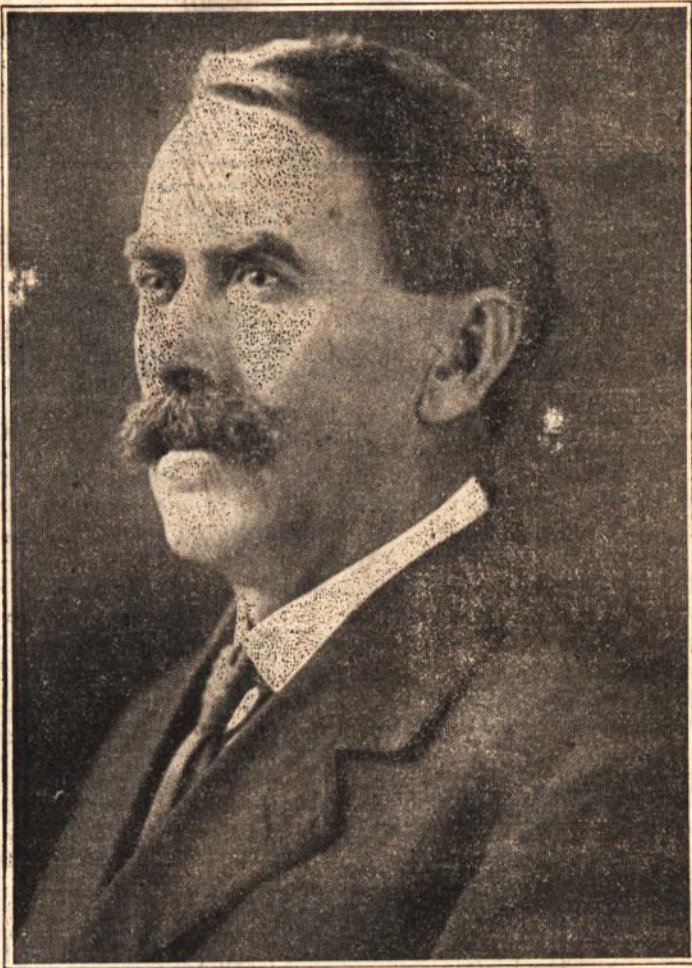


JAMES W. DEEN



The average citizen is an asset to a community while he lives in it, and a loss to it when he moves away or answers the final call. But it is given to some men to be of special value to the town and state in which they live. J. W. Deen was one of these. He was one of Salida's best citizens and one of the builders of the state.

The life of a civil engineer in the employ of a railroad building new lines through rugged country is not a sinecure. Mr. Deen surveyed most of the D. & R. G. W. lines west of Leadville and West of Gunnison. Regardless of season or weather the work went on hurriedly. Much of his life was spent in a camp in advance of the railroad line.

When he reached the age of 70 years he was ready to retire, although his health had not broken. He knew the Rio Grande system probably better than any other man. He knew the problems of grades, curves, rockslides,

snow swept track and the watersheds. He had drawn plans for improvements, some of which may not be executed in the next twenty-five years. In the forty-two long years he served the railroad he had never received a reprimand. He had trained young men under him, who later assumed positions of responsibility.

Mr. Deen served Salida as a member of the city council for thirteen years and retired only because of ill health. He was one of the most valuable men the city could have had—the class of men that should be encouraged always to serve in public office. His advice in matters of public improvement and in finance was of such weight that he was never antagonized by other members of the city council.

After his retirement from active railroad service Mr. Deen gave more of his time to civic affairs until enfeebled health caused him to give up all activity.

SALIDA HONORS J. W. DEEN DURING FUNERAL HOUR

Salida suspended business between 2 and 3 o'clock Thursday afternoon, out of respect to James W. Deen, whose funeral was held at that hour. The body lay in state at the family home from 10 o'clock until 2 o'clock when services were held at the Presbyterian church. The Rev. L. Harold Forde, pastor of the church officiated.

