

# DURANGO HERALD-NEWS

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A Big Job**  
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## **Men at the Controls**

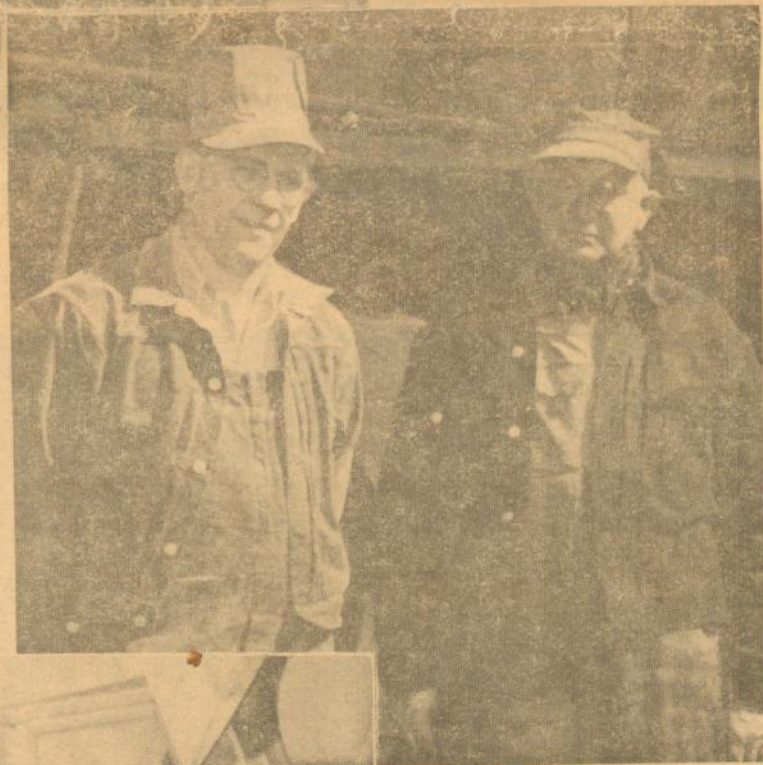


### **--By Air**

Capt. C. K. Logue. See page 2.

### **--By Train**

Jim Pearce and Jack Dieckman. See page 4.



### **--By Bus**

Jay Pim. See page 11.

# Railroading Gets in Your Blood And Stays There

## It's Not Just a Summer Diversion For Durango Men



Two Denver & Rio Grande Railroaders

Jim Pearce, left, and Jack Dieckman are two of the Durango men who have chosen railroading as a career. Pearce is one of the youngest men with the railroad, and probably

the youngest Durango man qualified as an engineer. Dieckman has seen more service with the line than any other man now active in its employ. (Herald-News photo)

By NANCY ELLIOTT

You think railroading in Durango is nothing but summertime diversion for a number of men who get a kick out of operating the narrow gauge train to Silverton?

You're wrong. "We're doing a modern railroad business on a vintage line," railroad men here say.

And it still attracts young men who feel they can foresee a secure future in railroading.

Such a man is Jim Pearce, 28-year-old husband and father of two small children.

His grandfather, the late Joe Brice, retired after 48 years with the Denver and Rio Grande during which time he didn't acquire a single "brownie" or demerit — practically a perfect record.

When young Jim told his grandfather he was going to hire out on the railroad, Brice had a fit. That was in 1948 and Brice thought the end of Basin railroading was near.

"They've been saying that for years," young Pearce reasoned with the old man. And it wasn't long before Brice was bragging about another railroader in the family and meeting Jim's train every time it pulled into the station.

Pearce's work on the railroad

was spotty for the first couple of years—a month here, two months there.

In 1951 the Army got him, but only for a few months as the Army doctors didn't have much luck finding a solution to a skin condition which plagued Pearce.

He went back to the railroad the last of 1951, worked through 1952 and into 1953 when the line got the first big pipe rush. The pipe was used to run a line from Basin oil fields to California.

