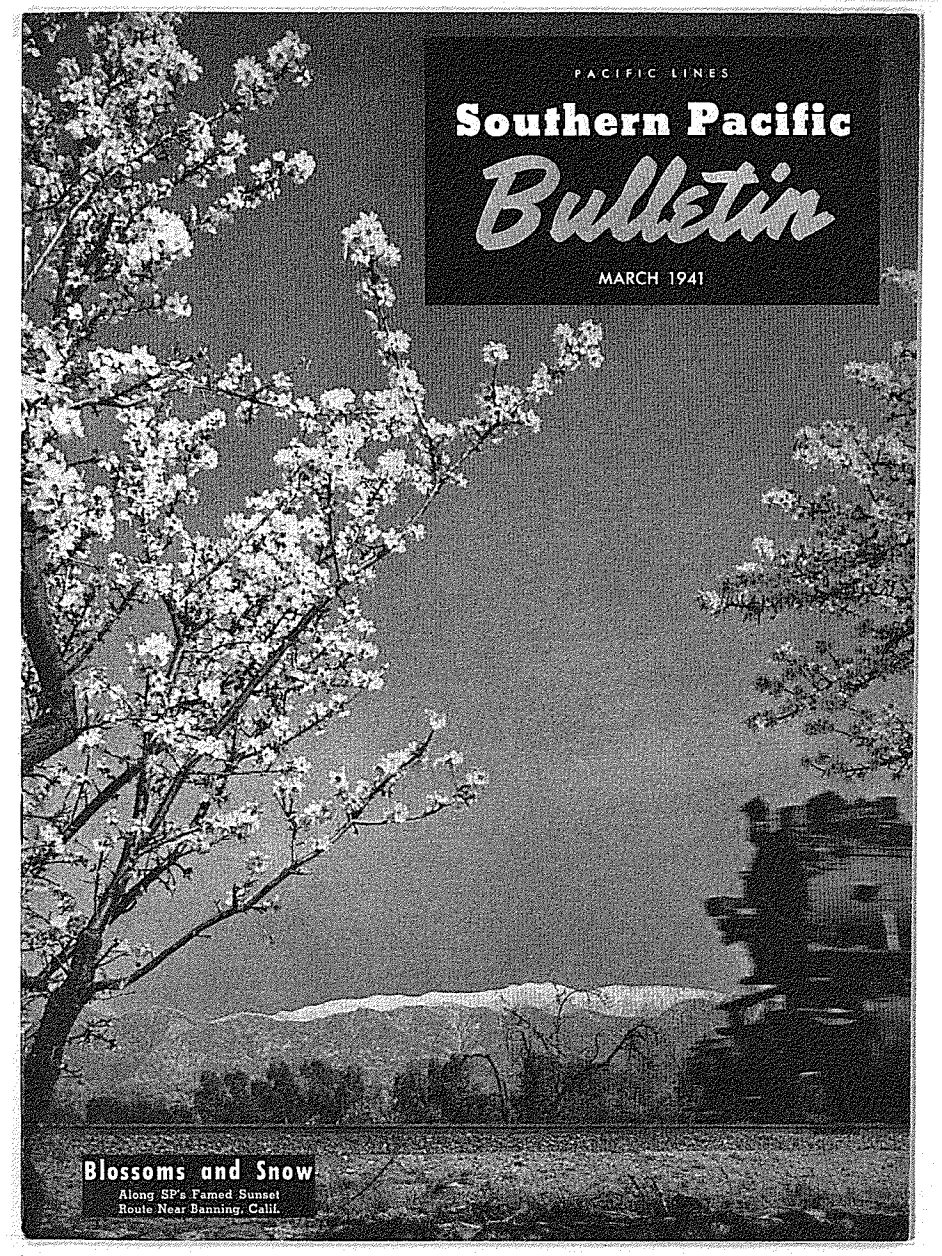




PACIFIC LINES

# Southern Pacific

## Bulletin

MARCH 1941

### Blossoms and Snow

Along SP's Famed Sunset  
Route Near Banning, Calif.

# Southern Pacific Bulletin

Volume 25, Number 3—Published monthly by Southern Pacific  
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ERLE HEATH, Editor

Geo. P. Smith, Assistant to Editor

In the interest of and distributed free to active and retired employees. Signed contributions of news items and pictures regarding employees or activities of the railroad are invited, and should reach the editor by the 15th of the month. Pictures should be accompanied by negatives, both of which will be returned promptly.

## Engineer Urges Physical Check-up

ENGINEER C. R. D. Jones of Dunsmuir is a puzzled man and writes to tell us about it. He points out that although railroaders, probably more than any others, realize the importance of equipment being in first class condition, that although they lavish time and care in the inspection and repair of their engines and tools, many seem to regard a physical check-up of themselves as supremely unimportant. This doesn't make sense to Engineer Jones, nor to anyone else that we know of.



