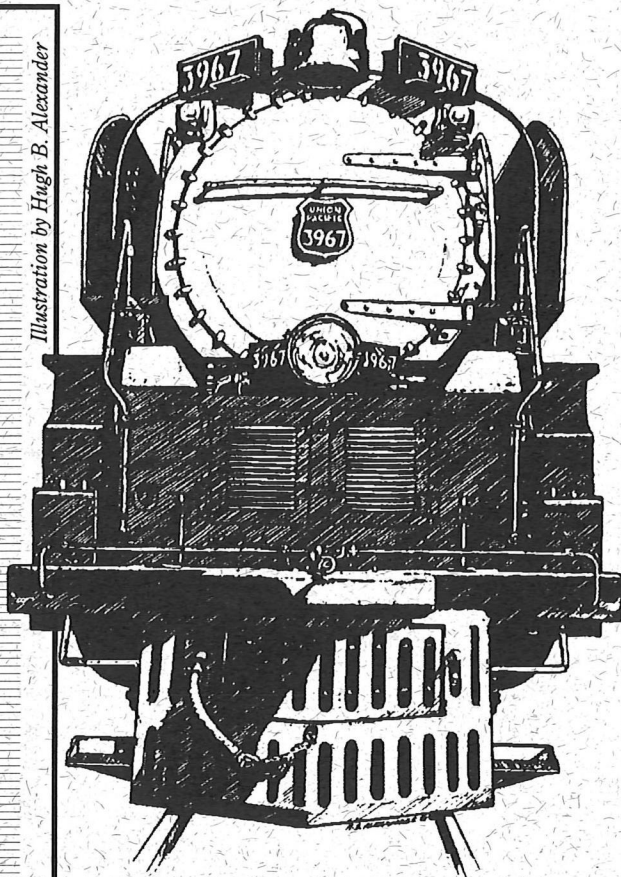


Welcome Aboard!

Illustration by Hugh B. Alexander



Rocky Mountain Railroad Club
& Union Pacific Railroad

Welcome You Aboard the

40th Anniversary Steam Excursion

America's premier train excursion
powered by the giant *Challenger*,
the world's largest operating
steam locomotive

Denver, Colorado to Laramie, Wyoming • Saturday, May 15, 1993

This special excursion commemorates the advent of the first modern day fan-trip on the Union Pacific which was a Rocky Mountain Railroad Club excursion from Denver to Laramie on May 17, 1953 behind U.P. **Challenger** No. "3967". The No. 3985 has been cosmetically altered and today our train will be powered by the "3967" in all its former glory.

Today we will have the thrill of seeing Union Pacific's famous **Challenger** No. "3967" in action and viewing one of America's most famous and busiest railroad locations, Sherman Hill. Both the Rocky Mountain Railroad Club and its volunteers who have worked to make this trip possible and the Union Pacific Railroad personnel who have given of their time, (specifically Steve Lee and his steam crew), sincerely hope that you have a very enjoyable day.

Safety First

The Union Pacific personnel will be doing their best to make this trip a success, and in return, the club's officers and directors ask that you keep one thing in mind during this trip. SAFETY FIRST! We sincerely hope that everyone has a good time on today's excursion, and every passenger's cooperation in adhering to the following rules is vital in order to meet that objective. These rules are based on our experiences with prior trips.

1. BEFORE crossing a track, pause and look both ways. Remember, slow moving freight or passenger cars can be deceptively quiet.
2. Be careful—watch your step—step OVER a rail, not on it.
3. Do not get on or off the train when it is moving.
4. Do not place objects of any kind on the rails, including coins.
5. Do not crawl under or sit under the equipment.
6. Use extreme caution on photo run-bys. Do not run on ballast or on steep slopes. Watch where your every step goes. One misplaced step could ruin your day and be injurious to your health!

