



Green Light

Published Quarterly by the
Denver & Rio Grande Western Railroad
Vol. 36, No. 2 Fall, 1975



Green Light

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Vol. 36

No. 2

D. J. Davidson, Editor

Member

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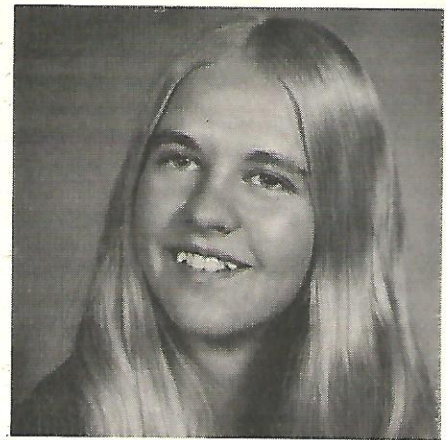
Tower One—Park Central
1515 Arapahoe St., P.O. Box 5482
Denver, Colorado 80217

Earnings Decline

Net income for Rio Grande Industries, Inc., for the six months ended June 30, 1975, was \$4,135,000 of which \$2,721,000 was recorded in the second quarter. This compares to a profit for the first six months and the second quarter of 1974 of \$5,694,000 and \$2,990,000 respectively.

Operating revenues for the first quarter of 1975 were \$44,774,000 compared to \$42,048,000 for the same period in 1974. For the first six months in 1975, operating revenues were \$84,708,000 compared to \$81,537,000 for the same period last year.

Lower earnings on higher revenues for the current year were attributed principally to a lower level of general business activity.



Chosen Queen

Linda Goetsch, daughter of Ervin W. Goetsch, agent at Leadville, was chosen lady-in-waiting and will reign as queen for the 1976 Boom Days and Burro Race.

Linda, 18, graduated from Leadville High this spring and was chosen queen over six other contestants. During her reign, she will appear in Leadville's Winter Carnival, make TV and radio appearances throughout the State. She has recently appeared in parades in Buena Vista and Fairplay and several other appearances are scheduled.

Mary Cassidy acted as Chairperson for the Boom Days. Ervin Goetsch is president of the Lake County Boosters Club and was involved in float planning for the Colorado Pioneer parade.

National Hobby Month



October is National Hobby Month, sponsored by the Hobby Industry of America, a strong advocate of creative hands-and-mind hobbies. Dinah Shore, chairperson for October, says, "Creative, do-it-yourself hobbies give you a feeling of pride and accomplishment . . . and are fun." There are many kinds of creative hobbies a person can get involved in. What you do with your time off the job is as important to a full life as what you do on the job.

The Reader's Corner

Several new books have recently been published that should be of interest to railroaders—The South Park

The South Park Line

Colorado Rail Annual No. 12
Colorado Railroad Museum
Box 10
Golden, Colo. 80401
\$14.95

Colorado Southern's famous South Park narrow gauge line is a well researched book containing 270 pages and 350 rare photos.

Researched, written and edited by Robert W. Richardson and Gordon Chappell, the line's full story is explored, starting with construction of the Denver, South Park & Pacific in 1870, through the years of Union Pacific ownership as the Denver, Leadville & Gulf, winding up with the era of Colorado & Southern operation and closing with the abandonments in 1930.

This is a well documented book, beautifully bound with a full-color dust jacket by Colorado artist, Robert E. Jensen.

Order from Colorado Railroad Museum or your favorite hobby store that handles books. Colorado residents should add appropriate tax.

On the Cover

An eastbound freight with five units heads a 70-car train near Tabernash just west of the Moffat Tunnel.

* * * * *

Dear Editor: "Should a father of 50 get married again?"

Dear Reader: "No, that's enough children for any man."

* * * * *

A man should never argue with a woman when she is tired or when she is rested!

Two

Line, When Steam Railroads Electrified, and Herb's Hot Box.

Railway Electrification

A reawakening of interest in railroad electrification is taking place.

In a new publication, When Steam Railroads Electrified, traction expert, William D. Middleton explores railway electrification, its repercussions in the past, its contemporary status and its possibilities for the future.

The 400-page book concentrates heavily on early electrification and the place in history of the great trains operating under catenary.

Middleton discusses the future of railway electrification, its practicability, the financial difficulties involved and the electric energy market.

The book is interesting and well documented and is available for \$30.00 from:

Kalmbach Books
1027 N. Seventh St.
Milwaukee, Wisc. 53255

Hot Box

Two hundred twenty-five pages of railroad slang, poems and history along with 100 cartoon illustrations are contained in Herb's Hot Box of Railroad Slang, plus heroes of American Railroads.

Compiled and authored by J. Herbert Lund, the book represents 10 years of historical research with pertinent cartoons by Bob McCullough, well-known Chicago artist.

To obtain a copy send \$7.95 plus 65¢ postage and handling (\$8.60) to Jay Herbert Publishing Co., 2236 West Lunt Ave., Chicago, Ill. 60645.

New 160-ton Retarder Unit Put Into Operation



THE HUMP YARD at Grand Junction.

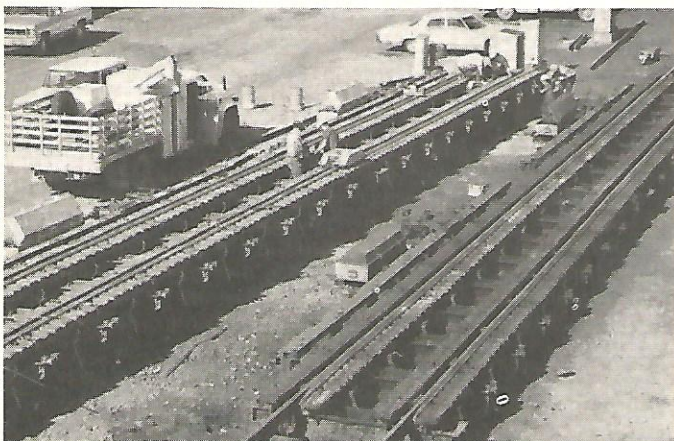
The master retarder in the hump yard at Grand Junction has been replaced with a new 160-ton unit to facilitate the handling of longer and heavier freight cars.

The old retarder, which was placed in operation on July 6, 1953, was lifted out, the bed graded and the new retarder, which had been assembled and placed next to the site, was set in place. The changeover required a shut-down of the retarder operation for one day. The \$200,000 retarder went into operation the last week of June, almost 22 years to the day from the initial retarder operation.

Grand Junction, located midway between Denver and Salt Lake City, uses the retarder to reclassify freight cars in making up eastbound trains using the Denver and Pueblo gateways.

Installation of the retarder is part of the improvement program the Rio Grande has scheduled for 1975 in making their operation one of the most efficient in the country.

(Photos by Dunham)



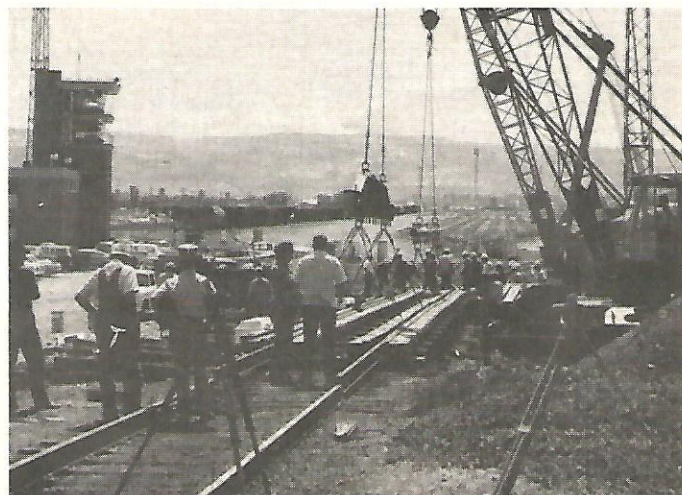
NEW 160-ton retarder, left, is ready for installation.



"MAKING THE BED" for the new retarder.



THE OLD RETARDER is lifted out of place.



THE 160-ton retarder is set in place.

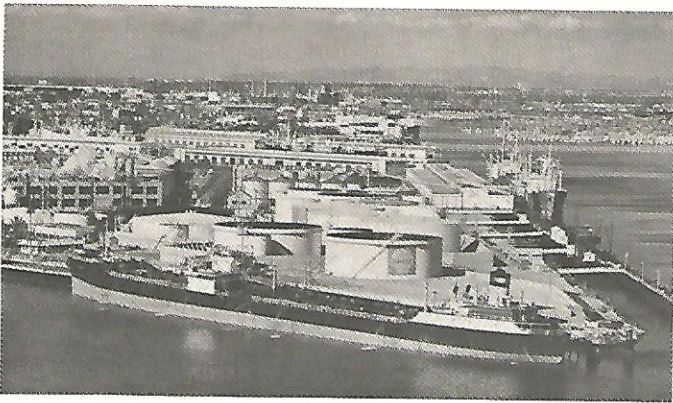
Reaching Out

. . . . to the Southern California Region

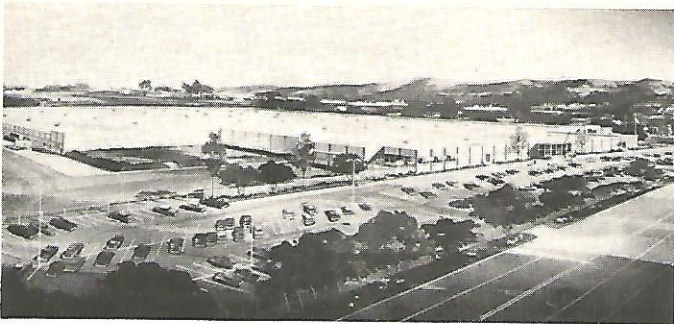
This issue of the *Green Light*, in continuing the Reaching Out series, will journey to Southern California. Rio Grande's Traffic representatives cover all of Southern California from Paso Robles to the Mexican border, parts of New Mexico and Nevada.

A variety of services are offered by shippers in this area which include home suppliers, construction suppliers, import and export companies, filtration suppliers, carload distributors, wineries, electric companies, rubber products, container manufacturers, canned foods, oil products, steel mills, terminal and warehousing facilities, to name a few.

The Rio Grande is pleased to include these companies as some of our valued customers.



THE SHELL COMPANIES. The forerunner of Shell Oil Company began operation in the United States in 1912 at Seattle, Wash. and within a year expanded into the oil fields of the Mid-Continent area. In 1929, when Shell entered the markets on the Eastern Seaboard, its operations became nationwide. Shell Oil Co. is a leader, ranking third in sales of refined products in the U. S. oil industry, and is among the 15 largest industrial organizations in the nation. They search for and produce crude oil, refine, transport and sell finished products. Subsidiaries are Shell Pipe Line Corp., moving crude oil from the oil fields; Shell Chemical Co., manufacturing a wide range of chemicals from petroleum; and Shell Development Co., a research organization of worldwide esteem. (Shell's Mormon Island facility is shown.)



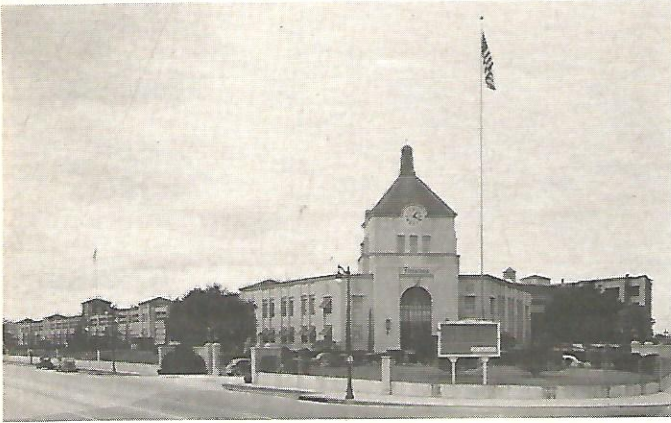
ALPHA BETA COMPANY, La Habra Distribution Center is a 740,000 sq. ft. facility built in 1964 features inside rail docks with unloading spots for 22 freight cars and 100 truck receiving spots. The Center houses manufacturing and warehousing of meat, deli, grocery, creamery and produce and supplies food products to about 200 retail supermarkets located in California and Arizona.



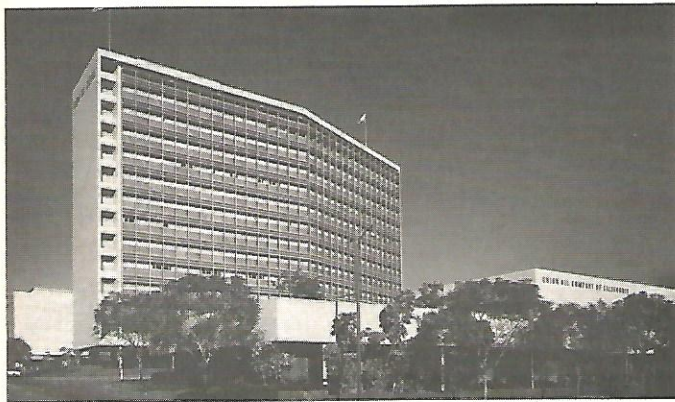
RIO GRANDE'S SALES STAFF, located at Los Angeles, are from left, standing, Bill Moore, Tony Mazzei and Ron Gagon, district representatives; seated Dan Prince, office manager, and Ed Burke, regional manager.



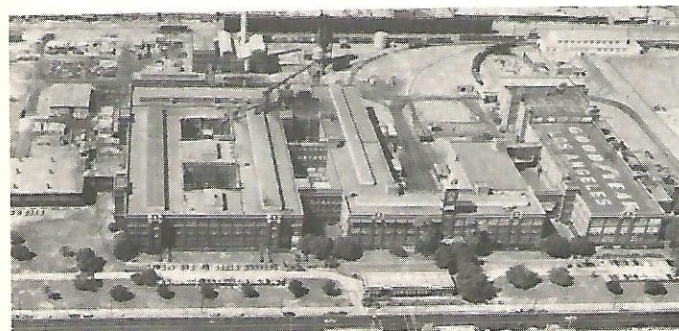
BETHLEHEM STEEL CORPORATION's Los Angeles plant was organized in 1880. In the early years the plant's output was primarily plates and sheets. An open hearth furnace, billet mills and bar mills was constructed in 1914 and in 1922 the plant was moved to Vernon where it continued to expand. Raw materials are brought to the plant and finished products are shipped by rail or truck. Manufactured products include, to name a few, ore bar, rod, structural shapes, rolled rods, concrete reinforcing bars, strip, light structural shapes, alloy spring steel bars, standard and special fasteners, bolts, nuts and wire. The plant at Vernon is Southern California's only wire rope manufacturing facility. (See photo) The working population is approximately 1,800 people with a payroll in excess of \$18 million.



FIRESTONE TIRE & RUBBER CO. South Gate's plant is one of 16 plants in the United States, producing tires for passenger cars, trucks and off-the-highway vehicles. Firestone began limited production of radial passenger tires at the South Gate plant during the past year. This plant is the second largest employer, with 1,600 employes, in the community and contributed \$36 million to the local economy in 1974. Tires made here are shipped throughout the western states.

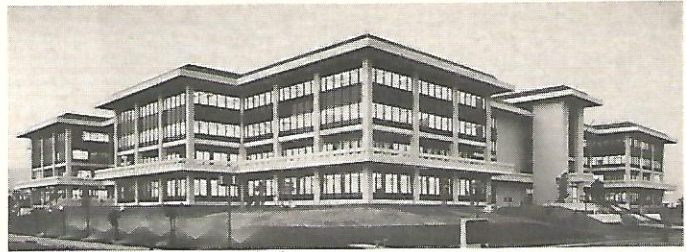


UNION OIL COMPANY of California was incorporated in California in 1890. Directly or through subsidiaries, it is active worldwide in the exploration, production, refining, transportation and marketing of petroleum and chemicals. The Company is engaged in paving and rock plant operations and also is active in development of geothermal power, mining and oil shale research. It ranks 31st among U. S. industrial concerns and 12th among petroleum companies, has 14,000 retail marketing outlets in 45 states and Canada and also markets through wholesale distributors throughout the U. S. and in many foreign countries.

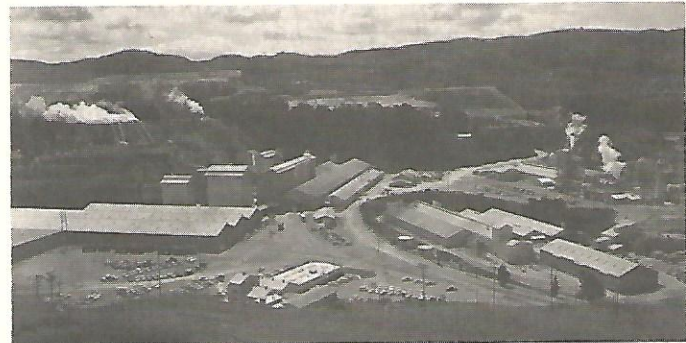


THE GOODYEAR TIRE & RUBBER CO., the largest U. S. manufacturer of radial tires, has more than 130 plants worldwide. This is an aerial view of the Los Angeles plant. Goodyear is the only manufacturer supplying all of the Big Four auto makers with steel radial tires. It passed the \$5-billion mark in sales during 1974, the first in the industry.

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SOUTHERN CALIFORNIA EDISON CO., headquartered at Rosemead, Calif., provides electrical service to a population of more than 7½ million. Edison owns and operates 36 hydro-electric plants, 12 fossil-fueled steam electric generating stations, one diesel electric generating plant, and operates the 80% owned San Onofre Nuclear Generating Station. In addition, SCE operates the two coal-fired steam-electric generating units at the 56% owned Mohave Generating Station in Nevada, and owns 48% interest in two coal-fired generating units at Four Corners, New Mexico.

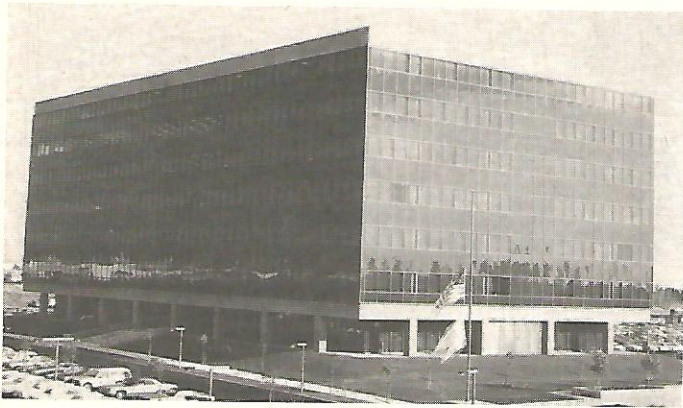


JOHNS-MANVILLE PRODUCTS CORPORATION at Lompoc, California mines and processes diatomaceous earth and ships to every state in the Union and every continent on earth. Diatomaceous earth, under the trade name of Celite, is used for the filtration of liquids—from sugar syrups, oils to water, wine and chemicals. Its non-scratching abrasive quality makes it ideal in polishing silver and glass; rigid and strong quality adds adhesive strength to surface coatings of paint, varnishes and lacquers. It has about one-tenth the density of the average talc or clay and is in demand as a spreader to hold and better disperse active ingredients in dry dust, such as insecticides and fertilizers. Mined continuously since 1898, reserves at Lompoc are estimated to be ample for many years to come.



UNITED CAN COMPANY, a wholly-owned subsidiary of Norton Simon, Inc., primarily manufactures metal containers for its sister companies, Hunt-Wesson Foods, Inc., and Canada Dry Corp. at their Fullerton plant. In addition to tin plate containers, United also produces aluminum containers. One of the world's leading designers and manufacturers of can making machinery, which are sold throughout the international markets, is developing machinery for new techniques in the manufacture of other metal containers. Their general offices are located at Fullerton, Calif.

