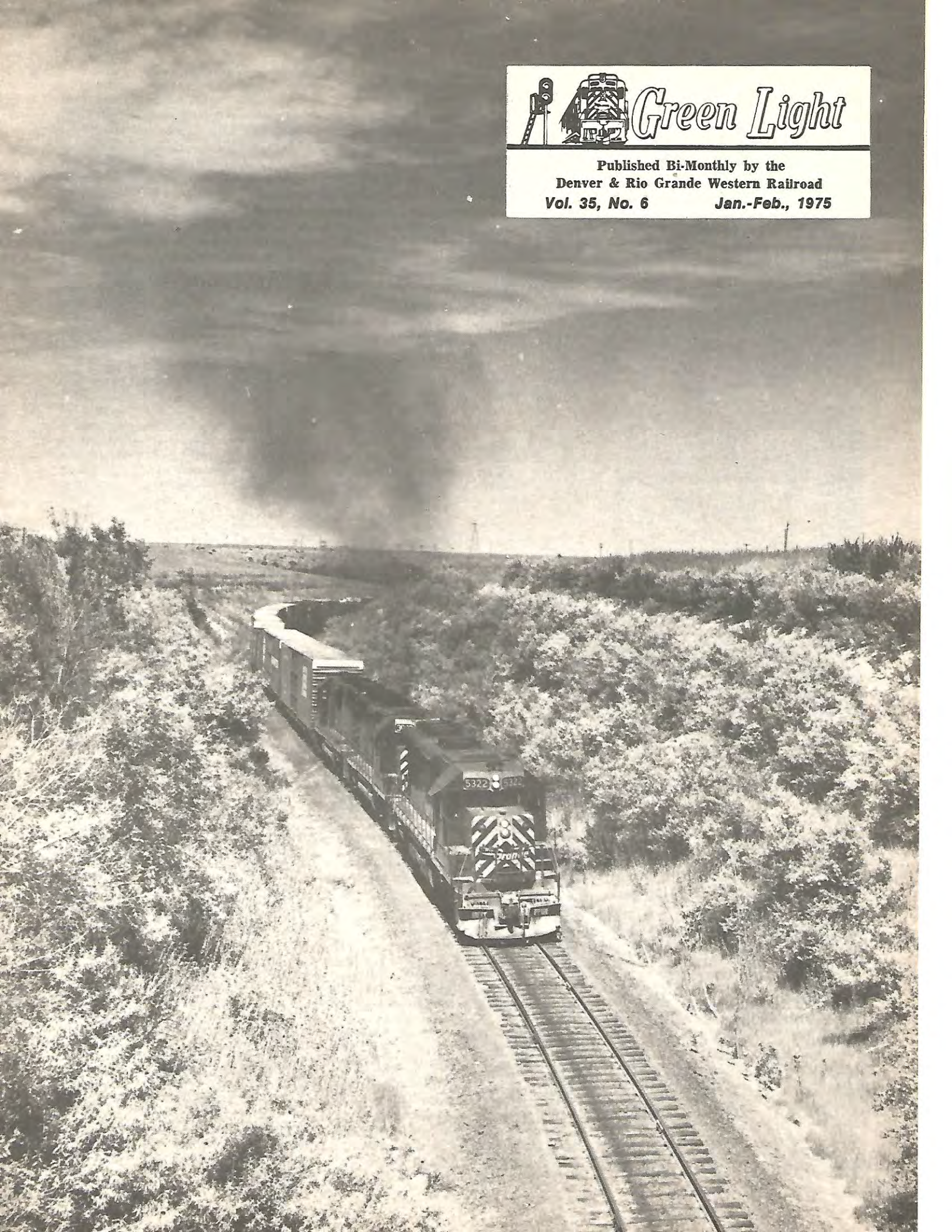




Published Bi-Monthly by the
Denver & Rio Grande Western Railroad
Vol. 35, No. 6 Jan.-Feb., 1975



Green Light

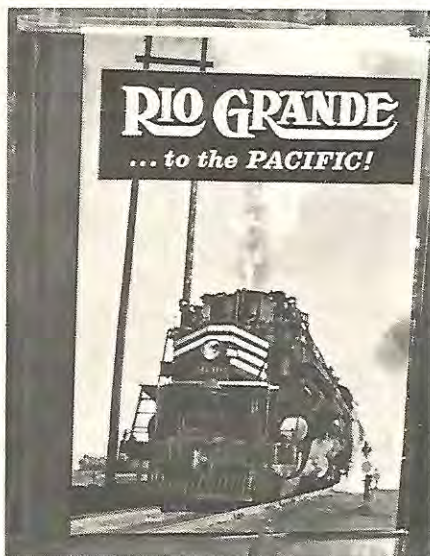
January-February, 1975
Vol. 35 No. 6

D. J. Davidson, Editor

Member

Association of Railroad Editors,
International Association of Business Communicators and Colorado Association of Business Communicators

Published Bi-Monthly by the
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Western R. R.
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Denver, Colorado 80217



A classic chronicle of the first 100 years of the Rio Grande Railroad system, written by Robert A. LeMassena and published by Sundance, Ltd. is a well-organized account of the railroad's system in Colorado, New Mexico and Utah.

While the text in the book is not historical, Rio Grande . . . to the Pacific is a chronological account of the railroad's trackage, motive power and corporate structure. The book is enhanced with 700 illustrations, many of the rare photos are published for the first time.

Robert A. LeMassena, an authority on locomotive articles, has put together a volume giving all Rio Grande's history, the railroads that were absorbed into the system, including the building of the Western Pacific which the Rio Grande once owned.

This worthwhile volume for Rio Grande readers may be obtained direct from Sundance, Ltd., 100 Kalamath St., Denver, Colo. 80223 for \$24.95. (Those wishing first class delivery should add \$3.75.)

Rio Grande . . . to the Pacific is available at book and hobby stores.

Courtesy Pays!

While driving west on I-70, a chunk of ice fell from the top of a Motor Way truck striking and shattering the windshield of a car driven by Loyd R. Hughes, sales manager of Best Mobile Homes of Denver. Contacting J. A. Betournay, Rio Grande Motor Way's manager of claims, the windshield was replaced within six hours and Mr. Hughes was back on the road completing his calls.

A letter of appreciation was received from Mr. Hughes thanking Motor Way for the courteous and efficient way the situation was handled, closing his letter with, "If at any time I am in need of a trucking firm, I will call Rio Grande first."

Going to Hawaii — you want to learn to do the Hula — here are the instructions: Put some grass on one hip, and some more grass on the other hip; now, just rotate the crops.

Hightower Retires

Clyde E. Hightower, assistant to the executive vice president and general manager, cleared off his desk on December 20th, his final day at the office, and after a well-earned vacation will take his retirement.

Hightower joined the Rio Grande as a maintenance-of-way laborer at Salt Lake in June, 1930. Among the positions held while with the railroad were carpenter's helper, rail machine engineer, transferring to Denver as accountant in the General Office, completion report clerk, cost engineer, engineering assistant, chief clerk, Engineering Dept., asst. to superintendent of safety at Salt Lake and Denver, asst. to asst. general manager, clerk diesel statistics in Disbursement Accounting, appointed special accountant in February 1951, asst. accounting supervisor, accounting supervisor, appointed to procedures and research committee, appointed auditor disbursements in June 1954, administrative asst. to vice president - Traffic in September 1963, administrative asst. - Operations in July 1964, system schedule co-ordinator in October 1965, chief budget analyst in October 1966, and appointed asst. to executive vice president and general manager in February 1969, the position he held at retirement.

Many co-workers were on hand to bid him best wishes for the future. A bagful of "silver cartwheels" was presented to him as a going away gift from fellow employees.



Norwood Retires

John B. Norwood, Jr., director of service planning, officially "pulled the pin" on December 31.

A book could be written regarding Norwood's railroad experience on the Rio Grande. A regular railroad enthusiast, he tried to join the Rio Grande when he was 16 years of age. His official record indicates he was employed as an agent-operator at Romeo, Colorado on July 17, 1937. He served as an operator or in the dual capacity as agent-operator on many narrow gauge stations, many of which, having served their purpose of that day and age, have passed into history.



In 1945 he became chief dispatcher at Alamosa, a busy transfer point between Rio Grande's standard and narrow gauge lines. He was appointed trainmaster on the Alamosa Division in 1950, serving in this capacity at Pueblo, Helper and Grand Junction when in February, 1961 he was appointed superintendent at Salt Lake City. During the following seven years, he held appointments as asst. transportation officer, asst. chief transportation officer, manager of piggyback operations, operations co-ordinator, superintendent Colorado Division, traffic manager, asst. vice president-Operations, and on January 1, 1968 was appointed director of service planning, the position he held at retirement.

A wealth of railroad knowledge went with Norwood who knew the Rio Grande like the palm of his hand. His many friends and co-workers, who presented him with a "book" of folding green, expressed their best wishes for the future.

Photos Wanted

Old railroad photos in the Midvale area are needed for an historical brochure. Needed are photos of the old Rio Grande shops, the old station, steam locomotives working in the yards as well as the Marysvale locomotive and the Bingham Bill passenger train.

Direct all correspondence to L. L. Peterson, 201 So. Grant St., Midvale, Utah, Phone 255-2663.

On the Cover

Three SD-45s on the point, a west-bound freight approaches Rocky as it passes through a cut on the approach to the east slope of the Rockies. Russian Olive trees were planted on the sides of the cut for erosion purposes and makes a nice setting for the photo.

New Freight Cars Are Placed in Service



Rio Grande has placed in service, according to Jerry Sheridan, manager-Equipment Planning, 50, 100-ton, 50 ft. non-insulated box cars which were purchased and constructed in the shops of Fruit Growers Express Co. plant at Alexandria, Va. These are the only cars in Rio Grande's fleet with 100-ton trucks, making them capable of carrying loads up to 198,230 lbs.

The structural construction of the cars make them ideally suited for handling heavy payload commodities of copper anodes, bullion, aluminum, etc. In addition, these cars can be converted to an "XL" or controllable car by inserting stub belt-rails.

The Rio Grande also took delivery of 150 new covered hopper cars under a 15-year lease with North American Car Corp. This brings Rio Grande's fleet of large covered hoppers to 890 cars. The unlined cars will

be used for feed grains, perlite, petroleum products, coke, barytes, etc.

Reporting marks for the box cars are 64100-64149 and for the hopper cars 15670-15819.

Hold On! Here We Go! It's the Corkscrew



One of the newest amusement park rides being manufactured by Arrow Development Co., Inc., a subsidiary of Rio Grande Industries, is the Corkscrew.

Designed to operate on a track length of 1,200 ft. in an area of 320 ft. long and 100 ft. wide, the six cars per train are raised to 70 ft. and proceed in a corkscrew fashion. A unique shoulder restraint keeps the rider firmly in place and also allows for easy loading and unloading. The system is designed for the operation of two six-car trains.

Those who have had the opportunity to ride the Corkscrew say it is fantastic and must be ridden to believe it.

RECENT APPOINTMENTS

D. C. Blevins, Road Foreman of Equipment . Helper
J. D. Burbach, Work Equip.

Shop Foreman Burnham

C. O. Burris, Special Agent Denver

S. A. Dougherty, Superintendent-Rules &
Safety, Colo. Div. Denver

F. L. Davis, Special Apprentice, Mech. Dept. Denver

R. E. Davis, Director-Service Planning Denver

A. L. Evans, Terminal Supervisor Roper

N. R. Henke, Asst. Road Foreman
of Equipment Grand Junction

R. L. Irvine, Jr., Data Processing Supv. Roper

J. W. Larsen, Track Supervisor Provo

M. G. Leonard, Road Foreman
of Equipment Pueblo

L. G. Listello, Engineering Asst.,
Utah Div. Roper

R. Lunk, Track Supervisor Grand Junction

S. Marrelli, Jr., Engine House Foreman Helper

C. L. McCoy, Asst. Road Foreman
of Equipment Denver

R. H. McKee, District Manager Wichita

V. A. Olsen, Customer Service Rep. .. San Francisco

L. H. Pennington, Chief Dispatcher Denver

W. A. Richie, Assistant Special Agent Denver

E. J. Roth, District Manager Reno

J. J. Sandrin, Track Supervisor Salida

K. R. Schaeffer, Special Apprentice,
Mech. Dept. Denver

W. W. Williams, District Representative Denver

Reaching Out

. . . . to the Chicago Region

This month the *Green Light* features some of Rio Grande customers in the Chicago Region which covers points in northern Illinois, Indiana, eastern Iowa and southern Wisconsin.

Primary commodities originating in this area are agricultural, automotive and construction products including gas turbine engines and equipment; food products; appliances; beer; mill and grain products; building products; starch and syrup; pipe and steel; paper products and petroleum products.



GRAIN PROCESSING CORPORATION of Muscatine, Iowa, is one of the largest grain processors in the nation relying primarily on railroad transportation to move their products. More than 110,000 bushels of corn are processed each day into products such as alcohol, starch, syrup, vitamins, corn oil and livestock feed that are marketed throughout the world. Much of the corn syrups and sweeteners used in candy, cake mixes, canned goods and starch for paper and food products are shipped via Rio Grande to the West Coast. GPC has two affiliated companies serving the agricultural industry; Kent Feeds, Inc. produces a full line of livestock, poultry, specialty feeds and animal care products; Teweles Seed Co. provides a complete line of field seed which are helping farmers produce higher yields.



SHURFINE-CENTRAL CORPORATION, headquartered at Northlake, Ill., is the only grocery merchandising organization of its kind in the U.S., cooperatively owned by its 38 distribution centers, who are in turn owned by over 12,000 independent retailers that they serve. These food stores, located in an area covering 31 states, have a combined retail volume exceeding six billion dollars annually. Shurfine-Central procures, distributes and promotes 1,500 items under the Shurfine and Shurfresh controlled labels. Items include complete canned, glass, packaged and frozen foods; paper, plastic and foil products; household cleaning and detergent items as well as a complete dairy, meat, bakery and snack food program. Founded in 1948, Shurfine-Central has an annual sales volume exceeding \$220,000,000 annually.

Four



RIO GRANDE SALES STAFF working out of the Chicago Office are from left, standing, M. A. Duffy, office manager; C. E. Keenan, secretary; T. W. Hawksworth, district representative, south of Chicago; C. E. Baldrige, district representative, Milwaukee; R. F. Stern, district representative, Davenport; D. G. Livengood, district representative, Chicago; R. J. Gutsell, district representative, north Chicago suburbs; R. R. Eberly, customer service representative; seated is W. E. Mullins, regional manager.

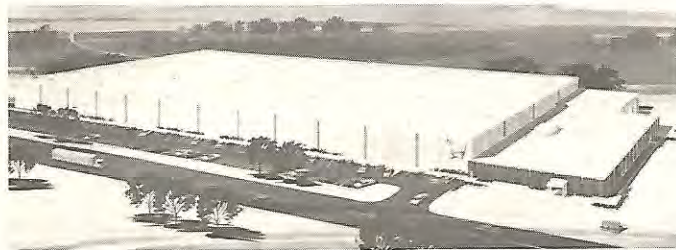


THE QUAKER OATS COMPANY plant at Cedar Rapids, Iowa, the world's largest cereal mill, produces a wide range of cereals like Quaker Oats, Cap'n Crunch and Life; Aunt Jemima brand mixes and other products; Ken-L Ration pet foods; and Specialty Chemicals. Quaker is a widely diversified company with businesses in toys (Fisher-Price and Marx); needlecraft kits, yarns and other needlepoint items; restaurants (Magic Pan); and pet foods (Ken-L Ration and Puss 'n Boots) in addition to grocery products and chemicals. There are over 80 manufacturing locations and 25,000 employees worldwide.

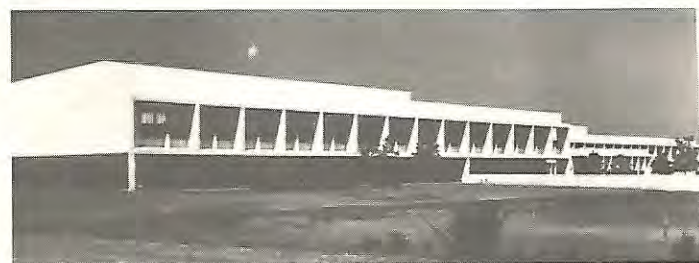
Rio Grande



KIMBERLY-CLARK CORPORATION is one of the world's major producers of facial tissues, feminine hygiene napkins and of thin papers, including condenser tissue and films for use in the electrical and electronics industries, carbonizing paper, cigarette paper, and filter tip material. The company also is an important U.S. producer of communications papers, industrial and technical papers and lumber. Kimberly-Clark employs approximately 27,800 persons and has production facilities in 18 states and 21 countries. Its major consumer products brand names include Kleenex facial tissues, bathroom tissue, household towels and napkins, Kotex feminine napkins and tampons, and Kimbies disposable diapers. Building in photo is one of Kimberly-Clark's corporate office buildings in Neenah, Wisconsin.



LIBBY, McNEILL & LIBBY's Great Lakes Distribution Center is a 239,000 sq. ft. facility built in 1969 and located on a 13.5 acre site at Alsip, Ill., a suburb of Chicago, and houses Libby's Operating Engineering offices, Libby Sales Company's Central Region offices and the firm's print shop and corporate storeroom. The facility features inside rail docking for simultaneous loading and unloading of 22 freight cars and six trucks. Over 425 canned food items are stored and shipped through the 855 by 250-ft. distribution center. More than 50,000 cases a day can be assembled into orders and shipped by rail or truck to the Midwest food market. The center is one of 19 canned and frozen distribution centers currently serving Libby's customers in domestic U.S. markets.



WALGREEN DRUG STORES, with general offices located in Chicago, had its beginning in 1901 when Charles R. Walgreen, Sr. cranked down the awning of his first store on Chicago's south side. Courtesy, imaginative merchandising, and a new outlook established the company in its field. By 1916 Walgreen owned seven separate drug stores in the Chicago area, growing to 60 stores in 1925. Today the huge retail chain has 580 Walgreen Drug Stores, 25 Globe Department Stores, 26 free-standing restaurants, 297 store-connected restaurants and in addition nearly 1,800 franchised Walgreen Agency Drug Stores.

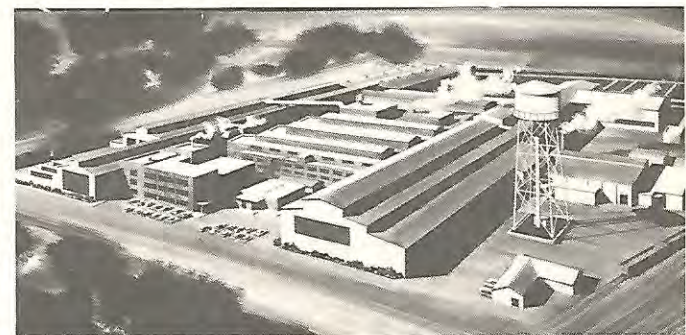
Green Light



PENICK & FORD, LTD., founded in Louisiana in 1898 as a producer of molasses, entered the corn syrup and starch industry in Cedar Rapids, Iowa, in 1919. They are recognized in the corn wet-milling industry as the producer of "Penford Fums," a high-quality starch used extensively in the paper and textile industries. Starches and syrups are used heavily in the grocery products area, and, as Penick & Ford's sales continue to grow each year, they have been able to meet the ever-increasing market demands.



Pictured above is the administration building of **CATERPILLAR TRACTOR COMPANY's** world-wide headquarters at Peoria, Illinois. The company has 25 manufacturing plants in 11 countries and employs approximately 75,000 people world-wide. Products include earthmoving equipment, lift trucks and diesel engines. The excellence of Caterpillar's products has accounted for yearly increased sales. It is one of the largest U.S. exporters and world-wide sales during 1974 reached a new high.

