



**25 years ago**

**Mountain Mail, May 12, 1971:**

James R. Pearce is now established in Salida, having assumed the position of road foreman of equipment for the Rio Grande Railroad.

Howard Dearing, headquartered in Pueblo, is trainmaster for this area. His duties, which formerly extended from Pueblo to Salida, have been increased to include Minturn.

Mountain Mail 5-13-96



12-29-93

Dad leaving on the last run he made before retirement called on the Creede Branch notes on backs of pictures



### HOURS OF SERVICE AND TRAIN REPORT

SP7769      J.R Pearce

TRAIN NO. 1033L 29      ENGINE NO. \_\_\_\_\_      ENGINEER \_\_\_\_\_      DATE 12-29 1993

*LAST TRIP MADE BEFORE RESIGNING FROM RAILROAD SERVICE AND RETIRING AS OF JAN. 1, 1994.*

ALL DELAYS MUST BE SHOWN AND DIVIDED BETWEEN CAUSES

PLACE STATION NUMBER	DURATION OF DELAY			FULL EXPLANATION OF CAUSE OF DELAYS CAUSE
	TIME BEGAN	TIME ENDED	AMOUNT (HRS MIN)	
Alamosa 09890	10 <sup>30</sup> A	12 <sup>35</sup> P	2' 05"	Station Switching Air & Air Test depart.
SIC 996	1 <sup>10</sup> P	1 <sup>30</sup> P	20"	Station Switching
Monte Vista 09970	1 <sup>40</sup> P	1 <sup>55</sup> P	15"	Station Switching
SIC 996	2 <sup>05</sup> P	2 <sup>30</sup> P	25"	Station Switching
Alamosa 09890	3 <sup>05</sup> P	5 <sup>30</sup> P	2' 25"	Train away, power away Tie up.
169 mi. total.				

*2 hrs.  
2 hrs. 25 min  
4 hrs 5 min*

*M. J. Lavett*

ENGINEER'S SIGNATURE

CONDUCTOR'S SIGNATURE

#### INSTRUCTIONS

THIS REPORT SHALL BE RENDERED BY CONDUCTORS, ENGINEERS AND HOSTLERS FOR ALL DELAYS, BY CAUSE, TO FREIGHT AND PASSENGER TRAINS AND OTHER REQUIRED INFORMATION. FILE AT NEAREST REPORTING STATION.

## HOURS OF SERVICE

NAME	WENT OFF DUTY		TIME OFF DUTY	TOTAL TIME ON DUTY	PREVIOUS DUTY
	PLACE	DATE	PREVIOUS TRIP		
M. J. Garrett	Alamosa	12-29	12 <sup>T</sup>	7' 00	None
H. F. Shawcroft	↓	↓	↓	↓	↓
J. R. Pearce	↓	↓	↓	7' 15"	↓

**REMARKS AND ACCIDENT REPORTS**  
Attach Additional Sheets If Necessary

Claim 122 miles basic day.  
           6 air pay.  
 4' 25" 67 Switching.  
           195 Total miles, Creede branch rate  
                   Short crew rate.

J. R. Pearce 167 miles creede branch rate

ENGINES SF 7769

CAB RB 01423

H.O.T.D.

E.O.T.D.

RADIOS

LOADS AND EMPTIES 0 Ld 16 mty 20 Ld 2 mty.

TOTAL HANDLED

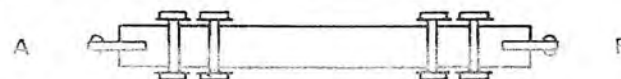
WORK TRAIN A.F.E. NO.

B.O. SETOUT ON LINE

DEFECT

SIZE

TYPE



*Last Trip before Retirement.*

DRGW

TRACK WARRANT

DEC 29 1993

TO: SP 7769 WEST

1C033L 29

AT: ALAMOSA

TRK BULLETINS IN EFFECT BETWEEN ALAMOSA

AND CREEDE

NO: 7597 NO:

NO:

NO:

NO:

NO:

NO:

NO:

RULE OF THE DAY: 239

SAFETY RULE 1829

COMPLETE: 744 AM

(008 LINES)

DSK TRAIN DISPATCHER

UNFORESEEN TRACK RESTRICTIONS

(TRAIN ID) DO NOT EXCEED

SPEED

MP

MP

\_\_\_\_\_ BETWEEN \_\_\_\_\_ AND \_\_\_\_\_

\_\_\_\_\_ BETWEEN \_\_\_\_\_ AND \_\_\_\_\_

\_\_\_\_\_ BETWEEN \_\_\_\_\_ AND \_\_\_\_\_

\_\_\_\_\_ BETWEEN \_\_\_\_\_ AND \_\_\_\_\_

OPERATING INFORMATION

TPOB \_\_\_\_\_

TONS PER AXLE DYB \_\_\_\_\_

\* LOADS \_\_\_\_\_ EMPTIES \_\_\_\_\_ TONS \_\_\_\_\_ FEET \_\_\_\_\_

\* TOTAL UNITS \_\_\_\_\_

\* MAXIMUM PERMISSIBLE SPEED \_\_\_\_\_

\* LOCOMOTIVE DEFECTS: UNIT # \_\_\_\_\_ DEFECT CODE \_\_\_\_\_

\* P/U OR S/O ENROUTE \_\_\_\_\_

\* FALSE HBD ACTUATION; CAR# \_\_\_\_\_ AXLE COUNT \_\_\_\_\_

RECORD ALL APPLICABLE INFORMATION AND COMMUNICATE THE ITEMS INDICATED WITH "\*" TO THE TRAIN DISPATCHER WHEN COMMENCING YOUR TRIP OR ENCOUNTERING ENROUTE. INFORMATION IS TO BE LEFT FOR ANY RELIEVING CREW.

PRINTED IN USA

DRGW

TRACK BULLETIN FORM C NUMBER 7597

DEC 19 1993

TO: SP 7769 WEST

1C033L 29

AT: ALAMOSA

ROCKY MOUNTAIN REGION TIMETABLE # 1 PAGE 62, SECTION G TRAIN MAKEUP RESTRICTIONS, THAT PART READING :

WHEN TRAIN TONNAGE EXCEEDS 4,000 ACTUAL TONS, EACH OF THE FIRST FIVE CARS BEHIND THE ROAD ENGINE MUST BE 73 FEET OR LESS IN LENGTH.

IS REVISED TO READ:

WHEN TRAIN TONNAGE EXCEEDS 4,000 ACTUAL TONS, EACH OF THE FIRST FIVE CARS BEHIND THE ROAD ENGINE MUST BE 73 FEET OR LESS IN LENGTH.

EXCEPTION: ON SUBDIVISIONS 1, 3, 4, 5 AND 6, WHEN TRAIN TONNAGE DOES NOT EXCEED 5,000 ACTUAL TONS, A SOLID BLOCK OF LOADED MULTI-LEVEL CARS MAY BE PLACED BEHIND THE ROAD ENGINE PROVIDED:

A. TRAILING TONNAGE BEHIND THIS SOLID BLOCK OF CARS DOES NOT EXCEED 3,600 TONS; AND

B. ROAD ENGINE DOES NOT EXCEED 24 AXLES OF POWER. WHEN DETERMINING AXLES OF POWER, SD50, SD60, SD60M, C39, C40 AND DRGW 5341-5413 LOCOMOTIVES ARE TO BE CONSIDERED AS EIGHT AXLES OF POWER AND GP60, B40M, B40-8 AND B39-8 ARE TO BE CONSIDERED AS SIX AXLES OF POWER.

ITEM 7 IN THE LATEST GENERAL ORDER MADE TWO CHANGES TO RULE 252, TRACK PERMIT. PURPOSE FOR THIS MESSAGE IS TO CLARIFY THOSE CHANGES. FIRST CHANGE IS TO REQUIRE THE TRAIN DISPATCHER OR CONTROL OPERATOR TO CLEAR THE ABSOLUTE SIGNAL GOVERNING THE LIMIT OF A TRACK PERMIT TO ALLOW A TRAIN GRANTED A TRACK PERMIT TO ENTER THE LIMITS. PRIOR TO THIS CHANGE, THE RULE PROHIBITED CLEARING THE SIGNAL THUS A TRAIN WOULD HAVE TO PASS A RED ABSOLUTE SIGNAL TO ENTER IT'S TRACK PERMIT TERRITORY. SECOND CHANGE IS THE ELIMINATION OF THE PROVISION ALLOWING A TRAIN TO PASS A RED ABSOLUTE SIGNAL TO ENTER IT'S TRACK PERMIT WITHOUT SPECIFIC VERBAL AUTHORITY FROM THE CONTROL OPERATOR. THE RULE AS REVISED REQUIRES A TRAIN GRANTED A TRACK PERMIT TO ENTER THE LIMITS EITHER ON SIGNAL INDICATION OR AFTER RECEIVING SPECIFIC AUTHORITY FROM THE CONTROL OPERATOR.

COMPLETE: 559 PM

(032 LINES)

DSK TRAIN DISPATCHER

My Last trip made at completion of RAILROAD SERVICE.

\*\*\* DIRECT TRAFFIC CONTROL  
\*\*\* THE FOLLOWING DTC BLOCK INFORMATION IS PROVIDED FOR YOUR USE IN  
\*\*\* MAINTAINING YOUR RECORD OF DTC AUTHORIZATION(S) AND RELEASE(S).

Hired out for Denver & Rio Grande Western RR. 7-48.  
Retired from the Service of Southern Pacific Transp. Co. 12-93.

TRAIN IDENTITY: ST 7769 Sgt. [Name] DATE: 12/29/93

BLOCK	AUTH	RELSD	WORK AND TIME		GRANT BEHIND	TAKE
			EXPIRES	RELSD		
=====	=====	=====	=====	=====	=====	=====
PARMA	=====	=====	-----	-----	-----	-----
WINZER	=====	=====	-----	-----	-----	-----
DEL NORTE	=====	=====	-----	-----	-----	-----
MANNA	=====	=====	-----	-----	-----	-----

\*\*\* END OF DIRECT TRAFFIC CONTROL INFORMATION

Railroad Crew Dispatcher  
 Notified at 7:50 a.m.  
 Jan 1, 1994 that  
 I was retired and  
 should be deleted to  
 from their files  
 effective 12/29/93

PRINTED IN USA

Jan 1, 1994  
Alamosa, Colo.

G. A. Grebb - Supt.

I have applied for an annuity under the Railroad Retirement Act, and I understand that I cannot receive any payments as long as I am in your compensated service or hold any rights to return to your service.

This is to advise that effective this date I hereby give up all my rights which I hold with you to return to your employ, and I certify that I am not now rendering service for you which compensation is due.

Please include pay for any vacation due me with pay for my last day of compensated service, and allocate to my last day worked.

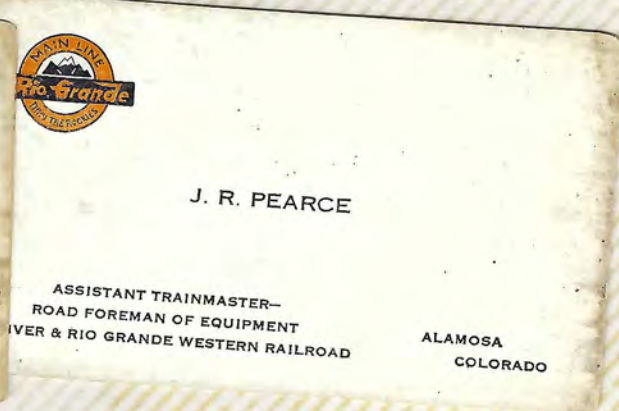
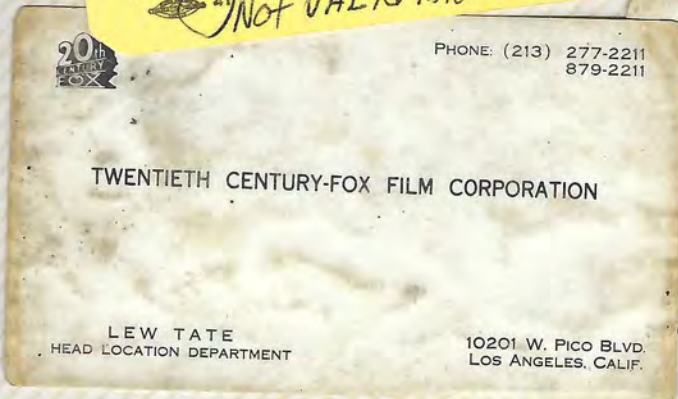
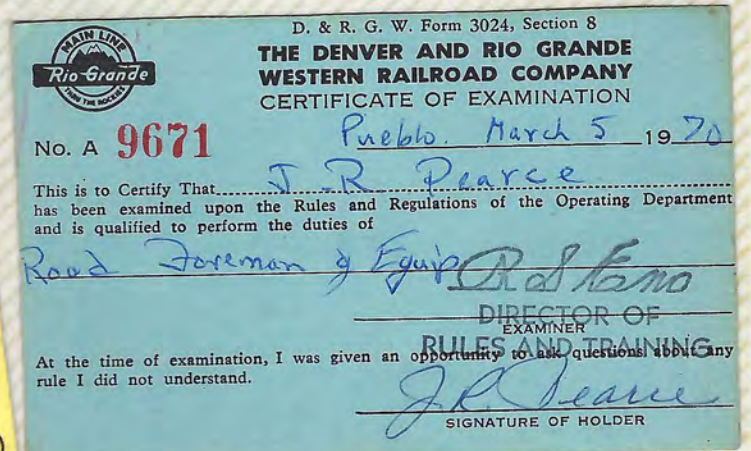
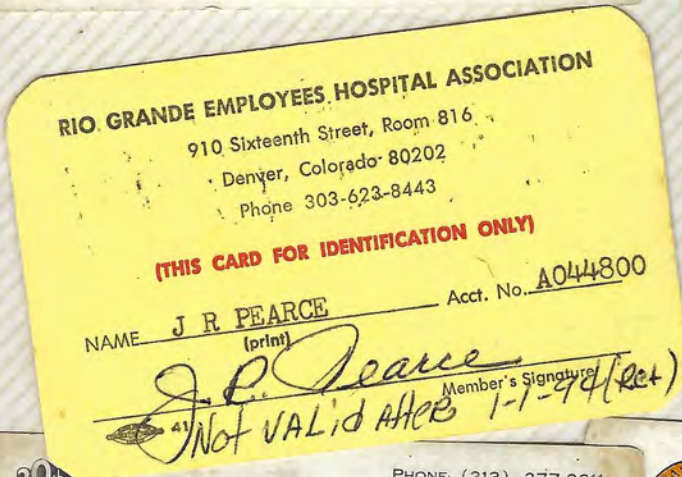
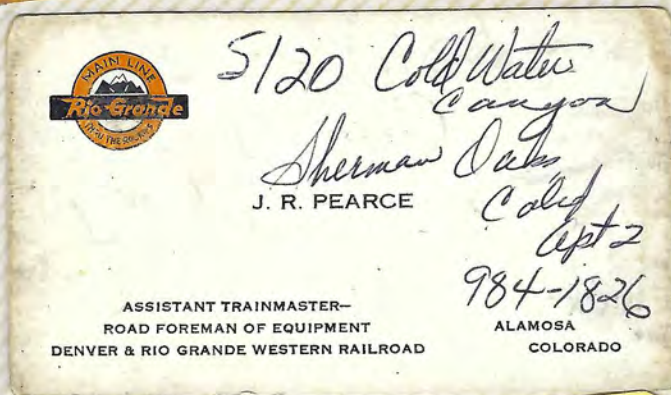
J. R. Pearce  
1-6-94

DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY  
 SENIORITY ROSTER FOR ENGINEERS - SYSTEM  
 JANUARY 1, 1991

<u>PR #</u>	<u>NAME</u>	<u>SENIORITY DISTRICT</u>	<u>PRIOR RIGHT DISTRICT</u>	<u>STATUS</u>	
001	044800	J R PEARCE	01/11/55	ALAMOSA	
002	002568	D E LOMBARDI	12/05/55	UTAH	DISABILITY 1994
003	043471	J C WOODCOCK	03/26/56	DENVER	
004	006296	R L MORGAN	05/05/59	ALAMOSA	DISABILITY 1994
005	093161	C A JACK	05/95/59	ALAMOSA	
006	073395	L V OTTESON	05/05/59	ALAMOSA	DISABILITY 1994
007	291146	W E KRESL II	05/04/60	DENVER	AMTRAK
008	001347	F D GILES	05/04/60	DENVER	
009	049650	L V ROHDE	05/04/60	DENVER	
010	280362	E G JONES	01/12/61	UTAH	DISABILITY 1994
011	021337	E H TWEHOUS	05/23/62	DENVER	DISABILITY 1999
012	095539	J O DENNIS	05/23/62	DENVER	
013	062083	S E SMITH	01/09/63	ALAMOSA	
014	075580	G G CUNNINGHAM	01/09/63	ALAMOSA	
015	114496	R L BURBANK	07/01/63	DENVER	
016	057638	J L SHAWCROFT	02/05/64	ALAMOSA	
017	146530	J W HONEY JR	11/15/65	DENVER	DISABILITY 2004
018	285049	D D CHANEY	11/15/65	DENVER	AMTRAK
019	342402	L G SHAWCROFT	04/01/66	ALAMOSA	
020	305649	L L LACINA	06/11/69	DENVER	
021	208546	D C BLEVINS	07/07/69	PUEBLO	
022	422071	L N GILBERT	08/08/69	GRAND JCT E	
023	253922	H J COTHERN	08/08/69	GRAND JCT E	
024	322164	J B YOUNG	08/08/69	GRAND JCT E	
025	213231	D R RAINS	07/06/70	PUEBLO	
026	302034	H L TRUE JR	07/23/70	DENVER	AMTRAK
027	170803	O G WHITFORD	07/23/70	DENVER	
028	261602	N R HENKE	09/15/70	UTAH	
029	366881	R L GARRISON	05/06/71	PUEBLO	
030	269787	T R GREENWOOD III	06/15/71	PUEBLO	
031	265637	J E ROCKWELL	06/15/71	PUEBLO	
032	030346	J L BUTTRAM	06/18/71	PUEBLO	
033	109520	N R HOLMES	07/30/71	GRAND JCT E	
034	261727	E D HINES	07/30/71	GRAND JCT E	
035	324871	D A QUEEN	07/30/71	GRAND JCT E	
036	414789	E J ANDREEN	08/01/71	DENVER	AMTRAK
037	255273	J C CHOMAN	08/01/71	DENVER	
038	225763	R J YATES	08/29/71	ALAMOSA	
039	298745	M T OSTRANDER	11/03/71	UTAH	
040	365155	T W BUTTERS	03/23/72	GRAND JCT E	
041	331488	W F BIRD	03/23/72	GRAND JCT E	
042	006585	H D GIBBS	03/23/72	GRAND JCT E	PROMOTED
043	045534	J E FOLEY	03/29/72	DENVER	
044	146183	R D BUSTOS	03/29/72	DENVER	
045	147199	D K SHEEHAN	04/25/72	PUEBLO	
046	170779	R W SMITH	04/25/72	PUEBLO	
047	270827	E C CRAWFORD	04/25/72	PUEBLO	DISABILITY 2005



