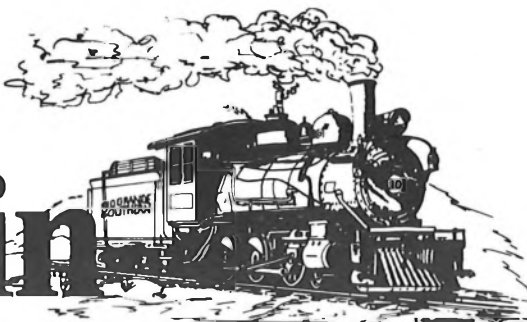


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

May 9, 1989 -- 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  
Les Grenz..... Associate Editor  
John Dillavou..... President  
Carl Carlson..... Vice President  
Bill Gordon..... Secretary  
Elbert E. Bidwell..... Treasurer

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

**COPY DEADLINE** -- ALL copy for publication is due no later than the 10th of the month prior to month of publication.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues pkus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join 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 December of the current year.

May, 1989..... No. 356  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

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

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, etc. to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

## MAY 9 PROGRAM

Erwin Chaim will give us a nostalgic last look at the Rio Grande Zephyr, including it's last run on April 23 & 24, 1983. The Club had scheduled an excursion to Glenwood Springs for that weekend in hopes that we could be on the last trip. The train was unable to make its full run with the disaster at Thistle and only ran to Grand Junction and back to Denver.

Our program will be multi-media and Erwin suggests you bring a hankie!

## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9233) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80202 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

## APRIL PROGRAM

Neal Miller provided Club members and guests with an outstanding evening of vintage Black Hawk movies of classic serial railroad movies. We began with the 1912 epic "The Girl and Her Trust." Hobos steal the payroll from the station and kidnap the telegrapher (our heroine) A chase ensues by railroaders aboard a steam locomotive, tipped off by the telegrapher prior to being kidnapped along with the payroll aboard a handcar. The second epic movie was from the Hazards of Helen series entitled "In Danger's Path" and dealt with a womanizing, hard drinking railroader who is fired for his misconduct and gets even with the railroad by vandalizing the air brakes on a heavy train pulled by the famous ATSF #3001 Mallet 2-10-10-2 in 1915. (See the May issue of Model Railroader for information on the 3000-Class ATSF Mallets) The villain is hurt and confesses his bad deed in time for Helen (our heroine) to race to a water tank by horseback and jump from the water tower onto the out-of-control train and tell the crew where the brake problem is before a crash occurs. Hoot Gibson, later to become a famous movie cowboy, is also in this picture. Our third film, entitled "When Steam Powered the Railroads", included some magnificent golden-age steam including the far-famed Horseshoe Curve on the Pennsylvania Railroad, showing a drag freight and sleek passenger train on the entire curve! The last film, taken from the archives of the Fox News films, covered many timely events, most noteworthy being the RMRRRC's February, 1949 last passenger trip on the Midland Terminal Railroad from Colorado City yards to Cripple Creek and back!!! Our thanks to Neal for this great evening.

In addition to the regular program, Erwin Chaim presented a "newsreel" covering our lost member, Rollin Cordill--past RMRRRC president--and his retirement surprise party.

## NEW MEMBERS

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

Kennard Britton Bedford, TX  
Mike Heirty Aurora, CO

## 1989 SCHEDULE OF EVENTS

May 9	Reg. Monthly Meeting
June 13	Reg. Monthly Meeting
June 17	UP 3985 Excursion
June 18	Wyoming-Colorado Excursion
July 1-12	Trans-Canada Excursion
July 11	Reg. Monthly Meeting
July 22	Ft. Collins Trolley Trip/Picnic
Aug. 8	Reg. Monthly Meeting
Aug. 12	Argentine Central Hike
Sept. 2-4	St. Louis, MO Rail Exhibits & Excursion
Sept. 12	Reg. Monthly Meeting
Sept. 22-24	Private Car Trip to Salt Lake City, UT (Tentative)
Oct. 7-8	North Platte, NE/ UP Rail Facilities
Oct. 14	Annual Banquet
Nov. 14	Reg. Monthly Meeting
Dec. 12	Elections & Reg. Monthly Meeting

# Bulletin

## WORKDAY CANCELLATION!!!

The Club's Workday scheduled for May 14th at the Colorado Railroad Museum has been temporarily postponed because of personnel commitments on the No. 25 and other conflicts of schedules. The workday will be scheduled again in the early fall when the No 25 is further along and we will be much more ready for general maintenance and refurbishing of all of the Club's equipment.

