

## Original Name Again Appears On Newspaper

Today, at least for this special edition section, the Daily Mail-Record changes its name back to the name given it by the founder more than three quarters of a century ago—Mountain Mail. The art work for the new masthead was done by Ivan Smith, employe of Public Service Co. of Colo.

"When we discovered that the Salida Mail once had been the Mountain Mail, we were fascinated by that name. The longer we thought about it the more appropriate it seemed to make the change," George E. Oyler, publisher, said today. "We would like to hear from our readers. If you agree with us on changing the name from the Salida Daily Mail-Record to Mountain Mail, we will adopt this new nameplate."

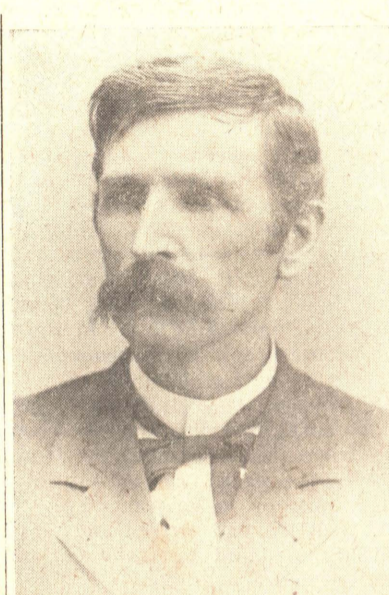
The Mountain Mail also is presenting the first of a series of historical editions. This issue contains a story about the Mail from 1880 until the present, and pictures of the staff members at work.

Railroading in the early days also is covered in detail in this issue. With a few exceptions, all of the stories deal with railroading in the 1880s. Material has been taken from the bound files of the Salida Mail, with some liberal borrowing from Louisa Ward Arps' "Chalk Creek Paper." Other reference material was from the State Historical Society.

The pictures have been loaned by Mail readers, with the exception of a treasured few cuts found in the backshop. Many were from the files of the Hay Studio, now Morris Photo shop.

There is quite a story connected with Mrs. Arps' authorship of the Chalk Creek Paper. She wrote the Mail editors from Denver that she was in need of a subject to write about in a course she was taking on the history of Colorado. "I had spent many happy days at Mary Patterson's cabin in Chalk Creek the previous summers—Mary and I were both working at East Denver High School—she as physical education teacher, I as librarian—so I started looking up Chalk Creek in libraries, old newspapers, etc.," Mrs. Arps writes.

"I'd work and work and come out of a dusty paper to tell Mary something, and she'd say 'Why I knew that . . . I didn't know that would interest you!' And Mary would take me to see some old timer in Chalk Creek, or Salida,



M. R. MOORE

and help me sift the probable truth from fancy memories.

"Everyone was nice to me—even though I always felt like an outsider doing something that would be better done by home talent. That is why I am so glad you are publishing the anniversary edition," Mrs. Arps wrote.

We also had access to two rare copies of newspapers, the St Elmo Mountaineer of May 10, 1884, and The Chrysolite Mountain Bugle dated July 1, 1879. These copies are owned by Frank Pehling of Nathrop. Material from these two old papers will appear mostly in the mining historical edition scheduled for November.

Readers also have loaned us several interesting publications about

Salida and vicinity which will be handy reference material for the series. Plans for the immediate future include mining and ghost towns in November; schools, churches and organizations in December; general history in January and February; agriculture and industry not otherwise covered in March; and a tourist and recreation section to conclude the series in April.



JOHN M. O'CONNELL  
ONE OF THE MOST colorful and outspoken editors of the Salida Mail, the late John M. O'Connell came to Salida in 1914 after serving in the newsroom of the Denver Post. O'Connell wrote with a sharp tongue and many feared his words including the powerful Denver and Rio Grande. He sold the Mail in 1949 to Lee and Maxine Abbey.



WILLIAM J. MARQUARDT, whose home is 126 Teller, Salida, was publisher of the Salida Record which was consolidated into the present newspaper with the Mail in 1949. Marquardt owned the Record from 1929. The commercial printing department of the Mail-Record still is housed in the building formerly occupied by the Record.

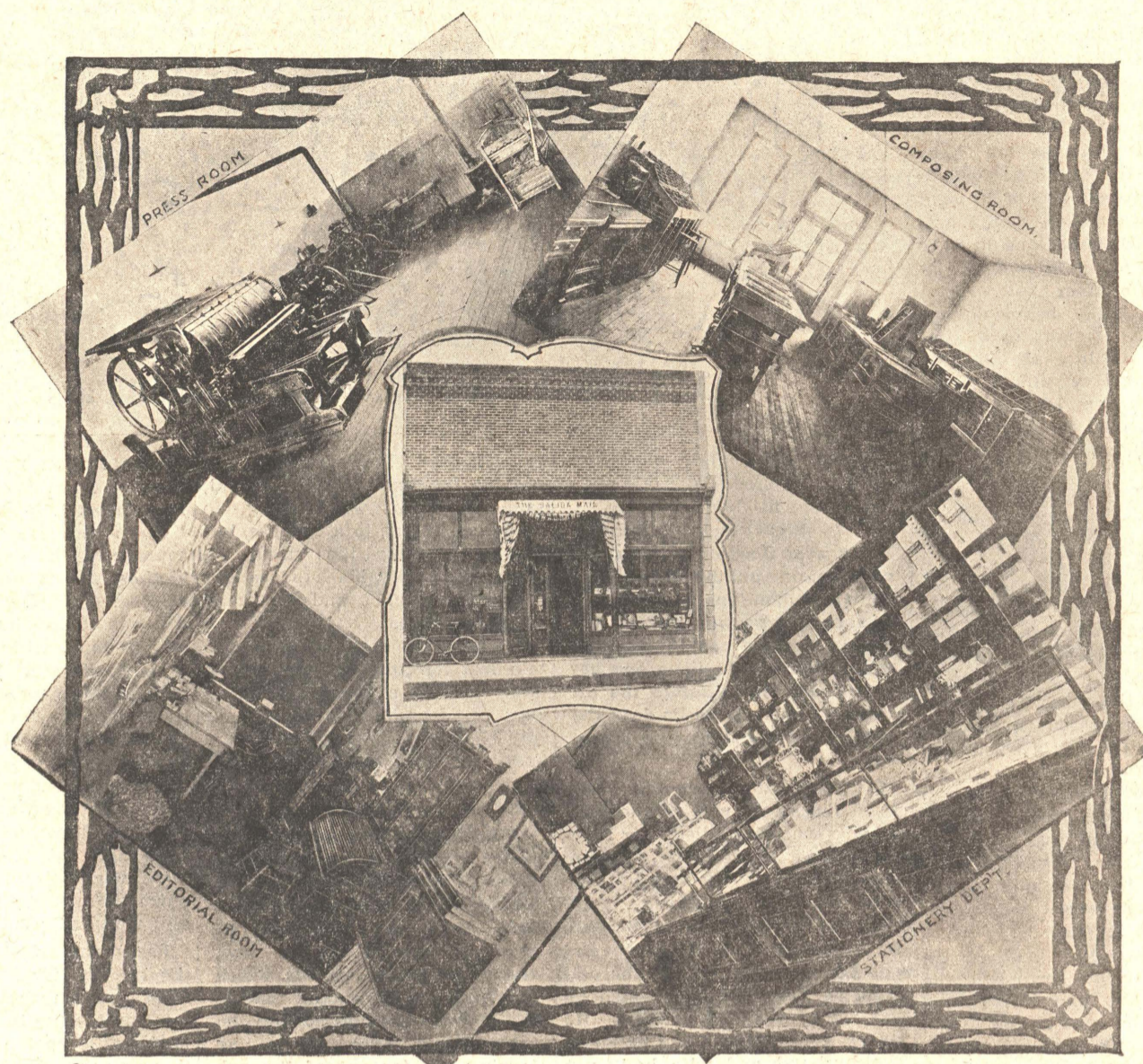
### Bandits Pulled Job After Stop

The crew on Train No. 5, a passenger bound for Grand Junction made a quick revision of the orders the night of June 9, 1904—but who wouldn't, when looking right into the muzzle of a nickel-plated revolver.

The train stopped at Parachute a fruit station along the Grande river, to let off a passenger. A robber crawled over the engine tender and commanded Engineer Allison of Minturn and the fireman to throw up their hands—and they did. Orders were to uncouple the engine and express car from the rest of the train and continue for a distance.

The bandits took one sealed bag from the safe which was dynamited. The express car was badly wrecked by the blast. Charles C. Ware, conductor, and Ed Shellenberger, brakeman, both of Salida, were part of the crew. Shellenberger started running down the track and was shot in the calf of the leg by one of the robbers.

Marshal Herzinger of Salida recalled seeing three ex-convicts board the train here, and it was believed they pulled the job. Later J. S. Ross, one of the supposed bandits, was killed by a posse.



AN 1890 VIEW OF THE SALIDA MAIL—Despite the fact that the equipment does not look much like today's Mail plant, the orderly appearance of the facilities in the earlier day of this newspaper would indicate progressiveness. At upper left is the newspaper press which we believe to be a Campbell Drum Cylinder. Other presses to the side are platen job presses, similar to many handfed presses still in use today. In the upper left scene notice the three high stools which were occupied by compositors who set the entire content of the paper by hand. The Mail had numerous homes and we have been unable to identify this location. The first home was on First street in the building presently occupied by Crawford's Auto Parts. Later it was moved to the building where the B and C Dry Goods store is located, then to the O'Connell building where the C and J Plumbing Shop is located.

### Many Changes Through The Years In Publishing City's Newspaper

Your today's Salida Daily Mail-Record is the result of careful planning, a staff that is geared to meeting deadlines and a modern printing plant.

Not many people, except the federal government, think of a newspaper as a manufacturing plant—one which takes raw products and converts them into a finished commodity which the producers hopes someone will buy. In this case the raw materials are newsprint and ink in the hands of skilled craftsmen.

In 1880 when M. R. Moore opened shop in Salida to produce the first Salida Mountain Mail about

all the equipment necessary was a high stool for the hand compositor, a shirttail of type and a Washington handpress. This certainly made his job no less difficult for this was a hard beginning for a newspaper that was to live for years.

Today the job is easier and faster because of modern machines, but no less complicated. The many modern implements employed by today's newspaper staff from the front office through the composing room require care and constant maintenance.

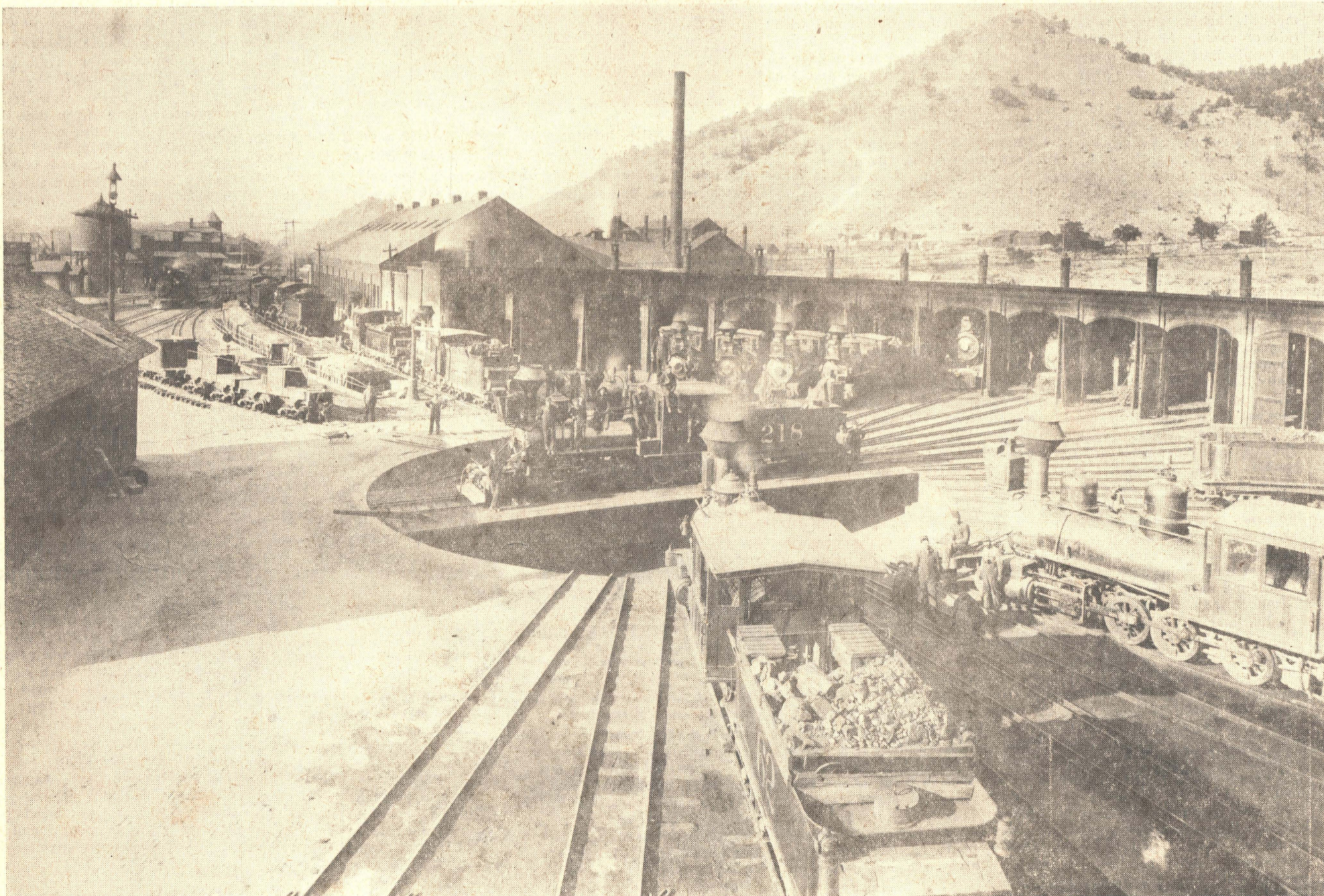
There are other differences too. Starting a newspaper in 1880 took

more courage than capital. Today's newspaper operation has grown into an expensive one. Three-quarters of a century ago, a small room was usually sufficient to house the equipment. Another room provided space for the publisher who was usually also the reporter, the advertising solicitor, the proofreader and all too frequently the paper carrier.

Today, the Salida Daily Mail-Record offices and plant occupies more than 4700 square feet of floor space, housing three Lino-type machines, a web-fed newspaper press which weighs more than 20,000 lbs. and produces papers

at the rate 3800 per hour, two automatic commercial printing presses and numerous other pieces of small equipment. The staff numbers 11 fulltime and three parttime employes, in addition to 18 carriers who distribute the finished product.

Yes, method and mechanical requirements have changed during the past 75 years, but one thing remains the same—the motivating force which produced the first Salida Mountain Mail remains unchanged—to produce a lively, interesting and readable newspaper that is based upon truth as seen by the humans who record it.



COUNT 'EM — The Rio Grande had a real display of locomotives when this photo was taken many years ago, looking toward the old narrow gauge round house which stood in the east yards. There isn't a date on the photo but the presence of the third rail (left background) indicates 1890 or after. The Monte Christo hotel, a fine eating house back in the days before the diner, on passenger trains, is visible in the background. And look at the trees on Tenderfoot mountain. We counted 17 of the little locomotives. How many can you find?

### Carrier Boy Is Familiar Sight Every Afternoon

The paper carrier with the traditional white canvas bag is a familiar sight on the streets of Salida every afternoon. He is a junior business executive in his own right, doing an important job.

Under the "Little Merchant" system, the carrier buys papers at wholesale and sells them at retail. He owns his own business—he's the boss.

The young merchant who reports to the paper office as soon as school is out every afternoon soon learns the responsibilities that any businessman carries.

He learns that he must please his customers. If he is sick he must furnish a substitute. Rain or shine or deep snow, he must do his job.

At the end of every week he manages his own collections and pays for the papers he bought. And then he counts his profits and is the envy of the rest of the kids in the neighborhood. Of course, if his customers do not pay him, he cannot pay his bills.

It's an impressive sight to any lover of American youth to see these carriers as they get their start on a business career.

They're part of the great, free American press. Free enterprise is more than a phase learned at school to these youngsters. It's an actual experience.

Two ladies while waiting for the cut-going narrow gauge train Saturday took a stroll uptown and the train pulled out and left them. After an exciting chase they gained the attention of the engineer who stopped the train at Front street and took them on. It was a close call.—Salida Mail, Sept. 29, 1891.

### We Pledge To Carry On Aims of First Publisher

A part of this anniversary section is the story of a newspaper. As the story of a newspaper it is also the story of a city.

The tales of 75 years of living and dying, of tragedy and joy, of disaster and success are wrapped up in the yellowing files of this newspaper. Spread upon the record for all to read is a review of the fight for the rail route westward through the magnificent Rockies, and the resultant birth and growth of Salida.

When the first issue of the Mountain Mail was published in June, 1880, Salida was not an incorporated town but a rough brawling railroad camp without even a cemetery. Was that what the first publisher, M. R. Moore, considered a "permanent" town?

Who is to say today—perhaps publisher Moore who founded a newspaper that was to live for at least seven and a half decades had vision in choosing Salida as the location for successful newspaper. Perhaps he was just plain lucky. However, this much we do know after studying the history as recorded in the aging files, Moore had faith in his new community and a faith that was well placed. For Salida was a town founded because of a railroad, a town that enjoyed early and rapid growth because of that railroad and a town that might have died because of that railroad.

Yes, Moore could have foreseen that Salida would become a prosperous small city as the great D&RG expanded its facilities, but it is unlikely that he foresaw that 20th century progress would almost eliminate that railroad as the supporting industry of his community. Had he dreamed that his newspaper would still be serving a successful community 75 years from its beginning, and every newspaper man does, he could not have relied upon one thing—the enterprising and determined people who shared with him in the pioneering of Salida.

What of Moore's aims, his ambitions? They could have been only: To serve a new and growing area with the late news; to assist in community betterment and fight, if necessary anything that would impair the security of that community; record the day-to-day happening of the lives of the people in manner fair to all yet with an understanding of the facilities of human nature.

Today, as 75 years ago, those of us who continue to bring you this newspaper share the same basic integrity of purpose with the founder and pledge ourselves to assist in further community growth and improvement. We have faith in Salida and the people of Salida and are proud to be a part of a community we know will be still a better one 75 years hence.

# Accidents Happened Frequently In Days Of Long Steep Grades

Seventy-five years has brought a lot of changes, and perhaps the greatest has been the reduction of accidents in railroading. During the first ten years of publication, it seemed that nearly every issue of the Salida Mail contained an account of a tragedy.

The difference is in the safety equipment, the better signal system, improved roadbeds, and possibly better training on the part of the employes.

The Mail, on Nov. 12, 1884, relates that Lew Trinkens, one of the yard brakemen, had a very narrow escape from death about eight o'clock that morning. He was running along the side of the moving train and slipped on some ice and fell under the cars. He succeeded in throwing his body clear of the tracks but the wheels passed over two fingers of his right hand. He was taken to the hospital by Dr. O'Connor and lost the ends of two of his fingers.

### Ore Cars Into River

A broken brake beam dived ten or twelve freight cars early the morning of June 18, 1884, between Canon City and Salida, throwing the cars into the river. As near as could be learned, the cars were laden principally with ore.

Engineer Lee Ames and Fireman Chinn were both injured by No. 278 turning over, on the Villa Grove branch on her way to assist No. 250. Ames was under the engine half an hour and Chinn was supposed to be injured internally. It turned out that injuries weren't serious.

There was the odor of jam down in the railroad yards on May 15, 1885. That's the day a truck load of cherries and strawberries came in collision with an engine at the Rio Grande yards, which caused a general scattering and smashing of the fruit. Mr. Titcomb led his pet bear to the spot and Bruno had a delicious feast.

### Sad Accident It Was

In those days the word of an accident came into town over the telegraph wires and a special train would be sent to the scene. Under the simple heading, "A Sad Accident," was this story, the date, Dec. 15, 1884:

About ten o'clock last Saturday a dispatch was received by Supt. Ridgway from Mears that an accident had happened to the freight train from Gunnison to Salida, at a point three miles above Poncha, and that 22 cars and the engine were in the ditch, three men were hurt and one missing.

Immediately on receipt of this telegram preparations were rapidly made to relieve the wounded and clear the wreck. Surgeons were hastily dispatched with an engine and coach to care for the injured. They returned shortly after one o'clock with Engineer Eldridge, Fireman Steele, Brakeman Musser and a party stealing a ride, and reported Brakeman Foley as missing. Engineer Eldridge escaped with a few slight bruises, while Steele and Musser were badly cut above the head and seriously bruised about the body and limbs. The party stealing a ride, although the car he was in was smashed to kindling wood, got off uninjured.

The train consisted of 24 loaded cars, engine and caboose in charge of Conductor Moyer. The wrecking crew sent out found the engine and 22 cars piled in a rock cut, four and five feet deep, the wood work thereof completely destroyed and the coal and ore with which they were loaded scattered in every direction. A track was built around the wreck, and by the next day all trains were running on time.