The Union Pacific's main line across Sherman Hill is a very busy segment of their transcontinental operations. Please stay clear of other tracks and watch for approaching

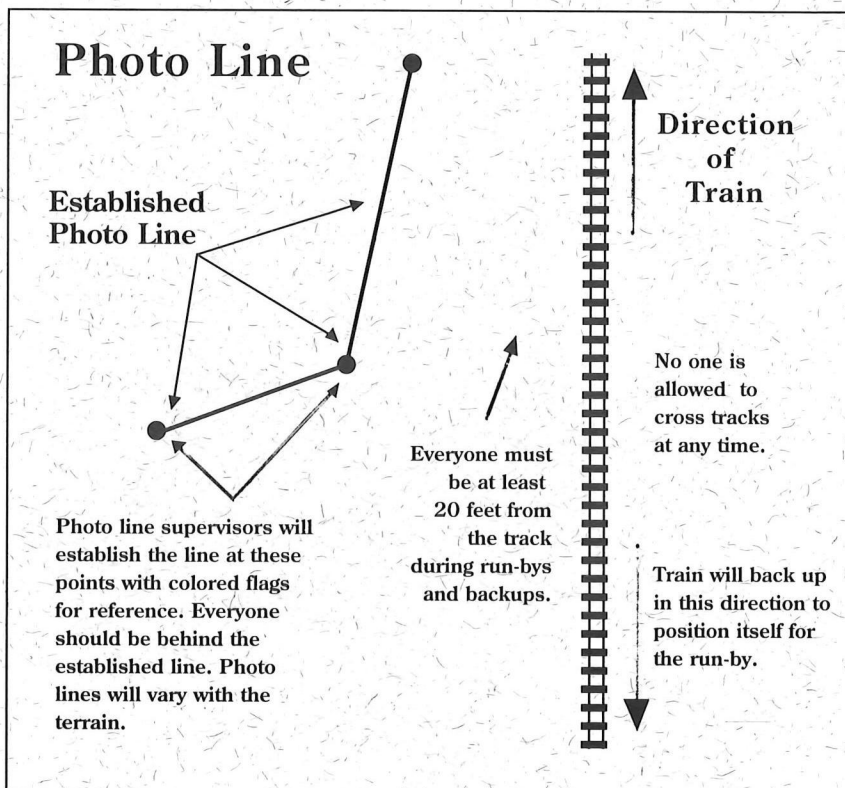
trains at Denver, while on the excursion, and at Laramie.

Club personnel (safety crew, car hosts, and photo line supervisors) who can be identified by gray RMRRRC vests and white hats with the Club's insignia are here to make your trip enjoyable, but in the interest of safety will remind any individuals of the above rules and precautions if necessary.

Photo Stops

The Union Pacific Steam Crew will determine all photo run-by locations. Car hosts will announce each location a few minutes prior to arrival and will assist passengers unloading from the vestibules. The train will be stopped at a designated point, and the photographers will unload and form a photo line. The train will then back up and come completely forward for the benefit of photographers and sound recorders, running past and then backing to its original stop to pick up passengers.

1. At photo stops, safety crew and photo line supervisors will detrain first and will establish the photo line points. **PLEASE BE PATIENT.** At this time passengers may detrain and must remain on that side of the track. Passengers are not to move forward of the front coach. **USE EXTREME CARE** in detraining as the road beds are high, steep and heavily ballasted.
2. Please do not stand in front of the locomotive while others are trying to photograph it. Passengers not taking photos, who disembark from the train at photo stops, are asked to remain behind the line of photographers.
3. At photo run-bys, a **LINE OF PHOTOGRAPHERS** is to be formed at the location most beneficial to all at the rear of the train. **PLEASE DO NOT TAKE A POSI-**



TION IN FRONT OF THIS LINE. Look at the special photo line diagram above.

4. The Union Pacific requires us to remain 20 feet from the track during these types of movements. A passenger not adhering to this rule may cause the engine crew to terminate a photo run prematurely!
5. To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.
6. Be considerate of others. **SILENCE SHOULD BE OBSERVED** during the entire run-by as many will be shooting video and recording sound.



At Laramie

The stop in Laramie is for servicing the locomotive, wying the train, and should probably not exceed on hour. Passengers may remain aboard the train or get off. The train will not stop at the depot, but rather in the service area on the west side of the yards. Passengers are not allowed to cross the tracks into the yards, but may go onto the foot bridge or overpass for photo opportunities of the mainline traffic.

