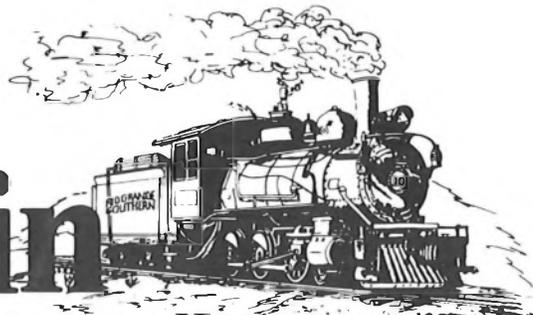


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 8, 1997 -- 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
Jim Blouch..... President
Walter Weart..... Vice President
Carolyn Blouch..... Secretary
David Goss..... 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 August, 1997 Rail Report is due no later than July 8, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. 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 \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

July, 1997..... No. 454
Club Telephone..... (303) 431-4354
Club Website:
<http://members.aol.com/rmrrclub/default.htm>
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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, deaths, 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

JULY 8 PROGRAM AND MEETING

Jim Ozment will present a program entitled Illinois Interurbans that will include slides showing the South Shore, North Shore, Chicago, Aurora & Elgin and the Chicago El. These subjects will be covered from the late 1950's.

Jim has presented a number of previous programs--all of which were outstanding and well received. You will not want to miss this one either!

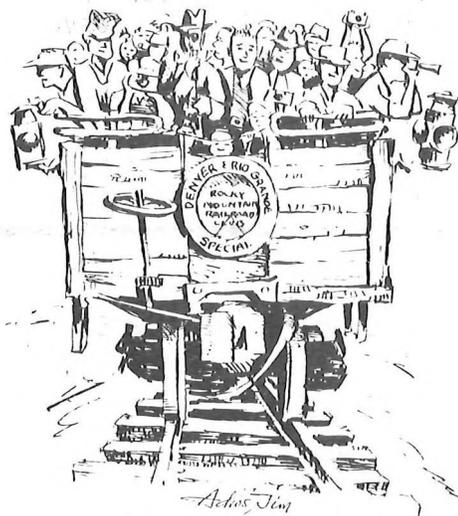
PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 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, P. O. Box 2391, Denver, Colorado 80201-2391.

JUNE MEETING AND PROGRAM

Bob Andrews provided a very interesting and entertaining program that gave us a pictorial review of Union Pacific steam power from 1900 to the end of steam operations with some unique views of Union Pacific trains and locomotives.

Our "Thanks" to Bob for this fine program!



1997

SCHEDULE OF EVENTS

July 8	Regular Monthly Meeting
August 9 & 10	Ski Train (overnight) Trip to Glenwood Springs, CO*
August 12	Regular Monthly Meeting
September 9	Regular Monthly Meeting
September 13	Georgetown Loop Railroad Freight Train Excursion*
October 18	ANNUAL BANQUET
November 11	Regular Monthly Meeting
December 9	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!

NEW MEMBERS

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

Roger Givens	Colorado Springs, CO
Ted Goodman	Columbus, OH
Richard Kundert	Ft. Collins, CO

RECENT DEATHS

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

Thomas Keeton, Jr.	Denver, CO
(#16, Member since 1955)	

PRESERVATION FUND AND BOOK DRAWING

Our raffle chairman, Roger Callender, was out of town this month and, as a result, no monthly book drawing was held. We expect to be back on track in July.

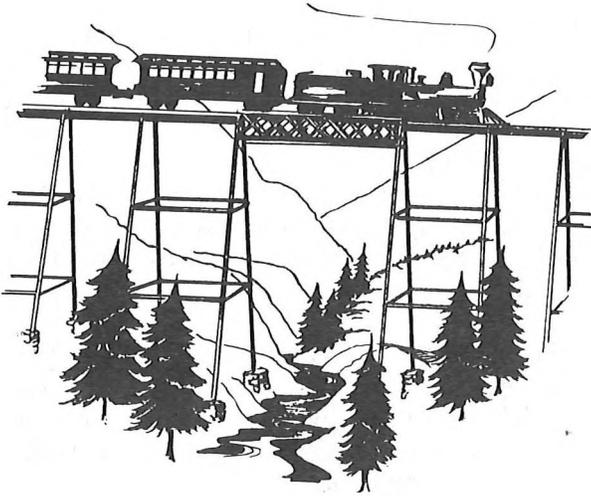
SUMMER HEAT RELIEF!