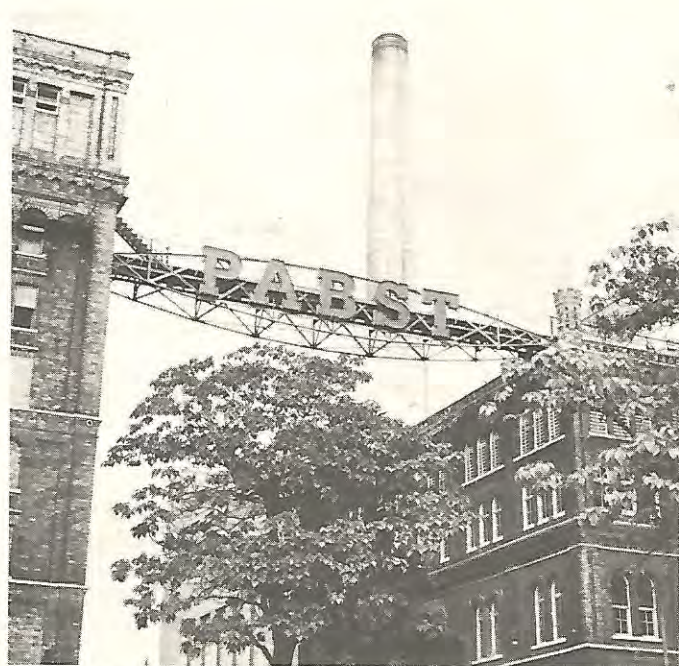


LA SALLE STEEL CO., Hammond, Ind., specializes in the manufacture and sale of cold finished steel bars only. This specialization gives La Salle Steel Co. customers the advantage of multiple sources of supply, vast reservoirs of experience and the facilities to produce a wide variety of bar materials for all needs. Located in the heart of Midwest industry, La Salle Steel is in the center of the largest and fastest growing steel producing area in the world offering unequalled sources of raw materials and transportation. Rail service plus various truck lines make La Salle bar steels available nationally from leading Steel Service Centers.

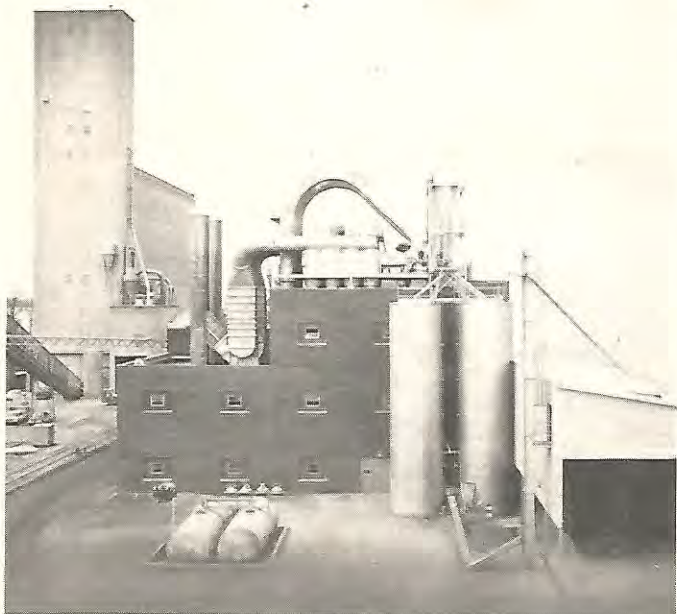
Five



JOS. SCHLITZ BREWING CO., the world's second largest brewer, has been producing "The Beer That Made Milwaukee Famous" for 125 years. Yet it remains a vigorous and progressive company, a company which has established a new annual sales record in each of the past 12 years and during that short time span has tripled in size. The company, founded in Milwaukee in 1849, now operates seven breweries in the U.S. with an eighth under construction. Its products are Schlitz, Old Milwaukee and Primo beers and Schlitz Malt Liquor. The Jos. Schlitz Co. also has minority interest in three Spanish brewing firms, operates a can manufacturing division and has two subsidiaries — Geyser Peak Winery of California and Murphy Products Company, Inc., a Burlington, Wisc., producer of animal feeds and feed concentrates.



THE PABST BREWING COMPANY was founded in Milwaukee in 1844, four years before Wisconsin became a state. Today Pabst is the third largest brewer in the nation. In addition to Milwaukee, Pabst has plants at Peoria Heights, Ill.; Newark, N.J.; Los Angeles, Calif.; and Pabst, Georgia. Shipping capacity of the five breweries is 17 million barrels. Sales in 1973 were over \$72 million. In addition to Pabst Blue Ribbon Beer, the company brews Andecker "The Beer Supreme," Red White & Blue Special Lager Beer, Old Tankard Ale, Big Cat Malt Liquor and Pabst Blue Ribbon Bock Beer. Eastside and Old Tap Lager brands of beer are brewed for the west coast beer drinker.



THE HUBINGER COMPANY is the outgrowth of a small company organized in 1881 by J. C. Hubinger and his brothers to manufacture and distribute Quick Elastic Starch, an improved household starching product. Throughout the years, the basic policies of the Hubinger Company have been administered to adequately serve a growing market which includes the food, paper, textile and pharmaceutical industries. The company employs nearly 600 men and women to produce more than 200 quality products from corn.



KRAUSE MILLING COMPANY. Mahiz — That's what the Indians called corn, America's own cereal grain. The Pilgrims, when they began to cultivate this versatile grain, called it "maize." Dry milled corn from Krause's mills in Milwaukee and St. Joseph, Mo., is widely used in food and beverage products, and has many industrial uses in the foundry, building, mining and briquetting industries. Scientists are continually searching for new uses for this American grain. Krause Milling Co. corporate headquarters are located at Milwaukee, Wisc.



MONTGOMERY WARD is a general merchandise chain retailer and sells soft and hard goods through its catalog and some 500 retail outlets. Container Corporation is a producer of paper-board packaging. The parent company of these two companies is Marcor which was established when Wards and Container joined in 1968. Both Wards and Container are marketing-oriented (the basis for the acronym Marcor), serving the consumer market through packaging, warehousing, distribution and retailing. Both Wards and Marcor are headquartered in Montgomery Ward Plaza (shown). Container's offices are in the First National Plaza.



INTERNATIONAL HARVESTER COMPANY, with its world-wide headquarters in Chicago's Equitable Building, is a leading manufacturer of trucks, agricultural and construction equipment and gas turbine engines. Its products are used throughout the world in the production of food and fiber, in transportation, in construction and in the recovery of basic energy and material resources. I H has annual sales of nearly \$5 billion, does business in approximately 168 countries and employs some 111,000 people.



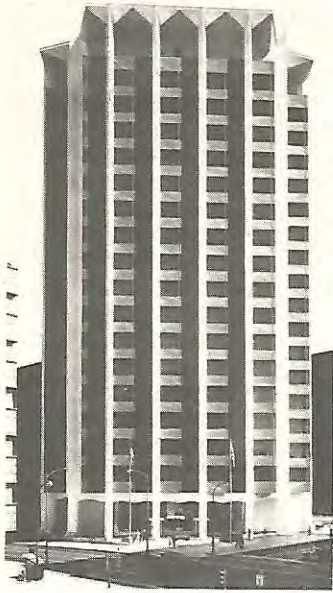
AMANA REFRIGERATION, INC., a leading appliance manufacturer, has its general offices at Amana, Iowa. In addition to a manufacturing facility connected to the general offices, the company also has a manufacturing facility at Fayetteville, Tenn., and has seven company owned distributorships in seven major cities in the U.S. Amana manufactures and markets refrigerator-freezers, freezers, Radarange microwave ovens, room air conditioners, trash compactors, dehumidifiers, and central air conditioning and heating products. Amana sells its products in the U.S., Canada and about 140 other countries. The company's products are distributed primarily through independent wholesale distributors.

SEARS, ROEBUCK AND CO. are located in their new building, Sears Tower, located in the heart of Chicago's business district. The national headquarters are located in the tower with over 7,000 employees. The 110-story Sears Tower is the world's largest building, rising 1,454 feet above ground and is also the world's largest private office building in the world. There are approximately 16,500 people working in the building with five restaurants to serve the public.

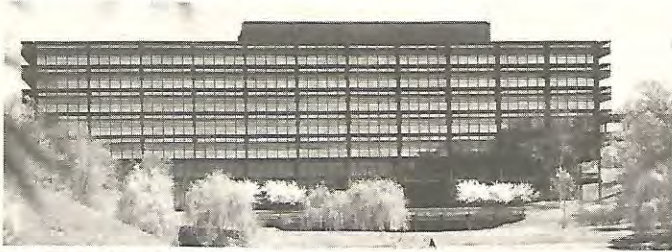


STANDARD OIL CO. (INDIANA), headquartered in its new 80-story building in Chicago, is the nation's sixth largest producer of petroleum and petroleum-related products. Through its four major subsidiaries and 46,500 employees, Standard of Indiana carried on world-wide crude oil and natural gas exploration, production and transportation, and the manufacturing, transporting and marketing of petroleum products, including chemicals, plastics and fertilizers. The company produces approximately 5 percent of the nation's crude oil, and 5 percent of its natural gas, and refines and markets about 6 percent of its petroleum products.





UNITED STATES GYPSUM COMPANY, headquartered in Chicago, is a leading international manufacturer of building and industrial products. In addition to its Sigurd, Utah gypsum wallboard plant, U.S.G. has plants and facilities in the U.S.A., Canada, Mexico and overseas.



DEERE & COMPANY corporate headquarters is located at Moline, Illinois. Founded in 1837 by John Deere, a pioneer blacksmith who developed the world's first successful steel plow, Deere & Company today is the world's leading manufacturer of farm equipment, a major producer of industrial and construction equipment, and consumer products—including lawn care equipment and recreational vehicles such as snowmobiles and bicycles. The Company has ten factories in the United States and also manufacturers in Canada, Mexico, Argentina, Europe, South Africa, the Middle East and Australia. Sales of \$2.5 billion a year ranks it among the nation's largest manufacturing concerns.



AMERICAN COLLOID COMPANY, with general offices at Skokie, Ill., completed its 50th anniversary year in 1974 and has grown into one of the larger privately-owned mining companies of the world and presently operates 14 mineral plants. With plants in the United Kingdom, Germany, Australia and Spain, it is the world's leading supplier of Bentonite used by many industries for metalcasting, oil well drilling, Taconite, animal food, water impendance, insecticide, detergents, ceramics, refractories and many others. The growth of American Colloid Co. has been on a steady, continuous basis and has many plans for future expansion encompassing the entire globe.



CORN SWEETENERS, a division of Archer Daniels Midland, has progressed in only three years from a small plant processing 8,000 bushels of corn a day to one grinding over 65,000 bushels. Further expansion to be completed in mid-1975 will increase this to over 160,000 bushels making it the largest wet milling plant in the world. Principal products are corn syrup and corn starch for food and individual uses and animal feeds and meals. In late 1975, its new liquid product "CornSweet" will completely replace sugar in many foods. The entire sweetener industry is undergoing dramatic change, and Corn Sweetener will be a leading supplier of these much needed sweeteners.



ALLIS-CHALMERS CORPORATION is a Milwaukee-based, multinational producer of machinery and equipment for the processing, minerals and coal, agricultural, material handling, electrical and consumer markets. (In the photo a kiln in five sections, ranging in length from 94 to 106 feet, up to 15½ feet in diameter, leaves the West Allis plant.) The company's products perform critical roles in the fulfillment of people's basic needs for food, water, shelter and sources of power. Operating 24 plants in the United States and 11 in other countries, including Canada, Brazil, Mexico, France, Sweden and Australia, and licensing agreements with other firms abroad for the manufacture of its products, the company has more than 100 sales offices, branches and warehouses and some 5,000 dealers in the principal cities of the world. Sales in 1973 exceeded one billion dollars.

Burnham Notes



Rowlands

Griego

Two long-time Burnham Mechanical Dept. employes retired on January 15.

Bertha L. Rowlands began her railroad career in the Denver & Salt Lake Mechanical Dept. as a steno-clerk at Utah Junction. When the D&SL and Rio Grande were consolidated in 1947, Bertha transferred to Burnham in the same capacity. Except for a three-year period between 1952 and 1956 when she was a steno-clerk in the chief mechanic's office uptown, she has been associated with the crew at Burnham.

Flora Griego was employed as a laborer in the Burnham Mechanical Dept. in August, 1943, when several women were hired for shop work during World War II. Flora was the last of the women laborers to remain on the job who were hired during the war years.

Bertha and Flora were honored by fellow employes on their last day of work and were given best wishes for a long and happy future.

Store Dept.

By Dolly Fagler



In the photo, Pete Dimitroff, material manager, extends best wishes to W. R. Fouts, crane operator, and to Joe Atencio, fork lift operator, who applied for their annuities in January. Walt had 45 years service and Joe had 31 years. They were presented with gifts from fellow employes and good luck wishes for the future.

Taking a vacation from retirement was Ron Schilp when he journeyed to Mexico which included the fabulous Copper Canyon. He states prices are high but the real bargains are riding the trains which are clean, fast and economical. Shortly after retiring, Ron bought a new (to him) Packard to restore. This one is a 1955 Packard with the goodies and brings the "Schilp Fleet" up to a total of four.

John Ross and wife are the proud grandparents of a baby girl born to their daughter on January 7.

Nice to see Mike Wilkas, Cliff Jamieson and Bill Sealy who came to bid farewell to the retirees.

Deepest sympathy to L. E. Dale and family in the loss of a loved one in December.

C. Dotson is enjoying a 5-week vacation. Adolph Herman spent a few days in the hospital for an ear operation.

Sympathy to Bob Guerrieri and family in the loss of his aunt who passed away January 17.

Diesel Shop

By Elmer Schaefer



In the photo, Curtis Middleton, boiler-maker, is presented a replica of a Montezuma locomotive, miniature brake valve and cash as a retirement gift from fellow employes after 40 years service. G. H. "Red" MacDonald, shop superintendent, is doing the honors.

Jose Rico and family traveled by auto to Mexico City to visit parents and relatives.

The daughter and husband of Art Phillips, the Robert Julsonnets, have been transferred to the Philippines where he will take further training in the Air Force.

Sympathy is extended to the family of Art Berglin who passed away December 14.

As of this writing, Rufus Workman is in intensive care in the hospital. Hope he will be on the mend soon.

The Albert Brozovichs are the proud grandparents of a granddaughter, Kristan Jean, born January 20. Thomas Brozovich, an ensign in the Navy, and wife are stationed at Long Beach, Calif.

Many of our retired friends visited the shops and it is always a pleasure to see them again.

Grand Junction

By W. J. Kiefer

While the rest of us have been pushing snow, things have been different for some Rio Granders. Carl Consalus received a card from retired trainmaster Ed Moran who is fishing at Los Fresnos, Texas.

Someone who would appreciate a visit is John Nixon, retired and disabled. He is

in the Mesa Manor Home at Grand Junction.

Joe Mendicelli, Jr., son of J. E. Mendicelli, had an art exhibit in the Mesa Federal Building during January. He is on the President's list at Mesa College. (Some of his works appeared in the *Green Light* a few months ago.) Don't know if his father was ever on the list but am sure the principal knew who he was.

Congratulations to Special Agent Jim Groves on his recent marriage. The new Mrs. Groves is also in law enforcement. She is a deputy sheriff and a dispatcher for the Mesa County Sheriff's Dept. Their first act together questions their law abidance. At last report, the Sheriff's Dept. had absconded with the marriage license, thus casting doubt on the legality of the whole thing. Anyway, we wish them a happy life together.

Congratulations to the James Wilsons who celebrated their Golden Wedding Anniversary. Fifty family members attended a Mass and dinner following the service. The dinner was hosted by the couple's daughter and son-in-law, the Bill Hofmanns from Montrose. Jim retired from the Water Service in 1963.

North Yard

By Helen Pelta

At 8 a.m. Friday, January 3, Joseph B. Sheridan, chief clerk, walked into the Denver Freight Office with a big smile and said, "This is the day."

Someone quipped, "Oh! you haven't changed your mind?"

Joe was born and raised in Denver and began his railroad career in August 1934 working various jobs primarily in the yard offices and freight office of the Denver terminal accumulating 40 years of service.

In the depression days of 1938, Joe decided two could live as cheaply as one and married Cecilia Kuhn, also a Denverite. Of this union they raised four daughters and two sons.

Santa brought Joe some golfing equipment in preparation of his retirement. He probably doesn't know a 9 iron from a sand wedge, but he is anxious to get out on the greens. Along with the horse races and a bit of traveling, he will be too busy to work.

His wife, Cecilia, and son, Jerry, joined with fellow employes and friends for the presentation by E. W. Thorne, agent, of a lovely wrist watch from all his well wishers. A delicious chocolate cake decorated in railroad scenes was served.

Best Wishes to Joe and a very enjoyable retirement.



High Country Comments

By Maribee*

A flanger dating back to the turn of the century and a replica of a Volkswagen dating back to last year played an important part in the January 2 retirement of Minturn carman George Moore.

Moore, a history buff as well as a machinist with only one goal in mind — to do the best work possible, was an admirer of old-time Leadville machinist, Pat Craddock. Craddock had drawn plans for an airplane before the Wright Brothers but couldn't get financing for the machine and also invented a way to apply air to the flanger to raise the blade rather than manipulating it by hand.

A replica of a Volkswagen, "Old Blue," was given Moore by his Minturn friends as a retirement gift, and it was only logical to photograph George with the flanger which is still in the Leadville yards.

George is interested in geology, collects ore samples, enjoyed playing the violin and is an avid reader with a large library on science and art.

Harvey Walker, engineer, stopped by the Leadville Depot on the day following his retirement. He worked the Leadville freight and smelter yards in the days of switch engines when engineers came from the main line roster. He is noted for his mannerisms, always polite and friendly. A native of Tennessee, he was asked how he happened to become a long-time resident of Colorado. His reply was, "I bought a pair of patent leather shoes and started walking backwards. When I realized what I was doing, I was in Arkansas and that led to the decision to come to Colorado."

Harvey spent six summers operating the incline railroad at the Royal Gorge and hired out on the Rio Grande Sept. 23, 1942. His son, Leslie, is following in his Dad's footsteps as an engineer, and another son works for the government at Golden. Harvey's four grandchildren are all girls. He plans to just take it easy as a retirement hobby.

*Mary B. Cassidy



Helper

By Dom Juliano

Sincere condolences to the family of William C. VanNatta, general yardmaster, who passed away in the Price Hospital. Heinie will be greatly missed.

A farewell party was held at the Carbon Country Club, December 8 for Mike Kanderis, trainmaster, Eddie Anderson, assistant trainmaster, Jack Clancy, mechanical foreman. All have taken on new assignments. All enjoyed working with them and are sorry to see them leave.

Congratulations to the following who have applied for retirement. George

Grivet with 31 years' service, most of which at Helper; Harry Shuler, 33 years' service as a switchman; Ed Smith, engineer, with 38 years' service; and Steve Diaz, section laborer, with 37 years' service. Wish them all the best of luck for the future.

The Annual Bowling Tournament will be held at Helper on April 5 and 6. Details will be mailed to all points. Hope to see you bowlers here.

Attending the Twenty-fifth Annual Retirement Banquet at Salt Lake City were Desmond and Louise Peckham, George and Kareen Grivet, Bill and Marilyn Nielsen, Ray and Geneva Black, Ray and Kathy Anderton, Earl Hansen and mother, and Tom and Rose Migliaccio.

Alamosa

By Lee Jordan

Ruth Cooper, wife of former machinist and Chama foreman, Allen Cooper, spent the Christmas Holidays with her daughter and family at Albuquerque, N. Mex. She reported nice weather and a pleasant visit while there.