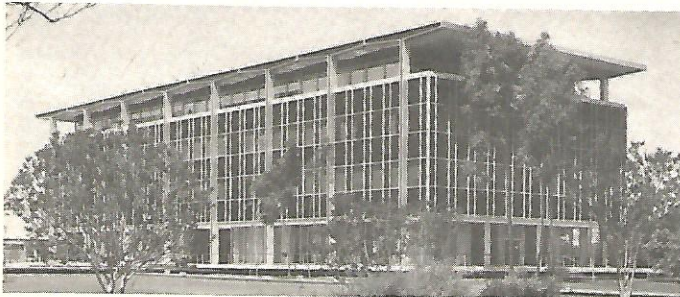
Five



BECHTEL POWER CORPORATION was founded in 1898 and is an international engineering-construction company. The Los Angeles Division is geared specifically to meet the needs of power industry in southwestern United States and in foreign countries. The Division is organized to provide a full range of engineering, procurement and construction services for the design and fabrication of nuclear and fossil-fueled electrical engineering stations, substations and transmission systems.



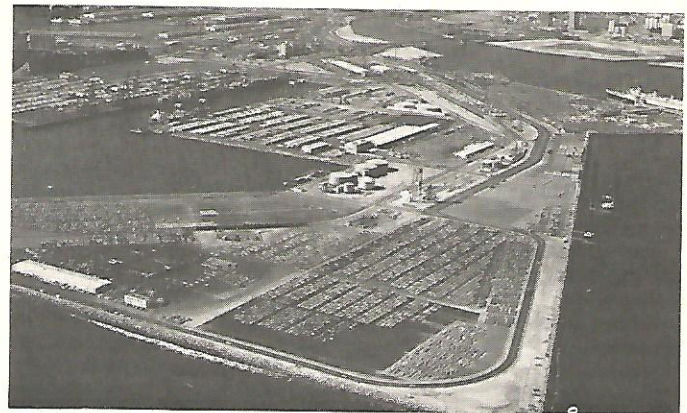
FLUOR ENGINEERS AND CONSTRUCTORS, INC., with offices at Anaheim, Calif. and Houston, Texas, is an engineering and construction company. Fluor designs and builds facilities for the hydrocarbon processing industry, oil refineries, gas processing plants, and petrochemical installations. The company is involved in a number of fuel processing projects in the United States as well as engineering and construction of petrochemical refineries in Indonesia, Iran and other countries.



HUNT-WESSON FOODS, INC., headquartered at Fullerton, Calif., has grown in little more than 30 years from a small cannery operation to one of the nation's largest food manufacturers. The firm, which operates 25 manufacturing plants in the United States and Canada, is a leader in tomato-based products and the edible oil fields. Hunt-Wesson Foods, Inc., is a wholly-owned subsidiary of Norton Simon, Inc.



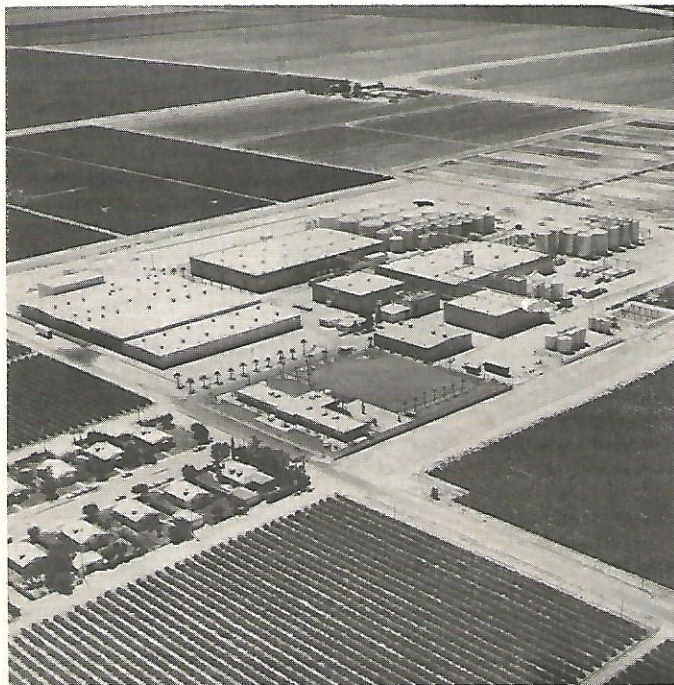
CARNATION COMPANY's World Headquarters was established in Los Angeles in 1949 when the company was 50 years old. At that time the product line consisted of evaporated milk, fresh dairy products, feeds, cereals, and canned dog food. Within five years Carnation introduced instantized milk, using a revolutionary process that made possible the later development of Carnation Instant Breakfast, Slender diet foods and Carnation Hot Coca Mix. Today the company has approximately 160 manufacturing plants marketing, in addition to their famous dairy products, Coffee-mate, Contadina tomato products, Friskies pet foods, canned meats, processed potatoes, metal containers and, as more recent additions, Herff Jones yearbooks, graduation stationery and jewelry, Nystrom multimedia learning systems. In 1974 Carnation's income was \$79,660,713 on sales of \$1,886,827,678.



PASHA INDUSTRIES, Long Beach Terminal is a 48 acre automobile processing and delivery facility with berthing area for one to five ships simultaneously. The terminal includes complete body shop for marine damage repair, air-conditioning installation, special paint application, etc., an automated wash rack washes the units prior to dealer delivery. In 1974, over 60,000 import automobiles were received and processed and trucked or railed from the Pasha Industries Terminal.

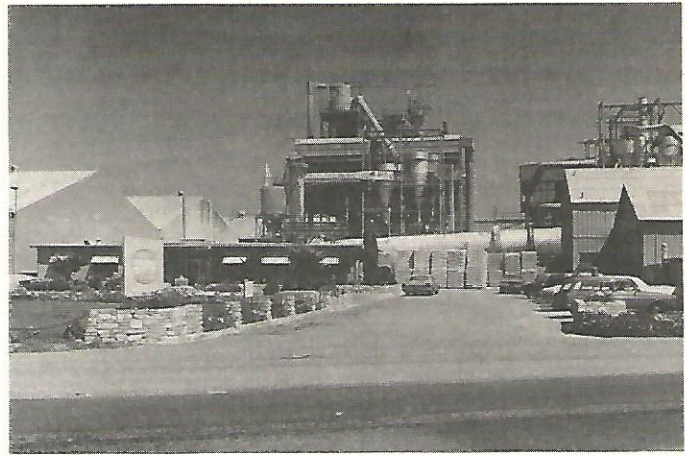


KAISER STEEL CORPORATION plant at Fontana, Calif. covers some 1,800 acres and employs approximately 8,300 men and women. Iron comes from the company-owned Eagle Mountain mine located 163 miles southeast of the Fontana plant. Coal comes from the Sunnyside mines in Carbon County, Utah, 800 miles from Fontana, and from the York Canyon mine at Raton, N.M. Medium volatile coal comes from Carbondale, Colo. and limestone comes from the Cushenbrury quarry located at Victorville, Calif. Saleable products are structural shapes, plates, hot-rolled sheet and strip, reinforcing bars, bar-size shapes, pipe, molds and many other types of steel products.

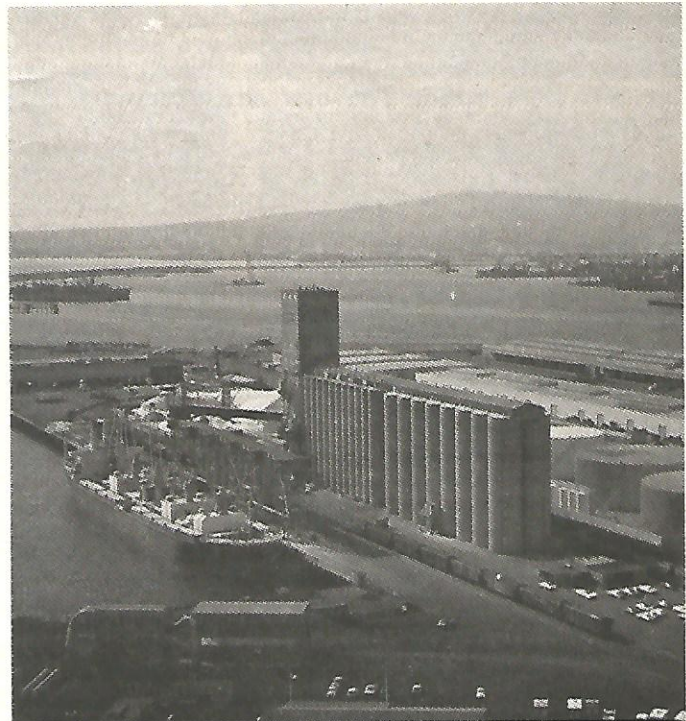


BEAR MOUNTAIN WINERY, home of LaMont premium wines, is centrally located in the San Joaquin Valley. The winery is the 4th largest producer of wines in the United States. Sales of their premium wines have quadrupled in the past two years. The winery currently has in excess of 25 million gallons of storage capacity. Bottling capacity has grown to 50,000 cases per week and the company is currently moving toward international distribution. The winery employs 250 people and has offices in Los Angeles, Chicago and New York.

Green Light

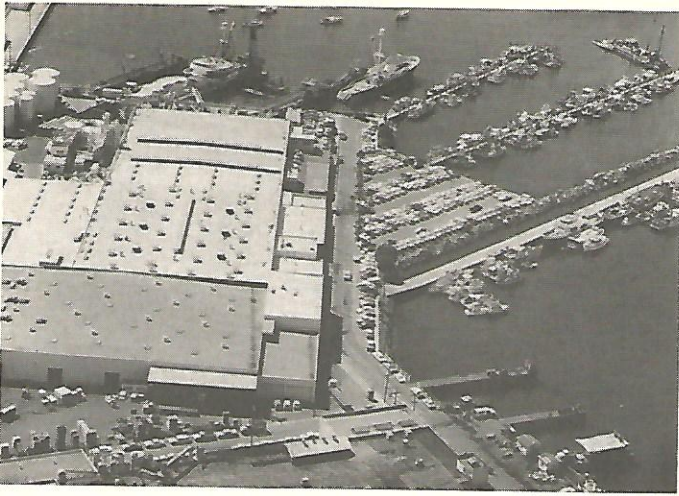


DICALITE DIVISION, GREFCO, INC., founded in 1930 as the Dicalite Co. in Welteria, Calif. (near Los Angeles) mines, manufactures and distributes diatomite under the trade name of Dicalite from its present facility at Lompoc, Calif. Diatomite is composed of siliceous "skeletons" of microscopic plants deposited on the bottoms of oceans and lakes in prehistoric times. It is available in a full range of grades to meet practically every industrial application—filteraid for wine, beer, juices, swimming pool water, potable water, to name a few; and as an ingredient in paint, paper, polishes, toothpaste, high temperature insulation and many other items. The International Division of Greco, Inc., distributes diatomite filteraids and fillers and produces and distributes perlite filteraids from plants around the world.



KOPPEL INC., headquartered at Long Beach, Calif., has consistently expanded its facilities and techniques to meet the growth of Global commerce, particularly in the Pacific Basin area from South America to Southeast Asia and the Far East. The company has expanded its commodity operations into the development of grain sources throughout the Midwestern United States, vastly increasing its potential to serve its southeast Asia and Far East customers. Their bulk terminal at the Port of Long Beach is their Southern California's grain gateway to the sea.

Seven



Pictured above is an aerial view of a portion of STAR-KIST FOODS' Terminal Island canning plant. Star-Kist Foods operates additional canneries in Mayaguez, Puerto Rico and Pago Pago, American Samoa, and is one of the world's largest marketers of canned tuna, sardines, mackerel and pet food.



BLUE CHIP STAMPS, headquartered in Los Angeles, distribution center has 547,000 sq. ft. of warehouse space. The Company's redemption stores are located throughout California, Oregon and Nevada and are supplied from this center. Their Incentives and Mail Marketing program serve customers nationally.

The Community That Was — Isn't!

The community of Castle Gate in eastern Utah was razed to make way for a coal washing and sorting facility.

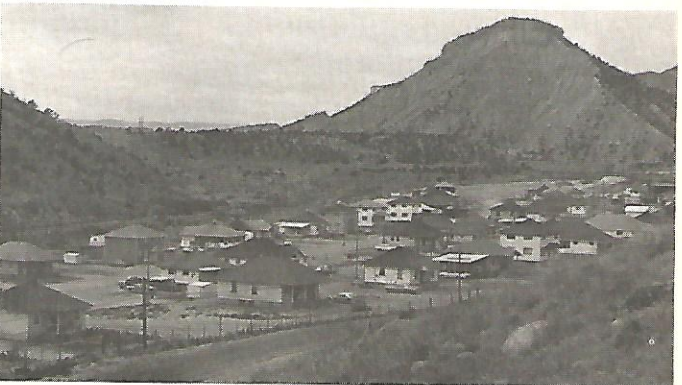
Castle Gate, a high producer of coal, in its expansion program found it necessary to utilize the area where the community was located. McCulloch Oil Co., which owned the land where the community stood, decided to relocate the citizens, 205, to a nearby town. Houses that could be moved were trucked away and the rest were razed. The new site is located near Helper, Utah.

Castle Gate in years gone by was a photographer's favorite place to take pictures of Rio Grande trains. The formation of the rocks gave the area its name.

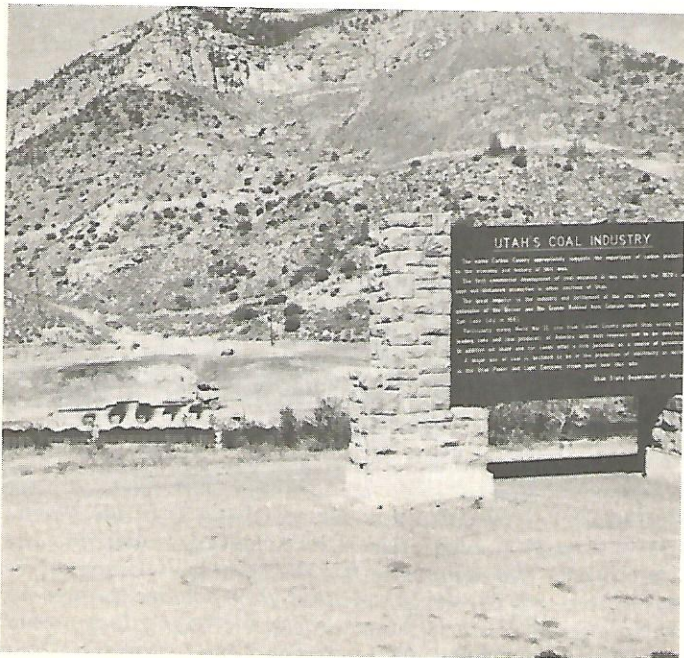
The accompanying photos show the before and after of Castle Gate.



CASTLE GATE community as it looked before the move. The dwellings are on the right in the photo.



THE NEW CASTLE GATE annex to Helper City is located west of Helper at the mouth of Spring Canyon. All houses were moved from Castle Gate. (Photos courtesy of Helper Journal.)



THE AMUSEMENT HALL is all that is left with its burned-out windows. This building could not be moved and was razed.

Rio Grande Duffers Take To The Links

Rio Grande Duffers took to the links for a tournament in the month of June. Displaying their golfing skills, the Green Light captured some of the activity on the various greens.



Keep your eye on the ball



Just puttering around



Golf is great exercise



Out of the rough



Just a blade of grass away



Getting close to the game



Putting some "oomph" behind it



Radar, where are you?



Up and away



The fairway's thataway



"It don't mean a thing, if it ain't got that swing."



Wanna bet?

Jack Berry Retires

John E. Berry, district manager-Traffic, Alamosa, applied for his annuity on August 1 after 38 years' service with the Rio Grande.

"Jack" joined the Rio Grande in May, 1937 as depot passenger agent at Salt



Lake City. He held this position "off-and-on" until July 1952, as being a "good friend" of Uncle Sam, he served in the Quartermaster and Transportation Corps rising to the rank of Major. His tours of duty were in 1940-

1941, 1941-1945 and 1946-1952. In 1952 he returned from military service and was appointed city freight and passenger agent at Salt Lake City, appointed district freight agent-Traffic, SLC in 1956, transferred to general agent at Alamosa in 1963 and appointed district manager at Alamosa in June 1968, where he was responsible in Traffic Dept. activities in Southern Colorado and Northern New Mexico.

Berry took an active part in Alamosa's community affairs. He was past president of the Alamosa Chamber of Commerce, past president of the Sand Dunes Shrine, as well as many other community activities. He is now the manager of the Alamosa Chamber of Commerce, a position that will keep him occupied as well as being interesting.

Best wishes to Jack and wife for a most enjoyable retirement.

Motor Way

By Jack Betournay

Montrose

Joe Hyde, district manager, visited the Delta, Montrose and Grand Junction offices during the month of June.

Motor Way employes mourned the unexpected passing on June 18 of C. Carmont Norton, well-known manager and cashier-clerk for over a quarter of a century. He retired about six months ago. He is survived by his widow, Marguerite, three daughters and their families.

Pleased to have Vi Robertson back on the job after an absence due to illness.

Larry Carrico served as relief during Vi's absence.

Eugenia Beasley, cashier, and her niece, Candy Scheidegger of San Jose, Calif., visited the Four-Mile cemetery near Cripple Creek where her parents are buried. Pete Mead of Grand Junction assisted at the Montrose office during her absence.

Grand Junction

By W. J. Kiefer

Rube Keeling, engineer, really got a "buzz" out of a recent happening when he was called upon to remove a swarm of bees that had decided to make a coupler on a flatcar their home. Rube has seven hives at home, so he knew how to handle the situation.

Vic Sacco said his assignment on the Silverton Train was a vacation. Wonder how many scoops of coal he shoveled!

Walker Johnston, after suffering a heart attack, is well on the way to recovery and is looking very good.

Many have been on vacation during the past three months traveling far and wide to view the sights of Iowa, Lake Tahoe, Durango, Mesa Verde, Lake Powell and California being the most popular.

Best wishes to Victor F. Peterson, trainman, who retired after 45 years' service with the Rio Grande.

Vic entered service as a car laborer at Grand Junction in 1930 and worked several positions in the Car Dept. until 1936 when he transferred to brakeman. He worked out of Palisade and Salida and was a Grand Junction trainman at the time of his retirement.

Immediate plans are to "rest up" for awhile after all that traveling.

Roper

By Roper Joe*



Pictured with Sam Alvey when he retired in May are from left, Jack Dyet and "Pinky" Taylor, terminal supervisors; Sam Daniels, engineer; Sam Alvey, Ken Holm and T. M. Duffy, switchman. Sam hired out as a machinist helper in May 1944 and transferred to switchman in June of that year, the position he held at retirement.

W. J. Gerome, switch foreman, hired out Sept. 1, 1937 as a switchman at Garfield and applied for his annuity June 29. He had been president of the Switchman's Union the past several years. Bowling and golf are in his future plans.

A. C. Pehrson, crew dispatcher and Local Chairman for the Clerks Union, applied for his annuity July 11. Travel are his plans for the future. He has 38 years' service.

L. R. Marlow, engineer, applied for his annuity after more than 33 years' service. J. E. Riley, janitor, applied for his annuity June 30. He saw service at the depot and as a stower coming to Roper in November 1972. C. E. Harrell, switchman, who hired out as a bus driver in 1936 transferring to train service in

1937, applied for his annuity on July 1.