June, 1997, marked the first use of ceiling-mounted fans in the meeting hall that the regular monthly meetings are held in by the Club. The RMRRC Board of Directors authorized the purchase and mounting expense of four ceiling fans as a donation to Christ Episcopal Church in memory of Bill Gordon.

Needless-to-say, this was a welcomed relief as the summer months can make the hall quite hot and attendance tends to fall off. We now expect to see many more members and guests during the summer to enjoy the fine programs!

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.



**GEORGETOWN LOOP
FREIGHT TRAIN EXCURSION**

RIDE A MIXED TRAIN "OVER THE LOOP"! In cooperation with the management of the Georgetown Loop Railroad, your Trip Committee has arranged an outstanding opportunity to ride a narrow gauge, mixed train. The trip, scheduled for Saturday, September 13, 1997, will offer a consist which accurately recreates a classic 1920's mixed train. As a passenger, you will be able to see and hear 2-8-0 #40 battle up the 4% grades with real freight cars and relive the years when the Colorado & Southern served this region.

The lineup starts with 1927 Baldwin-built engine #40 which has been repainted in a classic color scheme and will provide all the appropriate "sound and fury". While the consist is not yet set, it will include a box car, flat, tank car, gondolas, and, possibly a stock car. Bringing up the markers will be the coach "Tahoe". This classic wood beauty was built in 1902 by J. S. Hammond's California Car Works for the Lake Tahoe Railway & Transportation Company. After service on several narrow gauge and tourist lines, the car was thoroughly refurbished by the Georgetown Loop shop forces to restore its classic good looks.

The train will depart from the authentic Colorado & Southern depot in Silver Plume at 10:40 a.m. for three round trips over the entire railroad. [Fare includes all three trips!] During these trips, there will be photo stops, runbys and meets. The train will also be posed on the High Bridge to recreate the famous photographs of the C&S excursions and freight trains.

Due to the consist, seating will be limited to 100 tickets. Several of the photo locations, such as the Lebanon Mine station and the Hall Tunnel passing siding are accessible only by rail. Don't be left behind!

Parking at Silver Plume is limited, so, riders are encouraged to car pool from Denver.

Tickets are priced at \$50.00 each and will be available, starting July 1st. If we do not sell 60 tickets by August 15th, the trip will be cancelled. Tickets may be obtained from the ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 So. Elizabeth St., Denver, CO 80209. *You MUST enclose a SASE with your order. If the trip is cancelled, your money will be refunded.*

Georgetown Loop Railroad Excursion

TICKET ORDER FORM

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Please PRINT or TYPE Information

_____ Tickets @ \$50 each...Total \$ _____



NEWS RELEASE

SKI TRAIN (OVERNIGHT) EXCURSION TO GLENWOOD SPRINGS

RIDE THE SKI TRAIN TO GLENWOOD SPRINGS ON AN OVERNIGHT TRIP! Join your fellow Club members on August 9 and 10, 1997, on the Ski Train to Glenwood Springs for a great ride and an opportunity to spend the night in one of Colorado's finest resort areas. Why put up with the traffic on I-70 when the Ski Train will take you smoothly from Denver through some of the most spectacular scenery in the West?!

The train leaves Denver at 8:00 a.m., arriving at Glenwood Springs at 1:30 p.m., which leaves the afternoon for sightseeing and the evening for dinner at one of Glenwood Spring's great restaurants. After a leisurely breakfast and another look around town, the train leaves Glenwood Springs at 3:00 p.m. with arrival in Denver at 8:30 p.m.

There are numerous sightseeing opportunities and some great hotels for your selection. There is the world famous Glenwood Hot Springs and Lodge, or, the elegant Hotel Colorado with views towards the D&RGW (UP) main line.

The Glenwood Springs "Trolley" is waiting to take you to either the Roaring Fork Marketplace or the Glenwood Springs Mall. The fare is only \$1 for all day, unlimited rides! Many other shops are within walking distance from most downtown hotels.

For the athletically inclined, there is biking and hiking with some of the best trails in the entire state. Bikes can be rented from several dealers in town.

