F. Bockelman Photograph)

## THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

**BNSF TRESTLE DESTROYED BY FIRE.** The BNSF Raton Pass line was out of service March 31st until April 1, 1996 due to two boys playing with a lighter which destroyed the ex-Santa Fe wooden trestle some 30 miles south of Las Vegas, NM. Amtrak's Southwest Chief was approaching the trestle at mile-post 799.1 the evening of March 31st when the crew noticed the burning, 154-foot, wooden trestle. The crew stopped Amtrak train #4 before reaching the trestle and summoned help. The fire completely destroyed the trestle.

Amtrak #4 was routed back to Albuquerque, NM, and routed via Belen, NM, and Amarillo, TX, east to Chicago. Amtrak trains 3 and 4 both were detoured onto BNSF's (ex-Santa Fe) Amarillo, TX, main on April 1st.

BNSF crews quickly constructed a temporary bypass around the burned-out trestle which was open for traffic on April 2nd. Crews expected to have a replacement prefab concrete and steel bridge in place by mid-April.

The fire was accidentally started by two boys, ages 9 and 12, who admitted playing with a lighter. The weed-covered arroyo beneath the trestle caught fire and burned fiercely. Chief investigator, Paul Nay, stated, "There was no intent to destroy it. They tried to put the fire out. They threw dirt on it, but then they got scared."

BNSF spokesman, Mike Martin, said the fire caused an estimated \$462,000 damage in addition to the cost of a new bridge, train delays and costs associated with rerouting. (Augie M)

**BNSF'S NEW ALUMINIUM COAL CARS ENTER SERVICE ON WYOMING TO TEXAS MUNICIPAL POWER COAL TRAIN.** BNSF's first cars lettered for

BNSF, series 668000, are rolling their first miles off through Colorado from the Cordero Mine, WY, to BNSF's newest coal user, Texas Municipal Power Agency at Carlos, TX. Steve Rasmussen caught them on their first trip south on the Joint Line, March 16, 1996, on train 01VV222-15. The 117 loads consisted of new Johnstown America Corp. BethGon CoalPorter aluminum with black-end hoppers with large BNSF letters. The cars are part of BNSF's 350-car order. The train's power was a typical trio of SD70MAC's, numbers 9412, 9597 and 9450.

Texas Municipal Power looked at Powder River Basin (PRB) coal and converted from Texas-mined lignite coal. The conversion required the power plant to build a loop track, rotary car dump facility, reclamation and conveying system. This is the first Texas plant to switch from lignite to 100% PRB coal.

The power plant is expected to need up to five coal trains a week. It is located northwest of Houston, east of College Station, TX.

The first BNSF trainset returned north through Denver on April 2nd. (Lou D. & C.W.)

BNSF'S SD75M'S. The Santa Fe-style BNSF SD75M's 8251-8275 were all delivered by mid-March, 1996. Several were tested on Powder River Basin coal trains until early March, when BNSF moved them back to Santa Fe Lines via Denver. BNSF #8265 and 8264 added color on the Laurel, MT, to Denver train 194-05. They, along with LMX 8583, were the power on this southbound freight train over the old Colorado & Southern via Casper, Cheyenne, WY, and Boulder, CO. On March 12th, the southbound Denver to Barstow, CA, train had two BNSF SD75M's 8264 and 8265 on the point and a single BNSF SD75M #8261 pushing (rare--only one pusher!). (C.W.)

TRIO OF D&RGW GP30'S WORK DENVER LOCALS. The Rio Grand-lettered GP30's are back on the road in the Denver area, and they still offer surprises. Three GP30's rolled south from SP's North Yard down the rail corridor on April 8, 1996. Units used were 3003, 3006 and 3015, and were needed due to a

larger than normal tonnage.