C. F. Coon, conductor, applied for his annuity on July 14 after more than 38 years' service. O. B. Rice, conductor, hired out as a brakeman in 1943, applied for his annuity on May 31.

Conductors applying for their annuity were H. W. Schulz, 32 years' service; W. L. Knapton, 31 years' service; R. H. Linnell, 33 years' service; and R. R. McConnell, over 31 years' service.

G. E. Larsen, switchman, applied for his annuity on June 30. He hired out in August 1945. L. C. Colemere hired out as a section laborer on Sept. 9, 1931, transferred to fireman in 1943 and promoted to engineer Dec. 5, 1955, the position he held when applying for annuity on Feb. 5, 1975.

All the above are wished the best and will be missed by their many friends at Roper.

*Josephine Smith

High Country Comments

By Maribee*

The personnel in the Leadville office (all two of them) were heavily involved with events connected with the 1975 Leadville Boom Days and Burro Race.

This correspondent was chairperson for Boom Days and Ervin Goesch, in addition to his other duties, worked in the hamburger stand to raise money for the club and also marched with members of the World's Highest Shrine Club. His wife, Jacquie, found another partner for square dancing with the Cloud City Puffers who were in the parade.

An unexpected meeting of two retired railroad men occurred at the Gem and Mineral show held at Denver this summer. When George Moore and Lyle Bratton got together there, they discussed much more than rocks. Both are rock hounds and like to search the hills for rocks and polish them up at home.

Shortly after Richard Ehmke, Salida trainman, pulled the pin, he spent a week at Lake Powell with some friends from California. The fishing was good.

Carl Thomas, retired redcap and Pueblo's goodwill ambassador, received an invitation to visit the U. S. Ambassador to Italy. Carl, now 66, greeted Pueblo passengers for 45 years taking excellent care of them and their baggage. During this time he met John A. Volpe, former secretary of transportation and now ambassador to Italy. The invitation was the result of a letter to Volpe stating he would be in Italy. Thomas plans to visit Germany next year.

Belated Golden Wedding Anniversary wished to retired engineer Gaylord and Mrs. Moore. The party was hosted by the couple's three children. The Fidel Hererras of Salida celebrated their 60th Wedding Anniversary recently. Many happy returns to both couples.

*Mary B. Cassidy

From Tower One

Expenditure Accounting

Joe Witherwax, clerk, retired May 29 after 40 years' service with the Rio Grande.



Joe began his railroad career as a messenger in the Burnham Store Dept. He held Positions as store helper, truck driver, crane tractor driver, clerk, sectional storekeeper, transferring to Data Processing Dept. as clerk in June 1963, and in July 1963 he

transferred to clerk in Disbursement Accounting, now Expenditure Accounting, where he held several clerical positions.

Future plans include traveling to visit relatives and remain active in the Masonic organization.

Management Information

By Donna Ohman

Lorraine Towner, key punch operator, applied for her annuity on May 30 after



38 years of service with the Rio Grande. Coffee and cake were served on that eventful day and to make it a day of remembering, her son Reverend Paul Towner, of the Episcopal Church at Sparks, Nevada was present.

Eleanore Von Hohenstraeten and family camped in the Hahns Peak area near Steamboat Springs, one of the most scenic spots in Colorado. Pat and Dale Gipe enjoyed a family reunion in Texas and doing some sightseeing in those wide-open spaces. Bill Urquhart and family vacationed in Mexico.

Brent Ohman spent three weeks touring Europe with the musical group from Pomona High School. They had a marvelous time sightseeing and performing in London, Paris, Switzerland and Germany.

Ben and Pauline Goldstein toured Europe and had a very good trip, but Ben says Colorado is truly God's country. Carol Moore and family flew to Hawaii. (Wish it could have been me—Donna.) Aloha!

Where does Shirley Potthoff, husband Jerry, and two sons get all that energy? Understand they have been backpacking, swimming, water skiing and all that strenuous stuff.

Al Rivero probably had the most relaxing vacation—just putting around and not doing much of anything. He is enjoying a new grandson, Christopher Ryan, born June 10.

Congratulations to Michael Gagliardi, son of Vince, who was awarded all city medal in gymnastics for excellence in still rings competition. He received

third place in all around competition and went on to compete in the State Tournament. He is a graduate of Kennedy High School and plans to attend Mesa College in Grand Junction.

The proud owner of that bright lavender Chrysler Cordoba is "Mac" McMullen. It's a beautiful car and must be a pleasure to drive.

Congratulations to Tom and Sue Webb upon their recent marriage. Many happy years.

A warm welcome was extended to June Scales as a key punch operator. She has now transferred to Car Service.

Communications

By Jim Chavies

Best wishes to Tom Tracy, manager "DC" in Denver, who retired May 4 after 28 years' service with the Rio Grande. Tom began his Rio Grande career as an agent-telegrapher at Dulce, New Mexico.

Other moves in Communications include Jim Chavies as manager DC, George Hall, second trick and Les Brownell, relief position.

LeRoy Frank took four weeks of his vacation and Robert Grawey vacationed in Kansas and Illinois.

Best wishes and a speedy recovery to Mary Lou, wife of J. A. Jeffers, who has been hospitalized in Denver. Jeffers is the agent at Montrose.

From the Tenth

By Roxanne

Lawrence J. (Ted) Snyder, retired engineer of capital expenditures, passed away May 22. Sincere condolences are extended to his widow and family and from all his friends on the Rio Grande. He was a great guy!

Jayne Specht, engineering secretary, has taken a 90-day leave due to the illness of her parents in Iowa. Betty Stallworth is temporarily filling in for Jayne until her return.

Art Morrell, engineer assistant, Land and Contracts, has returned to work and it's nice to have him back.

Gerry Stanley spent eight days vacation with his family at Grand Junction—five days golfing and three days fishing—that's painless treatment for work-a-day blues.

Mike Kenyon and family spent two weeks in Florence. No, not Italy, Oregon. Nevertheless, the country was beautiful, food and drink bountiful and the rest and relaxation relished.

Sorrow is expressed to J. E. Timberlake in the loss of his brother-in-law, Saturday, July 26.

Archie Russell, dispatcher, has joined the working class again after open-heart surgery. He is looking great and glad to have him back.

John Norwood has unholstered his "writing iron" and is editing the Colorado Bulletin, a bi-monthly publication of the Colorado State Rifle & Pistol Assn. John retired in February as director of service planning.

Welcome back to Paul Starr. It's great to see him back behind that desk again.

The Rio Grande Spring Golf Tournament was held on June 7. (See photos elsewhere in this issue), at Highland Hills Golf Course. Tournament Medalist was Jerry Key; Fourth Flight Low Net was Gerry Stanley (it is rumored his handicap is going to be readjusted). Henry Hendrickson, fireman, sank a 45 ft. 4 in. putt for the longest putt award. Other "swingers" from the Tenth were D. C. Maris, M. D. Kenyon, R. A. Rudd, W. J. Witthans, C. R. Naysmith, H. A. Phillips, R. C. Oatman, D. J. Butters and D. Lombardi.

Ralph E. Dengler, asst. chief dispatcher, applied for his annuity on May 31 after 38 years' service with the Moffat Road and the Rio Grande.

Dengler, whose initials spell RED and that is how he was known by his associates,



began his railroad career as a telegrapher on the Moffat in 1937. He joined the Rio Grande as a telegrapher at Thompson, Utah on Feb. 2, 1942. He saw service as agent-operator at several locations and after dispatcher

training was assigned that position at Salida in October, 1942. He transferred to Pueblo in 1954, to asst. to superintendent in 1956 and transferred to dispatcher at Denver in June 1958.

Red claims the most startling thing about retiring is waking up that first morning and realizing you don't have a job.

Best wishes go with Red and his wife from all his many Rio Grande friends.

From the Twelfth

By Arlis

Woe is me—for no news do I see, but will try to scrape up a few tidbits. Had a case of Spring Fever and now Summer Fever has set in. On top of all this, Ann Landers recent divorce has just kinda rocked my foundation—next the CIA will tell us Santa Claus is a burglar!

Have come in contact with a few of the "Runabout Retirees" enjoying the good life. G.F. Fitz-William back in Denver for the cool summer months; O. D. Tee-ter over from Midvale for a short bout in the hospital and happy to report that he is doing well and is already on a trip to Hawaii; Roy Struck and Bob Carter called on the inmates, both dressed fit to kill; Ray Stanton (was good to hear that laugh once again); Lee Roberts looking good after a small visit in the hospital; Florence Peterson, Alex Rose, Harold Burnaugh and P. K. Yonge all looking terrific; Irene and Phil Stevenson back from a nice trip to Boston and Helen Parks stopped in Denver to wash up the duds from a trip to Spain.

Back on the rock pile, can advise—Chuck and Val Colborg celebrated their 25th Wedding Anniversary in June by taking a trip to Mexico City and Mazatlan. Both sported beautiful dark, peeling suntans and brought back stories

and pictures of sail fish caught on a fishing trip plus reports of a wonderful time.

HWB joined the Mod Generation with new "hot wire" specs; R. C. Schulte is teeing off after five years' of abstinence; Ida Kyffin and Milo Masterson spent their vacations on the old homestead—different addresses, however; and R. W. Hambrick enjoyed a few nice days in San Diego via Ports of Call.

Have an abundance of ice cubes—J. C. Sheridan, Traffic Dept., can make use of them.

Word of advice—don't break your fan belt in the wilds of Wyoming because your motor gets hot!

System Freight Agency

By Charles Cutforth

Vacationers included Ed and Loretta Salazar visited relatives while journeying to Alamosa and New Mexico. On their return they attended the graduation of their son, Victor. Two other high school graduates were Belinda Tonge with a couple of special awards, daughter of Freida Tonge; and Tim Healy, son of Dottie. Plans for college have not been finalized. Both mothers work for the Rio Grande.

E. S. "Stu" Stevens retired on July 15 after 39 years of service. Stu was an out-



standing rate man in SFA and will be missed by a host of friends across the Rio Grande who relied on him in the freight rate field. All wish him, along with his wife, Kathleen, also a former Rio Grander, the very best in the years ahead. They have two children, Jack and Kathleen.

Bill Benton enjoyed working around the yard and relaxing. Gary and Joy Burnett visited friends and relatives in Kansas. John Nimrod worked around home and visited relations in Lincoln, Neb.

Warren Griggs was happy to get his LTD back from the repair shop after running into a horse while driving on the Valley Highway at night. The horse came out worse than the Ford—dead. Warren came through unscathed.

Welcome back to Ray Oakley after surgery at St. Joseph's Hospital. Ray looks good and seems full recovered. He and Iris vacationed at their Oak Creek cabin while Ray got back on his feet.

Dottie and George Healy attended the 30th reunion of her high school class at Omaha. They reported a wonderful time and came home with an award for having the largest family—five boys and two girls. Everyone can't win an award.

Welcome to Ray Atencio to this department who transferred from Revenue Accounting.

THOUGHT: You can't reduce by talking about it. You have to keep your mouth shut!

Traffic Dept.

By Bob Hulstrom

Congratulations to Vince A. Olsen, customer service representative at San Francisco, whose wife, Nancy, presented him with a baby girl, Kerry Ellen, who arrived on June 1. Kerry Ellen is now queen of the household.

Lloyd J. Powell, clerk-Freight Traffic, applied for his annuity on August 4.



He began his railroad career in July 1941 as a messenger at Burnham and subsequently held positions as yard clerk, general clerk, warehouse clerk, transferring to asst. claim clerk in the local freight office, asst.

cashier, switch clerk, billing clerk and transferred to clerk-Freight Traffic in September 1971, the position he held at retirement.

Powell served in the Army during WW II and has remained in the Reserve during the intervening years. Future plans are to do some traveling and catch up on the things he didn't have time to do while working. Best wishes follow him for the future.

Revenue Accounting

By Vince Baker

Welcome back to Mary Ann Taylor and best wishes to Ray Atencio who transferred to SFA.

Two of our lovely ladies had opposite degrees of work. Carolyn Zimmerman's mother visited her from Independence, Mo., so, she took advantage of Mom's home cooking. Lillian Cairns had visitors from Fernie, B. C. and had to do all the cooking.

An enjoyable Caribbean cruise and all the "goodies" that went with it was enjoyed by Mary Newsome. Having a Latin drink or two helped Mary forget the drudgery of work.

Margaret Miller combined business and pleasure by having a honeymoon trip to Disneyland, Tijuana and Las Vegas. (Probably in the right order as Las Vegas usually sends you home ready or not.)

George Hudspeth did what comes naturally in the hot weather while visiting the Big Foot Country of Texas. John Sheflin tried the pool at Glenwood Springs and discovered it was much different than when as a boy he skinny-dipped in the Platte.

Sandy McGregor was in the hospital for surgery and has bounced back in good shape. Rita Baca had major surgery on June 30. She paid a visit to the office on July 25 and said she felt as "ornery" as ever. Joe Warwick had another bout with his ankle and is getting around again.

Byron Brown had his automobile stolen. It was recovered a few days later minus wheels, tires and all his fishing equipment. The bamboo fly rod was about 40 years old which he valued highly.

Bill and Lorella McFarland visited the office in June. Was nice to see these retirees from Sun City.

Word has just been received that Jim Jamison, retired clerk now living in Florida, has been hospitalized with a heart problem. Trust all goes well and he will soon be up and around.

Ron Snow claims to be one of the best fishermen in the department. How or where he catches them he doesn't say.

Pueblo

By Ralph Mitchell

A billfold full of cash was presented to Isadore "Boots" Lucero on the day of his retirement. At the time of his retirement he had 33 years' service with the Rio Grande. He had been Local Chairman for the Carmen's Union for 10 years.



In the photo fellow employees are, from left, John Campbell, carman and local chairman, Charles Sartin, train yard foreman, Sam Junta, C. B. Stueve, Allen Johnson, carmen, and "Boots" Lucero.

Plans call for traveling, fishing and visiting a son, two daughters and an accumulation of 11 grandchildren.

NARBW News

By Rosemary Wiemeyer

Some 35 member and guests of Mile High Chapter of the National Association of Railway Business Women traveled by chartered bus to Cheyenne on July 26 to attend Cheyenne Frontier Days. Imogene Delaplaine, a Cheyenne member, arranged for a luncheon-on-the-lawn at her home before attending the afternoon Rodeo performance. Arrangements for the trip were made by Maizie Hester, and Imogene "rounded up" the block of tickets making it possible for the group to attend.

On August 18 Lillian Cairns hosted a spaghetti dinner at her home complete with cocktails. Proceeds from the dinner were used to buy materials for making Christmas favors for patients at Children's Hospital and nursing home residents. Lillian was assisted by her committee, Jewell Crocker and Rose Solem. Lillian and Bea Brown say they can use pieces of red, green, black and white felt and also empty baby food jars for the Christmas favors. Contact them if you have anything that can be "recycled" into this project.

* * * * *

The way the younger generation dance, they never touch each other, never look at each other, never speak to each other, it's like being married for 30 years.

Colorado Division

By Anne Darling

Lew Amicone is recuperating at home after undergoing open heart surgery July 8. All wish him a fast recovery.

Welcome to John Vess as assistant B&B foreman.

Perry Ferris and Nancy moved to Rockford, Ill. while Karyn Shea left us and moved to Lincoln, Neb. Wish them all good luck.



NELSON



WASILKOW

A get together was held at North Yard in honor of Claude Nelson, chief engine dispatcher, and John Wasilkow, clerk, who retired. Coffee and cake was served and they were presented with some useful gifts from their fellow employees.



Dick Schmitz, clerk in the Freight Office, who started as a messenger at Burnham Yard in 1937, decided August 1 was a good time to apply for his annuity after 38 years with the Rio Grande. He was presented with a power saw and a box of band aids. Best wishes from all go with them.

Salt Lake Vets

By C. L. Crawford

Rio Grande Day was held at Saratoga Resort on June 28. A large crowd attended and everyone had a good time enjoying the rides, visiting with old friends and enjoying the lunch. Many prizes were given through the drawing. It was a fun day.

The first summer party was held on July 18 at Sugar House Park with a potluck luncheon. Bingo was the sport of the day. On August 22 a potluck dinner and Bingo party was held at Sugar House Park. A fine crowd was in attendance.

Sympathy is extended to the family of Mrs. O. P. Tillery who passed away at the age of 90. Her husband passed away in February. She was a charter member of the Ladies Auxiliary.

The F. C. Krauths, daughter and grandson vacationed in Northern California. H. C. Rugg and family and Web Wood and wife headed for the Northwest. J. C. Cooley, wife and his brother, Ivan and wife vacationed in the Dakotas and Denver.

Green Light

Burnham Notes

Store Department

By Dolly Fagler

Greetings to recent visitors among them were Bill Moeller, Bill Seely, L. Gentry, C. O. Jamieson, Joe Jamieson, Mike Wilkas, P. W. Ackermann, Bud Manro, Ron Schilp and W. J. Ladd from Florida. Nice to see all of you.

Vacationers include Adolph Herman to Pueblo; Ray Youngquist and family short trips around Colorado; Ed Egan and family short trips; Lester Dale and wife visited their daughter in Chicago; Bob Guerrieri and family to Hawaii; Greg Sorter a week at home; and Pete Dimitroff and wife flew to San Diego and Las Vegas.



Gerry E. Hart, store helper, retired after 39 years' service with the Rio Grande on July 31. He was presented with a "Green Gift" from fellow employees in the Store Dept., Shops and from some in Park Central. Lots of luck Gerry.

Shops

By Elmer Schaefer



In the photos are some of the men who were honored at their retirement.

Retiring from the Car Dept. and Steel Shop from left are, Alex Bauer, carman, Clarence Blum, painter, Paul Klingenberg and Chester Perry, carmen, and Joe Stithem, laborer. Between them they had about 160 years' service.



Two electricians were honored when they retired. Shown are E. E. Johnson, left, and Pete Greenmyer.



"Red" MacDonald, shop superintendent, presented retirement gifts to Glenn Murray, left, and Dary Tarullo. Glenn received a replica of himself sitting by his welding machine and Dary received a model of an observation dome car and small sheet metal brake.

The Bill Saponas family vacationed in Pennsylvania, West Virginia, Montreal

and Chicago. While in Montreal they were the guests of the La Fatoas Restaurant and Lounge.

Two carmen in the triple valve repair unit were recipients of models of AB brake valves and box cars as retirement



gifts. Fred Heyman, left, and Paul Klingenberg each had 33 years' service.

The Matt Brozovichs vacationed in Las Vegas. The James Blairs explored ghost towns and camped at Timber Creek.

A long, carefree retirement is wished for Alex Bauer, Chester Perry, Fred Heyman, Paul Klingenberg, Gasper Ruybal, Jim Archer, Ernie Flowers, Dave Davis, Walt Schaefer, James Meyers, Charles Piatek and Joe Stethem. The "ole" gang is getting smaller.

Sorry to hear that Lee Ellsworth and wife have been confined to their home for some time.

Salida Vets

By Mary B. Cassidy

The Salida Vets' Club members enjoyed a fun-filled picnic in July. There were 128 in attendance and included Frank Morrows from Canon City.

Leonard Perschbacher was the handy carver of roast beef, Ham, potato and macaroni salad, baked beans, watermelon and refreshments completed the menu. Perschbacher's right hand man in doing the carving of the meat and watermelon was Jim Allen.

Officers for the ensuing year are Herbert Cole, president, Lyle Bratton, vice president, James Allen, secretary-treasurer, and Mary B. Cassidy, press secretary.

Committee members who assisted with arrangements for the picnic were Jack Paquette, Norman Morrison, Chris Bernstein, Ted McDowell, Gene McClure and Leonard Perschbacher.