Should sufficient members desire, we can arrange a charter bus tour to the Maroon Bells on Saturday. The Maroon Bells are the most photographed mountain peaks in North America. The trip would leave the Glenwood Springs station at 2:00 p.m. and return by 6:30 p.m.. Cost would be a minimum \$35.00 each.

On Sunday, if sufficient members are interested, a charter tour bus will take us directly to Marble, Red Stone and Beaver Lake for sightseeing. Each area is famous for scenery, and, Marble is the site of the quarry from which the marble for the Tomb

of the Unknown Soldier was taken. At one time, Marble even had an electric railroad to haul the marble slabs. We will have a short stay at Marble for photography and about a 1-hour stop at Red Stone for shopping and sightseeing. The trip would leave the Glenwood Springs station at 9:30 a.m. and return by 2:30 p.m. Tickets would cost a minimum of \$39.00 each.

WE MUST HAVE AT LEAST 15 TICKETS IN ORDER TO RUN EACH BUS TRIP. Should we fail to reach this minimum by July 15th, your money will be refunded. There may be a slight increase in the bus fares.

Don't miss this trip!

It is highly recommended that you make your hotel reservations as quickly as possible! Help can be obtained by calling the Glenwood Springs Central Reservation service at 1-800-221-0098.

Tickets are \$85 for coach and \$135 for Club Car and will be available, starting July 1. We must sell at least 15 tickets to take advantage of this opportunity. Lodging, meals, tours and charters are extra. Tickets may be obtained from the ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 So. Elizabeth St., Denver, CO 80209. *Please enclose a SASE with your order!* If the trip is cancelled, your money will be refunded.

Ski Train Excursion to Glenwood Springs

TICKET ORDER FORM

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

_____ Coach tickets @ \$85 each \$ _____

_____ Club Car tickets @ \$135 \$ _____

_____ Maroon Bells Tour @ \$35 \$ _____

_____ Marble, Red Stone
bus Tour @ \$40 each \$ _____

Total \$ _____



EMD SD90MAC #8204 was at the BNSF 23rd Street crossing on the BNSF train H-DENFTWI-09 enroute to the Transportation Test Center in Pueblo, CO, on May 9th, 1997. The unit sports EMD's 75th Anniversary paint scheme. This is EMD's newest 6,000 horsepower, AC-powered demonstration model. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