Please watch for announcements of the re-scheduled Workday in future issues of the Rail Report. (Bill Gould)

**UNION PACIFIC**



**3985 EXCURSION**



**WYOMING-COLORADO RAILROAD EXCURSION**

Flyers were sent out with the March, 1989 newsletter and will continue to be available at Club meetings until the trip is sold out. With only 270 seats available, we encourage members to secure their reservations early.

This year's excursion will begin in Cheyenne and travel to Laramie, spending amply time on Sherman Hill to experience outstanding photo runbys.

The trip will be held on Saturday, June 17, 1989. The cost is \$165.00 per person and includes a box lunch aboard the train. There are no children's fares. The Club will make no refunds nor cancel reservations after May 19, 1989. Prior to that date, a \$10 service charge will be made on each cancellation to help defray handling costs.

Please fill in the coupon provided and send it with your check or money order to:

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. Box 2391  
Denver, Colorado 80201

The Club has made available an opportunity to enjoy a weekend of railroading with the UP 3985 excursion on Saturday, June 17th and the Wyoming-Colorado Railroad trip on Sunday, June 18, 1989.

Departing Laramie, this all day, 92-mile trip, will feature the adventure of traveling over one of North America's highest standard gauge railroads in classic streamlined passenger equipment.

All tickets for this one-day excursion are \$65.00. This includes one-way rail passage, light continental breakfast aboard the train, barbecue lunch at Fox Park, and return chartered bus trip to Laramie. There are no children's fares. Tickets must be ordered as soon as possible from the Rocky Mountain Railroad Club on the accompanying order blank. It is strongly recommended that all passengers who are planning to be on the Union Pacific 3985 trip on Saturday and who also desire to ride on the Wyoming-Colorado Railroad excursion on Sunday, should get both trip reservations in immediately. Seating is limited!

ORDER FORM--UP 3985

A check or money order for \_\_\_\_\_ tickets at \$165.00 each is enclosed. This same fare is applicable for children.

(Please Print or Type) Amount: \$ \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_  
(City)

\_\_\_\_\_  
(State)

\_\_\_\_\_  
(Zip)

( )

\_\_\_\_\_  
(Phone)

ORDER FORM--WYO-CO

A check or money order for \_\_\_\_\_ tickets at \$65.00 each is enclosed. This same fare is applicable for children.

(Please Print or Type) Amount: \$ \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_  
(City)

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(State)

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(Phone)

## DEATHS OF LONG-TIME MEMBERS ANNOUNCED

ELDIN C. "OLIE" LARSEN (October 13, 1910-  
April 3, 1989)

Our Club has lost one of its most energetic members, our 28th president (1975-76). Few members ever realized "Olie's" accomplishments as he never was one to talk about what he did. His services for the Rocky Mountain Railroad Club, the Colorado Live Steamers, and the Colorado Railroad Museum are without number. "Olie" was not much for delegating work, rather he would be at the project doing the work himself. Typical was the project about a dozen years ago when it was proposed to operate our interurban #25 on a short section of track at the museum; almost single-handedly "Olie" built the trolley line for this unfinished project. One of "Olie's" famous sayings clearly illustrates his attitude, "You can't run the store from the pool hall."

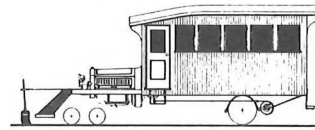
"Olie" has been known as the 'John Wayne' of the Public Service Company;" his 41-year career brought him this well-deserved title. As Superintendent of Transmission Lines, one of his responsibilities was maintaining the line from the Shoshone Plant near Glenwood Springs across Hagerman Pass, Fremont Pass, and Argentine Pass, a monumental assignment that only a true mountain man could handle. "Olie's" remarkable career was climaxed by his part in a heroic helicopter rescue of the victims of a plane crash on Mount Sherman, high in the Misquito Range on April 5, 1967. This was just one of his courageous adventures in the very worst of below-zero Rocky Mountain weather. Thanks to Club member Bernard Kelly, some of "Olie's" adventures were featured in the Denver Post Empire Magazine. Also, stories in the Readers Digest and The Saturday Evening Post recorded adventures in the bleak Artic zones on Argentine and Hagerman Passes.