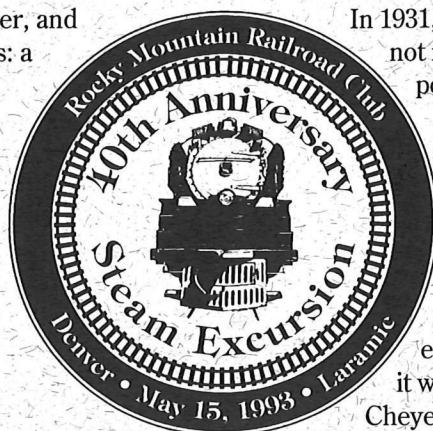
Union Pacific #3967, May 17, 1953 in Laramie, Wyoming. Photo by Richard Kindig
Rocky Mountain Railroad Club Special

Make Yourself Comfortable

In addition to the locomotive, tender, and water cars, our train consists of 15 cars: a tool car, a power car, commissary car, baggage car (U.P. Museum Car) 5 chair car coaches, 2 dome-coaches, one dome-diner, one standard diner, and one lounge car. Passengers may choose any seat in the car to which they have been assigned. All cars, including the lounge car, have been assigned. Smoking is permitted in the vestibules only.

After departure you are welcome to come to the **Sherman Hill** or the Flat Diner Car (**City of Los Angeles**) for complimentary coffee and donuts. Box lunches will be distributed by your car hosts about noon time. A coupon for a complimentary beverage will be given to you for redemption either in the **Sherman Hill** or the Flat Diner (**City of Los Angeles**). Beverages will also be available for purchase all day in the **Sherman Hill**.

Souvenirs, books, pins, T-shirts, posters, hats, etc. are for sale in the Sherman Hill, commissary car. These are sponsored by the Union Pacific Steam Crew and the Rocky Mountain Railroad Club. If you have any questions about the trip, feel free to ask any of our uniformed Club personnel. TWO PARAMEDICS are aboard the train to assist you, should you have a need. Notify any of the Club personnel immediately. You are asked to **wear your trip badge** during the entire trip and also have your ticket on your person at all times.



The Locomotive

In 1931, eastbound traffic from Ogden to Evanston was not rolling satisfactorily. The need for new motive power was obvious. Orders were placed and in August and September of 1936 the first fifteen **Challenger** type locomotives were delivered. Eventually one hundred and five **Challengers** served on the Union Pacific. Of these engines, only two were saved; today engine No. 3977 (an oil burner) is preserved at Cody Park in North Platte. The 3985 (a coal burner—recently converted to oil.) was retired in 1959. For the next 16 years it was stored in and around the roundhouse in Cheyenne until January of 1975 when it was placed on “permanent” display just west of the Cheyenne depot.

John Boehner, a Union Pacific brakeman, told RMRRRC member Neal Reich, “I always parked my car in the lot where the 3985 was on display and made it a point to walk past that magnificent piece of machinery.” This sort of fascination and interest was also shared by other Union Pacific employees and possibility of restoration became a frequent topic of conversation. On February 15, 1979, a meeting was held between the 3985 Committee and U.P. Vice President - Operations Robert L. Richmond. Plans were made, tests were authorized, and the restoration of this great locomotive was underway.

On September 24, 1979, the locomotive moved from its “final” resting place back to the roundhouse. Here the employer-volunteer 3985 Committee began the slow and difficult job of restoration. Much of the committee’s suc-



Buford, Wyoming: U. P. #3967 on siding with U.P. #818, Train #11 - “The Idahoan,” passing on main line May 17, 1953.
Rocky Mountain Railroad Club Special Photo by Richard Kindig

cess could be traced to Project Mechanical foreman Don Ringstad. His mechanical ability and knowledge of steam were invaluable. Tragically, he was killed in an automobile accident four months after the 3985's triumphant trip to the opening of the California State Railroad Museum at Sacramento in 1981. A plaque to honor his memory was placed in the rear wall of the 3985's cab that reads, "Donald R. Ringstad / A good friend and teacher, remembered / 1953-1981 / 3985 Committee."