Sadie Hardy, wife of former locomotive engineer Frank Hardy, was accompanied by her son-in-law and daughter, the Henry Southway, Jr., on a visit to Disneyland, her daughter and family, Virginia McKnight, at San Jose and another daughter, Mrs. Janeece Yerkes, and family at Seattle.

Kenny Faucette, locomotive engineer, and wife, Edna, over the Holidays, visited a son at Central City, flew to Quincy, Wash. to visit a daughter and family. While there, they received a phone call from their youngest son, Craig, who is fulfilling an L.D.S. Mission at Ontario, Canada.

Oda Parker has temporarily been released from the Alamosa Community Hospital, but will have to return for more surgery. Oda is the wife of former locomotive engineer Henry Parker.

Louie Madril, retired engine watchman, and wife have been traveling the east and west coasts. They rented their Alamosa home to be cared for until their return.

It has been just like summer at Alamosa since Christmas — Only Cooler — 30 degrees below zero, but it is letting up a little bit.

Colorado Springs

By Jim Kennedy

Sympathy is extended to L. W. Helgendorf, retired ticket clerk, and family on the loss of his wife on December 22.

Enjoying vacations were Larry Garton, operator, who visited his mother in southern California; Bill Ewald, second trick operator, visiting family and friends in California; B. A. Thomison, red cap janitor, worked around the house; and Cecil Spaur, conductor, who also worked around the house.

Welcome to Dan Valentine from Pueblo who is doing vacation relief work. Hope he is enjoying the change, Pete Demario, operator, is doing relief work here, and we are pleased to have him back.

Colorado Division

By Anne Darling

A luncheon was given in the conference room at North Yard on December 6 in honor of W. J. "June" Gill's retirement.

Gill began his railroad career as a section laborer on the Moffat Road in January 1936. He became a section foreman in 1937 and was appointed assistant roadmaster in 1944. At the time of the consolidation with the Rio Grande in August, 1947, he was appointed assistant roadmaster at Rollinsville and in December 1947 was appointed roadmaster at Pueblo. He held this position at Grand Junction, Helper and Denver, applying for his annuity on December 6.

Many of his friends and fellow employes attended the farewell gathering. He was presented with some gifts and cash. His wife, Sarah, was presented with a corsage. They plan to do some traveling and take it easy. Everyone wished them a long and happy retirement.

Karyn Shea vacationed in Iowa last month visiting relatives and friends. She said it was mighty cold back there with plenty of snow.

The Larry Parsons and the Harry Trues welcomed baby girls in December.

Welcome to Jimmy Johnson and Craig McCoy.



Provo

By R. R. Rackele

Visiting the Elmer Dunns was their son and family from Denver. Bob Pace's daughter from California visited them over the holidays. Military leaves were in order as the two sons of the John Boyds and the son of the Eldon Stallings were home for Christmas.

Sincere condolences to the Fred Simmons family. Fred was a retired section foreman.

Howard Falkner, carman, and J. P. Jones, engineer, retired. Wish them both many happy years for the future.

Douglas Jensen is recuperating at home after surgery. A. G. Brown has been in the hospital. Ed Anderson's wife has been in the hospital. Wish them all a speedy recovery.

Grover Martin is pinch-hitting for Douglas Jensen. Franklin Sheperd removed snow from his Thistle home while on vacation. Frank Mikesell took a short vacation during the cold weather.

The Bill Harrison's had a visit from their son during January.

Henry Rackele, son of Salvatore Rackele, retired carman, has been promoted to director of Atmospheric Sciences Laboratory, White Sands Missile Range, Las Cruces, N.M. His parents reside in Helper and he is a brother of this reporter.

From Tower One

Personnel



Congratulations to Ann Eckberg who was presented a service pin upon completing 30 years with the Rio Grande. John W. Lovett, director of personnel, made the presentation. Ann, secretary to asst. manager of labor relations, is president of the Denver Chapter of the National Association of Railway Business Women.

System Freight Agency

By Charles Cutforth

Things have been quiet in this department. Warren Griggs took a week off to work the Stock Show. He said it was an outstanding year.

Dottie and George Healy took their youngest son, Sean, on the train to Glenwood Springs and really enjoyed the scenery as well as the fine food in the diner.

Harry Vernon, a recent visitor, looked fine and said he and Priscilla were really having a ball. Bernie Dee said he came by because it was too stormy to play golf. He looked great and reported Marian also was well.

THOUGHT: Open minded or empty-headed — It depends on whether you are defining yourself or someone else.

From the Twelfth

By Arlis

It is now 1975 — a brand new year. "Hide not your talents, they for use were made. What's a sundial in the shade?" "You can't just go on being a good egg — you must either hatch or go bad" — Quotes from the Quoter!

One of our talented people, Glenn Keller, tickled the ivories furnishing dinner music for the 25th Annual Retirement Banquet on January 27. Eighty employes in the Denver area retired last year — good luck and good health is wished for all.

Doors are being created where walls once were, and walls are being affixed where space was — Leavell Development is migrating across the hall to offices with Rio Grande Industries. Welcome!

Friendly Leonard Bernstein is being missed. Hope he improves each and every day after his operation and is soon back amongst us.

Dick Schulte, Gene Schmeckpeper and Dan Walkovitz have pulled out the old slats and are enjoying skiing the Rockies on weekends. Yours truly is rolling in the snow!

It seems the Intermodal Dept. is a sensitive group. The Queen Bee doesn't like anyone sitting in her chair; Rod Poin-

dexter has obtained the title of "Sex Symbol," but objects when certain people call him Sweetheart; and Pinky Smith's red hair is set aglow when he is told to "Carry on, Captain."

Recently saw Mr. and Mrs. Alexis McKinney and Mr. and Mrs. Ted Urban. They looked great and are enjoying the life of leisure. Hope they have many, many more healthy and happy years.

From the Tenth

By Gerry Stanley

Best wishes to the former Miss Roxanne Brethauer who, on November 30, married Barry Bateman in a double-ring ceremony at the Holy Cross Lutheran Church in Wheat Ridge.

Welcome back to R. E. "Dick" Davis, who has returned to the 10th Floor as director of service planning.

Sincere condolences to the family of Arnold Johnson, chief dispatcher, Denver, who passed away December 23 after suffering a heart attack.

Sympathy is extended to the W. J. Holtman family in the loss of his father-in-law.

Congratulations to W. E. Fitch, Denver dispatcher, and family on the birth of a baby boy on December 17.

Congratulations to L. H. Pennington on his recent appointment as chief dispatcher.

Happy to report that Johnny Phillips, retired dispatcher, is doing fine after surgery at General Rose Hospital; and J. O. Smith, retired chief dispatcher, is much better after being hospitalized at St. Joseph Hospital due to injuries suffered in an automobile accident in Nebraska.

Apologies to the following golfers for not including their names when reporting the participants in the Fall Golf Tournament: D. C. Maris, P. D. Starr and J. Fulmer — all from the 10th Floor.

Fred Ochs, retired Denver Union Terminal yardmaster, and George Cristofano, asst. engineer - Electrical, fished on "Miracle Mile," which is 50 miles out of Medicine Bow, Wyo. The weather was cold but the fishing good. They caught "Brown" up to 5 lbs.

Congratulations to Richard E. Davis who was presented the Silver Beaver Award for long and exceptional service in the Boy Scouts of America at their Awards Dinner on January 30.

Revenue Accounting

By Vince Baker

Retirement seems to be good medicine for those who have tried it.

Ralph Fowler, after giving his only daughter, Charlotte, in bonds of matrimony to Richard Kremer at Cheyenne on the 15th of December, took a tour to Costa Rica, Honduras, El Salvador, Guatemala and even improved his art appreciation by visiting the Mayan ruins in Mexico.

Winslow Bradford did send a card from Mexico and was planning to return by way of Las Vegas. Clint Krieger's eyesight is improved. It must have been,

as it is understood he took two young lovelies out for a hamburger. Good old Clint!

Dick Eggleston keeps returning to the office to pay up his debts. Don Wilson and Chad Spinner made a brief visit.

Condolences to Carolyn Brann on the loss of her grandmother at Columbia, Mo. She had a rough time getting there with the transportation problem.

Ron Snow and Dennis Rohde are happy to be back to work following their vacations.

Communications

By Pat Sullivan



It was a special day for the Sweets, Beth and Don, on January 3 when Beth retired after 23 as a PBX operator. Don, car distributor at North Yard, will retire January 31. Both received gifts and best wishes from their respective fellow employes in their offices. Beth and Don plan to divide their time between Colorado, Utah and visiting their daughter and family at St. Cloud, Minn.

Traffic Dept.

By Bob Hulstrom

Sincere sympathy to Andy Cox in the loss of his wife.

Pleased to report that Leonard Bernstein is recuperating nicely after surgery. Hope he will be able to return to work before too long.

Thanks

Ed Moran and wife would like to thank all their many friends and co-workers for the gifts he received at his retirement. They are enjoying the winter months at Indian Lake, Texas.

NARBW News

By Rose Solem

Fifty members of the National Association of Railway Business Women enjoyed the nostalgia of Old Denver at the annual board and joint dinner meeting on January 15 held at the Old Spaghetti Factory. All are grateful to Bonnie Bleach, second vice president, and Esther Dobberteen, chairman of the telephone committee, for their efforts in a nicely planned dinner.

Lil Cairns, chairman of the membership committee, is planning a potluck dinner meeting on February 19 to be held on the 12th floor of the Park Central Building, Tower No. 1, 1515 Arapahoe St., with the promise of an interesting program. Watch for details!

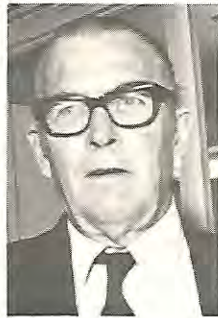
Moran Retires

Edmund R. Moran, division trainmaster headquartered at Grand Junction, retired February 1.

Ed began his railroad career as a relief section foreman on the Moffat Railroad in March, 1939, joining the Rio Grande as a roadmaster at Gunnison, Colo. in January 1944, holding the same position at Helper and Gunnison, appointed trainmaster at Helper in March 1951, asst. superintendent at Grand Junction in September 1951, superintendent Grand Junction Division in August 1952, superintendent Salt Lake Division in 1954 and superintendent Pueblo Division in 1958.

Ed resigned from the Rio Grande in 1961 to pursue a period of self-employment returning to the railroad as assistant roadmaster at Salida in October 1964, appointed roadmaster in 1965, roadmaster, Utah Division at Grand Junction in 1966, trainmaster, Utah Division at Grand Junction in 1967, and division trainmaster, Colorado division at Grand Junction in January 1970, the position he held at retirement.

Many of his fellow employes, both active and retired, were on hand to give him their best wishes for future endeavors.



Helper Vets

By Dom Juliano

The Helper Vets' Club held their annual meeting on January 30. Officers elected were: Ray O. Black, president; Bill Nielsen, vice president; Directors, Ray Anderton, chairman; George Grivet; W. J. Huntsman and Mike Fromm; retained were Desmond Peckham, Ernest Gardner, and Robert Stone.

For the Ladies Auxiliary: Marilyn Nielsen, president; Lorene Smith, vice president; Rosa Migliaccio, secretary; Alta Flaim; Mary Vigor; and Angelina Fromm. Director, 2-year term: Lucille Gardner, Louise Peckham and Virginia Huntsman.

The ladies served pie-a-la-mode following the business meeting. Tentative dates were set for the 1975 activities and committees formed to finalize the plans.

Salt Lake Auxiliary

By Dorothy Rugg

Our aim this year is to increase our membership. Each one is going to try to get one new member. Let's all get behind this idea.

A Valentine's party was held on February 14 at the Cuck-a-Rama, with good attendance. We were pleased to see some new members.

Coming events are listed in the new schedule. If you haven't received one, contact one of the officers. A good time is had at these events.

Twelve

Denver Vets

By Ruth Cone

Many of our members have been traveling. John and Verna Pouden flew to San Francisco where they enjoyed the Christmas Holidays with their son and daughter-in-law. Walter and Elizabeth Brooks went by Trailways Bus on a tour to Las Vegas, the Rose Parade and the Grand Canyon. Bill and Kathryn Sealy visited relatives in Fallon, Nevada.

Mickey and Ruth Cone enjoyed a reunion with their four daughters and their families in Utah, celebrating Mickey's birthday in January. Lee and Iva Andrews are planning to spend a month in Arizona.

Pleased to report that J. O. Smith and wife who were hospitalized following an automobile accident, are well on the way to recovery. Alice Cutshall is doing well after surgery. Grace Chambers is recuperating at home following a knee operation. Hazel Hoyt suffered a broken arm and is resting temporarily in the Sheridan Nursing Home.

Wanda Marquiss is home following a short stay in the hospital for a heart ailment. Louis Heimlock, Barbara Berglund and several others have been hit by the "Flu Bug." Wish all our friends a speedy recovery and continued good health.

Sincere sympathy is extended to Gertrude Freeland whose sister passed away at Colorado Springs.

Installation of officers took place on January 16 at the regular meeting. Officers elected were: Bill Sealy, president; Louis Duran, vice president; Iva Andrews, secretary-treasurer. Auxiliary officers are: Alice Cutshall, president; Kathryn Sealy, vice president; Dorothy Moeller, secretary; and Wanda Marquiss, treasurer.

The retirement dinner was held on Monday, January 27, and all who attended enjoyed a delightful evening.

Sincere sympathy to Hazel Ramey whose sister passed away January 27. Her brother-in-law passed away in November.

If you haven't paid your dues for 1975, NOW is the time. Don't forget!

Salt Lake Vets

By C. L. Crawford

The Rio Grande Retirement Party held on January 25th to honor those who retired in 1974 had over 300 in attendance. Each retiree's wife received a corsage, the men a buttoneer and presented with their retirement pin. Everyone had a good time.

Would like to invite all the retirees to join in the monthly parties given by the Veteran's Club.

The next party will be held at the Rail Ops Bldg., 37 W. 17th South on the 21st of February at 6:30. This will be a potluck dinner followed by Bingo.

On a doctor's waiting-room wall: "Patients are asked not to exchange symptoms. It gets the doctor hopelessly mixed up."

Salida Vets

By Mary Cassidy

The Salida Vets' Club Christmas Party drew the largest attendance to date since their reactivation several years ago.

Meat was furnished by the club with party-goers bringing potluck dishes. After the dinner, Bingo was played which proved a little unusual. Everyone brought a prize, and, when you "bingoed", you exchanged your prize for whatever looked desirable. Before the evening was over, there was some "hot and heavy" trading. It was a lot of fun, but Jack Parquette had to be assisted with the number 66. The Herb Coles worked hard to make the evening a success.

A drawing was held for a turkey. Winner was Juan Aragon, who this past year was awarded a 50-year pin from the BRAC to honor his years of membership.

Hospital Assn. Notice

To all members of the Rio Grande Employes Hospital Association—

This is to inform you that in accordance with regulations issued by the United States Department of Labor, an Application has been made for postponement until June 30, 1975 of the effective date of certain provisions of the Employee Retirement Income Security Act of 1974.

The Sections affected: Certain provision dealing with fiduciary responsibility as follows—Sections 402, 403, 405 and 410A.

The postponement is necessary to amend the instruments under which the Plan is maintained. The postponement will not be adverse to the interests of the members since benefits will continue to be paid in accordance with the Plan. Members may comment on the requested postponement by writing to the office of: Employee Benefits Security, Labor Management Services Adm., U. S. Dept. of Labor, P.O. Box 176, Washington, D. C. 20044.

Suggestions

Suggestions received for review and discussion:

18328	19686	31441
18436	19709	31445
19034	20594	31533
19623	21243	

The following suggestions were received and for various reasons were not adopted:

19032	31443	31857
19038	31491	31993

The following suggestions were adopted. Identification stub should be mailed to the Personnel Office:

31498	31541	31550
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Rio Grande

Retirees Honored at System Banquets

Employees who had retired from the Rio Grande the past year were honored at banquets at Grand Junction, Pueblo, Salt Lake City and Denver during the month of January. The banquets were sponsored by the System Veterans' Clubs and the Rio Grande Railroad which saw a record number of 220 employees taking their retirement.

With the lowering of the retirement age and years of service requirement (60-30) many chose to take the early retirement in order to persue and enjoy other pursuits. The average years of service was 35.8, one of the lowest averages in recent years.

The value to the Rio Grande cannot be fully expressed as words fail to convey what they have contributed to the railroad they so faithfully served. They can, however, feel a sense of pride in being part of the accomplishments in making the Rio Grande the best railroad in the country.

Grand Junction



ATTENDING THE GRAND JUNCTION BANQUET were, seated from left, Leon W. Young, Alex Bauer, Glen J. Smith, Howard C. Downen and Frank Chiodo; standing, John Arcieri, W. J. McGowen, John T. Schauster, Kenneth R. Davidson, Kenneth L. Gingell, Lewis J. McLearn, A. C. Powell and Everett A. Anderson.

Name	Years of Service
Elton E. Albers, Lead Welder	24
Everett A. Anderson, Communications Engineer	34
John Arcieri, Assistant Roadmaster	45
Alex Bauer, Machinist	49
Thomas A. Blanchard, Conductor	32
Lee Carbajal, Truck Driver	40
Herbert L. Caruthers, Section Foreman	36
Frank Chiodo, Roadmaster	47
Francis H. Cook, Machinist	40
Kenneth R. Davidson, Machinist	32
Frank Diaz, Truck Driver	38
Howard C. Downen, General Yardmaster	37
Almeda R. Flint, Steno-Clerk	37
Lawrence L. Gilliland, Conductor	32
Kenneth L. Gingell, Brakeman	31
Joe S. Golden, Brakeman	29
Joseph F. Jamieson, Clerk	38
Arthur E. Lawrence, Section Foreman	45
W. J. McGowan, Conductor	32
Edgar W. Marshall, Conductor	48
Wilbur M. Mathews, Clerk (Deceased)	33
Raymond B. Maxfield, B&B Carpenter	32
Lewis J. McLearn, Locomotive Engineer	32
A. C. Powell, Locomotive Engineer	38
Charles M. Reeser, Locomotive Engineer	38
John T. Schauster, Brakeman	32
Augustus C. Scott, Carman	37
Edward A. Senior, Sect. Laborer-Truck Driver	35
Glen J. Smith, Brakeman	22
Clifford M. Stanton, Rock Gang Foreman	47
Leon W. Young, Locomotive Engineer	37

Pueblo



PUEBLO RETIREES attending their banquet were, seated from left, Jesse L. Miley, Joseph T. Townend, Jesus A. Ayala, Darle A. Noell and Clyde C. Perkins; standing, Owen G. Troastle, Robert I. Milner, Oscar J. Wotte, Pat J. Kelly, Howard H. Thompson, Joseph W. Hassey, Ira L. Michaels, Alvin E. Horn and William R. Bruce.