In the blizzard in November, 1946 (about 30" of snow in Denver), "Olie" volunteered to distribute food and medical supplies to stranded ranch families on Colorado's eastern plains in the Hugo area. As the Public Service Company's snow buggy slowly traveled from ranch to ranch over mountain-

ous drifts and the frozen carcasses of cattle and sheep, "Olie" saw the coyotes struggling to stalk the starving antelope herds. Just how many lives "Olie" saved in those isolated ranch houses, we will never know; they were many!

We all extend our sympathy to "Olie's" widow, Ruth, his three children, and all his family.

Of course, we will miss "Olie," but the last thing he would want would be for us to grieve for him. He would want us to carry on in the tradition of the rugged, tough, jovial, and lovable manner of "Olie" Larsen, the "Last of the Rough Riders." There just will never be another "Olie," never!  
(Bob Griswold)



ROLLIN CORDILL (October 24, 1912-March 20,  
1989)

We are sad to report that our good friend, and long-time Club member, Rollin Cordill, has passed away. A native Coloradan, Rollin loved trains, and his hobby was building and running model trains. He started working part-time for the Denver Tramway during his last two years in high school. He was hired full-time and worked there till his retirement. He was a Motorman on the narrow gauge Leyden Branch, on the Standard Gauge, and on the Interurban to Golden, and then as a bus driver til his retirement in December, 1974.

He was a Charter Member (No. 6) of the Rocky Mountain Railroad Club, joining in 1938. He served as President in 1941 for a year and was Secretary for three years beginning in 1968. He joined the Denver HO Model Railroad Club in 1947, and served as Treasurer, Vice President, and President.

Rollin served in the Navy in World War II and was very active in his church. He died of complications to Parkinson's disease. Rollin was a loyal friend, and he will be missed. He is survived by his sister, Fern. The Club wishes to extend its sympathies to Fern.  
(Erwin Chaim)

## ANNUAL BOOK DRAWING

Drawings were made at the April meeting for the Annual Book Raffle which benefits the Club's Equipment Fund. With the exception of the Pictorial Supplement to Denver, South Park & Pacific which was donated by The Trowbridge Press, all books were supplied by the Rocky Mountain Railroad Club. Prizes were awarded as follows:

- 1st) Rails Around Gold Hill, Morris Cafky, to John Dillavou, Denver, Colorado.
- 2nd) Memorial Edition--Denver, South Park & Pacific, Poor, Kindig & Haley, to George W. Shaw, Penfield, New Jersey.
- 3rd) Georgetown & The Loop, Griswold, Kindig & Trombly, to Leonard McCabe, Fresno, California.
- 4th) Pictorial Supplement to Denver, South Park & Pacific--Abridged Edition,

Kindig & Haley, to Donald M. Murphy, Milwaukee, Wisconsin.

- 5th) The Crystal River Pictorial, McCoy & Collman, to Edwin Fulwider, Bayview, Indiana.

- 6th) Narrow Gauge to Central & Silver Plume--CRRM Annual #10, to Ted Wiese, Bay Village, Ohio.

- 7th) Narrow Gauge in the Rockies, Beebe & Clegg, to Alfred Hicks, II, Centerville, Ohio.

The Club, and the Equipment Committee in particular, wishes to thank the many, many Club members who participated in this drawing! Over a thousand dollars was netted and placed into the Equipment Fund which is being depleted quickly with all the major projects now underway on the Club's equipment.

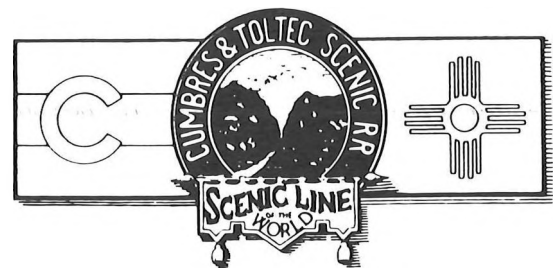


*The No. 484, a K-36, 2-8-2 on the Cumbres & Toltec Scenic Railroad was steamed up in early March to do some switching in the Chama yards. It also had to do a great deal of snow "plowing" to get equipment around and into the shops for work. (Earl Knoob Photograph)*



*C&TS No. 484 is about to pick up the No. 487's tender and pull it into the engine shop to be completely rebuilt. There is a lot of activity going on at Chama this winter. The C&TS plans to be ready for a good year in 1989.*  
(Earl Knoob Photograph)

## CUMBRES & TOLTEC SCENIC RR NEWS



Many C&TS personnel were brought back extra early this year to begin maintenance and rebuilding work on quite a bit of the railroad's equipment, especially their engines.