On March 18, 1981 with the help of some parts "borrowed from **Big Boy** No. 4004

on display in a Cheyenne park, the 3985 ran under its own power for the first time. This was followed on March 23 by a successful break-in run to LaSalle. A month later the 3985 left with the 8444 for Sacramento.

On June 16, 1982 the 3985 left solo for Pocatello, Idaho to help that city celebrate its Centennial. On the way back it pulled its first two public excursions sponsored by the Promontory Chapter NRHS from Salt Lake City to Provo. In July of 1982, No. 3985 made a short run over to Laramie from Cheyenne to participate in a "Family Days" weekend. On May 29, 1983, the Rocky Mountain Railroad Club ran the first public excursion behind the 3985 over Sherman Hill.

For Rocky Mountain Railroad Club membership and/or upcoming trip information contact:

Rocky Mountain Railroad Club
P.O. Box 2391 • Denver, CO 80201
Club Phone Line (303) 431-4354

Upcoming RMRRC trips include:

June 5 - Urich Locomotive Works, Strasburg, CO
August 21 - D&RGW/SP Tennessee Pass Field Trip
October 1-10 - Mexico/Copper Canyon Excursion

Welcome Aboard was created for the interest of passengers aboard the

RMRRC 40th Anniversary Special, May 15, 1993.
Publication Design & Production: MSA Design

The Equipment Challenger Locomotives

There were five series of **Challengers**. The 3967 was a part of the third series. It was built by Schenectady Division of ALCO (American Locomotive Company) at Schenectady, New York. Its builder construction number was 69777. It was built in May of 1942 and retired in March of 1960. These locomotives had 69 inch drivers and weighed 574,600 pounds. The total weight of engine and tender loaded was 1,063,500 pounds.



Challenger No. 3967
Photo by Richard Kindig.

The 3985 was a part of the fourth series. It was also built at the same factory as was the 3967. Its construction number was 70174. It was built in June of 1943. This class was nearly identical to the 3967. It weighs 1,070,000 pounds.

Union Pacific Equipment Histories of 40th Anniversary Steam Special

The 1953 trip used an 11 car train of all heavyweight equipment. Most of the cars were modernized Harriman-era coaches that had been built in the 'teens. All of the cars on the 1953 train were scrapped in the 1970's, so the equipment of today is newer and comes from UP's fleet of 46 business and passenger cars.

Immediately behind the locomotive are two auxiliary water cars. These cars were built as steam locomotive tenders for the first series of 800-class 4-8-4's in 1937. They were converted to 24,000 gallon fuel tenders for the gas turbine locomotives in the late 1950's, and were used as diesel fuel storage cars in Los Angeles from 1973 until 1988 when they were converted to water cars for the steam locomotives. The 1953 train made several stops for water along the way, but those facilities no longer exist, so the water cars are an absolute necessity in today's operating environment.

The **Art Lockman** is the tool/supply car for the steam locomotives. It was built by the St. Louis Car Company in 1962 as baggage car 6334. It was converted to

40th Anniversary Train Consist

Engine
Locomotive
"3967"

Tender

Tender

Tool Car
Art Lockman

Boiler-Dorm
Car

Commissary Car
Sherman Hill

Coach #1

Coach #2

Dome Coach #3
Columbine

U.P. Museum Car
Promontory

Coach #4

Dome Diner #5
City of Portland

Coach #6

Flat Diner #7
City of Los Angeles

Coach #8

Lounge #9
Sun Valley

Dome Coach #10
Challenger

Power Car

Business Car
(Closed to Public)

a tool car for the rotary snow-plows in 1973. The car was assigned to the steam program in 1981 and was named on 1991 to honor the career and retirement of Cheyenne roundhouse foreman Art Lockman.

Behind the tool car is boiler-dorm 209. This car was built in 1949 by the American Car & Foundry Company as baggage-dormitory 6006. The car had a large baggage room in the front end and bedrooms for dining and lounge car crews in the rest of the car. A large steam generator and water tank was installed in the baggage car compartment of this car and four others in the late 1960's to provide steam heat on the rear end of long **Streamliners** in winter. Renumbered several times, the car still has the boiler and water tank, four sleeping rooms, a shower and a large storage area and is used by the steam crew.