Name	Years of Service
Lester E. Alway, Conductor	38
Walter E. Annis, Agent	32
Vincente Apodaca, Mechanical Laborer	32
Jesus A. Ayala, Section Laborer	32
Frank M. Barnes, Locomotive Engineer	32
Thomas A. Blanchard, Conductor	32
L. J. Brookshire, Brakeman-Conductor	32
Elmer P. Brown, Locomotive Engineer	37
William R. Bruce, Locomotive Engineer	36
Cecil W. Bullard, Sect. Laborer & Truck Driver	32
Jose R. Bustos, Transfer Trucker	48
Bernard Candelaria, Machinist	33
Fred Chacon, Trucker	29
Orville S. Dunbar, B & B Foreman	49
Edgar H. Dunn, Locomotive Engineer	32
Candido Esquibel, Transfer Foreman	49
Melvin L. Fesler, Telegrapher	31
Romand D. Fisher, Machinist Helper	29
Joseph W. Hassey, Clerk	48
Alvin E. Horn, Telegrapher	23
O. Lee Jordan, Lead Machinist	39
Pat J. Kelly, Section Foreman	39
William T. Kennedy, Cashier	34
Roy J. Laney, Conductor	32
Leo L. Locke, Section Laborer	25
Selso D. Lopez, Section Laborer	40
Sam S. Luna, Track Patrolman	31
Louis M. Madril, Mechanical Laborer	37
Wendell A. Mahan, Switchman	24
Joe D. Martinez, Section Foreman	17
Dareo Mattivi, Chief Engine Dispatcher	46
C. E. McCafferty, Clerk	37
Ira L. Michaels, Clerk	38
Jesse L. Miley, Telegrapher	23
Robert I. Milner, Switchman	33
Frank S. Nipper, Switchman	44
Darle A. Noell, Section Foreman	39
Clyde C. Perkins, Section Foreman	39
Fred B. Pirtle, Switchman	38
Thomas Romero, Section Laborer	46
Anastacio P. Sanchez, Transfer Trucker	35
Lewis Shinovich, Locomotive Engineer	32
Audry C. Sipes, Section Foreman	33
Mike S. Smith, Brakeman	23
John W. Teem, Fireman	16
Howard H. Thompson, Conductor	45
Joseph T. Townend, Engine Dispatcher	35
Owen G. Troastle, Clerk	25
Epifanio Vigil, Section Foreman	38
Lester C. Volk, B & B Helper	38
Oscar J. Wotte, Carman	6
William O. Wilson, Locomotive Engineer	41

Salt Lake City



SALT LAKE RETIREES attending the banquet but not in the order shown in the photo were, J. E. Aberton, G. W. Bunner, F. W. Burch, W. M. Calvin, W. Fearnley, J. G. Frantz, W. O. Furniss, G. K. Grivet, W. E. Hamblin, E. H. Hansen, E. L. Hansen, J. H. Hilton, F. D. Hoffman, W. J. Jenkins, W. L. Keener, L. E. Kidder, O. L. Lasater, B. Mackelprang, F. Nelson, R. A. Osborn, G. Olson, G. A. Peterson, M. Pister, D. T. Reid, H. A. Smith, V. B. Stewart, O. E. Swanson and G. L. Thayer.

Name	Years of Service
J. E. Aberton, Divn. Locomotive Foreman	46
Charles Aiello, Clerk	33
Clarence P. Anderson, Clerk	28
James G. Baggs, Carman	37
George A. Beasley, Locomotive Engineer	44
Phillip E. Brimhall, Conductor	31
Gerald W. Bunner, District Representative	38
Frank W. Burch, Clerk	29
William M. Calvin, Locomotive Engineer	45
Miguel Carbajal, Section Laborer	26
Walter Chappell, Carman	41
Robert A. Coleman, General Foreman	31
William E. Coleman, Switchman	32
Claude M. Combs, Combination Foreman	47
Dean W. Daley, Brakeman-Conductor	45
Fred H. Dougherty, Switchman	38
Clarence F. Ducombe, Carman	40
Walter Fearnley, Carman	37
Joseph G. Frantz, Diesel Maint. Supervisor	40
W. O. Furniss, Locomotive Engineer	39
Samuel L. George, Mechanical Laborer	37
Paul L. Gilmore, Clerk	43
George K. Grivet, Locomotive Engineer	32
Wilford E. Hamblin, Section Foreman	39
Earl H. Hansen, Mechanical Laborer	39
Ellis L. Hansen, Conductor	37
Howard Hardman, Brakeman-Conductor	30
Charles C. Hatch, Conductor	37
Joseph H. Hilton, Mech. Relief Foreman	45
Frederick D. Hoffman, Locomotive Engineer	46
William J. Jenkins, Section Foreman	41
Donald K. Johnson, Brakeman	31
Wilford L. Keener, Brakeman	28
Harry C. Kennedy, Carman	39
Lee E. Kidder, Stower-Crew Caller	22
Ottis L. Lasater, Carman	37
Julian J. Laucirica, Carman	47
Ben Mackelprang, Electrician	39
Eliel J. Matson, Carman	39
John T. Murphy, Conductor	18
William T. Murphy, Machinist	48
Frank Nelson, Switchman	25
Theodore J. Nicholes, Water Service Leadman	38
Raymond A. Osborn, Carman	45
Gilbert Olson, Switchman	18
William B. O'Reilly, Clerk	33
Delbert C. Payne, Switchman	33
George A. Peterson, Fireman	38
Manuel Pister, Welder	38
Donald T. Reid, Chief Clerk	36
Leland E. Roberts, Warehouse Foreman	45
Vern S. Rodeback, Section Foreman	41

Salt Lake Continued

Name	Years of Service
H. A. Smith, Switchman	31
Von B. Stewart, Locomotive Engineer	31
Orville E. Swanson, Carman	28
George L. Thayer, B&B Carpenter	38
H. Randall Walker, Train Yard Foreman	47
Robert A. Worswick, Switchman	33

Denver



ATTENDING THE DENVER BANQUET were, seated from left, C. E. Hightower, E. R. Pech, J. M. Steckline, T. H. Lazzeri, R. A. Green, V. L. Runnells, J. H. Simms; standing: R. F. Schilp, G. W. Cutshall, D. E. Maher, R. Workman, J. D. Day, T. Lombardi, D. W. Morsch, A. D. Mattivi, W. C. Chandler and K. E. Aspergren.



ALSO ATTENDING THE DENVER BANQUET were, seated from left, D. G. Frazier, R. A. Stanton, L. J. Fitzgerald, S. L. Hudson, B. M. Rawlins, R. I. Eggleston, C. A. Hulstrom; 2nd row, W. A. Holland, J. B. Sheridan, R. O. Williams, J. W. Fulham, W. H. Manro, L. N. Roberts, J. R. Shapard; back row, W. T. Hurst, C. DeBoer, D. E. Wilson, E. Johnson and A. C. Edgar.

Name	Years of Service
James L. Adkisson, Conductor	28
Angelo H. Anguiano, Section Laborer	42
Kenneth E. Aspergren, Locomotive Engineer	32
John Ayer, Jr., Vice President-Technical Services	36
Robert W. Bailey, District Representative	33
LeRoy J. Berghorn, Repair Track Foreman	45
Irvin L. Boe, Mechanical Dept. Laborer	3
Winslow W. Bradford, Auditor of Revenue	47
Raymond C. Burris, Mgr. Claims & Special Services	38
Isadoro C. Bustos, Janitor-Clerk	45
William C. Chandler, Conductor	43
Frank Cisneros, Mechanical Dept. Laborer	28
Robert J. Copley, Machinist	37
G. W. Cutshall, Machine & Boiler Shop Foreman	48
Kenneth R. Davis, Claim Clerk	31
James D. Day, Switchman	26
Clarence DeBoer, Electrician	39
John T. DeWan, Division Timekeeper	46
Nick J. Domenico, Machinist	47
Wilson T. Eads, Carman Helper	38
Alfred C. Edgar, Conductor	38
Richard I. Eggleston, Clerk	37
Leonard J. Fitzgerald, Clerk	49
Ralph C. Fowler, Clerk	22

Denver Continued

Name	Years of Service
Douglas G. Frazier, District Passenger Agent	32
John W. Fulham, Traveling Accountant	33
Roman A. Green, Locomotive Engineer	37
Harold J. Gunthner, Electrician	26
Malcolm F. Harman, Train Dispatcher	45
Clyde E. Hightower, Asst. to Exec. V.P. & G.M.	44
Winston A. Hollard, Pricing Analyst	49
S. Lucille Hudson, Steno-Clerk	38
Edwin B. Hughes, Locomotive Engineer	38
C. A. Hulstrom, Fuel Accountant	50
William T. Hurst, Machinist Helper	35
Gail G. Irvine, Machinist	36
Edward E. Johnson, Electrician	21
Harold F. Jordan, Pipefitter-Sheet Metal Worker	34
Glen L. Keeton, Depot Passenger Agent	13
Edward G. Kessinger, Carman	33
Pete H. Kirscht, B&B Carpenter	31
Clinton C. Krieger, Asst. Chief of Re-Audit	45
Gene P. Lang, Carman	15
Thomas H. Lazzeri, Carman	45
George A. Lee, District Mgr.-National Accounts	30
Tony Lombardi, Carman	39
Daniel E. Maher, Air, Tool and Brass Room Foreman	49
W. H. Manro, Manager Contracts-Joint Facility	46
Tony Manzanares, Mechanical Dept. Laborer	29
Angelo D. Mattivi, Locomotive Engineer	37
Glen R. McGaha, Electrician	30
Delbert M. McLaughlin, B&B Helper	29
Duane W. Morsch, Switchman	33
Elmo R. Nash, Agent	37
John B. Norwood, Jr., Director of Service Planning	38
Edward R. Pech, Crane Operator	27
John C. Phillips, Train Dispatcher	40

Name	Years of Service
B. Mildred Rawlins, Secretary	30
Lee N. Roberts, Supervisor of Refrigeration	47
Frank D. Ronald, Clerk	32
Orland L. Runco, Carman	46
Vernon L. Runnells, Locomotive Engineer	37
Tito Sanchez, Truck Driver	29
Ronald F. Schilp, Lab Technician	45
James R. Shepard, Machinist	32
Joseph B. Sheridan, Chief Clerk	40
Anselmo Silva, Machinist	32
James H. Sims, Carman	40
Paul L. Smith, Mgr.-Customer Service Bureau	32
Chadwick B. Spinner, Clerk	24
Raymond A. Stanton, Asst. to the Treasurer	47
John M. Steckline, Carman Helper	33
John L. Trujillo, Section Foreman	31
Harry M. Vernon, Asst. Mgr.-System Freight Agency	49
Oliver E. Watts, Clerk	32
Leslie T. Wells, B&B Steelman	38
J. B. Willcockson, Working Foreman	40
Ralph O. Williams, Purchasing Agent	45
Donald E. Wilson, Clerk	37
Rufus Workman, Pipefitter	16

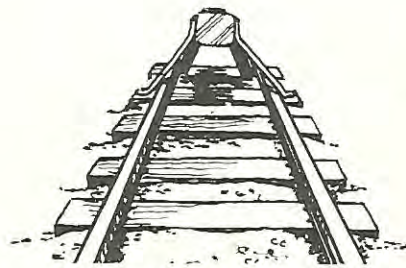
The Grande People

By Ann Eckberg

Retirements

(Years of Service and Date Shown)

Ayala, Jesus A., Pueblo, Section Laborer, 32, July 1.
 Ayer, John, Jr., Denver, V.P.-Technical Services, 36, Nov. 1.
 Chacon, Fred B., Alamosa, Trucker, 29, June 16.
 Chappell, Walter R., Provo, Carman, 41, Nov. 1.
 Daley, Dean W., Salt Lake City, Trainman, 45, Oct. 1.
 Duncombe, Clarence F., Salt Lake City, Carman, 40, Nov. 1.
 Esquibel, Candido, Alamosa, Clerk, 49, Oct. 1.
 Fulham, John W., Denver, Traveling Accountant, 33, Nov. 16.
 Furniss, Wilford O., Ogden, Locomotive Engineer, 39, Oct. 7.
 George, Samuel L., Ogden, Mechanical Laborer, 37, Nov. 1.
 Hansen, Ellis L., Salt Lake City, Conductor, 37, Nov. 25.
 Hurst, William T., Denver, Machinist Helper, 35, Nov. 1.
 Kessinger, Edward G., Denver, Carman, 33, Nov. 1.
 Lombardi, Tony, Denver, Carman, 39, Oct. 16.
 Manzanares, Tony, Denver, Mechanical Laborer, 29, Nov. 1.
 Mattivi, Dareo, Pueblo, Engine Dispatcher, 46, Oct. 15.
 McGowan, Jessie, Grand Junction, Conductor, 32, Oct. 28.
 Miley, Jesse L., Pueblo, Telegrapher, 23, Aug. 27.
 Milner, Robert I., Pueblo, Switchman, 33, Oct. 14.
 Nipper, Frank S., Pueblo, Switchman, 44, Aug. 1.
 O'Reilly, Boyd, Salt Lake City, Clerk, 33, July 3.
 Reeser, Charles M., Grand Junction, Locomotive Engineer, 38, Oct. 1.
 Reid, Arvil S., Provo, Trainman, 16, Aug. 16, 1973.
 Schauster, John T., Grand Junction, Trainman, 33, Oct. 24.
 Steckline, John M., Denver, Carman Helper, 32, Oct. 9.
 Swanson, Orville E., Provo, Carman, 28, Nov. 1.
 Wilson, William O., Minturn, Locomotive Engineer, 41, Nov. 1.



(Age and Date of Death Shown)

RAIL'S END

Arguello, Joe A., Pueblo, Mechanical Laborer, 59, Sept. 29.
 Berglin, Arthur E., Denver, Tin & Pipe Shop Foreman, 67, Dec. 14.
 Circle, Loyd P., Pueblo, Switchman, 55, Nov. 10.
 Connor, Stephen W., Durango, Locomotive Engineer, 70, Oct. 1974.
 Crawford, George V., Denver, Machinist, 84, Oct. 10.
 Cunningham, Ellis D., Oregon, Switchman, 74, Oct. 1974.
 Easton, Floyd R., Pueblo, Carman, 64, Nov. 5.
 Estrada, Paul, Grand Junction, Section Laborer, 82, Dec. 13.
 Gonzales, Pete, Payson, Section Laborer, 71, Dec. 11.
 Good, James F., Denver, Agent, 76, Nov. 9.
 Guthrie, Eulus R., Alamosa, Machinist, 85, Nov. 18.
 Hilton, Ianthus R., Salt Lake City, Car Inspector, 83, Jan. 18.
 Hutton, Raymond C., Grand Junction, Conductor, 76, Dec. 14.
 Jackson, John M., Salt Lake City, Mechanical Laborer, 80, Oct. 16.
 James, Richard S., Denver, Supt. Safety & Fire Prevention, 81, Dec. 13.
 Johnson, Arnold R., Denver, Chief Dispatcher, 48, Dec. 23.
 Kamptner, Gustav, Long Beach, Locomotive Engineer, 87, Oct. 1974.
 Kurzyna, Frank, Denver, Boilermaker Helper, 88, Nov. 1974.
 Mathews, Wilbur M., Grand Junction, Clerk, 61, Aug. 15.
 Monahan, Harold V., Denver, Manager-Bond Hotel, 70, Jan. 2.
 Murdock, Earl T., Paonia, Agent-Telegrapher, 72, Jan. 15.
 Paddock, Frank L., Steamboat Springs, Locomotive Engineer, 81, Oct. 1974.
 Simmons, Ernest F., Orem, Section Foreman, 76, Jan. 1.
 Seals, Piney, Grand Junction, Mechanical Laborer, 71, Jan. 18.
 Stone, Wilford, Littleton, Agent-Telegrapher, 74, Dec. 26.
 Sundstrom, John H., Denver, Hostler, 86, Nov. 23.
 Swazo, James, Denver, Boilermaker Helper, 77, Oct. 1974.
 Tatum, John A., Denver, Platform Inspector-DC&H, 72, Dec. 9.
 Van Natta, William C., Helper, General Yardmaster, 61, Dec. 23.

New Locomotive Facility Is In Operation

A new locomotive service facility has been completed at Pueblo and is now in operation.

The 30 by 76 ft. all-metal engine house includes offices, parts room, inspection pit, and a 20 ft. locker room adjacent to the engine house. This facility will replace the old roundhouse.

The roundhouse was built in 1906 with forty-nine, 93 ft. stalls. Twenty stalls were extended in 1920 to accommodate the larger steam locomotives being put in service on the Rio Grande. With the coming of diesels, 32 stalls were retired and removed in 1957. The remain-

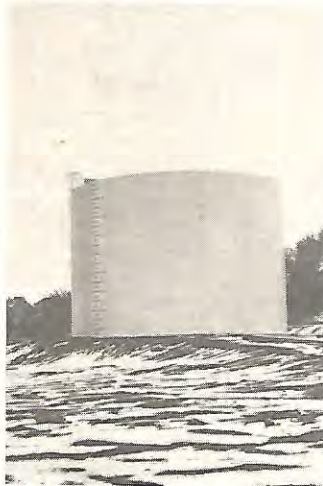
ing stalls, all that are left of the original roundhouse, will be removed this year. The 100 ft. turntable, which was located in the center of the roundhouse, will be retained.

Included in the facility are two new 520,000 gallon capacity fuel tanks constructed this past year. Locomotives are serviced on the new fuel tracks adjacent to the engine house.

This facility services both Rio Grande and Missouri Pacific locomotives and is one of the busiest and most efficient on the system.



THE NEW ENGINE HOUSE at Pueblo, shown on the right, with fueling tracks adjacent, will replace the remaining section of the old roundhouse built in 1906.



IN THE ABOVE THREE PHOTOS, tank cars unload diesel fuel into the large tanks. The center photo is a closeup of one of the 520,000 gallon capacity tanks. Bruce McGlothlin, general mechanical foreman, standing, and James Justice, Jr., diesel maintenance supervisor, are located in this area.



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Green Light

Published Quarterly by the
Denver & Rio Grande Western Railroad
Vol. 36, No. 1 Summer, 1975



“WHAT SO PROUDLY WE HAILED”

This Percy Moran painting captures the electricity of the moment in the War of 1812 when Francis Scott Key, seeing our flag still aloft over Fort McHenry, Baltimore, was moved to write The Star-Spangled Banner.

Many Americans before and since Key have been just as deeply touched by the sight of Old Glory. But few have expressed the meaning of the flag more eloquently than the late Dwight David Eisenhower just before his death.

“Today,” he said, “we urgently need a new commitment to the basic principles that made our nation great. Our flag is

the symbol of these principles, and I would hope that all of us might find some way to display it, not merely on patriotic holidays but every day in the year. Such a visible upsurge of respect for flag and country will do much to help bring about a new national solidarity, a renewed pride and faith in America.”

Safety Contest Is Open To Employee's Children

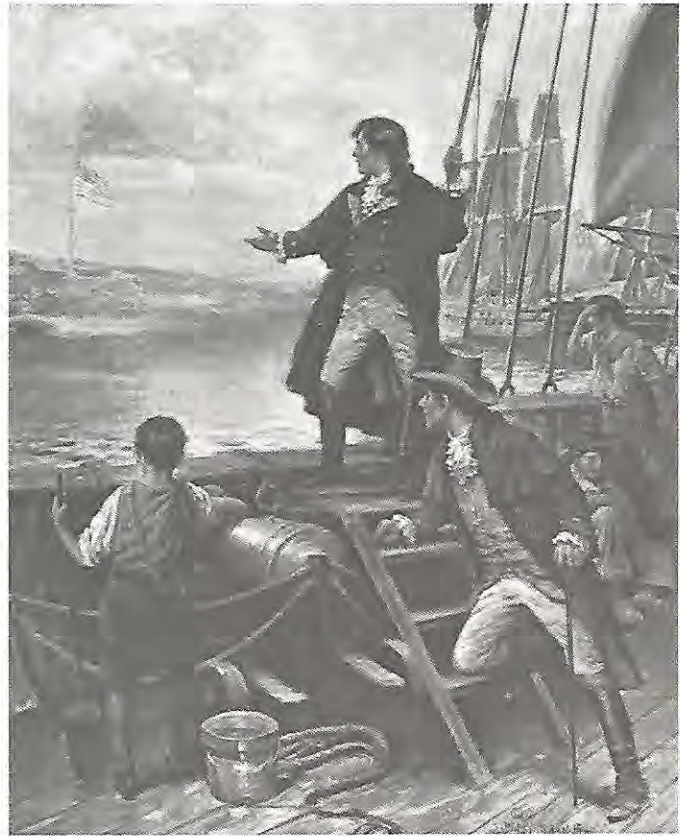
The Association of Railroad Editors is sponsoring a Safety Poster Contest for children of railroad employees. Both age category and prizes have been increased over last year. Entries in the national contest will be divided into three categories: ages 5 to 9, 10 to 14, and 15 to 18. Posters may be on any safety theme, but size is not to exceed 17" x 22". Entry deadline is October 31, 1975, and prizes will be in U.S. Savings Bonds.