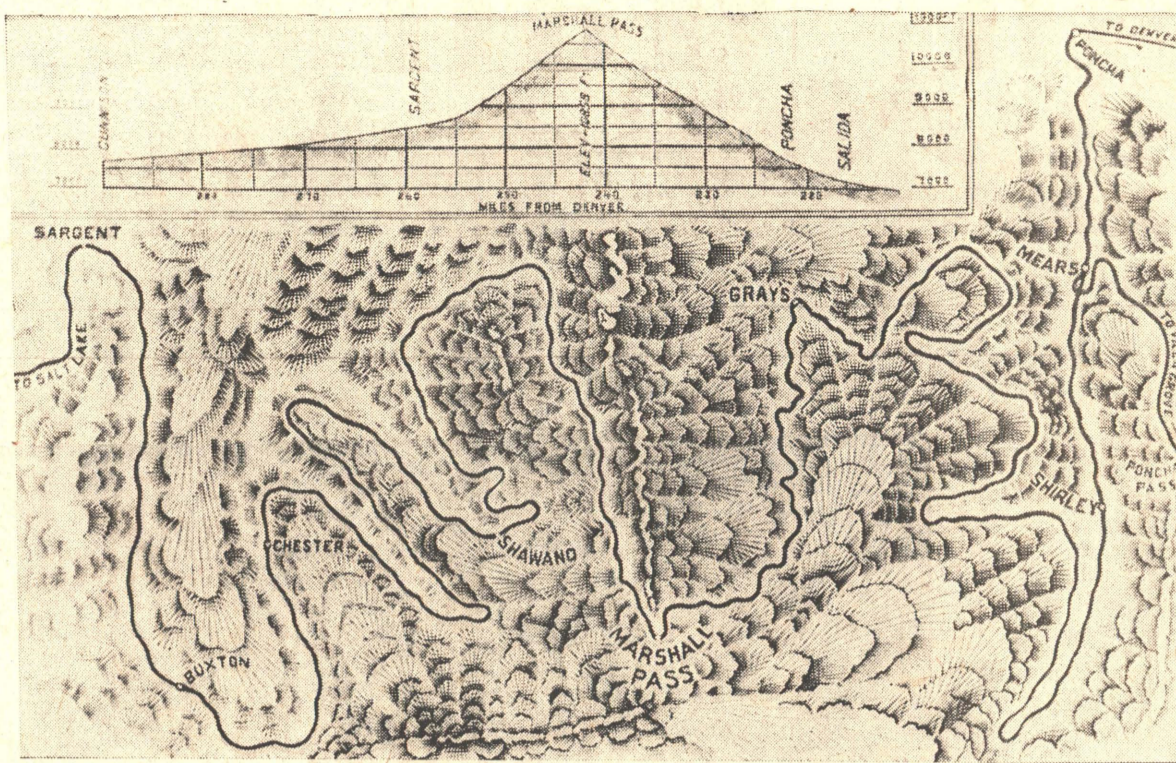
The mangled body of Brakeman E. C. Foley was brought in Monday afternoon. The cause was termed unavoidable. Coming down a very steep grade with a large, heavily laden train, the air brakes refused to do their work.

The westbound Salt Lake train that passed through here on Sunday evening met with a mishap about a half mile west of Gray's siding, nine miles this side of Marshall Pass—that was in the issue of May 12, 1885. Two passenger coaches tipped over, one of which fell ten feet over a bank and the other twenty feet. No serious damage was done. One lady was scratched considerably about the face but not seriously. It was occasioned when turning a short curve, but nothing was discovered wrong with the rails.

A South Park freight train was wrecked near Buena Vista yesterday morning. The engineer had his collar bone broken.—Feb. 29, 1884.

### Thanksgiving Trip Ended Sour

On last Thursday three of the car repairers took it into their heads to spend their Thanksgiving by riding a handcar on Monarch. The Mail, Dec. 1, 1885, relates they were pulled up behind the regular train and coming down by the force of gravity. They got up all right, and got part of the way back when suddenly their brake broke and then they got ahead-of-time orders. Soon the air was alive with car repairers and car



Map Showing Alignment Of Marshall Pass

splinters. Fortunately none were seriously injured, but one was confined to his home.

**No. 7 Wednesday afternoon.** When near Goodnight two small children, one pulling the other in a little wagon, got on the track. The child who was pulling the wagon became scared and ran away, leaving the little one between the rails. Before the air could be made to do its duty the wagon and the child were crushed.

On Wednesday evening, Mrs. Harry Blackwell, wife of the section boss who was killed near Howard, arrived in the city, having been delayed seven days by the snow blockade at Kinsley, Kansas. Mr. Blackwell was 38 years old at the time of his death and was killed on Jan. 18, by the collision of a hand-car on which he was riding and an engine. He leaves a wife and three children. The husband and wife had not seen each other for three years.

In the early days of railroading in the county—July 20, 1882—a special train on the South Park met with a little adventure Wednesday afternoon between Alpine pass and Pitkin. The engine became unmanageable and ran away. The cars were uncoupled and stopped before any damage was done. The engine kept on for two miles before it could be stopped. Some of the passengers became frightened and jumped overboard, the result being some bruises to many and a broken leg for one. The sleeper containing the wounded passed east today by the Rio Grande noon train.

**Ridgway's Porter Killed**  
Superintendent Ridgway's train met with an accident, as reported July 31, 1885. At 11 a. m. the previous day, the special train was pulling for Salida when a connecting rod in engine 86 broke. Before a stop could be made two drivers were off the track. At the time of the accident, John Cox, the porter, while standing on the platform became so badly scared that he jumped and was dashed with such force as to cause death in a short time. Cox had been Ridgway's porter for four years and was well liked by the railroad men.

The issue of Oct. 2, 1885, chronicles the death of Fred Broadus. He was struck by a falling beam while helping raise a stack to its proper place on a locomotive. His buddies believe that if he had not been rheumatic, he would have got out of the way. At first he did not seem seriously injured and death came as a surprise. Broadus' body was taken to Denver for burial.

A telegram was received at Superintendent Ridgway's office the morning of Dec. 3, 1886, that Jack Brown, conductor of freight train No. 23, which left Salida early that morning, had his hand crushed at Gray's siding. Engine 83, with caboose 67, left the train and came down with the wounded man. In conversing upon the sub-

ject, Engineer Lee, who was present at the time of the accident, said that Jack was trying to couple an engine to a caboose, but the space being too small he sprang back, but his hand caught between the pilot and drawhead of the caboose.

While on the way up the mountain last Saturday a freight train broke in two a couple of miles west of Mears, reads an item of July 17, 1888. Eight box cars were badly smashed by the two parts of the train colliding; none of the trainmen were injured.

**What might have proven more serious than it did happened to Fireman A. K. Brown of the 410 Sunday night—that was in April, 1886. Near the turn table at Marshall Pass stands a post supporting the snow sheds, which barely clears the engine cab. As the 410 was backing in onto the table Brown happened to be leaning too far out of the cab and the post caught him, crushing between the cab and post. He was pretty sore for several hours, slept one night in the hospital and was back on duty in a couple of days.**

Yesterday a Monarch train (April 27, 1885) met with a mishap between Garfield and Monarch on the return trip. In running over the snow and ice, every box car but one left the track and turned over. The coach was left safe but could not be taken by the wreck. All passengers climbed in the one remaining box car and came on to Salida behind engine 288. The cars were not damaged badly.

**Another tragedy in the late 80s involved Al Ryan, who was struck by a train at Smelters'.** Some were particularly sad, such as this account of a tragedy on Jan 29, 1886. Engineer Tom Andrews was unfortunate in pulling up passenger train Marble and Lime quarry crossing six miles below town. The wagon road, then on the north side of the river, followed the railroad and then made a sharp turn. There were high bluffs on the river side. A passenger in Ryan's buggy jumped but Ryan was killed as he attempted to cross the tracks at the same time as the locomotive was there. Ryan's body was missing for several days after the wreck, and finally was found in the river below Texas Creek. He was buried in Cleora cemetery.

Quite an accident occurred at the railway yards Wednesday evening, relates a report July 29, 1885. Some of the Dago help were handling cars on the incline at the coal bins, and three of the cars became unmanageable and went down the track at a rapid speed, meeting engine 248 backing down, in such a way that a collision was unavoidable. The result was a wrecked engine and a badly damaged car. The Dago hung to the brake of one of the runaway cars, ready to die at his post. Editor's note: In those days a person

of the Italian nationality nearly always was referred to as a Dago.)

**Finn Parks A Hero**  
And still another, which showed courage on the part of one of the victims, was reported in the issue of Nov. 4, 1887. Engine No. 421 was one of the largest locomotives on the road, with George Mosely as engineer and Finn Parks, fireman. The locomotive jumped the track at a point 600 yards east of Gray's siding and rolled 30 feet down a steep embankment. When the massive engine left the tracks, Parks was thrown from his side of the cab, directly over the boilerhead and out of the window on the engineer's side. He rolled down the mountain, broke an arm and was badly cut.

Parks was able to crawl back to the engine. Finding Mosely fastened beneath the engine, Parks went on the run to a section house half a mile up the mountain. Section men removed Mosely who was so badly injured that he died in a couple of days.

The reporter stated that No. 421 had been used as a helper to passenger train No. 7, and after turning the engine had been away from the pass just a few minutes.

**Faulty Equipment Blamed**  
On the South Park road, in January of 1888, a train of five cars and a caboose wrecked near St. Elmo, enroute from Romley. Engineer Connor and Fireman Quayley were killed instantly. The air machinery on the engine had been out of repair for some time and a train was sidetracked at Cascades a short time before, and loaded cars left, because Connor refused to handle them down the mountain. The engine and four cars went down the bank and were a total wreck.

Another accident which occurred in the yards was reported on March 3, 1888. It seems that while Engineer McDowell was absent the fireman of the yard engine 106 tried to move the engine a short distance in the west end of the yard. For some reason, known only to engines, the locomotive became unmanageable and commenced backing up at a fearful rate of speed. She collided with an empty lime rock car and made a complete wreck. The rear end of the engine was torn away and the cab was hurled high into the air. The noise of escaping steam caused a rumor to go around that the engine had exploded, but no further damage than a wrecked car was sustained. The fireman, Aley, had to be taken to the hospital for injuries.

**Engines frequently went on a tear, as witness this story recorded March 23, 1888. Engineer Findley and a fireman were on their way down the west slope of Marshall Pass with the light engine. The locomotive became unmanageable and the men finally jumped to safety. They went to Sargents to be on the lookout for a runaway.**

The runaway engine stayed on the tracks. Hero was an Engineer, John Maxwell, who boarded the engine on a comparatively level stretch near Sargents and stopped her but a short way below town. If it had happened a little later, the engine would have collided with an eastbound excursion.

Tom Dillon, section boss at Poncha, and a companion, attempted to board No. 7 in early November, 1888. The companion did, but Dillon didn't make it and apparently started up the track across the bridge to overtake the train. He was struck and decapitated by another engine, while crossing the bridge. The corpse was discovered by another railroad man.

Another gruesome incident involved a man identified as James Reilly of Marion, Ohio. While eastbound freight No. 66, was switching the men heard a cry and found the mangled remains of a human being upon the track. Apparently he had stepped down from the rear of the tender, which he was riding without a ticket,

and the engine backed over him. The remains were collected and left at the Marshall Pass station. **Scattered Over Right-Of-Way**  
And while on the subject of gore, the issue of Oct. 1, 1886, reported that the previous evening the engine used in pulling the fast freight and a special freight were fund discolored with human gore. The coroner was summoned and about 3 1/2 miles this side of Brown's Canon the mangled remains of O'Brien, a section man, were found on the rails. The remains were brought to Salida in a small box!

It seems that two men had started out together with a quart of whiskey agreeing to drink at every mile post. The man who was killed was believed to have been carrying the bottle. He fell off and when his companion missed him he went back to find only the shattered form of his companion.

May 31, 1889—A Mexican laborer was injured yesterday by a had car jumping over the track and falling on him. He will recover.

### Midland Wreck Halted D&RG

In 1889 or 1890 a Midland freight, bound north, jumped the track at Haydens. The Midland had an overhead crossing above the Rio Grande at that place. Cars were piled up on the track below and the wheels of commerce were stopped four or five hours.

Another real tragedy was on April 18, 1889—rather, that was the day it was reported in the Mail. It seemed that No. 7 wrecked in Black Canon. The train was unusually heavy and a special occupied by General Palmer and Manager Dodge followed as the last section.

One mile beyond Curecanti and in the heart of the Black Canon, a large mass of earth and rock fell across the track as engine No. 153 of the first section was passing. The locomotive was hurled into the river, but the falling mass of earth kept the train on the track. Engineer Ryan was considerably injured. Fireman North's body was found buried beneath the engine at the bottom of the river, several days later.

### Premontion Of Wreck

Low Jones was the regular fireman but was tired from extra time and didn't make the run. A singular circumstance occurred at the roundhouse which seemed almost like a premonition of the coming accident. Ben DeRemer told the Mail reporter that during the whole time he had been on the railroad, he never had so difficult a job to get a crew. Nobody wanted to take the train and those who went did so under emphatic protest.

A lesser wreck occurred May 6, 1890. Engineer Harry Hyatt with No. 268 was following a train down the hill on the other side of the pass. The train just ahead slowed and Hyatt came around a curve, and plowed into the rear of the passenger train. Damage was slight. No. 268 had helped a train up the pass from the other side and was ordered back to help another.

May 18, 1888 must have been a great day for the wrecking crews, as a trio of disasters occurred on Wednesday (probably the 16th.)

Tuesday night a freight train going south from Salida met with an accident a few miles below Howard. The cause was unknown. The train broke in two and ten or twelve cars were a wreck. There was no loss of life but the D&RG had to foot a bill from losses of freight and rolling stock.

**Leadville Express Ill-Fated**  
The Leadville Express was late because of this wreck, and finally got into Salida at 10:30 a. m. Wednesday. Six miles out of town, near Brown's Canon, heavily loaded and trying to make up time, The baggage and express cars, second class car and day coach jumped the track, leaving the Pullman sleeper and locomotive on the track. The cars rolled over and over to the foot of the bank and passengers were bruised and knocked about. A Denver man had to have his foot amputated, another Denver man had head injuries, and a Greey woman, who was "enclente" was not badly hurt but the reporter feared complications.

Fifteen minutes after the message announcing the disaster was received, a special consisting of locomotive and combination car and Drs. Jackson and O'Connor was speeding up the track.

The third incident occurred beyond Gunnison because of the burning of a bridge. There were no serious results except for delay in traffic.

The reporter leaves the modern-day reader wondering on this story. Engine No. 96 which runs the pile driver was wrecked on Poncha Pass about two miles below the summit (Villa Grove branch.) Reports were that William Ludlow and Charles Vincent probably were killed. There was no follow-up story.

In May, 1890, a misplaced switch precipitated passenger train No. 4 into the freight train at Swiswille, just below Wellsville, about 2 a. m. Tuesday. A freight train com-

## Railroad Hospital Established In Salida During Early Days

The Marshall Pass line was still a youngster when the railroad decided to establish a hospital at Salida to care for the wounded and ill employes.

The hospital was built from the proceeds accumulated by taking fifty cents per month from the wages of every employe on the road. The Mail, in 1885, related that when the fund reached over \$30,000 another hospital would be built in Denver, and afterward, the fund would be used to help crippled men and the wives and children of deceased railroad men.

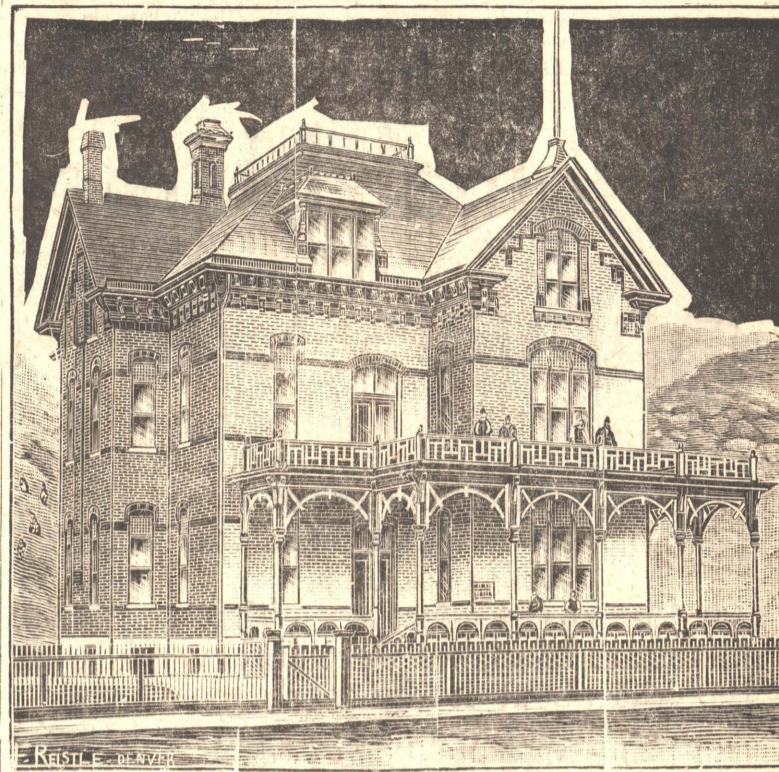
Brick for the new hospital was burned a mile below town. The new building, solid masonry, cost \$20,000, exclusive of freight, and was completely furnished, down to an electric button to summon the nurse. Cots for the patients were neatly built with iron frame work, woven wire springs, an under mattress of excelsior and a second mattress of curled hair.

Principal credit for the founding of the hospital seems to go to Dr. John O'Connor, in charge of the medical department of the railroad since 1881. In June, 1888, Dr. O'Connor was appointed as chief surgeon of the railroad in Denver. He was succeeded here by Dr. Mattoon of Buena Vista.

The opening, on Nov. 10, 1885, must have been a gala event. Among those attending were Dr. Bancroft, surgeon-in-chief for the Denver and Rio Grande; Dr. Pfeiffer, chief surgeon of the Union Pacific; Governor B. H. Eaton; Dean Hart and wife; General Supt. Rickard of the Denver and Rio Grande and his wife; Judge Felker, railroad commissioner for Colorado; Miss Maggie Hart; M. W. Sample, general superintendent of motive power; Mrs. Tryner, Mrs. Benford, Mrs. Standard, Miss Morris and several others.

The chief surgeon's report to the board of trustees of the Denver and Rio Grande Railroad Employes Relief Association, in 1891, showed that 12,029 cases had been treated in a year (50 more than the year before), and eighty percent of the cases on the road were treated in the Salida hospital.

During the preceding year 42 members died from illness, 21 from injuries, for a total of 63. The average cost per patient in the hospital was \$11.90, those treated at home, \$1.73. Nearly 10,000 pre-



RAILROAD HOSPITAL — The original Denver and Rio Grande Hospital, built in 1885, is shown above. Later the structure was damaged by fire and was remodeled. Dr. O'Connor is credited as being instrumental in establishment of the hospital. Brick for the building were burned in kilns below town.

scriptions had been filled in Denver alone.

Total assets were \$64,671.52, with \$30,000 in the treasury. Railroadmen paid \$6 a year—and local railroaders were suggesting lower dues in view of the profits.

Files of the Mail show that in August, 1889, a neat carriage house was being built at the rear of the hospital for accommodation of the new ambulance.

March 11, 1890, a large fountain was to be put into the hospital lawn. (This would be the fountain to the east.) A quantity of red sandstone to be used in the construction had arrived and was being prepared by stone cutters at the railroad bridge.

November 20, 1925, marked another milestone in the progress of the railroad hospital. On this day contracts were let for a \$101,000 addition, to extend westward from the main building 150 feet, with a "T" 63 feet long enclosed with glass on both floors at the west end. The width of the addition be-

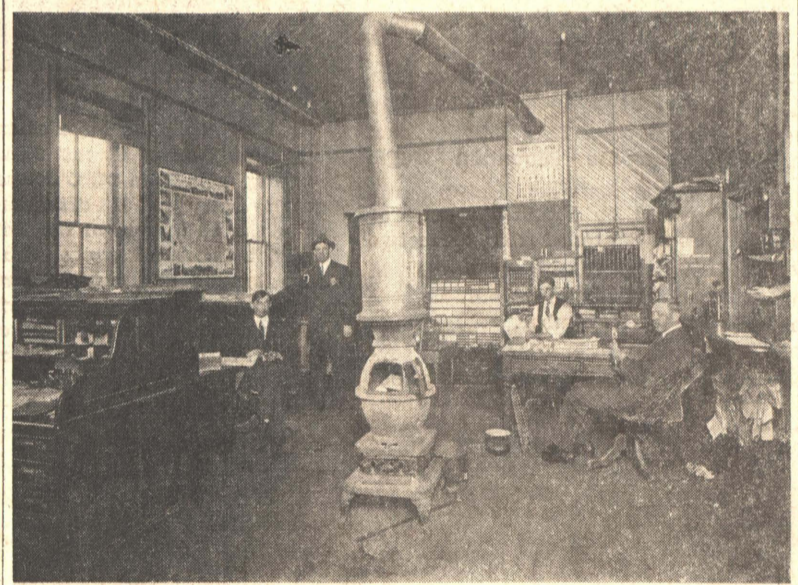
tween the main building and the "T" would be 40 feet, and the length, 123 feet.