Concession car **Sherman Hill** was built as a baggage-railway post office car 5818 in 1960 by St. Louis Car. In 1972, the car was converted to a maintenance of way tool car and renumbered 903679. Converted to a kitchen car and renumbered again in 1982, the car was totally rebuilt into a concession/sales car in 1992.

The **5 flat-top coaches** in the train were built by American Car & Foundry in 1954. These cars were designed for long-haul service and seat only 44 each in reclining, leg-rest seats. The cars also have large lounge areas at each end and a writing desk. Retained in special passenger service by the UP after the advent of Amtrak in 1971, all five cars were completely rebuilt in 1989.

Museum car **Promontory** was built as baggage car 5779 in 1962 by the St. Louis Car. The car has been in passenger service ever since, and was converted into a museum car in 1991.

Diner **City of Los Angeles** was built by American Car Foundry in 1949 and has always been in passenger service. In 1991, the car was rebuilt from the ground up and given its present name. The car seats 48 and has a complete, modern galley.



U.P. #3967 on siding with westbound double headed freight on mainline Buford, WY. Rocky Mountain Railroad Club Special, May 17, 1953. Photo by Charles Max.

Lounge car **Sun Valley** was built by American Car Foundry in 1949 and named **Colorado River**. It was numbered 6203. As built, the car had a barber shop, valet service, as well as a bar, card room and lounge area. The barber shop was removed in the mid-1960's. The car was totally rebuilt and given its present name in 1989.

Dome diner **City of Portland** was built by American Car Foundry in 1955 as 8008. It was used on the **Streamliners: City of Los Angeles** and **City of Portland**. Retired and then sold to **Auto Train** in 1972, the car was in use until **Auto Train's** bankruptcy in 1981, when it was sold and placed in storage. Repurchased by the UP in 1990, the car was completely rebuilt in 1991.

Dome Coach **Columbine** was built by American Car Foundry in 1955 as 7001. It was in passenger service until the advent of Amtrak in 1971, when the car was sold to **Auto Train**. Repurchased by the UP in 1990, the car was rebuilt and placed back in service in 1992. The dome coach **Challenger** was built by Pullman Standard in 1958 as 7015. It was the last dome car built in North America. The car was sold to **Auto Train** in 1972. The UP repurchased it in 1990. Completely rehabilitated, the car reentered service on the UP in 1992.

Power car 207 was a sister car to boiler-dorm 209. In 1991, the boiler and water tank were removed and the car was converted into a head-end power car. The car has two 8-cylinder Deutz diesel engines driving alternators producing 480 volts AC for the lighting, heating, cooling and ventilation systems on the passenger cars on the train. In addition, the car has living quarters for the electrician who maintains the cars, and a large storage area.

Today's Route

"Denver is too dead to bury!" At least so thought Thomas C. Durant in the 1860's. The Union Pacific had chosen to bypass the Mile High City on its race westward to meet the Central Pacific and complete the transcontinental route. But the business leaders in Denver were not dead, nor was their city. On May 18, 1868 they began construction of the Denver Pacific Railway & Telegraph Co. The line was graded from Denver to Cheyenne and by June 23, 1870, the first train from Cheyenne arrived. It was pulled by UP locomotive No. 29, and named for the company's treasurer, David H. Moffat. It followed the same line our train follows today from Denver to Wyoming. In Northern Colorado, much of this route has been relocated and sometimes the abandoned grade can be seen, curving back and forth across our present line.

Once in Wyoming, our train will travel west over track number 3. This is the newest line over Sherman Hill, construction having started on February 18, 1952. It is 42 miles long, has 111 major fills