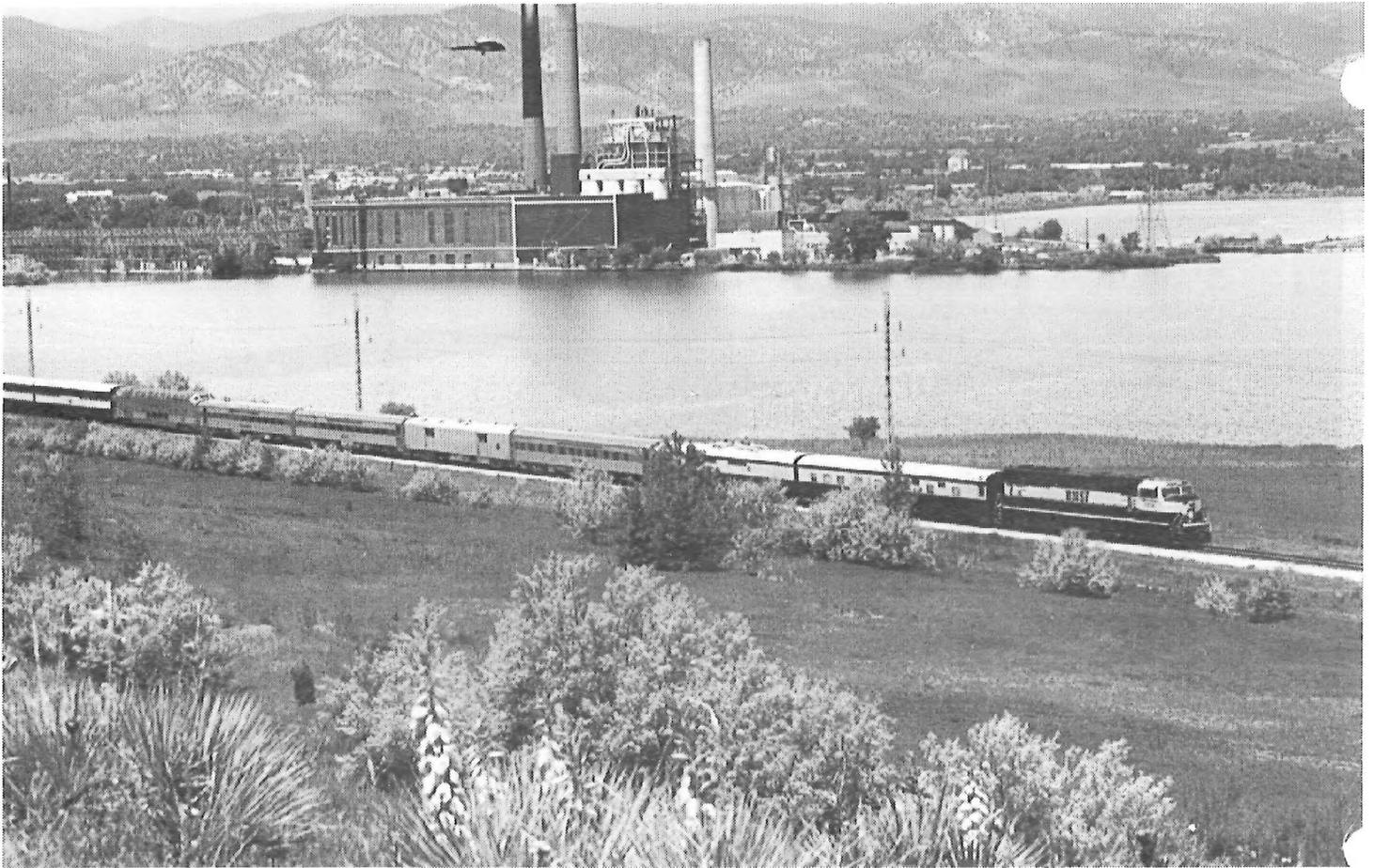
By Chip Sherman

NEW EMD SD90MAC DEMONSTRATOR MOVES FROM EMD PLANT TO PUEBLO TEST TRACK CENTER, CO. Electro-Motive Division's new 6,000 horsepower AC-powered demonstrator model SD90MAC #8204 moved via BNSF to Pueblo in early May, 1997. The unit was shipped on BNSF's Chicago to Denver train (HCHCDEN-05), seen moving west at Keenesburg, CO, on May 8th. The lashup was lessor EMD 789, Norfolk Southern 8039, BN 4041 and EMD 8204. The train arrived at BNSF's 31st Street Yard, Denver, CO, May 8th. The unit sports the EMD 75th Anniversary scheme: white nose with wave pattern stripes, starting at the cab. Three bands of color, blue on top/

black in the middle/and turquoise on the bottom, then sweep back on the long hood. Electro-Motive is written out on the long hood.

The EMD 8204 departed Denver on the Denver to Fort Worth, TX, train H-DENFTWI-09 (old BN train #262) on May 9th. It was the trailing unit with ATSF SD40-2 5086 and ATSF GP60B 337 on the point. The unit will undergo testing at the Transportation Test Center, Pueblo, CO.

BNSF EMPLOYEE SPECIAL OPERATES WITH DIESELS, FRISCO STEAMER HAS BAD DRIVER BEARING. Burlington Northern Santa Fe's (BNSF) Employee Appreciation Trip did make it to Colorado the weekend of June 6-8, 1997; alas, without the ailing Frisco #1522 steam locomotive.



The 11-car BNSF Employee's Special train is seen passing the Valmont Power Plant in Boulder at 11:15 a.m., Saturday, June 7, 1997. Locomotive power turned out to be BNSF SD70MAC #9751 instead of the ex-Frisco 4-8-2 steam locomotive #1522. The steamer had developed an overheated driver bearing not far from home--St. Louis, MO. (Steve Mason Photograph)

The St. Louis Steam Train Association-owned ex-Frisco 4-8-2 steam engine #1522 developed an overheated driver bearing (fireman's side) during its St. Louis, MO, to West Quincy, MO, enroute to Kansas City, KS, move on May 31, 1997. Some consideration was given to taking it onto Glaesburg, IL, but, it was decided to return the engine to St. Louis.