Plans called for 15 guest rooms and a maternity ward on the main floor, and 17 guest rooms and a dressing room on the second floor. The foundation was to be stone, the brick was to match the main building, and construction was fireproof.

A diet kitchen and surgeon's dressing room was to be added to the main building. The frame portion on the eastern end of the building was not being razed at that time, but would probably be converted to a dormitory for the nurses, the Mail reported.

The Mail also noted that the addition was secured over opposition from Grand Junction, Salt Lake City and other towns on the system.

Wood wanted at this office on subscription. — The Semi-Weekly Mail, Aug. 14, 1885.



DEPOT SCENE — Interior of the depot at 11:20 a. m. a good many years ago. Pretz Bueller is on the left and Lew Webster, third from the left. The man standing and the one on the extreme right are not identified. Wonder if that stove pipe fell down very often!

## Snowslide Ruins Early Townsite

No one ever could explain why, but when the town of Woodstock was laid out, the townsite was right in the path of a snowslide! Woodstock was high up in the mountains, on the western slope below the Alpine tunnel and above the town of Pitkin.

In a story appearing in the Daily Mail of March 12, 1884, it was reported that a large relief party sent up by the citizens of Pitkin the day before (apparently March 10), returned about dark the next night, bringing ten dead bodies on roughly made sleds.

Old Mrs. Doyle was rescued alive after being in the slide nearly two hours. Miss Celia Dillon who was engaged to Martin Doyle—one of the victims—was recovered after being buried three and a half hours.

The stories in the Mail indicated that at least 14 persons perished and the little town along the Denver, South Park and Pacific was virtually wiped out.

In the middle of July, following the tragedy, a fearful stench was coming from the water tank at Woodstock. Investigating revealed the decayed body of an Italian who perished in the avalanche of snow.

The story indicated that the men who went for the bodies had a terrific job, with the corpses being upset in the deep snow many times.

## New Laws Changed Working Conditions

The year 1891 brought some changes in working conditions. A new law went into effect on July 12 which regulated a few railroad manoeuvres. Among these was restricting of the time of road service to 18 hours without rest.

The penalty was \$300 on both the company and the worker who violated the regulation.

That same year there was a pay increase. The Salida general yardmaster's salary was raised from \$115 to \$140 per month, and the night yardmaster's stipend was raised to \$115.

Number 260, a brand new engine has been turned out at the Salida shops. It makes a trial trip to Monarch today.—The Daily Mail, Oct. 6, 1884.

## Crew Not Hurt In Lucky Wreck

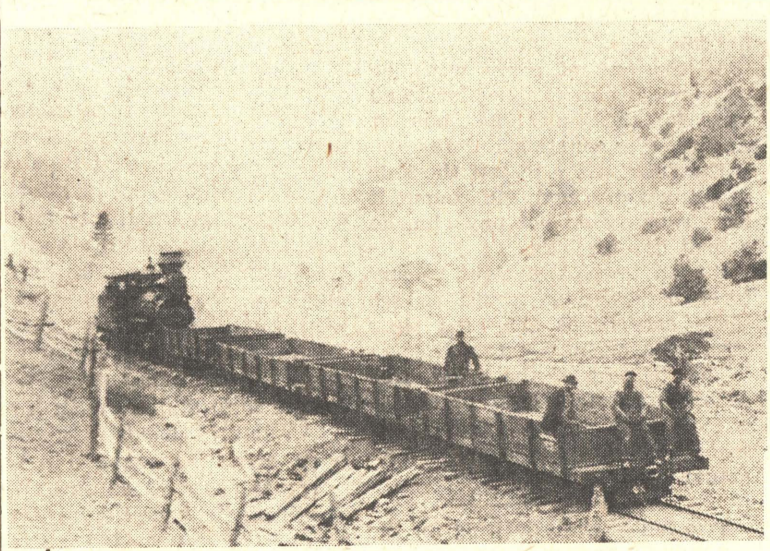
One lucky wreck which occurred on Marshall Pass was three miles west of the summit, Sept. 30, 1904. The lucky part of it was that none of the crewmen was seriously injured.

No. 69 was a freight train, with Henry Wise, engineer; George P. Brewster, fireman; William C. Heckman, conductor; George B. Smith, Ren Hallock and D. A. Fraguasson, brakemen.

The train parted in the middle, with the rear portion striking the front portion so violently that the engine and 14 empty coal cars were hurled down the bank, leaving the remainder in the heap upon the grade, obstructing traffic all night.

The engineer and fireman, seeing they had lost control and no possibility of staying on the rail thru Shaw's cut unloaded a quarter of mile above that point. At this point (Shaw's) the engine and fourteen cars piled in an ugly wreck. Smith and Heckman were riding on the detached portion and did all they could to stop the runaway, but without avail.

Passenger train No. 91, Major Altman, conductor, will make its first run into Garfield tomorrow morning. — The Daily Mail, Sept. 26, 1883.



CALUMET TRAIN — Steepest railroad grade using conventional locomotives was the branch from Hecla to the Calumet mine. The grade was 407 feet to the mile, making it a difficult task to manage a locomotive. A slight variation in the amount of water in the boiler placed the crownsheet in danger of being burned out. Cy Warman made the run one time, remarking that he'd prefer a grade where it wasn't so steep at the other end.

# Two Serious Wrecks In Granite District

The 1920s were marred by two serious passenger train wrecks, both in the Granite vicinity. The latter wreck, which occurred Sept. 5, 1926, took the lives of 30 persons.

The traveling engineer was at the throttle when No. 2 failed to negotiate a curve and plunged into the Arkansas river two miles west of Granite. Railroad officials were at a loss to explain why, but the engineer was exceeding the safe speed of 30 miles an hour. The train was believed to be traveling 40 to 45 miles per hour at the time of the tragedy.

The railroad at that time was straightening a number of curves on the line north from Salida to Tennessee Pass.

### Traveling Engineer Died

The dead included G. M. Lillis of Salida, the traveling engineer; George Gerhart, engineer, Salida; Hal Harpending, engineer, Salida; Mrs. H. C. Rathbun of Buena Vista; Louise Bowler of Leadville; Olive Burleson Perschbacher of Buena Vista; Mrs. Denny Isabel of Pando; Jackie Isabel, Hilda Everett, Ruth Isabel and Albert Everett, of Avon—all former Buena Vista residents.

John M. O'Connell, Dr. and Mrs. G. W. Larimer, Mr. and Mrs. W. J. Allan, S. K. Murdock and family all happened to be in the vicinity in their automobiles at the time of the tragedy and helped care for the wounded and comfort the dying. Murdock held Mrs. Rathbun's head above water for more than an hour, while her legs were amputated. She died shortly thereafter.

### Wreckage Really Scattered

Most of those who were killed were in the third car. Wreckage was scattered in a zig-zag fashion. The engine was headed



**HEADON CRASH** — Thirty years ago trains No. 7 and 8 collided a mile and a half east of Granite. No. 7 was a double header, and both were passenger trains. Firemen on each train were killed. The tragedy was blamed onto human error. A detailed account of the wreck appears on this page.

straight down the stream, lying on the engineer's side, 300 feet from where it left the track; the baggage car was at right angles to the engine, and the second car, a day coach, at right angles with the baggage car. The third car formed a bridge across the river. The fourth car, a Pullman, was lying on its side in the river, the fifth, a coach, was off the track, the sixth was tilting down the bank, and the balance were left on the track.

A relief train from Salida reached

ed the scene at one o'clock in the afternoon. Clearing the wreckage was a terrific job. Many of the victims had been badly maimed. One baby and an unidentified woman were found beneath the engine.

The engine, No. 1604, was a new type. The frame and cylinder were not damaged, but at that, the railroad figured it would cost \$10,000 for repairs. The locomotive was removed from the river in one piece, after track had been run out to it. Two derricks lifted the

giant iron horse onto the tracks. **Passenger Trains Collide**

No. 7 and No. 8 figured in a head-on crash a mile and a half east of Granite the afternoon of Aug. 20, 1925. This collision was blamed onto an operator on Tennessee Pass who failed to deliver an order to train No. 8 to meet No. 7 at Granite. Previous orders had been for the two to meet at Pine Creek but No. 8 had gained lost time and the meeting place was changed to Granite. No. 7 received the new order at Buena

Vista and proceeded through Pine Creek. No. 8 passed Granite and had gone a mile and a half beyond the meeting point.

Again, there was no explanation for the human error. The dispatcher had many years experience and was regarded as very capable.

### Just Two Victims

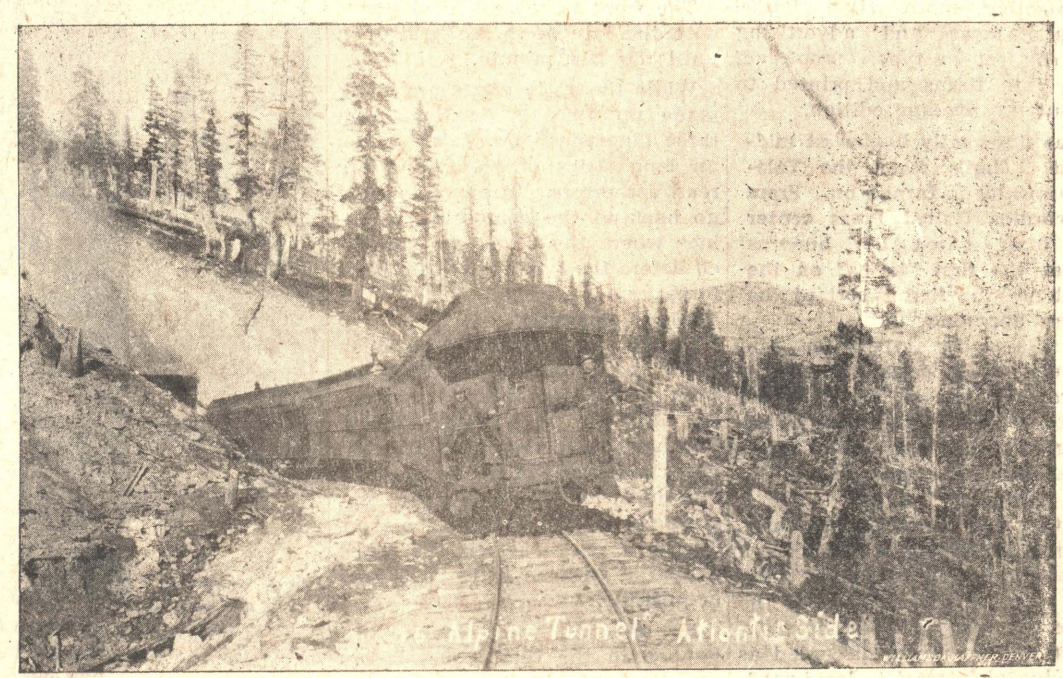
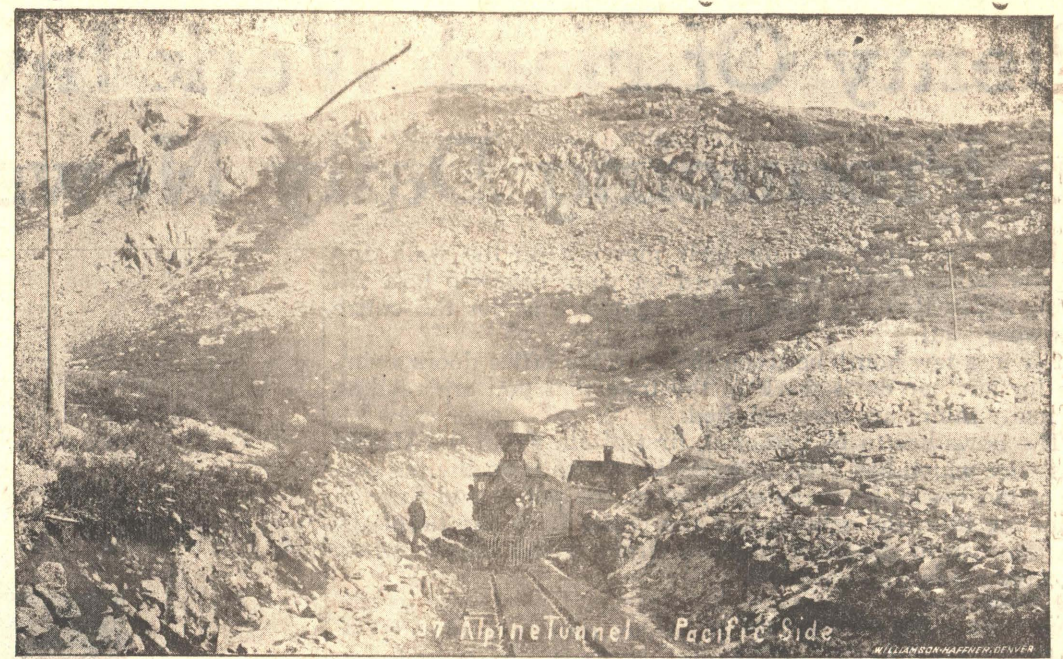
The two trains were Panoramic Specials—tourist trains. The two victims were Charles E. Phelan, fireman on engine 778 and J. S. Taughtenbaugh, fireman on No. 787—the fireman on each train. No. 8 was being pulled by one locomotive, and No. 7 was a double-header.

Other trainmen on No. 8 were Andrew McGary, conductor and J. A. Clare, engineer. On No. 7, in addition to Taughtenbaugh, were T. V. Conway, conductor, E. G. Duncan, engineer, J. S. Taughtenbaugh (who was killed), R. T. Willingham, engineer, and A. E. Roberts, fireman.

Duncan, Clare and Roberts jumped before the trains met. Willingham stayed on his post on No. 7, applied the brakes and saved his passengers from as severe a jolt as those received by the passengers on No. 8. He barely had room to crawl out of the wreck, and Willingham's injuries were not serious.

The two trains had collided on a reverse curve in a canon, where vision was so obscured that the enginemen were just 100 feet from one another before they knew the other was coming.

The impending tragedy was realized by dispatchers. As soon as Sam L. Smith, a dispatcher, heard No. 8 had passed Granite he knew a wreck was bound to occur, and notified the hospital and round house wrecking train to be ready.



**TRAINS IN TUNNEL** — These early day pictures show the Alpine tunnel through the Continental Divide and a Denver, South Park and Pacific train. The tunnel never was too much of a success, as trains couldn't reach it because of the snow in the winter time. After a few years it was abandoned. The tunnel, lined with California redwood, is now filled with ice. The South Park road, later the Colorado and Southern, went from Denver into Gunnison.

# State's First Train Robbery Not Without Comedy Overtones

What was believed to have been the first train robbery in the Centennial State occurred on the D&RGW eight miles east of Grand Junction. An account of the thrilling robbery (and its comedy overtones) appeared in the issue of Nov. 14, 1887.

The engineer on No. 8 was flagged down at one o'clock in the morning. There is some difference in opinion if the number in the gang was four or six, but anyhow when the engineer stopped the train, he was greeted by gunmen. The train crew was ordered outside and stood nearly an hour in the moonlight with their hands over their heads. Reports were that the weather was very cold that night. Ed Maloy was the engineer, and Cook was the conductor.

The thugs robbed the mail car and then endeavored to rifle the express car. After being shown the book of company rules, the robbers were convinced that the expressman was telling the truth when he said that he did not know the combination on the safe—only the agent at the place where the

shipment was consigned knew the combination. The express car was not bothered.

After securing the money packages from the mail car, the trainmen were released. The robbers walked a short distance ahead of the engine and removed ties and rocks they had placed on the track. The train already was 45 minutes late and was an additional 55 minutes later because of the hold-up. All the excitement wasn't confined to the front end of the train. When the passengers realized that a robbery was in progress they were in a state of near-panic. Men and women scrambled about, hiding their valuables under seats, in ventilators—anywhere but on their person.

When the engineer and fireman were getting their orders, one of the robbers had fired several shots from a revolver, mostly for the purpose of intimidating the trainmen and passengers. One brawny Englishman was riding in the sleeper and was the only person in the car who had a revolver, or at least with sufficient

presence of mind to remember he had one. He hurriedly climbed out of his berth and handed the gun to another passenger, asking him to go to the door and kill the robbers.

The gentleman who was requested to do the killing informed the Englishman that he couldn't handle a gun but remarked that he had the nerve to make the attempt. Taking the revolver from the Englishman, he cautiously approached the door at the rear of the train.

When he encountered the cold night air, for some unaccountable reason, the gun accidentally discharged. The man fell back into the car and the Englishman fainted.

The train moved off a few minutes afterward and the Englishman and the man of nerve congratulated each other on their bravery and the successful manner in which they routed the robbers.

(Editor's note: Two men believed to have been among the bandits were caught near Vernal, Utah, in December 1887. We were unable to find further information in our files.)

## Valuable Dogs Figure In Yarn

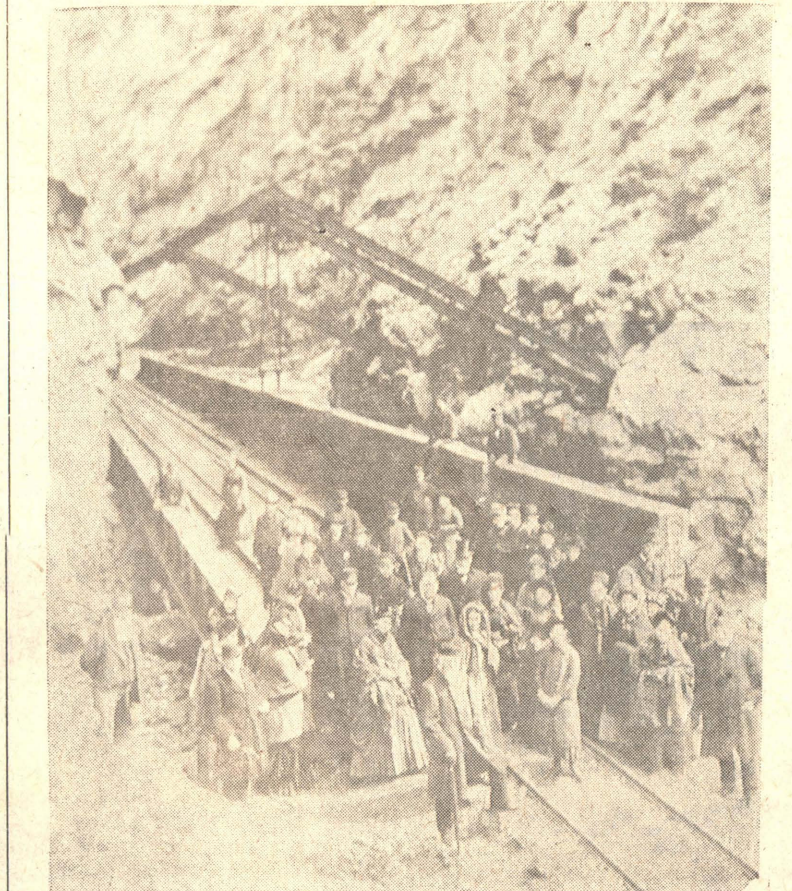
The train boys on the Villa Grove run were deeply interested in a dog war which recently had sprung up at Villa Grove, according to the issue of March 11, 1890. The origin of the difficulty was as follows: The supply of dogs at

the Hot Springs iron mine for some time had far exceeded the demand and various means were suggested of disposing of the surplus. It was finally decided to ship them to a lower altitude.

Accordingly, it is so stated, Supt. W. I. Covert of the iron mines succeeded one day last week by sunny ingenious and wily devices, in inducing some dozen or more of these dogs to enter one of the iron

cars, where they were at once made prisoners. The much abused canines were taken as far as Mears' Junction where the train boys opened the car doors and turned them loose.

It turned out that each of the dogs were the property of some ranchers in the vicinity of the iron mines; and, furthermore, instead of being mongrel curs, as might have been supposed, they were



**EXCURSIONISTS** — Excursions were popular in the early days of railroading. Raymond excursions brought tourists from the East, and there were local excursions to provide an occasional Sunday outing. The picture above shows a party of tourists at the famous hanging bridge in the Royal Gorge.

each of them fine blooded animals with pedigrees running back to primeval days. The indignant ranchmen swore out warrants against Supt. Covert and his fellow plotters. Each of the train boys on the Villa Grove were subpoenaed as witnesses. "There is considerable fun in sight," the reporter notes.

## Brown's Canyon Site For Wrecks

Many wrecks have occurred in Brown's Canon, regarded by the oldtimers as one of the most dangerous pieces of road on the Rio Grande.

The Mail, May 29, 1891, stated that the 225 went into the river within a stone's throw of where Clem and Hicks had their recent collision and near the spot where George Jackson scrambled out from under the 403 some eight years before.