Suggestions

Suggestions received for review and discussion:

18328	19709	31551
18420	20594	31919
18436	21236	31924
19034	21243	31969
19623	31441	31971
19686	31488	31976*

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

31714	31921	31930
31869		

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

31498

*More information is needed on suggestion 31976 before judgement can be made.

Denver Vets

By Ruth Cone

Congratulations to Hazel and Ed Ramey who celebrated their 50th Wedding Anniversary on August 15. They were also blessed with a new great granddaughter about July 20.

Many members enjoyed a day at the Duckworth cabin in the mountains in June. Thanks for the hospitality.

The picnic at Lakeside was well attended on July 12. Everyone had a good time. Dorothy and Wesley Todd wore their Hawaiian clothing they purchased when they made a tour of the Islands in January.

Bill and Dorothy Moeller attended his 50th reunion of South High School at the Tiffen Inn. There were 65 in attendance. They journeyed to Carlsbad, Calif., visited sisters in Las Vegas and on their return they stopped at Solvang, a little Dutch town in California, and Lake Tahoe.

Fern and Bill Hicks and Verna and Fred Snyder toured Glenwood Springs and Colorado. The Hicks then drove to Wyoming to visit a daughter.

Sylvia and Max Garcia attended the graduation of their granddaughter in Illinois in May. The Pete Ackermans will be celebrating a granddaughter's wedding and a daughter's silver wedding anniversary.

Helen and Ronald Schilp toured four Hawaiian Islands and the Sierra Nevada Mountains in California. The Heimlichs visited relatives in Nebraska.

Jerry and Alice Cutshall visited their son at Midland, Mich. On their return, Alice had surgery on her shoulder. Wish her a speedy recovery. Hope Verna and Wanda Marquiss will be feeling better soon.

Bill and Kathryn Sealy enjoyed a visit from their son and family from Minneapolis.

DATES TO REMEMBER:

Pot Luck Dinner, Sept. 18. Those who volunteered, don't forget the chicken.

The Annual Convention at Grand Junction, September 20-21. Provo is the host.

Provo

By R. R. Rackele

Congratulations and best wishes as wedding bells rang for Cindy Robinson and Jerry Bird; and Cherly Ann Mikesell and Henry Morelli. Many years of happiness are wished for them.

Long-time section man, Andrew Hartley retired June 5. He and his wife reside at Mapleton, Utah.



Howard Larsen, carman, above, retired July 5. His future plans are to take care of his ranch at Mapleton.

Vacations are upon us and those who visited relatives, traveled or "just went fishing" were Mel Elder and family, Kenneth Watson, Bob Pace, Dave Christensen, Neal Thorpe, Douglas Miller, S. T. Jackman, the Franklin Sheperds,

John Boyd, Allen Boyd, Ed Anderson and family, Elmer Dunn, Hal Rasmussen and Jack Treat. Overseeing the picking of cherries while on vacation were Eldon Stallings and W. L. Jackman.

Get well wishes are sent to Douglas Jensen and Tom Reid.

Condolences to the C. G. Brown family in the loss of their daughter, Debra B. Crowther, who passed away after a long illness. Sympathy is extended to Mrs. R. E. Gardner in the passing of her mother at the age of 87.

The Tom Reids left August 6 on a mission to Greensboro, N. C. which will take 18 months.

Colorado Springs

By Jim Kennedy

This reporter and wife enjoyed visiting family and friends in New York, New Jersey, Washington, D. C., Maryland, Virginia and Pennsylvania. Don Curtis, clerk, and wife worked on their cabin in the mountains and taking it easy while on vacation.

Sympathy is extended to the family of C. A. Neer who passed away June 21. He was a retired chief clerk.

Bob French, OS&D clerk, and family visited his brother and family at Grand Junction, Las Vegas, Southern California, Disneyland, Knott's Berry Farm, but the highlight of the trip was aboard the Queen Mary at Long Beach. W. W. Willard has been on a three-week vacation. T. W. Gallo and wife went fishing and relaxing in their bus-camper.

Welcome to Brakeman J. E. Fox and C. S. Hagge who bid in the Manitou Springs run. Am sure they will like working in Colorado Springs.

Grand Junction Site of Vet's Convention

The 25th Annual Convention of Rio Grande Veteran's Clubs will be held at Grand Junction on September 20-21, 1975.

Convention Chairman Wayne Thomas and his committees are busy finalizing plans for this outstanding event.

Reservation fee will be \$6.50 per person which will include the Dinner-Dance on Saturday evening, entertainment, gifts, transportation to the picnic site and a grand picnic at the upper picnic grounds on Colorado National Monument.

Reservations must be made through the local club, fees must be paid and travel expenses through your local club. Train schedules will allow only the Denver Club to travel by rail. All other clubs will be reimbursed for travel expenses in proportion to mileage and number of members attending. Detailed information, including motel rates, will be furnished all local clubs.

There will be a Hospitality Room at the City Center Motel. The Business Meeting will also be held at the City Center Motel.

Make reservations early. Come and meet all your friends. You are assured of a wonderful time.

ALL ABOARD ! ! ! ! ! ? ? ?

IF YOU HAVEN'T SENT IN THE COUPON from the last issue to remain on the mail list, this is the LAST CALL. Those not answering will be dropped.

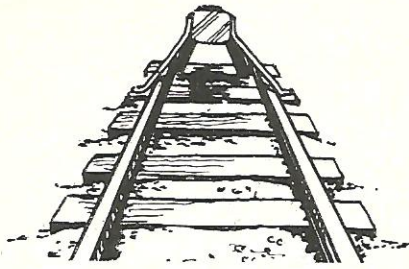
RECENT APPOINTMENTS

J. P. Gilmore, Customer Service Representative ..Chicago
R. C. Hagaman, Market Manager—Coal Denver
B. N. Mahaffey, Office Manager Cincinnati
V. E. Schoenfeld, Trainyard Foreman Roper
P. E. Smith, Market Manager—Petroleum & Oil
Shale Development Denver
G. P. Starr, Rodman Denver



"thanks for giving"

it's working
The United Way



(Age and Date of Death Shown)

RAIL'S END

Airth, William J., Salt Lake City, Switchman, 83, April 16.
 Archer, Robert P., Pueblo, Switchman, 67, June 24.
 Buchhorn, Fred A., Salt Lake City, Baggage Clerk, 78, May 1975.
 Buehler, George J., Salt Lake City, Brakeman, 85, June 21.
 Burke, George F., Jr., Leadville, Switchman, 65, Mar. 9.
 Coccimiglio, Pietro, Grand Junction, Section Laborer, 85, July 8.
 Donati, Joseph B., Pueblo, Carman, 85, April 1975.
 Ellis, Raymond J., Denver, Clerk, 92, April 16.
 Ellis, Robert A., Minturn, Carman, 82, April 1975.
 Gearhardt, William F., Durango, Carman, 79, May 1975.
 Gillett, Allin A., Denver, Conductor, 81, May 5.
 Grasselly, Albert, Denver, Pumper-D&SL, 92, June 26.
 Green, Glenn W., Grand Junction, Locomotive Engineer, 68, May 4.
 Hollingsworth, Charles, Denver, Carman, 85, March 10.
 Jones, Edward, Salt Lake City, Boilermaker, 91, June 7.
 Jordan, Owen L., Alamosa, Machinist, 63, April 23.
 Jorgensen, Nick M., Grand Junction, Conductor, 82, April 1975.
 Knickerbocker, Tom, Salida, Locomotive Engineer, 77, March 27.
 Knipp, Anthony, Salida, Carman, 87, April 7.
 Langford, Steve M., Denver, Terminal Assistant, 74, May 17.
 Marley, Wilby B., Denver, Locomotive Engineer, 79, March 12.
 Matlock, Raymond L., Grand Junction, Carman, 64, July 25.
 Mattingly, James E., Pueblo, Carman, 71, May 31.
 Mattivi, William J., Minturn, Mech. Laborer, 73, March 1975.
 McElvain, Marion R., Grand Junction, Carman, 67, June 4.
 McLaughlin, Cornelius, Denver, Clerk, 63, July 6.
 Moore, Wesley O., Denver, Stationary Engineer, 66, March 23.
 Mott, Harry A., Grand Junction, Conductor, 83, April 1.
 Neer, Charles A., Colorado Springs, Chief Clerk, 71, June 21.
 Neigenfind, Charles, Denver, Asst. Trainmaster, 84, June 20.
 Nelson, Chris, Grand Junction, Locomotive Engineer, 83, Feb. 1975.
 Norris, Opechand D., Denver, Waiter-DC&H, 78, March 17.
 Pantiskas, Andrew L., Paonia, Section Laborer, 87, April 1975.
 Perry, Edwin H., Denver, Printer, 74, July 9.
 Pietramali, Joe, Salt Lake City, Boilermaker Helper, 87, March 22.
 Rhodes, Frances M., Alamosa, Locomotive Engineer, 94, Unknown.
 Schneitman, Harry B., Denver, Derrick Foreman, 59, July 10.
 Sinclair, Ronald R., Grand Junction, Conductor, 59, May 29.
 Snyder, Lawrence J., Denver, Engineer of Captial Exp., 70, May 22.
 Sparks, Everett L., Orestod, Section Laborer, 79, June 24.
 Springett, Ralph H., Durango, Water Service Pipefitter, 75, April 24.
 Stilson, Ralph E., Grand Junction, Machinist, 72, April 13.
 Sullivan, Arden T., Pueblo, Locomotive Engineer, 62, May 19.

Green Light

Trammell, Chester E., Grand Junction, Leadman Pipefitter, 81, Dec. 22, 1974.
 Travis, Robert C., Pueblo, Carman, 80, March 25.
 Vernon, Fred, Antonito, Agent, 66, May 30.
 Wathen, Charles W., Denver, Machinist, 79, June 23.

The Grande People

By Ann Eckberg

Retirements

(Years of Service and Date Shown)

Ackles, Lydia H., Denver, Statistician, 32, April 1.
 Alvey, Samuel W., Salt Lake City, Switchman, 31, May 28.
 Archer, James, Denver, Machinist, 42, June 1.
 Benassi, Louis, Salt Lake City, Fireman, 34, July 1, 1974.
 Billings, Eugene E., Grand Junction, Carman, 34, June 1.
 Bodgen, Cy D., Salt Lake City, Carman, 40, Feb. 20.
 Bolin, Herman L. Pueblo, Locomotive Engineer, 34, June 1.
 Carpenter, Margueritte, Denver, Clerk, 37, Feb. 22.
 Chadwick, Max A., Salt Lake City, Brakeman, 26, Feb. 1.
 Christensen, Thernell, Orem, Clerk, 29, April 17.
 Ehmke, Richard E., Pueblo, Conductor, 32, Mar. 26.
 Fischer, Philip, Denver, Dist. Frt. Claim Agent, 46, May 1.
 Flowers, Ernest F., Jr., Denver, Machinist, 38, June 1.
 Garcilaso, Frank, Castle Rock, Section Foreman, 31, Feb. 14.
 Gray, James A., Denver, Carman, 46, Mar. 8.
 Harrison, Willie C., Provo, Locomotive Engineer, 33, May 4.
 Heyman, Fred C., Denver, Carman, 33, June 1.
 Holmquist, Kenneth O., Denver, Blueprinter, 37, Mar. 15.
 Hunt, Kenneth R., Ogden, Switchman, 38, Jan. 28.
 Jamieson, Ira H., Denver, Carman, 34, Mar. 27.
 Jenkins, Hobart C., Grand Junction, Locomotive Engineer, 34, April 27.
 Jones, Catherine E., Ogden, Chief Clerk, 32, May 1.
 Killillay, Everett F., Alamosa, Work Equip. Operator, 25, Mar. 15.
 Klingenberg, Paul E., Denver, Carman, 33, June 1.
 Leech, John W., Grand Junction, Conductor, 32, Mar. 24.
 Linnell, Ray H., Salt Lake City, Conductor, 33, May 16.
 Lucero, Henry, Walsenburg, Section Laborer, 32, Mar. 15.
 Lucero, Isidro J., Pueblo, Carman, 33, May 30.
 Mather, Marion D., Kremmling, Truck Driver, 26, Feb. 7.
 Martinez, Gilbert G., Section Laborer, 29, Feb. 28.
 McCann, Jack J., Salt Lake City, Carman, 11, Jan. 30, 1974.
 Moran, Edmund R., Grand Junction, Trainmaster, 33, Feb. 1.
 Nelson, Claude V., Denver, Chief Engine Dispatcher, 39, June 1.
 Ogelvie, Charles, Denver, Switchman, 32, Feb. 4.
 Paterson, Victor F., Grand Junction, Trainman, 45, April 1.
 Phillips, John L. D., Grand Junction, Locomotive Engineer, 34, May 16.
 Prince, James H., Denver, Conductor, 39, Mar. 16.
 Radloff, Louis J., Pueblo, Yardmaster, 19, Aug. 18, 1974.
 Rice, Orville B., Salt Lake City, Conductor, 41, June 1.
 Rider, Ellsworth W., Phippsburg, Section Laborer, 22, Feb. 1.
 Sheppardson, Mike, Grand Junction, Conductor, 37, Feb. 12.
 Shugart, James V., Pueblo, Locomotive Engineer, 33, April 16.
 Sims, James H., Denver, Carman, 40, Dec. 1, 1974.
 Stone, Chris V., Pueblo, Conductor, 26, Jan. 30, 1974.
 Sweet, Don G., Denver, Car Distributor, 33, Feb. 1.
 Tafoya, Alvaro B., Durango, Engine Watchman, 21, Feb. 3, 1974.
 Tice, Arthur J., Denver, Switchman, 15, Nov. 1, 1974.
 Tracy, Thomas M., Denver, Manager-Gen. Telegraph Office, 28, May 4.
 Wasilkow, John H., Denver, Clerk, 33, June 1.
 Witherwax, Joseph A., Denver, Relief Clerk, 40, May 29.

Fifteen

TOFC/COFC Is The Only Way To Go!

One of the fastest growing concepts in the railroad industry is the piggyback service. TOFC/COFC provides the shipper with a first class energy efficient means of transportation.

The Rio Grande in keeping pace has constructed a \$900,000 trailer-on-flat-car and container-on-flat-car loading and unloading facility at North Yard near Denver matching the Salt Lake-Roper installation completed in January 1974.

The North Yard facility handles trailers and containers between points on the Rio Grande as well as through shipments to the West Coast. A Piggy Packer lifts the units on or off the flat cars in a fraction of the time required by the ramping method.

Trailers loaded in the afternoon arrive in Salt Lake City for early morning delivery the following day moving on train 195. The increase in traffic on 195 has resulted in movement of solid piggyback trains.



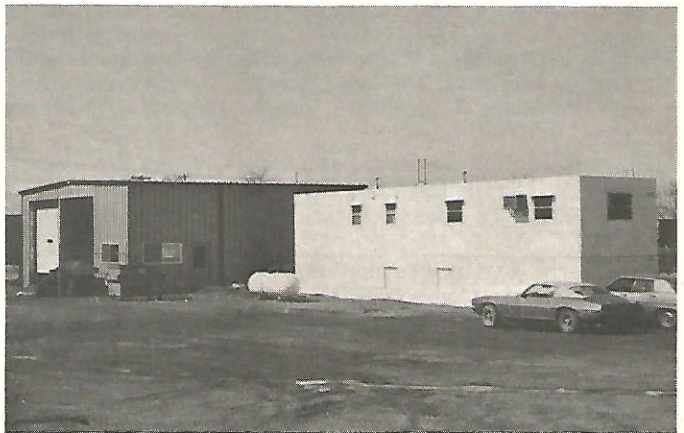
THE PIGGY PACKER is positioned for "lift-off."



UP AND AWAY and it is ready for delivery to consignee.



A RIO GRANDE TRAIN with loads of piggy backs highballs it to the west with four units on the head end, two GP 40s, a GP 35 and an SD 45, trailing 32 loads and three empties. Scene is near Grand Junction. (Cheedle photo)



NEW OFFICES and service building were constructed to handle the increased business.



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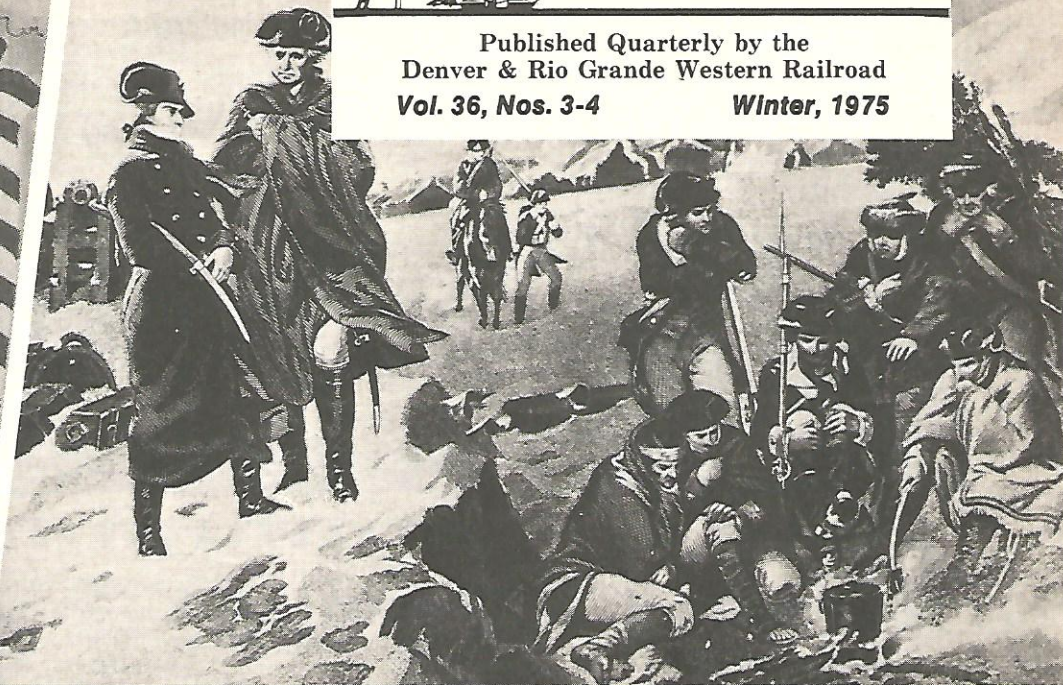
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CHICAGO, IL 60618

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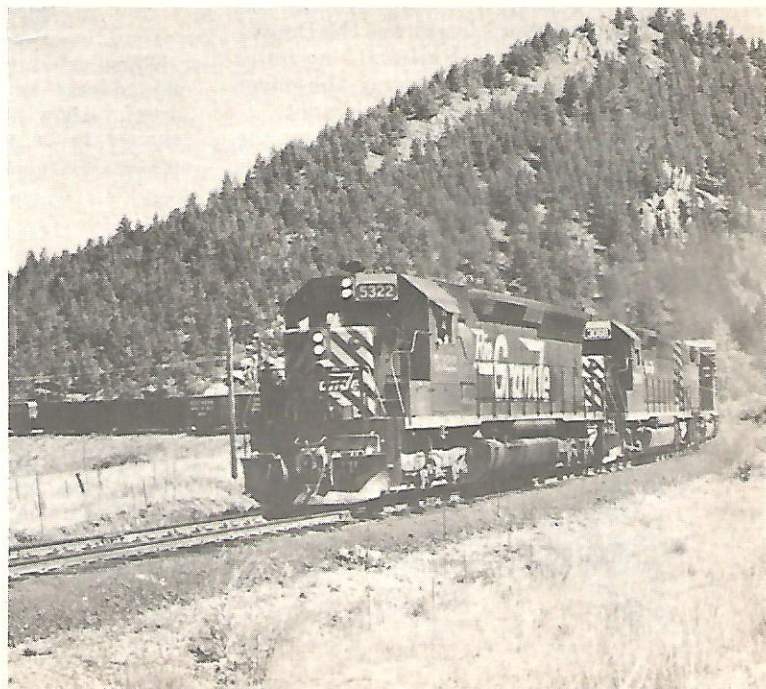


Green Light

Published Quarterly by the
Denver & Rio Grande Western Railroad
Vol. 36, Nos. 3-4 Winter, 1975



Spirit of 76



Green Light

Winter, 1975

Vol. 36

Nos. 3-4

D. J. Davidson, Editor

Member

Association of Railroad Editors,
International Association of Business
Communicators and Colorado
Association of Business
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Denver, Colorado 80217

On the Cover

Spirit of

76

(See Page 3)

The Reader's Corner

**The Rainbow Route
Sundance Limited**
100 Kalamath Street
Denver, Colo. 80223
\$34.95

The saga of the legendary Otto Mears, who built and operated three of the most fantastic narrow gauge railroads in Colorado, is told for the first time about the Silverton Railroad; the Silverton, Gladstone & Northerly; and the Silverton Northern. All three were short, steep and crooked, their only connection with the outside world was the Denver & Rio Grande Railroad, actually turned in a profit serving the silver mines in Southwestern Colorado.