The ex-Frisco 1522 is owned by the St. Louis Steam Train Association and calls the grounds of the Museum of Transportation, St. Louis, MO, home. The Baldwin Locomotive Works-built (1926) mountain type (4-8-2) has made trips to the Midwest and to the BN Galesburg, IL, Railroad Days in past years.

Arriving in Colorado on June 6th, the BNSF C44-9W #966 was the sole unit on the train, arriving in Denver under stormy skies. The train arrived at Denver Union Station at

4:40 p.m. and parked on the western-most track; track #5. It had BNA 22 sleeper STEVENS PASS, BNA 30 power car SNOQUALMIE PASS, ATSF 67 sleeper REGAL MANOR, ATSF 77 baggage, ATSF 62 club-lounge, ATSF 61 diner FRED HARVEY, ATSF 60 full length lounge, BNA 32 bi-level coach FLATHEAD RIVER, BNA 33 bi-level coach SKAGIT RIVER, BNA 31 lounge-bar-dance car FOX RIVER, and BNSF 24 full dome-lounge, track inspection car GLACIER VIEW.

That evening, BNSF employees dined on the stationary train. Despite rainy weather, cancelling the Colorado Rockies baseball game, the diners enjoyed their evening in LoDo, behind Union Station.

June 7th found the 11-car special powered by BNSF SD70MAC 9751. The train departed around 8:00 a.m. and made the first of two round trips up the old Colorado & Southern



Seen at BNSF's 23rd Street Diesel Shops, Denver, Colorado, are Hudson Bay Railway's GP-35's 2502, 2504 and 2503. Enroute to their new Canadian owner via the BNSF on May 8, 1997, the units had just been upgraded and painted by Omnitrax, Loveland, Colorado. They moved east from Denver via BNSF train H-DENCHC. (Chip Sherman Photograph)

line via Broomfield to Longmont, CO. There, the train was wye'd. Buses were on hand for passengers who didn't want to make the round trip by rail.

BNSF has taken full-length dome, lounge, theatre inspection car GLACIER VIEW and put stainless steel siding on it, ala Santa Fe. The car was a smooth-sided Budd (built in 1955) Great Northern Railway, full length dome, used on the Empire Builder. The car now wears a stainless steel exterior with BNSF written out, and carries number 24.

The special departed Denver, CO, on June 8 northward via the old C&S, making stops at Longmont, CO, Cheyenne and Guernsey, WY. The train ventured as far north as Laurel/Billings, MT, area June 12, and back in an eastward direction via Gillette, WY, Alliance,

NE, for Haymarket Heydays celebration, June 20-22. It also attended the Galesburg, IL, Railroad Days event on June 28-29. (BNSF, Joe & Darrell)

E-UNITS ARRIVE IN DENVER TO PREPARE FOR NBC PRODUCTION. BNSF moved two, sharp-looking E-units into Colorado via the Kansas City to Denver train, arriving in Denver, CO, on June 3rd. NBC is planning to use the units in its production "Atomic Train."

The units are Santa Clarita Valley (SCRX reporting marks) 5794 and 9913. The 5794 was a Pennsylvania RR E-8. The 9913 was a Chicago, Burlington & Quincy RR model E-9A, ex-BN 9913. The units were restored and painted Spirit of Tennessee for that state's celebration in 1996. They both currently wear a modified Louisville & Nashville

blue with yellow wings with a red separating stripe. They really look sharp!

The units were moved via the BNSF's Kountry Job from the Denver Yard to Denver Railway Car Co., Englewood, CO. From south Denver, they were pushed down the Joint Lines' northward track top the old General Iron Works plant.

Denver Railway Car Co. will prepare them and five ex-Long Island commuter cars for the NBC production, currently titled "Atomic Train." The filming is planned to take place in northern California, around McCloud. (Darrell A. & Internet sources)

SUMMIT OF EIGHT SPECIAL AND TENNESSEE PASS TRIPS TO OFFER UNION PACIFIC E-UNITS AND RIO GRANDE GP-60'S. Reports indicate that Denver Union Station will have two specials in town on June 21, 1997. The Summit of Eight, (Nations) First Ladies Denver to Winter Park, CO, trip will be handled by UP E-Units: 949, 963-B and 951, which is expected to leave at 9:45 a.m. with a four-car train.