Special Effects etc. with  
 "Good Guys & Bad Guys"  
 movie crew. Late 1960's



PUEBLO-ALAMOSA  
COMBINED SENIORITY ROSTER  
FOR ENGINEERS

JANUARY 1, 1977

NAME	OK FOR	BIRTH DATE	PRIOR RIGHTS
CHANDLER, CHRISTY	Y	02-09-16	02
CONKLIN, E. C.	PJ-L-PA	03-28-16	02
CORNWELL, R. C.	PJ-L-PA-PM	10-22-17	02
MCKLEM, R. A.	PJ-L-PM	12-10-14	02
MITCHELL, K. G.	L-Y	07-11-17	02
*SHINOVICH, L.	PJ-L-PM-Y	11-25-15	02 CARRY 1980
PORTER, M. B.	PJ-L-PM-Y	01-22-23	02
THOMPSON, L. C.	PA-PJ-L-PM-Y	11-07-20	02
MASSARO, A. L.	L-PJ-PM-Y	03-23-15	02
VAUGHN, J. A.	PJ-L-PM-Y	04-26-16	02
4EAGAN, T. J.		02-10-12	10 CARRY 1978
MORGAN, E. F.		09-23-25	10
SMITH, G. V.	PJ-L-PM-Y	05-28-21	02
HOWARD, J. K.	Y-L-PJ	11-09-26	02
PEARCE, J. R.	Y	08-24-29	10
LIRA, J. S.		02-25-22	10
LEFFLER, R. L.	PA-PJ-L-PM- Y	12-23-24	02
JACK, C. A.	PA	06-01-28	10
MOORING, T. A.	Y	06-13-12	02
MORGAN, R. L.		03-05-29	10
BUFFALOW, R. G.	PJ-PA-L-PM- Y-D	06-05-34	02
OTTESON, L. V.	D	04-11-29	10
HAWKINS, R. L.		09-22-24	10
SMITH, S. E.	PA-Y-PM-PJ	02-25-38	10
WEORICK, R. E.	Y-L	08-26-23	10
CUNNINGHAM, G. G.	PA-Y-PM-PJ- L	03-08-39	10
PAYNE, A. M.	Y	08-19-26	10
SHAWCROFT, J. L.	D	10-29-39	10
SHAWCROFT, L. G.	D-Y-PA	11-17-37	10
YATES, R. J.	Y-D-PA-PM-PJ	04-10-46	10
BLEVINS, D. C.	PJ-L-Y	01-01-39	02
GARRISON, R. L.	PJ-L-PM-Y-P A	10-10-44	02
GREENWOOD, T. R.	L-Y-PM	02-12-50	02
ROCKWELL, J. E.	L-Y-PM-PJ	04-02-39	02
BUTTRAM, J. L.	PJ-L-Y-PM	09-17-39	02
SHEEHAN, D. J.	L-PM-Y-PJ-P A	06-23-47	02
SMITH, R. W.	L-Y	03-02-42	02
CRAWFORD, E. C.	L-Y	05-16-40	02
CID, R. L.	L-Y-PM-PA	10-20-40	02
HEYNE, J. R.	L-PJ-Y-PM-P A	06-09-49	02
CORNWELL, R. C., JR.	L-Y-PJ-PA	07-29-50	02
ROBERTS, W. D.	L-Y-PJ-PM	09-30-47	02
JAMES, C. L.	L-Y-PM-PA-PJ	07-14-41	02

HAM, R. D.	Y-L	02-14-53	02
KOSHAK, F. D.	Y-L-PJ-PM-PA	02-16-48	02-10
SHAWCROFT, R. L.	Y-L-D-PM	03-14-55	02-10
HARVEY, J. W.	Y-L-PM-PA-PJ	12-30-43	02-10
GLENN, J. H.	Y-L-PM	01-11-55	02-10
JAMES, D. L.	Y	07-21-55	02-10
VERSTEEG, M. R.	Y	05-15-49	02-10
MYLI, R. L.	Y-H-D	12-21-41	02-10
ATCHINSON, G. O.	Y	12-01-49	02-10
CODY, J. L.	Y	04-14-55	02-10
SMITH, R. D.	Y	02-01-40	02-10
THOMPSON, F. M.	Y	01-25-45	02-10
BONES, W.	Y	06-21-55	02-10
TAYLOR, D. L.	Y	05-02-48	02-10
BROWN, R. L.	Y-H	03-10-52	02-10
LIIMATTA S. J.	Y	03-03-57	02-10
WILHITE, K. M.	Y	11-25-54	02-10
TRASK, E. L.	Y	06-26-49	02-10

H - HELPER SERVICE  
 PJ- PUEBLO-JANSEN  
 PA- PUEBLO-ALAMOSA  
 PM- PUEBLO-MINTURN  
 L - LOCAL WEST  
 Y - YARD  
 D- DURANGO

\* - OUT OF SERVICE ACCOUNT PHYSICAL DISABILITY

Thursday

JUNE 23, 1988

# VALLEY COURIER

SERVING ALAMOSA, CONEJOS, COSTILLA, MINERAL, RIO GRANDE AND SAN

VOLUME 62 No. 123

Alamosa, 81101; Ft. Garland, 81133; La Jara, 81140; Monte Vista



**HOBO DAY IN MONTE VISTA** — Children in the summer recreation program in Monte Vista got a close-up look at the railroad heritage of the San Luis Valley during Hobo Day last week. Talking to the children here is Jim Pearce, while Terry DeBeauvoir looks on.  
(Courier photo by Shelby)

*Rio Grande*  
THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

OFFICE OF SUPERINTENDENT  
COLORADO DIVISION  
901 WEST 48TH AVENUE  
DENVER, COLORADO 80221

A. L. MARZANO  
SUPERINTENDENT

D. W. POPE  
ASSISTANT SUPERINTENDENT

October 20, 1982

Mr. J. R. Pearce  
Engineer  
Alamosa, Colorado

Upon recommendation of Roadmaster M. B. Davis, it is my pleasure to commend you for your efficiency and the initiative you showed as a crew member of the Antonito Local in connection with the rerailling of NAHX covered hopper car on September 15, 1982.

It is gratifying to receive reports of this nature indicating that our crews have the initiative and are resourceful enough to have the railroad operational in a minimum amount of time.

I wish to add my personal thank you for a job well done.

Sincerely,

*A. L. Marzano*

A. L. Marzano  
Superintendent

cc: M. B. Davis  
J. W. Lovett

THE DIRECT CENTRAL TRANSCONTINENTAL ROUTE

1992  
Corporate Safety Award



Southern Pacific Lines hereby presents this award to

**J. R. Pearce**

*in sincere appreciation and recognition of your working injury free throughout 1992.*

*E. D. Gibbs*

Supervisor

*R. Appleman*

Department Head/General Manager

*Gene P. Michael*

G. P. Michael  
Vice President of Operations

*No job is so important, no service is so urgent, that we cannot take the time to perform all work safely.*



## Southern Pacific Lines

1515 Arapahoe Street • Tower 1 • Denver, Colorado 80202 • Phone (303) 595-2132

G. P. Michael  
Vice President-Operations

April 5, 1993

Dear SP Family Member:


Sometimes we give so much focus to injuries that it is easy to overlook all the injury-free, quality work given by so many SP men and women.

Your injury-free service during 1992 is something that should not pass without recognition. By working the entire year without an injury, you set a high, professional standard for yourself and others to strive for. We really appreciate the results of your safety awareness and want to say "thank you" for this meaningful contribution during 1992. It was important and made a difference.

No doubt you have worked without injury in other years, perhaps many, and perhaps without recognition. Some people who receive this letter will have worked their entire career without having been involved in an accident. Your safety record during 1992 is something to be proud of. Our Organization needs people, like you, who realize railroading, while not dangerous, can be very unforgiving.

During 1993, we need your continued leadership through example. Keep your awareness levels high and always think before you act. Encourage rules compliance -- it's one of the best ways we can keep ourselves and our railroad family safe and healthy.

Thanks again,

  
Glenn P. Michael  
Vice President - Operations

Ron Ziel  
185 Hall Street  
Apt 906  
Brooklyn 5, N.Y.

185 Hall Street, apt 906  
Brooklyn 5, New York  
1 February 1963

Dear Jim,

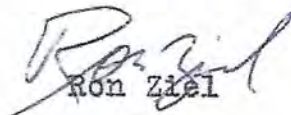
I received your letter from Chicago last week. Thanks for the info on Durango. I had an idea that it would pertain to the tourist business. I am going to hold off on any D&RGW book until Twilight of Steam is off the presses, in late Spring. Well, the book was due to be finished today, but I won't have it done 'til the 20th (I hope).

Enclosed are copies of some of the photos which will definitely be used in the book. They made me feel that the trip was well worth the \$400 I spent, and should add much to the originality of the book. Of course, you may keep them, but I would appreciate if you would give the engineer and fireman of no. 492 the copies of them with their engine. The one of us is blurry and didn't turn out too well, but I thought you may like a print of it anyhow.

I also have a fine color shot of the train at Cumbres for the D&RGW color plate in the book.

Thanks again for the time and effort you put into my trip. I certainly appreciate what you and the crews did for me.

Very truly yours,

  
Ron Ziel

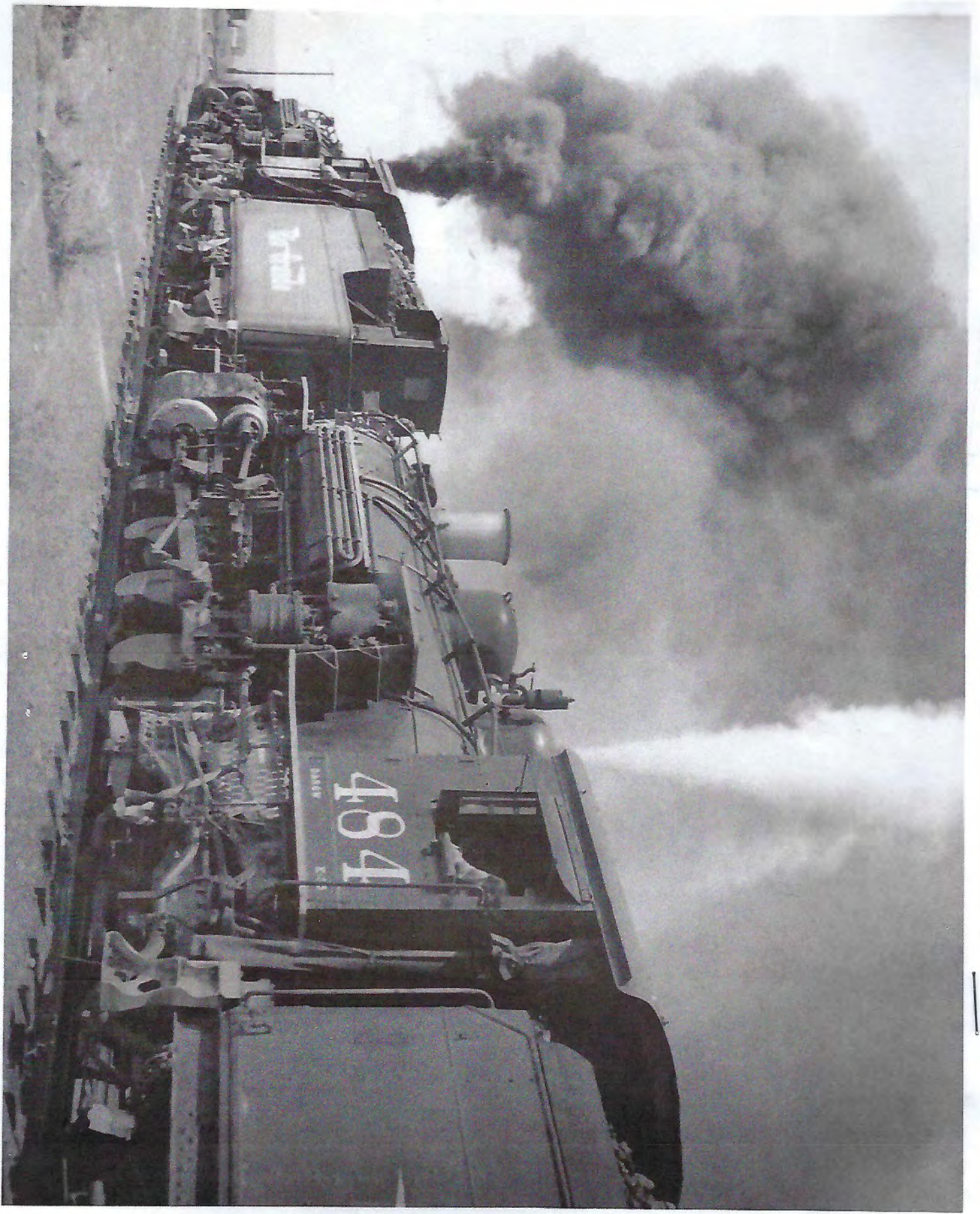




RZiel Original Photo Between Osier &  
Cumbres, Jim Pearce, Ron Ziel,  
Jan 1963



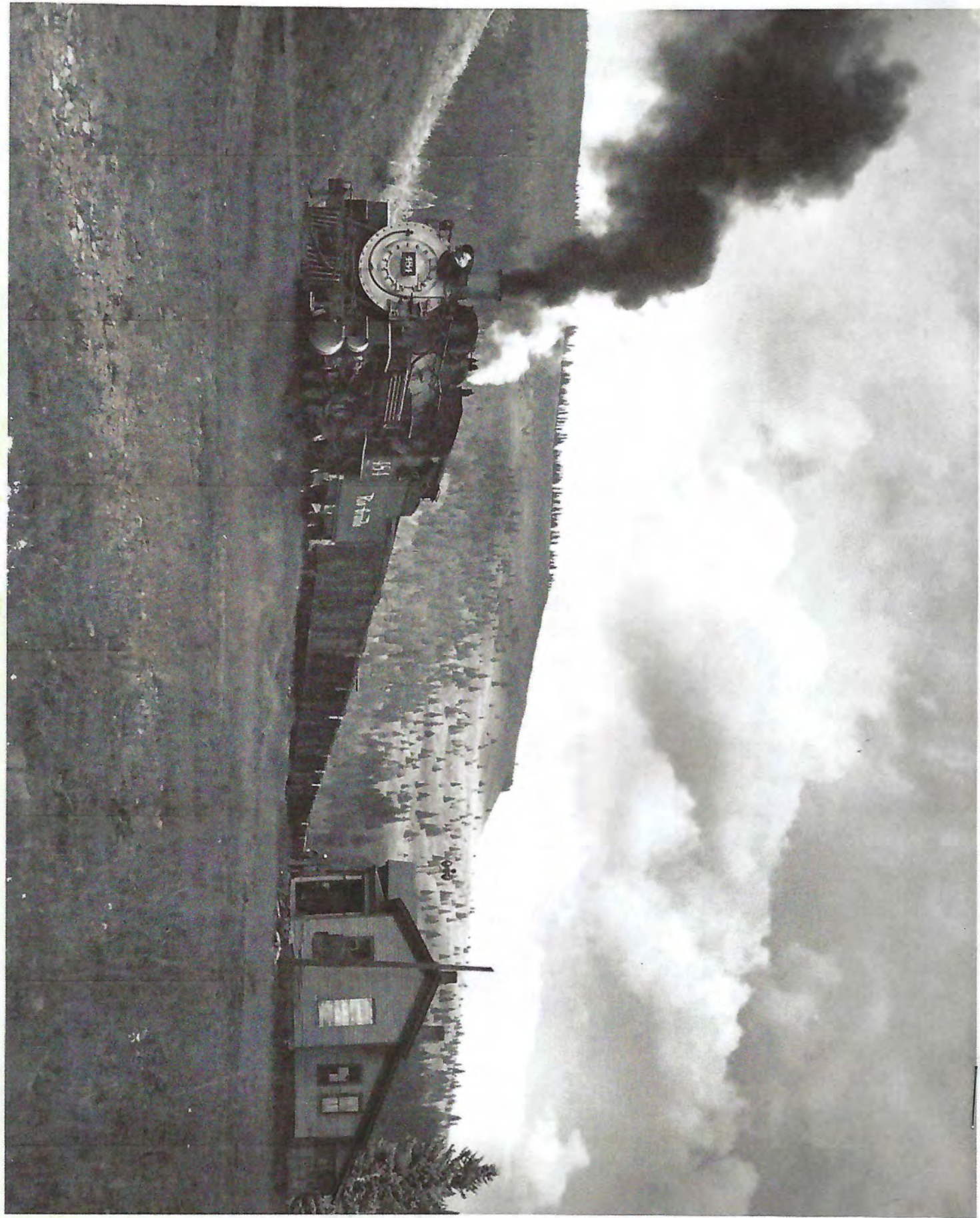
-Approaching Carbon Junction  
Aug. 28, 1968 -