The Rainbow Route portrays the struggle they endured fighting against financial perils and the elements in serving the 20-odd mines above 9,300 foot elevation.

There are 416 pages and over 400 illustrations, many rare photos, some in color and sepia-tone as well as detailed maps of each route. It is well written and documented.

The Rainbow Route would make a fine addition to the railroader's library and would make a fine gift for Holiday giving.

Order direct from the publisher or from hobby and book stores. Colorado residents should add appropriate tax.

Warm Greetings
for a Happy Yuletide Season
and Good Wishes
for the Year Which Lies Ahead

R. Davidson
President

Earnings for 1975 Lower than 1974

Net income for the nine months ended September 30, 1975, was \$9,271,000 of which \$5,136,000 was recorded in the third quarter. This compares to a profit for the first nine months and the third quarter of 1974 of \$11,204,000 and \$5,510,000 respectively.

The decline in profits, which occurred principally during the first half of the year, can be attributed largely to the lower level of general business activity.

Operating revenues for the third quarter for 1975 were \$52,211,000 compared to \$47,977,000 for the same period last year. Operating revenues for the nine months ended September 30, 1975 were \$136,919,000 compared to \$129,514,000 for three quarters in 1974.

Moving?

When moving please include your old address as well as your new address. Allow at least one month for change to be made.

Safety Pays

A letter of commendation was received by the Rio Grande Motor Way from the Colorado State Patrol in behalf of one of their drivers, Ernest E. Cox.

Entering the city limits of Del Norte on Colorado 160, Cox in reducing his speed to the required 35 mph speed zone, saw some children riding bicycles dart out from the south side of Colorado 160 into the eastbound lane. Cox demonstrated his ability and ex-

Attorney Appointed

Donald M. Hoerl was appointed attorney for the Rio Grande at Denver on August 11.



Born and raised at Boonville, Missouri, Don attended the University of California at Los Angeles where he earned a Bachelor of Arts Degree in 1968, and the University of Colorado attaining a Law Degree and admitted to practice in 1972.

He practiced law in the firm of Sonheim & Helm for a time and for two and one-half years was associated with the District Attorney's Office at Pueblo. He was Chief Deputy District Attorney in the Tenth Judicial District at Pueblo when the decision was made to join the legal staff at the Rio Grande.

Don, his wife, Lesley, and their three-month old daughter, Kristen, make their home in Denver.

Wife, to marriage counselor: "It all started with him wanting to be in the wedding photos."

The Rio Grande Views The Bicentennial



A RIO GRANDE FREIGHT skirts the Bookcliffs in western Colorado on its eastbound journey. (Photo by Kent Bolerjack)

America and its railroads grew up together.

There were, of course, no railroads when the United States was founded. But during most of the 200 years of history that brought the nation to its bicentennial, the railroads were importantly present. In fact, their presence was essential to the remarkable growth and development that turned a wilderness into a land capable of supporting unmatched standards of living.

In 1776, there was not much transportation of any kind. There were roads—paths really—made all but impassable by weather much of the time. There was river travel and later there were canals. But weather also affected travel on the waterways.

Yet there was no doubt that good transportation was needed to bind the new nation together, to encourage settlement of new regions, to make trade possible and profitable among the former colonies.

Some experimented with wagons that were put on rails to make them roll more easily. The result was actually a railroad, but it was somewhat underpowered. Horses were used to pull the wagons and loads were thus limited.

The answer came with the invention of the steam engine in Great Britain. Soon, inventors on both sides of the ocean were trying to put this power source on wheels—and to put the wheels on rails.

This happened when the United States was just 54 years old. From that point on, the history of America and the history of the railroads were linked.

There were 23 miles of railroad track in 1830, when the Baltimore and Ohio put its first steam locomotive, the "Tom Thumb," on its line, and the South Carolina Canal and Railroad Company used the "Best Friend of Charleston" to inaugurate scheduled steam rail service. The nation's population was under 13 million, and all but 160,000 lived east of the Mississippi.

In 1850, rail trackage totaled 9,021 miles, concentrated largely in the Northeast, and the national population had grown to 23 million. But gold had been discovered in California and the rush west was on.

In 1869, the first transcontinental rail link was opened and, during the two decades that followed, the railroads experienced their greatest growth as 110,000 miles were added to the system.

In 1869, railroad mileage stood at 207,000, having declined somewhat from an earlier peak. In the preceding 100 years, the population had increased by five

times, the gross national product by 150 times, the value of manufacturing by 222 times and the value of farm products by 18 times.

During the last half of the nineteenth century, railroads became predominant in supplying the means of Western trade and travel, in the settling of vast sections of the country and in penetrating new wilderness areas.

Possibly no railroad brought on as marked and rapid development of a primeval territory as did the Denver and Rio Grande Railway in that part of the continent now within the boundaries of Colorado and Utah. It is difficult to realize that one hundred years ago this region of mountains and prairies was virtually a wilderness; its fabulous resources barely known.

Gold was discovered in the front range of the Colorado Rockies in 1858 and the rush of fortune hunters centered on the frontier town of Denver and the Pikes Peak region. Inevitably, the settlers of communities in the new territory began to think of building railroads.

General William Jackson Palmer, engineer and Civil War veteran, thought, planned and acted upon an idea of dramatic scope—a railroad system extending from Denver to Mexico City.

The Denver and Rio Grande Railway Company was incorporated on October 27, 1870, named for its point of origin and the Rio Grande River along which the proposed route was charted from southern Colorado to the Mexican border.

The initial segment of the D&RG, from Denver to the newly founded community of Colorado Springs, was started with the driving of the first spike on July 28, 1871. On October 26 of that year, the first train, two passenger coaches and a baggage car pulled by engine No. 1, The Montezuma, ran over the new line.

Building speedily and economically, the D&RG pushed southward and westward reaching Pueblo in 1872 and Canon City in 1874. The plan was to follow the Arkansas River to Salida, cross Poncha Pass into the great San Luis Valley, then proceed along the Rio Grande River to Santa Fe and beyond.

The intended mail line south from Pueblo reached El Moro near Trinidad in 1876 and the builders were ready to push on across Raton Pass into New Mexico. The Rio Grande and the westward-rushing Santa Fe railroad were both vying for the route over Raton Pass, as well as through the Royal Gorge of the Arkansas River west of Canon City.

The race for Raton Pass went to the Santa Fe. Intense rivalry for the Royal Gorge led to corporate and court battles buttressed by the storied "Royal Gorge War," a physical but bloodless confrontation in the depths of the canyon. Denver & Rio Grande emerged victor in a U.S. Supreme Court decision.

During the ensuing years, the Rio Grande's aim was established: to become a railroad system "through the Rockies, not around them," linking eastern Colorado gateways of Denver, Colorado Springs and Pueblo with Salt Lake City and Ogden, Utah, the outlets to Pacific Coast markets.

Originally D&RG tracks were narrow gauge, three feet between rails compared with 4 ft 8½ in. of standard gauge railroads. The narrow trackage and correspondingly compact locomotives and cars were more adaptable to the steep grades and sharper curvatures imposed by mountainous terrain, and the cost was lower. By 1880 the Rio Grande possessed nearly 1,700 miles of three-foot gauge trackage. Formation of the Rio Grande Western Railroad in 1881 and construction of its line from Ogden and Salt Lake City eastward connected with the Denver and Rio Grande at the Colorado border, created in 1883 a continuous narrow gauge rail line of 772 miles from Denver to Ogden.

With the need for a standard gauge main line to handle transcontinental traffic, an easier route to the Western Slope of Colorado was surveyed from Leadville over Tennessee Pass and down the Eagle and Colorado Rivers to Glenwood Springs and Grand Junction. Building this line and rebuilding to standard gauge the tracks from Denver to Leadville coincided with similar rebuilding by the Rio Grande Western in Utah. The standard gauge main line from Denver to Ogden replaced the narrow gauge in late 1890.

\$10 Million Plant-Equipment Plan Approved

The Rio Grande Railroad is gearing for increased traffic volume and is optimistic that the coming year will register a significant upturn in business activity. The road's board of directors approved a plant equipment improvement program calling for expenditure of \$10,000,000.

Coal tonnage on the Rio Grande, which is almost 140 per cent above what it was five years ago, is expected to increase another 25 per cent in the year ahead. To serve this burgeoning demand, \$3,000,000 will be invested in new rail to upgrade main and branch line trackage.

Installation of centralized traffic control system on the coal-heavy Craig branch, begun in 1975, will be completed in the next 12 months, as will the microwave system linking Denver headquarters with Colorado's Western Slope and with Eastern Utah.

Orders totaling over \$500,000 have been placed for work equipment and cabooses to support the increment in coal loadings.

To handle the projected rise in automobile purchases, the Rio Grande will invest \$2,000,000 in fully-enclosed, tri-level auto-rack rail cars, designed to substantially increase the protection provided automobiles in transit. With acquisition of this equipment, the Rio Grande will have 500 cars in its motor-carrying fleet.

Funds have also been earmarked for installation of a computer-controlled car inventory system which will be unique in the industry. This new concept in equip-

Some of the narrow gauge mountain lines continued to serve well for many years, but competition and changes in customs unforeseen when the rails were laid, gradually eroded the usefulness and profitability of the slim gauge lines. In the 1930's the narrow gauge lines were being abandoned one by one. Today only the 45-mile passenger excursion route of the Silverton Train, between Durango and Silverton in southwestern Colorado, remains of Rio Grande's pioneer trackwork.

The Denver and Rio Grande purchased the Rio Grande Western in 1901 making it one railroad from Denver to Ogden. With the opening of the Moffat Tunnel in 1934 and the building of the 38-mile Dotsero Cutoff 129 miles west of Denver, The Rio Grande had two main lines from eastern Colorado to the west using the line of the Moffat Road. The D&SL was absorbed into the Rio Grande system in 1947.

In recent years, the Rio Grande, once held largely in the public mind as a passenger-carrying line, is today a hardworking, efficient and fast hauler of commercial tonnage. Its fleet of diesel locomotives and specialized cars are rated among the most modern, complete and versatile in the industry. Its slogan—"The Action Road"—keynotes its operational concept of service to the nation's shippers.

Certainly, railroads were not the sole agent in the growth of this country, but they made possible the rapid settlement of the West by providing transportation for pioneers and a means for transporting goods to market.

The Rio Grande is proud to have been a factor in providing an efficient transportation system in the growth of the Rocky Mountain region during the over 100 years of operation, and in joining the celebration of the 200th Anniversary of the United States.

ment management will give the road an immediate record of all cars on its line at all times and will provide time economies which will enable faster and more efficient service for the shipping public.

RECENT APPOINTMENTS

D. Aragon, Asst. Roadmaster	Silt
J. E. Armbrust, Division Car Foreman	Denver
C. E. Baldrige, III, Asst. to Regional Manager Salt Lake City	
B. A. Barnes, Jr., Manager, Customer Service	Chicago
T. L. Borsch, District Representative	Chicago
R. G. Buffalow, Trainmaster	Phippsburg
H. E. Cash, Asst. Vice President-Fuel Traffic	Denver
J. R. Clark, Office Manager	Atlanta
M. A. Duffy, District Representative	Salt Lake City
J. P. Gass, Engineering Assistant	Roper
W. C. Herndon, Business Car Attendant	Denver
D. M. Hoerl, Attorney	Denver
D. W. Jamieson, Roadmaster	Denver
J. J. Martin, Manager Marketing Services	Denver
A. L. Marzano, Terminal Trainmaster	Denver
G. L. Openshaw, Terminal Trainmaster	Pueblo
A. S. Pahlke, Diesel Maintenance Supervisor	Grand Junction
R. H. Pennington, Trainmaster	Pueblo
D. W. Pope, Trainmaster	Denver
J. J. Sandrin, Asst. Roadmaster	Phippsburg
W. L. Shaddix, Office Manager	Detroit
G. P. Starr, Asst. Supervisor Structures	Roper
W. E. Taylor, Customer Representative	Kansas City
A. L. Thiessen, Regional Manager	Kansas City
R. H. Thurston, Rodman	Denver
J. J. Vess, Asst. Supervisor Structures	Denver
T. E. Wells, Supervisor Equipment Utilization	Denver

Reaching Out

. to the Kansas City Region

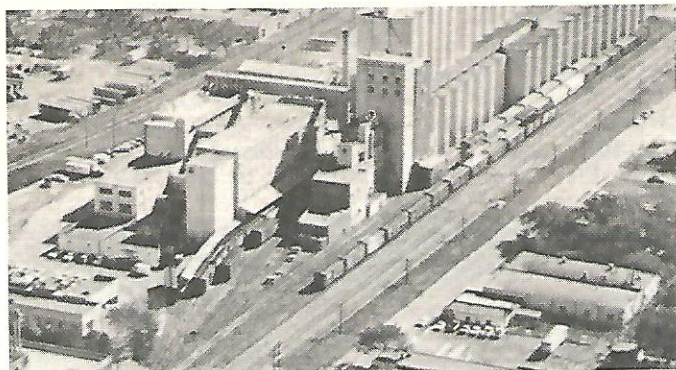
This month the Green Light Reaches Out to Rio Grande's Kansas City Region Office.

From this central point, Rio Grande's Sales Representatives cover all or part of the states of Kansas, Oklahoma, Missouri, Arkansas, Nebraska, Iowa and South Dakota.

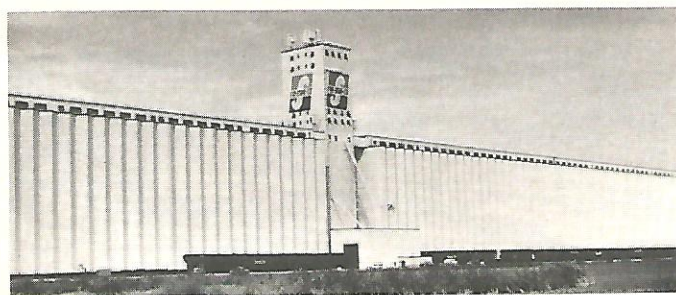
Representation was established in Kansas City on August 1, 1883 with the appointment of a general agent. Closed in 1918 due to the Federal Control of Railroads, the office was re-established in 1920 as a Rio

Grande-Western Pacific General Agency, and has represented the Rio Grande exclusively since 1928. The Kansas City Region, as it is now known, was established in October, 1973 when the Omaha Office and the Kansas City Agency was combined.

Commodities handled are quite diversified including automobiles, grain and grain products, iron and steel products, petroleum and petroleum products, manufactured articles, coal, lumber, canned goods, agricultural and chemical products.



ROSS INDUSTRIES, INC., a subsidiary of Cargill, Inc., is primarily engaged in flour milling. The company operates mills at Newton, Wellington and Wichita, Kansas, maintaining its headquarters at the Wichita facility. Ross produces bread flour, cake and cracker flour, special product malt flours as well as various feed products. The Wichita mill, shown above, is not only the largest flour mill in Kansas, but also the largest west of the Mississippi River. A major miller, the company markets its products nationwide as well as participating in the world trade through virtually all U. S. Ports.



FAR-MAR-CO, INC., headquartered at Hutchison, Kansas, is the nation's largest regional grain marketing cooperative. Encompassing a total marketing area of eight states in the heartland of the country, FAR-MAR-CO serves as the marketing agent for over 250,000 farmers who are members and owners of 600 local cooperatives which, in turn, own FAR-MAR-CO. As a marketing cooperative, the farmers are furnished with the marketing resources to realize a fair profit for their many long hours of labor and the continually increasing costs of farming. The combination of centralized location and innovative marketing methods has been instrumental in allowing FAR-MAR-CO to maximize the profit potential of grain, through intensive market development. Fourteen terminal elevators, with a total storage capacity of nearly 110 million bushels, add an extra dimension and a unique flexibility in the marketing of farm produced grain. The 18 million bushel elevator at Hutchinson, Kansas, shown, is the longest elevator in the world, nearly one-half mile. FAR-MAR-CO operates a fleet of about 1,000 covered hopper cars.

Green Light

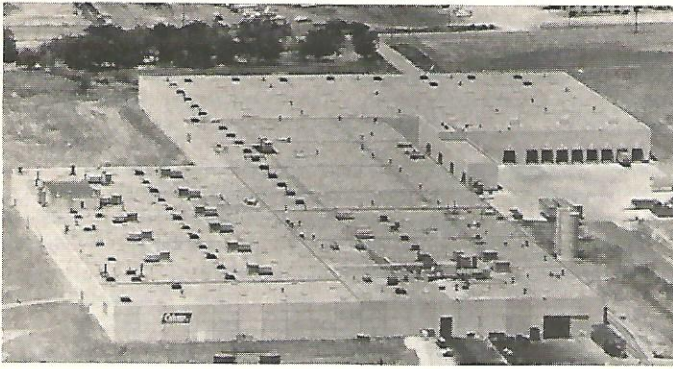


RIO GRANDE'S SALES STAFF for the Kansas City Region shown are, from left, standing, J. W. Sample, retiring regional manager; R. H. McKee, district manager, Wichita; J. M. Tolich, district representative, Kansas City; K. N. Hahne, district manager, Omaha; and J. L. Spring, district representative, Omaha; seated, W. E. Taylor, office manager, Kansas City; A. L. Thiessen, regional manager, Kansas City; and T. E. Wells, customer service representative, Kansas City.



HESSTON CORPORATION began in the quiet farming community of Hesston, Kansas, in 1947 employing five people. Perfecting an auger attachment to unload the bins of self-propelled combines started the company on the road to success. From unloading augers came other equipment ideas, straight through augers, straw spreaders, row crop saver attachments, and many more. All in all, over 100 new products have been pioneered and produced by Hesston Corporation. Many have become standard equipment on today's harvesting machinery produced by major manufacturers. In recent years, the corporation has diversified into other fields, such as office furniture, waste disposal equipment and industrial equipment. There are 10 divisions in the corporation, eight in North America and two in Europe. Hesston's largest division is located at Hesston where they produce the major line of farm products. The division at Logan, Utah, produces beet and potato equipment.