The No. 484 pictured above was kept serviceable during the winter to do switching chores. Until recently, it was only winterized when cold, but is now undergoing its annual maintenance. The No. 484 was the C&TS's movie star in 1988.

The No. 488 is up on blocks with its wheel sets in Farmington, NM having its tires turned and trued. While the wheel sets are being worked on, the C&TS shop crew is taking advantage of the situation to do needed annual maintenance as well as working on such things as spring hangers and making new journal brasses. Drivers are not expected to be returned for another month or so, but, upon their return, the engine will be put back together and test-runned.



*The tender wrapper of No. 487 is being lifted off the frame of the tender in preparation of major rebuilding of the tender which will eventually be placed behind engine No. 488. This might seem to be unusual, but all of the tenders and engines of the K-36 class engines were traded around over their history with few original engines and tenders being matched by the time the Rio Grande sold the equipment to the states of Colorado and New Mexico. Equipment can be matched by serial numbers engraved into the frames, but it is still practical to rebuild as time and monies permit and hook up the tender with which-ever engine needs it. Included in the work on this tender is the complete disassembly, frame sand-blasted and cracks welded and the frame primed for painting, trucks completely rebuilt, new decking added, all new wheel sets, and, a completely new tender wrapper.*

*(Earl Knoob Photograph)*

Engine No. 487 has been completely repainted and is fully ready to run for the season at this time except for "fine-tuning". If time permits prior to the opening of the season in mid-June, the shop may try to install new rod bushings. The engine has already been run this winter, having made two trips to Lobato and back to Chama as well as two other trips to the second road crossing out of Chama.

The old No. 487 tender was pulled into the shop for a complete overhaul. The tender wrapper was removed and placed on a flat car. Its disposition is not determined at this time although there was talk of using it for MOW equipment. We will keep track of that for those who like to follow old equipment. The tender frame has been completely striped with its frame being sand-blasted and cracks welded or otherwise fixed. It has been primed for eventual repainting. Its trucks have been removed to be completely rebuilt and to receive brand new wheel sets. Some new steel pieces were added to replace bad material. We believe this represents the first major rebuilding of a tender on the C&TS. The past few years have seen some major work being done on locomotives and anyone who has been down to the C&TS can observe the difference of how these engines sound and run. With new passenger equipment additions and the work performed by volunteers of the Friends of the Cumbres & Toltec Scenic Railroad, the railroad has certainly taken on a well-maintained look--a credit to everyone involved. Least we forget, track and roadbed has also improved greatly over the past few years and even more is being planned this year.



*The tender wrapper has been fully removed from tender No. 487 and will be stored in the yards until disposition is determined. The wrapper may find eventual use in MOW service.  
(Earl Knoob Photograph)*

Other items of interest from the C&TS include the rebuilding of the Ferguson Trestle which was burned to the ground by the Willie Nelson Movie Company while filming the Television Movie, "Where the Hell's that Gold. As of the week of April 17th, the bents were in place and were framed. The stringers were also in place. Those who had pictures of "Ferguson Fill" in 1988 now have a unique item in their collection. Your editor is pleased to have the San Juan Freight Train crossing the fill in both directions.

Crews are busy clearing snow off the road into Osier so that the contractor can get back to work on the new enclosed eating facility at Osier. If all goes according to plans, it is expected that the facility will be ready for the opening of the 1989

season. This building will be a welcomed addition to the facilities at Osier as it seems that the wind always blows and many mountain rain storms occur during the lunch hour. It will also allow the Osier buildings to be put back into railroad use or display.