Engineer Robert Gough was killed with the 285 some 18 months previously and on that date David McComas was very low from the effects of injuries sustained in Wednesday's wreck. Had the rock rolled down an hour sooner it would have caught passenger No. 3, and had the work train not been sent out that morning 67's engine, 586, broad gauge, would have struck it.

## Marshall Pass Ride Long Remembered

"The trip through the Black Canon was made under very favorable circumstances, and the ride over Marshall Pass in the evening was one to be remembered," a reporter wrote Aug. 11, 1885.

"The different sections of the train at different elevations on the side of the mountain fairly peopled the vast solitude and the lights moving slowly in the opposite direction presented a sight not easily forgotten."

This does not appear to be a good year for railroads. Thirty have gone into the hands of receivers since the first of January. —The Daily Mail, April 26, 1884.

# South Park Line Through Tunnel Often Plagued With Hard Luck

Brave men, organized as the Denver, South Park and Pacific Railroad, set out across the mountains bound for the vast Pacific area, in the days when all railroads were headed west—and endeavored to get "there" first.

The DSP&P started live in 1873, the year of the panic. Even with \$300,000 in bonds voted it by Arapahoe County, the road had a hard time. John Evans was president. The road was built out to Morrison but Bear Creek looked too wild for a railroad.

Finally the railroad builders started up the Platte Canon, where men were let down the walls on ropes to blast out part of the roadbed. On Christmas day, 1879, the first train rolled in to Chubb's ranch at the head of Trout Creek.

The builders were in a hurry because a rival road, the Denver and Rio Grande was coming up the Arkansas, bound for Leadville. The two roads arrived south of Buena Vista about the same time. The DSP&P was on the east side of the river and something happened to the bridge building material.

Imagine the consternation of the South Park engineers, twiddling their thumbs at Free Gulch while the D&RG kept pushing northward. The South Park finally got across the river but by that time the D&RG was in Leadville. Records show the South Park got to Buena February 9, 1880, and leased the D&RG tracks to Leadville until 1883, when it built its own over Boreas Pass. (Editor's note — Available records inconsistent. One authority says that the South Park trailed the D&RG into Buena Vista, arriving Feb. 1880—but D&RG did not go thru Salida until May, 1880. Apparently a typographical error somewhere by historians.)

The fabulous Gunnison country was the next aim of the two rival railroads. The South Park had leased the D&RG tracks from Buena Vista to Nathrop, and from there they built a road up Chalk Creek Gulch. The Rio Grande started over Marshall Pass and got there a year sooner than the South Park. The South Park of course had to bore a tunnel through the Continental Divide, arriving in Gunnison Sept. 2, 1882. In 1885 it went a little farther up Ohio Creek to Mount Carbon, after coal. And that is the nearest the Denver, South Park and Pacific ever came to the Pacific.

**Many Financial Troubles**  
This railroad had the distinction of paying for itself under construction, but this didn't last long. Within eleven years, in 1890, the 300 miles were sold under foreclosure to a new company—the Denver, Leadville and Gunnison Railway Co. There were great plans for the railroad in those days.

The Mail, July 23, 1889, reports that the South Park road would commence to run a daily train from Denver to Gunnison, with

free chair car service, leaving Denver at 8 a. m. and arriving in Gunnison at 7 p. m.

This same issue relates that the South Park had been sold the previous week under foreclosure. The road was purchased by a Union Pacific syndicate and would remain under UP control. The new road would be put in first class condition and equipment materially improved. There were plans to change management, policy, gauge and route. The railroad would go from Denver to Morrison and Platte Canon, thence to South Park City and the salt works, south across the Arkansas Valley and Poncha Pass to a point near Del Norte, thence in a southwesterly direction to the San Juan mines and to the Pacific ocean. (Definite plans for the Alpine tunnel route not mentioned other than the daily train service.)

Presumably the Alpine tunnel was built through the Continental Divide to avoid weather troubles. This was a real engineering feat. The Mountain Mail, clipped this from the New West, on Aug. 18, 1882.

### Alpine Tunnel

Alpine Tunnel, the first to pierce the main range of the Rocky Mountains is the highest railway tunnel in America or Europe. Its altitude is 11,500 feet above the sea and length is 1,700 feet. The approaches of the Denver and South Park division of the Union Pacific on either side are marvels of engineering skill laid through scenes unrivaled for grandeur and magnificence. Altho the tunnel commences with a sharp curve at its eastern end, so nicely was the engineering done that when workmen from either side met in the heart of the snowy range, they found only about one inch variation in the respective bores.

The Chalk Creek booklet gives slightly different dimensions of the tunnel, which was completed on April 1, 1881, at the cost of \$120,000. This booklet (and this should be correct) states the tunnel is 1,845 feet long, 12 feet wide and 17 feet high, rising 11,608 feet above sea level at the highest point.

The tunnel is lined with California redwood, which was brought in on jacks with great trouble. The tunnel was built on a curve for drainage. Even with the redwood lining, in later years the marvelous tunnel caved in. Now the tunnel is clogged with ice.

The road was continually plagued with snow slides and with rockslides, and finally the owners gave up the tunnel in 1910. In 1890 there was a contest between two types of snow plow, at St. Elmo, won by a rotary type plow. Surely a good place to test this type of equipment!

**Not Popular With People**  
Indications in the press were that the local people weren't overly fond of the South Park railroad at times. Back in 1885 the South

Park left Buena Vista off the new time card but gave passengers 50 minutes at Schwanders (four miles below Buena) to get up to the Chaffee county capital. "This fall, when there will be as much ore to ship from here as from Chalk Creek the people may remember the favor they have done us and patronize the Denver and Rio Grande," wrote a scribe on Aug. 7, 1885. The South Park also had lopped off Centerville at the same time.

On Aug. 11, same year, there was a story that Buena Vista had discriminated in favor of the D&RG. "It is hard to favor a road whose lines are seldom open and whose very locomotives have the 'big head,'" was the reply to that one.

A reporter on July 17, 1888 wrote that the high-line division of the South Park road probably soon will be discontinued. An extension from Buena Vista up the valley to Leadville was projected and when completed trains between Denver and Leadville would take that route.

The same year that the tunnel was abandoned, the line from Parlin to Quartz was leased by the D&RG, which operated it until recent years.

**Gave Up In 1920s**  
On Oct. 11, 1924, the Interstate Commerce Commission granted the Colorado and Southern, which had acquired the line about 1900, permission to abandon the service from Alpine Tunnel to Buena Vista. Inhabitants of Chalk Creek Gulch set up such a howl that the trains ran a year and a half longer. With the closing of the Mary Murphy and other mines, passenger and freight service had dwindled down to just about nothing.

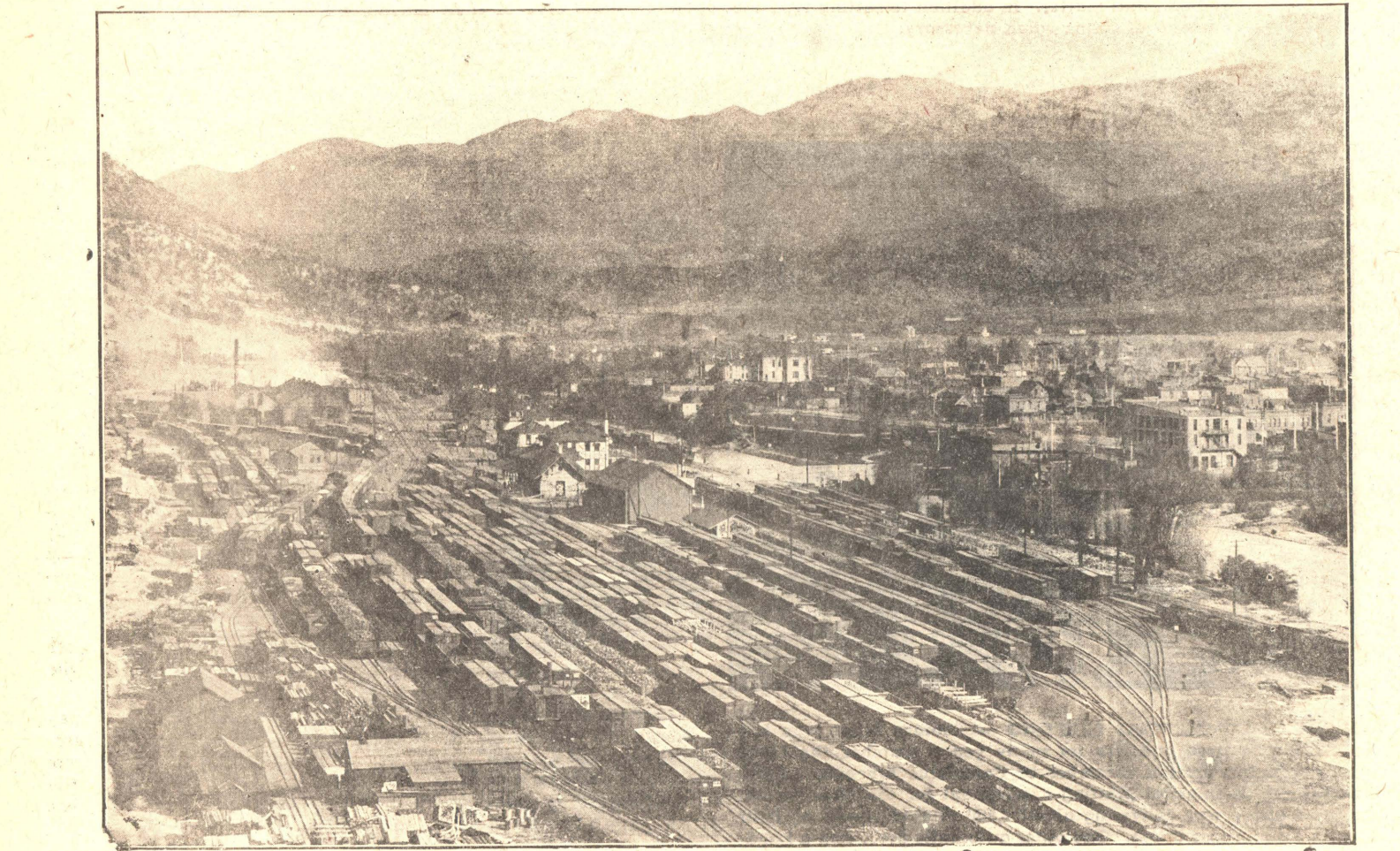
Final permission was granted in May, 1926, and that year the work of salvaging was carried on. The rails were shipped in to the company storehouse in Denver; the ties were left on the roadbed, making splendid fire wood for summer cottages. That right of way wasn't sold, just left, and is now used as an automobile road maintained by Chaffee county.

The year 1937 saw the last of the Colorado and Southern in central Colorado, when fourteen old men from Leadville rode the last coach up Platte Canon, remembering the bloom of their youth.

## Tycoons Stopped On Western Tour

(April 21, 1891)  
Vanderbilt's special train arrived in Salida last evening. The party rode over the narrow gauge from Grand Junction and Salt Lake. They had supper at the Monte Christo and their car spent the night on sidetrack at Cleora.

Personnel of the party: Chauncey M. DePew, Cornelius Vanderbilt, H. McK. Twombly, E. V. Rosister, and Pres. Leyer of the Michigan Central.



**ROLLING STOCK, AND HOW** — This shot of the Denver and Rio Grande yards originally appeared in a view-book of Salida published about 1906. At that time Salida was the terminal for the vast narrow gauge network over Marshall Pass to the Gunnison country, and across Poncha pass into the San Luis Valley. The railroad also maintained the third rail line to Leadville and to Pueblo for some years after the main line had been converted to broad gauge.

# Plenty Of Hard Work Involved In Producing Daily Newspaper

When the paper boy (or girl) marches up the walk and puts the Salida Daily Mail-Record on your doorstep he's climaxed a day that has been a race against time for the entire newspaper staff.

For in a few hours between the time the office doors swing open for another day's work to the time that you are reading this, many things are accomplished.

The news has to be gathered, first of all. From the United Press wire which has been bringing in stories from the far corners of the world, from the courthouse, the police and fire departments, from the schools and the clubs, from the hospitals, from the man in the store on main street or the woman who's just returned from a vacation.

**50,000 Words**  
Advertising must be arranged, so that readers can know what merchants are offering.

Altogether, more than 50,000 words of news and advertising must be set in type, proofread, made into forms and printed to put out the average edition.

The day really begins at midnight. That's when the Linotype printer is turned on. From the Dallas United Press center and from other UP bureaus comes the first "takes" on the machine—the first report of the day's happenings.

This amazing typewriter taps out page after page of news at the rate of almost 50 words per minute. A mighty long string of paper greets the wire editor upon arrival each morning.

**Work Starts At 7 A. M.**

Editing the news begins early. The wire editor soon whittles down the accumulation of night and early morning copy. Some of the stories are held for later developments, and some are discarded as not being of interest to local readers. The rest is sent back to the three typesetting machines. The wire editor's job is a voluminous one, for the UP printer keeps going at a steady pace and produces several times more copy than could possibly be used in a day's issue.

By eight a. m. other members of the newsgathering, advertising and business staff are at their desks. A routine check is made with the fire and police departments along with calls to other local government offices. Social and personal items, a mighty important part of a small-town newspaper, begin to come in. Telephones are manned and club secretaries and other news sources are contacted.

Meanwhile, advertising sales people have begun their day's activities. Conferences are held with merchants and with the mechanical department to prepare for the next day's advertising. Advertising is always planned a day ahead of the edition in which it appears.

At other desks, subscription lists are prepared for today's delivery. Carriers are notified of changes in routes and mailing lists are brought up to date. Every day has its changes as people move into or out of the community or to other addresses within the community.

In the business office, customers who visit the newspaper are taken care of. Classified ads are taken, subscriptions are received and questions are answered. Bookkeeping which is unlike that of most other business requires much attention because 90 percent of a newspaper's income is charge business, requiring accuracy and thorough checking.

**Pages Take Form**

While reporters turn in the news they have collected by phone and on beats, the pages begin to take form in the composing room. A layout of the day's paper showing where advertisements and news-stories go is sent from the office to the composing room.

Pages for which early material is available begin to move first. Classified copy and sports news, both of which carry early dead-

lines, are corrected and put into steel chases (forms) to be locked up and made ready for the press.

The front page and local pages with the late news are held open until the last minute.

While the early pages are being made up, type is flowing from three Linotypes. Proofs are taken on long strips of paper and are read for errors. The proofs then go back to the composing machines where the errors are corrected before the type is put into page forms.

**Timing Important**

Unlike any other retail business, every hour is filled with deadlines from the first moment in the morning until the press begins to roll. The news room must gear its activities to the size of the day's paper and the speed with which the composing room can produce the type. The type must just fit the space available with as little "over-set" as possible.

No one can predict what will happen in the final hours before presstime. A big story may break which will make obsolete a story already in type. Or an entirely new story—a disaster or a death of a prominent person—may necessitate the remaking of the front page.

Finally—the last news deadline. The last of the copy is on the composing machines. The front page columns are made up and the paper is on the press.

Carrier boys and girls report for papers which they will distribute from door to door. Mail copies are addressed.

When the press rolls off copies of today's issue, desks and composing stones are cleared for tomorrow's action. Feature stories, advertising copy and other material which can be obtained early are sent back to the composing machines.

Tomorrow is another day and the same cycle—always the same but always new, only to be repeated when the Linotype starts tapping at midnight.

It required seven engines to pull the Leadville freight out of Salida Tuesday and 13 locomotives to draw the westbound traffic over the Fourth Division on the same day. Business rushing? Well slightly.—Salida Mail, Nov. 26, 1886.

There are now 20 regular locomotives on Marshall Pass, excluding special and construction engines, 14 freight, 3 rockaway and 3 passenger helpers.—Salida Mail, June 5, 1888.

The Calumet train makes a trip today, bringing down several carloads of lumber. "Red" Wood is the conductor and Al Leonardson, the engineer.—Salida Mail, Aug. 14, 1885.

F. W. Brush returned Friday night from a business trip to Pitkin and St. Elmo. He reports a rockslide near Cascade Friday morning that delayed the South Park train about four hours. Some 50 tons of rock dropped onto the road bed and one rail was broken in 13 pieces.—Salida Mail, Sept. 22, 1891.

## Modern Mergenthaler Machine Marvelous Piece of Machinery

The heart of any newspaper is the composing room. And the heart of the modern composing room is the typesetting machine.

Some 15,000 parts are fit into a Linotype linecasting machine. This machine revolutionized the printing industry when it came into use more than a half century ago. Printers formerly sat on high stools and picked each letter from a "case" which was a slow, slow process. The Linotype is credited with doing more to make mass distribution of reading material possible than any other machine in the printing business.

A German watchmaker named Otto Mergenthaler invented the Linotype. Newspaper folks like to say that afterwards he went crazy, but if he did, no one could blame him after a look at the complicated machine.

Described in words the Linotype sounds like a Rube Goldberg fantasy, but when you see it in operation you realize what a mechanical masterpiece it really is.

**Here's how it works:**

An operator sits before a console of 90 keys. When he depresses a key a small brass letter mould

or matrix, drops from a 90-channel storage case called a magazine. When a line of matrices has been assembled they are transferred automatically to the mouth of a melting pot filled with a mixture of lead, tin and antimony.

**Melted Metal**

The molten metal is forced against the matrices to form a solid slug of type. An arm swings down from the top of the machine to pick up the line of matrices and they are automatically distributed back into the magazine. That is, all of the "e's" go back into the "e" channel, etc., ready to be used again.

The lines of type are ejected into a tray where they are aligned, ready to be transferred to another tray called a galley. A proof of the galley of type is taken and read for errors. When an error is spotted by the proofreader the line is reset and the type is ready to be placed in the forms.

Yes, without this machine, modern newspapers with many pages and frequent publication would not be feasible—it truly is the heart of a newspaper composing room.



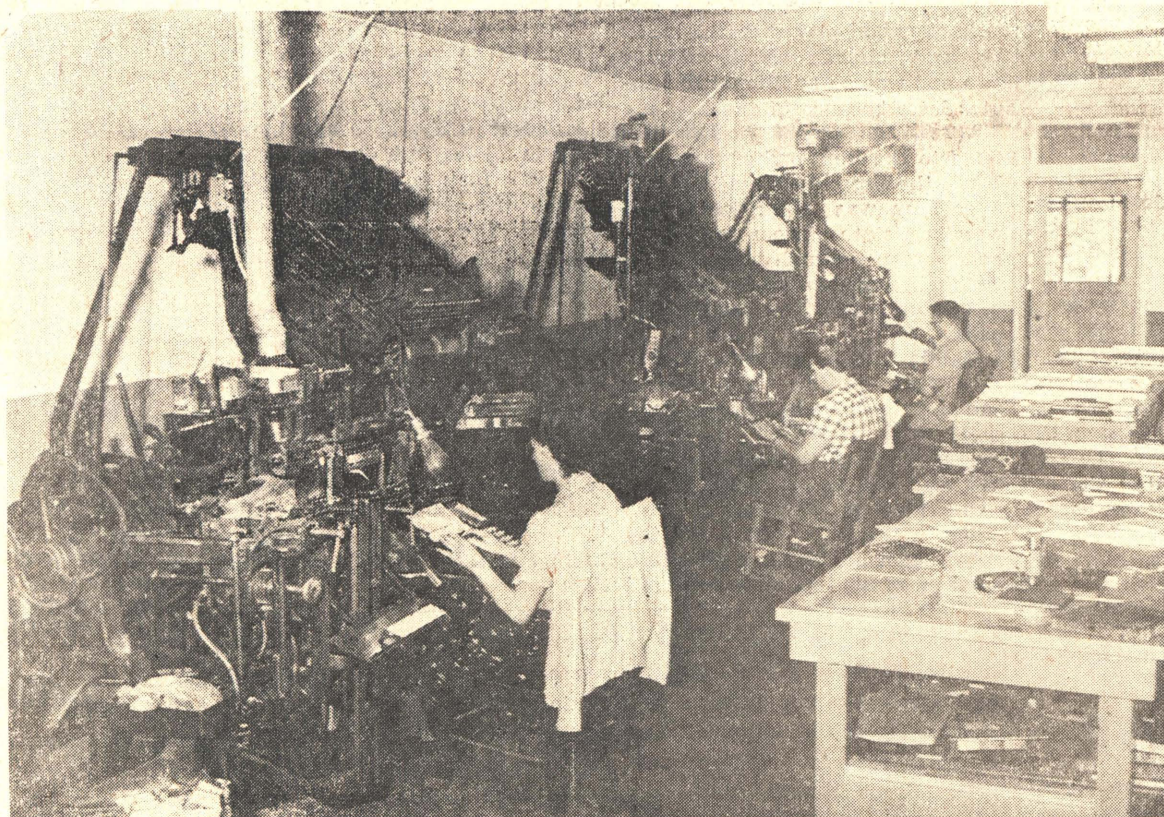
**LOCAL NEWS, BACKBONE OF THE MAIL-RECORD** — Ethel Purdom started her newspaper career under the late John M. O'Connell and has been recording the society and personal life of Salida for 11 years. Her many years of residence in Salida and her wide acquaintanceship plus an excellent memory, help her immeasurably in collecting "local" news. Here she is shown taken a story of Mrs. Marylyn West, active in Grange work.