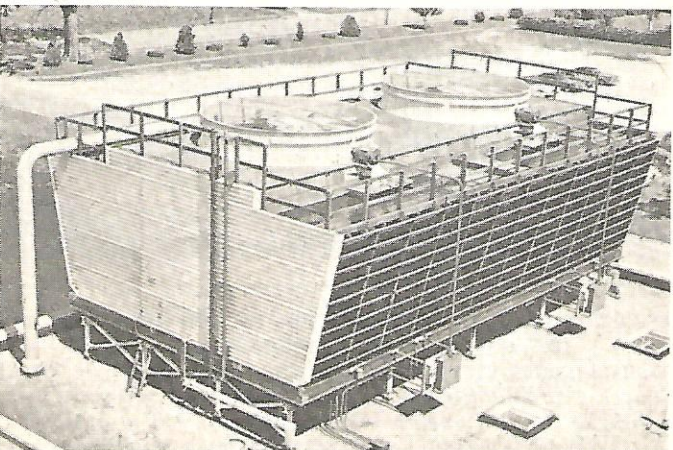
Five



THE COLEMAN CO., INC., headquartered at Wichita, Kans., manufactures more than 150 products, including lanterns, stoves, camping equipment, furnaces and air conditioners, marketing throughout the nation and in 100 foreign countries. Founded in 1900, the company has experienced steady growth and today operates 11 plants in the United States and Canada and has over 4,000 employees. (Photo is of their Northeast Wichita plant.)



Standing behind their motto, "Babies are our business . . . our **only** business!" **GERBER** is the leader in baby case items in the United States and much of the world. Since its beginning in 1912, Gerber has produced its products with painstaking freshness and quality. At Gerber's Fort Smith, Arkansas facility, shown above, they have 14 acres under roof and have a production capacity of 1,000,000 containers of baby food daily. Gerber's has plants in Michigan, California, New York, North Carolina, Ontario, Canada and Mexico City with licensing agreements with firms in Australia, Japan, Venezuela, France and West Germany.



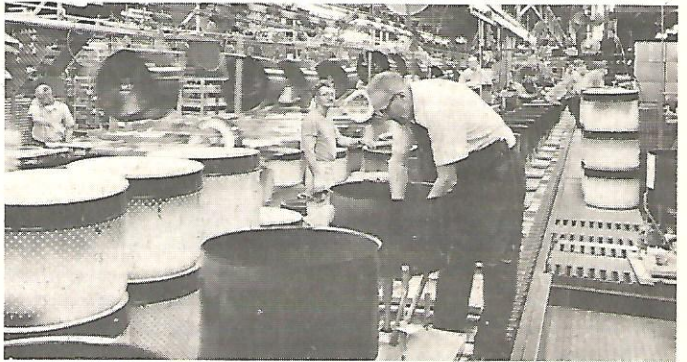
MARLEY COMPANY, Mission, Kansas, is a highly diversified international corporation with marketing areas which consist of electric power generation, petroleum refining, chemical processing and air conditioning. From its inception in 1922, Marley Company has steadily become one of the leaders in the manufacturing of power plant equipment such as cooling towers. Other products that Marley manufactures are a large variety of air conditioning and cooling units for industry and commercial use. (One of their Hyperbolic Cooling Towers is shown.)



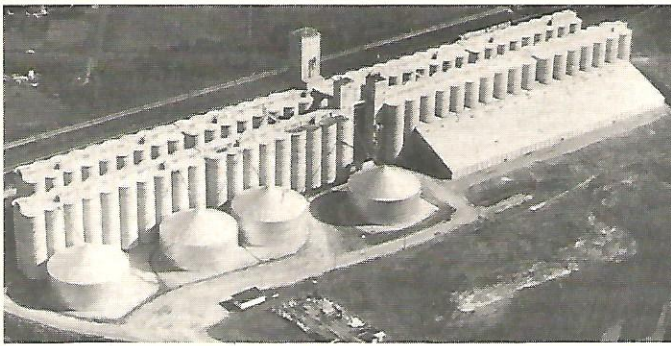
CRETE MILLS, Crete Nebraska, 2 million bushel grain capacity elevator capable of grinding operations producing over a million bushel of product per month. One of the Midwests heaviest corn product producers specializing in the sale of corn meal, corn flour and brewers grits to most U. S. domestic users. Approximately 1/5th of mill capacity is used to produce bulgar, corn soya blend and corn soya milk to fill U. S. D. A. contracts bagged and shipped to foreign countries. Plant is headquartered with Lauhoff Grain, Danville, Ill.



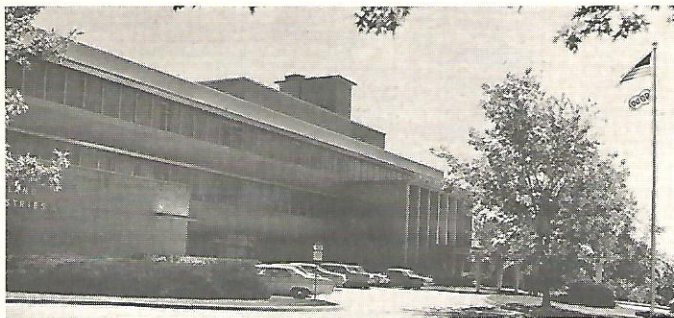
GOOCH MILLING AND ELEVATOR CO., Lincoln, Nebraska, 4,500,000 bushel capacity mill used primarily for storage of their own materials. Gooch is a feed mill with 700-ton-a-day production capacity, flour milling producing 350 tons and corn milling 400 tons. Shipment is to all United States points under custom milling contracts and Gooch named brand flour, macaroni, spaghetti and noodle products. The firm is a division of ADM, acquired under a 1970 acquisition.



THE MAYTAG COMPANY, Newton, Iowa, is a world leader in the production of home appliances, both for the laundry and the kitchen. With approximately 4,000 employees and sales of more than \$229 million in 1974, the home appliance maker is one of Iowa's leading manufacturing concerns. The company was founded in 1893 in Newton by F. L. Maytag. The firm went public in 1925 and today has nearly 20,000 shareholders. The product line includes automatic washers and dryers, dishwashers, food waste disposers and wringer washers. Introduced in 1966, the Maytag dishwasher, in less than a decade, has become a major factor in the company's growth in recent years. Maytag's guiding principle has always been and continues to be to build quality and dependable products that provides satisfaction long after it is sold. The washer assembly plant is shown.



LINCOLN GRAIN, Lincoln, Nebraska, 14,935,000 bushel capacity elevator is used for all grains storage. Specializing in domestic sales, Lincoln Grain probably represents the largest independently owned elevator using Rio Grande routings. Firm also has corn milling production at their Atchison, Kans. elevator and recently acquired 5.5 million bushel storage with acquisition of a Fremont, Neb. elevator. Constantly in expansion, Lincoln Grain has sales offices in six cities, including Chicago, Ill. and Denver, Colo. and country elevator operations at 17 sites in Nebraska and Iowa. Firm controls 400 leased or ownership hopper cars many under LGIX designation.



FARMLAND INDUSTRIES, a regional manufacturing cooperative, provides farm supplies to more than 500,000 farmer and rancher members in 15 midwestern states. Fertilizer, petroleum, feed, agricultural chemicals, steel products, automotive supplies and other farm needs are marketed through more than 2,100 local cooperatives who own a share in Farmland. A food processing subsidiary, Farmland Foods, markets beef, pork and turkey products commercially, and insurance subsidiaries offer a full line of coverage. During fiscal year 1975, Farmland's sales exceeded \$1.5 billion, with savings topping \$200 million.

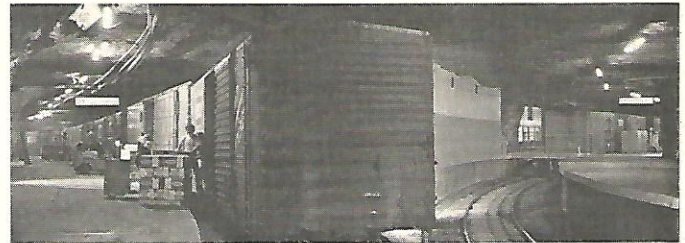


MASSEY-FERGUSON headquarters for its American Region (North, Central and South America and the Caribbean) are located in Des Moines, Iowa. This is also the location of one of MF's 15 major facilities in North America. The Des Moines factory turns out cornheads, implements and the company's big four-wheel-drive tractors. The United States is Massey-Ferguson's biggest single market, and world-wide MF products are made in 70 plants in 26 countries, and sold in 190 different countries and territories. They are among the world's leading manufacturers of tractors, combines, industrial and construction machinery, and diesel engines.

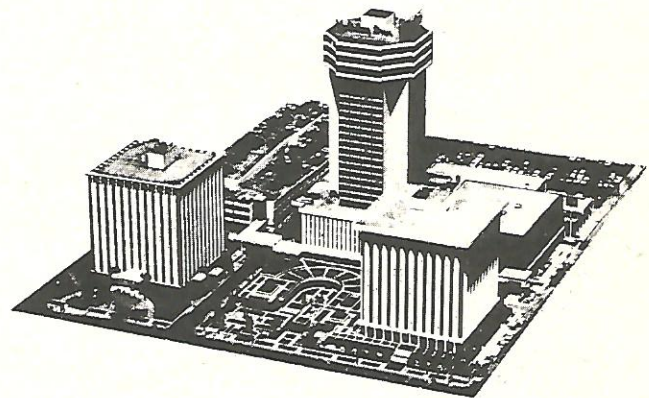
Green Light



MIDWEST SOLVENTS, headquartered at Atchison, Kansas, is the second largest producer of beverage alcohol in the United States. The production for the Atchison Plant is 525,000 gallons weekly of 164 million fifths of 80 proof vodka in a year. Besides alcohol for beverages, much of the alcohol produced by Midwest Solvents is used to make many pharmaceutical products and sundrie items.

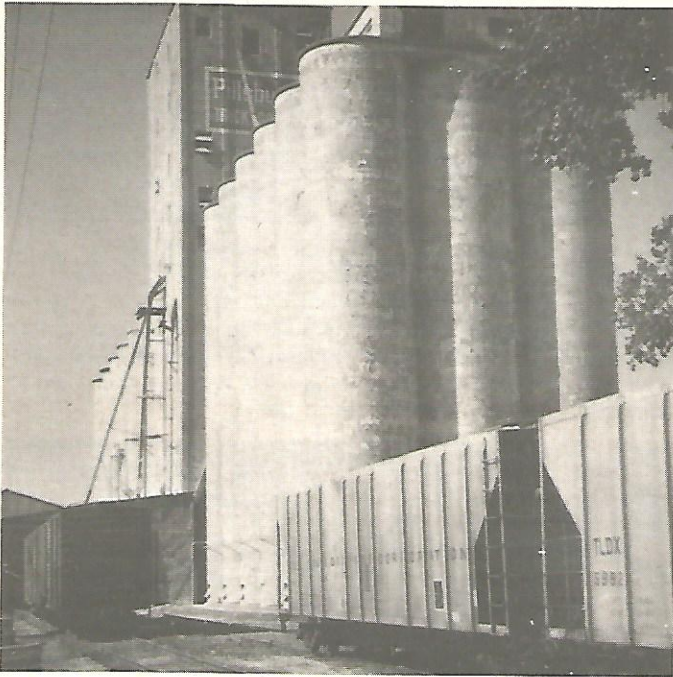


INLAND STORAGE & DISTRIBUTION CENTER, located in Kansas City, Kansas, is the largest underground storage warehouse of its kind in the world. In this one-time limestone mine, Inland has 4.4 million square feet of storage space for over 82 rail cars. Besides storage for dry and frozen commodities, Inland has a vital records storage area which is almost totally impregnable to destruction of any kind. The Inland Storage Center is a Foreign Trade Zone which entitles manufacturers in other countries to ship merchandise into the Zone for storage and then ship to any other point in the world without paying an Import Duty unless it is sold to customers in the United States.

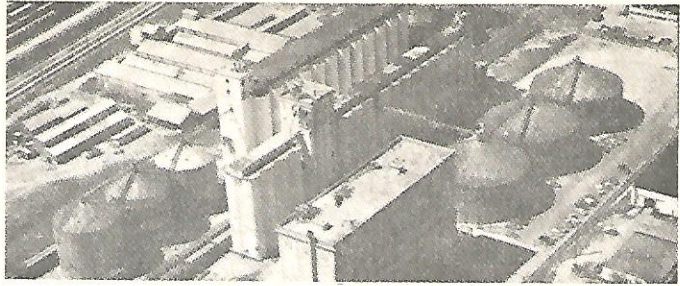


GARVEY, INC., with corporate offices in Garvey Center, Wichita, Kansas, provides professional advisory and management services to more than one hundred worldwide clients. The clients are engaged in real estate; building and construction; oil and gas exploration; investment and mortgage loans; ranching and farming; books and stationery; and, the grain and milling businesses. Clients engaged in grain and milling are: C-G-F Grain Co., Inc., Topeka, Kansas; Garvey Elevators, Inc., Ft. Worth, Texas; Garvey Grain Divisions of Garvey International, Inc., Wichita, Kansas; and Lincoln Grain, Inc., Lincoln, Nebraska. These clients own and manage in excess of 173,000,000 bushels grain-storage facilities which are located in Texas, Kansas, Colorado, Nebraska, North Dakota, Iowa and Illinois. They ship the equivalent of 85,000 box cars yearly. Their hopper-car fleet totals in excess of 775 large jumbo hoppers. The photo shows the R. H. Garvey Building on the left and the O. W. Garvey Building on the right.

Seven



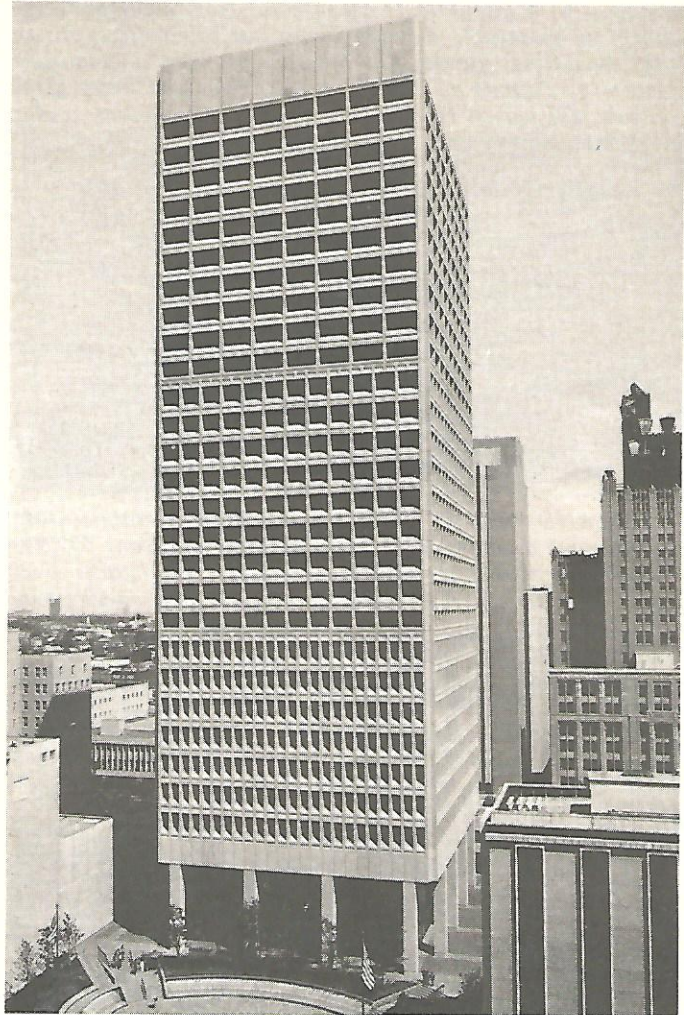
PILLSBURY COMPANY, Council Bluffs, Iowa, 1.8 million bushel capacity elevator located on the Burlington Northern Railroad, is controlled from their Omaha sales office. Merchandising and sales of course grain products is traffic for domestic trade to southeast and west coast points. Presently the elevator is being reconditioned to enable the loading of 40 cars per day, or 25,000 bushel of grain per hour. Headquartered in Minneapolis, the Omaha office is also responsible for total merchandising and traffic control of their Wichita, Kansas elevator facilities, and in a recent change, control of Pillsbury 1,100 leased hopper car fleet.



TABOR MILLING COMPANY, located at North Kansas City, Missouri, produces edible meals and flours for the baking and prepared food industries, industrial meal used in the making of soaps and industrial flours for the wallboard industry and in the production of charcoal briquettes. In addition, Tabor's corn milling operation produces hominy feed and crude corn oil. Most of their products are shipped throughout the country.



YELLOW FREIGHT SYSTEMS, headquartered at Shawnee Mission, Kansas, is a major national transportation firm with 152 terminals located across the country. They also separate an extensive International Forwarding operation which is a division of Yellow Forwarding Company. Yellow Freight utilizes piggyback in both its General Freight and Forwarding Divisions which compliments the use of their own fleet in the total scope of operations.



KERR-McGEE CORPORATION, with headquarters occupying a full square block in downtown Oklahoma City, is a diversified natural resources company involved in the discovery, recovery and marketing of the four primary energy materials—oil, gas, uranium and coal—and basic chemicals for agriculture and industry. Kerr-McGee is the nation's leading producer of uranium ore for the nuclear energy industry. The company also provides contract oil drilling services worldwide and produces a variety of specialty wood products for railroad, utility, farm and furniture use. The company established in 1929 as an oil drilling company, operating two steam powered rigs, today employs about 10,500 people with sales exceeding \$1-billion annually for the first time in 1974.



WINNEBAGO INDUSTRIES, INC., Forest City, Iowa, is the largest of about 150 motor home manufacturers. In addition to motor homes, the company also makes travel trailers, camper coaches, pickup truck covers, and lines of agricultural and commercial trailers. Unique in Winnebago production is the use of mass production techniques and vertical integration or on-location production of components. With the exception of appliances, auxiliary electric power units, and motor home chassis, all components are made at Forest City. Components include upholstered products, aluminum extrusions, molded plastic and fiberglass parts, cabinetry, and materials that form floors, roofs and sidewalls. Winnebago has recently entered the prefabricated structures field with a line of units which can be adapted for construction of multiple family dwellings, motels, dormitories and nursing homes.



WILSON & COMPANY, INC., with general offices in Oklahoma City (shown), is one of the nation's largest packers and processors of pork, beef, lamb, veal and poultry. Plants are located throughout the United States and in England and New Zealand. Wilson traces its roots back to 1853, currently employing over 14,000 persons and annual sales in excess of \$2 billion.



HUGHES BROTHERS, INC., founded in 1921, is considered one of Nebraska's largest home grown industries and a nationally recognized pioneer in the design and manufacture of wood and steel structural materials for the electric utility industry. The plant occupies approximately 275,000 sq. ft. and currently employs some 300 people.



SKELLY OIL COMPANY, headquartered at Tulsa, Okla., was founded by William Grove Skelly in 1919. Built from a strong base of petroleum and gas exploration and production, the company's operations also include extensive manufacturing, supply and transportation, and marketing facilities. Diversification at Skelly includes petrochemical companies involved in the manufacture and distribution of adhesive resins for the plywood, particleboard, and paper industries; high- and low-density polyethylenes for the plastic industry; fertilizers for agribusiness; and plywood paneling for home builders. Skelly employs over 4,000 people and boasts annual revenues of almost \$1 billion.



PHILLIPS PETROLEUM COMPANY, Bartlesville, Okla., is a fully integrated oil company with widely diversified operations. Its pioneering achievements in the petroleum industry have made it one of the fastest growing of America's large oil companies, with interests worldwide. Founded in 1917 as a small U.S. supplier of crude oil, the Company now has more than \$4 billion in assets and over 30,800 employes. Pictured are the 19-story Phillips Building, center, with the Adams Building on the left, and the Frank Phillips Building on the right, all of which are entirely devoted to office space for company employes.

Sample's Retirement

John W. Sample, regional manager for the Rio Grande at Kansas City, retired after 37 years' service.