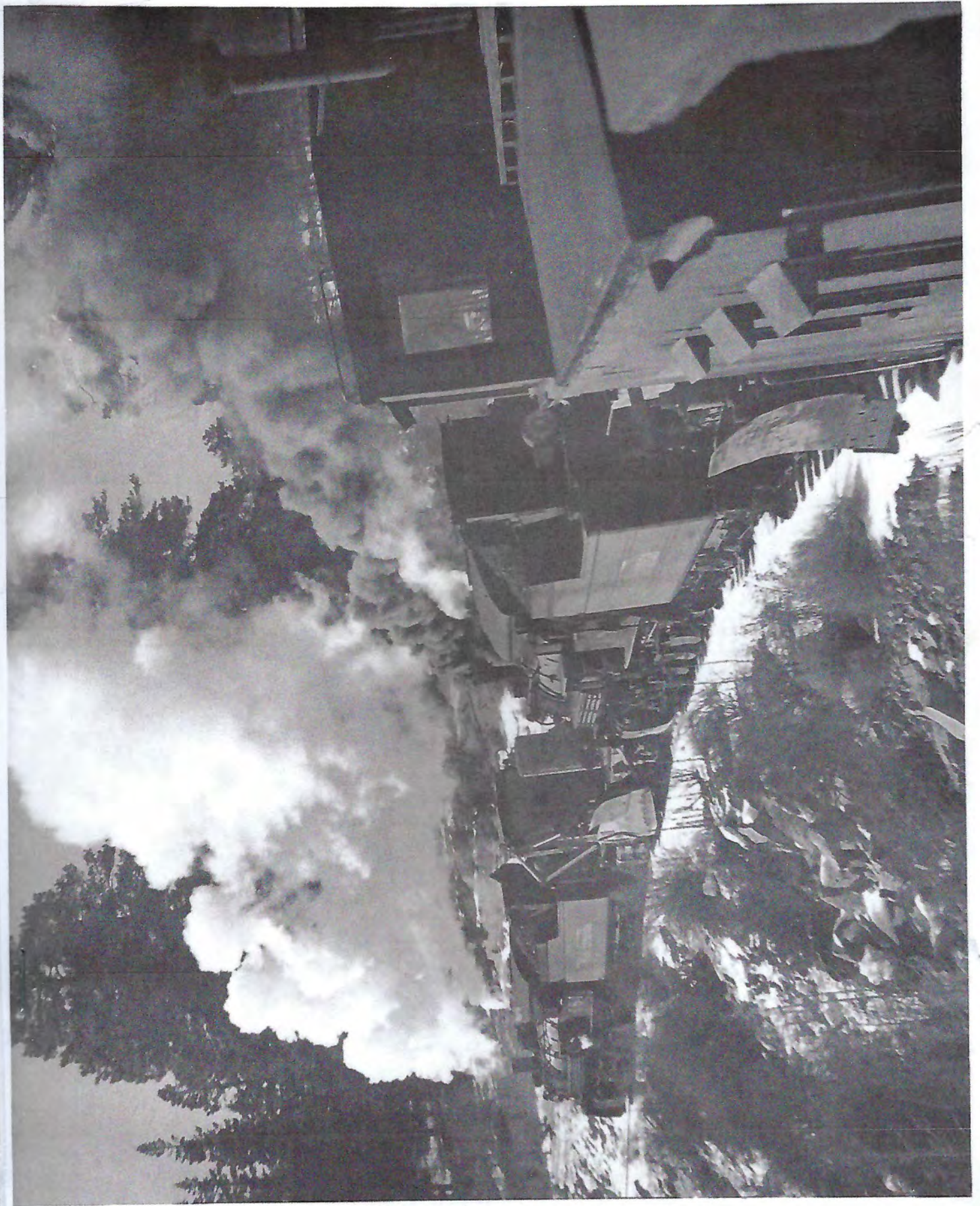
Antonito, Co  
Aug 28, 1968



- Cumbres Pass  
Aug. 28, 1968



- Cumbres Summit  
Aug 28, 1968 -



- Sublette - At Cumbres -  
Jan. 1963

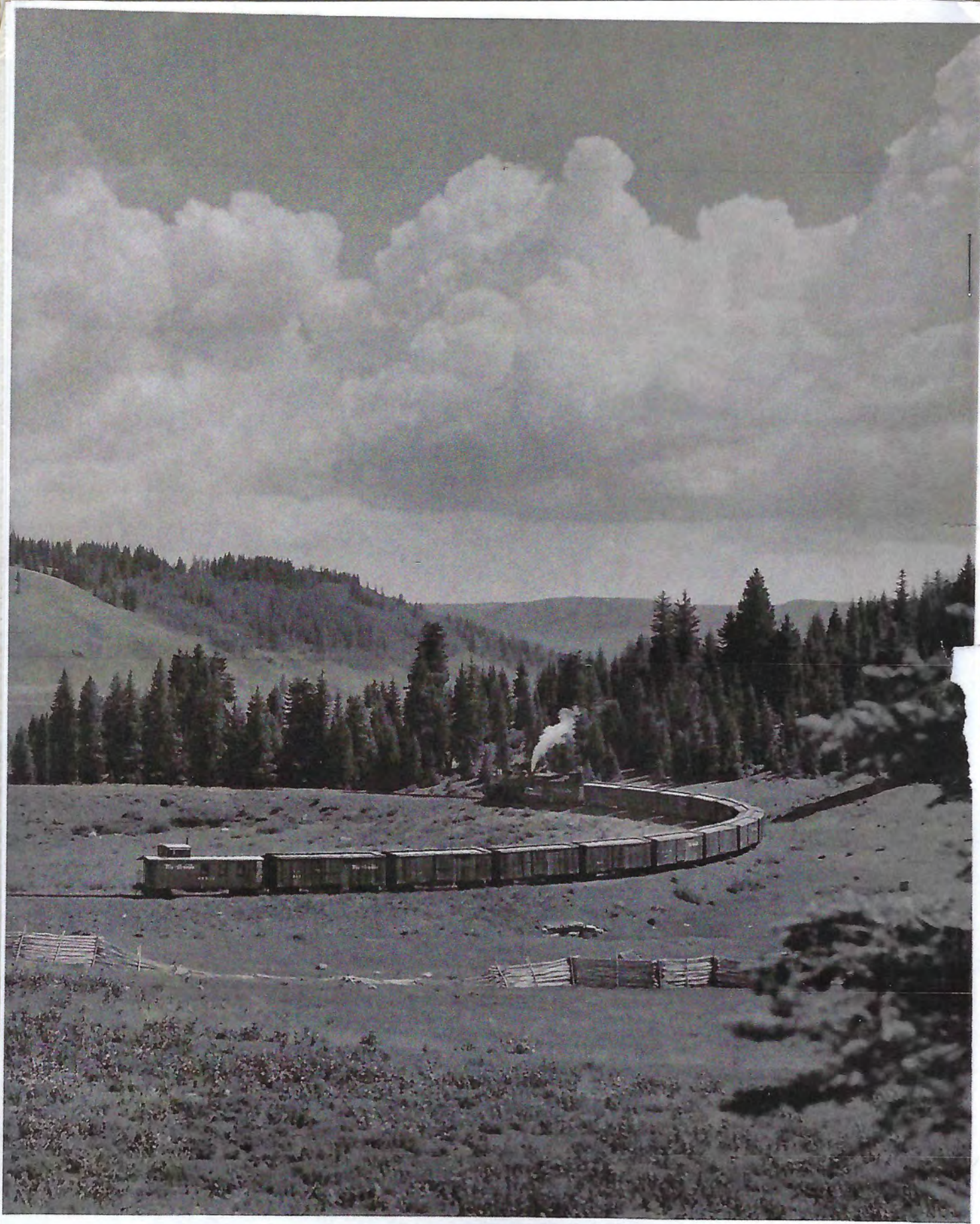


- Ascending Cumbres At -  
Windy Point - Aug 29, 1968

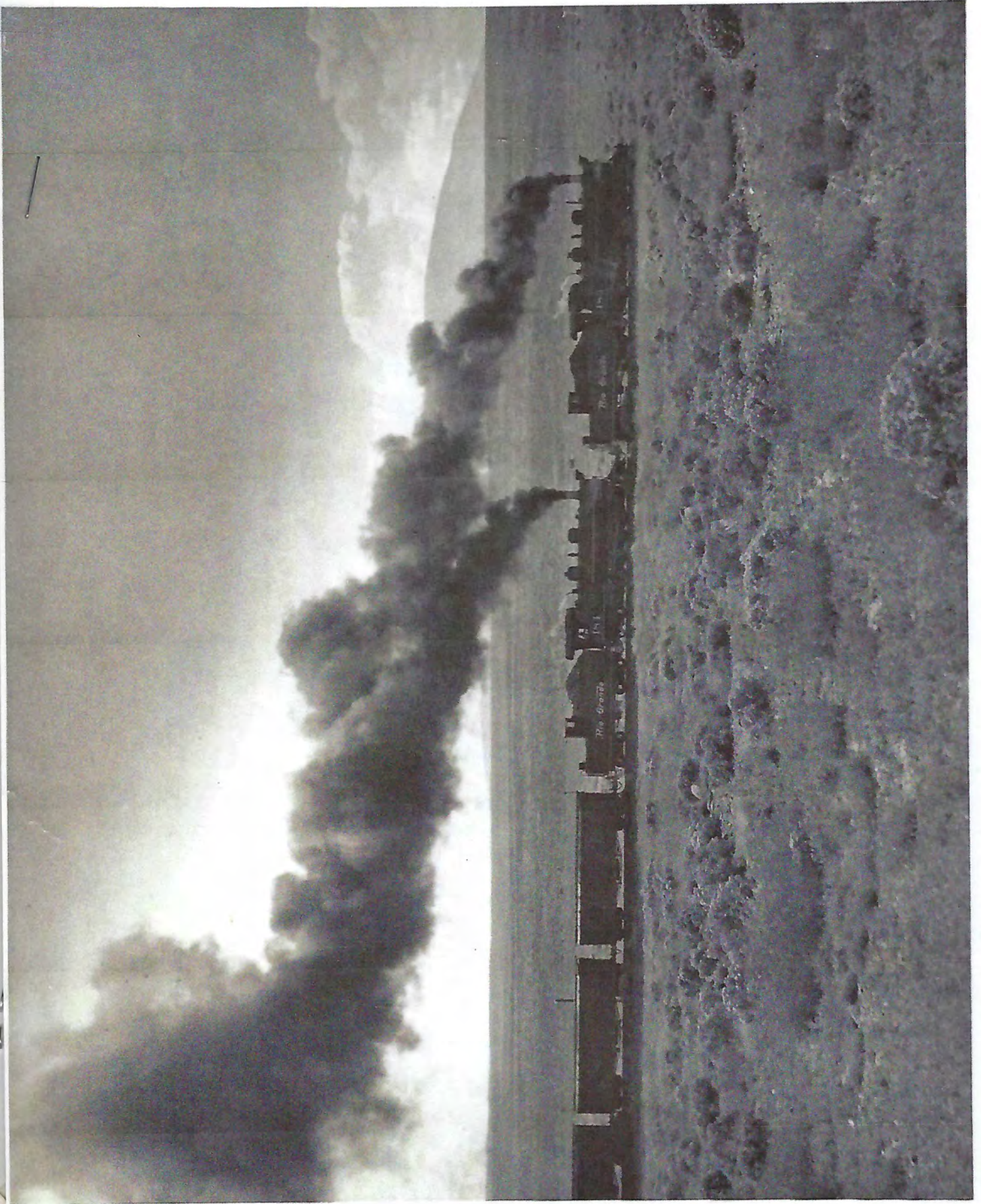




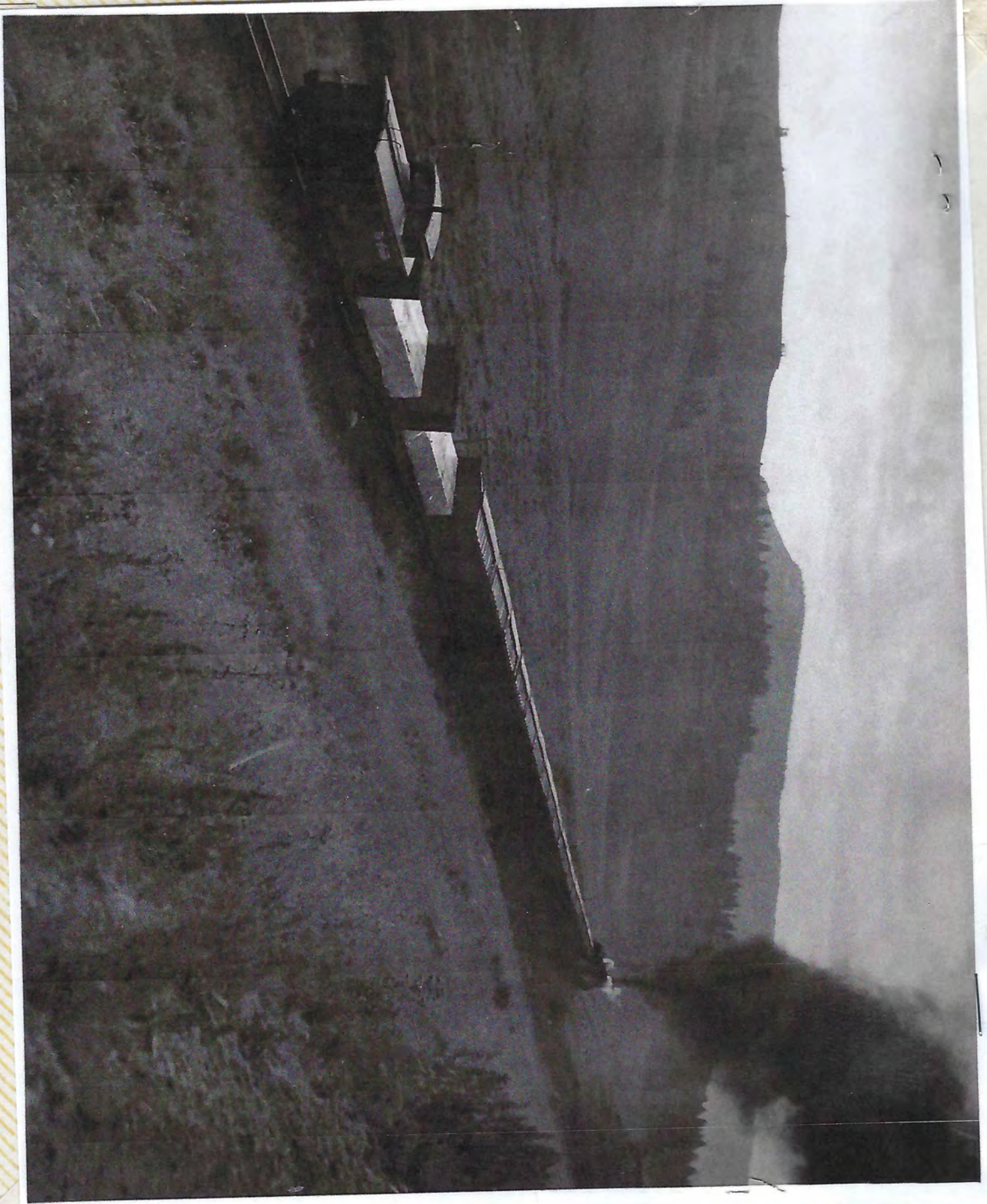
-Cumbres At Los Pinos  
Aug 28, 1968



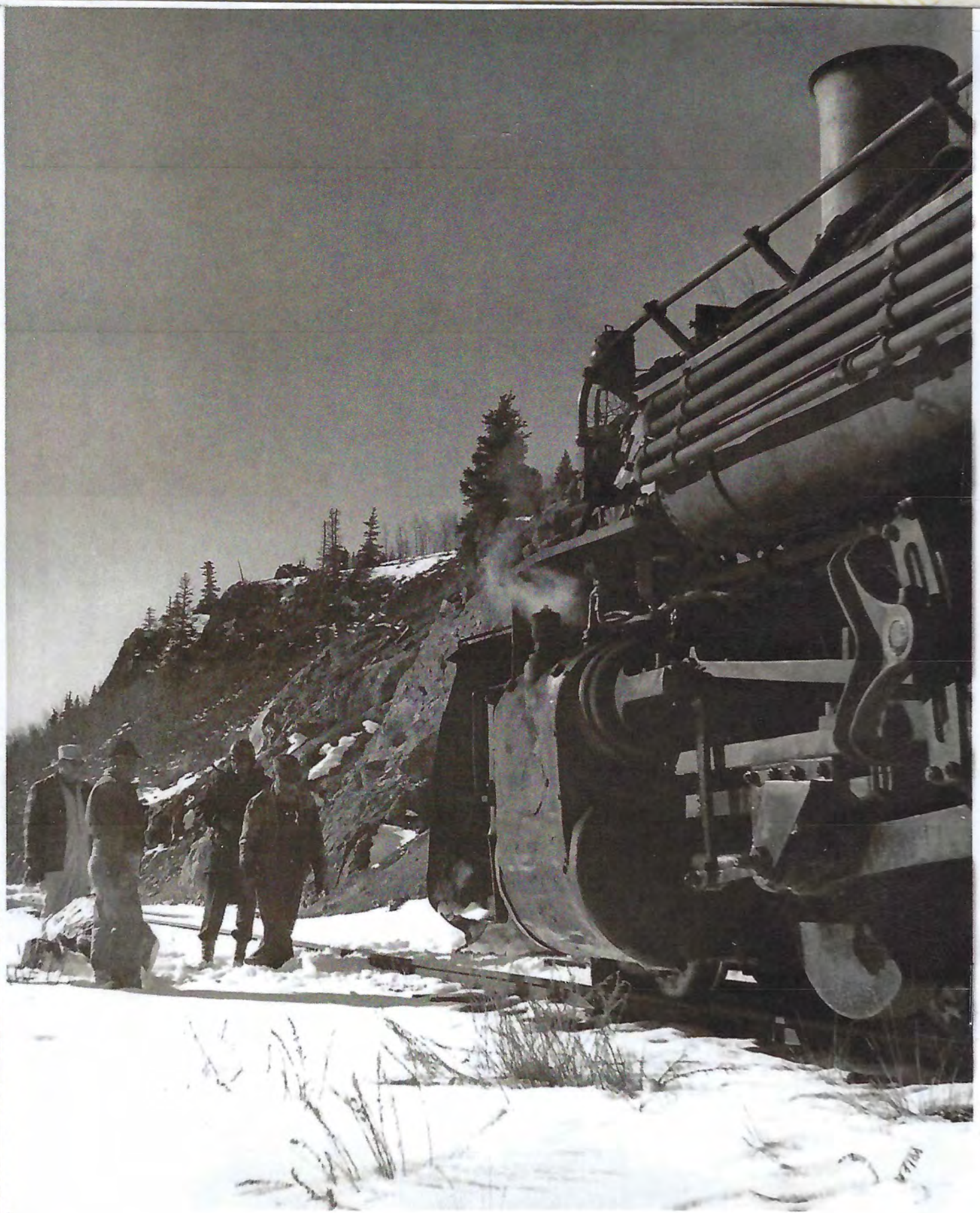
Cumbres-The Loop  
Aug. 29, 1968