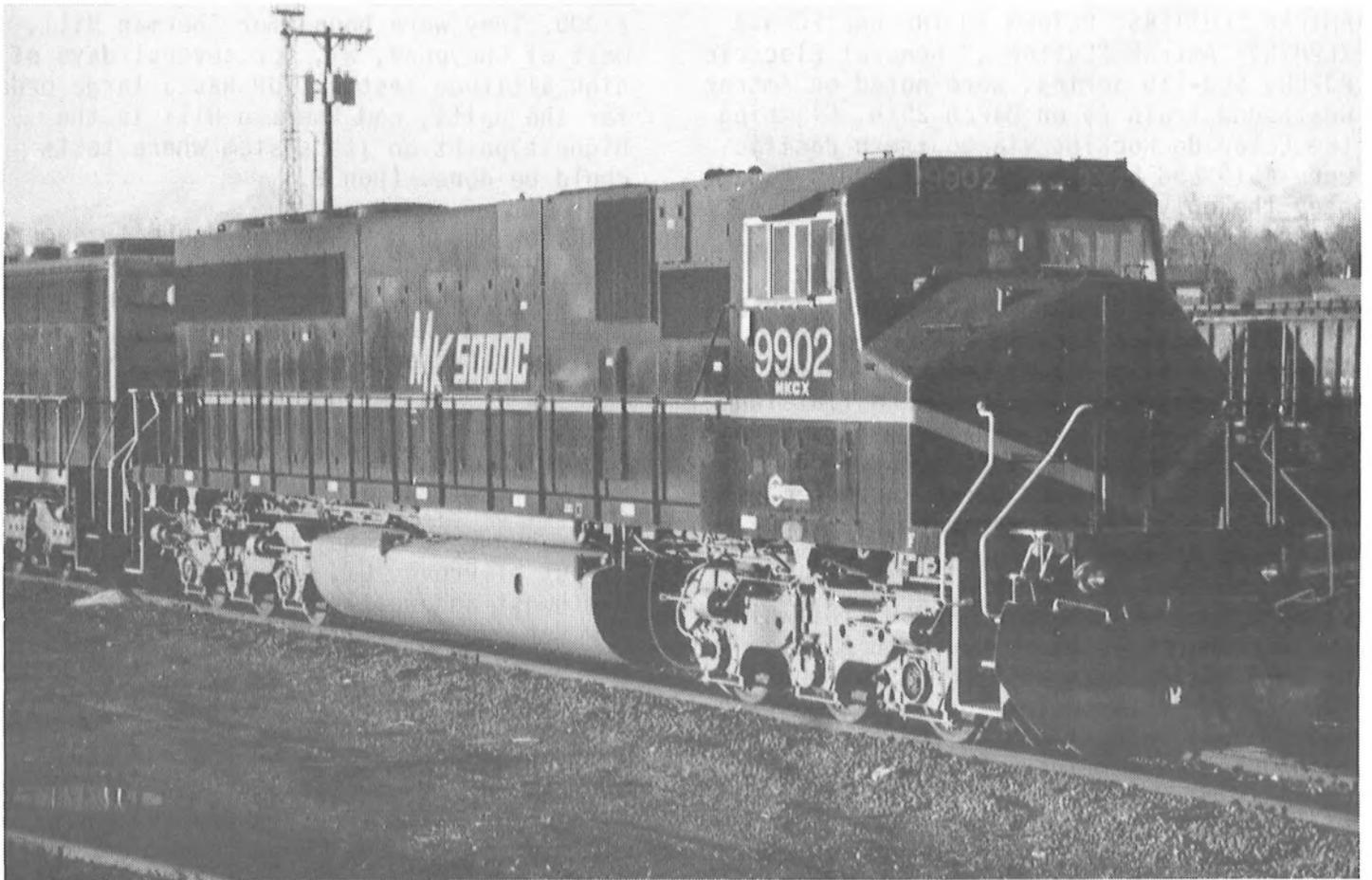
Unfortunately, things didn't go smoothly. While switching at Chatfield Dam, known as Blakeland on the SP's timetable, a rail turned over, derailing two boxcars at Home Lumber, south of Littleton, CO. None of the D&RGW GP30's were derailed. (Neal Payton, Dr. Five Chime & C.W.)

UNION PACIFIC TESTS NEW GENERAL ELECTRIC (GE) 6000 HORSEPOWER LOCOMOTIVE IN WYOMING. GE's new AC6000CW locomotive, GECX #6000 arrived in Cheyenne, WY, on April 2, 1996, for high altitude, static tests. Union Pacific AC4400/6000CW convertible was also with the GECZ 6000. Brake repairs to UP 7000 kept the units in Cheyenne over the Easter weekend, locked inside the old roundhouse. The evening of April 9th, the set moved west up Sherman Hill to Buford, WY, for tests till April 12th. The test set moved onto to Egbert, WY, arriving there April 14th.