After prior service with the Chicago Great Western Railroad, he began his career with the Rio Grande in the Kansas City Traffic Dept. in 1941 as a stenoclerk, advanced to traveling freight and passenger agent,

district freight and passenger agent, and in 1957 was appointed general agent to head the Kansas City agency. He held that position until October, 1973 when a regional headquarters was established and was promoted to regional manager, the position he held at retirement.

John served as president of the Traffic Club of Kansas City in 1960, was president of the former Traveling Freight Agents Association and was an officer in the old Kansas City Passenger Agents Association. He is also a member of the Rail Sales Managers Assn.

He was succeeded on September 15 by A. L. Thiessen, assistant regional manager at Salt Lake City.

Aside from some deferred travel plans, John intends to maintain his home in Kansas City, remain active in Traffic and Transportation Club and the Bowling league.

His official date of retirement was October 31.

From the Tower

Traffic Dept.

By Bob Hulstrom

Sincere condolences to the family of Jack Berry who passed away at Alamosa.

Congratulations to the Rick Nelsons on the addition of another daughter in their family. Rick is district representative at Charlotte, N. C. Also to Don and Laura Orris on the arrival of a son in their household.

Recent appointments include C. D. Kilker, Clerk at Denver; R. A. McGowen, district representative at Stockton; A. L. Thiessen, regional manager, Kansas City; C. E. Baldrige, III, asst. regional manager, Salt Lake City; M. A. Duffy, district representative, Salt Lake City; T. L. Borsch, district representative, Milwaukee; J. J. Martin, manager marketing services; and H. E. Cash, asst. vice president-Fuel Traffic, Denver.

Best wishes for their future in retirement to J. W. Sample, regional manager at Kansas City, and to J. G. Farris, district manager at Stockton.

Management Information

By Donna Ohman

This reporter would like to thank all who supported Greg in the March-of-Dimes Bike-a-thon. He was tickled with his many sponsors.

Welcome to newcomers Janet Vasalinda, key punch operator, and Will Crawford, III, computer operator. Carol Moore is now one of the day crew filling the vacancy left by Pat Gipe who transferred to Revenue Accounting.

Wilma Baker resigned and moved to Orem, Utah. Wish her the very best.

Jo Ann Murphys husband, Jerry, is recuperating from a serious knee operation. Wish him a speedy recovery.

Condolences to Jim Butler whose wife recently passed away.

Vince Gagliardi is a proud first-time grandpa. Congratulations! Daniel Domenic weighed in at 9 lbs., 9 oz. Mother and father are doing well. Vince is a nervous wreck. Note—Most of us are going about weight lifting the wrong way—with a knife and fork.

From the Twelfth

By Arlis

What a perfect fall—words cannot describe the beautiful trees dressed in their gowns of gold.

Want you to know we have the "Man of the Year", The Great White Hunter and A Hawaiian Playboy.

We agree with the Kiwanis Club who voted Ward Bushacher "Man of the Year". Congratulations!

The Great White Hunter, Dick Schulte, went to Alaska to hunt, fish and for sightseeing. He loaded down his wife with two bags of camera equipment to take pictures but the big Black Bear got away and it was too cloudy and rainy to snap pictures of the salmon.

Glenn Keller journeyed to Hawaii to check out the grass skirts. His wife, Helen, went along with him to keep him in line and everybody had a great time.

Congratulations and best wishes to Rosemary Coleman, Rio Grande Industries, who traded in her Ms. status for a Mrs. degree.

Been wondering if you should feed your dog Brand X or Alpo? Contact Pinky Smith, Intermodal Dept., and he will give you a rating on the brand he recently sampled.

Not much news this time but hope you will appreciate what there is as it was written on the banks of the old Missouri. Had to check out the old home state of South Dakota. Wanted to make sure the Indians had enough bows and arrows to make it through the winter.

Thanks to all for your kindness when I was recalled to the factory (hospital) for an adjustment—feeling great now.

Hope all have a Happy Turkey Day, A Very Merry Christmas and, last but not least, A Happy and Healthy New Year.

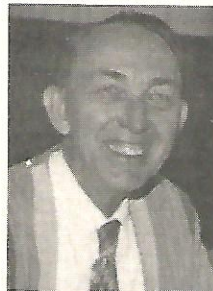
"Every man has in himself a continent of undiscovered character. Happy is he who acts the Columbus to his own soul.

From the Tenth

By Roxanne

Best wishes to Clarence O. Froid, draftsman, on his retirement, October 10, after 30 years service with the Rio Grande. He has done work for almost every department on the railroad.

There isn't anything Clarence has not done. To name a few, professional musician—played the drums in dance



bands, now plays the organ as well, barnstormer with his own plane, an Alexander Eagle-rock Biplane, was an officer with the Civil Air Patrol, past secretary-treasurer of Big Car Racing Ass'n., worked on pit

crews as a mechanic on race cars, judge and timer for sprint car races, and is an accomplished painter and sculptor.

He and Martha have been married for 35 years and have two daughters, Ardis and Diane. Clarence is very proud of his three grandsons, David, Eddie and Michael. With all of his talents and interests, we know he won't have any trouble staying busy. Don't forget about us Clarence, we won't forget about you!

The Doug Munsons, Customer Service Bureau, would like to announce the arrival of their first-born, Aaron Benjamin, 7 pounds 9 ounces, on August 13 (a Leo). Another baby boy arrived at the home of the Bob Thurstons on October 22, Jason Robert, 6 pounds, 8 ounces (a Libran).

Leo Phelan and wife took a week's vacation to "Lost Wages" and then on to San Diego. He says, there's an easier way to gamble away money—bet on the Broncos! Admittedly, it's not nearly as much fun.

Sympathy is shared with Hubert Meek, general roadmaster, in the passing of his mother, Bertha Gibson, on September 25.

Art Morrell is home from the hospital recuperating from leg surgery.

The Rio Grande Fall Golf Tournament was held on September 13 at the Adams County Golf Course. Jerry Key won First Flight Medalist.

It is with sadness we report the sudden passing of Art Rice on November 14. Art retired in 1958 as Chief Mechanical Officer. Sincere condolences are extended to his widow, Leota.

System Freight Agcy.

By Charles Cutforth

Ray and Iris Oakley flew to Hawaii getting the whole treatment on a 4-island tour. All who have made the trip previously, are green with envy.

Sympathy to Dave Greear on the passing of his mother in California. She was returned to Grand Junction for burial. Condolences to Dorothy Healy who's

father died in Omaha after a long illness.

Dave and Ethelmae Greear purchased a travel trailer with plans for many trips already made. It is a self-contained unit with all the comforts of home built in.

Charles and Darlene Cutforth are the proud grandparents once again. Daughter, Zora Lea, and husband, John Darrow, have a son, John Phillip, born Oct. 30. Everyone is doing fine except maybe grandpa.

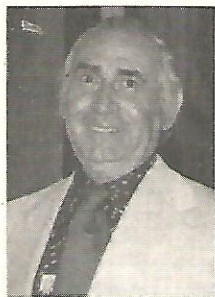
Warren and Phyllis Griggs have purchased a new home in Applewood Village. They are busy moving and doing all the little things that make a house a home.

Revenue Accounting

By Vince Baker

On August 29 many fellow employes and friends were on hand to observe the retirement of Al Green from Revenue Accounting. Until the coming of security ID cards, many did not know that Al's name was David Allen Green.

Al began a career in railroading in February, 1938 as a waybill sorter in the Accounting Dept. He held a variety of



clerical positions in accounting, but particularly in Passenger and Car Service Department. At the time of his retirement, he was chief passenger accountant. Best wishes follow Al into retirement.

A welcome to Pat Gipe to this department. Pat transferred from the MIS where she was a key punch operator. Her even disposition will be a welcome addition to this office.

Latest reports on Jim Jamison in Florida is that he is slightly improved. He had a coronary attack, brain hemorrhage and was on the verge of pneumonia. His wife, Ella, reports that after being paralyzed, he is now in a nursing home where he is receiving therapy and is able to move his arms and legs and is able to speak and understand. He would be pleased to hear from his many friends.

This reporter and wife, Helen, spent part of their vacation at Yampa fishing, and while there visited Fanny Utter at Phippsburg, widow of Ralph Utter who was a carman at Phippsburg for many years. Fanny is in good health and sends regards to her friends.

Carolyn Zimmerman spent some time in good old Independence, Mo. visiting her parents, and then, of all things, went to re-establish contact with some of her AT&SF friends at Argentine.

Jackie Schmidt went a little farther on her vacation, namely, Leicester, England, by way of London. Her parents and some of her family live there as did Jackie before coming to America. Her husband is pleased to have Jackie back so he can have a good square meal.

Lil Cairns and John are planning a trip to San Diego, San Francisco and possibly to Las Vegas with their children.

It may be of interest to many to know that Art Chapman, who worked in the

Accounting Dept. and the Motor Way before and after World War II, passed away of a heart attack in May of this year.

There are two things to report on Jim Boege. First of all it's a welcome to this department as a clerk and second congratulations on his marriage to Judy Justice on October 27.

Sincere condolences to the family of Frank Morfeld, retired clerk, who passed away on October 23.

George Hudspeth was really surprised when he received a birthday cake on his birthday displaying a woman in a champagne glass. He would like to thank all who participated in helping him dispose of it.

THOUGHT: Apology is politeness that comes too late.

Personnel

Catherine Behrens and hubby, Harold, visited their son in Kentucky. While traveling, they saw the sights in Louisiana, Tennessee, the rain in Mississippi, and Texas.

Ernie and Marcella Sampson flew to France where they saw the sights and sounds of Paris, visited her brother in Versailles and a sister in Munich, Germany. They enjoyed visiting castles, the Bavarian Alps and taking in the Oktoberfest. Before flying home, they visited Brugge, Belgium and Salzburg, Austria.

Grand Junction

By W. J. Kiefer

Charlie Adams, retired Rio Grande conductor and ex Uinta Railroad employe, had the opportunity to examine a two-ton live steam model locomotive of a Uinta shay. The locomotive was built by the father of Thomas R. Coffey of Grand Junction. The elder Coffey lives at La Crescenta, Calif.

The Bruce McGlothlins are happy over the arrival of their first grandchild, Kara Marie, 7 lbs. 1 oz., born Sept. 13 to their daughter and son-in-law, the Mike Kramers. Bruce and Billie, Pueblo, were visiting friends, welcoming their grandchild and getting some delicious Grand Valley peaches.

Louie Hyde, engineer west, and wife, Geneva, spent one week close to home at Mesa Lake resort on Grand Mesa. It was a cousin reunion. Attending were daughter Ilene Newman and granddaughter, Ashley; brother Bill and wife, Hazel; Frank and June Gobboo, mother and father of Claudia Waterman, wife of Ken, all of Grand Junction; Frances and P. L. Dutton and son, Jeff, from Chicago; Harold and Helen Fulton from Fairfield, Iowa; Floyd and Loretta Lantis from Condon, Oregon; Bert and Vivian McShee from Riverside, Calif. All had a nice visit fishing and eating.

Bud Jordan, having enough of Disneyland and Knotts Berry Farm, stayed home and worked while his wife and children went this year. Going even further away was Al Hollandsworth, chief crew dispatcher, who visited his brother in Hawaii where he operates a

rest home. He took many pictures, one of a wave that he entered in a photo contest.

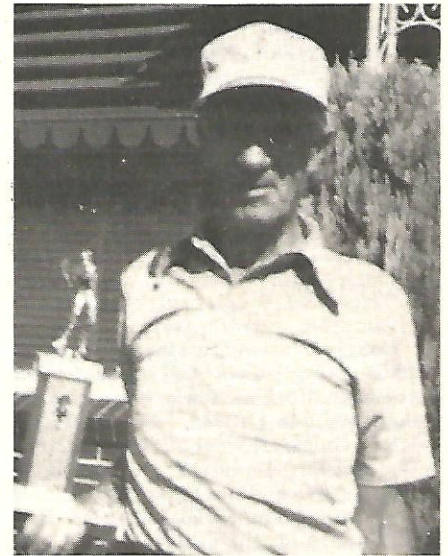
Bob McFarland, trainman, was married June 14 to Judy Ann Irwin.

Adding to the population explosion were Bob Barney, engineer, a boy; Dave Pace, engineer, a girl; and Ray Bartholomew, trainman, a boy.

Congratulations to those mentioned above.

Roper

By Roper Joe*



Al Martin, retired general car foreman, is displaying the trophy he won as a "swinging and winning" duffer at 72 when he tied for first place in the Rio Grande Golf Tournament at Salt Lake City. He claims to have lost outright claim to first place by the flip of a coin. Keep up the good work, Al!

Sympathy is extended to the family of Floyd "Snips" Parsons by all who knew him. Snips passed away in September. He retired in March 1972 as diesel locomotive foreman. He and his wife, Francis, were active in the RG Bowling League and Veteran's organization.

Get well wishes to Luke Pister, retired welder, who is recuperating at home following an operation; Ruth Cannon, Clerk, is off as a result of broken ribs suffered in a fall.

Dick Allen and wife, Ada returned with many souvenirs from their trip to Mexico and Nevada. Lyle Blain and wife visited his daughter in California.

Retirements are still the rage. L. W. Bill Reynolds, engineer, with 39 years service, he and his wife will make their home in Texas. D. C. Fredrickson, conductor, with 33 years service, worked on the Salt Lake Division retiring in September. V. V. Mecham, switchman, had over 30 years service when applying for his annuity in August. R. W. Jackson, conductor, hired out as a brakeman in 1936 and had 42 years service when he retired. D. L. Walters, engineer, hired out as a foreman in 1937, and has been an engineer since 1943. On his last trip, his grandson, Gregory, was his fireman, which made the trip even more enjoyable.

*Josephine Smith

Colorado Division

By Anne Darling

Sympathy is extended to Howard Dearing on the death of his father, Clarence Dearing. Dearing was one of the last two surviving Colorado Midland Railroad engineers which last operated in 1918. He was a conductor for the Denver & Salt Lake R. R. from 1919 until he retired in 1947.

Welcome to Dawn Reams as stenoclerk. She replaced Karyn Shea who is now working for the Union Pacific in their Omaha Traffic Dept. Also a welcome to John Vess as assistant B&B supervisor.

Walt Duffy vacationed around home. Lew Amicone and wife, Betty, spent some time at Palm Springs and Las Vegas, reporting an enjoyable time.

Burnham Notes

Store Dept.

By Dolly Fagler

Congratulations to Tim Richie and his bride who were married on September 6 at Louisville. The newly weds will make their home in Denver.

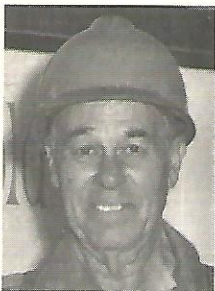
Bob Guerrieri went elk hunting and A. W. Herman combined elk hunting and house repairs while on vacation.

Visitors included Bill Moeller, Ralph Williams and Bill Seely.

Diesel Shop

By Elmer Schaefer

Best wishes are extended to John R. Green for a long and happy retirement after 33 years of service as a sheet metal



worker. John holds the distinction of being the last to retire that once played in the Burnham Shop Band. As an added treat, he gave us a farewell toot on the trumpet which had been in retirement for a number of years.

He was presented with a small replica of an oil cooler, a Model FT diesel and some cash from his fellow employees.

The H. C. Kappelmans toured the New England States to view the fall foliage, West Point, sampled the wine at the oldest winery at New Washington, N. Y., and visited the Railroad Museum at Strausburg, Pa.

Belated congratulations to the V. L. Larsens on the arrival of a baby boy, who is now old enough to get into everything. A new work equipment secretary was born in the Gary McCurdy family on Oct. 20. Grandpa and Grandma can't hardly wait till she can answer the phone.

The Greg Barths are vacationing on two of the Hawaiian Islands. Jerry Aites was among those who got an elk this season.

John Fatur is on the mend after requiring hospital care.

Car Department

Ira Jamieson, carman, retired after 34 years with the Rio Grande.

Ira began his railroad career as a car-



man apprentice at Burnham in June, 1941. He saw service in that capacity at Salida and Tennessee Pass where in 1944 he was set up to carman. He transferred to Burnham in 1945, to Bond in 1947 and returned to Burn-

ham in 1952 where he had duties as passenger air brake carman, relief write-up man on the old Burnham rip track and later was heavy repair write-up man in the steel shop, the position he held at retirement.

Ira comes from a Rio Grande family. His father, Joseph, worked 31 years in the Storehouse, and his four brothers, Bill, machinist, 46 years, Sanford, B&B carpenter, 28 years; Cliff, sectional storekeeper, 48 years; and Joe, Jr., storehouse clerk, 38 years. Keeping the Jamieson name on Rio Grande's roster is Ira's son, Dave, roadmaster at Denver.

His fellow employees presented him with a gift and wished him the best in his retirement.

Hi Country Comments

By Maribee*

The summer season brought a number of visitors to the Leadville depot. Some were old friends dropping in to say, "Hello," others were easterners who wanted to see what the inside of an "old" depot resembles. Such are history buffs who photograph tracks, cars, engines and ask where they can go to photograph a passing train. One such buff went down to the vicinity of Yale, crawled atop a large rock and lay there for hours waiting for a train to pass through.

Friends who dropped in include former neighbors of Agent Erv. Goetsch when he was a towerman at Tennessee Pass; Jim Taylor, from Hotchkiss and former Rio Grande telegrapher, who is now a postal employe; George Langford, signal maintainer at Canon City, dropped in during his vacation; and Bill and Kathleen Cook.

Old home week at the August Leadville picnic at Elitch Gardens marked the 54th gathering for the Two Mile Hi Club where Leadvillites gather to catch up on the town they had departed long ago. Ralph Williams, retired, attended and brought Harry Bergman with him from Grand Junction, and other railroaders including John Bennet from Salida.

Reggie Williams, road foreman of equipment, stopped in for his first visit to his former territory in three years.

Retired conductor, Jack Paquette, and wife celebrated a quiet golden wedding anniversary in September by having dinner with son, Jack, and wife in Leadville, after which they toured South Dakota, Mt. Rushmore, Homestake

Mine, Wild Bill Hickock's grave and other points. They were accompanied by Jack's sister-in-law, Anna Dean from Salt Lake City.

Nuptial news of interest concern former switchman of Salida, now retired, Porter Whitcomb. The new bride is the former Sylvia Petrini. The couple reside in Salida.

The Clark Goods have been doing considerable traveling and enjoyed a reunion of all their family during the summer. Also enjoying a family reunion was former fireman Les Stout of Leadville.

Jacquie Goetsch, wife of Erv., was named grand soloist for the Order of Eastern Star and is busy traveling on weekends to various lodges in southern Colorado.

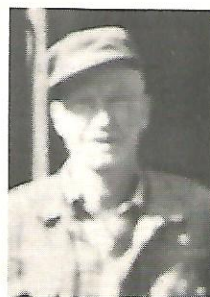
The mainstay of the Leadville football team, Don Goetsch, a senior at high school, suffered a serious knee injury when Lake County played Lewis Palmer at Colorado Springs. He is in a cast from hip to toe but hopes to be playing basketball by February. **Mary B. Cassidy

Provo

By R. R. Rakele

Jane Marie, daughter of Mr. and Mrs. Herbert Vos, and Kim Edgar Watson, son of Mr. and Mrs. Kenneth Watson, were married on August 29. Karen Schwartz and Barney W. Stallings were married in August. Karen is the daughter of the Kenneth Schwartz' and Barney is the son of the Eldon Stallings. Best wishes to the happy couples.

Carman Delone R. Jensen applied for his annuity on October 2 after 40 years with the Rio Grande. His railroad Career



on the Grande began at Marysvale on June 1, 1935 as a combination foreman. He saw service in various capacities on the Utah Division and has been a carman at Provo since December 1949. He and his wife will make

their retirement home at Marysvale where the hunting and fishing are super.