The Antonito passenger cars were to have new leaf springs placed into their trucks, but as of this date, the springs have not arrived. Other work will be performed on the cars to bring them up to par with the newest cars on the Chama end of the line. We'll try to have some photographs of the finished projects in future issues of the Rail Report. (Information gathered from several sources with majority coming from Club member, Earl Knoob. Your editor's thanks to Earl for all the photos, too)





*K-36, No. 488 awaits the return of its wheel sets which have been sent to Farmington, New Mexico to be turned and trued. While the wheel sets are gone, the shop crew is taking advantage to do some work. Besides annual maintenance, other work will be performed such as new journal brasses and spring hangers. The 488 will receive a virtually new tender when it leaves the shop. The 487's old tender is being completely overhauled with rebuilt trucks and new wheel sets, a new tender wrapper (or tank body), upgraded frame which is having all cracks welded and some new steel pieces to replace worn parts. It will also sport a new paint job with tri-colored herald. Many workers returned to work earlier than usual this year to get a good start on maintenance and heavy repair and while their numbers were still conservative, it appears that much has and will be accomplished. (Earl Knoob Photograph)*

## 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 them.

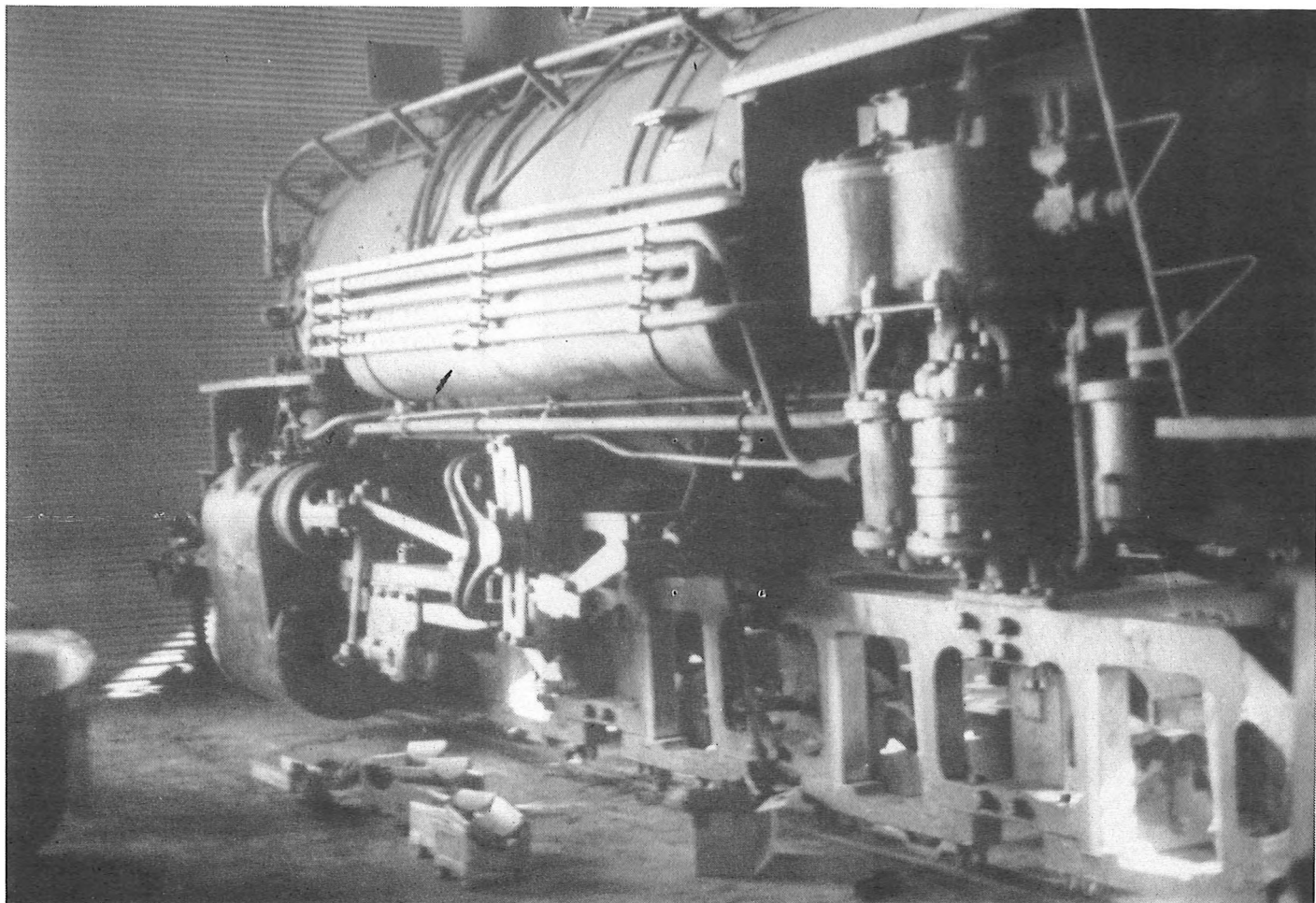
FOR SALE: Silver San Juan by Farrell; Colorado Midland by Morris Cafkey; First edition of The Rio Grande Southern Story by Crum. Also, two clear-globe Dietz Brakeman's Lanterns: one New York Central and one New Haven. Make offers to Paul Orlow, Box 279, Dahlonega, GA 30533.