On an adjacent track will be the NRHS-sponsored Royal Gorge train to Salt Lake City, UT, with UP steam engine 844 and Rio Grande-lettered GP-60's 3154, 3155 or 3156 (two or three of these units as protection). This special is scheduled to depart at 10:00 a.m.

Bulletin

INVENTORY TIME— MEMBERS' COOPERATION REQUESTED

The Rocky Mountain Railroad Club is attempting to bring current the property inventory list for tax and insurance purposes. If you have any Club records, photo/projection equipment, tapes, videos, photographs, slides, or any other type of Club property in your possession, please call the President, Jimmy Blouch, to arrange for delivery or pickup as soon as possible. We would like to have this project completed by July 15, 1997.

EXTRA!

ROCKY MOUNTAIN RAILROAD CLUB IS ON THE WORLD WIDE WEB!

The Club now has its own Website due to the efforts of Member and Web wizard, Chris Wolf. Chris, whose job and location prevents him from attending very many meetings, was looking for a way to support the Club and its efforts. He prepared a proposal for the Board of Directors to establish a Website, which, the Board quickly adopted.

Chris designed the Website and has provided the host location at no cost to the Club. He has some very good ideas for expansion and would appreciate feedback from our members. One idea is a Member's Photo Pages where our members could provide copies of their favorite pictures with captions to be posted in our site. Another idea will be to provide addresses for links to other rail-related Websites. We will also solicit memberships and book orders via the Web.

Chris and Chip Sherman are working on a plan to include late breaking news on the Website so members can check to see what's happening. As a supplement to our newsletter, Chris will post notices and other late breaking items which we need to communicate to our members.

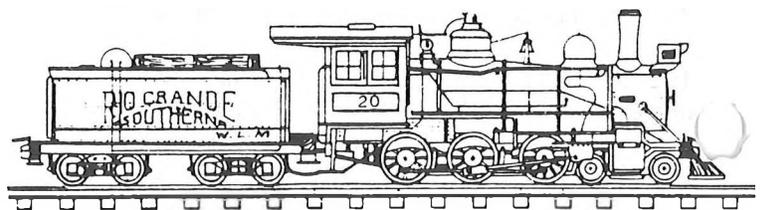
Chris is planning a more detailed article for next month, including methods whereby our members without Internet access or even a computer, can still visit our Website.

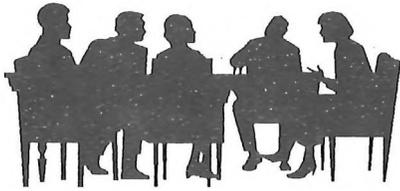
The address for our site is:

<http://members.aol.com/rmrrclub/default.htm>

And, you can also reach Chris with E-mail through the Website. Check it out!!

(Wally Weart)





FROM THE BOARD ROOM

In an attempt to build awareness, interest and active participation, your Board of Directors has agreed to provide the membership with a resume of the projects currently before the board. The purpose is to keep you up to date on the accomplishments of our various committees and, perhaps, spark someone's interest who might want to serve on the board in the future.

TREASURER

The Treasurer, Dave Goss, has been busy computerizing the Club's records. He advises that the book sales have been very profitable and that our inventory is of great value to the Club.

VIDEO COMMITTEE

Bill Gould, Chairman of the Video Committee, reports two videos are now out: The Virginia & Truckee, The Final Years, 44 minutes, \$29.95; and, The Southern Pacific Narrow Gauge, 33 minutes, \$29.95. Both are from Sunday River Productions and contain beautiful footage from the Club's famous Otto Perry Collection. Sunday River ads for these videos can be found in the June issue of TRAINS Magazine.

ROSTER

Plans are well underway for a new roster. The last roster issued by the Club was for the 1989-90 period. The cost of such a publication made it impossible to keep reissuing every two years. It is hoped that this might be reversed. The Membership Committee is looking for a member with access to a computer to volunteer to keep the membership base up to date. This would be data entry using dBase software, which will be provided. The Board has agreed that, in order to serve the membership's interests, we will need to keep a record of certain information, such as the member's area of interest, ie., collector, modeling, photo-

graphy, etc. This information will be kept in the dBase program also. If you are interested in volunteering your time and talents for the Club, please contact Vice President, Wally Weart at (303) 421-0528.