Many employees in the Provo area took to the hills deer hunting. To name a few, Eldon Stallings and Frank Mikesell, no elk; and Ed Anderson with a little golf thrown in. A. D. Clemons pinch hit for Ed Anderson. Bob Wright filled in as agent at Geneva while Howard MacFarlane vacationed.

Fran Dudley's wife is recuperating at home after an operation. The daughter of the Bud Jackmans has been in the hospital. Best wishes for an early recovery.

Dee Hemsley and Jane Berglund were married September 9. Congratulations!

Sincere condolences to the Mel Elder family in the loss of their son, Jay, who was killed in a car accident. Mel is a clerk at Provo.

Denver Freight Station

By Helen Pelta

Red Bolton, claim clerk, after completing nearly 40 years of railroading, decided He's had it. Born in Missouri, he and his widowed mother came to Colorado during the days of the "Depression."



Jobs were not easy to come by, however, Red started his railroad career working part time at the warehouse until he was able to bid into the

Freight Office. It was here in the big city of Denver, that he met and married his wife, Bernie, 37 years ago.

The only break from his railroad career was serving as a tail gunner in World War II, and after completing 50 missions, Uncle Sam returned him to the States and the railroad. Red is an avid pool shark, but he and his wife love to travel.

At High Noon on Friday, Oct. 31, E. W. Thorne, agent, presented Red with a gift certificate from all his friends and co-workers, with wishes for a great retirement. Cake and coffee was served.

Denver Vets

By Ruth Cone

A delicious pot-luck supper was enjoyed on September 18 with plenty of fried chicken furnished by the Ladies' Auxiliary. It was an enjoyable evening.

On September 20, two carloads of Denver Vets and Auxiliary left Union Station by train to attend the Annual Convention at Grand Junction. Everyone seemed to have a good time. Would like to take this opportunity to thank the Provo Vets for a well-planned convention. Also, would like to express appreciation to the Grand Junction Vets for the help they gave this year and in the many years past in making the convention so pleasant.

A dinner meeting was held at the Union Depot on November 20 which was well attended.

There will be a gift exchange at the regular meeting on December 18. Hope to see you all there.

Some of the members who enjoyed taking trips were: John and Vera Pounden to Portland, Oregon; Louise and Larry Martin rode the narrow gauge train between Antonito and Chama and Durango and Silverton; Ruth and Louis Heimlick visited cousins at Del Norte and plan Thanksgiving with their granddaughter and grandson in Nebraska; Iva and Lee Andrews toured the New England States and Eastern Canada; Louis and Ida Duran flew to Ventura, Calif. to visit relatives. Kathryn and John Schneider visited their son at Richland, Washington. They also celebrated their 56th Wedding Anniversary. Congratulations!

Kathryn Sealy is doing well after surgery; Verna Snyder has been receiving treatment for a tumor on her back and is

recovering nicely; Frank Marquiss is convalescing at home and is improving; Velma Rummel has been hospitalized and Anna Barnes for surgery. Wish all a speedy recovery.

Condolences are extended to the Sealy family for a death in the family; to the family of Esther Loibl, whose son passed away; and the family of your reporter who lost two dearly beloved nephews in four weeks.

IT'S THAT TIME OF YEAR AGAIN!!! Time to pay your annual dues.

Wishing everyone a Merry Christmas.

Colorado Springs

By Jim Kennedy

Sympathy is extended to Mrs. Lindsey, wife of E. S. Lindsey, chief clerk, with the loss of her father; also to L. W. Hilgendorf, retired ticket clerk, whose daughter, Edith, passed away.

J. J. Gallo, clerk, and family toured Colorado in their new camper. Howard Andersen, switchman, went on a fishing trip. E. S. Lindsey and wife toured Colorado and New Mexico.

Bill Ewald, night operator, visited family and friends in Southern California. This reporter and wife visited friends in Grand Junction and Glenwood Springs.

Salt Lake Auxiliary

By Dorothy Rugg

Everyone had a wonderful time at the Annual Convention held at Grand Junction on September 20 and 21. Rhea Wernz and Ruth Thomas made and donated some beautiful afghans for the drawing. The weather was gorgeous making the trip thoroughly enjoyable.

A luncheon at Ali-Babas on October 20 was well attended. Monte Carlo Whist was played and all had a good time. The Thanksgiving dinner was held on November 14 which was a pot luck affair. It was delicious and a fun time.

The election for the coming year was held on November 17.

Modern mother to neighbor: "I always wanted a child with long hair, but I was hoping it would be a girl."

Suggestions

Suggestions received for review and discussion:

2706	19686	31551
2719	19709	31924
2755	20594	31963
18420	21236	31969
18436	21243	31971
19034	31441	31976
19623	31488	31966

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

31343	31455	31919
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The following suggestion was adopted. Identification stub should be mailed to the Personnel Office.

31498

Salt Lake Vets

By C. L. Crawford

There were 48 members and wives attending the Vets' Convention at Grand Junction. All reported having a good time.



Hannah May Platt, long-time member of the Ladies Auxiliary, was the winner of an afghan made by Rhea Wernz (see cut). Hannah is 88 years old and lives alone.

Wish to congratulate the Provo Club for hosting a fine convention under the direction of Mr. and Mrs. Joe Wernz and Mr. and Mrs. Wayne Thomas.

Best wishes for a speedy recovery for Emily Rugg who is recuperating at home from heart surgery.

C. L. Crawford and wife journeyed to Northern California to visit his sister.

NARBW Activities

By Rosemary Wiemeyer

It was Santa's Helpers' Night for members of the Mile High Chapter of the National Assn. of Railway Business Women, when they met at Ernie's Supper Club, November 19 for their monthly dinner-meeting. Chairman Bea Brown and her committee had all necessary supplies and tools on hand for members to assemble and complete the Club's project—small Santa Claus jars (to be filled with candy) for distribution as favors to patients in Children's Hospital and selected nursing homes. Members also brought canned goods for Thanksgiving baskets for the needy. The program was further augmented by a most interesting speaker, Mrs. Becky Padushak.

The December dinner-meeting will be held at the Tiffin Inn on December 17. Entertainment will be provided by a fine group of young singers—McGregor's Beggars. Cocktail hour 6-6:30 p.m., Dinner 6:30 p.m. \$5.75 tax and tip included. Reservation deadline is Monday, Dec. 15 and may be made with Rosemary Wiemeyer, Ext. 2336 or 781-7136; Shirley Thornley, Ext. 2122 or 756-2034; Iva Andrews, 455-6496; Virginia Barnard, 422-0217; or Esther Dobberteen, 343-0791.

The Christmas Dinner is traditionally THE social function of the Club's winter season, and we look forward to welcoming members and their guests for an evening spent in the Holiday spirit.

R G Vets' Enjoy Grand Junction Convention

The 25th Annual System Veteran's Convention was held at Grand Junction September 20-21. Events were hosted by the Provo Club and included a business meeting on Saturday afternoon followed by a Dinner-Dance at the Cafe Caravan. Many lucky veterans and ladies received gifts which were donated by the Rio Grande Railroad and by the Provo Ladies Auxiliary.

Following the business meeting on Sunday the delegates enjoyed a box lunch at Melrose Park concluding the 1975 Convention.

Elected officers for 1976 are Kenneth E. Graham, president, M. A. Yates vice president west end, Louis Duran, vice president east end, and John Schoening, secretary-treasurer.

The various committees are to be commended for a successful convention.



OFFICERS ELECTED for the ensuing year, shown from left are, K. E. Graham, president, located at Grand Junction; Louis Duran, vice president east, Denver; and M. A. Yates, vice-president west, Salt Lake City. J. H. Schoening, secretary-treasurer, not present. (Cheedle Photos)



OUTGOING OFFICERS receiving congratulations from V. H. Immroth, personnel administrator representing the railroad, right, and from left are, Wayne Thomas, president; W. E. Hamblin, vice president, west; K. E. Graham, vice president, east; and Walker Johnston, secretary-treasurer.

A Travel Bag for Christmas

The Silverton Travel Bag would make an excellent Christmas gift, featuring Rio Grande's popular narrow gauge steam locomotive No. 473.

The utility bag is white vinyl, trimmed in black, 14½ in. long, 9½ in. high, 6¼ in. wide, zipper opening, regular handles, side pockets, artwork and lettering in gold and black.

Send check or money order in the amount of \$3.50, plus 50¢ postage, to Rio Grande Veterans' Club, P. O. Box 5482, Denver, Colo. 80217.

Retirement Banquets

Retirement banquets will be held for Rio Grande employees who retired during 1975 at the following location:

Grand Junction Saturday, January 17
Cafe Caravan—6:30 p.m.

Pueblo Saturday, January 24
Ramada Inn—6:30 p.m.

Denver Monday, January 26
Ramada Inn South—6:30 p.m.

Salt Lake City Saturday, January 31
Prudential Plaza—6:30 p.m.

Early reservation would be appreciated.

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 Utrica, 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
				40¢ per item	\$
				40¢ per item	\$
				40¢ per item	\$
				40¢ 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.

The Grande People

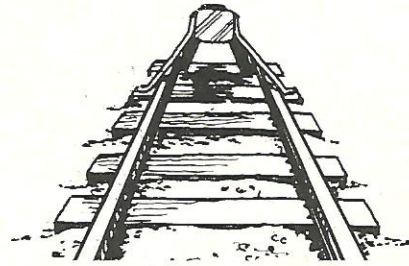
By Ann Eckberg

Retirements

(Years of Service and Date Shown)

Alber, Edwin V., Denver, Locomotive Engineer, 34, Aug. 28.
Barlow, Alva C., Denver, Locomotive Engineer, 38, Aug. 1.
Belcher, Berry E., Soldier Summit, Section Foreman, 40, June 7.
Bennett, Robert C., Grand Junction, Switchman, 24, May 28.
Berensen, James A., Salt Lake City, Carman, 40, Aug. 1.
Blum, Clarence V., Denver, Painter, 39, June 1.
Booth, Gordon E., Grand Junction, Conductor, 41, June 17.
Brenton, Glenn W., Denver, General Supervisor B&B, 31, July 1.
Brooks, John H., Grand Junction, Conductor, 33, July 29.
Burk, George W., Grand Junction, Conductor, 38, May 29.
Burkhalter, James W., Grand Junction, Conductor, 38, July 14.
Byers, Nathan U., Salt Lake City, Machinist, 14, June 11.
Carrasco, Jesus, Denver, Section Laborer, 27, July 12.
Chambers, Chester, Pueblo, Conductor, 33, June 12.
Clerico, Pete W., Helper, Pipefitter, 39, July 1.
Coomes, Lester J., Grand Junction, Mechanical Laborer, 33, May 29.
Coon, Claude F., Salt Lake City, Conductor, 39, July 12.
Dalpiaz, Paul, Helper, Conductor, 36, May 30.
Dalton, Homer, Denver, Stationary Engineer, 40, Aug. 23.
Davis, David E., Denver, Boilermaker, 19, Aug. 1.
Dengler, Ralph E., Denver, Dispatcher, 38, June 1.
Ducic, Paul D., Jr., Pueblo, Locomotive Engineer, 30, Dec. 3, 1974.
Edman, Rodney L., Salt Lake City, Carman, 46, Aug. 1.
Faulkner, Melvin E., Salt Lake City, Mechanical Laborer, 39, July 1.
Ficci, America M., Alamosa, Manager-Wire Chief, 26, June 1.
Fish, Ralph R., Pueblo, Locomotive Engineer, 41, June 13.
Ford, James J., Denver, Switchman, 32, June 1.
Forsee, Howard H., Grand Junction, Switchman, 30, June 30.
Frakes, Robert C., Salt Lake City, Locomotive Engineer, 40, June 28.
Funk, Kenneth H., Helper, Yardmaster, 35, June 1.
Gerome, William J., Salt Lake City, Switchman, 38, June 29.
Green, David A., Denver, Clerk, 38, Aug. 30.
Griffiths, Reginald S., Salt Lake City, Carman, 43, June 1.
Guess, Harvey, Denver, Waiter-DC&H, 32, June 28.
Gutierrez, Cecil, Craig, Truck Driver, 34, July 16.
Hamm, William R., Durango, Engine Watchman, 30, May 24.
Harrell, Chauncey E., Salt Lake City, Switchman, 38, July 1.
Hart, Gerald E., Denver, Store Helper, 39, Aug. 1.
Hart, Harold W., Grand Junction, Carman, 24, May 29.
Hartley, Andrew, Springville, Section Laborer, 27, June 7.
Holmes, Jesse E., Salt Lake City, Machinist, 42, June 1.
Jackson, Ray W., Salt Lake City, Conductor, 42, Aug. 30.
Johnston, Richard W., Grand Junction, Yardmaster, 33, June 24.
Knapton, Walter L., Salt Lake City, Brakeman, 31, June 17.
Laguna, Jesus, Denver, Section Laborer, 31, June 28.
Larsen, George E., Salt Lake City, Switchman, 30, June 28.
Larsen, Howard, Salt Lake City, Carman, 30, July 6.
Lillard, William M., Grand Junction, Carman, 39, July 4.
Lucas, Charles P., Denver, Switchman, 30, Aug. 1.
Marelli, Joseph, Salt Lake City, Car Foreman, 38, Aug. 1.
Marlow, Lylal R., Salt Lake City, Locomotive Engineer, 34, June 27.
McConnell, Richard R., Salt Lake City, Conductor, 32, April 16.
McPeck, Otis D., Grand Junction, Carman, 39, May 29.
Mecham, Victor W., Salt Lake City, Switchman, 31, July 29.
Murray, Glen E., Denver, Boilermaker, 47, June 1.
Myers, James W., Denver, Machinist, 14, Aug. 1.
Naff, Theodore N., Grand Junction, Conductor, 33, Aug. 23.
Nicholas, Earl J., Denver, Switchman, 32, July 16.
Parker, Eldridge, Denver, Coach Porter, 30, May 28.
Partridge, Lloyd C., Grand Junction, Switchman, 31, June 27.
Pehrson, Albert C., Salt Lake City, Crew Dispatcher, 32, July 5.
Perry, Chester A., Denver, Carman, 20, June 1.
Piatek, Charles J., Denver, Mechanical Laborer, 46, Aug. 1.
Potts, Lee J., Denver, Switchman, 27, May 28.
Powell, Alma C., Grand Junction, Locomotive Engineer-Chairman B-of-LE, 38, July 1.

Powell, Lloyd J., Denver, Clerk, 34, Aug. 5.
Riley, Joshua E., Salt Lake City, Crew Caller, 28, July 1.
Runge, William R., Jr., Grand Junction, Carman, 40, June 18.
Ruybal, Gasper A., Denver, Machinist, 46, June 1.
Schmitz, Henry R., Denver, Clerk, 38, Aug. 2.
Schulz, Hans W., Salt Lake City, Conductor, 32, June 11.
Stevens, Edward S., Denver, Senior Rate Clerk, 39, July 16.
Stithem, Joseph R., Denver, Mechanical Laborer, 36, June 1.
Sublett, Leroy B., Sr., Grand Junction, Trainman, 33, June 9.
Tarullo, Darry, Denver, Sheet Metal Worker, 38, June 1.
Thorsen, Carl R., San Francisco, Office Manager, 26, July 1.
Towner, Lorraine C., Denver, Key Punch Operator, 38, June 1.
Tripler, Bernard R., Denver, Conductor, 33, July 28.
Vigil, John A., Helper, Mechanical Laborer, 31, July 1.
Waters, Douglas L., Salt Lake City, Locomotive Engineer, 39, Sept. 1.
Welch, Frank E., Grand Junction, Locomotive Engineer, 39, Aug. 6.
White, Robert R., Denver, Switchman, 19, Aug. 1.
Widdows, Ted E., Grand Junction, Conductor, 34, May 10.
Wiscamb, Perry D., Denver, Conductor, 39, July 23.
Woodin, Donald E., Ogden, Clerk, 33, July 6.



(Age and Date of Death Shown)

RAIL'S END

Barlup, Herman E., Grand Junction, Locomotive Engineer, 92, July 6.
Beattie, Ralph L., Denver, Carman, 85, Aug. 1975.
Bennett, Peter F., Grand Junction, Conductor, 75, June 1975.
Berry, John E., Alamosa, District Manager, 63, Sept. 29.
Blanchard, Clarence I., Salt Lake City, Chief Clerk, 77, Aug. 25.
Brooks, Harry, Grand Junction, Trainmaster, 78, June 24.
Colosimo, Charles J., Grand Junction, Locomotive Engineer, 61, Oct. 16.
Ellington, James L., Portland, Section Laborer, 75, Aug. 16.
Fife, Richard, Salt Lake City, Carman, 80, Aug. 30.
Geist, George, Denver, Train Yard Foreman, 69, June 10.
Hobart, Hiram, Denver, Clerk, 88, Aug. 24.
Hockett, Kenneth R., Salt Lake City, Electrician, 24, Sept. 10.
Hughes, Thomas J., Grand Junction, Brakeman, 72, Aug. 7.
Johnson, Victor, Denver, Steel Shop Foreman, 90, Aug. 27.
Juliano, Joe, Grand Junction, Brakeman, 59, Sept. 15.
Latta, Maybelle L., Denver, Clerk, 79, June 1975.
Mangan, Francis J., Salt Lake City, Ticket Agent, 91, Unknown.
Mazzulla, Harold, Denver, Machinist, 67, Sept. 29.
Middleton, Richard B., Denver, Machinist, 67, Sept. 22.
Morfeld, Frank G., Denver, Clerk, 86, Oct. 23.
O'Blenis, Floyd C., Denver, Switchman, 76, Aug. 25.
Parker, Oliver, Forestville, Cal., Operations Engineer, 70, Sept. 10.
Parsons, Floyd R., Salt Lake City, Diesel Main. Supervisor, 68, Sept. 11.
Rainey, Andrew, Denver, Cook, 78, Aug. 24.
Sachs, John, Denver, Sheet Metal Worker, 83, Aug. 17.
Simpson, Edward M., Salt Lake City, Sheet Metal Worker, 76, Aug. 20.
Storey, Joseph R., Amarillo, Tex., Asst. Yardmaster, 84, Unknown.
Taylor, Herbert H., Alamosa, Water Service Leadman, 69, Aug. 4.
Trump, William M., Grand Junction, Carman, 83, Sept. 28.
Valdez, Mike P., Alamosa, Engine Watchman, 80, Oct. 8.
Wells, James A., Ft. Collins, Telegrapher, 76, June 1975.
Worthington, Jay S., Salt Lake City, Conductor, 81, Unknown.
*Unknown—reported by Railroad Retirement Board.

Seasonal Record Set By Silverton Train



THE SILVERTON TRAIN at this point skirts the Animas River on its journey to Silverton. The three-foot gauge reached Silverton in 1882 and today is a popular tourist attraction.

Rio Grande's popular Silverton Train, operating between Durango and Silverton during the summer season in Southwest Colorado, surpassed all expectations when it set a new record this year in the number of passengers riding in the 1890 period type coaches behind a real huffing, puffing, snorting steam locomotive on the Journey to Yesterday.

This year 113,785 rode the Silverton Train surpassing the previous record set in 1972 when 105,626 enjoyed the excursion to the mining town of Silverton.

Between May 24 and September 28, with good

weather and an influx of tourists, 213 trains operated between Durango and Silverton.

There are only so many 1890 type cars available on the Silverton run which determines the seats available during the tourist season. Little wonder that those wishing to ride the train have to obtain reservations well in advance to avoid disappointment in experiencing the thrill of pioneer Rocky Mountain railroading.

So, with the last sound of the whistle, the fires are banked, the Silverton Train will rest until next season knowing its purpose was accomplished and a job well done.



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