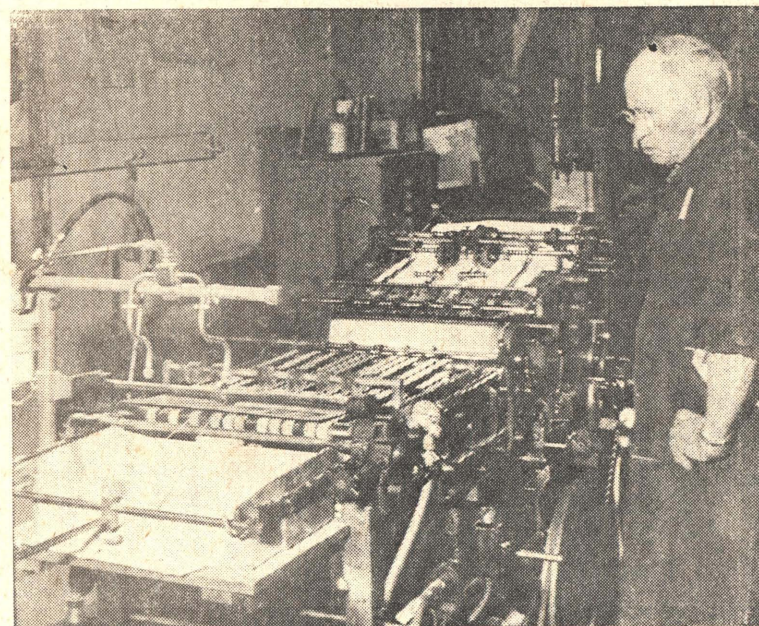
**EDITOR HAS COMPLEX JOB** — Eleanor Fry, managing editor of the Mail-Record, joined the staff in November 1951. She comes from a newspaper family and served on her father's paper in Spearville, Kans., during summers when taking journalism at the University of Kansas, and several years after graduation. She is pictured beside the UP "ghost" writer. As the title implies, Miss Fry "manages" to edit almost every word of copy that goes into the daily edition, plus writing many local stories and editorials.



**TAKING TO THE STREET**—Adrienne Wright, resident of Poncha Springs, with a brief case of advertising material prepares to leave the Mail-Record office on her daily round of calls. Although Mrs. Wright has been with the paper only a short time she handles classified advertising and some display accounts.



**TYPESETTING—THE HEART OF THE NEWSPAPER COMPOSING ROOM** — Three Linotypes, manned by veteran operators turn out 99 percent of all type material which is used in the Mail-Record. With the selection of type fonts among these three machines, nothing other than the largest headlines are hand-set. Patricia Cook, although the mother of two children, finds time to take a short shift on the Model 14 in the foreground. Maxine McClure operates a Model 26 Linotype which is a mixer-type, handling type from the size you are reading to sizes three-and-one-half times this large. Most headlines and advertising display lines come from this machine. John Gealaas operates the Model 5 and sets body type and editorial matter. In addition to setting type the operators take care of their machines and aid in makeup of forms when necessary.



**THE ART OF COMMERCIAL PRINTING** — Thomas Allen, who has been in the printing business for many years, watches the Little Giant automatic print a Chamber of Commerce brochure. Allen manages the commercial printing department for the Mail-Record. The press above was delivering about 2,500 printed sheets an hour when this photo was taken. One other automatic press and a hand-fed unit provide for well-rounded press equipment in the department to create economical printing for commercial users of forms, letterheads, etc.

# Producing Newspaper Constant Race

The new village at the head of the railroad was still called South Arkansas when M. R. Moore and H. C. Olney founded the Mountain Mail on June 5, 1880—just a month after the railroad had reached this point in the Upper Arkansas Valley. Governor Hunt, on behalf of Salida Town Company, had offered Olney the lot on the corner of F and First street to start and run a paper. Olney associated with Moore and together they rented type and presses formerly used by the Cleora Journal and owned by Otto Mears. (Tradition has it that Mears, the road builder, had also operated newspapers in the San Luis Valley.)

Since that time the name has been changed, and the paper has been published daily, then a half-century as a semi-weekly and finally, in 1936, again became a daily newspaper.

For some reason the name Mountain Mail didn't last. On Jan. 20, 1882, shortly after publication changed from weekly to daily, the name was changed to The Salida Mail. The slogan in the masthead was "Colorado produces millions of silver, and silver is King."

The Salida Mail was purchased by W. W. Wallace, formerly in business at Coal Creek in August of 1883.

The next August, 1884, the Mail was sold to H. C. Crawford and J. F. Erdlen. The latter was to be associated with the newspaper for the next twenty years. Records show, however, that Crawford did the writing and was a good business manager.

Crawford's tenure was less than a year, selling to A. J. Truesdell, who came from Minnesota, in July 1885. Truesdell was said to be chock full of energy and a hard worker. During this time the Mail purchased a large power press, four-horse engine and boiler (machinery was powered by steam), stereotyping outfit, perforating, numbering and stapling machines. In March, 1888, the publication was advertised as a full-fledged semi-weekly, selling for just \$2.50 a year.

Erdlen and Crawford changed the Mail from a daily to a semi-weekly in January of 1885, explaining that the town at that time, which had at least one other daily newspaper, just couldn't support an unlimited number of publications. The quality of the news content improved when it became a semi-weekly.

The same Fall (1885) the St. Elmo Mountaineer was suspended, and their 195 subscribers joined the Mail family of readers, bringing the circulation to 1,100 copies. This circulation was easily the largest in Chaffee county.

The Mail was located on the second floor of a building on East First street at the time. On March 25, 1887, the plant moved to a new building next to the Central block on West First street.

C. F. Brown purchased Truesdell's interest in July, 1888. The files show that Brown sold his interest to his partner, Erdlen, on Nov. 18, 1890. Erdlen hired M. D. Sneider as editor. Howard Russell, who once ran the St. Elmo Mountaineer, became editor in 1891.

Erdlen sold the Mail in Aug. 1, 1903 to L. A. Hollenbeck and T. "Ed" Jarrett. In March, 1904, Jarrett, in poor health, transferred his interest to his mother, Sarah E. Jarrett. Then on June 12, 1904, Hollenbeck sold his interest to Mrs. Jarrett and to M. M. Smith. Hollenbeck returned to the practice of law. Smith had learned printing 20 years before but had spent most of the intervening years as a railroad employe.

Ownership changed to the Mail Publishing Co on Oct. 4, 1904, with Smith as president, William Gear, vice president, A. E. Wilkins, secretary, and B. C. Maynard, treasurer. A few months later, George W. Dixon bought into the business becoming treasurer and also new editor.

Then, with no explanation, the name of John F. Erdlen again appeared as publisher, Aug. 8, 1905. Two weeks later was the announcement that S. J. England and Sarah E. Jarrett had purchased the interest of Smith, Dixon and Wilkinson and that Erdlen was in charge. Mrs. Jarrett sold her interest to Mrs. Frances Muller on Oct. 6, 1905, the firm becoming Fuller and England.

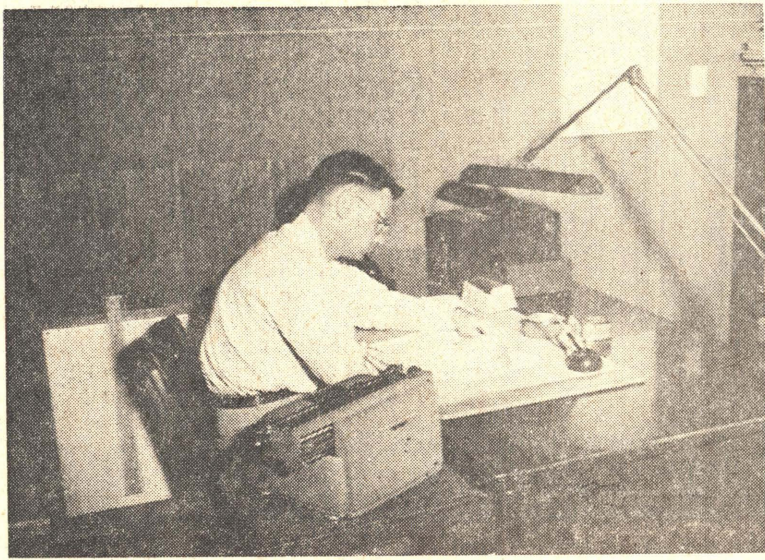
The ownership changed again Aug. 1, 1906, when E. A. Newton formerly with the Alamosa Courier became publisher, and A. M. Hubert, formerly with the news department of the Mail, became editor.

Newton stayed with the Mail for several years, selling to John M. O'Connell of Denver on Jan. 16, 1915. O'Connell later recalled that he came to Salida intending to stay a couple of years, and then return to the city.

Fate had other ideas for O'Connell and instead he remained here as a small town newspaper editor. The Mail was changed back to a daily newspaper May 25, 1936, succeeding the Mail Bulletin which had been published as a daily since 1933.

O'Connell retired June 1, 1948, selling to Leigh M. Abbey, formerly of Macksville, Kans. The Abbeys previously had acquired the Salida Record, purchasing that newspaper from W. J. Marquardt. The Mail and the Record were consolidated June 1, 1948.

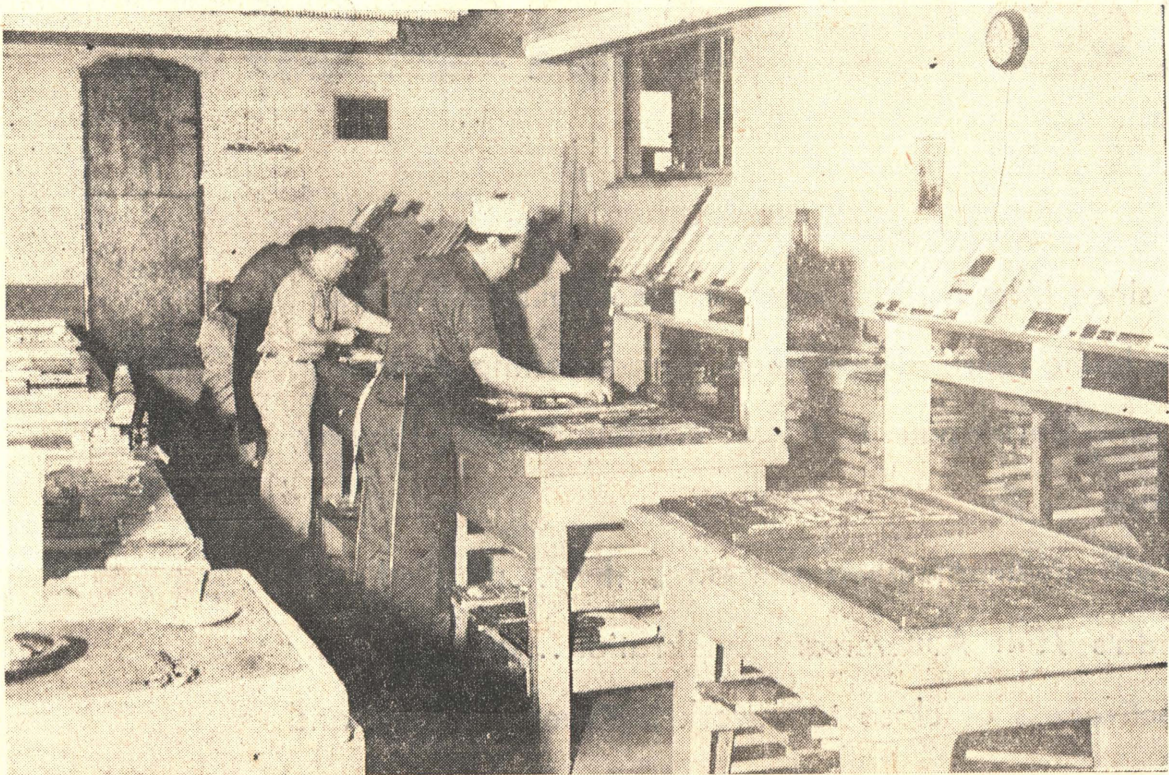
The Abbeys sold the newspaper company to George E. Oyer, present owner, who came here from Lead, South Dakota, the change becoming effective Nov. 1, 1951.



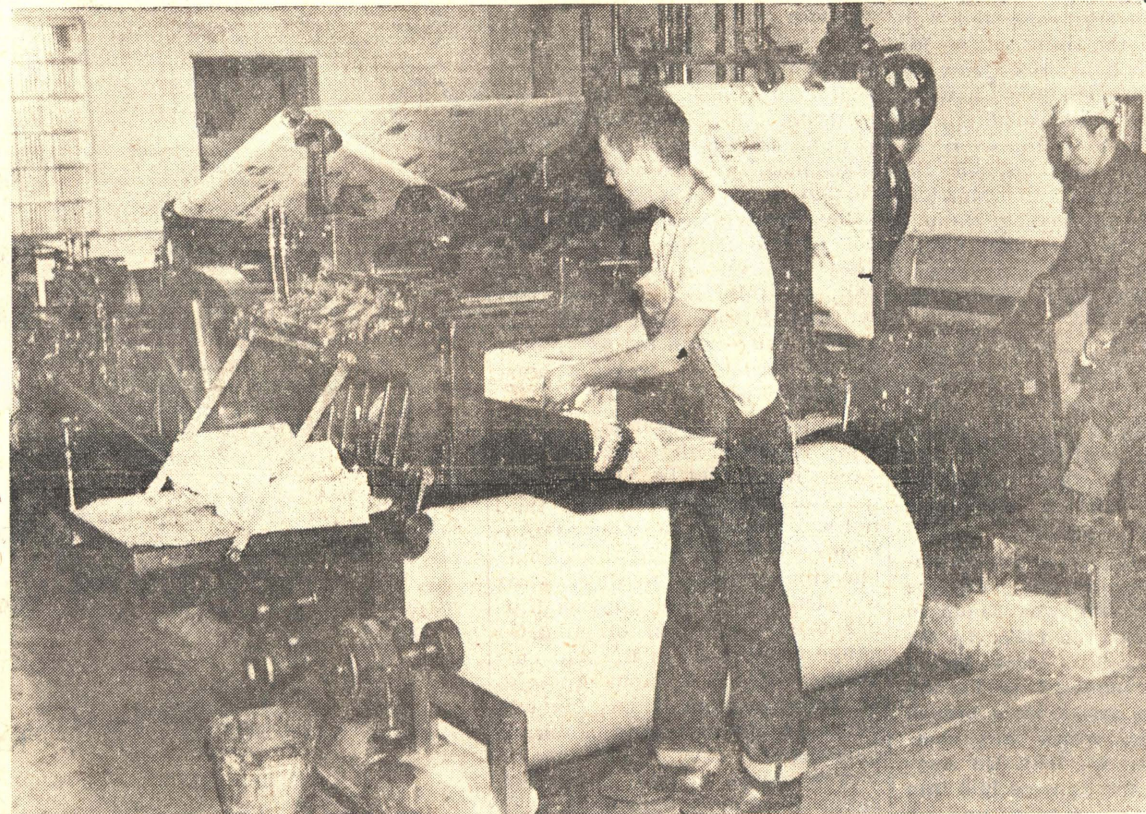
**BIG JOB, PUBLISHER CLEANS DESK** — Employees said it is the first time in the four years that George E. Oyer has been publisher of the Mail-Record that his desk has been clean. Oyer, who assumed management of the Salida paper November 1, 1951, came here after managing two dailies in South Dakota.



**KEEPING BOOKS REQUIRES CARE** — As if living newspaper per 24 hours a day by being married to the publisher isn't enough, Gerrie Oyer fills the complex bookkeeping job. In addition she takes incoming telephone calls and routes them to the various departments and handles many of the requests for information by customers who visit the office.



**THE ADVERTISING ALLEY AND PAGE MAKEUP** — All the deadlines of the newspaper come to a head as an extra squirt of speed is put on in an attempt to put an issue of the Mail-Record "to bed" by 2 p. m. Here John Dennis, at extreme left, has started to finish the second part of his job. In the morning Dennis' time is consumed with advertising composition. Immediately after 12, the job of closing pages begins. The help that assembles for the final page makeup depends on the number of pages for a given issue. Although as many pages as closed during the morning as possible, the big share must be closed between 12:30 and 2 o'clock. Here Nick Rodriguez and John Garcia are lending a hand.



**CLIMAX OF DAYS' WORK—PRESS ROLLS OUT DAY'S NEWS** — Nick Rodriguez, pressman, is shown on the left at the controls of the Model A Duplex web-perfecting press which prints the Mail-Record. Eric Frazee is taking the folded papers from the machine, which go from here to the carriers. The Duplex, weighing 20,000 pounds was installed the forepart of 1955. Paper is automatically fed into the press from the large roll in the foreground. In the process of printing and folding, 30 feet of paper-web are involved. The press has a variable speed of 3,800 papers an hour. The largest rolls of newsprint weigh 1,400 pounds and when completely unwound would reach almost from Salida to Poncha Springs.



**FINAL STEP** — Lanny Martin is operating the Elliott mailer which imprints the name and address on all copies which go through the mails. In addition he also assists in the stereotyping room on Saturdays.



**LITTLE MERCHANTS**—Here are 15 of the Mail-Records group of 20 carriers. They constitute the final link in the chain which brings you your hometown newspaper. In addition to 16 boy and girl carriers in Salida, two boys deliver the publication in Buena Vista. In the picture above, they are: Front row, Jack Smith, Jimmy Ottmer, John Lindquist, Tommy Commerford, and Teddy Zarske; back row, Pete Perea, Buster Williams, Gary Watson, Bill Chipperfield, Gary Buckley, Norman Chipperfield, Dave Watson, Skipper Proctor, Nora Commerford, and Donna Lindquist. Other carriers not in the picture are Milton Myers, Artie Eggleston, Jimmie Drobnick of Salida, Jeffry Smith and Harold DeWalt of Buena Vista.

# Denver And Rio Grande Built To Serve Rich Mining Area

(Courtesy Carlton T. Sills, Advertising and Publicity Manager, Denver and Rio Grande Railroad)

The Denver & Rio Grande Railroad was incorporated October 27, 1870. The founders envisioned the young railroad as a trunk line from Denver to Mexico City along the course of the Rio Grande del Norte, with branches extending from the main line route, but the discovery of precious metals in the Colorado mountains eventually turned the path of the pioneer railroad westward instead of south.

One of the first difficulties encountered in construction of the road was the acquisition of right-of-way. The road was not a land grant railroad. The Articles of Incorporation emphasize the fact that the country to the west of the main trunk line was virtually unknown and unexplored. To open up the Rocky Mountain West for settlement and development, it was necessary that railroads—practically the only economical method of mass transportation at that time—provide steel rails of excess.

Virtually the whole territory covered by the mountain ranges was public domain. Right-of-way could not therefore be purchased, for but a small portion of the country had been patented to bonafide settlers. Neither were there any federal statutes by which a right-of-way could be confirmed to a corporation. It was thus imperative that additional federal legislation be enacted before it was practicable to proceed with actual construction.

As a result of the efforts of the original promoters, a special bill was introduced in the National Congress confirming to the Denver & Rio Grande a right-of-way over public domain. This bill finally passed the Congress on June 15, 1872, and immediately became a law which served as a pattern for the general right-of-way Act of 1875.

In the meantime, grading south from Denver began in March, 1871. Rails entered Pueblo in June, 1872, and were extended to the station of Labran, which was later named Florence, by November 1.

The decade from 1870 to 1880 witnessed the struggles of many railroads to penetrate the rich mining areas of the Rockies. The Denver & Rio Grande originally built west from Pueblo to reach the coal fields around Florence since it had not theretofore penetrated any deposits of coal suitable for use in locomotives.

In 1874, the narrow gauge track was pushed on to Canon City, setting the stage for the race up the Royal Gorge to the riches in Leadville and the other mining camps. **Santa Fe Enters Picture**

By the time the Denver & Rio Grande reached Pueblo, the Arkansas Valley began to attract the attention of other railway companies. Principal among these was the Santa Fe. Through a subsidiary, a line was completed to Pueblo from the Santa Fe terminus in eastern Colorado on March 1, 1876.

In February, 1878, the first indication of the struggle to come appeared when the Santa Fe rushed men and teams into Raton Pass near Trinidad the night before Denver & Rio Grande construction crews were scheduled to begin grading operations in the same place. The Santa Fe thereby gained the strategic pass, despite the fact that its western terminus at that time was still more than one hundred miles away.

A similar move to secure the Royal Gorge was planned by the Santa Fe. Rio Grande forces had begun grading west from Canon City when Santa Fe men appeared at the mouth of the Gorge and claimed the right-of-way, through its subsidiary, the Canon City & San Juan. The Rio Grande had already surveyed the Gorge and claimed prior rights. Thus, the so-called Royal Gorge War was precipitated. Although some hand-to-hand conflicts were engaged in, records indicate that this was a bloodless war in which the major battles were fought in the courts.