Prizes are as follows:

Ages	1st Prize	2nd Prize	3rd Prize
5 to 9	\$100.00	\$50.00	\$25.00
10 to 14	100.00	50.00	25.00
15 to 18	100.00	50.00	25.00

All posters must be accompanied by a \$25.00 entry fee to help defray the expenses of the A.R.E. prizes, and in addition to the designer's name, address of parent's railroad affiliation (Rio Grande), his or her age, and home address. (*Please notify the Editor of the Green Light if you plan to enter.*)

Make checks payable to Association of Railroad Editors and mail with poster to Mr. W. W. Thompson, Association of American Railroads, American Railroads Bldg., Washington, D.C. 20036.



"By Dawn's Early Light" by Edward Percy Moran, 1912-1911

Accident Control

Frank Bird, Jr., a noted authority on loss control, estimates that for every serious injury at work, 600 incidents occur with no damage, injury or loss. Yet the causes of an injury-producing accident and a near-miss are identical.

For example, a person may slip on a lettuce leaf and recover their balance without injury, that is an incident. Another may slip on a lettuce leaf and break an arm in the fall, that is an accident. The causes and the remedial action in both instances are the same.

People hesitate to report no-injury accidents. Often an accident investigation reveals that a series of incidents preceded the accident.

If the accidents are identified and their causes corrected, accidents causing serious injury, damage and other losses will also be eliminated.

Employees are urged to report those near-misses so proper action can be taken to prevent what could be a serious accident.

RGI Earning Decrease

Net income for the three months ended March 31, 1975, was \$1,414,000, compared to \$2,704,000 for the same period in 1974, representing a decrease in earnings of \$1,290,000, or about 48 percent.

This showing resulted principally from losses in the real estate subsidiary, and sharply increased costs on the Rio Grande Railroad together with a substantial decline in the volume of freight movements due to a lower level of general business activity.

Operating revenues were \$39,934,000 for 1975 compared to \$39,489,000 for the same three months in 1974.

Now We're Quarterly

The *Green Light*, beginning with Volume 36, No. 1, will be published on a quarterly basis and will be designated Summer, Fall, Winter and Spring issues with distribution in June, September, December and March.

On the Cover

Water stop on the narrow gauge. Everyone interested take pictures or just watch as the thirsty old time steam locomotive quenches its thirst. (Ed Wojtas photo.)

Green Light

Summer, 1975

Vol. 36

No. 1

D. J. Davidson, Editor

Member
Association of Railroad Editors,
International Association of Business Communicators and Colorado Association of Business Communicators

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Denver, Colorado 80217

Shale Country USA And The Rio Grande



AN EASTBOUND RIO GRANDE FREIGHT train has the Book Cliffs for a background on the Western Slope. This is Shale Country which could be the answer to the energy shortage. (Kent Bolerjack photo)

Colorado's Western Slope communities are sharing the oil shale spotlight. Communities in this development area, located in Rio Grande's sphere of operations, are Grand Junction, Rifle, DeBeque and Grand Valley.

Oil shale is not only an energy source; it, together with coal and uranium, will also be sources of change.

What is oil shale?

It is a rock that contains a rubbery substance known as kerogen. When heated, kerogen breaks down to form a heavy shale oil. According to many geologists, kerogen is actually an incompletely developed oil, which, like other fossil fuels, began with microscopic plants and animals buried in shallow waters. In the case of kerogen, geological conditions never provided the heat or pressure necessary to convert it to oil.

This geological phenomenon has fascinated energy seekers throughout the centuries. Austria produced a medicinal oil from it in 1350. The English government recorded a patent in 1694 to distill "oyle from a kind of stone." In the United States in 1918, the National Geographic magazine hailed the making of oil from rocks as a solution to the "horseless carriage."

A region rich in oil shale, known as the Green River formation, covers a 16,500 square mile area in Colorado, Utah and Wyoming. It is estimated that this region contains 1.8 trillion barrels of oil, an amount that far exceeds the oil resources of the Middle East. (One barrel of oil is equivalent to 42 gallons of oil.) Approximately 129 billion barrels of this oil is found in currently mineable zones with more than 30 gallons of oil per ton of shale. The richest deposits are found in Colorado's Piceance Creek Basin, a 1,380 square mile

area ranging over Garfield and Rio Blanco counties with easy access to the Rio Grande Railroad.

Potential oil-shale producers must either use underground caverns or open-pit methods. Shale experts point out that, while the open-pit method permits a greater recovery of the oil shale resources, only a minimal percent of the oil shale resources could be mined in this manner due to the shallow layer above ground.

Once the shale is mined, it is crushed into smaller pieces and fed into oil shale retorts where the crude shale oil is separated from the rock. In the retorting process, the shale rock is heated and the oil vapors obtained are removed and cooled to produce a semi-viscous liquid, which is shale oil. This oil is then treated before shipping to refineries.

There are several types of retorts being considered for the development of oil from rock which would produce approximately 50,000 barrels a day, which would be sufficient to fill a 70-car train.

In addition to construction materials and process equipment which would likely move to the plant site by rail, at least a portion of the outbound product could also be shipped via Rio Grande.

Shipping by rail offers the advantage of flexibility in delivering oil to several consuming areas, i.e., one day's production to Los Angeles, the next day's output to Chicago. No pipe line would be required while economics and technology are being established, saving capital investment of the industry and saving the environment where pipelines would disrupt the ecology.

The railroad, which is already there, would in effect be a "pipeline on wheels."

Reaching Out

. . . to the St. Louis Region

In continuing the Reaching Out series this issue the Green Light welcomes the St. Louis Region of the Rio Grande.

This region covers most of nine midwest, south and southwestern states which includes an office at Houston, Texas.

Major westbound commodities are automobiles, beverages, lumber, appliances, grain mill and food products, and forwarder shipments.



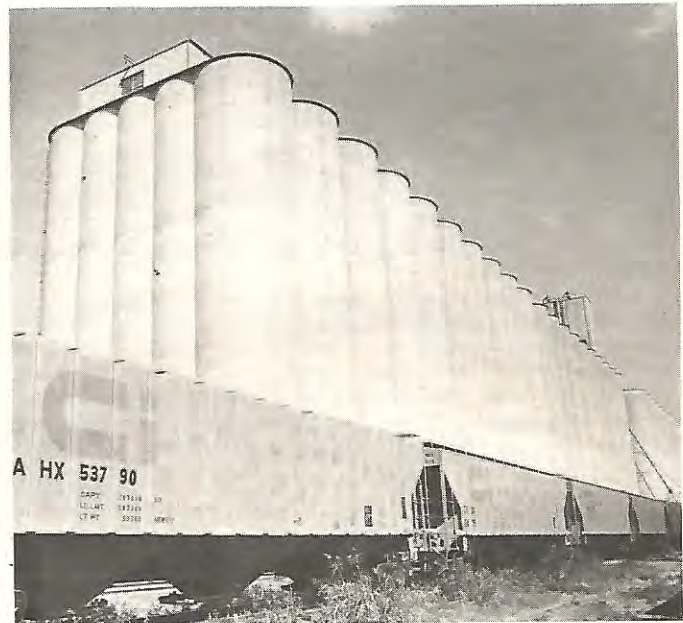
RIO GRANDE'S ST. LOUIS REGION SALES STAFF, from left are, F. J. Green, Jr., district representative, Memphis; J. A. Stauffer, district manager, Houston; R. J. Davison, office manager, St. Louis; J. M. Sinclair, regional manager, St. Louis; B. M. Muncy, district representative, Dallas; D. E. Brandenburg, district representative, St. Louis, and unavailable at the time the photo was taken was C. E. Dudonis, office manager, Houston.



ANHEUSER-BUSCH, INC., St. Louis plant has an annual shipping capacity of 10,100,000 barrels. "Making friends is our business" is not merely a slogan, but a fundamental policy at Anheuser-Busch for many years. The top American brewery in 1973 marketed 29,887,162 barrels of beer. Their products are Budweiser, Michelob, Busch beers. In the industrial field their products include yeast, liquid sweeteners, mold inhibitors, margarine, frozen and dried eggs, pecans, enrichment wafers, yeast foods, bakers cream, baking powder, corn starches, corn syrups and synthetic resins. They also have entertainment centers in five states.



ARCHER DANIELS MIDLAND COMPANY is engaged principally in processing and merchandising agricultural commodities. The leading soybean processor, ADM is also a major flour miller, corn miller, barley malter and flaxseed processor. At the Decatur, Ill. facility shown above, the company maintains the corporate headquarters and operates the world's largest plant for the production of Textured Vegetable Protein (TVP).



COOK INDUSTRIES, INC., based at Memphis, Tenn., is one of the five largest grain exporting companies in the United States. The company has grain offices from coast to coast and in 12 other countries. The 21.5 million bushel grain elevator pictured is located at Saginaw, Texas. Cook is currently building two new export elevators at Galveston, Texas and Portland, Ore. Transportation capabilities are highly important to grain merchandising companies, and Cook has a fleet of about 1,200 leased hopper cars. A diversified, publicly owned company listed on the American Stock Exchange, is one of the largest domestic and international cotton merchandising firms, and is among the 10 largest U. S. Processors of oilseed. Cook also has operations in building products, structural pest control, fertilizer and farm pesticides, and a joint venture in real estate.



CONTINENTAL OIL CO., with Western Hemisphere Petroleum Division headquarters at Houston, Texas, is a world-wide company having varied interests in petroleum, pipeline, coal, chemicals and plastics and other energy related endeavors. This firm plays a vital role in the research, exploration, development and marketing of energy needs for our nation and employs nearly 40,000 persons. Conoco celebrated its 100th anniversary in 1975.



TEXACO, INC. will soon be moving into their headquarters at Bellaire, Texas. The 500,000 sq. ft. building will be composed of two 10-story towers adjoining each other at right angles. In designing the building, consideration was given to reducing the amount of energy necessary to operate it. Insulated walls, shaded windows and reflecting glass will reduce the heating and air-conditioning load. The new building will enable Texaco to consolidate virtually all of its operations and provide future expansion space as needed.

Green Light



MONSANTO COMPANY, with world headquarters in St. Louis, Mo., is the fifth largest chemical company in the U. S. and ranks 45th in Fortune magazine directory of the nation's 500 largest industrial corporations. It is engaged in the manufacture of a diversified line of products which includes chemicals, plastics, man-made fibers and electronic materials. The company has investments in 140 manufacturing plants located in 21 different countries, including 60 plants in the U. S. Monsanto, with annual sales in excess of \$2.6 billion, employs nearly 60,000 people worldwide.



RALSTON PURINA COMPANY, better known as Checker Board Square, is headquarters for a growing organization of more than 22,000 people working together on five continents to produce and supply nutritious foods and food-related services. Founded in 1894 Ralston Purina today ranks among the nation's 100 largest industrial corporations. There are some 200 major operating plants and facilities in 40 states and 28 countries producing livestock and poultry feeds; soybean processing and grain merchandising, pet foods, tuna and other seafoods, cereals and snacks. Through its Food-maker, Inc. subsidiary, the company prepares food and supervises the operation of the Jack-in-the-Box chain of fast service, drive-thru restaurants.

Five



SHELL OIL COMPANY, Houston, Texas has eight refineries in the United States. Their total capacity is about 1,085,000 barrels per day, making hundreds of petroleum products from gasoline to jet fuel to wax and asphalt. Their chemical plants manufacture the basic petrochemicals which are processed by others into plastics, resin and pharmaceutical consumer products. Shell Manufacturing Plant, Deer Park, Texas, in the photo, as seen from the loading dock facilities on the Houston Ship Channel where tankers from over the world bring crude oil to be processed.



PERMANEER CORPORATION, St. Louis based manufacturer, converts wood chips and vinyl film into attractive building materials and furniture products. Over the past five years, the company has become one of the most important factors in its industry. Utilizing a low cost wood substrate, Permaneer is able to serve segments of established multi-hundred million dollar markets which cannot be economically supplied by traditional manufacturing techniques. Permaneer's unique technical manufacturing abilities provides the answer to the high cost and shortage of natural hardwood and skilled labor. (Wright City, Mo. plant shown)



MEAD JOHNSON & COMPANY, a subsidiary of Bristol-Myers Co., manufactures nutritional and pharmaceutical products through operations in the Evansville, Inc. (shown above) and a Zeeland, Mich. plant. The firms employ 2,734, including almost 600 field medical sales representatives located in eight sales regions across the nation.



A. P. GREEN REFRACTORIES CO. was founded in 1910 at Mexico, Mo., the heart of one of the world's richest deposits of fine quality fireclay. The company's products include fireclay, silica, basic, and special refractory brick, plus a broad range of specialty items such as mortars, plastics, castables, gunning mixtures, ramming mixtures and high temperature insulations. Their products are exported to about 65 countries each year. This is the largest refractory plant in the world devoted exclusively to the manufacture of fireclay refractories. The company has approximately 3,500 employes in the United States, 1,100 of whom are employed at Mexico, Mo.



'SLAUGHTER BROTHERS, INC. was founded in the late 1940's as strictly a lumber wholesale operation. A publicly-held company with eight divisions and subsidiaries is involved in the development, manufacturing and distribution of lumber and forest products throughout the United States. The Wholesale Division has carload sales offices in Dallas, Houston, Memphis and Denver. To supplant the sales of direct shipments from lumber mills, Slaughter Brothers operates distribution centers at Dallas, Houston and Memphis. These centers provide area retail lumber yards with on-the-spot support inventories of redwood, western red cedar, douglas fir and other specialty items. Other divisions and subsidiaries are primarily involved in the manufacturing and distribution of decorative wood products for the growing home improvement market and also supplies components and related products to mobile home manufacturers. The Dallas office is the focal point for the buying and shipping of hundreds of carloads annually from lumber mills in Canada and the west coast of the United States.



OLINKRAFT, INC., is a basic forest products company headquartered in West Monroe, La. At its kraft mill, the company produces a daily average of over 1,450 tons of kraft papers, linerboard and coated and uncoated kraft cartonboards. The mill and related converting operations are supported by 570,000 acres of company-owned timberlands in Louisiana, Arkansas and East Texas. In its converting plants, located at West Monroe and throughout the south and midwest, Olinkraft produces corrugated containers, multiwall bags, grocery bags and sacks, specialty bags, beverage cartons and carriers, folding cartons, coated and laminated papers and boards. Their wood products operation includes sawmills, plywood and particleboard plants. Hardwood products include flooring, veneers and furniture parts. A smaller replica of its domestic operations is being developed in Brazil.

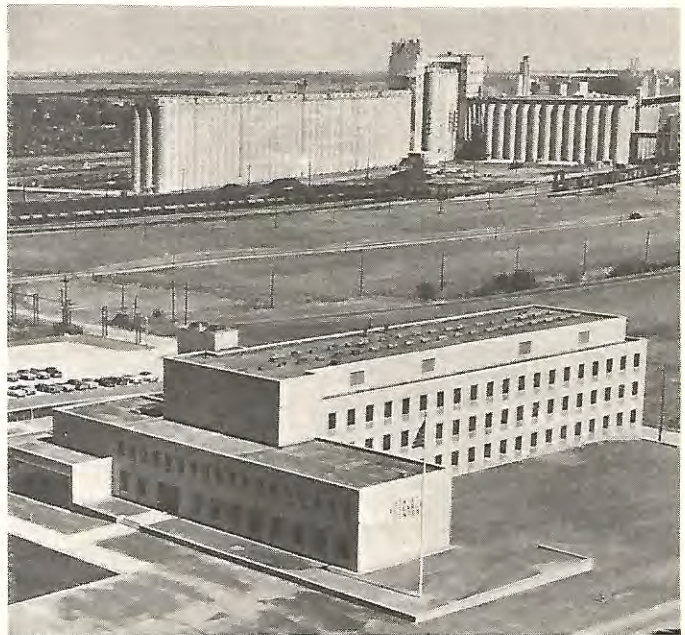


SOUTHERN HARDWOOD TRAFFIC ASSN., Memphis, Tenn., was founded in 1911. The Association provides traffic and transportation services to lumber and related articles requiring such assistance. Presently, the Association has 175 members located in the eastern, western and southern portions of the United States. The Executive Office is located at Memphis, Tenn., with District Offices in Louisville, Ky., and New Orleans, La. In the photo, from left, are, Paul G. McQuiston, executive vice president, George Walsh, district manager, and Farris G. Kennon, office manager.



THE ARMY AND AIR FORCE EXCHANGE SERVICE, Dallas, Texas, is much like any other large corporate headquarters. It has centralized office functions which direct operations in the United States and 28 other countries serving men and women of the Army and Air Force wherever they are stationed, along with their families. The AAFES is one of the largest retail organizations in the world, operating snack bars, barber and beauty shops, laundries and dry cleaners, and other services needed by the military community. It operates on self-generated, non-appropriated money (from Congress) and is restricted to the kinds of merchandise it can sell in the Continental United States. Established in 1948, it operates under a board of directors composed of senior officers of the Army and Air Force.

Green Light



A. E. STALEY MANUFACTURING CO., Decatur, Ill., is one of the world's foremost processors of corn and soybeans and serves a broad range of food and industrial markets as well as agricultural and consumer fields. Principal markets are food ingredients, industrial products, agriproducts, consumer products and foreign operations. Founded in 1898 packing and selling "Cream" corn starch, today they market breakfast drinks, spray starch, fabric finish, fabric softener, laundry aids, corn starch, syrup, popcorn oil, baby powder, marshmallow cream, spices, flavorings, textured proteins and other food specialties. The Staley Research Center at Decatur includes 138 laboratory units and advanced technical facilities. Other processing facilities are located in nine states.

Seven

1974 ANNUAL REPORT

RIO GRANDE INDUSTRIES
WHOLLY-OWNED SUBSIDIARIES ARE:

Rio Grande



Rio Grande Motor Way, Inc.



FRONTIER VILLAGE

COMPUTER
SHARING
SERVICES, INC.



The year 1974 was one of progress.

Consolidated net income for the year ended December 31, 1974, was \$15,503,000, or \$2.68 per share of common stock, on revenues of \$175,312,000, compared to \$15,332,000, or \$2.49 per share of common stock, on revenues of \$155,017,000 in 1973.

The Rio Grande Railroad's revenue gains resulted from significant freight rate increases during the year as well as higher volume of traffic and longer average hauls. All categories of expense, especially labor and fuel costs, increased measurably. Included in these expenses were efforts to continue a very high level of track improvement and modernization. Revenues generated from movement of all major commodity groups, except lumber and wood products, rose from the previous year. Of particular importance was the increased amount of coal which now is our largest single revenue source. Since both Colorado and Utah have large reserves of high BTU low-sulphur coal suitable for both steam and metallurgical use, coal tonnage should become an even more important part of Rio Grande's freight movement.

Rio Grande Motor Way had its best year ever, setting records in revenues and profits. Cost-cutting improved management controls, and operating efficiencies strengthened the company's ability to serve its territories more profitably in the face of inflationary pressures.

Even though the year was one of progress for Rio Grande Industries as a whole, Leavell Development Company's results were disappointing. While the land development division in El Paso had a profitable year, the housing and commercial divisions suffered substantial losses which resulted in an over-all loss for the company. At year end, there was some evidence that the worst was over and that improvement in the real estate efforts could be expected in 1975.