WEB SITE

One of the more exciting projects of the board has been the review of the benefits of a web site for the Club. As announced elsewhere, two members have volunteered to head up this project. Chris Wolf has recently volunteered to serve as Web Master, and, Chip Sherman will serve as his assistant. Chris is an excellent example of how a member can participate even when his or her schedule keeps them from attending some or all meetings.

TELEPHONE INFORMATION LINE

Our Telephone Information Line has been transferred to Member (and Secretary) Carolyn Blouch's residence. Bud Lehrer deserves a hearty "Thank You" for serving as the Telephone Committee Chair for a very long term. Bud is moving to Loveland, and, it is no longer possible for him to assume this responsibility.

The Telephone Information Line, 303-431-4354, is a recorded message containing information about the Club, our meeting location and dates, special events and membership requests. The line is checked for messages every two or three days. If you would like to speak to someone directly concerning certain activities, such as the Museum Work Day, please call the Committee Chair direct. Following are all the names and telephone numbers of all committee chairs:

Membership - Linda Johnson....	719-593-9132
Trips - Wally Weart.....	303-421-0528
Equipment - Keith Goodrich....	303-360-6936
Trolley - Darrell Arndt.....	303-797-8444
Publications - Bob Griswold...	303-756-7814
Newsletter - Jim Trowbridge...	303-988-2267
Video - Bill Gould.....	303-666-9809
Web Master - Chris Wolf.....	970-223-1485

MEETING HALL

As mentioned elsewhere, the Board agreed to make a donation to Christ Episcopal Church to purchase and install four fans in the

meeting hall in memory of Bill Gordon, long-time member of Christ Episcopal.

ANNUAL BANQUET

Our Annual Banquet plans are going well. The proposed site this year is the Arvada Center. Further information will be provided as it becomes available, probably in the August issue of the Rail Report.

NOMINATING COMMITTEE

Jim Ehernberger, David Gross and John Braselton (carryover Board members this year) will be contacting members soon about serving on the Board for the 1998 year. Please give their call serious consideration as new faces and fresh ideas are always beneficial.

MILE HIGH RAIL FAIR

The Club will have two tables at the Mile High Rail Fair, July 18, 19 & 20, 1997, at the Western Complex at I-70 and Brighton Boulevard. If you have not as yet volunteered to help "man" our tables for part of this time, why not call Bob Griswold at 756-7814 and offer a few hours, a day, or whatever!

CLUB INVENTORY LIST & INSURANCE SCHEDULE

Just a reminder! As written elsewhere in the Rail Report, the Board wishes to bring current a Club inventory and insurance schedule and requests that all Club property be returned for proper inventory and storage. If you have any Club records, photography/projection, picnic/field trip equipment, model railroad equipment, videos, tapes, slides, or, any other Club property in your possession, please contact President Jimmy Blouch to arrange for delivery of pickup.

TRIP COMMITTEE

As you can see by the two pages of trip announcements, the trip committee has been busy putting together some rather interesting events for our members. Be sure to check out these upcoming trips and make every effort to participate.

CONCLUSION

We hope that this information has been of interest to you, and, more importantly, has piqued your desire to volunteer for some office, committee, or event.

In upcoming issues of the Rail Report, you will continue to be informed about what is happening behind the scenes. As you can see, there is much going on, and, it takes many people to pull it all together. To keep moving forward, new faces need to be added to the volunteer force. Can we count on You!?

RADER RAIL NEWS— FLORIDA FUN TRAIN, AND, THE MARLBORO TRAIN

As the June 11, 1997, Denver Post article said: "The Marlboro train--at least the one built by Denver's Rader Railcar, Inc.--has expired, without taking one breath of clear Rocky Mountain air."

In a rare twist, Philip Morris, which commissioned Rader to built 19 railcars to haul Marlboro Unlimited sweepstakes winners on smokers' excursions through the West, has sold the cars to Rader at salvage price, according to rail industry sources.

The deal ends a dispute between Philip Morris and Rader that has lasted more than a year evolving over construction difficulties that delayed delivery of the Marlboro cars for many months. The biggest hangup was over some of the cars proving to be too heavy for their original wheels.

