8 Final Destination: Winter Park Resort! Not a skier? Not to worry! Winter Park has a little something for everyone! Explore the Winter Park Village or use the free Lift bus service to explore Fraser and Granby. Explore everything that the Winter Park Area has to offer!

If you are skiing or snowboarding for the day, pick up your equipment on the platform and enjoy the short walk over to the lifts. No matter how you spend your day be back to the train station before departure at 4:30 pm!

7 The train then reaches the Moffat Tunnel: at 6.2 miles long and an elevation of 9,280 feet it takes about 10 minutes to pass through the tunnel and is a great time to start getting ready for a day of fun in Winter Park!

6 As the valley widens, the small community of Tolland comes into view. To the north, the Tolland school house, built in 1902, served the small mining towns in the area. Higher on the mountain side you may be able to spot horizontal breaks in the trees. This is the old railroad grade, known as Rollins Pass, which snaked up the mountain side, up over the Continental Divide, and down to Winter Park.

5 At Rollinsville the train enters an open valley where it parallels South Boulder Creek as it nears the Continental Divide.

4 The Tunnel District begins after crossing the mouth of Coal Creek Canyon where the train enters the first tunnel. While traveling through the 28 tunnels of the Tunnel District, there are many opportunities to observe the unique geography and scenery. Massive beds of quartz-rich sandstone in the Permian Lyons Sandstone were once a sea of wind-blown sand dunes from an ancient sand sea. Tectonic forces have uplifted this rock to create vertical rock formations, known as the Flatirons. As we pass under these rock formations, it is possible, on a clear day, to see nearly 1/10 of Colorado.

3 Approaching the Front Range, the railroad utilizes a pair of curves, known as Big and Little Ten curves, to add elevation. The name comes from the curvature which, at 10 degrees, is a tight curve for the railroad. Looking to the north, the wind turbines are near the site of the former Rocky Flats nuclear weapons facility.

2 North of the railyards, the railroad turns west and and rolls through suburban Arvada where the constant 2% uphill grade to the Moffat Tunnel begins. You may notice railroad track splitting off to the south. This is the BNSF track connection to the Coors Brewery in Golden and the RTD G-line commuter rail connection to Wheat Ridge and Old Town Arvada.

1 The trip starts at Denver Union Station, the transit hub of Denver. The Station once served over 60 trains per day but train traffic has decreased since, and it now serves the Ski Train, California Zephyr and local/regional bus and rail services. The train traverses Union Pacific and BNSF track as it moves out of Denver.

Photography by Winter Park Resort, Alex Funderburg, Erik Lindgren, Luke and Noah Sponable
A DENVER TRADITION

Welcome aboard Amtrak’s Winter Park Express! The Winter Park Express is a continuation of the long legacy of passenger rail between the City of Denver and Winter Park Resort. The first ski train was operated by the Denver and Rio Grande Western (D&RGW) Railroad in 1940 for the Eskimo Ski Club to transport children to Winter Park. The service continued until 1988 when it was sold to the Ansco Investment Company. Ansco operated the train until 2009 when it was discontinued. After a successful test in 2015 celebrating the 75th anniversary of Winter Park Resort, it was announced that Amtrak would revive the train for the 2016-17 ski season. We invite you to sit-back-and-relax and enjoy one of the most unique rail services in the world!

ON BOARD

CAFÉ CAR: Snacks and drinks are available in the café on the lower level.

BATHROOMS: Located on the lower level of each coach car.

STORAGE: Bags and personal items can be stored at your seat or on the luggage shelves on the lower level.

SAFETY: The entire train is non-smoking. This includes the restrooms and vestibule areas.
- When walking on the train, please wear your shoes.
- Be prepared for any unexpected movements of the train at all times.
- Except in an emergency, passengers are not allowed to open exterior windows or doors.
- We want you to have an enjoyable experience aboard the train. Mutual consideration of fellow passengers is appreciated.
- Please address any concerns to your car host or Amtrak personnel.

THE MOFFAT ROUTE

The route you travel today was the original dream of Colorado rail pioneer David Moffat. His Denver and Salt Lake (D&SL) Railroad began construction in 1902 and aimed to create a direct line between the two cities and provide Denver with a direct rail connection to the West. The D&SL originally built over Rollins Pass which was the highest standard gauge railroad crossing of the Continental Divide in the United States at 11,600 feet of elevation. The D&SL began construction on the Moffat Tunnel in 1923, with the first train passing through in February 1928. It eliminated 23 miles of track and 1,800 feet of elevation. The D&SL was eventually acquired by the Denver and Rio Grande Western (D&RGW) Railroad in 1947, which utilized the Moffat Route as its “Mainline Thru the Rockies.” The D&RGW eventually became part of the Union Pacific Railroad in 1996. Today the route hosts Union Pacific and BNSF freight trains as well as Amtrak’s California Zephyr and the Winter Park Express.

COLORAIL

Would you like to see more services like the Winter Park Express throughout Colorado? If so, make sure to join The Colorado Rail Passenger Association! ColoRail focuses on passenger rail advocacy and seeks to expand passenger rail services to more Colorado residents! The Winter Park Express is just the first step, ask your ColoRail Car host for more details!

Visit Our Website: http://colorail.org/