## FT. COLLINS TROLLEY EXCURSION

Be sure to mark your calendar now for the Club's Fort Collins Trolley Excursion and Family Picnic on Saturday, July 22, 1989. The Club will charter the trolley from 10:00 a.m. to noon and the "Bring Your Own Food" Picnic will follow. Passes priced at \$2.50 for individuals or \$5.00 per family will be available at the June monthly meeting. (Mat Anderson)

## ROLLINS PASS UPDATE

The Rollins Pass Restoration Assoc. has signed a Memorandum of Understanding with the US Forest Service giving responsibility to the RPRA to produce a new Auto-Tour Guide and new tour stop markers. The Forest Service will continue to upgrade roads and the trestles safety and provide barriers, parking and bulletin boards at both ends of the 4-wheel drive section. The Auto Tour Guides are priced at \$1.00 plus 50¢ mailing fee. Contact the RPRA at P. O. Box 1082, Longmont, CO 80502-1082. (Merle Dorsett)



C&TS No. 488 from the fireman's side showing a lot of detail for the modeler. It does look more like a toy in this picture. (Earl Knoob Photograph)



## UPDATE ON THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

There is no doubt that Durango residents, not to mention D&SNG personnel, breathed easier on Thursday, April 13, 1989 as Engine No. 476, one of the six locomotives damaged in the February 10, 1989 round-house fire, chugged through a 52-mile test run from Durango to Cascade Canyon Wye and back.

The 65-year-old steam-driven locomotive, pulling 10 cars with railroad officials aboard, had little difficulty in its trip from Durango up a 2,000-foot incline to Cascade Wye.

The railroad was derailed only temporarily by the fire. Its six operating locomotives were buried in rubble and damaged minimally by the blaze. In less than a week, restoration began to get rolling.

Good weather since February has made it easier for workers to get the six locomotives ready for the season, May 6 to October 29. The last of the locomotives is to be ready by June 20th.

"It's looking better all the time," said Jay Slauter, assistant agent for the railroad. "We have no doubt that everything will be recovered." (Denver Post)

## FROM THE PRESIDENT

During the spring school break, my wife and I took off, just to get away from it all; no phones, no office work, no alarm clock, no destination in mind, no schedule to follow, etc. We changed a lot of the routing as we went along.

We headed west and noticed the heavy traffic on the D&RGW, seeing an eastbound AMTRAK with a strange mix of 14 cars. The mix of D&RGW and SP units is more noticeable in each train these days since the merger. Glenwood Canyon is a disappointment because of the I-70 construction. No longer will there be the chance to just pull off the road to set up cameras for the great photos we once obtained with ease.

Moving on west we saw a couple more D&RGW trains in Utah and then we left the tracks to head south to visit some national parks and monuments. It was three whole days before I saw another train. That was the ATSF at Flagstaff. There was a lot of activity on that line as well. We were amused by a sign in a motel window stating "quieter with no train noise!" Funny, I heard a lot of whistles and it was not objectionable at all. I always enjoy being able to see a rail line from my motel and hear trains (sort of Linus with his security blanket).

The next day we saw a Speno rail grinding train working on the east side of Flagstaff which was interesting. Traveling south and into Phoenix, the ATSF rail line was paralleled to US 60 across the street from the motel. There we were blessed by two trains in daylight to take some photos and each train had a caboose. Leaving Phoenix, we followed a couple of short lines but saw no activity, other than cars on sidings and spurs indicating they were alive and well and still in business. On I-40, we found that autos were in the minority on that highway. With the cruise control set on 65 mph, I was constantly passed by "packs" of 3, 4 & 5 trucks at a time. It was awhile before we saw any ATSF freights and all of them were intermodal. It was a shame that most of those trucks (over half were two-trailer types) that we saw were not over on that railroad in piggyback service, because you know they were not operating just in Arizona and New Mexico.