The unit was expected to move south through Denver later in April, headed for the Transportation Test Center (TTC) near Pueblo, CO (Jim H., Mark Bau, Bruce B. & Littleton Power Operator)

AMTRAK OFFERS WRECK DAMAGED F40PH #255 FOR SALE. Care to purchase a slightly wrecked Amtrak F40PH? Bids closed April 12, 1996, for #255, built in 1977 by EMD. Amtrak described the unit as having a complete heavy overhaul approximately one year ago. The unit was involved in the Capitol Limited and Maryland Commuter collision, February 16, 1996. The car body is burned; the nose is crushed. The unit has one engine truck. Movement of the unit would require setting it on a flat car and moving it by rail. (Amtrak)

GOING WEST IN AMERICA MOVIE TRAIN FINISHES WORK ON SOUTHERN PACIFIC. The two Helm Leasing HL 5325 and HATX 351, ex-Southern Pacific SD-39's (series 5296-5314) and its movie train returned to Hudson, CO, on Mar. 28, 1996. It had completed the Going West In America filming on Southern Pacific at Pinecliffe and Minturn, CO. The train was moved via BNSF (Burlington's McCook line) to the former Rocky Mountain Rail Car facility at Hudson, CO.



*Morrison Knudsen Model MK5000C #9902 is photographed in Provo, Utah, on March 6, 1996.  
(Chip Sherman Photograph)*

Paramount has been filming Going West In America around Colorado since January, 1996. It stars Dennis Quaid as an FBI agent, R. Lee Ermey as a Texas county sheriff, and Danny Glover as a retired railroad worker chasing a serial killer throughout Colorado.

R. Lee Ermey is a film veteran, having been in action movies like Full Metal Jacket and Apocalypse Now. Ermey started his film career in the Philippines when he was living in Manila. Ermey says, "I saw all these drama classes and thought 'Hell, anyone can do that,' and then all these Vietnam movies started getting made in the Philippines. And you know what? It is easy."

Directing Going West is Jeb Stuart. He's written hits such as Die Hard and The Fugitive. This is his first time behind the camera.

The production company spent several days filming around the unused Denver & Rio

Grande Western depot at Minturn, CO, and up on Tennessee Pass.

Going West is one of the biggest movie productions to come through Denver in several years. Producer Gale Anne Hurd stated that it's a medium budget film, that's costing less than \$40 million. (Mark Bau, The Colorado Zephyr & The Rocky Mtn. News)

**MARCH BLIZZARD PARALYSES MIDWEST RAILROADS.** A spring blizzard brought BNSF trains to a standstill March 17/18, 1996. The former Great Northern lines across Minnesota, North Dakota and Montana were the first to close down due to the storm's fierce intensity. Minot, ND, and Dilworth, MN, were brought to a standstill on Sunday, March 17th.

The storm moved into the midwest and operations were brought to a standstill at Lincoln, NE, for some 12 hours. Blowing snow and drifting had closed highways and railroad operations around midnight. (Andy W)

AMTRAK "CUTTERS" RETURN TO THE CALIFORNIA ZEPHYR. Amtrak "Cutters," General Electric P32BH, 500-519 series, were noted on Amtrak westbound train #5 on March 25th. Climbing the Colorado Rockies via Southern Pacific were #519 and 503. Recently, F40PH's have been the only power seen on Amtrak trains around Colorado. (The Colorado Zephyr)

SP AC4400CW #281 SWAPPED FOR BNSF SD70MAC #9432. Southern Pacific (SP) used BN SD70MAC #9432 for stall and rail adhesion tests on its former Rio Grande Moffat Tunnel route starting in mid-March, 1996. The unit was paired with SP AC4400CW #128 and spotted at SP's Denver North Yard on March 24th. The units were seen working Energy Coal Mine trains.

Swapped to BNSF was SP AC4400CW #181 which was seen March 20th, paired with ATSF C-30-7A #8138, seen pushing a southbound Public Service of Colorado (PSCX reporting marks) coal load. These units were pressed into Joint Line helper service. (Jon B.)