The Santa Fe won the first round in the summer of 1878, when an injunction was granted, prohibiting the Rio Grande from grading any more of its roadbed, and allowing the Santa Fe the right to construct its line as surveyed—up the gorge for 20 miles. With further westward expansion thus blocked, the Rio Grande leased its system to the Santa Fe, at the same time appealing the ruling to the Supreme Court.

In the spring of 1879, anticipating a favorable decision by the Court, both sides moved armed forces into the gorge, the Rio Grande to retake and hold its lines, charging violation of the lease by the Santa Fe, and the Santa Fe to defend its proprietorship.

#### Court Ruled For D&RG

On May 6, 1879, the Supreme Court rendered a decision which gave to the Rio Grande the prior right to construct through the canyon according to its first survey made in 1872, but in accordance with the congressional right-of-way Act of 1875, it also empowered the Santa Fe to build through the canyon, using the Rio Grande tracks where there was no room for separate roadbeds.

The Rio Grande was vested with the prior right of location, but since the property had been leased to the Santa Fe, it was stopped from building along its own survey by the terms of the lease.

While these points were being considered, a suit by the attorney general of Colorado to en-

nal section to Silverton was completed July 8, 1882.

In 1881, westward extension of track from Alamosa to South Fork was effected. The line was extended to Wagon Wheel Gap in 1883 and Creede in 1891, all construction being narrow gauge.

In 1889, the Grape Creek Branch was rendered unusable by floodwaters, and the line was abandoned. It was not until 1901 that a standard gauge branch from Texas Creek to Westcliffe was constructed to serve the region.

In 1905, a standard gauge branch from Durango to Farmington, N.M., was constructed and operated for 18 years until conversion to narrow gauge in 1923.

#### Third Rail Is Added

Expanding competition for freight traffic caused adoption of a novel expedient in railroading in 1881. A third rail was added to the narrow gauge track of the Rio Grande between Denver and Pueblo so that both standard and narrow gauge trains could operate. A three rail system had been extended west to Canon City and south to Walsenburg and Trinidad by 1888. In 1890, a three rail main line was installed from Canon City to Leadville, and the entire main line from Denver to Ogden became a standard gauge operation November 14, although three rail segments of track continued in use in many sections for some years.

The middle rail was removed between Pueblo and Cleora, near Salida, in 1911, except for the section at Florence, which was taken up in 1914. In 1925, the third rail from Salida to Leadville was removed.

The Oak Creek Branch near Florence was removed in 1905; the Lake City Branch was abandoned in 1932 and the rails taken up in 1936; the Westcliffe Branch was abandoned in 1938; and the original main line was cut in 1949 with removal of the segment between Sapinero and Cedar Creek.

In 1890, the narrow gauge line from Villa Grove to Alamosa was completed. Since the third rail south from Pueblo to Walsenburg had been removed earlier that year, narrow gauge traffic from the San Juan Basin and San Luis Valley districts was handled over this line to Salida and over the three rail system into Denver. In 1902, the third rail between Denver and Pueblo was lifted, and narrow gauge transportation over the Rio Grande to Denver became a thing of the past.

In 1899, a new standard gauge line replaced the old narrow gauge route from La Veta to Alamosa over Veta Pass, and a third rail was added to the Alamosa-Antonito section. In 1902, the 70-mile line from Alamosa to Creede was completely standard gauged. This has been the extent of standard gauge conversions in the San Luis Valley. The lines from Antonito to Durango and from Durango north to Silverton and south to Farmington, N.M., still remain narrow gauge. In 1951, the narrow gauge line from Mears Junction to Hooper was removed.

In late 1953, 157 miles of narrow gauge line in the Gunnison region were authorized for abandonment, and crews are finishing the process of removing tracks and other facilities. The lines removed are those from Gunnison to Sapinero, Gunnison to Crested Butte, Gunnison to Castleton, and from Poncha Junction to Gunnison over 10,856 ft. Marshall Pass, the highest railroad line in the United States.

#### Rails Made In Wales

As incidental information, the first rails laid on the Rio Grande were of Sheffield steel, 30 pounds to the yard, manufactured in Wales. When the Colorado Coal & Iron Co., at Pueblo, predecessor of today's Colorado Fuel & Iron Corp., was organized, the first rails rolled were for use by the Rio Grande. The initial rolling took place on April 28 and 29, 1882, and consisted of 58 tons of 30-pound rails which were laid on the Silverton Branch. The price for these rails was \$70 per ton at South Pueblo, or as it was then called, Bessemer.

In 1886, the first 85-pound were purchased and installed by the Rio Grande between Denver and Pueblo, where the track had been successively laid with various sections of rail from 30 pounds per yard upwards for the past 25 years.

In 1936, heaviest rail on the Rio Grande was 110-pounds per yard. Since that time, rail up to 133 pounds per yard per 39 ft. section has been and is being used, although scientific construction of rails in recent years has lowered the optimum weight to 115- and 119-pounds per yard.

The little 35-ton locomotives which first steamed south from Denver have been long since given way to diesel-electric giants weighing more than 500 tons and developing 6000 horsepower. One four-unit locomotive of this type is capable of pulling 4900 tons over the ruling grade from Pueblo to 10,221 ft. Tennessee Pass, highest point on the Rio Grande system. Translated, this would mean a train of over 80 fully loaded freight cars.



TRAIN ARRIVES — Passengers stream from a train which arrived at the Denver and Rio Grande station in Salida. Note the horses and buggy, forerunner of taxi, and operated by livery stables which met the train. Tenderfoot Mountain still had trees in those days. Depot building has since been replaced.

In 1929, automatic block signals were installed on the Royal Gorge Route. This installation has resulted in greater safety in both freight and passenger operation and greater effective use of all track facilities.

Modern, streamlined passenger trains now run daily over this original main line. Rio Grande's Vista-Dome "Royal Gorge," named for the spectacular canyon, provides a scenic route between Denver and Salt Lake City via the Pueblo gateway. Some of America's most inspiring scenery lies adjacent to Rio Grande right-of-way. The Vista-Dome car, inspired by the beauty of the Colorado Rockies, now enables passengers to view from train-top level the rugged depths of the Royal Gorge, lofty Mt. Elbert, America's second highest peak, beautiful Glenwood Canyon of the Colorado River, and many other highlights.

Historically, the Pueblo gateway provided a means of access to the rugged mountain country, and a

pathway across the Continental Divide. The Rio Grande was first to recognize the need for a common carrier, and it has maintained a dominant role in serving Colorado communities.

#### More Traffic Thru Gorge

Significantly, the Royal Gorge Route over the years has maintained traffic leadership as compared with the Moffat Tunnel Route of the Rio Grande through the Denver gateway. In 1953, for example, 4,336,700 net ton miles were produced on the Royal Gorge Route as compared with 4,258,700 net ton miles on the Moffat Tunnel Route, a difference of 1.8%. A net ton mile signifies one ton of freight moved one mile exclusive of the weight of the car, and is the figure used by all U.S. railroads in reporting traffic density. In 1954, traffic through the Royal Gorge produced 3,561,600 net ton miles while Moffat Tunnel traffic aggregated 3,261,900 net ton miles, a difference of 9.2% in favor of the Pueblo gateway.

*From Your Own Home Railroad*

## the energy for PROGRESS!

Ever since May 1, 1880, when its steel rails first reached Salida, your home railroad has been a pace-setting partner in the growth and development of your community, your country, and your state.

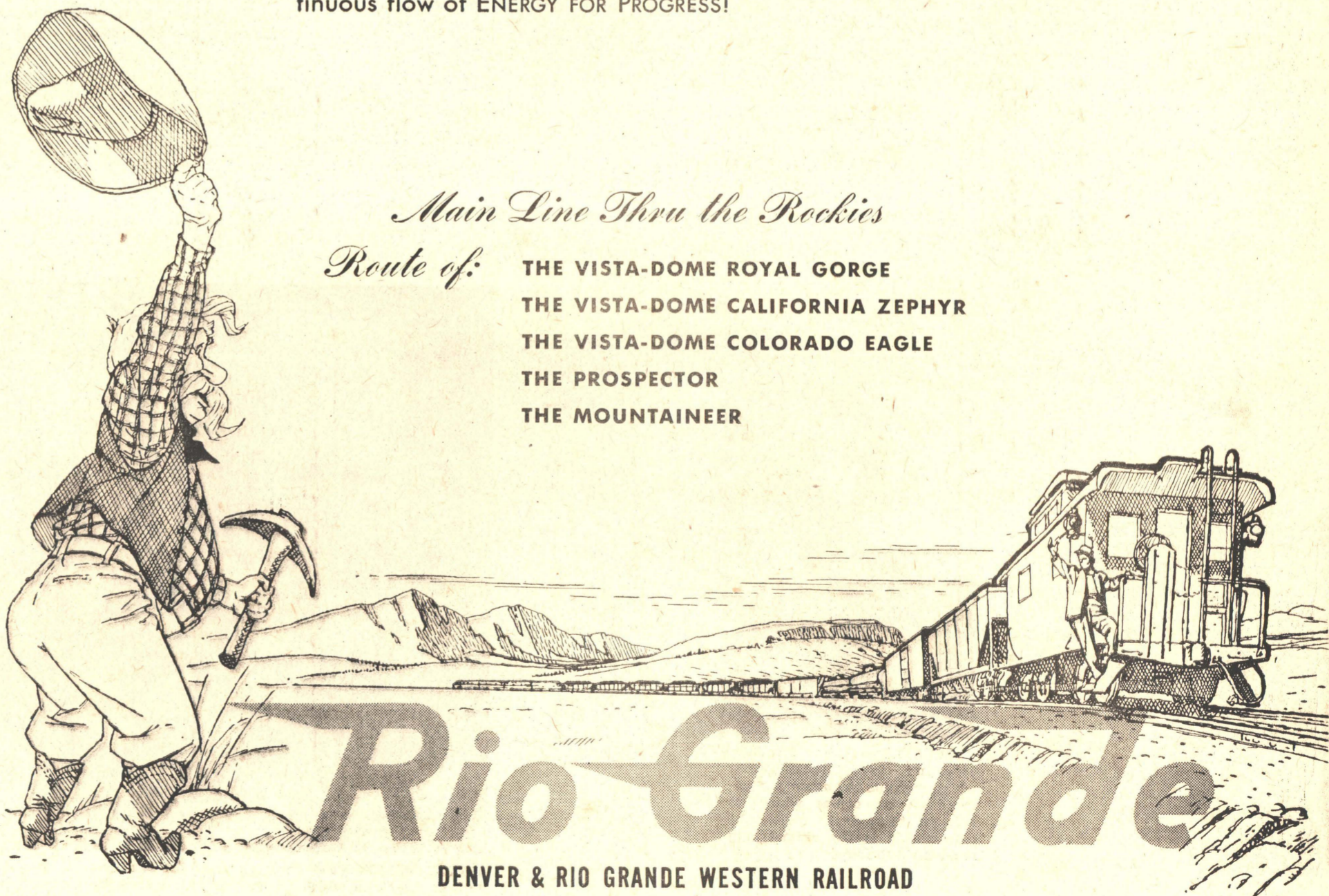
The advancements recorded since then...recalled now during Salida's 75th Anniversary celebration...are testimony to the effectiveness of close teamwork between railroad and community.

Major taxpayer...fellow citizen...dependable transportation servant, the Denver and Rio Grande Western Railroad is today...as from the beginning...dedicated to the territory it serves; and re-states again its pledge to provide an ever-continuous flow of ENERGY FOR PROGRESS!

*Main Line Thru the Rockies*

*Route of:*

THE VISTA-DOME ROYAL GORGE  
THE VISTA-DOME CALIFORNIA ZEPHYR  
THE VISTA-DOME COLORADO EAGLE  
THE PROSPECTOR  
THE MOUNTAINEER



**Rio Grande**  
DENVER & RIO GRANDE WESTERN RAILROAD

# Snow Big Bugaboo Those First Winters

"The absence of snow on Marshall Pass one winter would be \$100,000 in favor of the Rio Grande," read a short item in the "Salt" Mail of Dec. 25, 1885. And the Marshall Pass boys compared with those of the South Park, just thought they had trouble in the wintertime.

When the railroad was built across Marshall Pass, the railroad constructed 23 snowsheds. These were long sheds built over the tracks for the express purpose of keeping snow off the rails. They ranged in length to 1,000 feet. One disadvantage was that when a train went through a snowshed, an abundance of smoke drifted into the coaches!

By July 5, 1889 fires had destroyed five of the snowsheds, and they were not rebuilt as the rotary plows were doing well.

"It took four engines five hours to haul the cars over Marshall Pass Sunday night owing to the snow. If the snow was 20 feet deep the boys would get through somehow," observed a reporter on Jan. 10, 1884. An issue in March, that same year, notes "It is said the engineers and firemen on the Gunnison branch are taken a week on trial and get steady jobs if they show proficiency in shoveling through the drifts."

A story dated Dec. 24, 1884, states that about thirty men were sent to shovel snow on Marshall pass and it was estimated that two to three days will be required to clear the pass of snow so that trains can go over safely.

That winter engines went over the ranges with large sheets of iron fastened over the front parts, so shaped as to throw snow to each side.

The same storm was recalled a year later in The Mail. The author

of the railroad column wrote "Last winter's blockade on the Pass began on Dec. 17 and lasted until the day after Christmas. During that time many firemen who read this will remember that while snowbound on the range they had nothing to eat but tallow and waste for several days."

**Just About Quit**  
The issue of Feb. 28, 1884, reports that the Denver & Rio Grande lines to Red Cliff and Dillon are practically abandoned. Eleven locomotives, with 15 men on board bucked snow for four days last week without making an impression upon the drifts which are piled up on and near the divide. Near Leadville the rails are covered with ice, and at one time last week it took eight or ten hours for a locomotive to climb the steep grade from the smelters to the depot.

One of the devices used to clear snow was the flanger, described like this, on Nov. 24, 1885: The snow flanger, No. 2, which arrived from Burnham Sunday is the observed by all observers. Although not much larger than a sewing machine, it weighs 25-450 pounds, or twice as much as a coal car. It is loaded with lead. It will be coupled behind the snowplow engine which runs over the pass. It clears the snow away from each side of the rails, fifteen inches outside of the track almost to the ties, and is operated, raised or lowered by air. Flanger No. 1 has gone to Leadville and will run on the Eagle River branch.

The winter of 1887-1888 was outstanding in the minds of those early day railroaders. That was the first winter since the completion of the Rio Grande over Marshall Pass that little or no delay was encountered because of snow.

**South Park Quit Running**  
Next are some stories of hardships on the Alpine tunnel route of the Denver South Park and Pacific. The situation got rough enough there that most years the line was in operation, they just gaye it up during the winter months.

The St. Elmo reporter to The Mail, in an article printed Dec. 31, 1889, stated that a large number of men were staying at Hancock and Alpine tunnel because of heavy snows. The engine and flanger was running constantly between St. Elmo and Pitkin. The railway company was repairing the roundhouse at the tunnel and soon will move the turntable from St. Elmo to that point. The writer said it probably will mean putting a telegraph office at Hortense as the trains will go there when desirable to turn them back over the range.

R. M. Francis of Salida decided to go to St. Elmo the latter part of January, 1890, and before it was all over, he would have got there quicker if he had made the entire journey on foot. Francis told of his trip in the issue of Jan. 31, 1890. It sounds like an Arctic expedition.

Francis left Salida at 8:20 a. m. Monday on the northbound Rio Grandetrain. The train was delayed for several hours because of construction work in Brown's Canon and did not accomplish the long and arduous journey to Buena Vista until after the South Park train had started for St. Elmo. Francis had to lay over in Buena Vista the next afternoon.

**Brake Down At Schwanders**  
Francis got on that train all right, but he spent the next several hours wondering why. When the train got to Schwanders, four miles out of Buena, the engine

broke down and it took the crew a couple of hours to make repairs. They had to charge through drifts of snow before reaching Alpine.

The supply of water was running low and the trainmen feared they couldn't reach the water tank a mile and a half below St. Elmo. (Water was very essential in the days of the steam engine!)

So the engine was uncoupled from the solitary coach, the passengers climbed on the tender and a final desperate attempt was made to break the snow to the tank. Amidst flying snow and cinders the passengers clung to their places on the tender until the water tank was reached. Francis alighted and walked the rest of the way into St. Elmo, arriving at 10 p. m.

The St. Elmo items for Feb. 4, 1890, state that the South Park decided to shut down for the balance of the winter—and the story which followed gave some pretty good reasons why.

Some weeks previously Conductor Eaton with three engines left Pitkin, starting east with 16 loads of coal. On nearing the tunnel he tried his best to get through but failing returned to the station for instructions, and was told to get the train through if possible. He returned and made another break, but the wind was blowing a gale and soon the train was snowed in and was compelled to remain on the main line overnight. The correspondent never does tell what happened to that train, but here is the saga of the rescuers.

The next morning the rotary started from St. Elmo but when half a mile from the tunnel struck heavy snow and a cog in the small pinon wheel broke, disabling her. The rotary was taken to Denver for

repairs. Several days afterward it returned being pushed by four engines; on reaching the point half a mile east of the tunnel the rotary got stuck, the wind was blowing and in a short time got drifted in. The outfit could not go either way and to cap the climax, the caboose and flanger were blown off the embankment by heavy wind.

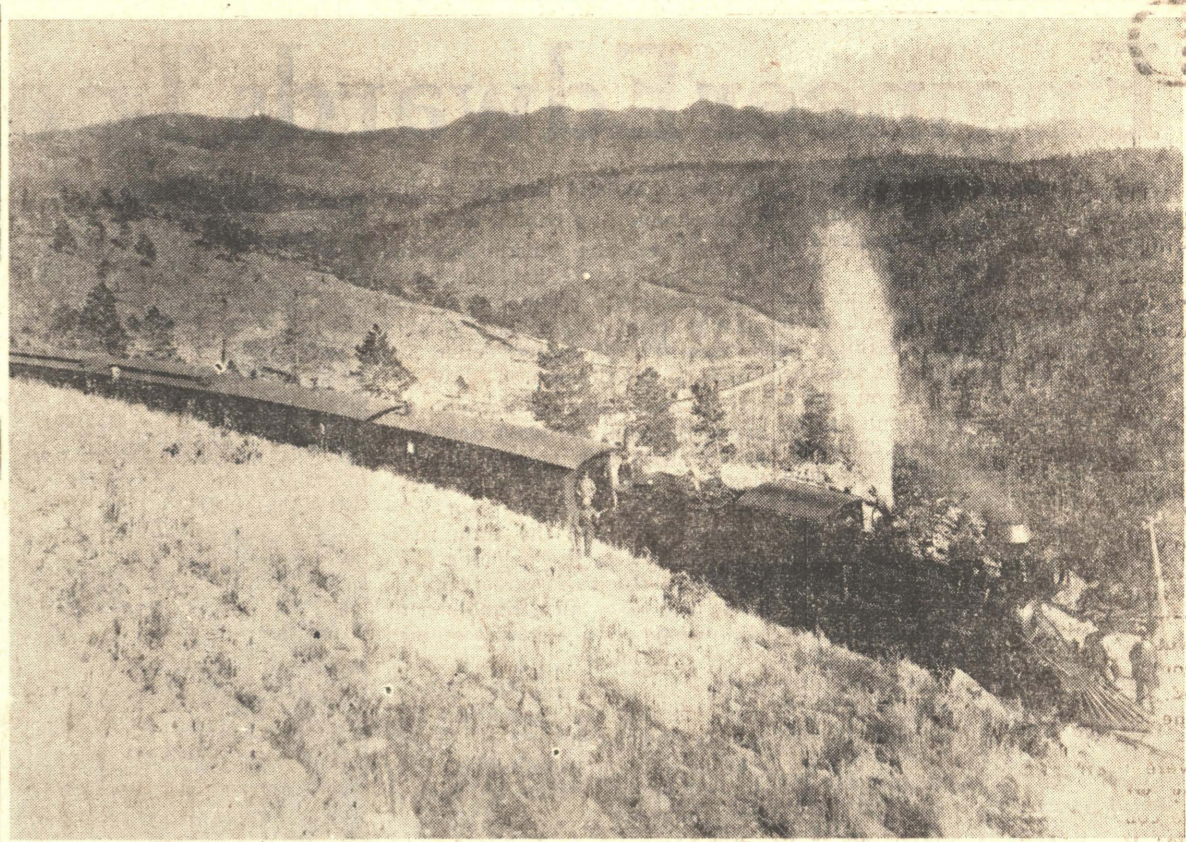
**Troubles Not Over**  
Supt. Choate made preparations to get the Rio Grande rotary and go to the rescue. He left Como with four engines, went to Buena Vista and got the rotary and then proceeded to St. Elmo where they remained overnight. The railroaders decided not to take the "Grande" rotary on farther west as it had no flanger, and there was a brick arch in the fire box making it difficult to get up steam.

The outfit started out in the morning with four engines and got one mile west of Romley and then became stuck. The rotary company's agent was aboard and he talked the South Park boys in going back for the rotary. They proceeded then as far as Hancock, decide the snow was too deep and went no farther.