Pearce worked for VCA for a period until a tractor fell on him and hospitalized him with a crushed hip, a broken pelvis and leg.

Completely recovered now, Pearce has taken a written test for an engineer's position (he's a fireman) and is awaiting the line's Superintendent of Air to take him on a test run on his next visit to Durango. If he passes that test he can drive a train.

Pearce was firing Engine 482 for Roy Buchanan last winter when that train and several others got stuck for about a week in deep snow on Cumbres pass.

The summer excursion run is one all Durango trainmen like. The tourists are fun, and railroaders are home at night.

In the early days when Durango was a railroad center and trains hauled ore, cattle, sheep, farm products and passengers in and out of Durango daily, there was no particular limit on how long a trainman might have to stay on the job. Brice was on duty as engineer for 52 continuous hours once.

Now the men operate under a 16-hour law. If the 16th hour passes when the modern crew is far from home, the men have orders to tie up and wait for another crew to steam out and relieve them.

There's no passenger service out of Durango except for the summertime excursion train between here and Silverton which continues to attract more and more tourists every season.

But oil field supplies are big business for the narrow gauge line. And Durango railroaders wonder how much longer their old-fashioned equipment can continue to move it.

Railroad men are a friendly bunch with faith in the future of railroading in the Basin.

"Once railroading gets in your blood," Pearce says, "you never lose it."

### 'Drop Dead' File

PHILADELPHIA (AP) — Mayor Richardson Dilworth keeps a "Hate File" on his desk. There he stores all anonymous "drop dead" letters he receives and shows them to people who wonder what it's like to be mayor.

Dilworth says, however, that most of the 50 to 100 letters he gets a day are from citizens with real problems or serious questions. The mayor of Philadelphia has to keep many people happy — he has more citizens to report to than 22 governors.



## 'The Silverton' Will Begin Operations June 7

The Silverton, rounding a bend in Animas canyon, above, will make its first run of the season on June 7, it has been announced by Denver and Rio Grande railroad officials.

From June 7 to June 16, the train will run three times a week. After June 16, the train trips from Durango to Silverton and return will be made daily until Labor Day. Price of tickets this

year will be \$4 for adult passengers. Parlor car seats will not be reserved and an additional coach is being added which will accommodate 50 passengers.

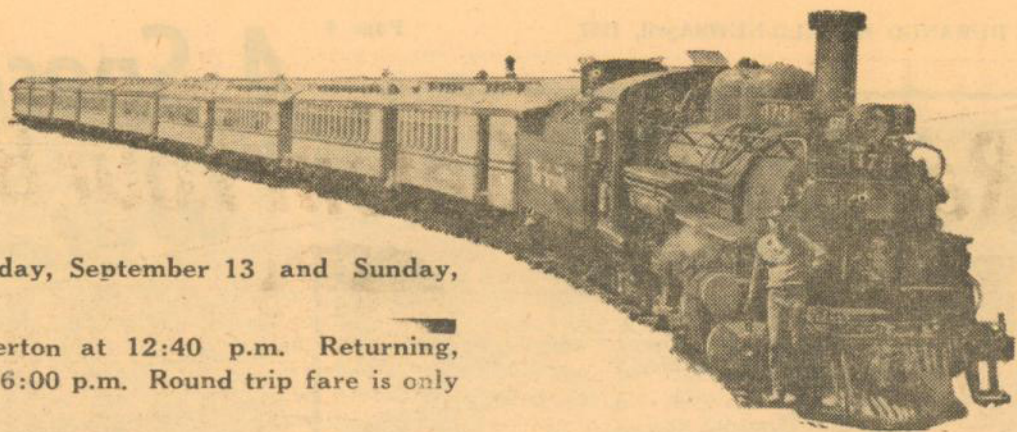
During the 1956 season, more than 23,000 persons made the trip on "The Silverton," making the train the fourth most popular tourist attraction in the state.