Engineer Jones

C. R. D. has first hand knowledge of the advantage of such a check-up. He has been a member of a railroad Hospital Association for fifty-two years — fourteen years with AT&SF, thirty-eight years with SP—was in the General Hospital for an operation in 1925 and again in 1939 for a physical examination—at his own request. What irritates Jones more than anything else is the fact that he was warned by several fellow employees ("seemingly of good sense otherwise") that he was unwise in asking to enter the hospital. He soon had a perfect answer to all their objections, for he came to San Francisco December 19, 1939, and was out of the hospital Dec. 23, pronounced in good physical condition. "Which made life seem so much brighter," he says, "that I returned to work, a new man."

"Knowing your true physical condition is one of the most important duties in life," continues Jones, "and we railroaders who are all in a position to visit the General Hospital or the Better Health Car at little trouble and no expense make a great mistake if we do not take advantage of these facilities."

To the sentiments of Engineer Jones we say, "Amen."

## Unofficial Railroad Passes

By HOWARD E. BAILEY

Sec'y. to Asst. Sup't, Portland

RAILROADER Newt Saxon is dead. He was an unofficial sort of railroader at best—an unofficial sort of everything, in fact—and the ink had faded on his last railroad timecard long years before his passing.

Newt was a fixture around the Eugene station until a few years ago. In the summer he spent his waking hours on the platform. In the winter he sat indoors waiting for the hustle and bustle of an incoming train to send the blood rushing through his bony little body; or for a kindly word from a railroader to bring a delighted grin to his wizened face. For Newt's one great hunger was not for food, but for companionship, the railroad companionship that he found in that station at Eugene.

Superintendent E. L. King knew Newt Saxon, and understood his want. The superintendent made him "taxi inspector,"

charging him with the duty of seeing that the taxis kept their front wheels off the station platform. This duty Newt discharged long and faithfully. Many other railroaders knew Newt Saxon, and they, too, understood his want. They knew that he was too proud to "mooch" but would accept an occasional "loan" from a railroad friend. But above all, railroaders knew that kind words, more than bread, were Newt's food, and they were lavish in their use of them.

What railroaders did not know was what happened to Newt Saxon when he disappeared eight years ago. They didn't know that elderly Newt had become an invalid and was too proud to tell his friends. Eight years he kept to his bed, until retired Baggage Agent Mike Gross discovered his whereabouts and called on him shortly before the end.

When Mike sent in the notice of his death, he summed up the feelings of Newt's railroad friends in a manner that would have pleased Newt far more than any obituary. Said Mike Gross: "Our old friend Newt departed this morning aboard a train that carries only one-way passengers. I should like to think (if in line with the Great Scheme of all) that Newt will be so located that he will hear to his heart's content the loud whistles of many engines."

*Every cloud may have a silver lining, as the saying goes, but to SP's forces who for long hours have battled high water, sliding earth, and fallen trees to keep the railroad's tracks clear, there's been nothing but grief and tough work from those clouds that spilled torrential rains over most of California in recent days. The maintenance of way, engineering, operating and traffic forces, particularly on the Coast Line of Los Angeles and Coast divisions, are to be congratulated in having successfully met another emergency in the manner that is the heritage of our railroaders.*

## "Courtesy"—An Important Word

By ROBERT HALL

Payroll Voucher Clerk, El Paso

TOO many people give too little thought to the word "courtesy" and what it means. Courtesy is the outward expression of inward consideration for others. Courtesy is an effective lubricant that eliminates friction in business and social relationships. Courtesy is important.

Many of us think of courtesy as being important to our employer, and completely overlook the importance of courtesy to ourselves. As a matter of fact, analysis shows that courtesy—just plain, ordinary, everyday courtesy—is just as important in climbing up the railroad ladder as are honesty, initiative, and technical skill. For example, when a stranger enters your office or calls you on the phone, it doesn't matter how well you know the technical part of your particular job, if you're not courteous to him the chances are you'll lose his friendship and, more important, the Company will lose his business. Those little pass-words of courtesy, "thank you" and "please" are tremendous sales forces in themselves.

We all know "grouches" who have avoided courtesy for so many years that their disease is now incurable. Had they made an effort to cultivate this invaluable trait, who knows what sunshine and happiness they might have enjoyed in their business as well as their home life.

Courtesy is good for both old and young. Courtesy makes you and those around you work better, feel better. Courtesy is one of the few things left that hasn't a price or a tax. Let's all use it, plenty of it, all the time.



Payroll Clerk Hall

# SOMETHING NEW IN EMPLOYEE CAMPAIGN FOR MORE TRAFFIC

## Committees at Klamath Falls, Fresno and Tucson Carry Their Drive to Local Firms

"RAP-RAP-RAP!" sounded three widely separated but equally significant gavels.

Agent W. S. McBride, of Alameda, Oregon, wielding gavel number one, in Klamath Falls, said "Gentlemen, we've got a job in front of us, let's get to work." In Fresno, Storeman T. B. Kunselman banged gavel number two to the keynote: "We're out to get more pork chops!" The echo of the third gavel sounding through a room in Tucson was followed by a statement from Locomotive Engineer I. P. McBride: "Results can be obtained, we're going to obtain them."