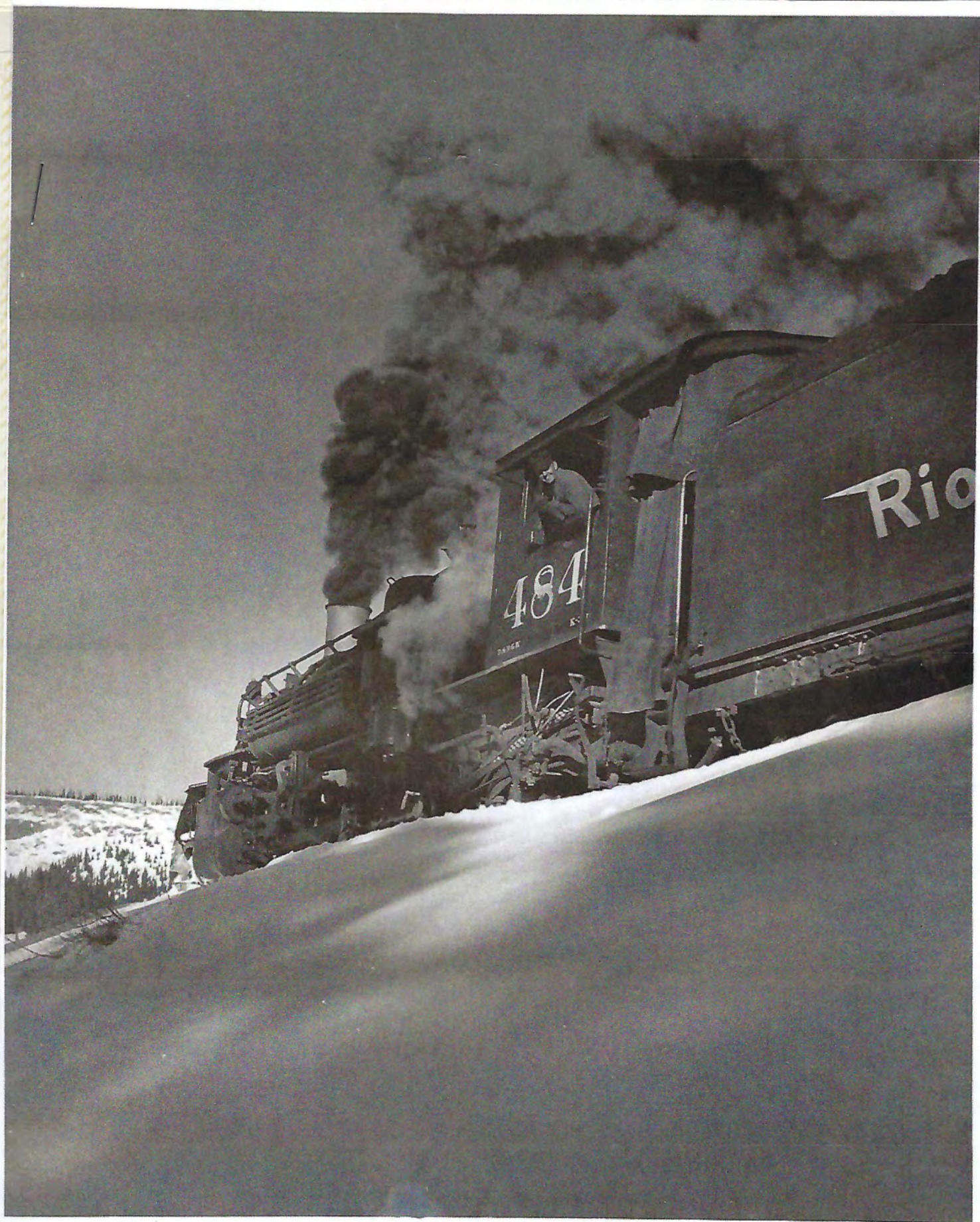


- South of Antonito  
Aug. 28, 1968



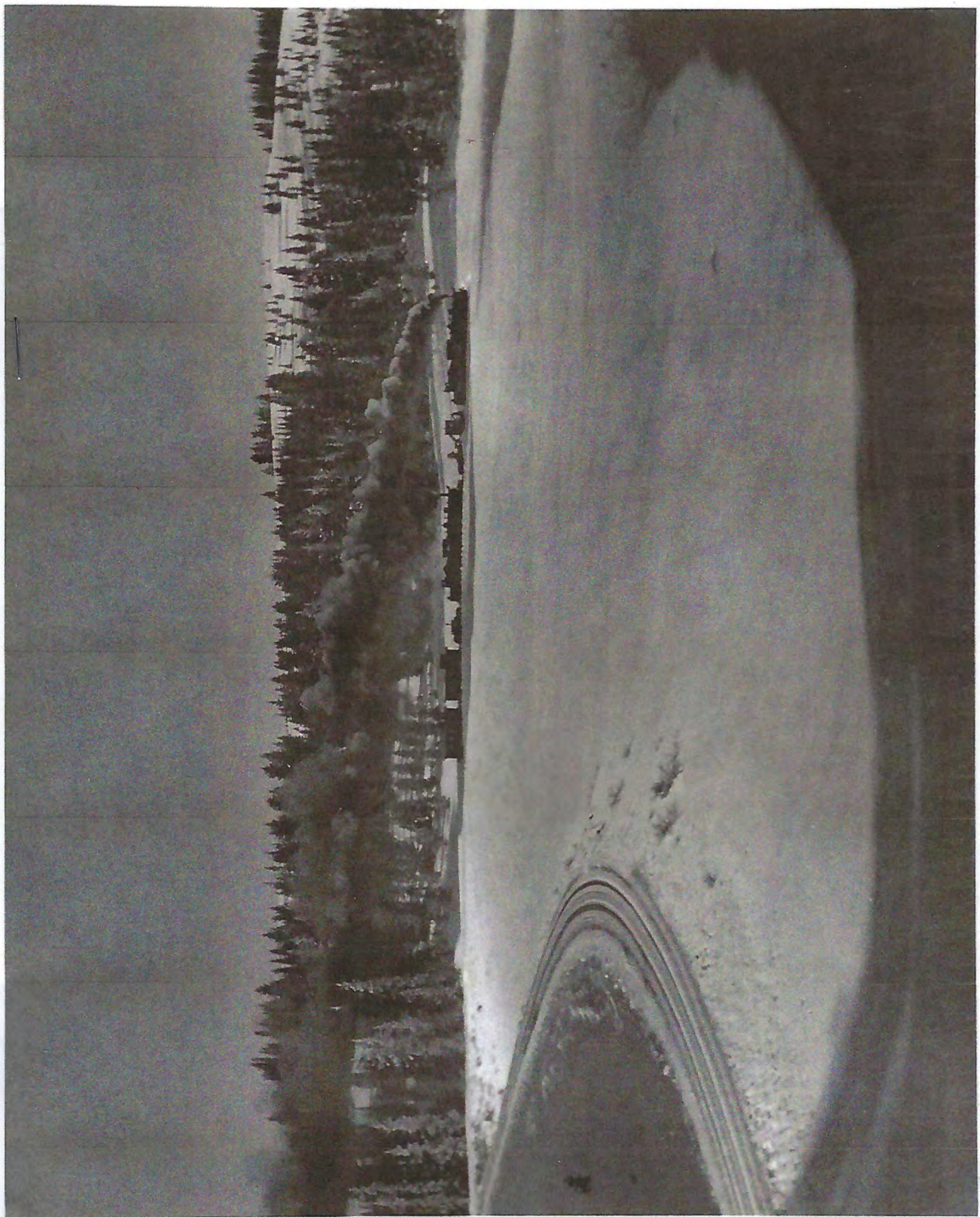
+ To Cumbres  
7.28. 1968



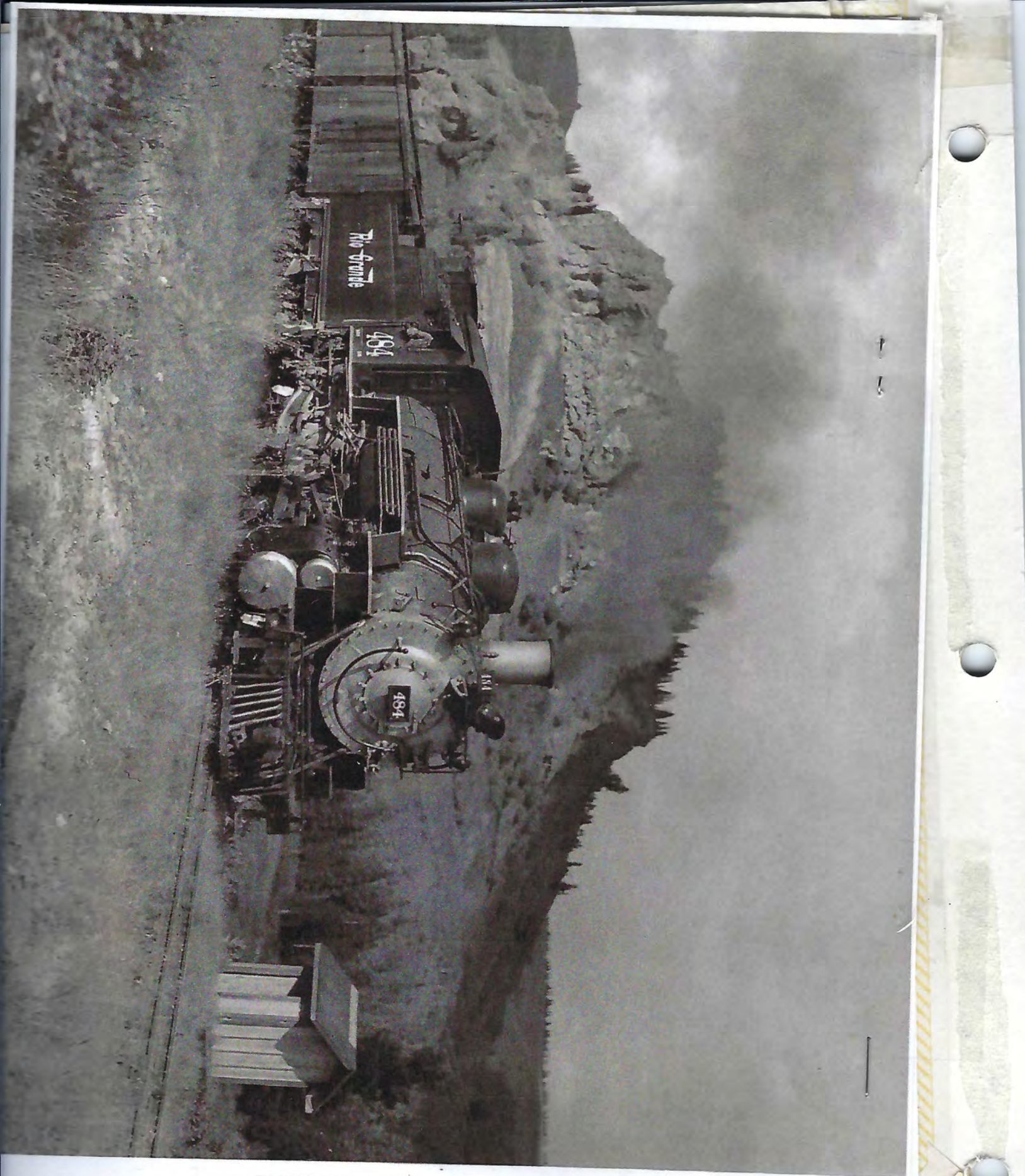


- Cambres Pass  
JAN. 1963

J. Kearse - G. Harden - M. Wasek



East side of Cumbres - Loop  
Soreader & Flanquer - JAN. 1963



Descent from Cumbres At  
Coyo-Windy Point Above - Aug. 28, 1968





-Chama Yard  
Jan. 1963



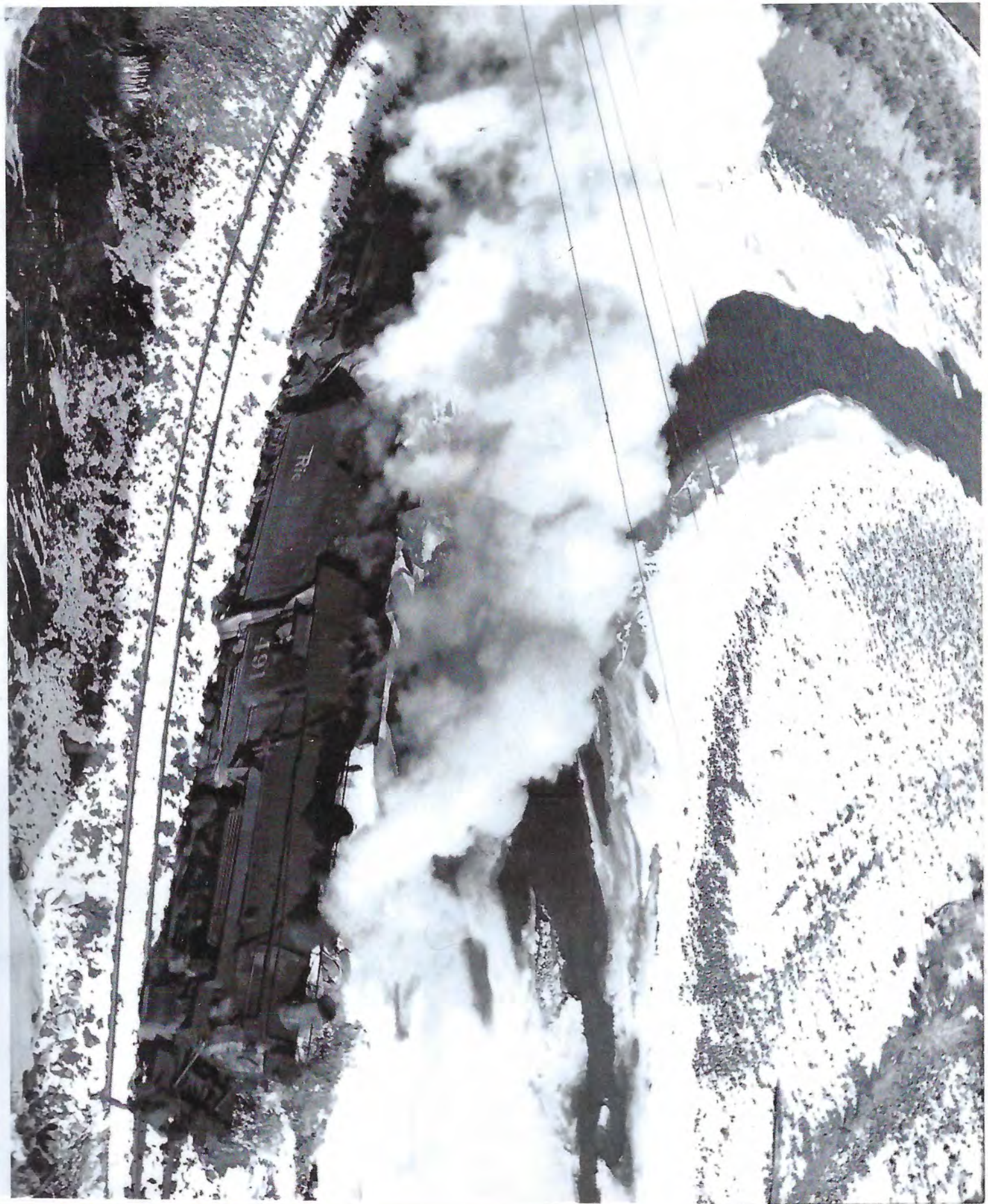
- Spreader & Flanger -  
West Side of Cumbres Jun. 1963