(Partridge photo)

## Durango's Own....

America's last regularly scheduled narrow-gauge train, The Silverton, will operate between Durango and Silverton on Friday, June 7, then Sunday, June 9, Wednesday, June 12; Friday, June 14. Effective Sunday, June 16, the train will run daily through Sunday, September 8, after which it will operate Wednesday, September 11, Friday, September 13 and Sunday, September 15.

Train will leave Durango at 9:15 a.m., arriving Silverton at 12:40 p.m. Returning, train will leave Silverton at 2:40 p.m., arriving Durango at 6:00 p.m. Round trip fare is only \$4.00 plus tax.



# *Rio Grande* Your Friendly Transportation Servant

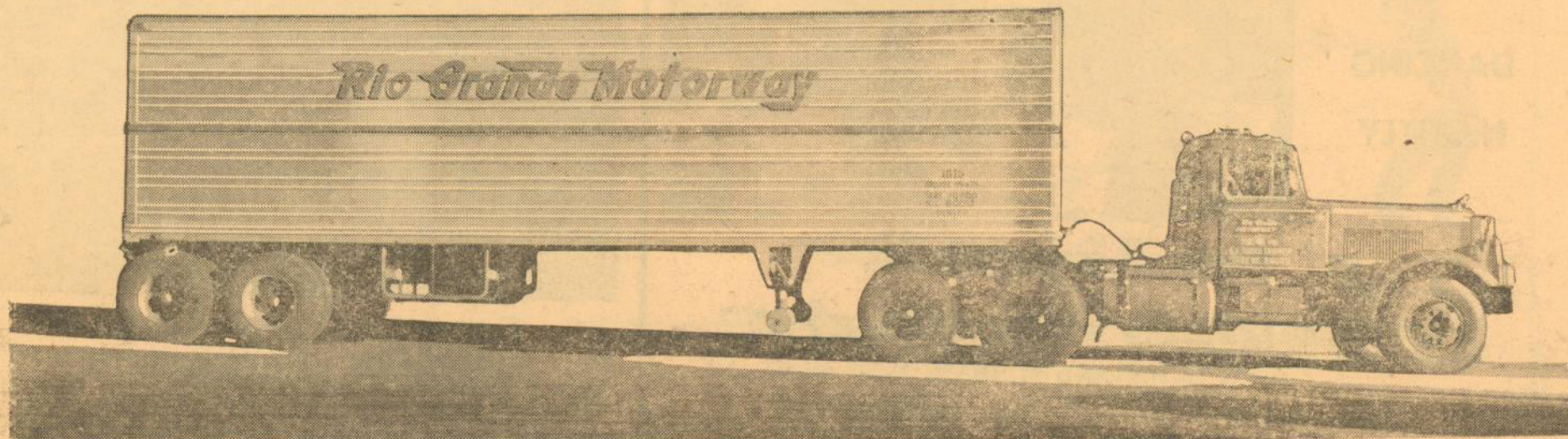
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Trucks do some things better...pick-up and store-door delivery of less-than-carload shipments throughout Rio Grande territory...movement of goods to contiguous areas accessible only by highway.