RARE EMD-BUILT EXPORT MODEL G-8 MOVES TO ROCKY, CO, WESTERN AGGREGARE ROCK COMPANY. Southern Pacific's Rocky Local delivered ex-Canadian National G-8 #851, built in 1954, to Western Aggregates, Inc., a division of International Nickel, located near the Rocky Flats, on March 28th. Canadian National sold the 851 to International Nickel at Thompson, Manitoba, Canada, a nickel mining operation, which applied #208-1. The unit is painted yellow with black frame with a smiling face painted on the nose. The INCO crew sent personalized messages on the unit before its shipment to the States. The unit retains its large spark arrestor as built look, and is located along Highway 93, north of the Highway 72 intersection.

Western Aggregates' Mike Stratton states that the engine will be used as the plant switcher to move the 100 cars per month of blue shale aggregate they ship out on the Southern Pacific. (Jon B. & Dr. Five Chime)

GENERAL ELECTRIC (GE) PERFORMS HIGH ALTITUDE TESTS ON NEW AC6000CW UNIT GECX #6000 ON SHERMAN HILL. GE's newest high horsepower locomotive rolled into Cheyenne, WY, with GE test car on April 2, 1996. They are with Union Pacific AC4400/6000CW convertible

#7000. They were bound for Sherman Hill, west of Cheyenne, WY, for several days of high altitude testing. UP has a large order for the units, and Sherman Hill is the highest point on its system where tests could be done. (Don Z.)

MORRISON KNUDSEN MK5000C'S FOUND IN SHOPS MORE THAN ON THE ROAD. The 5000-horsepower DC-powered MK5000C's appear to spend more time in the shops than on the road. Southern Pacific returned SP 501-503 to MK in Nov., 1995, and they went to Union Pacific. The three SP units went back to MK in February, 1996, and are currently stored at Boise, ID. Union Pacific also had MKCX 9901-9903 for a total of six units available to work power hungry UP. They had been working mainly out of Provo, UT, and up to the Pacific Northwest and west into Los Angeles, CA. However, as of April, 1996, only MK 9903 was noted working UP trains. MK 9901 returned to Boise, ID, on March 3rd and was followed by MK 9902 on March 9th. April 2, 1996, 9903 was working UP train PCHK02 (Pocatello, ID, to Hinkle, OR, train of April 2nd). (The Colorado Zephyr)

AMTRAK CALIFORNIA ZEPHYR GETS HELP FROM SANTA FE #7419. Amtrak's eastbound train #6, the California Zephyr, had power problems with its two F40PH's on March 6, 1996. ATSF B40-8 #7419 was added west of Utah to help the late train. It was seen running over SP's (ex-D&RGW) Soldiers Summit, Utah, with ATSF unit and two Amtrak F40PH's, trying to make up lost time. (David Phillips)

### 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 goods.

WANTED: Do you remember the C&S trains which ran along Buchtel Blvd., near the University of Denver, along Evans, across I-25 to the grain elevator at Holly Street in South Denver? For his up-coming book on that line, Jim Jones is seeking photographs of trains, structures and trackage in that area. Can you help? Please contact Jim at (303) 745-3876, 2636A So. Xanadu Way, Aurora, CO 80014.



*A definite highlight of the Rader Rail tour was the transfer of the Rocky Mountaineer rail car from the construction floor to the rail track service line via rubber tired trucks. We were quite impressed on how they maneuvered these 100-ton cars. (Alan Greene Photograph)*

## **RADER RAIL INC. TOUR/MARLBORO TRAIN**

by Alan Greene

The Club's first event of the year was a tour of the Rader Rail Inc. assembly plant in Denver. This facility has been building new bilevel passenger cars for several buyers including Princess Cruise Lines, Canada's Rocky Mountaineer, and The Marlboro Train. Our tour proved to be extremely educational as we learned about state-of-the-art railroad car building and design. Inside the plant were 18 cars for the Marlboro Train plus 2 cars for Princess Cruise Lines. Outside the plant, our group was treated to a special surprise. Rader Rail employees were working to move a Rader Rail-built bilevel car for Canada's Rocky Mountaineer (see the March, 1996, issue of PTJ) onto their yard rails from the tired trucks the car used while in the shops.