Many friends and neighbors called during the day to pay their last respects and the services were attended by a large number. Floral offerings came from Denver and other cities as well as from friends in Salida. The floral piece sent by the engineering department of the Rio Grande in Denver was an especially large and beautiful design of roses and gladiolas bearing this beautiful tribute:

"Cherishing the memory of one of the fathers of the engineering department of the D. & R. G. W. railroad, from associates in the Chief Engineer's office."

The Rev. Mr. Forde read the service and delivered a brief funeral sermon at the church. A quartet composed of Mrs. William N. Baird, Mrs. C. E. Tanton, Harry Hampson and Lee Lewis sang two selections, accompanied by Mrs. Herbert Johnson at the organ.

The pallbearers were William Rech, Dr. George H. Curfman, D. J. Kramer, C. F. Johnson, Nell Davenport and Dr. O. T. Parker.

The mayor and the members of the city council attended the services in a body and the local officials and employes of the D. & R. G. W. were also largely represented.

Among those from Denver who attended were A. C. Ridgway, chief engineer of the D. & R. G. W. and W. A. Balcom, J. S. DeRemer and J. A. Bogart of the engineering department. Those from Alamosa were C. D. Johnson, division engineer, who received his training under Mr. Deen, and L. W. Brown, division superintendent, Frank Hale of Minturn also was present.

The commitment service at Fairview cemetery was read by the Rev. Mr. Forde and the body was interred in the family plot.

James W. Deen was born August 4, 1852 at Waterford, Penn. He was married June 10, 1891 at Mifflintown, Penn. to Martha J. Snyder, who survives him. He entered the service of the D. & R. G. W. in 1881 as an assistant engineer working out of Denver.

He was appointed division engineer in 1885 and served continuously with the railroad until he was retired under the pension system on Sept. 1

1923 at the age of 70 years.

During his forty-two years of service Mr. Deen had never received a reprimand from a superior either in writing or verbally, a record probably not equalled by anyone in the railroad service.

Mr. Deen specialized in bridges, buildings and sidetracks for several years. The Rio Grande at that time was only six miles beyond Marshall Pass and the second division was at Leadville. He extended the track from Leadville to Glenwood. He changed the narrow gauge to a standard gauge between Pueblo and Trinidad. He also standard gauged the line from Salida to Grand Junction.

Mr. Deen camped several winters in the mountains before there were any towns near at hand. He walked several times over every foot of the Rio Grande system in Colorado and he knew every difficulty the railroad had to face. The Rio Grande railroad was an open book to him.

Mr. Deen was a member of the American Society of Civil Engineers, the Colorado Section of the American Civil Engineers, and the Colorado Society of Civil Engineers. He was a member also of the Sons of the American Revolution and the D. & R. G. W. Relief Association, the Salida Chamber of Commerce and an honorary member of the Salida Lions Club.

Mr. Deen served as a member of the city council in 1889, 1890 and 1891 and again from 1915 to 1925.

Mr. Deen's surviving relatives are his wife, his sisters, Mrs. Lily D. Mosgrove of Salida and Mrs. C. P. Lantz of Washington D. C., his neices Miss Helen Mosgrove of Salida, Mrs. F. W. S. Evans of Washington D. C., Mrs. J. N. Simmons of Billings, Mont. and his nephews, Arthur D. Marvin and Lawrence Marvin of Pueblo and Edwin Deen and Karl K. Deen of Harrisburg, Penn.

DINNER FOR R. L. HAMPSON PLANNED BY LIONS CLUB

The Salida Lions club decided Wednesday evening to have a dinner in honor of R. L. Hampson, in recognition of his work in securing the completion of the Tenderfoot Sprial driveway.

Mr. Hampson is leaving soon for the Northwest where he will locate. He and several companions began to build the road in their spare time until finally they enlisted the interest of the Lions Club and other civic organizations.