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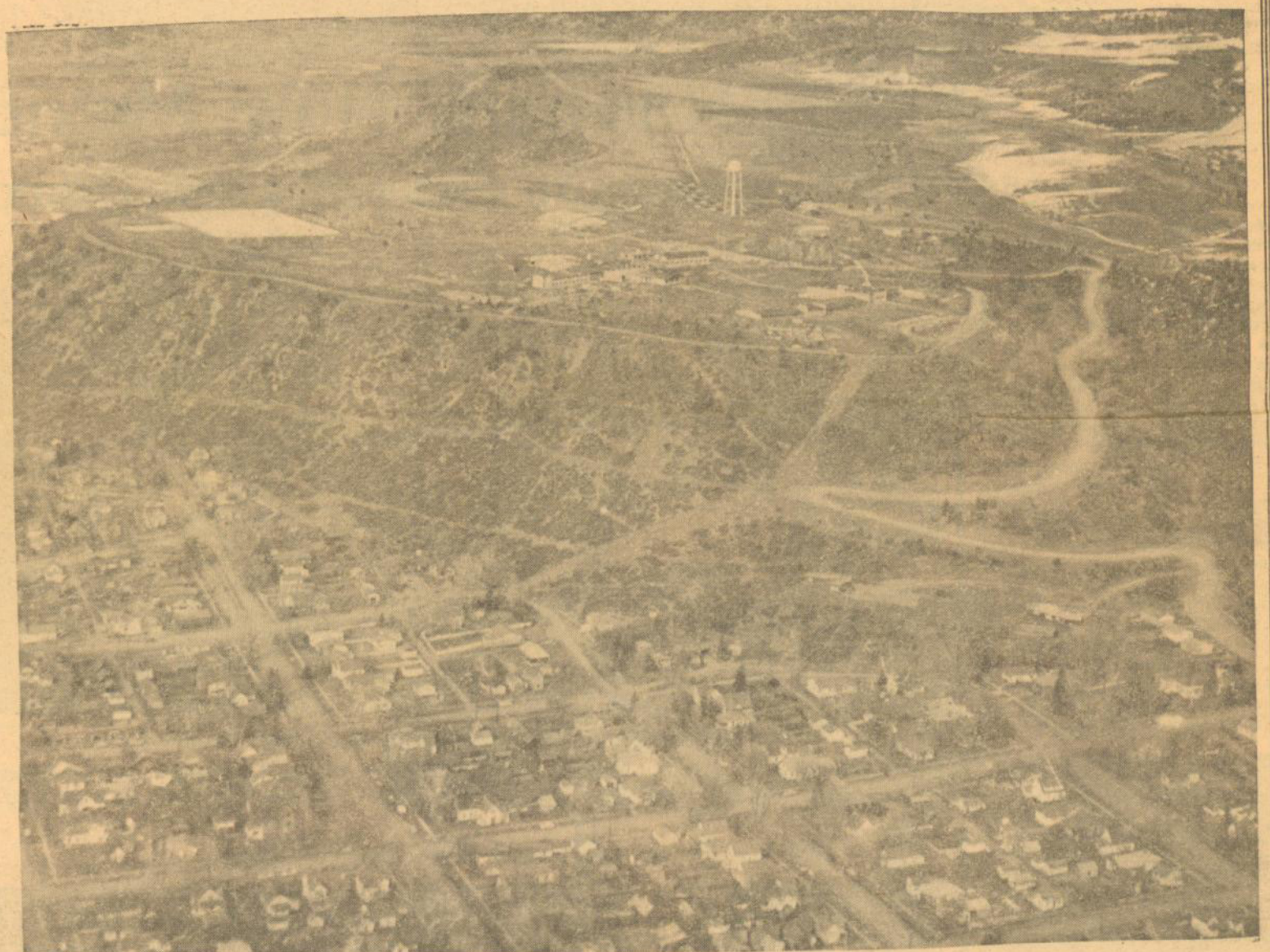
Whether you're a shipper or receiver...look for the symbol of shipping satisfaction — Rio Grande — and be assured of dependable, expedited movement of your shipments.



*The College For You . . .*

# **FORT LEWIS A and M**

Growing with the San Juan Basin, featuring Colorado's newest College Campus. This new Campus located on College Heights overlooking Durango is being formally dedicated and having its first commencement exercises May 30, 1957.



Fort Lewis A&M College Campus on College Heights overlooking Durango

Fort Lewis A & M College has a comprehensive curriculum and a fine faculty, offers you a complete sports program. Average cost per student is \$800 per year.

## **PLAN TO ENROLL NEXT SEMESTER**

Fall Semester Begins September 11, 1957

Write the Dean of Admissions . . P.O. Box 1104, Durango, Colo.