Arrow Development Company continued to show improvement in several areas. Construction of the first Monotour, Arrow's people-moving system, was completed and is now operating successfully for its owner in Van Nuys, California. Two major rides were developed and have been well received by potential customers.

Frontier Village, the family oriented amusement park at San Jose, California, had its best year and continues to expand its offerings of attractions.

Computer Sharing Services made a major turnaround in its operations and showed a small profit. This came after an unprofitable 1973 in which the batch process business was discontinued.

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY



The Rio Grande Railroad operates over 1,850 miles of mainline track from Denver and Pueblo, Colorado on the east, to Salt Lake City and Ogden, Utah on the west. The company has over 230 locomotives and 10,000 freight cars of various types. Virtually all its revenue is derived from hauling freight with major items being coal, food products, lumber, steel, autos and auto parts. Approximately half of its revenue comes from originating, terminating and local traffic, while the other half results from being an intermediate carrier between other railroads.

RIO GRANDE MOTOR WAY, INC.



Motor Way is a common carrier truckline that operates in Colorado, Utah and New Mexico. The company has approximately 580 employees and 23 freight terminals serving over 2,200 miles of highway.

LEAVELL DEVELOPMENT COMPANY



Leavell Development Company is a real estate development company involved in the development of commercial projects, such as office buildings in California, Florida, Texas and Colorado, and land development for primary housing and commercial facilities in the El Paso, Texas, area.

COMPUTER SHARING SERVICES, INC.



Computer Sharing Services, located in Denver, offers high quality time sharing services on a Honeywell 6000-series computer with considerable peripheral equipment and the software capabilities of the Dartmouth Time-Sharing System. In addition, the company offers on an IBM 360/30 a wide spectrum of analyses and accounting functions specifically adapted to the needs of a financial institution.

Green Light

ARROW DEVELOPMENT CO., INC.



Headquartered in Mountain View, California, this company specializes in the design, engineering, manufacture and sale of large-scale amusement park rides to major amusement parks throughout the United States and in some foreign countries. It also engineers and manufactures small "people-mover" transit systems for industrial tours and amusement purposes.

FRONTIER VILLAGE



This medium-sized amusement park is located in San Jose, California and provides rides, entertainment, food services and picnic facilities to families and groups who primarily are nearby residents. In 1974, over 460,000 people attended the park.

Nine

Transportation Week Observed

In observing National Transportation Week and National Defense Transportation Day, Richard D. Lamm, governor of Colorado, proclaimed the week of May 11-17, and May 16 as National Transportation Week, and Day, respectively, for Colorado.

G. B. "Gus" Aydelott, president and chairman of the Rio Grande, was selected as chairman for this special week.



NATIONAL TRANSPORTATION WEEK COMMITTEE were, from left, Joe A. Vendegnia, Jr., general traffic agent, Union Pacific, president, Traffic Club of Denver; Rex L. Glass, director of distribution, Samsonite, and president National Defense Transportation Assn., Denver Chapter; G. B. Aydelott, president and chairman, Rio Grande, Colorado State Chairman National Transportation Week; Ivar Carlson, special accounts representative, N.W. Truckline, and president, Denver Chapter Delta Nu Alpha Transportation Fraternity; and V. P. Lynch, sales manager, Ideal Truckline, and regional vice president, Traffic Clubs International. Seated is Colorado's Governor Richard D. Lamm.

In making the proclamation, Governor Lamm expressed thanks to the work force of the transportation industry, the Denver and Greater Colorado Chapters of National Defense Transportation Assn., the Traffic Clubs International, the Colorado Traffic Club and Delta Nu Alpha Transportation Fraternity.

RGI Stockholders Meeting

At the Annual Meeting of the Stockholders of Rio Grande Industries, Inc., held on April 22, W. R. Coors, Montgomery Dorsey and Gerald H. Phipps, all incumbents, were re-elected for three-year terms.

Following the Annual Meeting, the Board of Directors held its organization meeting at which it elected John Evans, Jr., G. B. Aydelott, W. K. Coors, Montgomery Dorsey, Charles H. Leavell and Roy W. Simmons to the Executive Committee; John Evans, Jr., E. M. Naughton and D. E. Provost to the Audit Committee, and elected G. B. Aydelott, president, J. B. Love, vice president, M. E. Ehrlich, vice president and secretary, D. L. Thomas, controller, and S. E. Freeman, general counsel.



18 New Locomotives Ordered

Due to the increase in the movement of coal on the Rio Grande, the Board of Directors authorized the purchase of 18 new SD 40-T2 locomotives costing over seven million.

The SD 40-T2 was new on the Rio Grande in the fall of 1974 and proved its versatility in road service.

Powered by a 16 cylinder turbocharged GM diesel, 3,000 horsepower is delivered to six direct current series wound, roller bearing, force ventilated axle hung motors. They have modular controls for easier maintenance and will be numbered 5356-5373. Built on an SD 45 frame, the SD 40-T2 is 70 ft. 8 in. in length over the coupler pulling faces.

With delivery expected between July and September, these locomotives will be primarily used in unit coal train service.

Pleasant Valley Branch Upgraded

Upgrading of the Pleasant Valley Branch is in full swing, with the \$176,000 project due for completion by October this year. Included in the rehabilitation program are new culverts, bridges, ditching, ballast and replacing 85# rail with 110-115# rail. When the work is completed, the branch line will be able to handle 100-ton capacity coal cars serving the Valley Camp Coal Co.

The original Pleasant Valley branch was built by the Utah & Pleasant Valley Railroad from Tucker, near present Detour on the Rio Grande, up a four percent grade using switchbacks to surmount the Wasatch Range to Winter Quarter and Scofield. When the Rio Grande bought the U&PV, the railroad was built over Soldier Summit and a new branch constructed from Colton to Scofield.

(The U&PV was known as the Calico Road. Not having enough money to pay their employees' wages, bolts of calico were given to them to make clothing for their wives.)

The energy situation has resulted in the reopening of the coal mines in this area after being shut down for several years with new companies taking over the operation.

RECENT APPOINTMENTS

B. A. Barnes, Jr., Customer Service Rep. Chicago
 C. E. Dudonis, Office Manager-Traffic Cincinnati
 R. R. Eberly, Asst. Mgr. Equipment Planning . . . Denver
 R. S. Fisk, Staff Assistant-Traffic Denver
 E. P. Herrick, Design Eng.-Engineering Dept. . . . Denver
 R. W. Kruggel, Office Manager-Traffic San Francisco
 T. J. O'Donnell, District Rep.-Traffic Denver
 D. L. Richards, Market Analyst Denver
 G. P. Seal, District Rep.-Traffic New York City
 J. J. Vess, Project Engineer Roper
 W. P. Williams, Jr., District Mgr.-Traffic Denver

Moffat Retirees Get Together

Valentine's Day was a special day for Moffat Road retirees who had worked "On The Hill" to talk over old times at a luncheon. Included in the group were some of the wives. Many stories and experiences were told and retold while they relived those days of yesteryear.



MOFFAT RETIREES ATTENDING THE LUNCHEON, who worked on "The Hill" before the Moffat Tunnel was completed were, from left, seated: John T. Trezise, engineer; Clarence Dearing, conductor; Paul Limbaugh, fireman; Fabion Smith, engineer; Center row: Alvin I. Powell, engineer; Robert Lamb, engineer; E. E. Crosson, fireman; Phillip H. Foley, engineer; William Fantry, fireman; Ed. Edstrom, fireman; back row: Richard G. Fisher, conductor; Everett R. Brown, engineer; G. S. D. McCall, section man, Corona; J. Earl Sullivan, engineer; and Almond B. McGruder, fireman, who "engineered" the luncheon. Others unable to attend were Roy James, engineer; W. C. Jones, engineer; William Lewis, engineer; and A. A. Gilbert, brakeman.



WIVES ATTENDING were from left, seated, Mrs. Clarence Dearing, Mrs. Paul Limbaugh, Mrs. Fabion Smith, Mrs. Everett Brown; standing: Mrs. Anna Edstrom, Mrs. Edna Powell, Mrs. Al McGruder, Mrs. Robert Lamb and Mrs. William Fantry.

It Happened Over a Century Ago

The December 1974 Moose Gooser, published by the local chapter of the National Railway Historical Society, contained this interesting excerpt on "Utopian Working Conditions in 1852."

"The following list of rules for employees was found in a factory recently demolished in Scotland. These rules were observed only a century ago.

1. Godliness, cleanliness, and punctuality are the necessities of a good business.
2. This firm has reduced the hours of work and the clerical staff will now only have to be present between the hours of 7 a.m. and 6 p.m.
3. Daily prayers will be held each morning in the main office. The clerical staff will be present.
4. Clothing must be of a sober nature. The clerical staff will not disport themselves in raiment of bright colors.
5. Overshoes and top coats may not be worn in the office but neck scarves and headwear may be worn in inclement weather.

Green Light

From Railroading to Chicken King



Col. Harlan Sanders, the 85 year old living legend who worked for decades on railroads at most everything from a "gandy dancer" to a fireman and engineer before founding Kentucky Fried Chicken, still can't forget his railroad days. An avid scale model railroad enthusiast, he was an honored guest at the 38th Convention of the Hobby Industry of America, where he operated an HO size scale model railroad decorated with the first model, authentically detailed, of a Kentucky Fried Chicken Store assembled for a kit. (The Kentucky Fried Chicken Store in HO scale is available at most hobby stores.)

Carrying on!

Eual Harvey, Pueblo engineer, applied for his retirement in January after more than 32 years service with the Rio Grande.

It was a momentous occasion on Eual's last day of work. When he finished his shift on January 4, his son, James, who is also in train service, was on hand to greet him. Before climbing down from the cab with lunch box in hand, he handed the book of operating rules to his son who will carry on in true Rio Grande tradition. (Pueblo Chieftan photo.)



6. A stove is provided for the benefit of the clerical staff. Coal and wood must be kept in the locker. It is recommended that each member of the staff bring four pounds of coal each day during cold weather.

7. No member of the clerical staff may leave the room without permission from Mr. Rogers. The calls of nature are permitted and clerical staff may use the garden below the second gate. This area must be kept in good order.

8. No talking is allowed during business hours.

9. The craving of tobacco, wines or spirits is a human weakness and as such is forbidden to all members of the clerical staff.

10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11:30 a.m. and noon, but work will not on any account cease. . . ."

(Taken from the Railbelt Reporter, Alaska Railroad publication.)

Eleven

Changes Made In Supplemental Annuity Program

The following questions and answers illustrate the more important features of the supplemental annuity program and reflect the changes in the program effective in 1975.

1. *What are the new age requirements for supplemental annuities?*

Effective January 1, 1975, an employe with 30 years of service whose regular railroad retirement annuity begins after June 30, 1974, can receive a supplemental annuity as early as age 60. Under previous law, no supplemental annuity was payable until age 65.

However, employes who retired before July 1, 1974, and those with less than 30 years of railroad service must still be age 65, as in the past, before they can receive a supplemental annuity.

2. *What are the other requirements for supplemental annuities?*

You must have a minimum of 25 years (294 months) of creditable railroad service, and have a current connection with the railroad industry on your regular annuity beginning date. Also, your regular annuity must have been awarded after June 30, 1966, and you must permanently discontinue all railroad work by your closing date.

3. *What are the closing dates for supplemental annuities?*

For individuals reaching 65 in 1975 and later years, their closing date is the last day of the month after the month in which they attain age 65.

Employes or retirees who perform any railroad employment, including work for a railroad union after their closing date, permanently lose their eligibility for a railroad retirement supplemental annuity.

4. *Are there any exceptions to a closing date? I will not be able to complete 25 years of service required for a supplemental annuity unless I work for a few months after my regular closing date, but I will meet all the other requirements.*

Yes, in cases like yours. Employes who have at least 23 years (270 months) but less than 25 years (294 months) of railroad service can continue working beyond their closing date up to, but no later than the end of the month in which they attain the necessary minimum service (294 months). However, this exception does not apply if they are eligible, or become eligible in the meantime, for social security benefits.

Employes for whom this exception is made must stop railroad work by the end of the month in which they attain the necessary minimum service (294 months) to receive their supplemental annuities.

5. *Have the months of supplemental annuities changed?*

Not really. Before 1975, a retiree's regular annuity was reduced when he received a supplemental annuity. Though the supplemental annuities ranged from \$45 for 25 years of service to \$70 for 30 years of service, the reduction in the regular annuity generally meant that the retiree had a net gain of only about \$23 to \$43. Under the new system, supplemental annuities awarded after 1974 range from \$23 for 25 years of service to \$43 for 30 years of service, but there is no offset in the regular annuity. Thus, there is no real change in the net amount.

6. *Will I receive one check for my regular annuity and another for my supplemental annuity?*

Effective March 1, 1975, your supplemental annuity will be combined with your regular annuity in a single check.

7. *I am approaching retirement age but I only have 15 years of service and will not qualify for a supplemental annuity. Do I have to retire or stop railroad work by my closing date?*

No. The closing date schedule is not compulsory and applies only to those otherwise eligible for or receiving supplemental annuities.

8. *My closing date is September 30, 1975. To get the supplemental annuity, must I actually retire by my closing date?*

No. You must only be sure not to work for a railroad or railroad union after your closing date. But, you could lose your current connection, which is a requirement for a supplemental annuity, if you work for a company other than a railroad after you leave the railroad industry, depending on how long you work in such employment. If you are planning other employment, it is suggested that you visit the nearest Board office for information in regard to its possible effects on your current connection.

9. *Can the receipt of vacation pay after a closing date affect a retiring employe's eligibility for a supplemental annuity?*

No. While railroad vacation pay can generally be used as a credit for a month or months of service when it is to the employe's advantage, it would be credited to the last day he actually works when a closing date is involved.

10. *Is it true that you attain your age for purpose of railroad retirement and certain other legal matters on the day before your birthday?*

Yes, for example, if an individual's 65th birthday is on August 1, 1975, he actually attains age 65 on July 31, 1975, and his closing date would be August 31, 1975. If he was born on any other day in August, his closing date would be the last day of September.

11. *There are conflicts in various records of my age. How can I be sure of my closing date?*

This situation is not uncommon. THE BOARD SUGGESTS THAT EMPLOYES AGE 62 OR OLDER CONTACT THE NEAREST BOARD OFFICE FOR HELP IN ESTABLISHING PROOF OF THEIR AGE. This will prevent the possibility of their losing a supplemental annuity through miscalculation. Adequate proof of age is also important for purposes of Medicare coverage. You can find the address and telephone number in the telephone directory under U. S. Government, Railroad Retirement Board, or by asking at your post office.

12. *Is a Railroad Retirement Act supplemental annuity subject to federal income tax?*

Yes. Each year, before March 1st, the Board will send you a form G-1099 showing the amount of supplemental annuity paid to you during the preceding calendar year. You report the amount shown on the form G-1099 on your federal income tax return.

13. *Is my supplemental annuity subject to state income taxes?*

It is the position of the Board's Bureau of Law that these benefits are not subject to state income taxes.

14. *Are regular railroad retirement annuities subject to income taxes?*

No. Regular railroad retirement and survivor benefits are not subject to income tax; neither are unemployment and sickness benefits paid by the U. S. Railroad Retirement Board subject to tax.

15. *Do employes pay a railroad retirement payroll tax to support the supplemental annuity program?*

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.



RIO GRANDE HOSPITAL ASSN. Advisory Committee for 1975 are, from left, front row seated, H. T. Fortner, Jr., non-contract members representative; General Chairmen Joe Marzino, yardmasters, H. P. Matthews, electricians; center, A. L. Jones, conductors and trainmen, A. B. Cuglietta, carmen, G. B. McKee, enginemen, H. O. Williams, dispatchers, V. S. Stepsay, Hospital Assn. manager, Lee Fraser, retired; back row, Ben Ochoa, maintenance of way, W. E. Ferguson, signalmen, W. T. Pearl, switchmen, K. C. Flansberg, sheet metal workers, T. E. Davis, engineers and chairman of the advisory committee, and L. E. Allbery, machinists.



BOARD OF DIRECTORS FOR THE HOSPITAL ASSOCIATION for 1975 are, from left, H. T. Fortner, Jr., A. B. Cuglietta, Joe Marzino, H. P. Matthews, K. C. Flansberg, W. T. Pearl and V. S. Stepsay. G. B. McKee, seated, is chairman of the board.

Artist Is Railroad Enthusiast



When the Rio Grande was operating their narrow gauge line between Alamosa and Durango, the snow shed on Cumbres Pass was necessary due to the severity of the winters and the blowing snow.

Joe Priselac, merchandise controller for Firestone Tire & Rubber Co., Denver, and a railroad enthusiast with a hobby of painting, has captured a scene in water color of narrow gauge locomotive No. 488 emerging from the snow shed in a summer setting.

This section of the narrow gauge railroad is now part of the Cumbres & Toltec Scenic Railroad owned and operated by the states of Colorado and New Mexico as a summer attraction.

Green Light

Alamosa Retirees Honored



The Alamosa Vet's Club No. 7 honored those who had retired in their area the past year. In the photo from left are, Fred B. Pirtle, Mike S. Smith, Edgar H. Dunn, Anastacio P. Sanchez, A. Lee Jordan and Candido Esquibel. Also honored but unable to attend were Vincente Apodaca, Jose R. Bustos, Bernard Candelaria, Fred Chacon, Selso D. Lopez, Louis M. Madril and Thomas Romero. All were given years of service pins.

This was the 25th Anniversary for the Alamosa Vets Club.

RIO GRANDE VETERANS CLUBS

PRESENT:

The Silverton



TIE BARS

K-28-G—Gold Filled Tie Bar \$4.25 K-28-S—Sterling Silver Tie Bar \$3.00

THE MONTEZUMA



TIE BARS

	Plain	Enameled
Silver Plate	RG-11 \$3.50	RG-11E \$4.00
Gold Plate	RG-12 \$3.50	RG-12E \$4.00
Sterling	RG-13 \$7.25	RG-13E \$7.75
Gold Filled	RG-14 \$8.25	RG-14E \$8.75

TIE CHAINS

Sterling Enameled	RG-9E \$8.00
Gold Filled Enameled	RG-10E \$9.00

BOLA TIES

(with Montezuma Clips)	
Sterling Enameled	RG-21E \$5.50
Gold Filled Enameled	RG-22E \$6.50

CUFF LINKS

	Plain	Enameled
Silver Plate	RG-15 \$4.50	RG-15E \$ 5.50
Gold Plate	RG-16 \$4.75	RG-16E \$ 5.75
Sterling	RG-17 \$7.50	RG-17E \$ 8.50
Gold Filled	RG-18 \$9.50	RG-18E \$10.50

TIE TACS

Sterling Enameled	RG-25E \$4.00
Gold Filled Enameled	RG-26E \$5.00

BRACELETS

Sterling Enameled	RG- 3E \$5.25
Gold Filled Enameled	RG- 4E \$6.25
Charm Only—Gold Filled	RG-24E \$4.75
Sterling	RG-23E \$3.75

ORDER FORM

Mr. Edward M. Clark, 2701 South Utica, Denver, Colorado 80236

Please mail to me via parcel post the following items offered by the Rio Grande Veterans' Clubs:

Item No.	Quantity	Description	Amount	Mail Charge Plus Handling	Total
				40c per item	\$
				40c per item	\$
				40c per item	\$
				40c per item	\$

(ATTACH ADDITIONAL SHEET FOR LARGER ORDERS)

TOTAL \$

NAME (Print)

ADDRESS (Print)

CITY

STATE

ZIP

IMPORTANT: Check or money order for total amount including mail and handling charges must accompany your order. They will be your receipt.