Snow Train at Cumbres Loop  
Jan, 1963

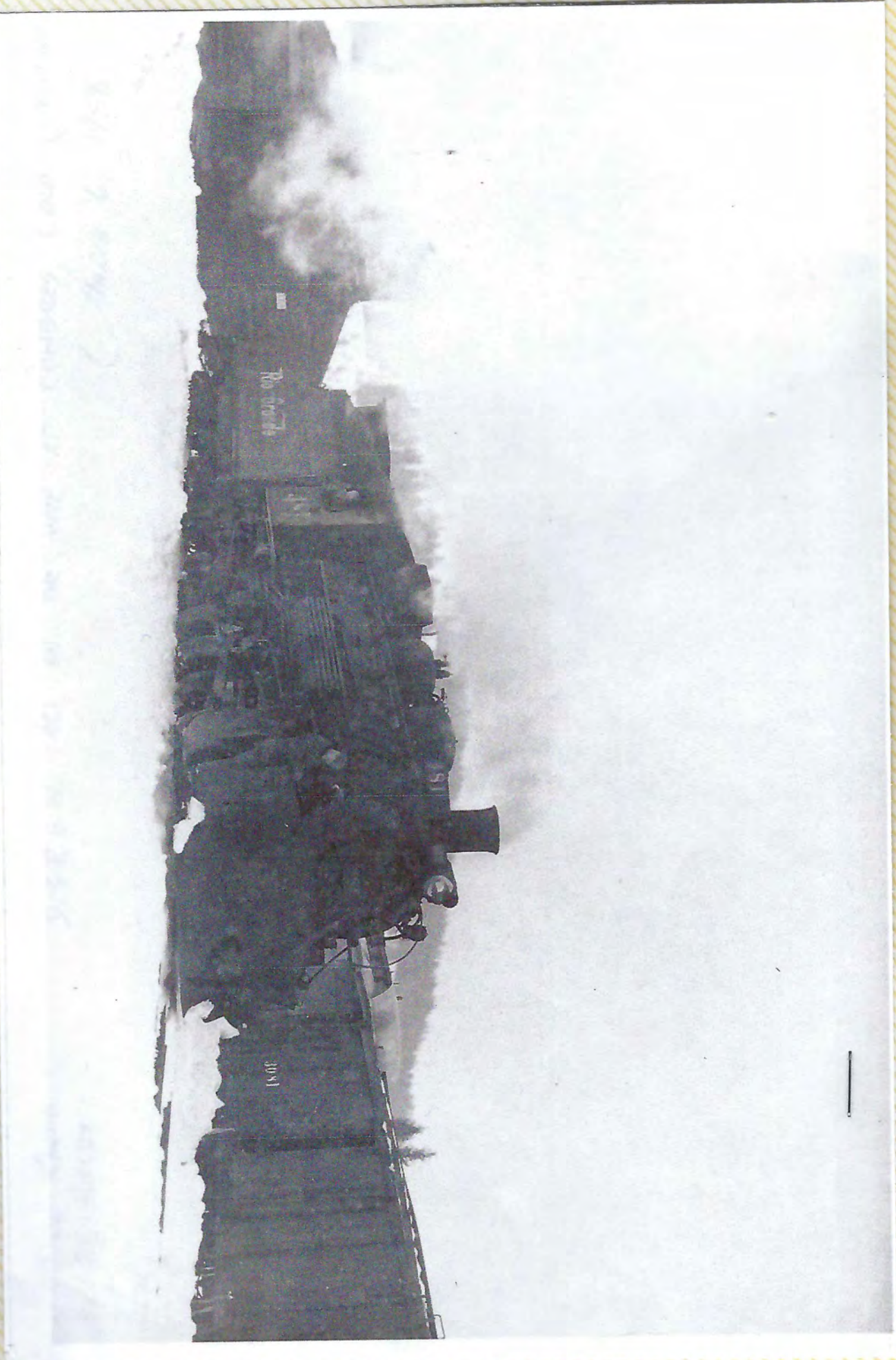


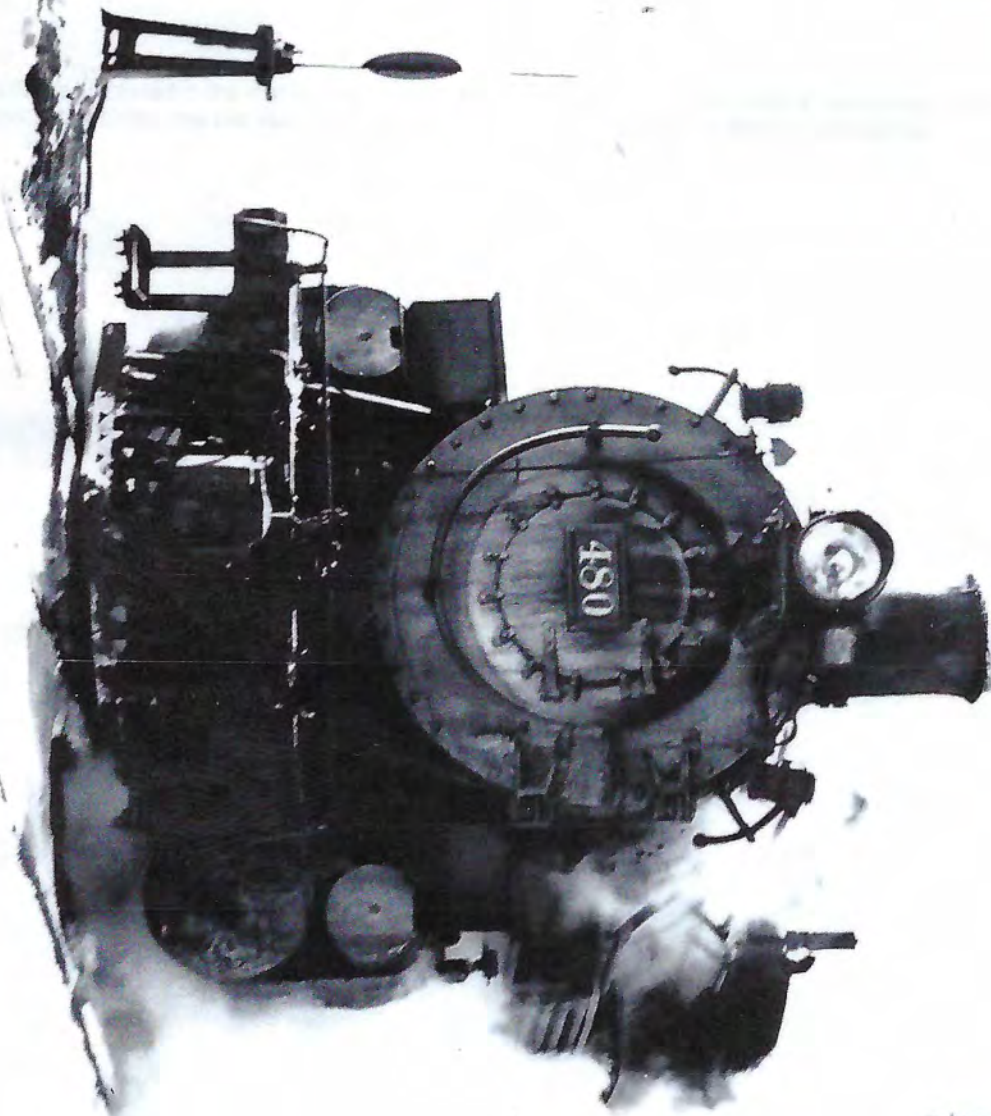
Ignacio-Tiffany Area at  
La Boca JAN. 1963



Pagosa Jct./San Juan River  
Gato - JAN. 1963

East Leg of Wye at Dumbres -  
Snow Shed - Mar. 6, 1958





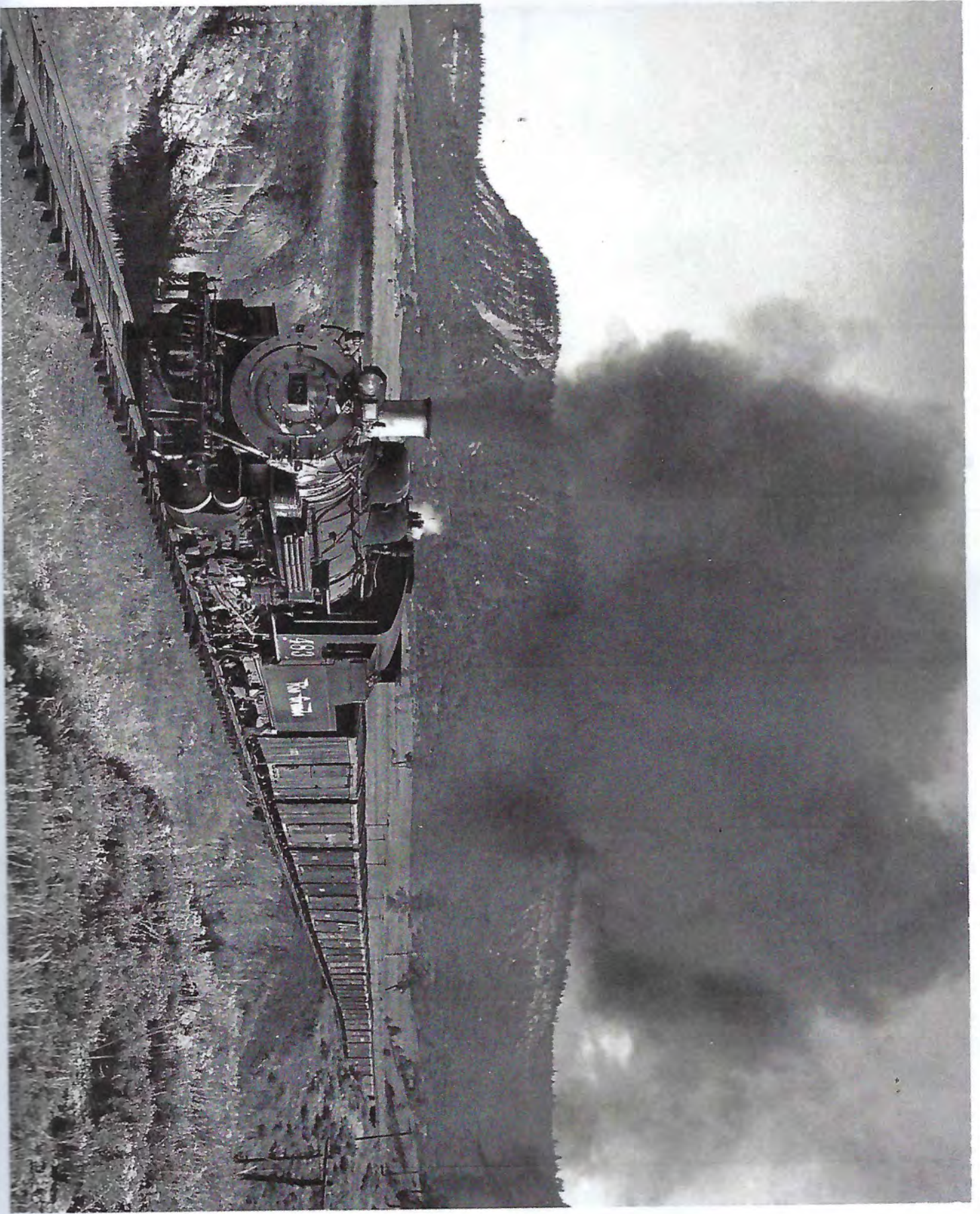
Chama Yard - Start of trip to  
Alamosa - #480 & 483 - minus 8° - JAN. 1963



- 491-Bondad, Co-DaRGW -  
10MPH-48cats MAR. 3, 1958











Pictures Dad took on A  
LAlleta turn - Scenery He  
sees from the train.



How:  
C/F 11:55 am  
on Paveta Turnp.  
Don't fix or wait  
supper. Will eat my  
lunch mid-afternoon.  
Love  
me

12-10-93  
How,  
C/F 1:10 pm  
Antiqua Sel. Will  
eat lunch during  
afternoon, don't wait  
supper. Love  
me



About 1885 - Digging at  
Holtec Tunnel

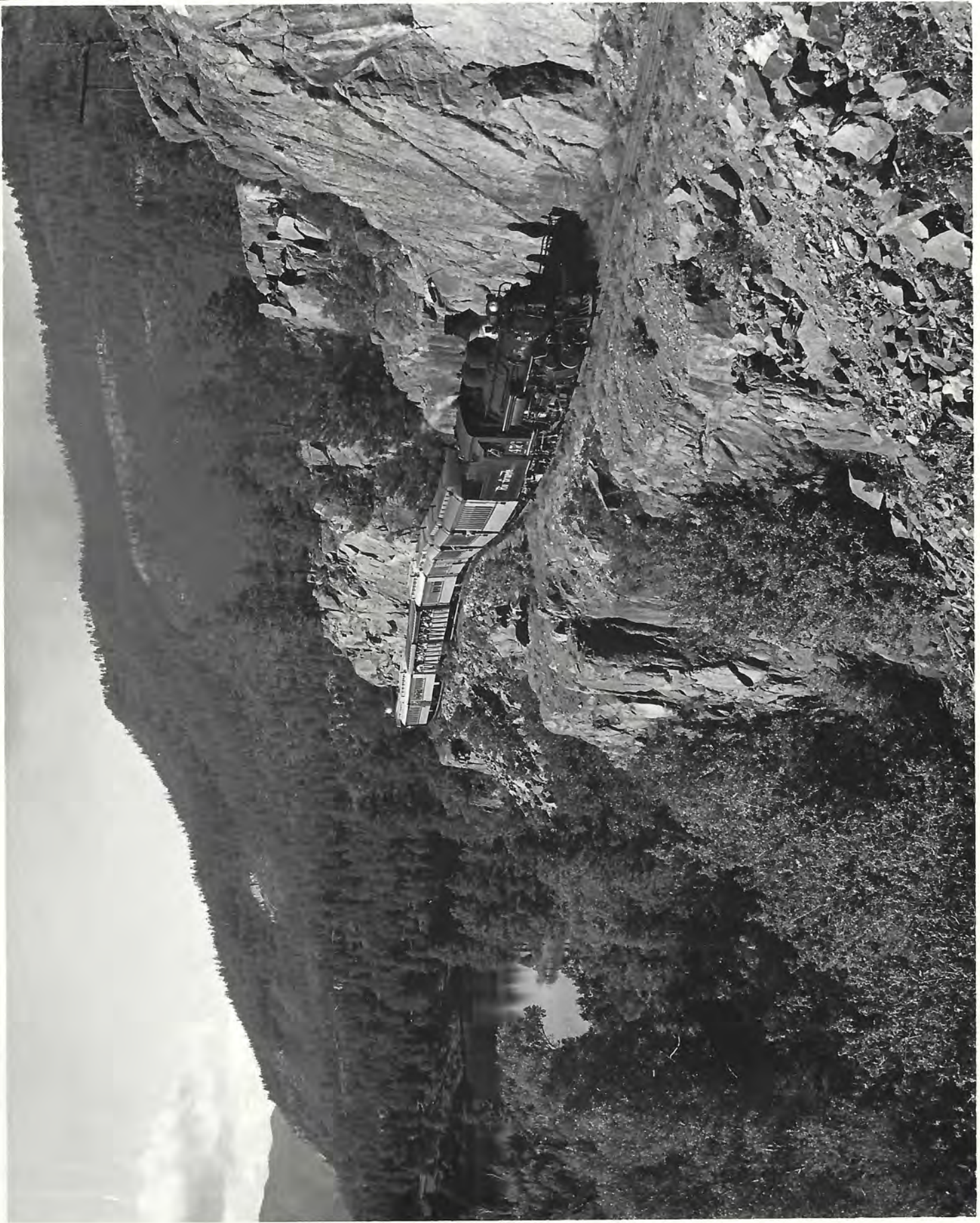


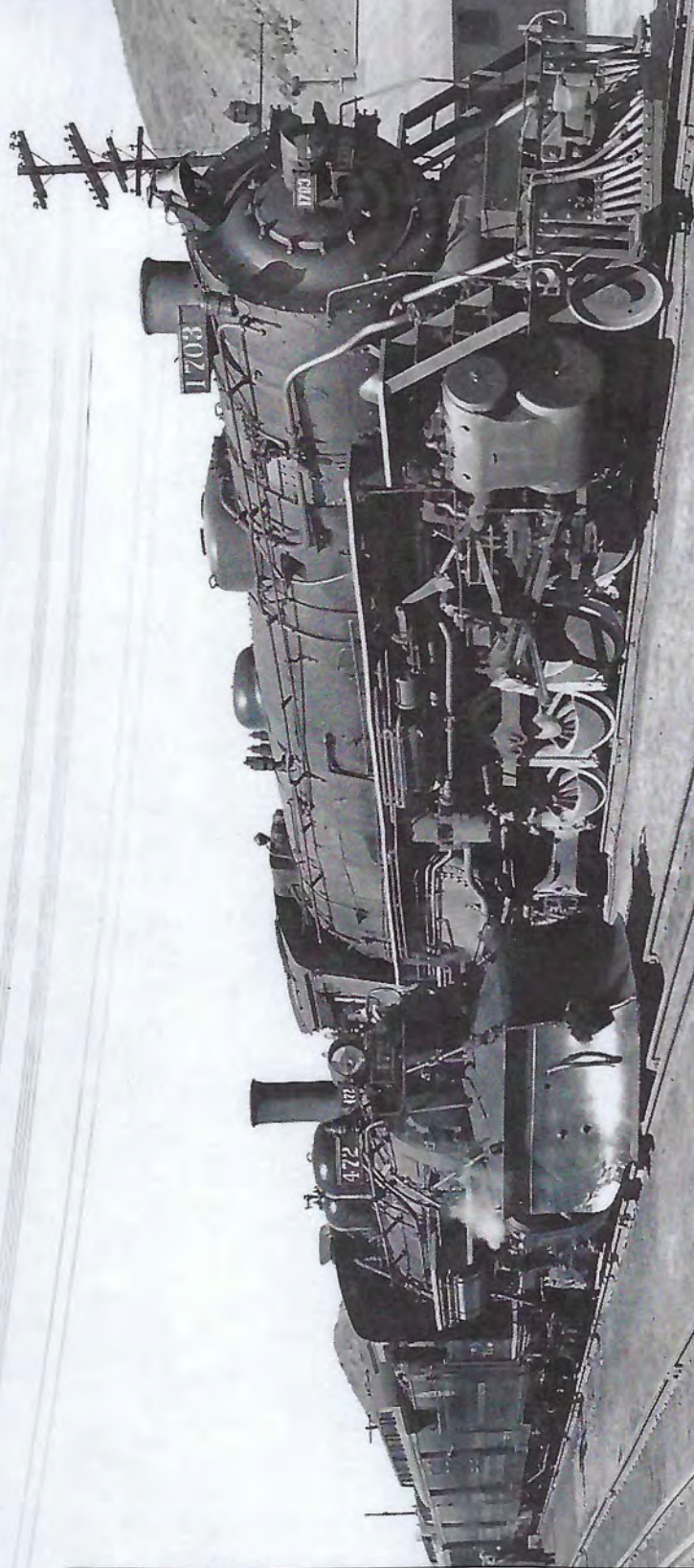












Solida yard - 1930 - note on back of pic.  
Ref Jim: In the early 1940's the U.S Gov.  
bought several of the 470 series engs. to  
be used on the White Pass & Yukon R.R.  
In a de-railment, the 470 & 477 went in  
to a deep river canyon, they were never  
recovered.

DREBND 472, NG 2-8-2, AND 1703, SG 4-8-4, MEET AT SALIDA,  
COLORADO, ABOUT 1930.