Rader Railcar proposed to solve the problem with a manufacturer-approved modification to the wheels to handle the extra-heavy loads, but Philip Morris insisted on buying new wheel assemblies (trucks) for about 10 cars at a cost of about \$3 million. The new sets were never installed and now they sit idle at Rader's facility near the former Stapleton Airport.

Rader Railcar and Philip Morris also differed over the adequacy of weld on the Marlboro cars.

While there were differences, the two companies seem to have parted on very reasonable terms. Neither would comment on the project; however Rader made it

clear that "Philip Morris officials were extremely fair and good to work with."

In February, the cigarette company said Rader Railcar would no longer work on the cars. At the time, Philip Morris said it would look for another manufacturer to complete construction of the cars, but apparently the conglomerate could never come to terms with another company on a plan to finish the project.

Late last year, Philip Morris offered each of its 2,000 sweepstakes winners the option of taking \$6,000 in cash in lieu of the trip. Most winners took the cash option.

Philip Morris plans to offer "trips on a train" to the minority of sweepstakes winners who still want the rail excursion. One option would be to lease rail cars from Amtrak or another passenger-rail operator. For at least the short term, Philip Morris is retaining ownership of the two locomotives it had built for the Marlboro Unlimited.

The cars that Rader built for the cigarette company cost \$2 million apiece. In all, Philip Morris spent about \$50 million on the train and tens of millions of dollars more on advertising and marketing the sweepstakes, sources said.

Terms for the sales transaction between Rader and Philip Morris call for Rader to cut up the cars and scrap the structural steel, but the rail car builder can keep other car parts, including windows, wheel sets and heating and air conditioning, plumbing and electrical systems.

Rader Railcar is expected to use the parts from the Marlboro cars to build new rail cars for other customers. Rail industry observers pegged the value of the scrapped Marlboro cars at about \$5 million.

The same day (Tuesday, June 10, 1997) as the settlement with Philip Morris was announced, Rader showed off the first Florida Fun-Train cars his company is building for First American Railways, Inc.

First American, based in Hollywood, Fl, will begin operating the Fun-Train between south Florida and the Orlando area in Octo-

ber. Rader is building eight passenger cars, four entertainment cars and one baggage car for First American at their Ft. Lupton plant. The passenger cars cost about \$1 million and the entertainment cars about \$750,000 apiece.

First American's president, Raymond Monteleone, said the scenery on the four-hour trip through central Florida isn't the most majestic in the world, so the passenger-rail company added numerous food and entertainment features inside the cars to occupy the time of travelers, including gourmet meals and theater skits in the passenger cars and children's play areas, dancing and video and virtual-reality games in separate areas of the entertainment cars.

Monteleone and Tom Rader, who also sits on First American's board of directors, are part of the firm that purchased the Durango & Silverton Narrow Gauge Railroad last March. Their goal, with more aggressive marketing of the D&SNG--especially to tour sellers both in the United States and abroad--is to boost ridership by 30,000 to 40,000 passengers a year. In recent years, the D&SNG has carried about 200,000 passengers annually.

One impediment to getting more passengers on the narrow gauge railroad is the lack of enough airline flights into Durango. Monteleone said the D&SNG hopes to have more collaborative marketing ventures with airlines, hotels, resorts and other tourist-oriented businesses in the Four Corners region. (Denver Post, 6/11/97)

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.

FOR SALE: Rails Around Gold Hill, #780 of 2750. Dust jacket has light fading, light mildew and a 1" tear at lower edge of binding. Book itself is excellent. \$290.00.

Denver, South Park & Pacific--Pictorial Supplement, #1342 of 4000. Dust jacket has light mildew and small tear on front. Book itself is excellent. \$250.00.

The Colorado Midland, #3903 of 6000. All

excellent. \$175.00.

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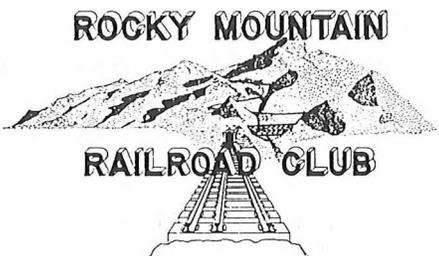
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