From Tower One

From the Tenth

By Gerry Stanley

Margueritte A. Carpenter resigned to apply for her annuity February 21 after 37 years with the Rio Grande.



"Mickey," as she was affectionately known, began her railroad career as a telephone operator in Rio Grande's general offices on July 10, 1938, transferring to file clerk, Transportation Dept. in

1943. She changed her name to Carpenter on October 27, 1945, when she married Claude Carpenter, uncle of Scott Carpenter, the famed astronaut. After a brief leave of absence, she returned to work as a switchboard operator in April, 1946 and in June of that year transferred to file clerk in Transportation, the position she held at retirement.

Friends and co-workers were on hand to give her their best wishes for the future and present her with a "going away" gift.

Glenn W. Brenton, general supervisor, B&B, retired on April 18 after contributing 31 years of devoted service on the Rio Grande.



Glenn was born at Rifle, Colo., on June 30, 1913, and attended Rifle Union High School where he was Class President in his junior and senior years, was

captain of the football, basketball and track team. His abilities in compatibility and leadership were already apparent.

Glenn started his career with the Rio Grande in May, 1944, as a timekeeper on the extra gang at Minturn. The next 13 years were a succession of promotions, when in January, 1957, he was appointed general supervisor of the B&B Dept. headquartered at Denver, the position he held at retirement.

Glenn and wife, Helen, have two children, Larry and Lois. Both are graduates of the University of Colorado. Lois has a degree in geology and archeology, and Larry, a degree in engineering physics, is a planning engineer in Rio Grande's Mechanical Dept.

The Brentons' future plans include buying a mobile home and traveling up the West Coast to visit relatives and do some salmon fishing. Best wishes follow them in their future travels.

Kenneth O. Holmquist retired on Tuesday, April 15, due to a rupture in his Achilles tendon. He had 37 years of service with the Rio Grande.



Ken began his railroad career as a carpenter-helper in March 1938 at Burnham. He broadened his railroad career when he became a blueprinter in the Engineering Department in 1941. In April 1945, he joined the Army where he attained the rank of Corporal and was honorably discharged in 1945. Returning to the Rio Grande, he continued his work as a blueprinter.

Beneath his rather quiet exterior, Ken was quite an entertainer with impersonations, the most popular of which was W. C. Fields, at various Maintenance of Way meetings.

He will be surely missed and our wishes for good health go with him.



Congratulations to Joyce, daughter of Keith Bradley, asst. chief engineer-Planning, Blue Ribbon Finalist and "Gold Key" winner in the Scholastic Art Awards show at the May-D&F in Denver. The award was won with the display of her eye-catching rug hooking shield of her own design (see photo) done in shades of brown, beige, gray and black. To some on the 10th floor, the beautiful work of art has become known as Keith's "Watusi War Shield." Joyce's rug hooking shield is now on display for competition at the National Scholastic Art Show in New York. Good luck, Joyce!

Joyce is 18 and will be graduating from Wheat Ridge High School this June.

Welcome to Edward P. Herrick as design engineer for the Engineering Dept.

R. E. "Red" Dengler, dispatcher, will retire on May 31. A dinner will be held at the Regency Inn in Denver that day. Reservations may be made by contacting the chief dispatcher at Denver.

Happy to report that Paul Starr is now at home recuperating from surgery.

Welcome to Betty Stallworth as transportation clerk.

Al Steinmiller's wife is feeling better but is still being hospitalized at St. Anthony Central.

As an added diversion, Joe Harris is driving the stagecoach for the Westernaires.

Welcome back to R. F. "Bob" England in the Land and Contract Dept. after a short stay in the hospital. Art Morrell of the Land and Contract Dept. has been hospitalized and is going fine.

The 10th Floor golfers have been in training for the Spring Tournament. Everyone is showing progress. Keep practicing, Jonah!

Car Service

By Manford Bauer

"I have mixed emotions about leaving. I look forward to retirement and all that it means, but it also means the ending of a long association with very dear friends," thus did Lydia Hayes Ackles wistfully reflect a few days before ending 32 years of valuable service with the Rio Grande.



Lydia, a native of Sterling, Illinois, arrived in Denver shortly after graduating from high school in 1928. She joined the Rio Grande in the Passenger Accounting Dept. in 1943.

Present for the festive farewell party in Car Service on March 31 were G. C. "Dutch" Ackles, her husband; three daughters, Rita Joan (Mrs. Frank Sucharski), Nancy (Mrs. Edward Olivett), and Julee (Mrs. Ron Orell). Several doting grandchildren also were present.

Fellow co-workers and friends were on hand to offer best wishes to Lydia and "Dutch" for many happy years in the future.

Traffic Dept.

By Bob Hulstrom

Deepest sympathy to Bob Freppel and family on the loss of his father.

Congratulations! Brad Baker for winning New York region's first annual Outstanding Performance Award for 1974. Bill Menard was elected president of The West Wheels Traffic Club at Cincinnati. Roy Thiessen was elected 1975 vice president of The Railway Traffic Association of Salt Lake City.

Cecil Pearson was selected by Governor Rampton to serve as Utah's representative to the Transportation

Council for The Federation of Rocky Mountain States.

Jim Hollandsworth was appointed to the Board of Directors of the Utah Valley Industrial Development Association.

Best wishes and congratulations on the following appointments: R. H. McKee, dist. mgr., Wichita; E. J. Roth, dist. mgr. Reno; W. W. Williams, dist. rep., Denver; R. R. Eberly, asst. mgr. equip. planning, Denver; B. A. Barnes, cust. serv. rep., Chicago; G. P. Seal, dist. rep., Trenton, N.J.; D. L. Richards, mktg. analyst, Denver; R. S. Fisk, staff asst., Denver, and T. J. O'Donnell, dist. rep., Denver.

A welcome to Walter P. Williams, Jr. as district manager at Denver. Walter had 33 years' service with the Rock Island prior to joining the Rio Grande sales staff.

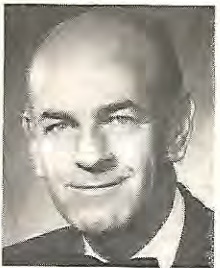
Robert L. Thompson, chief clerk-Divisions, retired January 31 after 47 years of service.



Bob joined the Rio Grande at Denver as a messenger in the Telegraph Dept. in January, 1928 and held several positions in the Superintendent's Office, General Freight Office and Accounting Dept. He was given a leave of absence during World War II to serve in the Navy. He returned to the Rio Grande in December 1945 as a tariff compiler in the Freight Traffic Dept. and subsequently held positions as assistant to general freight agent, district freight agent, district freight and passenger agent and appointed chief clerk-Divisions on May 1, 1969, the position he held at retirement.

Many came to his office to extend their best wishes for the future.

Congratulations to R. J. Higgins, district manager at Medford, who was elevated to the position of Exalted Ruler of Medford Elks Lodge on April 1.



The Medford Lodge has 1,550 members, 29 employes and has a quarter of a million dollars in receipts annually.

Higgins' responsibilities consist of approval of all hiring and firing of employes as well as operating the Lodge through other officers, trustees, committees and membership at large. There is a full-time manager of the lodge facilities who is directly responsible for its operations, other than lodge functions.

On February 8th it was wedding bells for Donald Havlik, district representative, Detroit, and Linda Ann Vinseck at the Immaculate Conception Church in Chicago. The couple honeymooned at Toronto, Canada.

Green Light

System Freight Agency

By Charles Cutforth

John and Tish Dolphin traveled to Spain during March visiting Seville, Granada and other Spanish cities as well as Tangiers in Morocco. Both enjoyed the hotels and activities, but thought the food could be improved.

Warren Griggs spent a couple of weeks getting his Ford XL in condition as well as traveling to see son, Mike, play baseball at Lamar. Warren and Phyllis also were happy to have their daughter, Georgia, and husband visiting from Fort Campbell, Ky.

Dave and Ethelmae Greear spent a couple of weeks playing golf in New Mexico and visiting friends in Arkansas. They show the results of beautiful weather.

The Cutforth family went on a gospel singing tour to Korea, Taiwan, Hong Kong and Bangkok singing to over 15,000 people. They completed the circle traveling through Saudi Arabia, Switzerland, France, Luxembourg and Iceland. All agreed it was a wonderful trip, and made them appreciate the good old U.S.A. more than ever.

THOUGHT: Nothing changes the trend of a man's thought quicker than spading up fishing worms while digging in the garden!

Revenue Accounting

By Vince Baker

Contributing to the news from afar is Jim Jamison, retired clerk now living at Palm Harbor, Fla., who informs us he is still researching a novel he contemplates on the Civil War. He has visited many of the major battlefields. He reports both he and wife, Ella, are in pretty good health.

Curt Harris made his annual trek to Las Vegas and Kansas. Wonder if he makes it big at the gaming tables and buys more land in Kansas, or, if he picks up his dividends in Kansas to go to Las Vegas. Will try to straighten it out someday.

There should be some very good fish stories when John Shefflin and Byron Brown return from their separate vacations.

The new IDs being worn by employes in the General Office have elicited mixed emotions. The "beautiful" photos have the ladies talking about how their charms are displayed.

Condolences to the Edd Davis family on the death of Arlen's mother, Mrs. Meril Tiller, who passed away April 20 at Carlsbad, N.M.

Dick Eggleston made one of his extra curricular visits to the office to drum up some "business" for the forthcoming Bronco season. He and his co-sponsor, Anna Marie Runge, are looking a little worried and the season is still some time off. One of these days Dick will learn that P. T. Barnum was right.

Parting Thought: "Of all sad words of tongue or pen, the saddest are these: It might have been."

Special Services Dept.

Leland A. Stauss, special agent, applied for his annuity on January 31. He had over 30 years' service with the Rio Grande.



In the above photo, Stauss, right, is all smiles as he receives Badge No. 1 as one of the retirement gifts he received from fellow employes. S. C. Sigg, system special agent, is making the presentation.

Stauss began his railroad career with the Burlington and the Colorado & Southern Railroads before joining the Rio Grande as a yard watchman at Denver on August 22, 1944. He transferred to assistant special agent at Denver in October 1945, promoted to division special agent at Salt Lake City in 1952, returning to Denver in September 1963 as special agent in the Special Services Dept., the position he held at retirement.

Best wishes follow him in retirement.

Thanks

Would like to take this opportunity to thank my many friends on the Rio Grande who so generously made my retirement a day to remember.—Lee Stauss.

Philip Fischer, district freight claim agent at Denver, applied for his annuity on March 26.

Fischer joined the Rio Grande as a messenger in the freight office on March 5, 1929. He subsequently held positions as OS&D clerk, patrolman, miscellaneous clerk, claim clerk, and on October 1, 1960, he was appointed district freight claim agent, the position he held until retirement.

Fellow co-workers and friends were on hand that eventful day to wish him the best of luck for the future.



Management Information

By Donna Ohman

Congratulations to Steve and Rita Simonoff on the birth, April 24, of a son, Paul Nicholas, at St. Joseph Hospital at Denver. Son Paul, according to Steve, weighed in at 7 lbs. 11 oz. and presently is nicknamed "Brute."

From the Twelfth

By Arlis

Sincere sympathy to Alex Rose in the loss of his wife the early part of March.

Our retiree friend, Alexis McKinney, is out making headlines by his reelection as vice chairman of the Colorado Centennial-Bicentennial Commission. Congratulations! Since John Denver is one of the commissioners, you will be looking forward to Alexis whipping up a fine duet of some sort. (Possibly, you could put in a verse about the good ole Action Road!)

Did you know the treasurer and manager of Insurance was hot-wired? Sure 'nuf—both have new Mod Hot-wired Glasses. The assistant to the treasurer, Dick Schulte, being one of the older set and a little more sedate, renewed his glasses, but stuck with the conventional horn-rimmed type. Have to have one conservative type in the money department.

The charming smile of Carol Taylor from Leavell is missed due to sick leave for approximately three weeks. Hope she is getting along fine.

Good luck and best wishes to Ron Jones who fell into another coal bucket and will be leaving the Action Group on May 15. Will kinda miss the little fella with the big feet, but don't tell him.

This reporter's sister won a trip for two to Nassau and "forced" me to go along. It was a great trip even though it took three days to get to the airport—one catch—the blast-off was from Missoula, Montana.

Something new has been added to each and every person—a little orange card, plus mug shot, is hanging off lapels, belts, around necks, or whatever. A word of advice—if you get lost, disabled, or have amnesia and someone mails you back to the Company, don't count on them paying the postage due. At mail rates today you most likely will be left in the dead letter office the rest of your life! They are for security purposes, but don't trust it that far.

L. J. Poelstra, a most dynamic person and a true credit to the railroad, was in from Oakland for a week training with the Traffic Dept.

All along, you thought this reporter only polluted the Green Light—not at all true. Said reporter has received an Award straight from the City and County of Denver that horseless carriages on March 12 at 4:55 p.m. polluted the metropolitan Denver, namely, 11th and Speer. How 'bout that?!

Sincere condolences to Ward Bushacher and family on the death of his aunt, Katie Kern Anderson, on May 5. Katie at one time was a comp. operator for the Rio Grande.

Colorado Division

By Anne Darling

The Walt Duffys enjoyed a two week trip to Hawaii. The E. E. Stephens said the weather was perfect for their trip to Lake Powell last month while having a good time.

Sixteen

Pueblo

By Ralph Mitchell

Harold Ong, roadmaster, Jim Justice, roundhouse foreman, and Bruce McGlothlin, mechanical supervisor, were on hand to offer best wishes on the retire-



ment of seven employes at Pueblo. In the above photo front row from left are, Jordan Irvin, mechanical laborer; Robert Milner, switchman; Don Acosta, section laborer; standing: Ong, Art Johnson, track supervisor; Justice, Earl Woodward, T&T maintainer; Erskine Hobbs, mechanical laborer; Joe Mascarenas, mechanical laborer; and McGlothlin. The group represents over 245 years of service on the Rio Grande.

George Albrecht, switchman, retired after 37 years' service with the Rio Grande.

George began his railroad career as a laborer in the Mechanical Dept. at Pueblo in August, 1937. He transferred to switchman in 1941 and retired as switch engine-foreman.

The Albrechts have a new trailer home and are currently traveling the west and southwest.

Their son, Tom, is also a switchman with 20 years' service.



Roper

By Roper Jo*

Eugene (Jug) Bell, his wife and daughter, father, A. G. Bell, retired carman, and wife and sister from Kansas report a very nice time and enjoyed every minute of their tour of Hawaii.

Doug and Orlene Stoddard enjoyed the ski slopes this winter. One advantage of living in this part of the country, it doesn't take much traveling time to make it to the mountains.

Ron Jackson and Cecil Pehrson attended the Union Convention at New York while on vacation. That's what you call mixing business with pleasure.

The Clerk's Union had a party at the Moose Lodge on February 10 that was a grand success. Steak and all the trimmings, followed by dancing, was enjoyed by most everyone.

*Josephine Smith

High Country Comments

By Maribee*



With three men retiring at the same time at Minturn, a private retirement party was in order. In the accompanying photo, the three retirees from left in the foreground, George Moore, Ed Stauffer and Joe Montoya, announced they were taking their annuities after the first of the year. Carmen and Trainmaster H. P. Keele enjoyed the specially decorated cake and coffee supplied by well-wishers for the informal party.

Jack Paquette, retired conductor, is a frequent visitor to Leadville. His wife and son live there. Jack, Jr., is employed by the Public Service Co. in Leadville. Young Jack was the Easter Bunny for the Elks Club egg hunt. Complete with costume, he made a giant Easter Bunny.

Salida railroaders honored Charles Collins on his 90th birthday on March 9 with a reception at his home.

Charlie went to work for the Rio Grande as a machinist helper at Salida in 1903 and transferred to narrow gauge engine service in 1905. In 1910 he gave up his rights as fireman for a roundhouse foreman's position at Sargents, which was a busy helper station at that time. When jobs were discontinued there in 1929, he returned as a machinist at Salida until a reduction in force placed him as a crew caller. He retired in 1954 with 51 years' service.

When the Brotherhood of Locomotive Firemen and Engineers united with the other operating brotherhoods to become the U.T.U., Collins had over 60 years' continuous membership in the organization.

Friends and particularly members of the Salida Vets' Club have been concerned over the two heart attacks suffered by Lyle Bratton. Lyle is reported now doing well. Just before he suffered the first attack, he and his wife, Vera, planned to take up square dancing.

His son, L. Richard Bratton, Gunnison attorney who has been a member of the executive committee of the Colorado Water Congress for several years, was elected vice president and president-elect of that group. CWC is composed of several hundred men and women from all over the state concerned with water matters and making recommendations to state and Federal officials.

*Mary B. Cassidy

Safety Tip

Sun glasses cut down some of the glare of the sun. But don't forget to take them off when the sun goes down. Worn at twilight, they can cut visual acuity enough to cause an accident.

Rio Grande

Burnham Notes

Store Department

By Dolly Fagler

Pete Dimitroff and wife enjoyed a flight to Albuquerque to visit relatives, with a stopover at Las Vegas. Lou Baskall, Bob Baskall and John Ross have been on vacation.

Bob Nazzaro, store helper, entered St. Anthony's Hospital April 21.

Joe Atencio, retired, plans to sell his home and move to Phoenix. J. L. Gentry spent the winter in New Mexico and plans to stay in Denver for the summer.

Cliff and Joe Jamieson were visitors. Joe is still sold on his retreat at DeBeque where he can fish and hunt to his heart's content. Doesn't miss Denver's smog a bit.

Diesel Shop

By Elmer Schaefer

Congratulations to Amy Gibson who was inducted into the National Honor Society on April 1 and awarded a National Merit Commendation. Amy is the daughter of the William Gibsons.

The Denver Nuggets basketball team has had some ardent fans among the shop employes. Also, some of our loyal sports-minded fans attended the championship fight between Ron Lyle and Mohammed Ali.

Sincere sympathy is extended to the family of William Saunders in the loss of his wife; and to the family of John Louis in the loss of John, retired boilermaker inspector.

Art Vincent, carman, is in the market for a pot-bellied stove for his mountain cabin to replace the one someone borrowed this spring and didn't return it.

Sandra Youngquist is attending Aircraft Maintenance School at Chanute Field, Ill., after completing Air Force Basic Training at Lackland Air Force Base in Texas. She is the daughter of D. L. Youngquist, sheet metal worker.

Grand Junction

By W. J. Kiefer

Congratulations to George and Josephine Spraker who celebrated their 50th Wedding Anniversary in January. George is a retired section foreman. They recently vacationed in Arizona and New Mexico and had a wonderful time.

Sincere condolences to Mrs. Mendicelli in the loss of a grandson as a result of an icy stretch of road when the car he was driving went out of control.

Not all Rio Granders spent the winter fighting snow and cold. Rube Kelling, engineer, visited Old Mexico and Harold Zumbrun, trainman, took in the sights of Hawaii.

Condolences to Joe Schuman, engineer, in the death of his brother and to Lee and Dave Gibson, engineers, on the loss of their mother.

Best wishes for an early recovery following illness and operations to Wayne Powell, Gordon Openshaw, Frank Biocic and Felix Smith. Dean McPeck and wife are recuperating from an auto accident while in Hawaii.

Visited with Fred Brand, a fireman during WW II. He is now retired from reclamation work and has been over much of the world, acquiring a lovely wife in Brazil.

Salt Lake Vets

By C. L. Crawford

Sympathy is extended to the families of O. V. Tillery, retired conductor and past officer of the Vets Club, Fred Milligan, switchman, and Harry H. Rugg, retired pipefitter. All passed away during the past two months. They will be missed by their friends and associates.

A pot luck dinner was held on May 23. It was a very enjoyable occasion.