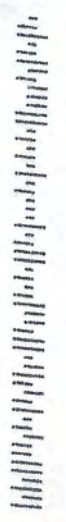
ENG 472 CARIS K-28; Also #64983 9/1923; To U.S. GOVT 10/1942  
ENG 1703 CARIS M-24; BLD #60715 3/1929; LENTILED 1/1935

Geo. L. BEAM PHOTO





Joanne Brennan  
 22 Bacus Ave.  
 Durango, CO 81301



*Division Peace  
 1107 Senior Village  
 La Junta, Co.  
 81050*

*Send Date 9-48 pm  
 " " 12-301 pm*

**Remember...**

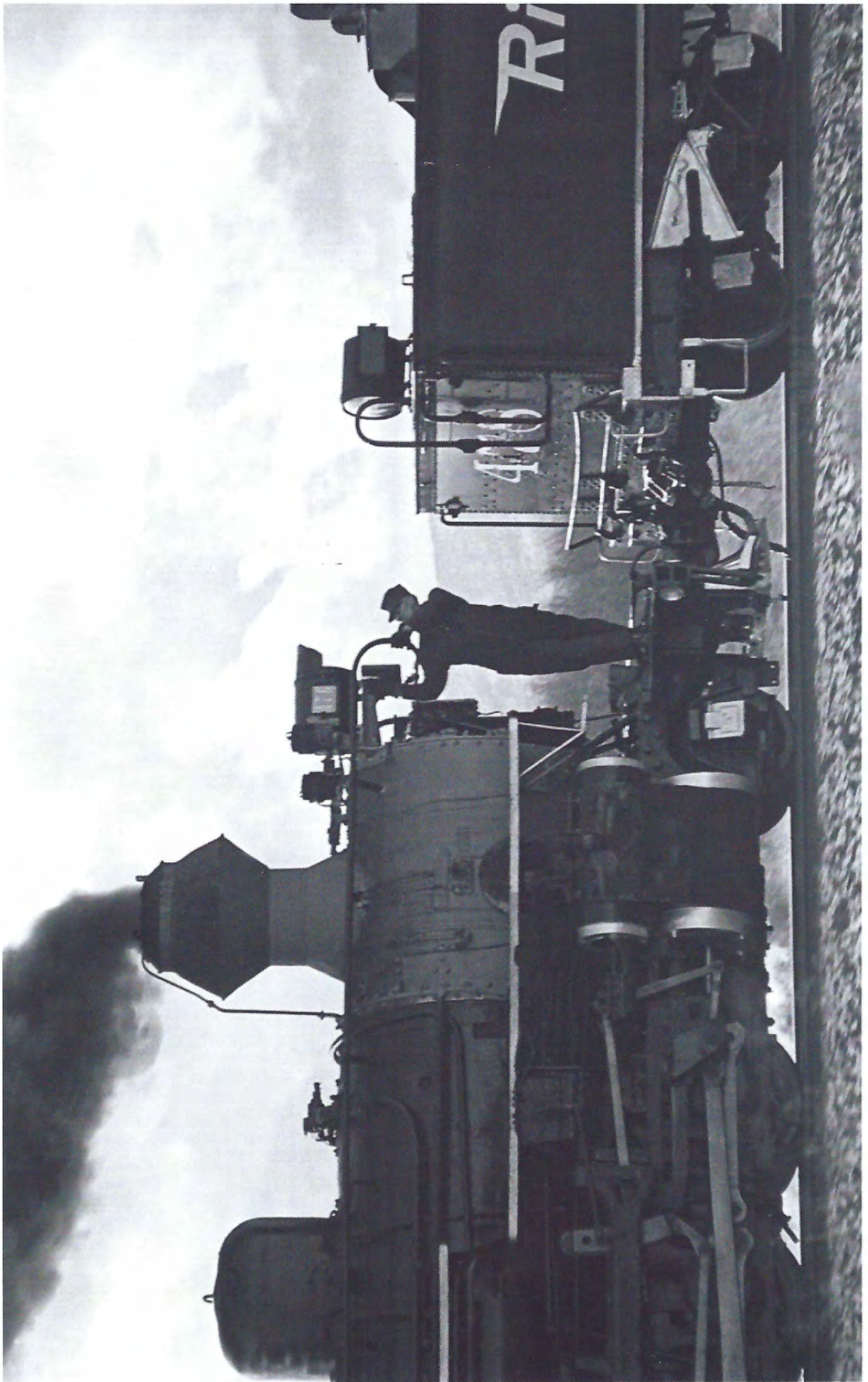
Those were the days - compared to now - Fris is sure hurting the train. Frown or half smile??



02 1P  
 0004706060 JUN 06 2018  
 MAILED FROM ZIP CODE 81301  
**\$ 000.890**  
 PITNEY BOWES  
 UNITED STATES POSTAGE







D. & R. G. W. Form 3024, Rev. 10-80  
**THE DENVER AND RIO GRANDE  
 WESTERN RAILROAD COMPANY**  
 CERTIFICATE OF EXAMINATION

No. A **6235** Jan 28 19 **80**  
 This is to Certify That **James R. Pearce**  
 has been examined upon the Rules and Regulations of the  
 Operating Department and is qualified to perform the duties of  
**Engineer**

At the time of examination, I was given an opportunity to ask  
 questions about any rule I did not understand.  
**James R. Pearce**  
 SIGNATURE OF HOLDER

SELECTIVE SERVICE SYSTEM **DUPLICATE**  
**REGISTRATION CERTIFICATE**  
 This is to certify that in accordance with the Selective Service  
 Proclamation of the President of the United States

James Richard PEARCE (First Name) (Middle Name) (Last Name)  
 2048 - W. 2nd Ave. Durango, Colorado (Place of residence)  
 August 24, 1929 Durango, Colorado (Date of birth) (City or county) (State)  
 has been duly registered this 16 day of September, 1948 (Place of birth)

S/ Hazel L. Olsen (Signature of registrar)  
 Registrar for Local Board 23 Durango, Colorado (Number) (City or county) (State)  
 The law requires you to have this card in your possession at all times  
 for identification and to advise your Local Board of change of address  
 SSS Form No. 3 Form approved. Budget Bureau No. 38-B100. 16-55461-1

Last Rules exam taken - Retired 1-1-90  
**J.R. Pearce** (Employee)  
**Engineer** (Occupation) - Vol. 15/2  
 has successfully completed the indicated examination(s).  
**B.D. Gulb MD** 02-24-93 (Date)  
 Testing Officer Name & Title  
 Exam(s): NP DT K LS YM TD CO **Q** E2 L3 L4





10-16-89

# DN scene of train-UPS crash

DEL NORTE - Local police officers responded just before noon Oct. 16, to the scene of a collision between a westbound D&RGW freight train and a United Parcel Service semi-truck loaded with deliveries.

Police Chief Jeff Sailee reported that Jack Wheeler of Salida was driving the tractor/trailer semi-rig north in the 100 block of Oak Street [Colo. 112], attempting to cross the railroad tracks when the back half of the trailer was struck by the on coming train.

Sailee said it seemed that Wheeler failed to use proper caution upon hearing the loud horn of the approaching train. Red flashing warning signals are on both sides of the tracks and were found to be in proper operational order, the chief said.

According to a report submitted by Officer R. Fresquez, Wheeler claimed the road was "just too wet." Driving on the wet road surface caused by the slowly dissipating morning fog, Wheeler claimed the rear trailer started to slide, "the brakes wouldn't lock-up."

With a speed limit of 35mph, Wheeler said he "couldn't get the

truck to stop in time" as he crossed the rail tracks in front of the freight train's engine.

"The truck crossed immediately in front of us" said train engineer James Pearce. "It was impossible to stop to avoid the truck."

According to the investigative conclusions, the semi-trailer was severed in half as the front of the train "T-boned" the UPS carrier, scattering boxes and packages all around the crash site.

The truck and front half of the trailer turned over onto its side in the shoulder of the road, but Wheeler was uninjured.

"The driver walked away from the whole thing," Sailee commented.

The rear half of the trailer was tossed into a parking lot next to the tracks, which run along the east side of Del Norte's Town Hall, while the train engine sustained minimal front-end damage.

Because of the comprehensive investigation conducted by police, information concerning the collision was withheld from being released to the Courier until Friday.

Whistle signal top of Cumbres  
Double header (2-eng)  
Whistle for station at Windy  
Point - Head Eng. signals 1 long  
3 short (1 long for station,  
3 short for stop at station)  
Second Engine - signals  
3 short whistles - understood  
and acknowledge the stop.



Top of Cumbres Pass



*Happy Holidays*  
*From*  
*Earl & Carmen*  
*Knob*  
*Lobato*  
*Freshe*



7em







Sept. 1964



Sept. 1964

Cumbres-Narrow gauge  
Excursion special 1964



Sept 1964





Sept 1964



Sept 1964



Sept 1964



Sept 1964

MAY 22, 1952 - JR Pearce  
Durango - Eng. 463 DHRGW



Jim & friend - Durango yard - 1954  
Crew office at round house  
This area destroyed by fire.  
Re-built by Dgo. - Silverton





Jim - water TANK AT GATO - AGOSTA Junction



Jim Pearce & Roy BUCHANAN Durango yard



A. ALEXANDER & Stray dogs that lived in RR yard



Jim - Durango 1954  
Old Roundhouse in  
Back ground



Sept 1964

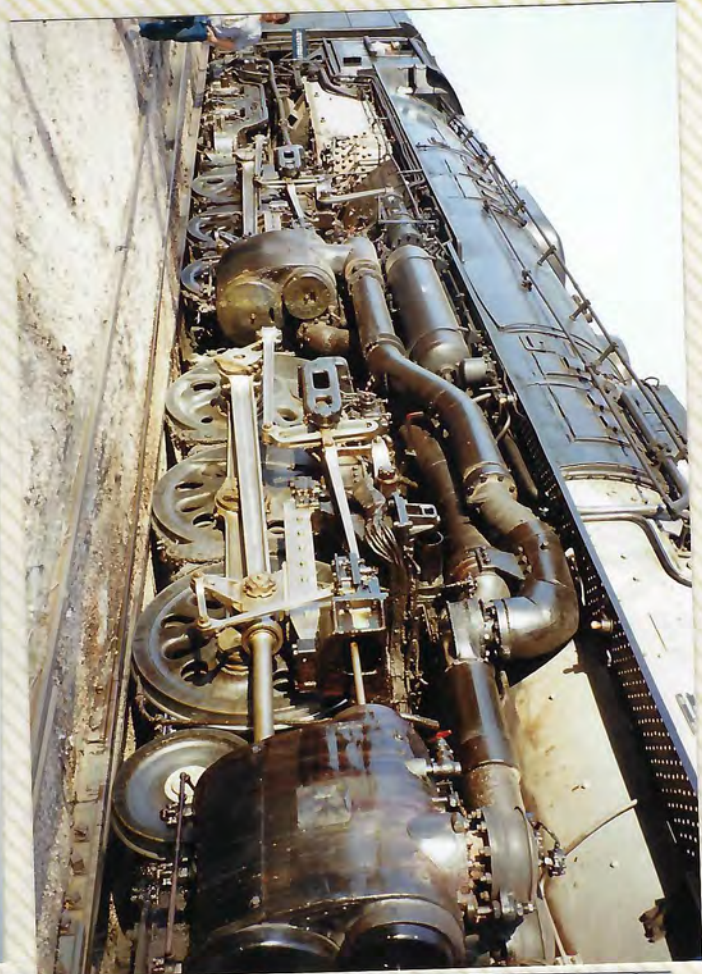
Road Foreman of Equipment  
Asst. Trainmaster  
James R. Pearce

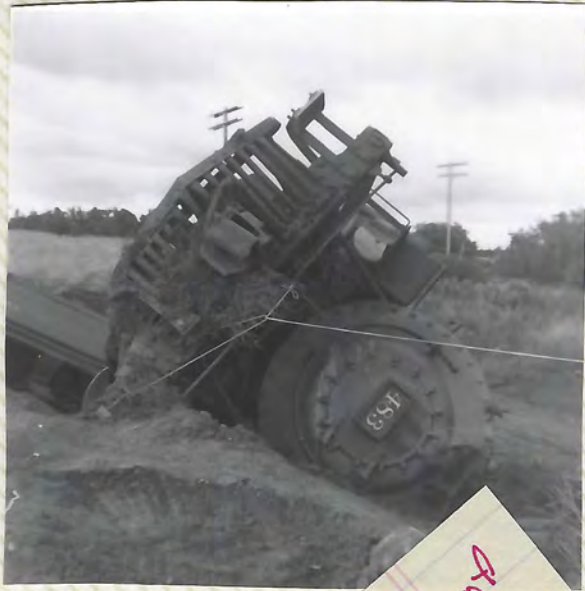












Bocera Hill, east of Durango, west of Florida mesa, train wreck, Chama to Durango run, Eng. 483 & 494 - Bill Holt - eng. Paul Mayer - human - lead engine, Paul killed. 2nd eng. - Bob Shock - engineer - 1958.



60



Rock Slide - 1/2 mi. W. of Dulce  
on Apache Resv. Aug. 7, 1963

Derailement Los Piños (Cumbres Pass) 1960  
Jim Road foreman of Equip.



60



60



60



60



Sept 1964





Derrailment Browns  
CANYON, No. of SALIDA -  
Dad - R.F. of Eq. - Asst. Tm.



Sept. 1970 - per Jim Pearce R.F. of Eq.  
Train from Minturn to Pueblo  
thru Salida, hit a rock, derailed,  
lead eng. landed in river facing  
back toward Minturn. Fast eng.  
of consist usually carried dead-  
head crew from Minturn to Salida  
The cab of this engine was demon-  
strated when gondola car went over  
the top of the cab. Fortunately there  
wasn't a crew aboard.  
Engineer: Frosty Elaine  
Brakeman: Bill McCoy  
They were bruised but unhurt.



Derailement at TIFFANY,  
Co. - 1957  
Jim Pearce, Myron Henry  
Raymond Murry, Dayland Bruce  
Mike Asagua







Derailed East of Alamosa  
Mid. 1970's





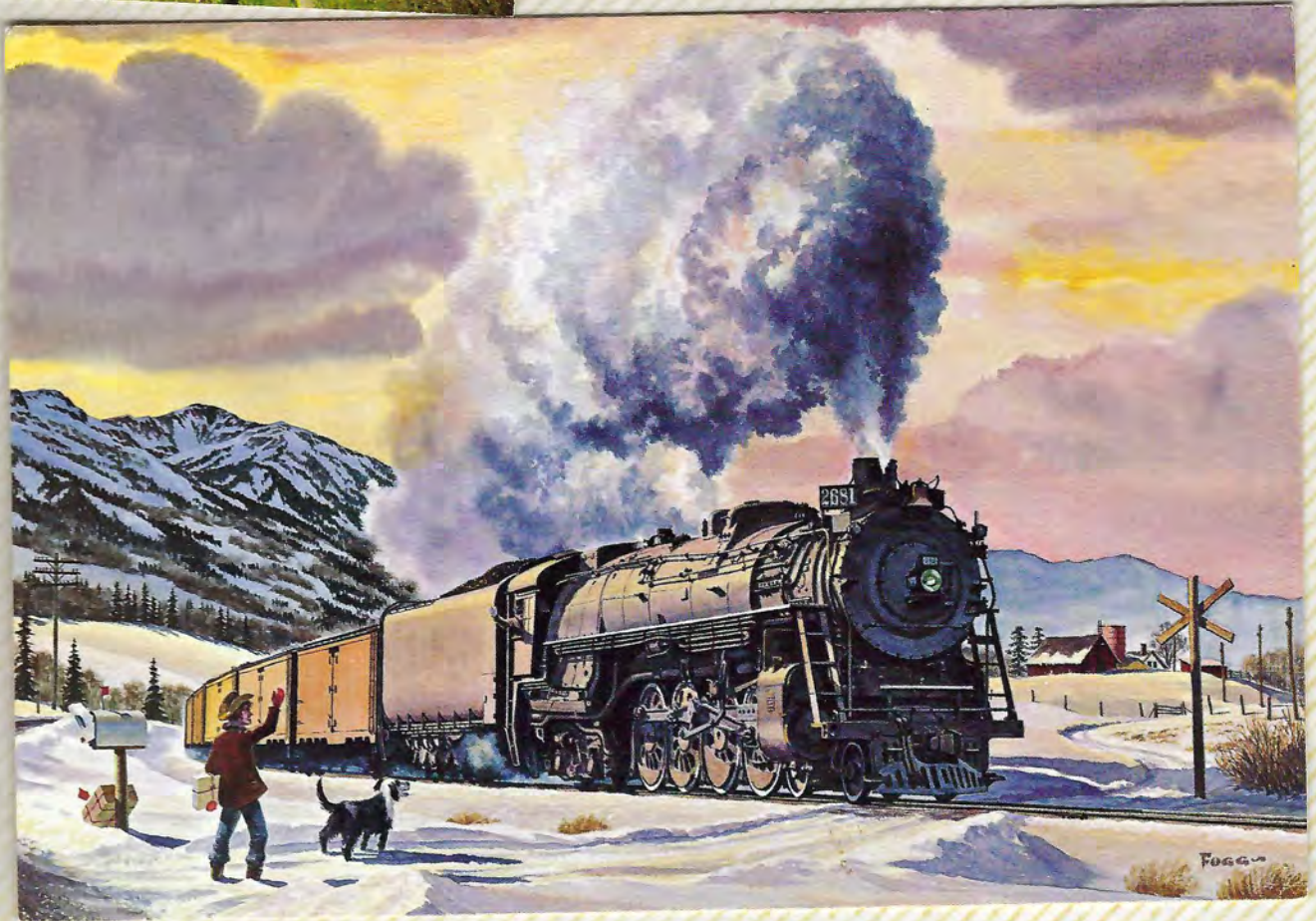
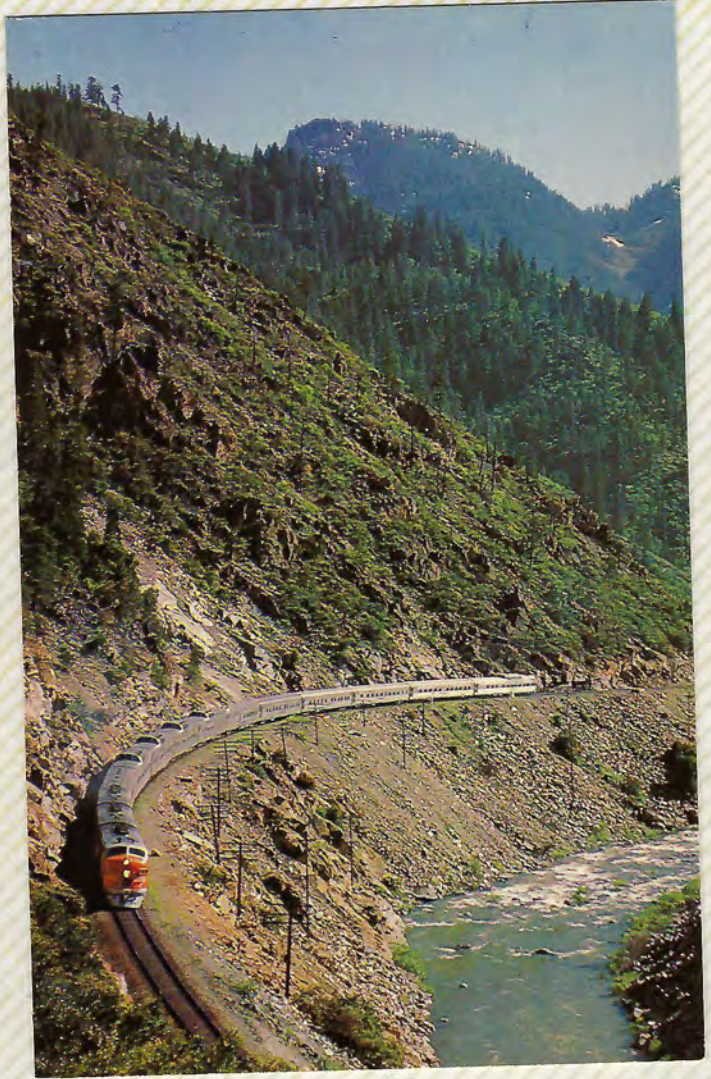
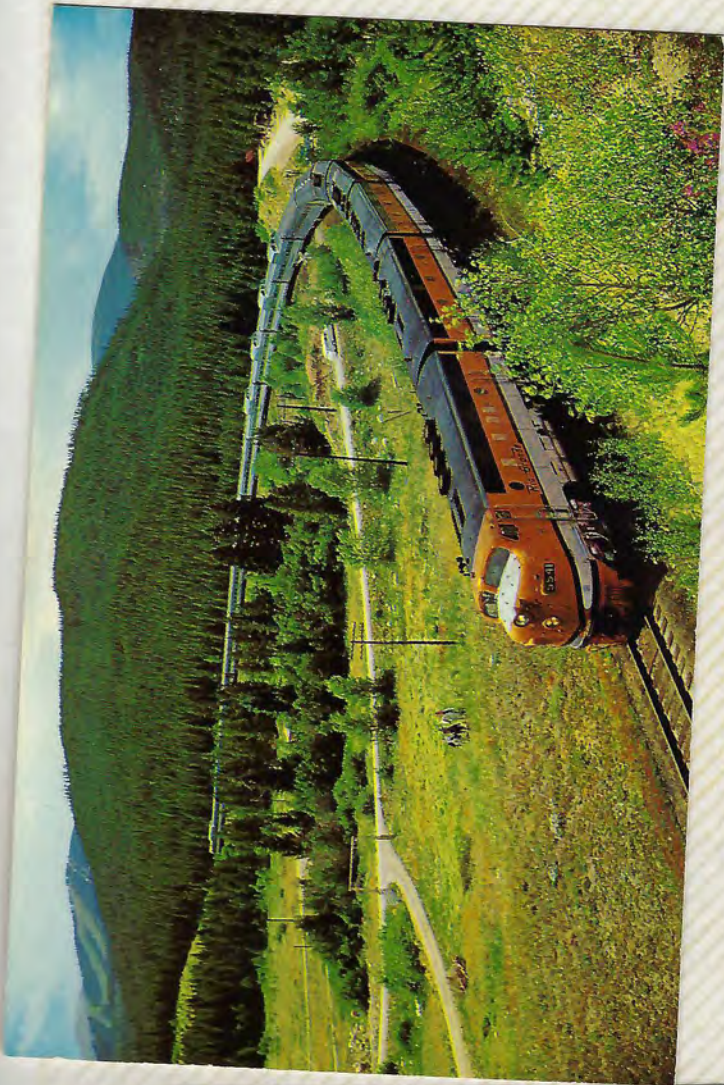


SNOW TUNNEL AT THE INFAMOUS RIVERSIDE SLIDE, JULY 6, 1888.