STATIONS			MILE POST
DN-R	DENVER YL	UD	0.0
	0.6		
	23rd STREET YL		0.6
R	36th STREET YL		1.7
	0.5		
	PULLMAN YL		2.2
	2.7		
	B.N. CROSSING		4.9
	0.1		
	COMMERCE CITY YL		5.0
	1.0		
	ADAMS		6.0
	2.0		
	DUPONT		8.1
	1.8		
	ROLLA		9.9
	1.4		
	HAZELTINE		11.3
	2.8		
	HENDERSON		14.1
	5.0		
D	BRIGHTON	BI	19.1
	3.7		
	POWERS		22.8
	3.0		
	LUPTON		25.8
	4.3		
	IONE		30.1
	4.7		
	PLATTEVILLE		34.8
	1.4		
	VASQUEZ		36.2
	3.8		
	GILCREST		40.0
	0.8		
	PECKHAM		42.4
	0.8		
	HAMBERT		43.2
	2.9		
DN	LA SALLE YL	DY	46.1
	2.1		
	EVANS		48.2
	3.5		
D	GREELEY YL	HG	51.7
	2.3		
	GREELEY JCT.		54.0
	1.8		
	LUCERNE		55.8
	3.4		
D	EATON YL	UR	59.2
	0.1		
	G. W. CROSSING		59.3
	3.7		
	AULT		63.0
	1.9		
	STAGE		64.9
	1.9		
	PIERCE		66.8
	5.1		
	NUNN		71.9
	5.1		
	DOVER		77.0
	9.0		
	CARR		86.0
	4.4		
	WARREN		90.4
	7.6		
	SPEER		98.0
	5.3		
	BORIE		103.3

STATIONS			MILE POST
A.B.S.	DN-R CHEYENNE YL N	TRACKS	509.5
	1.3		
	TOWER A YL	1, 2, 3	510.8
	3.7		
	WYCON		514.5
	4.6		
CTC AND ACS	BORIE		519.1
	9.5		
	GRANITE	TRACKS	528.6
	8.0	1, 2	
	BUFORD		536.6
	3.8		
	SHERMAN		540.4
	4.4		
	DALE		544.8
	8.2		
	TOWER A YL	TRACKS	510.8
	8.2	3, 4	
	SPEER		519.0
	6.8		
	EMKAY		525.8
	8.4		
CTC AND ACS	LYNCH		534.2
	8.5		
	HARRIMAN	TRACK	542.7
	6.8	3	
	PERKINS		549.5
	4.8		
	DALE		554.3
CTC AND ACS	DALE		544.8
	3.1		
	HERMOSA	TRACKS	547.9
	6.1	1, 2	
CTC AND ACS	HERMOSA		547.9
	9.0		
	COLORES	TRACK	554.0
	3.0	1	
	FORELLE		563.0
	3.0		
	LARAMIE		566.0
CTC AND ACS	HERMOSA		547.9
	8.9		
	RED BUTTES	TRACK	556.8
	9.2	2	
	DN-R LARAMIE	K	566.0

Look for the Amtrak Pioneer

Amtrak's Pioneer now operates out of Denver via the Union Pacific, through Wyoming. There may be an opportunity to view, this Superliner-equipped train during today's excursion. The schedule is provided for your information.

Westbound (No. 25)		Eastbound (No. 26)	
Lv Denver	9:15 A.M.	Lv Laramie	1:55 P.M.
Lv Greeley	10:15 A.M.	Lv Borie	3:00 P.M.
Lv Borie	11:15 A.M.	Lv Greeley	3:40 P.M.
Ar Laramie	12:15 P.M.	Ar Denver	5:40 P.M.

(the highest being 164 feet), 144 major cuts (the deepest being 120 feet), and cost \$16 million. Originally it was to replace the old westbound mainline, but for the increased flexibility it provided, the old line was retained. The new line became the westbound line and reduced the maximum grade from 1.55% to .82%, thereby reducing the need for helper locomotives. Completion of this new line took place on May 12, 1953.

At Dale the Number 3 track rejoins the original line. The present line at Dale that consists of Number 1 and Number 2 tracks was constructed in 1901 when a 900 foot long, 130 foot high fill replaced the third Dale Creek Bridge and forever eliminated the hazards of crossing that void.

After leaving Dale we continue west to pass through one of the 1,827 foot long Hermosa Tunnels, and upon leaving Tie Siding encounter the western-most track which takes us down into the great Laramie Valley. Our return after stopping in Laramie will be via the double track mainline if normal operations are in effect.



ROCKY MOUNTAIN

RAILROAD CLUB