Rio Grande Day for all employes and their families will be held at Saratoga Park, June 28, from 1 to 8 p.m. There will be swimming, boating, rides and games. Refreshments will be served. Bring your lunch and join in the fun. There will be plenty of gifts given away.

Denver Vets

By Ruth Cone

Mark your calendars for Rio Grande Day at Lakeside Park on July 12. Bring your picnic basket and have fun. Gates open at 11:30 a.m. There will be rides and prizes. Contact any of the Vets' officers for tickets.

There will be a trip to Cripple Creek the second week in August to see the melodrama. Members will get discount tickets; guests will be required to pay full price.

Louise and Larry Martin attended the funeral of a nephew at North Platte, Neb., and visited her 87-year-old mother in March. Ruth Cone flew to Salt Lake City to attend the funeral of her brother who passed away in February. Sincere condolences are extended.

Lucy Guy visited her son and family at Hawthorne, Calif., and a sister at Los Angeles. Mrs. Pounnden visited El Paso, Texas; Gladys Watts left for the Orient in April; and Lois MacDonald, after recovering from the flu, attended a MacDonald reunion at Phoenix and to Carmel, Calif., for a rest.

Lewis Harmon moved to Arizona for his health. Ruth Heimlick had a fall, but is recovering nicely.

The Troxels are enjoying their new location and apartment at Grand Junction and send their regards to all the members.

The Vets' Club and Auxiliary mourn the loss of the following members: Mamie Boothroyd, Leona Saunders and Hazel Hoyt. They will be sorely missed.

George Bush and wife, Gladys, attended the wedding of their granddaughter, Kimberly White, at Tewksbury, Mass. Their daughter, Bethel, and husband, Doctor Emmons, from Columbia, Mo., and their son, Vernon, and wife, Betty, from Arvada also attended. It was the first time in 21 years they had all been together.

Mickey and Ruth Cone drove to Santa Ana, Calif. to be with their daughter who was injured in a fall. Wish her a speedy recovery.

Pleased to report that Ann Kahler is doing well after being hospitalized.

To report sick members, call Kathryn Schneider, 573-6920.

Hope all have a nice summer vacation.

NARBW Happenings

By Rose Solem

The Denver Chapter of the National Association of Railway Business Women held their February 19 potluck dinner in Rio Grande's Executive Dining Room. Lillian Cairns was in charge and prevailed upon her husband, John, to cook the beef and ham at home, which was done to perfection. Lillian would like to thank all who contributed to its success and to her diligent committee.

On April 16 the Chapter celebrated its 22nd anniversary at the Tiffin Inn. Entertainment was furnished by the Sweet Adelines Quartet. In attendance was the first president and organizer of the chapter, Si Bann, retired D&RGW. The highlight of the evening was "Remembering When." Esther Dobberteen, telephone chairman, was a most gracious hostess for the occasion. A truly happy time was had by all.

It was "All Aboard" for the NARBW Hollywood Special—the National Convention—held on May 19 through 22 at the Diplomat Resort and Country Club, Hollywood, Fla. The theme of the convention was "Positive in our Progress." The Denver Chapter had 14 members attending.

Introducing new members and extending a welcome to Caroline Herrera, RG, Casandra Warner, BN, and Bertha Rowlands, retired RG, who has been reinstated.

The following officers will be installed on June 18: Ann Eckberg, RG, president; Bonnie Blach, WWIB, first vice president; Iola McMurray, BN, second vice president; Mazie Hester, UP, treasurer; Velma Hamilton, C&S, recording secretary, and Billie Jacquet, RG, corresponding secretary.

The Chapter is getting an early start on their Christmas charitable project, "That's Thinking Ahead." Members are asked to furnish baby food jars and felt which will be filled with candy and delivered to Children's Hospital and nursing homes. Other than members are free to contribute also.

Suggestions

Suggestions received for review and discussion:

18328	19623	21236
18420	19686	21243
18436	19709	31441
19034	20594	31919

The following suggestion were received and for various reasons were not adopted:

18426	31454	31918
31445	31533	

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office.

31498

E. J. Bohn, machinist at Burnham, was a recent winner.

Provo

By R. R. Rackele

Congratulations and best wishes to Becky Lynn Davis who was wed to Albert Vuksinick on March 1. Becky is the daughter of the Glen Davises and Albert is the son of the Rudy Vuksinicks.

Several deaths have occurred since the last Green Light and condolences are extended to the Jackman family on the death of an aunt; to the family of Delbert Johnson, retired section man, who passed away at the age of 72; and to the family of A. B. Sturgis, retired engineer, as a result of a heart attack at age 75.

It was wedding bells on April 4th for Virginia Wernz and Michael W. Newson. Best wishes and congratulations! Virginia is the daughter of the William Wernz and Michael is the son of the Wayne Newsons.

Rudene Rackele, daughter of this reporter, went on a 10-day Caribbean cruise. Bob Brown, Doug Miller and their wives "spent" a week at Las Vegas. The C. G. Browns visited their daughter at Mt. Home, Idaho.

Salvatore Rackele, retired carman for 20 years, celebrated his 85th birthday on April 28. He still goes fishing, walks two miles a day, cuts his lawn with a push mower and keeps a garden each year.

Get well wishes to Tom Reid who has been in the hospital, and to the wife of Neal Thorpe who has been hospitalized.

The W. C. Harrisons became grandparents for the ninth time with the birth of a grandson.

Congratulations to Rudene Rackele who was selected Young Careerist for the Southeastern District of the Utah State Federation of Business and Professional Women at the district meeting held at Vernal, Utah, April 26. Sponsored by the Orem BPW Club, she will represent the district at their convention at Salt Lake City in May.

Colorado Springs

By Jim Kennedy

Sympathy to Cecil Spaur on the loss of his sister in Arizona and to his wife on the sudden death of her sister in Oklahoma.

Bob Evans enjoyed visiting friends and fishing while touring Texas on vacation.

Congratulations to J. J. Gallo, clerk, and wife on the arrival of a son on March 27.

Best wishes to Frank Garcilaso, section foreman, who retired at Castle Rock the first of the year; also to Frank Enright, brakeman, who retired on a disability pension.

Hospital Assn. Notes

Congratulations to Victor Stepsay who has been appointed international representative of the Sheet Metal Workers International Assn.

Coleen Spray was elevated by the Board of Directors from asst. manager to manager, replacing Stepsay. Congratulations, Coleen.

R. G. Hospital Assn. Recent Changes

The Association now has a 24-hour answering service at Salt Lake City. The phone No. is 487-7612.

Changes made in the staff of physicians are as follow: C. W. Springer, D.D.S., Salt Lake City, has resigned. Added were Joel Karlan, M.D., Allergist, Denver, Ph: 275-1067; Edwin C. McGough, M.D., Thoracic-Cardiovascular Surgeon, Salt Lake City, Ph: 362-1993; Jan S. Hildebrand, M.D., Surgeon, Canon City, Ph: 275-2301; Leston B. Nay, Jr., M.S., Neurologist, Denver, Ph: 781-4481; John E. Smith, M.D., Surgeon, Murray, Ph: 262-2443; and Wilbern Wersich, M.D., Urologist, Pueblo, Ph: 542-2345.

The list of drugs the Association provides free to its members when prescribed by an association staff physician has been revised and mailed to all association doctors. There may be some change in the prescription provided.

First Medic: "Did you see the nice legs on the pretty girls in the waiting room?"

Second MD: "I wouldn't know; I'm a chest man myself."



(Age and Date of Death Shown)

RAIL'S END

Baker, Charles L., Denver, Electrician, 75, Mar. 5.
Baumgardner, Paul D., Phippsburg, Locomotive Engineer, 89, Jan. 1975.
Blouch, Milton E., Antonito, Section Foreman, 72, Jan. 19.
Boothroyd, Mamie J., Denver, Steno-Clerk, 78, Feb. 3.
Bradford, Robert H., Denver, Conductor, 77, Dec. 1974.
Brown, Otis H., Denver, Asst. Signal Supervisor, 71, Mar. 19.
Catalina, Louis, Grand Junction, Section Foreman, 81, Feb. 22.
Cave, George H., Montrose, Station Agent, 75, Jan. 30.
Clark, Willis W., Grand Junction, Locomotive Engineer, 74, Feb. 5.
Clover, Guy N., Denver, Brakeman, 79, Dec. 1974.
Coster, Valey, Salida, Carman, 93, Feb. 1975.
Cumings, Ethel S., Denver, Secretary, 78, April 11.
Falbo, Carlo, Denver, Carman, 79, Mar. 1.
Fell, Fred, Denver, Machinist, 81, Dec. 1974.
Gonzales, Edward, Salida, Mechanical Laborer, 75, Mar. 7.
Hoyt, Hazel W., Denver, Clerk, 81, Mar. 22.
Johnson, Joseph D., Springville, Section Laborer, 74, Mar. 26.
Larsen, Ivo B., Geneva, Clerk, 57, Feb. 23.
Lomax, Carl J., Kremmling, Agent-Telegrapher, 77, Feb. 17.
Louis, John E., Denver, Boilermaker, 84, Mar. 27.
Martinez, Aron A., Antonito, Section Foreman, 86, Feb. 1975.
McClanahan, Lewis A., Salida, Telegrapher, 67, Dec. 15, 1974.
McCleary, Walter E., Salt Lake City, Painter, 82, Feb. 1975.
Miera, Enriques B., Durango, Section Laborer, 78, Jan. 1974.

Milligan, Fred B., Salt Lake City, Switchman, 80, Mar. 18.
Moore, Foster C., Pueblo, Carman, 74, Feb. 19.
Olson, Frank J., Grand Junction, Locomotive Engineer, 69, Mar. 3.
Powell, Samuel M., Salt Lake City, Fireman, 90, Apr. 9.
Roemer, William G., Denver, Switchman, 85, Mar. 15.
Rowlen, Hubert D., Delta, Section Laborer, 82, Jan. 1975.
Rugg, Harry E., Salt Lake City, Sheet Metal Worker, 64, Mar. 26.
Ryver, David J., Pueblo, Work Equip. Foreman, 73, Jan. 16.
Sungosti, Ralph M., Ridgway, Section Foreman, 81, Unknown.
Sax, Jacob A., Salt Lake City, Conductor, 84, Jan. 22.
Smith, Lloyd R., Henderson, Fireman, 77, Feb. 6.
Smith, Neal, Denver, Locomotive Engineer, 71, Apr. 12.
Stamm, Fred W., Grand Junction, Locomotive Engineer, 89, Feb. 6.
Stapf, Earl E., Salida, Clerk, 69, Feb. 1.
Stockton, Charles E., Grand Junction, B&B Carpenter, 67, Feb. 23.
Sturgis, Alfred B., Provo, Fireman, 75, Apr. 2.
Tillery, Otis P., Salt Lake City, Conductor, 87, Feb. 18.
Tucker, Alonzo, Alamosa, Train Dispatcher, 84, Nov. 20, 1974.
Valencia, John, Denver, Section Laborer, 74, Feb. 8.
Valerio, Florentino, Denver, Truck Driver, 46, Feb. 4.
Van Natta, Jacob, Salt Lake City, Locomotive Engineer, 84, Feb. 6.

Rides	Prizes
RIO GRANDE DAY	
Saratoga Resort — June 28	
See Salt Lake Vets' Officers For Tickets	
Prizes	Rides

The Grande People

By Ann Fekberg

Retirements

(Years of Service and Date Shown)

Rides	Prizes
RIO GRANDE DAY	
Lakeside Park — July 12	
See Denver Vets' Officers For Tickets	
Prizes	Rides

Acosta, Donata M., Pueblo, Section Laborer, 33, Jan. 16.
 Albrecht, George E., Pueblo, Switchman, 37, Jan. 3.
 Albright, Thomas, Denver, Porter, 31, Jan. 16.
 Annis, Walter, E. Portland, Agent, 32, Jan. 1.
 Atencio, Jose T., Denver, Forklift Operator, 31, Jan. 11.
 Barnes, Louis J., Grand Junction, Carman, 38, Jan. 16.
 Baxter, Alex, Grand Junction, Locomotive Engineer, 47, Jan. 4.
 Berryman, Edward L., Ogden, Clerk, 29, Feb. 14.
 Boswell, Norman E., Salt Lake City, Trainman, 38, Jan. 18.
 Bunner, Gerald W., Salt Lake City, District Representative, 38, Jan. 1.
 Castillo, Faustino M., Rifle, Section Foreman, 44, Jan. 4.
 Cherrington, William, Denver, Machinist, 45, Jan. 18.
 Clayton, Virgil B., Salt Lake City, Clerk, 33, Jan. 4.
 Colemere, Leland C., Salt Lake City, Locomotive Engineer, 42, Feb. 6.
 Creel, Thomas E., Grand Junction, Sheet Metal Worker, 26, Dec. 21, 1974.
 Crosswhite, Edward, Jr., Denver, Carman Helper, 31, Jan. 11.
 Decker, Dean L., Denver, Conductor, 38, Jan. 21.
 Diaz, Steve, Helper, Section Laborer, 40, Feb. 6.
 Driggers, Theodore B., Grand Junction, Switchman, 31, Jan. 3.
 Enright, Francis J., Denver, Trainman, 16, Oct. 24, 1973.
 Escobedo, Luther H., Pueblo, Section Laborer, 26, Feb. 1.
 Falkner, Howard, Provo, Carman, 39, Jan. 4.
 Fouts, Walter R., Denver, Crane Operator, 44, Jan. 11.
 Gill, Wilbur J., Denver, Roadmaster, 39, Feb. 1.
 Gomez, Jose L., Denver, Mechanical Laborer, 32, Jan. 5.
 Goodwin, Howard W., Glenwood Springs, B&B Helper, 38, Jan. 4.
 Greenmeyer, Peter, Denver, Electrician, 23, Jan. 1.
 Griego, Flora, Denver, Mechanical Laborer, 29, Jan. 16.
 Grills, Ardella M., Salt Lake City, File Clerk, 23, Sept. 16, 1973.
 Grivet, George K., Helper, Locomotive Engineer, 32, Dec. 28, 1974.
 Hafey, Howard, Grand Junction, Locomotive Engineer, 39, Jan. 22.
 Harvey, Eual L., Pueblo, Locomotive Engineer, 32, Jan. 5.
 Hightower, Clyde E., Denver, Asst. to Exec. Vice President & GM, 44, Feb. 1.
 Hobbs, Erskine H., Pueblo, Mechanical Laborer, 38, Jan. 4.
 Infanger, Clarence W., Grand Junction, Carman, 35, Jan. 13.
 Intchauspe, Ralph J., Salida, Locomotive Engineer, 37, Jan. 9.
 Irvin, Jordan L., Pueblo, Mechanical Laborer, 34, Jan. 4.
 Johnson, Arthur O., Pueblo, Track Supervisor, 39, Feb. 1.

Johnson, Lee, Denver, Coach Porter, 37, Jan. 30.
 Jones, Harry L., Denver, Sheet Metal Worker, 32, Jan. 16.
 Jones, Jay P., Salt Lake City, Locomotive Engineer, 33, Jan. 24.
 Kleyweg, Nicholas, Helper, Work Equipment Operator, 32, Feb. 19.
 Kvaternik, Edward, Denver, Electrician, 31, Jan. 16.
 Lucero, Lee, Walsenburg, Truck Driver, 39, Jan. 4.
 Lupton, Leslie H., Grand Junction, Carman, 48, Jan. 4.
 Mascarenas, Jose F., Pueblo, Mechanical Laborer, 23, Jan. 4.
 Mayberry, Joseph P., Grand Junction, Locomotive Engineer, 32, Feb. 20.
 Mazza, Tony, Denver, Machinist, 47, Jan. 16.
 McLaughlin, Delbert M., Denver, B&B Helper, 29, Sept. 18, 1974.
 Middleton, Curtis W., Denver, Boilermaker, 33, Jan. 4.
 Montoya, Joe E., Minturn, Mechanical Laborer, 32, Jan. 3.
 Moore, George F., Minturn, Carman, 38, Jan. 2.
 Myers, William N., Salt Lake City, Boilermaker Helper, 26, Dec. 25, 1974.
 Norwood, John B., Jr., Denver, Director of Service Planning, 38, Feb. 7.
 Rasmussen, Hilmar E., Salt Lake City, Locomotive Engineer, 40, Jan. 5.
 Rose, Howard R., Grand Junction, Switchman, 38, Jan. 3.
 Rowlands, Bertha L., Denver, Steno-Clerk, 33, Jan. 16.
 Sheridan, Joseph B., Denver, Chief Clerk, 40, Jan. 4.
 Shinovich, Lewis, Pueblo, Locomotive Engineer, 32, July 1, 1974.
 Shuler, Harry M., Helper, Switchman, 34, Jan. 10.
 Silva, Roney, Denver, Carman, 33, Jan. 16.
 Smith, Edward C., Helper, Locomotive Engineer, 38, Jan. 9.
 Springs, Levern M., Denver, Station Wagon Driver, 34, Jan. 15.
 Stauffer, Eddie, Minturn, Carman, 37, Jan. 2.
 Stauss, Leland A., Denver, Special Agent, 30, Feb. 1.
 Sweet, Beth F., Denver, PBX Operator, 23, Jan. 4.
 Thompson, Robert L., Denver, Chief Clerk-Divisions, 47, Feb. 1.
 Walker, Harvey S., Salida, Locomotive Engineer, 32, Jan. 2.
 Walton, Leo N., Denver, Steward, 37, Jan. 6.
 Weaver, William A., Grand Junction, Locomotive Engineer, 34, Jan. 8.
 Williams, Eddie C., Grand Junction, B&B Carpenter, 34, Jan. 4.
 Woodward, Robert E., Pueblo, T&T Maintainer, 40, Jan. 5.
 Yett, Elmer B., Denver, Locomotive Engineer, 34, Jan. 19.
 Zipse, Clarence A., Grand Junction, Locomotive Engineer, 37, Jan. 5.

The 47 Club News

The 47 Club observed its 50th Founders Day Anniversary on April 10 at a luncheon with 235 in attendance.

The 47 Club was organized by a group of Rio Grande employes who were members of the Masonic organization. Instrumental in organizing the group was "Thorny" Weedman, Sr., in April 1925. In later years, membership was extended to other than Rio Grande employes who were members of the Blue Lodge.

Charter members attending were: Bill Gentry, Robert Herring, Charles Moffat, Ed Williams, Art Anderson, Clarence Evans and Lou Cassler.

The 47 Club meets each week at Wyatts Cafeteria for a noon luncheon.

By Larry Crittenden

To Keep The Green Light Coming

If you are now receiving the *Green Light* by mail and wish to continue receiving it, please return the coupon below or a facsimile.

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Journey to Yesterday a Delightful Excursion



Silverton bound, the narrow gauge train speeds by the Hermosa tank and whistles for the grade crossing on its Journey to Yesterday.

It's excursion time again aboard Rio Grande's Silverton Train. Operating between Durango and Silverton, the ever-popular scenic Journey to Yesterday is one of the main attractions in southwest Colorado.

A bit of nostalgia for the rail buff, the narrow gauge locomotive pulling the 1890 type coaches lets one relive frontier railroading in the Rockies. From the window of the gently rolling coaches, or the open air gondola car, there is a wonderful view of towering peaks, forested hills, steep canyons and gorges, plunging waterfalls and rushing streams.

The train traverses where tracks were first laid in

1882 in an incredible nine months and five days when crews labored even in howling blizzards of a high-country winter to complete the railroad between Durango and Silverton.

There is time at Silverton for a leisurely lunch, shopping, and a stroll around the town before returning to Durango.

This year the Silverton Train will operate from Saturday, May 24 through Sunday, October 5. Reservations are a must to avoid being left on the platform as the train pulls out. Round trip fares are \$9.60 for adults and children over 12; children ages 5 through 11, \$5.85; no charge for children 5 not occupying a seat.



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