The instructions were given to dig out the road from the east end of the tunnel where the engines were stuck and take them through the tunnel, proceed to Gunnison and go over the Rio Grande to Buena Vista.

Large forces of men were put to shoveling snow night and day, and on Thursday morning all the engines and the rotary went through the tunnel. The engines were to haul 90 cars of coal on siding over the Rio Grande to Buena Vista.

And that ended operations on the South Park for that winter seige!



OLD TIME SCENE — This photo was taken back in the early days of the Marshall Pass road. Men pictured with the train are not identified. Note the cars on a lower level in the center of the picture. Picture courtesy Denver and Rio Grande

## Many Lines Actually Existed Only In Promoters' Dreams

The railroad builders and promoters, and the builders in the communities along the way, had so many dreams of expansion in the 1880s. Some became realities—only to be thrown out in later years as the automobile and truck entered the transportation picture.

One of the dreams of this territory was the proposed Acequia cut-off. Originally the Denver and Rio Grande extended south to Pueblo, west to Salida, north to Leadville and west to Grand Junction, in addition to the famous Marshall Pass line into the western country. The coming of the Midland and South Park railroads made considerable inroads in their territory, especially in Central Colorado. (This was before the Moffat tunnel.)

The Acequia cutoff would have gone through South Park to Salida, and would have provided quicker service between Salida and Chicago. This would have shortened the distance from Denver to Leadville by 118 miles.

**Tunnel Over Marshall Pass**  
The Mountain Mail, July 19, 1882, reports that Mr. Morton, the surveyor for the Denver and Rio Grande, has completed his survey for the tunnel through Marshall Pass. The tunnel will be a little over two miles in length, will save several miles in distance and do away with a good portion of heavy grade, in addition to avoiding a good portion of the distance where snow is troublesome in the winter. This tunnel was never built.

There was speculation that Mr. Morton also was here regarding the Short Line to Denver. The Mail reporter learned that Morton had orders to report to Denver immediately. The supposition was that he would be ordered from there to complete the Short Line survey in the southern edge of South Park so that graders may go to work at once.

The Mail indicated that a survey made by Morton down the Ute trail was a locating survey, in fact that all the line had been located with exception of a few miles on the South Park side of the foothills dividing the Arkansas Valley from the South Platte river.

The Mail had visions of cars running on the line before the first of 1883. But they never did.

**The Midland Dream**  
The Midland Road had quite an idea, too, as recorded in Nov. 19, 1886. It transpires that the Midland Road will pass Buena Vista upon the mountain east of town. The arrangements made between the town and road were supposed to be as follows: "The town will build a bridge across the river and the road will deliver freight from the base of the hill to the track with jacks. A place for a depot will be blasted out of rock and a

## Snowsheds Often Ablaze

(July 29, 1890)  
On Saturday afternoon the snowsheds on Marshall Pass took fire from the sparks from the passing engines, and the shed, depot, engine house and other buildings were consumed. Barrels of water, are always kept on top of the sheds, but the fire had gained such a headway when discovered that it could not be checked with the water at hand.

The flames spread rapidly and soon the entire length of the sheds and the buildings were enveloped in the consuming element. The operator at the station, Mr. Kennedy, barely escaped with the instruments and had not time to save his personal effects.

The ties were burned more or less and the rails warped out of shape. About 100 workmen were sent up there to repair the tracks under the direction of R. M. Ridgeway, the superintendent. The work was continued all that night and about 11 o'clock Sunday morning the track was again ready for the passage of trains.

The trains going west were held at Salida until the track was repaired. Estimated loss is \$75,000.

**Got Fed Up Sometimes**  
But there were times when the mythical railroads rankled the average Joe. Denver papers were "building" a lot of railroad back in the 1880s.

"When the Denver papers have nothing else to do they sit down and build another railroad," the editor wrote.

"The last one they built about a week ago was an extension of the Rio Grande from Villa Grove down to the Bay of Honduras, thence south via Guatemala and Patagonia," was the sarcastic conclusion.

## Engineer's Dog Chased Trains

A good many marvelous stories have been told of Engineer Yates' dog, Napoleon, but the latest one beats them all. We give it to our readers as it was told to us, and will vouch for the truth of the story. (Feb. 7, 1890)

Engineer Yates pulls the throttle on No. 86, which accompanies Supt. Ridgeway's special. As most of our readers know this engine has been readily distinguished by its musical calliope whistle.

A few days ago Superintendent Ridgeway ordered the calliope whistle on the 86 taken off and exchanged for an ordinary one, as he said, "Every d--- terrier on the road can tell when I'm coming and get a hustle on himself."

The change was made, and since that time Napoleon refuses to ride on 86. Passenger engine No. 166, running between Salida and Aspen, has a calliope somewhat resembling the one on the 86, and Napoleon has made one or two trips with this engine since the change of whistles.

But he can still distinguish the 86 by the bell.

He heard it as it was pulling out a few days ago and ran down across the river to the round house. After looking around and finding it was not there he went outside and listened. He heard it ring again a short distance up the track and away he went at full speed after it.

## McKelvy Was Hired As Railroad Dick

The railroad hired T. S. McKelvy as a special policeman to keep the tin horns and gamblers away, the Mail noted on April 28, 1891. McKelvy, an experienced law enforcement officer, had been Salida's town marshal.

The Mail reported that McKelvy's job was to prevent passengers aboard trains from being fleeced. Three or four of the worst characters left town on account of the "heat."

Sheriff Crymble had sworn in 16 deputy sheriffs in a movement to stop gambling altogether in the city, and also had ordered all saloons closed on Sundays.

Some of the large locomotives that have been running over the third and fourth divisions will be sent shortly to the shops at Burnham to be widened for work on the standard gauge.—Sept. 23, 1887.

## Author Once Railroaded Here

One of the best-known railroad men of the 1880s was Cy Warman, who did his railroading on both the throttle and the typewriter.

Warman in 1880 was a young man, so far a failure, and so he left his home in Chicago and came to Salida, a brand new town—a long brand new railroad track. He was in town a month before he got the good word from the railroad, and started as an engine wiper and general roundhouse laborer. Before long he was fireman, and in three short years, was sitting on the right-hand side of the cab.

For some years Warman edited a labor newspaper, "The Frog." When, in 1890, he left Salida to go to work on the new Western Railway magazine, the Mail editor observed, "The Frog has uttered its last croak and hopped into the soup." The new magazine did not prove to be a financial success, but Warman nevertheless was an eyewitness (or right near it) of some of the most thrilling railroad history which occurred in this country.

Warman also wrote some original verse, and the most famous probably was "Sweet Marie," which later was put to music. This poem was dedicated to his second wife, a Salida girl of Canadian extraction, Myrtle Marie Jones.

Warman spent some time as editor of the Creede Chronicle in 1892. Eventually he went back east, doing writing for McClure's magazine.

Warman did publicity work for a number of railroads, especially the Grand Trunk Railway system. As death neared, he recalled a poem he had written while an engineer on the little narrow gauges in Colorado:

"Swift toward life's terminal trend,  
The run seems short tonight,  
God only knows what's at the end—  
I hope the lights are white,  
And Cy Warman's many friends,  
When he died April 7, 1914, felt sure he had a clear block."

Fifty-one locomotives performed more or less service on the fourth division in September as seen by the statement of performances and expenditures for that month and division on exhibition in the round house. It also shows that the total number of miles run by these locomotives was 149,690, at an average cost per mile to the company, including oil, fuel, repair and wages, 13.68 cents.—Nov. 20, 1885.

# Third Rail Added Through Salida In 1890

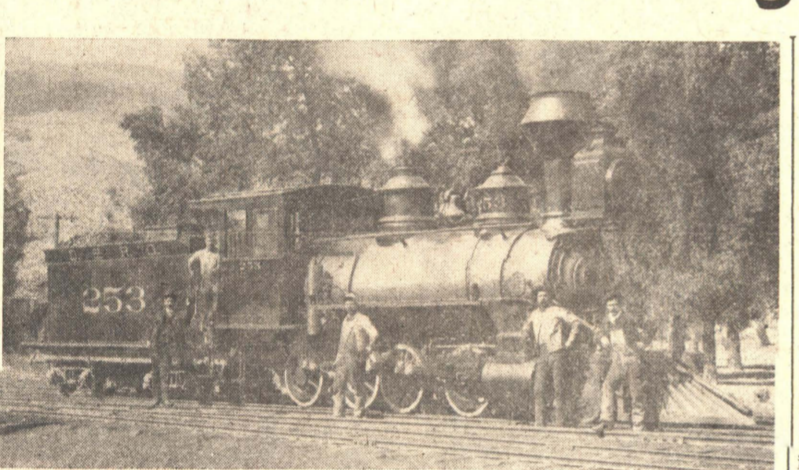
The coming of the broad gauge into this territory was widely heralded. Salida was to become an important railroad center and would be the transfer point from the narrow gauge to the standard gauge.

At that time the Rio Grande narrow gauge network went into the San Luis Valley as well as the Gunnison country. Connections also were made into the San Juan country.

The Rio Grande contracted for a large tract of land along the narrow gauge tracks just below the Mesa, south of Seventh Street, with intention to build extensively but these plans went awry. At that, for many years Salida was that important transfer point—and the barrel transfer down below the city still dumps the limestone from the little narrow gauge cars for the last lap of the trip between Monarch Quarry and the CF&I mills. Transfer yards were located at Cleora.

Changing over from narrow-gauge to wide gauge was a real operation and in some places was tantamount to building a new line.

**Large Crews At Work**  
On Nov. 8, 1889, one reads that the steam shovel, from the third division, and a large gang of men were put at work at Midway between Nathrop and Buena Vista straightening the track for broad gauge. A considerable change in the grade was made at this point and several sharp curves were wiped out. The two work trains which had been jutting the Calu-



ANOTHER OLD-TIMER — This is an old link and pin engine, used on the D&RG way back when. The men are not identified.

met branch in shape was about finished and was scheduled to resume operations in Browns Canon.

With these two trains, stated the reporter 66 years ago, there were four gangs with a total of 100 men at work between Salida and Buena Vista, straightening the track. Meantime a large force of men was engaged in bringing the third rail up through the Grand Canon to Salida.

(Here is a confusing point. Back in the 1880's the Royal Gorge as it is known today was referred to as the Grand Canon and shouldn't be confused with the Grand Canyon of the Colorado, in Arizona.)

The Mail man visited the Grand Canon of the Royal Gorge and wrote an account of the trip on Dec. 3, 1889. Before being improved for the broad gauge, the railroad had 210 curves between

the Gorge siding and Parkdale, a matter of 3.3 miles. Of these 210, 175 were 15-degree curves. According to the survey for the broad gauge, no turn was to be more than 12 degrees.

The railroad had difficulty in getting men to work in the Gorge. At one time there were 300 but this number was reduced to 75, especially following the explosion of giant powder in which one man lost his life and another was injured. According to accounts, the explosion was caused by the gross carelessness of the workman, but the bosses never could convince the workers that it shouldn't happen to them, too.

**Curves Made By Fills**  
Most of the curves were lessened by making fills on the river side of the Gorge, rather than cutting

into the perpendicular walls of rock.

Putting in the standard gauge necessitated a new iron bridge across the Arkansas at Salida. The reporter on Dec. 3, 1889, said that the work had started. The bridge was to be very heavy and of substantial width for broad gauge equipment.

The bridge and building department was moved down from Leadville in December, 1889. George Ogle was superintendent. The workmen were removing pilings under the railroad bridge and heavy stone abutments were built instead.

**St. Patrick's Real Event**  
The first pick was struck March 11, 1890, in the switch yards for the standard gauge track. Going to standard gauge caused no little confusion in the yards. The first broad-gauge rails were laid in the roundhouse on St. Patrick's Day, 1890. On March 25, the southeast corner of the roundhouse was torn down as it extended into the limits of the standard gauge tracks.

The first standard gauge engine pulled in July 14, 1890. The train included 15 cars loaded with rails, and a coach for officials and invited passengers. The first standard gauge Pullman car, The Atlanta, came in Aug. 13, 1890. On Aug. 16, 1890 the first full passenger train came in, loaded with excursionists. They left the train, took the narrow gauge over Marshall Pass, and again boarded the standard gauge to return East. The first broad gauge Pullman service to San Francisco was advertised Nov. 15, 1890.

The standard-gauge turntable was installed in May, 1890, and caused pandemonium worse than sprung housecleaning. The question of the day was "Where is my engine"—and it might have been at the roundhouse, side track or the Y. Harry Dobbie was round house foreman at the time.

The new standard gauge engines were called "hogs" and were capable of pulling anything loose at both ends. One engine pulled a train which would have required two narrow gauge locomotives.

Levi and Moore's upper camp in Brown's Canon, under Foreman Wells, had completed their work in the middle of March, 1890, and passed through here. There were several carloads of the outfit. The mule team used at the camp were driven through. They located at another camp two and a half miles below town and began work there.

The reporter on May 16, 1890, stated that the amount of work between the roundhouse and Cleora was equivalent to making an entirely new road. Three gangs of men were employed in making a deep cut to straighten the old road.

For many years the railroad through here was of the famous three rails, the third rail being taken up as the narrow gauge equipment on the main line was replaced.

There are now seven freight engines running out of Salida over the fourth division of the D&RG, and the car hands have no time to loaf.—Salida Mail, Dec. 8, 1884.

There are now seven freight engines running out of Salida over the fourth division of the D&RG, and the car hands have no time to loaf.—Salida Mail, Dec. 8, 1884.

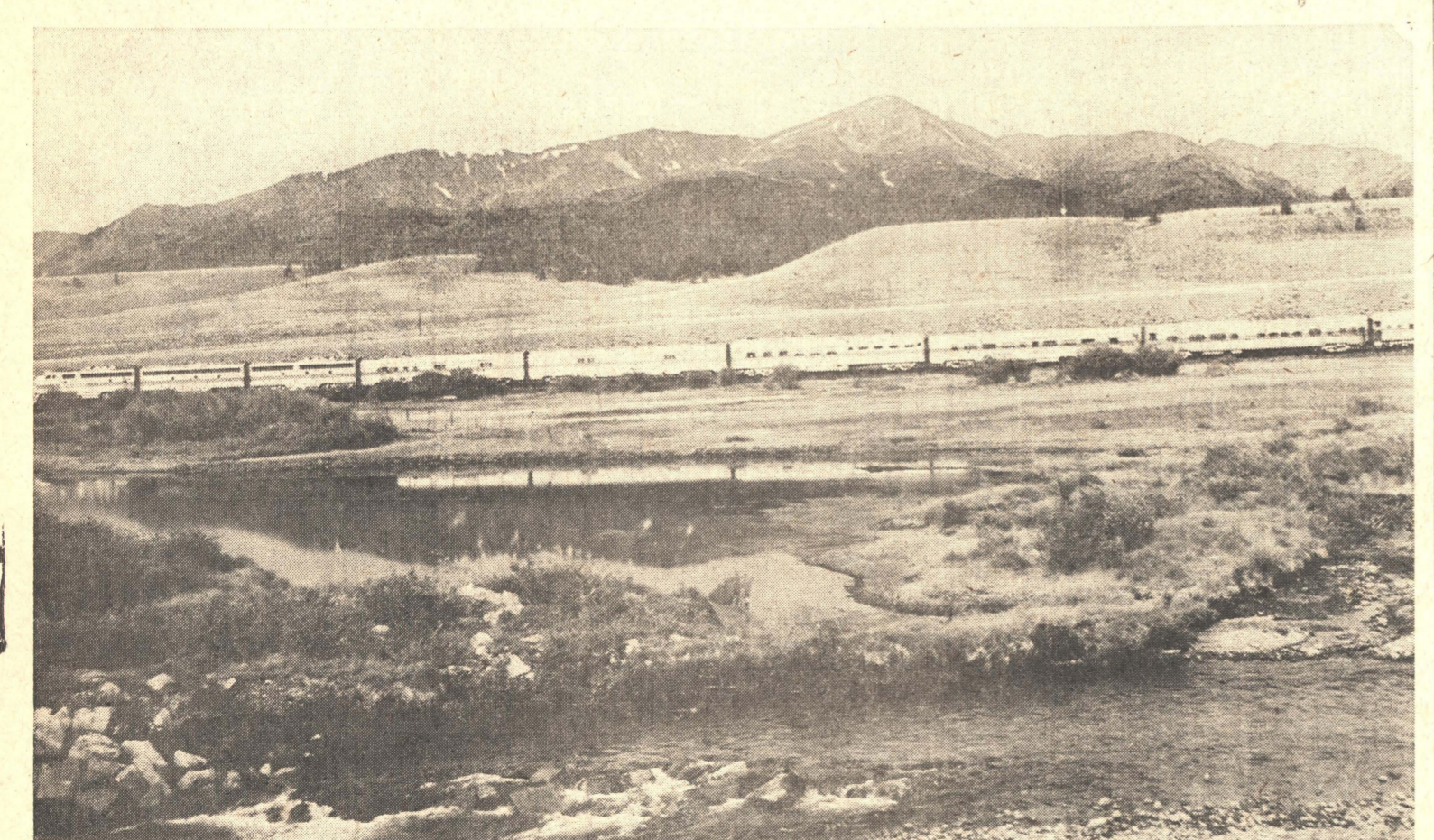
**Masked Man Gave The Orders**  
A masked man on the coal box gave the orders to the crew of a train tearing past Leadville Junction about 8 p. m. one evening in October, 1906. The masked man was armed with a shining revolver.

Carl Brown, fireman, saw the gunman first and notified Engineer Campbell. They decided to take their orders from the gunman for the present. Two more men climbed onto the car, and the train was uncoupled, just back of the express car, and pulled away from the coaches. Outlaws dynamited the safes in the express car.

Tom Conway, the conductor, separated from the front end of the train, set out for Leadville Junction on foot and wired officials in Salida but couldn't halt the robbery. Sheriff O'Mahoney of Leadville was notified and in a few minutes started out with a special train. The bandits, meanwhile, got lost in the hills.

The hold-up also was discovered by Conductor Powers, on an east-bound freight waiting on siding at Selder for No. 5 to pass. He saw the engine and baggage car going at a high speed, figured something was wrong and notified Agent Brown at Keeldar.

The bandits didn't make much profit. They had to dynamite both safes but still couldn't open the larger. Their loot was between \$50 and \$100.



STREAMLINED PASSENGER — Certainly one of the most scenic of all the routes is that of the Denver and Rio Grande Western, through the Royal Gorge. The daily streamlined passenger train No. 1, is shown south of Leadville, with Mt. Elbert, highest peak in Colorado in the background. The train is pulled by a powerful Diesel locomotive, a descendant of the little steam locomotives which pulled the trains through here 75 years ago.

Photo courtesy Denver and Rio Grande Railroad

# Engineer Edwards Took Another Run After Ghastly Experience

(From "When Trains Go Ghostly," by Albert Parry, in "Tracks" Magazine, published by Chesapeake and Ohio Railway, October, 1954.)

"The Marshall Pass legend was first and most skillfully put down on paper by Charles M. Skinner in 1896. The background of it was the oldtimers' belief that if you saw a ghost train there was bound to be a collision of real trains. The setting was the railroad track laid across the Marshall Pass in Colorado at a height of 12,000 feet above sea level. The main character was Nelson Edwards, an old and experienced engineer.

"The legend has it that Edwards had been taking passenger trains over the Pass for some months when late one evening he noticed that the canyon was darker and more silent than ever and that the air was frostier than usual. He became uneasy, especially since that morning he had heard of a defective railing at one place on his route and an unsafe bridge at another.

"Past the first line of snow-sheds he suddenly heard a whistle echo through the rocks and ice behind him. Just then the gong in his cab sounded, and he at once applied the brakes. The train stopped; the conductor ran forward.

"Why did you stop the train?" he asked.

"You signaled—that's why," answered Nelson.

"I didn't signal, you've been dreaming. Come on, let's go. We've got to pass Number Nineteen at

the switches, and there is a wild train climbing up behind us."

"That was the whistle Edwards had heard. As he got going and was rounding a curve, he saw the strange train behind and gaining on him. 'Faster, faster!' cried Edwards to his fireman.

"The chase was on. Through the snow, through one shed and then another, flinging sparks into the darkness, Edwards' train sped with all its might. Over the spot with the defective rail the train rushed and lurched, fire belching from the smokestack, Edwards and his fireman sweaty and trembling, as the whistle from behind screamed closer and louder.

"The conductor ran through the cars, warning the passengers that a mad engineer in the train behind was bent on a catastrophe. They dressed and anxiously watched at the windows.

"The summit reached and passed, the pursued train was now rolling down the steep grade with all possible speed. By the faint reflection of new snow, Edwards could see that the driving wheels of the pursuing engine were enormous. A tall man stood atop one of the cars of the train behind, gesticulating crazily. Now the two trains were only two hundred yards apart. At another curve Edwards caught a glimpse of the mad engineer's face; it was a sinister, dough-like visage. The man was laughing evilly.