The tour began with a discussion of the

general theme behind Rader Rail and their philosophy on railcar construction. Most of the tour was directed at the equipment being built for the Marlboro Train. Rader Rail took old ex-SP commuter cars and cut everything down to the center sill and trucks. Then, they began construction of frames they built of tubular steel, providing much greater strength than traditional US-built cars. The exterior covering will be fiberglass which is cheaper than stainless steel and the cars won't heat up as much during summer operation. The cars will have 35 different fabrics and the entire train's appointments have been centered around being fire resistant since all passengers riding the Marlboro train must certify that they are smokers!

The entire theme of the train is centered around it being a cruise-like experience on land. Much like on cruise ships, passengers will sleep and enjoy some meals on the train, but, during the day will disembark

the "cruise train" for local adventures from that region. Every feature of the train has been designed strictly with the passenger in mind rather than designing mainly for the benefit of the crew.

The Marlboro train will have 18 cars. There will be 3 1950's-era ex-slumbercoach cars for crew accommodations. The remaining 15 cars will be bilevel cars (8" taller than Amtrak Superliners). Each sleeper will have 15 bedrooms, 7 on the lower level and 8 on the upper level. Each bedroom will have its own bathroom facilities including showers. Two bedrooms on the upper level (passengers cross between the cars on the lower level) are full width of the car and have bathtubs. The lounge car will have a 2-story bronze bronco statue in the middle of the car. Gambling will be available in the lounge car. Gamblers will be playing for Marlboro products, such as shirts, hats, etc. The entire train will be decked out in a western theme. This means leather upholstery, and, at the bar there will not be any barstools, instead, there will be saddles! There is no conventional railroad seating on the train. All public lounge seating will be similar to living room furniture. The dining car will have the galley on the lower and the dining room on the upper level. Seating will include tables for 4 on one side and table for 2 on the other side of the car. Passengers will choose from 17 dinner entrees including many with a western theme! The last car on the train will have 5 jacuzzi's. Despite 4600 gallons of water in this car, this will be the only non-smoking car since it's the only car with real wood!

Three V-12 Caterpillar engines will alternatively provide HEP to the train. The entire train will be pulled by two, custom-built, EMD F-59 engines. The cars are slated for delivery in August. Shortly thereafter, the cars will begin operation between Colorado and Montana. Three other destinations are also being planned, but are not being made public at this time. Does this cruise train sound like something you'd like to ride? The only way to ride this train in the next five years, is to enter the Marlboro sweepstakes and win a 5-day trip for two!

Once Rader Rail completes construction of

the cars, they won't be done with the Marlboro train. They will also staff all on-board services and provide maintenance services for the cruise train while each contract railroad will provide the operating crew.

Once the current order of cars is complete, Rader Rail hopes to win bids on the Florida Fun Train, and, a possible order for a train planned for the LA/Las Vegas route.

## **PRESERVATION FUND AND BOOK DRAWING**

The winners and prizes at the April 16, 1996 meeting were as follows:

- Me! Schockner / Highlines--A Railroad Album
- Truman Young / Narrow Gauge Transcontinental
- Jim Earhart / BN--List of Equipment
- Jim Ehernberger / Dusty--Citizen of Eureka
- John Dolan / Westward By Rail
- Oren Whitwell / Steam Passenger Service Directory
- Jim Ranniger / Set of small postcards
- Wally Weart / Set of large postcards
- Keith Kirby / Southern Pacific Bay Area Steam
- Lil Ranniger / Amtrak--The First Decade
- Peter Gilbert / High Iron--Mainline Steam, 1972-73
- Bob Stone / Twilight of World Steam
- Terl Robinson / Norfolk & Western Handbook

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

## **DENVER POST/CHEYENNE FRONTIER DAYS SPECIAL EXCURSION TRAIN**

The Rocky Mountain Railroad Club will sponsor one car on the Denver Post's Cheyenne Frontier Days Special Excursion Train on Saturday, July 20, 1996.

Complete details were printed in the April

Rail Report and we encourage members to refer to this issue as space is limited in this month's newsletter.

The fare for this full day of activities is \$200.00 per person and tickets may be obtained by sending your check to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh B. Alexander, 700 South Elixabeth Street,

Denver, Colorado 80209. Please enclose one or two SASE's with your order: One SASE with 32¢ postage for confirmation of your order; one SASE with two 32¢ (64¢ total) for your tickets and other information, badges, etc. to be sent just prior to the trip. Be sure to PRINT your name, address and telephone number.