Going out of Albuquerque to Santa Fe, and up the canyons, we still saw the remains of the old D&RGW narrow gauge. The water tank, station and a section house are still standing at Embudo, reminding us of a quieter, slower-paced time when little steam engines and cars plied little 3' rails; when 3 or 4 trains daily was fast-paced on the Chile Line.

Eventually we ended up on I-25 paralleled to the "joint line" (after a short stop in the vastly changed yards at Pueblo). Traffic was heavy with mostly BN trains; one about every 15 minutes as we headed back to Denver. Where we did see railroads, traffic, for the most part, was heavy, which was a good sign, not only for the railroads, but, hopefully, for the economy as well. It, of course, could always be much better. We had a relaxing trip and a chance to get away from it all. When Monday morning came, it was time to go back to work. The things I left at work, unfortunately, did not disappear while I was gone.  
(John Dillavou)

## PRESERVATION FUND AND BOOK DRAWING

Support continues for the monthly book drawing. Should anyone wish to donate items, such as books, posters, pamphlets, timetables, maps, etc. as prizes, please contact Roger Callender at his home address: 2573 So. Williams St., Denver, CO 80210 or at (303) 722-4733.

Prizes and winners at the April meeting are as follows:

Gary Ellison (NY) / The Mineral Belt, Vol I  
Mike Butler / "This is Colorado--Centennial Edition"  
Dave Salter / Official Railways Guide, 1/72  
Bert Bidwell / Mother Lode Shortline  
Wally Porter / Big Blow--UP Turbines  
Dave Salter / Paradise Regained--So. African Steam  
Wally Porter / American Railroads in Transition  
Rich Berens / Union Pacific 8444  
John Holzman / Santa Fe belt buckle  
Steve Subber / Set of 20 post cards

**GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK**

Don't forget to secure your copy of the Club's latest book--Georgetown and the Loop. Since the first printing, several new photos have been added.

The price of the books in the second printing will be \$29.95 with \$2.75 for postage and handling. Colorado residents need to add \$2.10 for sales tax. The new books are to be received in another thirty to forty-five days.

ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_

Enclosed is my check or money order for

\$ \_\_\_\_\_ to cover the cost of the book and shipping and handling charges. [ ] I have also included sales tax as I am a Colorado Resident.

SEND ORDERS TO:

Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

**RIO GRANDE SKI TRAIN TO BECOME HOLLYWOOD STAR**

Ansko Investment Company, a subsidiary of The Anschutz Corporation, has undertaken a new marketing program to get Hollywood motion-picture and television companies to use its Winter Park Ski Train as a back-drop for television and feature films.

The Budweiser Eagle Liner Ski Train, which carried a record 25,805 people during the 1988-89 ski season, is among the Anschutz Corporation holdings being made available to film and television production companies.

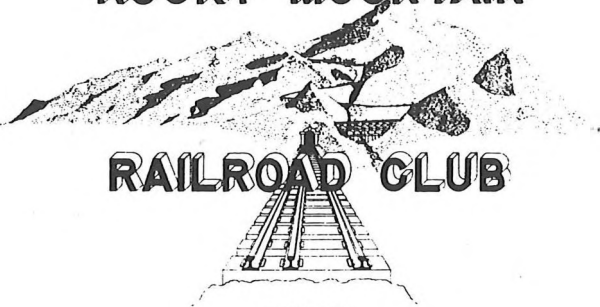
In addition to the Ski Train, Anschutz owns the Rio Grande and Southern Pacific Railroads, several ranches and Colorado's only fleet of private rail cars.

The first taker appears to be 60/80 Productions, which begins filming "Flash-back" in Colorado April 15th. The film is a contemporary action comedy starring Dennis Hopper, Kiefer Sutherland and Carol Kane and will be distributed through Paramount Pictures.

Ansko and the Colorado Motion Picture and Television Commission also plan to host a "familiarization trip" to allow executives from Hollywood-based companies to view the Rocky Mountains aboard Anschutz rail cars, said Craig Meis, an Ansko vice president and general manager. (Denver Post)

**ROCKY MOUNTAIN**

**SECOND CLASS**



**RAILROAD CLUB**

BOX 2391

DENVER, COLORADO 80201

*May 1989*