"Bridges shook as the two trains thundered over them. Snow began to fall—and here was the unsafe



GOING UP — This foxy locomotive is shown taking a short train up a steep grade on historic Marshall Pass, which during its operation was the highest of rail lines. Thousands of tons of coal and other cros, as well as cattle were hauled over the line. In addition, the Marshall Pass was popular as an excursion point for passenger trains.

bridge. The throttle wide open, his heart in his throat, Edwards cleared the chasm as if in a jump. The threat behind him hung on, diminishing the distance.

"Here was the switch, but no Number Nineteen. The brakes wide open, the pursued train roared on. Suddenly a red light swung on the track ahead. Edwards' heart pounded

in the new anxiety. Could this be Number Nineteen? Or some other obstacle? He thought quickly: a rear-on collision might be a lesser wreck than a head-on crash.

The whistle behind him was now a bellow, but Edwards made his choice. He reversed the lever, applied the brakes; and waited . . .

"He turned his head just in time to see the track behind him spread, the wild train missed his cars as it tumbled down the precipice. But there was no clang of steel or splinter of wood, no cries of the mangled and the dying, no hiss of the steam. Only the wind howled below.

"And now—wonders of wonders—the lantern ahead also was gone. The track was free as far as Edwards' eye could see. Edwards started again. He had to hurry once more, to the next switch, if he was not to crash into Nineteen and so he made it safely to Green River.

"But as he was about to leave the cab with all its horrors of the last hour, he saw a scrawl on the frosty windows. He halted to read the words: 'A frate train was reeked as u saw. Now that yu saw it yu will never make another run. The engine was not ounder control and four sexshun men wor killed. If yu ever run on this road again yu will be killed.' "

"No wreck was found anywhere along the road the next morning, and no train was reported missing, nor was any other engineer ever chased again by a phantom train since that horrible night. Edwards was not ordinarily superstitious, but he heeded the warning. He changed to another railroad, and

nothing ever happened to him after that.

"But if you, in your favorite ghost-train story, want all realism and no flight of fancy, then your dish is Cy Warman's 'A Ghost Train Illusion.'

Warman died in 1914, and his tale had been written a long time before that, about a yet older time. He based it on an actual happening which occurred decades ago.

"In Warman's tale, the road is thinly disguised as the Rio Grande Western. A special train, crossing the Utah desert, is carrying the road's general manager and other lesser officials. The engineer is doing his best to clip the time from the usual span. Suddenly, to his horror, he sees a dinky engine rushing to meet him at the Coyote Spur. But he has just passed the Coyote, and there is no other siding for the two to pass each other. He tries to reverse but he knows it's useless.

"In what he thinks is his last moment the image of his little boy comes to him. 'This boy,' remarked Warman in a great stroke of artistry, 'had climbed up on a picket fence to kiss his father good-bye that morning at their home in Salt Lake, but he slipped, fell, and hung there with a fence picket through the seat of his first pair of trousers, and it was all so funny that, now as the engineer recalled the circumstance, he threw back his head and laughed as heartily as he had ever laughed in this life.' "When the engineer stops laughing and opens his tear-filled eyes

to meet his death, the track is clear. Astonished, he shifts from reverse to forward, and as the train resumes its speed, he asks his fireman: 'Did you see anything?'

"No," says the fireman—who thinks he himself has seen a mirage.

"And so the train reaches Green River, where the general manager turns to the superintendent:

"When did you put in that siding between here and the Coyote Spur?"

"The superintendent denies there is a siding, and is further mystified when the manager tells him he has seen a little engine on the 'new siding,' waiting for their special to pass.

"They sent for the conductor."

"Is there a siding between here and Coyote?"

"No, there is not," replies the man.

"But I saw a locomotive standing there," insists the manager.

"A ghost locomotive! Somewhere along the line a collision may be awaiting there . . .

"But just then a wire is delivered to the superintendent. It reads: 'Engine 57 is off the track and nearly off the right of way 1,000 yards east of Coyote Spur, but still on her feet.' "This was no ghost then, but a real-to-goodness engine which, a split second before hitting the special train head-on, had jumped the track on a sharp curve and remained upright on that hard, level desert floor—a rare case of extraordinary luck!"

## Constant Improvements Made On Original Tracks Through Area

First-hand accounts of the building of the first narrow gauge lines through Chaffee county were not available to this writer. The D&RG officials state that the tracks reached Salida on May 1, 1880, passing up the town of Cleora, which had been established as the dream of Santa Fe railroad boosters.

The line was advertised as "open for business" on May 20, 1880, and the first railroad depot was also built in 1880. The superintendent's office and a brick and stone roundhouse were built in 1883, and a machine shop and blacksmith shop in 1884. The freight house was added in 1891. Brick oil reservoirs were erected in 1890.

News stories in the Salida Mail fill in some of the void for the modern-day reader. An obituary published September 27, 1889, was of George Revett, age 42, who died from pneumonia. Revett was superintendent of the Eagle mine near Bonanza at the time of his death. The correspondent wrote that Revett had been a prominent railroad man in Colorado in the early days, and was superintendent of construction of the Rio Grande at the time the main line was built. Revett lived in this country on account of his health and was survived by a wife and two children in New York. He was said to be fairly wealthy.

**Stone From Nathrop Quarry**  
The early files show that on August, 1882, stone for the new roundhouse was arriving from the Nathrop quarry and that the enginehouse at Poncha was being moved to Maysville. The Italians at work on the roundhouse excavation went on strike because they were stuck for poll tax. This matter was fixed up and they went to work again.

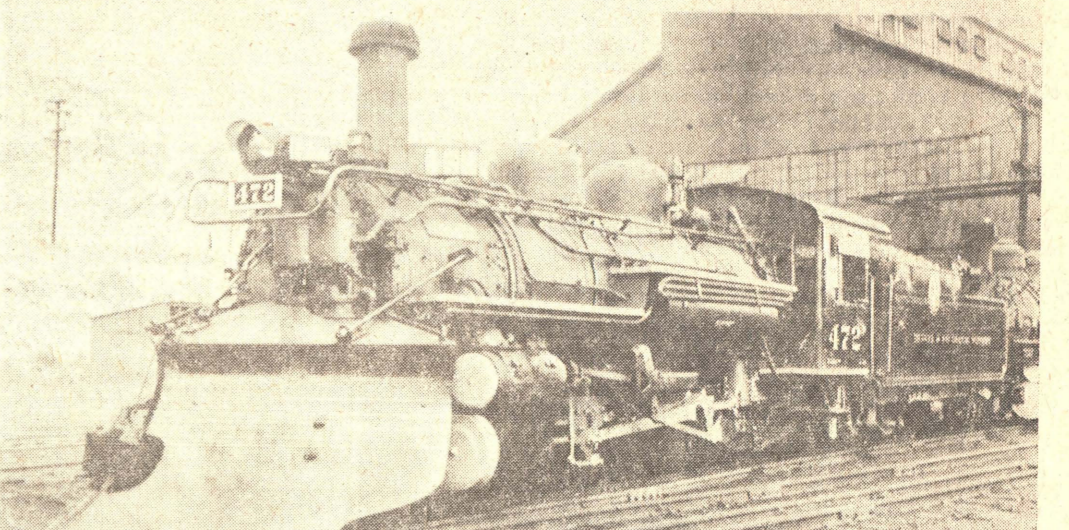
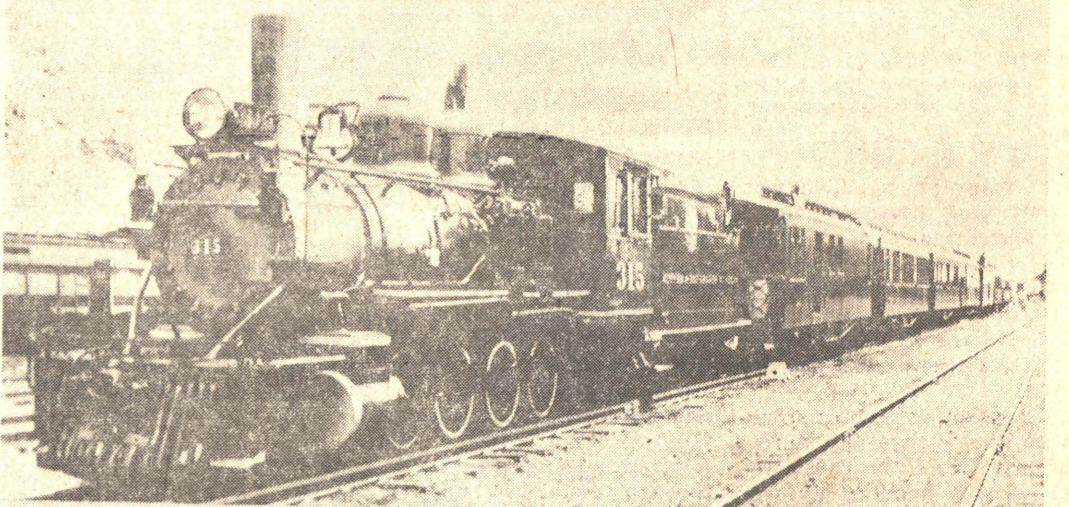
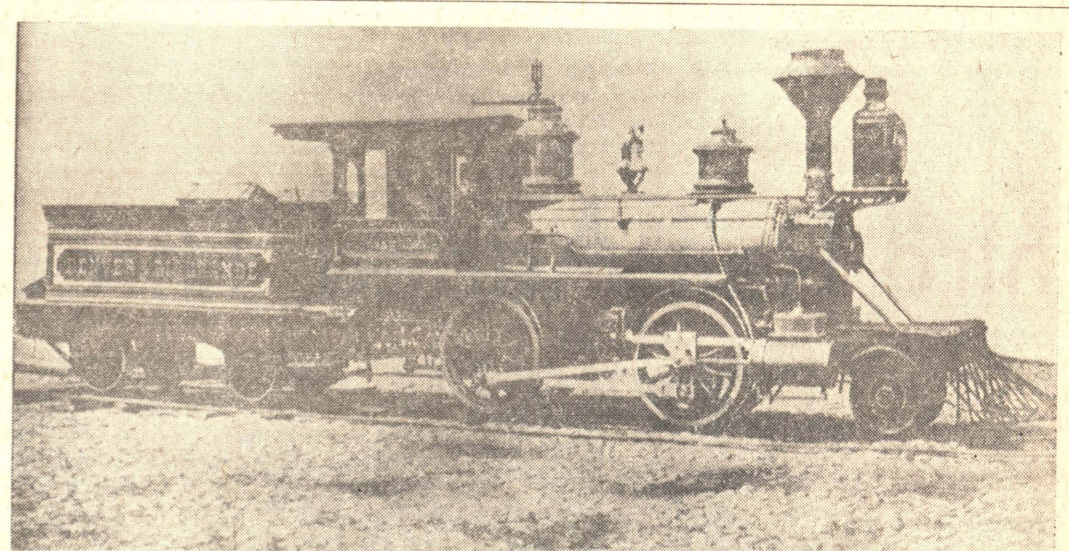
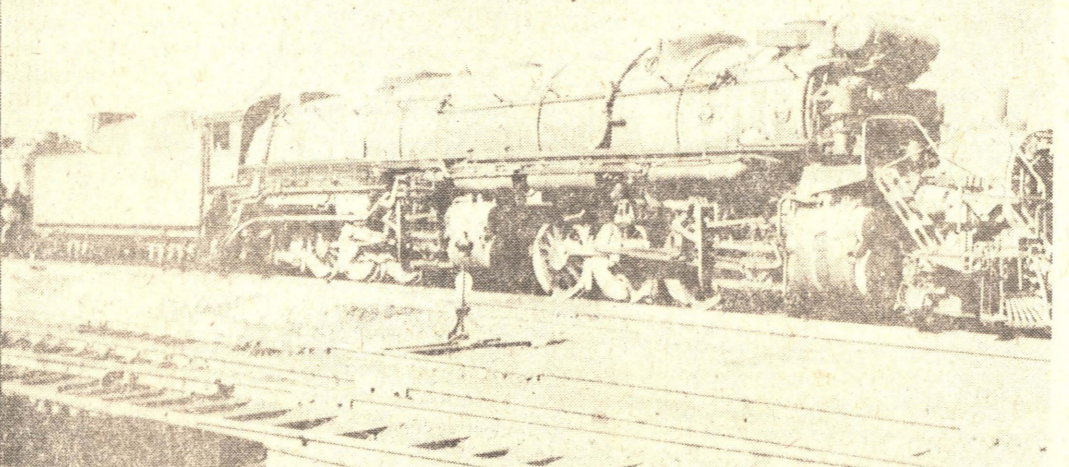
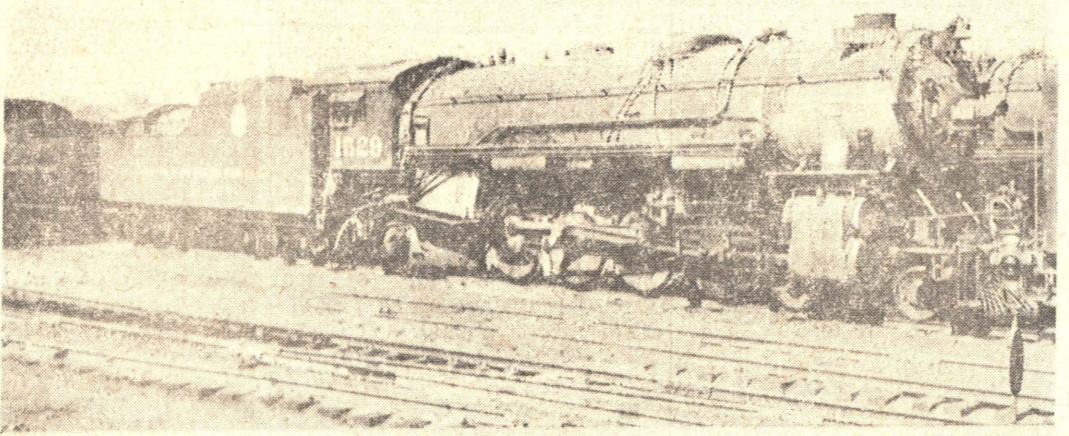
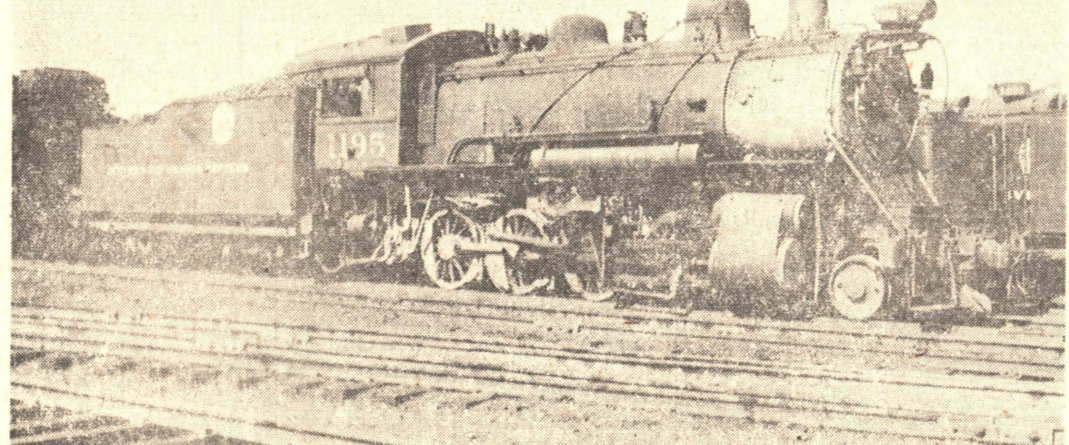
The roundhouse and shops were well protected against fire and should a fire chance to break out inside, which was regarded as rarely possible, half a dozen sireams could be playing on it within two minutes. The Mail—this was April 2, 1886—related that the force would be furnished by the steam pump at the Monte Christo hotel.

The railroad was constantly being improved. In the railroaders column of May 21, 1889, sawing steel rails by the cord was reported as one of the occupations in which the men at the shops were engaged. "They do it up in very short order, too. By timing them on several rails it was found to take only 25 seconds to cut a rail in two."

### Rails Switched Over System

The rails which were being sawed off were brought down from Marshall Pass and had been worn down at the ends by the traffic passing over them. After having these worn ends sawed off they were relaid, nearly as good as new. A gradual change was being made in the weight of the rails on the third division. The lighter rails of the west end were taken up and put down on the Lake City branch. They were replaced by the third rails from the south end between Cucharas and Trinidad. The third rail between these stations had been removed, leaving a regular standard gauge track.

The short curves on Marshall Pass were gradually removed by the work train which was constantly employed on the portion of the road. Within the first ten years, the pass had been improved so that it was much easier to climb than when the track first was laid.



RAIL FANS' DELIGHT — The six pictures shows the evolution of the steam locomotive as witnessed in the Salida yards since 1880.

## Early Trainmen Quite Proud Of Own Engine

Trainmen in the 1880s had as much pride in their engines as the modern day Joe has in his hot-rod automobile.

"Every stall was occupied yesterday, and a neater and better looking lot of locomotives were never gazed upon than they," reads a squib in the Salida Mail of Nov. 10, 1885. Every front end and stack was shining and every jack- et was glistening. The firemen were all at work upon their respective engines, and vieing with each other in making his look the best.

Some of the color was eliminated when the brass came up with this ruling, recorded Nov. 27, 1885: All the romantic and historic names which the Rio Grande locomotives once bore have been completely obliterated by the cruel paint brush, and now the names of engines are their numbers.

Engineers in those days sopped up the whistles on their little steam locomotives. The reporter was told that Engineer Tabor had the whistle on the 261 to suit him it last. "It has a coyote-Apache scream to it now," according to the issue of Oct. 26, 1885.

## Midland Dispute Ends As Farce

The Midland and Rio Grande people have been disputing the right-of-way up Thompson Creek on the way from Leadville to Aspen the issue of July 2, 1886 chronicled.

On Tuesday the sheriff appeared with an injunction against the Rio Grande and the standard gauge was ahead. The surveying parties for both roads had met, thrown up entrenchments and sat down to wait.

Detective Keefe, seeing the sheriff leave Aspen with papers which he thought to be a batch of warrants for the men behind the works, mounted a swift horse and soon told the men they were to be arrested. He then encamped a second lot of men on the mountain side ready to garrison the fort as soon as the others were arrested. He was slightly chagrined on seeing only an injunction served, the Mail reporter learned.

Sates had the time piece voted to him at the Presbyterian festival the year before.

Elsewhere in this edition is the story about Engineer Yates and his calliope whistle. Yates piloted Superintendent Ridgway's train. Ridgway got tired of having certain educated poeches following his train and ordered the fancy whistle removed.

# Midland Builders Pioneered In High County Broad Gauge

The foxy little narrow-gauge railroads were still in their infancy when railroad men and financiers saw that they would never become an important link in the transcontinental rail traffic system. They had been most successful in serving the public with the funds then available.

But there were men such as James J. Hagerman, who had an income of \$50,000 a month from his Mollie Gibson silver mine at Aspen. Hagerman, a leading citizen of Colorado Springs, had visions of building the first broad-gauge line through the mountains. The Colorado Midland was organized in 1885, and began the next year to build from Colorado Springs over Ute Pass, through South Park to Buena Vista, and fol-

lowed the Arkansas River to Leadville over much the same route as was taken by some of the early prospectors who came up the Arkansas River from the east, bound for California Gulch.

From Leadville the line extended directly across Sawatch Range to the headquarters of the Fryng Pan, crossing the Continental Divide at Hagerman Pass by means of a 2,064-foot tunnel with an elevation of 11,528 feet. Following the Fryng Pan to its confluence with the Roaring Fork, the line branched, one prong extending up the Roaring Fork to Aspen, the other following downward that stream to Colorado Springs, and then along the Grand (Colorado) River to Newcastle. The Midland reached Leadville in 1885. Aspen

late in 1887, Glenwood Springs in 1888, and Newcastle in 1889. At Newcastle it united with the D&RG in a joint line to Grand Junction.

The State Historical Society relates that on Aug. 1, 1890, the famous Busk-Ivanhoe tunnel under Hagerman Pass was started. This tunnel was completed after about three years' work with a dreadful toll of life. It is 9,394 feet in length, and eliminated for the Midland seven miles of distance and 530 feet of elevation. For some years the tunnel, later known as Carleton tunnel, was part of the highway system but is now closed to traffic.

Hagerman tunnel had been abandoned earlier by railroad officials. There was a layer of soft earth in the center of the mountain and cave-ins were too frequent, old-timers recall. The Colorado Midland track west of Divide was abandoned and taken up in 1921. There is little mention of the Midland in Salida newspapers during the 1880s. The Midland found sledding tough, from all indications.

### Pet Bear At Hotel

One of the tourist attractions at the Monte Christo Hotel during the 1880s was Mr. Titcomb's bear. Julia, the bear, became unmanageable and was taken toward the mountain and shot by the cook on Sept. 25, 1885. Mr. Titcomb felt badly as the bear had been his companion for some time.

The new ash pit is completed and is a fine thing. Flats are run right down into the pit on a track laid for that purpose, and the ashes, after being drawn from the engines and wet down, are shoveled into the flats and hauled out. The new pit saves a great deal of labor. —Monte Christo Mail, Sept. 29, 1890.