Southern Pacific locomotive #9738 heads up the Rio Grande/SP Ski Train on the Club's recent excursion to Winter Park and the Fraser Valley. The Ski Train has just deboarded its passengers and is about to depart for Minturn to await the return trip to Denver.

(Wally Weart Photograph)

## RIO GRANDE SKI TRAIN EXCURSION/ TRIP REVIEW

by Hugh Alexander

On Sunday, March 31, the Rocky Mountain Railroad Club had its annual trip to Winter Park aboard the D&RGW/SP Ski Train. This year, we had 28 members and guests join us for an enjoyable day of riding one of the few non-government operated passenger service trains. Under sunny skies, the train departed Denver's Union Station on time and wound its way through the foothills west of Denver. Upon exiting the Moffat Tunnel, passengers were greeted with winter conditions and snow falling on the ski resort. Several people went skiing at Winter Park while others enjoyed excursions into Fraser to explore the local shops or watch assorted freight trains or Amtrak pass by the local train station.

At 4:15 p.m., the Ski Train departed Winter Park and returned to the city of Denver ahead of schedule. Another season of the Ski Train was quickly coming to an end. With the possible merger of Southern Pacific and Union Pacific, the status of the Ski Train is uncertain.

1996 was a highly successful season for the Ski Train with a 94% sellout of passenger tickets and two extra excursions prior to Easter Sunday. Perhaps Colorado tourists are finally realizing the advantages of riding the rails over the option of driving snow-packed roads to one of their favorite ski resorts.

## STOP BY... SAY HI!!! D&IM NO. 25 OPEN HOUSE

The Club will be holding an "Open Trolley Barn" on Saturday, May 18, 1996, at the

Denver Federal Center in Lakewood for Denver & Intermountain Interurban trolley car No. 25. For those Club members who visited the site several years ago, this will be an opportunity to see the current status of the restoration project. For those who have never been to the project, this is an opportunity to witness, for the first time, a rather unique historic preservation effort. Friends and all interested parties are welcome! When completed, it is hoped that our vintage 1911 interurban car will operate on RTD's Light Rail line for special occasions.

The Denver Federal Center is south of the 6th Avenue/Kipling interchange. Enter at Gate 1, off Kipling, just north of Alameda Avenue. Tell the security personnel that you wish to go to Building 78 for the trolley "open house." Mention the Rocky Mountain Railroad Club, Darrell Arndt, Project Chairman. Follow the trolley signs. Note: Admission is to Building 78 ONLY! All other areas of the complex are "OFF Limits." Visiting hours are from 9:00 a.m. to 4:00 p.m. Carpooling is encouraged. There are no restroom facilities, and, NO pets are permitted. Building 78's phone number is 232-6386. Questions may be directed to Darrell at 797-8444.

## NEWSLETTER CONTRIBUTIONS

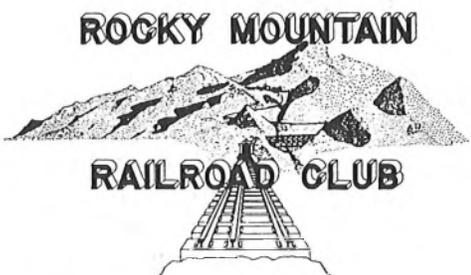
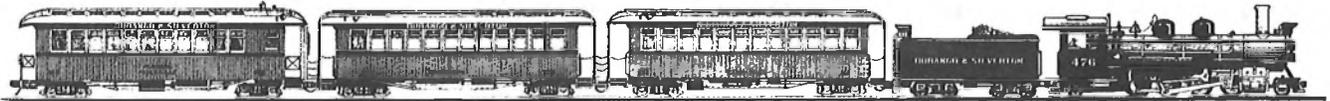
We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.



## 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 goods.

WANTED: I am modeling the railroads around the Sterling, Colorado area and am looking for photos of any era, especially of buildings and structures from Cheyenne to Sterling to Nebraska, or, from Juleburg to La Salle or Denver. Terl Robinson, 910 Paloverde Drive, Loveland, CO 80538. Phone: (970) 663-1151.



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