CHARLES GOODMAN PHOTO—  
STATE HISTORICAL SOCIETY OF COLORADO











4-10-2 type 3-cylinder locomotive owned and operated by  
*Railway and Locomotive Historical Society, Inc.*  
SOUTHERN CALIFORNIA CHAPTER





*Dads pay stubs 1948*

INCLUDES WAGE ADJ  
OCT 16TH THRU 31 1948

PERIOD ENDING	EMPLOYE NUMBER	TOTAL EARNINGS	MISCELLANEOUS DEDUCTIONS =
1115	6400	20626	
# INCLUDES DEDUCTIONS WHICH YOU HAVE AUTHORIZED			
1186	3060	175	
RAILROAD RETIREMENT	INCOME TAX	HOSPITAL	BONDS

222-95163

THE DENVER AND RIO GRANDE WESTERN R. R. CO.  
STATEMENT OF EARNINGS AND DEDUCTIONS  
FOR PERIOD ENDING AS SHOWN ABOVE  
DETACH BEFORE PRESENTING FOR PAYMENT  
D & R G W FORM 473 REV. 1-46 SECTION 2-A

PERIOD ENDING	EMPLOYE NUMBER	TOTAL EARNINGS	MISCELLANEOUS DEDUCTIONS =
1015	6400	18238	
# INCLUDES DEDUCTIONS WHICH YOU HAVE AUTHORIZED			
1049	2720	175	
RAILROAD RETIREMENT	INCOME TAX	HOSPITAL	BONDS

222-95163

THE DENVER AND RIO GRANDE WESTERN R. R. CO.  
STATEMENT OF EARNINGS AND DEDUCTIONS  
FOR PERIOD ENDING AS SHOWN ABOVE  
DETACH BEFORE PRESENTING FOR PAYMENT  
D & R G W FORM 473 REV. 1-46 SECTION 2-A

PERIOD ENDING	EMPLOYE NUMBER	TOTAL EARNINGS	MISCELLANEOUS DEDUCTIONS =
1031	6400	20912	
# INCLUDES DEDUCTIONS WHICH YOU HAVE AUTHORIZED			
676	3060	175	
RAILROAD RETIREMENT	INCOME TAX	HOSPITAL	BONDS

222-95163

THE DENVER AND RIO GRANDE WESTERN R. R. CO.  
STATEMENT OF EARNINGS AND DEDUCTIONS  
FOR PERIOD ENDING AS SHOWN ABOVE  
DETACH BEFORE PRESENTING FOR PAYMENT  
D & R G W FORM 473 REV. 1-46 SECTION 2-A

PERIOD ENDING	EMPLOYE NUMBER	TOTAL EARNINGS	MISCELLANEOUS DEDUCTIONS =
930	6400	1428	
# INCLUDES DEDUCTIONS WHICH YOU HAVE AUTHORIZED			
82	214	60	
RAILROAD RETIREMENT	INCOME TAX	HOSPITAL	BONDS

222-95163

THE DENVER AND RIO GRANDE WESTERN R. R. CO.  
STATEMENT OF EARNINGS AND DEDUCTIONS  
FOR PERIOD ENDING AS SHOWN ABOVE  
DETACH BEFORE PRESENTING FOR PAYMENT  
D & R G W FORM 473 REV. 1-46 SECTION 2-A

**THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY**  
DENVER, COLORADO 80217

23-7/1020

PAY TO THE  
ORDER OF **J R PEARCE**  
311 14TH ST  
ALAMOSA CO 81101

44800  
EMPLOYEE NO.

VOID AFTER 60 DAYS  
AUG. 25, 1989  
DATE OF CHECK

CHECK NUMBER  
**619548**

DOLLARS CENTS  
\$ \*\*\*\*970<sup>A</sup> 96

SUM OF \*\*\*\*970 DOLLARS AND 96 CENTS

PAYROLL ACCOUNT

UNITED BANK OF DENVER N.A.  
DENVER, COLORADO 23-7/1020

22

*R. Schulte* TREASURER

⑆619548⑆ ⑆102000076⑆ 101 0037421⑆

**THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY**  
DENVER, COLORADO 80217

23-7/1020

PAY TO THE  
ORDER OF **J R PEARCE**  
311 14TH ST  
ALAMOSA CO 81101

44800  
EMPLOYEE NO.

VOID AFTER 60 DAYS  
FEB. 09, 1990  
DATE OF CHECK

CHECK NUMBER  
**648986**

DOLLARS CENTS  
\$ \*\*\*\*1061<sup>A</sup> 50

SUM OF \*\*\*1061 DOLLARS AND 50 CENTS

PAYROLL ACCOUNT

UNITED BANK OF DENVER N.A.  
DENVER, COLORADO 23-7/1020

*R. Schulte* TREASURER

⑆648986⑆ ⑆102000076⑆ 101 0037421⑆

**THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY**  
DENVER, COLORADO 80217

23-7/1020

PAY TO THE  
ORDER OF **J R PEARCE**  
311 14TH ST  
ALAMOSA CO 81101

44800  
EMPLOYEE NO.

VOID AFTER 60 DAYS  
JAN. 25, 1990  
DATE OF CHECK

CHECK NUMBER  
**646584**

DOLLARS CENTS  
\$ \*\*\*\*846<sup>A</sup> 08

SUM OF \*\*\*\*846 DOLLARS AND 08 CENTS

PAYROLL ACCOUNT

UNITED BANK OF DENVER N.A.  
DENVER, COLORADO 23-7/1020

*R. Schulte* TREASURER

⑆646584⑆ ⑆102000076⑆ 101 0037421⑆

*Copies of paychecks with  
D. & R. G. W. RR logo after purchase  
of So. Pac. - Rio Grande logos  
were replaced with S.P.*

ANTONITO,  
COLORADO



LAVA TANK

The Whiplash

BIG HORN

SUBLETTE

TOLTEC

OSIER

Toltec  
Gorge

LOS PINOS

Cascade  
Trestle

CUMBRES

Tanglefoot  
Curve

Windy  
Point

CRESCO

LOBATO

Lobato  
Trestle

Chama River Bridge

CHAMA  
NEW MEXICO



Fifth-largest line is result **10-88**

# SP railroad sale papers are signed

DENVER (AP) — Billionaire Philip Anschutz signed the final papers Thursday to buy Southern Pacific railroad for a reported \$1.8 billion.

The acquisition combined with his Denver & Rio Grande railroad puts Anschutz at the throttle of the nation's fifth-largest railroad company in terms of track mileage.

The final closing took place in New York City.

"Rio Grande's purchase of Southern Pacific today ends years of uncertainty and opens the door to robust competition in the western rail corridors," said W. J. Holtman, Rio Grande's board chairman. "This historic combination brings together two railroads which hold an important place in the pioneering of the West. This is an excellent opportunity."

Anschutz's new rail combine has 15,046 miles of track and is ranked sixth nationally in revenues.

Anschutz made his fortune in

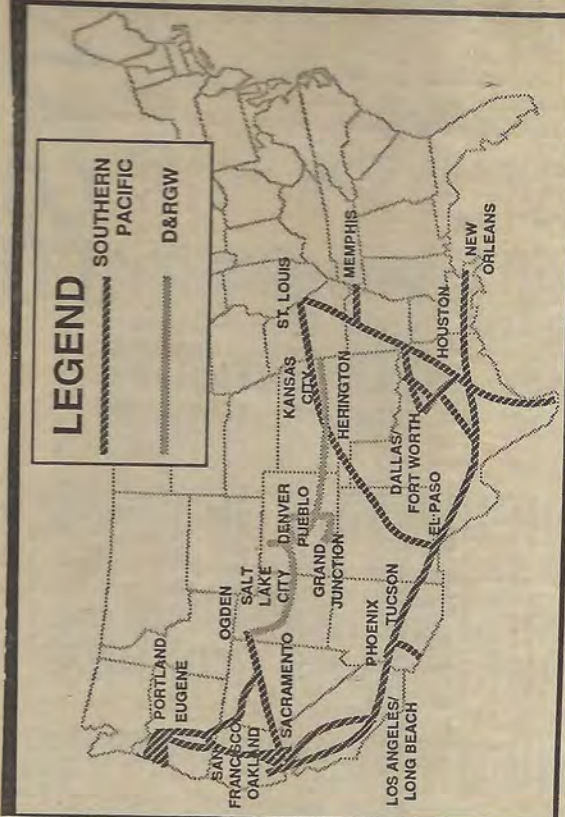
oil, gas and real estate. He will become chairman of the board and chief executive officer of Southern Pacific.

Mike Mohan, now executive vice president of Southern Pacific, will become president and chief executive officer of both lines. Both railroads will be operated from Southern Pacific's San Francisco headquarters. D&RG had been headquartered in Denver.

Anschutz has said 400 to 800 jobs will be lost through the consolidation of the two companies, although the cuts likely will be split evenly between San Francisco and Denver.

The Interstate Commerce Commission earlier approved the deal. The two lines will remain separate corporate entities although both will be held by Rio Grande Industries Inc.

"This creates the only western railroad with two rail corridors. Now, Southern Pacific and Rio Grande will be in both the southern and central corridors,"



Anschutz's attorney, Bob Starzel, said.

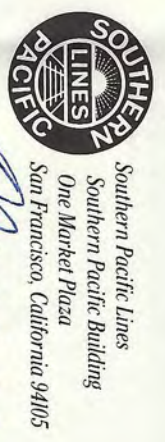
Starzel also said 66 locomotives from Rio Grande will be transferred to the Southern Pacific fleet which means SP can now have the power to run all of its business. In

the past, SP had been constricted by lack of locomotives.

The Rocky Mountain news reported that Anschutz paid \$1.02 billion in cash and assumed \$760 million in debt to acquire Southern Pacific.

J R PEARCE  
311 14TH ST  
ALAMOSA CO 81101  
521-32-4480

*New one that I had the privilege of signing during my active career as owner of Steel Hoarding at age of 59 yrs.*



THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

WESTWARD

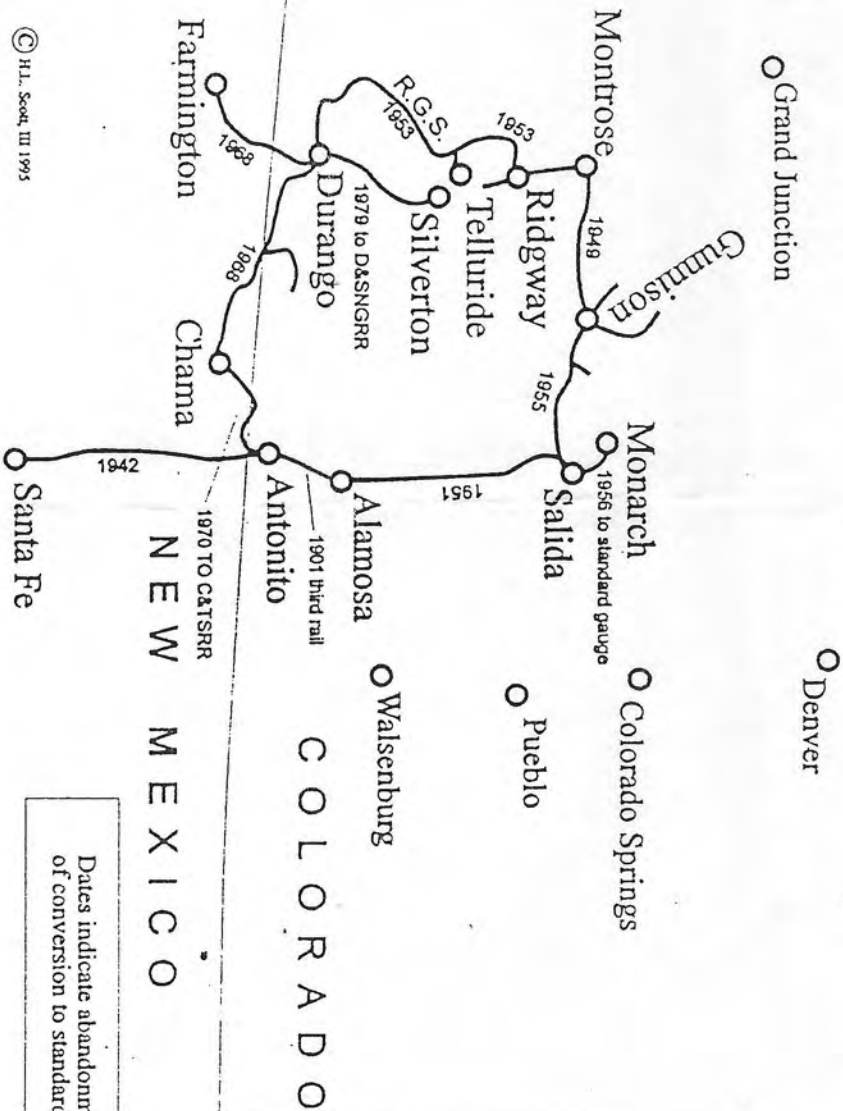
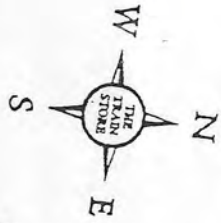
EASTWARD

SEC ND CLASS		Mile Posts	Sub-Division 12-B Stations Supplement "B" to Timetable No. 3-A June 1, 1965	Capacity of Siding	SECOND CLASS	
463 Mixed	461 Mixed				462 Mixed	464 Mixed
Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
8 30 AM	7 30 AM	451.5	DURANGO 9.2	BJK Yard	4 15 PM	5 15 PM
9 07	8 07	460.7	TRIMBLE 1.8		3 35	4 35
9 15	8 15	462.5	HERMOSA 6.6	W 13	3 27	4 27
9 44	8 44	469.1	ROCKWOOD 3.2	Y 24	3 00	4 00
F 10 05	F 9 05	472.3	TACOMA 1.7		F 2 39	F 3 39
F 10 14	F 9 14	474.0	AH WILDERNESS 4.0		F 2 30	F 3 30
F 10 35	F 9 35	478.0	TEFT 6.0		F 2 14	F 3 14
F 11 01	F 10 01	484.0	NEEDLETON 6.5	W 13	F 1 50	F 2 50
F 11 32	F 10 32	490.5	ELK PARK 6.2	Y 14	F 1 20	F 2 20
12 01 PM	11 01 AM	496.7	SILVERTON	Y Yard	12 50 PM	1 50 PM
Arrive Daily	Arrive Daily		(45.2)		Leave Daily	Leave Daily

No. 461 & No. 463 are superior to No. 462 & No. 464

(Note: When furnishing information for public, convert to Daylight Saving Time by adding one hour to above schedule times.)

# DENVER & RIO GRANDE WESTERN NARROW GAUGE LINES



© H.L. Scott, III 1995

Dates indicate abandonment or time of conversion to standard gauge

239

TRAIN REGISTERING TICKET

SECTION 8

STATION \_\_\_\_\_ DATE Aug 3 1972

SECTION, TRAIN NO. 62 SIGNALS DISPLAYED None

ENGINES 3018-35-36 ENGINE MEN Pearce

CONDUCTOR Harley Bkm Shinovich

CONSIST: 49 LOADS 17 EMPTIES 4582/4887 TONS.

INCLUDING Wabambuge X3018 W48 W49 CARS Live Stock Wabambuge

IN ADDITION TO THE ABOVE INFORMATION, OPERATOR WILL RECORD ON TRAIN REGISTER TIME TRAIN ARRIVES AND DEPARTS, OR PASSES, HIS STATION.

BURLINGTON NORTHERN

1972

JG OPER.

1972

TO C &

W

\*Clear

No.

I have

No.

No.

\*Do not

engineman

Rules 217 and 219

CONTINUED AS

OR 1110 A.M. MAES

Operator MAES

\*To be filled in where required as prescribed by Rule 85, 91(A), 97(A) or by time-table special instructions. (OVER)

FORM 15215 10-70

PRINTED IN U.S.A.

B G G

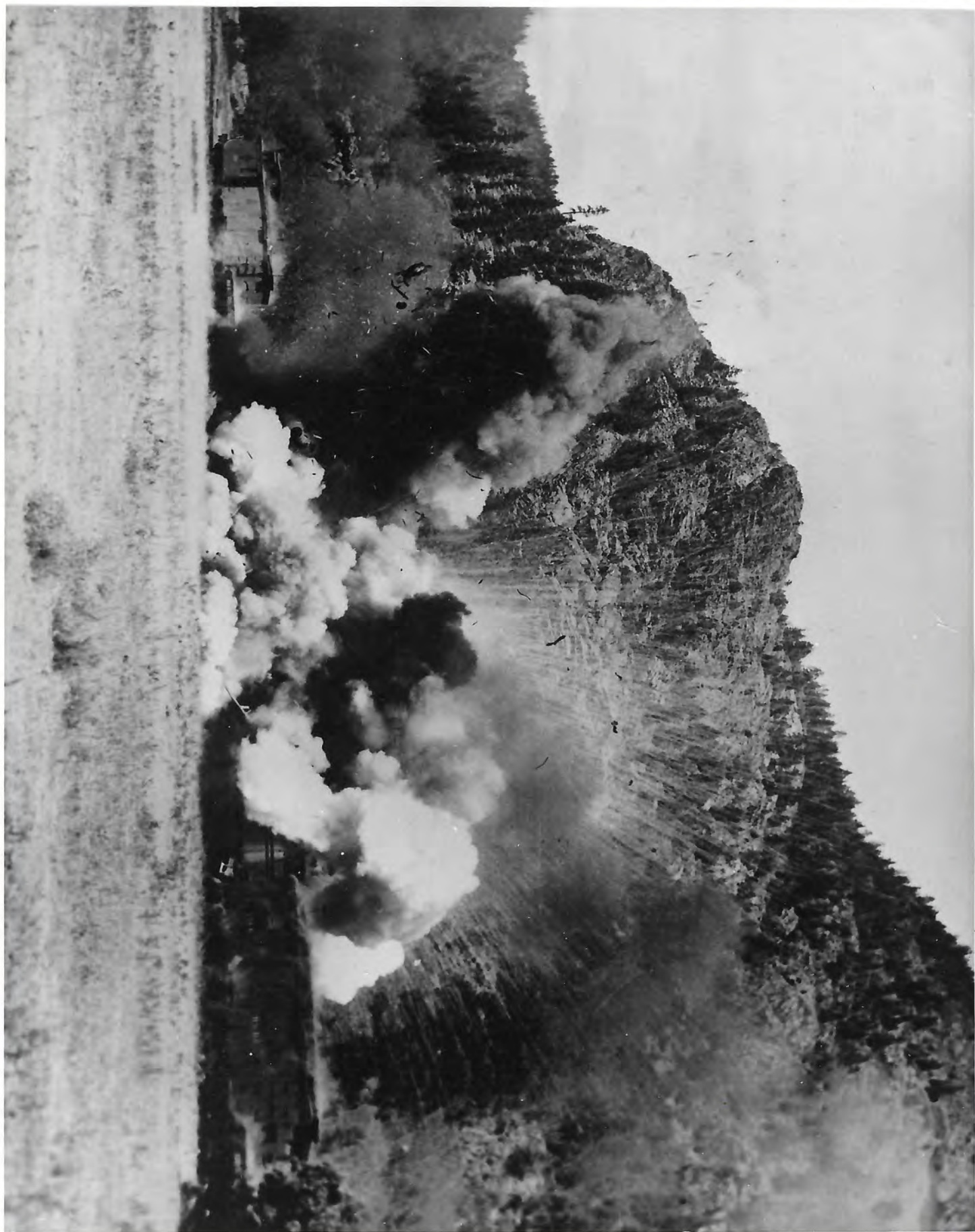
TIME COMPLETED	OPERATOR
1110 A M	MAES

READ TRAIN ORDERS PROMPTLY - DISCUSS, UNDERSTAND AND COMPLY WITH THEM

Aug. 243, 1972  
 Train orders issued on first new run through from Pueblo to Alamosa 8-1-72. Dad was first engineer to exercise seniority in Alamosa turn when run through started. - (memo on back of these train orders)

COND. Made Com Time 237P M. Fucci Optr.





Filming of movie "Denver & Rio  
Grande" - 7-16-51 Animas River

North of Durango - two engines -  
"collide head-on" - explosives used

ALAMOSA, COLO.  
JAN. 10, 1967.

WJH

RECENTLY DURING SUB-ZERO WEATHER MR PEARCE AND SOME OF THE ENGINEERS HAVE BEEN CONCERNED ABOUT AIR PRESSURE ON THE 3 PERCENT GRADE BETWEEN FIR AND LA VETA. THIS MORNING MR PEARCE RODE NO 62 WITH ENGINE CONSISTING OF 3 GP-30 UNITS AND 2 F-7 UNITS WITH THE GP UNITS ON HEAD END. LEAVING ALAMOSA THE TEMP. WAS -5 DEGREES. THEY HAD 75# OF AIR IN THE CAB WHICH GRADUALLY INCREASED AND ON ARRIVAL FIR HAD 90# ON ENGINE AND 85# ON THE CABOOSE. BY THE TIME THEY GOT TO MP 202 THE AIR PRESSURE ON THE ENGINE WAS DOWN TO 71# AND 67# ON THE CABOOSE. AFTER STOPPING AT LA VETA AND RELEASE MADE HAD 65# ON ENGINE AND 63# IN CABOOSE. WITH 15 MPH SPEED LIMIT AND MAXIMUM DYNAMIC BRAKING ON GP POWER BEING 23 MPH MR PEARCE IS QUOTE CONCERNED ABOUT USE OF GP POWER PARTICULARLY WHEN F-7 POWER IS ALSO IN THE CONSIST. WITH THE USE OF JUMBO EQUIPMENT THE TONNAGE PER LOAD HAS INCREASED OVER THE PAST TWO YEARS UNTIL IT IS NOT UNCOMMON FOR THE AVERAGE TONNAGE PER CAR INCLUDING MTYS ON NO 62 TO BE IN EXCESS OF 70 TONS PER CAR WHICH MAKES A DIFFERENCE IN THE BRAKING POWER. WHILE WE STILL HAVE SUB-ZERO WEATHER WOULD LIKE TO HAVE MR BUTTERS RIDE WITH MR PEARCE ON SOME OF THESE TRAINS WITH GP POWER. COULD THIS BE ARRANGED.

HVM

1-10-67

JRP

AFTER CONSIDERATION THINK EVEN THOUGH IT IS NOT SPELLED  
OUT IN TIMETABLE THAT WITH CONSIST SUCH AS YOU HAD LAST  
NIGHT THAT ANY UNIT THAT DOES NOT HAVE DYNAMIC BRAKING  
SHOULD BE FIGURED IN THE TONNAGE OF THE TRAIN WHEN USING  
TIMETABLE RULE 5-N OR 5-P OUT OF FIR. BELIEVE WE SHOULD  
SO INSTRUCT OUR ENGINEMEN. WHAT DO YOU THINK ABOUT IT.

HVM

Denver - June 12, 1967

GSDM AH SAD - North Yard  
LHP LPU - Pueblo  
RCW - Salida  
HWD - Glenwood  
FHG - Grand Junction  
HVM JRP - Alamosa  
JMR - Durango

Following list of vacations as scheduled for Trainmaster and Road Foremen.  
This for your information and planning your work for the next 45 days.

GSDM - 3 weeks - June 12 - July 3

FHG - 2 weeks - June 19 - July 3

JRP - 2 weeks - June 26 - July 10

SAD - 1 week - June 26 - July 3

RCW - 3 weeks - June 26 - July 17

LPU - 2 weeks - July 24 - August 7

Vacations should be taken as scheduled if at all possible.

WJH

cc: AHN

Denver, June 19, 1967

AH - North Yard  
LPU - Pueblo  
RCW - Salida  
JRP HVM - Alamosa

The Elliott Donnelly Special is to be operated over the division on June 24 between Denver and Grand Junction, from Durango to Silverton on June 25, and return Grand Junction to Denver June 27. Following is a proposed schedule and supervisory assignments to cover.

June 24 - Arrive Denver, Train Q-17. Depart Denver ahead of Train 1 with scheduled departure for 8:50 a.m. Train will then be operated Pueblo to Grand Junction, arriving Grand Junction as near 8:20 p.m. as possible. For your information, group will then depart Grand Junction by bus en route to Durango and will spend the night at hotels in Durango.

June 25 - Train will depart Durango on Train 463's schedule, turn at Silverton and operate on Train 464's schedule Silverton to Durango. Present plans will have group detrain at Rockwood and bus to train at Montrose. Party will then go to Salt Lake by special train. Train will turn and return to Denver, departing Salt Lake at 7:30 a.m. June 27.

LPU..protect movement special train June 24, Denver to Salida.

RCW.. protect movement June 24, Salida to Grand Junction.

JRP..protect movement Durango to Silverton and return to Durango.

AH..protect movement out of Grand Junction June 27 through to Denver for delivery to CB&Q at 9:00 p.m.

HVM..will accompany train over entire railroad including Utah division.

Locomotive permits have been issued to passengers aboard this train. Road foreman will restrict the number of persons in locomotive cab at any one time to avoid confusion. Note that no locomotive permits will be honored on the narrow gauge steam portion of the trip.

In the Denver-Salida territory, HVM and road foreman will advise chief dispatcher in advance of planned stops and amount and length of delays.

WJH

cc - JEW FEL

GHM - Please have two GP 30's and steam generator available for this  
JPS - train. Be sure locomotives are clean and in good condition.

Denver -- June 12, 1967

GSDM AH SAD VIG - North Yard  
LHP LPU CWH - Pueblo  
RCW - Salida  
IWD - Glenwood  
FHG - Grand Junction  
HVM/JRP - Alamosa  
JMR - Durango

Following special trains and moves which you will be furnished details later have been scheduled as shown below. Also tentative supervisor assignments shown so that you might better schedule your work during the balance of the month of June:

June 18 - Boat Special, Denver-Salida and return. IHP protect train Denver to Salida and return. LPU protect Engine Crew Denver to Pueblo and Pueblo to Denver. RCW protect Pueblo to Salida and Salida to Pueblo.

L. A. Donnelly Special, depart Denver June 24th enroute Grand Junction via Pueblo. LPU protect Denver to Salida. RCW protect Salida to Grand Junction.

183-25 with Board of Directors, Car 10C and two other passenger cars, depart Denver 7:00 AM June 25. Will be protected as shown on detailed line up of train and forces which will follow.

Elliott Donnelly Special from Durango to Silverton, depart Durango on Train 463's schedule, special train, June 25, return to Durango on Train 464's schedule. Be protected by JRP and JMR.

Train 136-26 with Board of Directors' equipment depart Grand Junction early AM June 27, arrive North Yard about 9:00 AM. Detailed line up will be furnished later.

Elliott Donnelly Special depart Grand Junction late PM June 27 or early AM June 28, special train enroute Denver which will interchange with the CB&A. Be protected by AH Grand Junction to Denver.

WJH

cc: AHN

THE DENVER & RIO GRANDE WESTERN R.R. CO.  
 Passenger Traffic Dept.  
 Denver, Colorado  
 June 21, 1967  
 TN - 65

WJHoltman(6) GLKeeton CEBreternitz HTHufendick - Denver  
 VIGriffith CLOlson GSMcCall SADougherty - North Yard  
 VIGriffith JPSpiess CLOlson FJCorrigan - Burnham  
 WMFrench ESLindsey RREvans HTHinman RJSchneider - Colo. Spgs.  
 CWHearn(3) CMWildt LJPennington - Pueblo  
 TJLynch MJHenley RLFisher JLWells JKBrockett WAHenderson - Gr. Jct.  
 REDavis(2) DPHeiner JRPark CRWhitney JDMeroney - Salt Lake  
 FAJeffers - Montrose -  
 JEBerry - ~~HVMear~~ - Alamosa  
 ACordova WChalas - Durango  
 WFBurke FDClouse ERCraven - CB&Q - Chicago  
 CWPlagemann - CB&Q - Omaha  
 MModglin - CB&Q - Denver

Kindly complete the following arrangements:

MOVEMENT: ELLIOTT DONNELLEY PARTY

NUMBER: 60 persons

EQUIPMENT: STANDARD GAUGE  
 CB&Q Dormitory & CB&Q 48-seat diner cuts out Denver

1 D&RGW Dormitory coach - add on at Denver	
1 D&RGW Diner-Lounge James Peak - add on at Denver	
1 2-Dr. Rm., 2-Compt., 1 Bdrm Observation Lounge sleeper -	ED-5
1 12-Duplex single room 5-Dbrm sleeper -	ED-4
1 12-Duplex single room 5-Dbrm sleeper -	ED-3
1 12-Duplex single room 5-Dbrm sleeper -	ED-2
1 CB&Q operated CZ 4-room Dome-Osbervation Lounge -	ED-1
<u>7 Cars Total</u>	

<u>NARROW GAUGE</u>	
2 Cinco Animas cars	}
1 General Palmer	
1 400-series coach	
<u>4 Cars Total</u>	<i>Durango</i> Alamosa to Silverton and return to Rockwood.

SCHEDULE: Lv. Chicago Train #17 2:30pm CT, June 23  
 Ar. Denver " 8:00am MT, June 24  
 CB&Q Diner and Dormitory cut out Denver. Add D&RGW Dormitory  
 coach and Diner. Dome Observation to rear.

Lv. Denver D&RGW Special 8:50am MT, June 24  
 Ar. Royal Gorge " 12<sup>50</sup> pm MT, June 24  
 10 minute picture stop.

Lv. Royal Gorge " pm MT, June 24  
 Ar. Gr. Jct. " 7:50pm MT, June 24  
 Store equipment with effects. Continental Trailways to  
 furnish 1 Silver Eagle and 1 Air Ride bus.

Lv. Gr. Jct. Bus 8:00pm MT, June 24  
 Ar. Durango " 11:50pm MT, June 24  
 Lv. Durango D&RGW Special 9:30am MT, June 25  
 Ar. Silverton " 1:00pm MT, June 25

(cont'd.)

SCHEDULE:

Lv. Silverton	D&RGW Special	3:05pm MT, June 25
Ar. Rockwood	"	5:15pm MT, June 25
Fish & cook-out. Same bus to pick up party at Rockwood.		
Lv. Rockwood	Bus	8:30pm MT, June 25
Ar. Montrose	"	10:45pm MT, June 25
Lv. Montrose	D&RGW Special	11:00pm MT, June 25
Ar. Leadmine	"	11:15am MT, June 26
D&RGW delivers all 7 cars to Kennecott Copper Co. R.R. for movement to 6190 yard for tour of mine, thence equipment returns to D&RGW and:		
Ar. Salt Lake	D&RGW Special	pm, MT, June 26
Cars parked for overnight occupancy.		
Lv. Salt Lake	D&RGW Special	7:30am MT, June 27
via Moffat Tunnel		
Ar. Denver	"	9:00pm MT, June 27
D&RGW Dormitory coach and Diner release Denver. Deliver 5 passenger cars to CB&Q to leave Denver with Dome Observation Lounge car ED-1 as rear car.		
Lv. Denver	CB&Q #8-34	11:15pm MT, June 27

MEALS: (D&RGW) All meals from extra diner per arrangements made with Mr. F. J. Corrigan.

J. W. Vaghy, CB&Q, to furnish two attendants in Dome Observation Lounge sleeper Chgo to Slake and return. Bar in this car to be closed while train on Kennecott property.

BAGGAGE: Carried.

TICKETS: 315 round-trip first class tickets.  
Storage of train at Gr. Jct. Parking charge at Slake.  
Durango to Silverton & return - 200 tickets.  
Sleepers on per diem basis.

ESCORT: Mr. H. V. Meek will accompany on D&RGW.

REMARKS: This party is composed of ardent fans and supporters of the railroads, occupying high positions in the business world and it is important that all concerned extend every courtesy and attention.

F. E. Long - J. B. Norwood

cc: JBN TMC RNJ PDS (2) RCB RWH ACoqJr ESH DGF IM (DTO) RN (DBO)  
Yardmaster-DUT

Mr. Chas. Foster, Continental Trailways, 2450 Curtis St., Denver 80205



# THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

P.O. BOX 5482

ACCOUNTING DEPARTMENT

DENVER, COLORADO 80217

August 30, 1990

To All Operating Employees:

As you may have heard, paychecks for all Rio Grande employees will be issued through the Southern Pacific System in San Francisco, California. The exact cut-over date is unknown at this time.

This change-over will in no way affect the present method of processing your timeslips and all questions concerning your pay will still be handled by the D&RGW timekeepers in our Denver office.

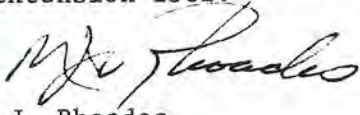
There are, however, two changes that will occur when this cut-over takes place.

- 1) The semi-monthly timebook furnished each employee will be mailed to your home address rather than your work location.
- 2) You will have the option of having your check handled as follows:
  - a) Mailed to your work location.
  - b) Mailed to your home address.
  - c) Deposited directly to almost any bank or credit union. If you choose direct deposit, your earnings record (check stub) will be mailed to either your work location or your home address.

Whichever of the above options you choose, please complete the necessary forms enclosed and return to my office or mail directly to the SPT Paymaster's office in San Francisco at the following address:

Southern Pacific  
Paycheck Bureau, Room 666  
Southern Pacific Building, One Market Plaza  
San Francisco, CA 94105-9914

If there are any questions concerning this matter, please contact myself on extension 2381 or Mr. Dave Collins on extension 2382.

  
M.J. Rhoades  
Auditor of Expenditures

cc: A.L. Marzano  
W. Holtman, Jr.  
P.W. Ritter - SPT Paymaster

THE DIRECT CENTRAL TRANSCONTINENTAL ROUTE

*Authorizing form filled out and dated 9/10/90*



Printed in U. S. A. © 1956, Universal Pictures Company, Inc. • Permission granted for newspaper and magazine reproduction • Any other use, including television, prohibited.

Denver & Rio Grande R.R. Crews members  
During - Crews from Movie  
Night Passage At Elk Park - 1956

LOR. - Bill Holt - Firm. AL Lyons  
Cond. - Mel Schaff - Brkm,  
Bill Squires - Eng. - Paul Mayer -  
Brkm.

Standing - Steve Conner - Firm,  
Frank Hardy - Eng.