So opened the meetings that swung the SP spotlight squarely on three cities where SP employees are dramatically streamlining the longstanding Business-Getting Campaign. The stage and the actors are the same, but technique of the play is vastly different, more practical. This new approach to an old problem, now being put in action, provides a spear head for employee activity along business-getting lines, and establishes more direct and effective cooperation between traffic offices and these employee efforts. Specifically, it is a plan under which efforts of the employees are coordinated by central committees of employees, working with and under guidance of local traffic representatives. It is designed to emphasize and keep before local merchants the fact that the interests of both the community and the railroad can best be served through the mutual interchange of business—traffic for the railroad and more

payrolls for community business firms.

Ultimate goals for the new business-getting activity are: added traffic, increased revenues, more railroad jobs.

Briefly stated, the plan is working this way: Employees representing various branches of railroading in the three cities concerned are organizing executive committees and choosing officers who meet frequently with traffic and operating men to formulate and put into effect plans for business-getting. Everybody concerned is learning a lot. General employees are learning the workings of the Traffic Dept., the correct methods and the wrong methods of soliciting traffic. Along the same lines, the operating routine is being explained to them so that they may know the behind-the-scenes workings of our schedules and our services. On the other hand, suggestions are constantly being made by general employees that are of high value to both traffic and operating men.

### Streamlined Efforts

From such meetings come what might be called train orders for the Business-Getting Campaign. By setting down definite procedure to be followed, and definite practices to avoid, employee efforts are concentrated and directed into the following most productive channels:

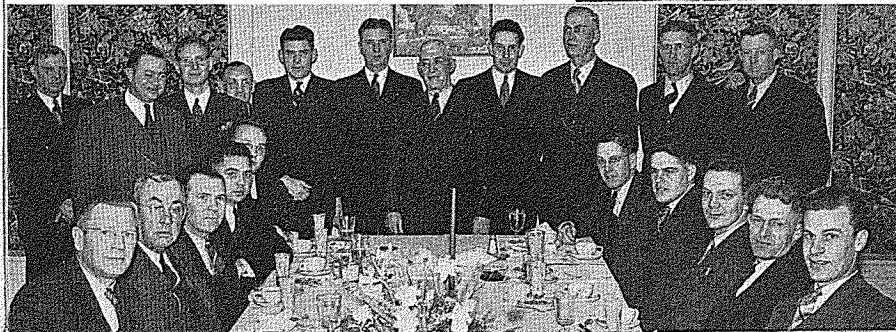
- (1) Let the merchants know you work for Southern Pacific.
- (2) Let merchants know that you know they're shipping SP—and thank them for it.
- (3) Let merchants know that you

KLAMATH FALLS business-getting committee: Standing, L-R: W. T. Whitlow, signal supervisor; Joe Evans, contract drayman; N. R. Parler, telegrapher; W. S. McBride, Alameda Art. (chairman); H. A. Teal, yard clerk; F. E. Wilkes, yardman; E. F. Nassoy, district superintendent; B. Miller, conductor; B. F. Guinan, car shops; J. C. Johnson, PFE; G. L. Lambert, roadmaster; Seated, L-R: G. A. Erickson, DP&PA; H. A. Sprague, trainmaster; J. A. Burke, roundhouse man; L. Z. Carter, traffic department; E. E. Greenwood, secretary to DP&PA; A. F. Condey, engineer; R. Scholthauer, Bremen; G. W. Morgan, TA; Jesse Smith, water service department; Ray Fuller, Stores.



Trafficman Erickson, Chairman McBride head Klamath Falls campaign.

Below: Committeesmen H. A. Teal, A. F. Condey get traffic tips from Contract Drayman C. E. Adams; (middle) boost SP to B. L. Hardestrom, look over his men's furnishings; (bottom) explain railroad payrolls' part in moving groceries.





**TUCSON COMMITTEE:** L-R: Leroy Magers, head timekeeper (sec'y); A. L. Pixley, frt. agent; L. E. Brock, machinist; Y. P. Felix, lead foreman; R. Hanson, asst. foreman; W. E. MacDonald, blacksmith; P. Prince, asst. cashier; Z. J. Adams, Jr., yardman; W. C. Turpin, sheet metal worker; E. C. Boyd, boilermaker; E. D.

Rockwell, DF&PA; I. P. McBride, engineer (chairman); Sup't H. R. Hughes; A. C. Topper, yardmaster; C. L. Winfield, PMT driver; J. R. Thayer, fireman; A. Bain, tender repairman; R. W. Williams, engineer; W. B. Smith, engineer; E. F. Bayless, signalman; Louis Mannie, water service helper; J. W. Soderberg, dispatcher.

know they're not shipping SP—and, in a friendly manner, express the hope that they soon will.

Now let's look in on some of the meetings:

**Klamath Falls:** Chairman W. S. McBride presided over the dinner meeting held January 30. In the friendly atmosphere of the table, all stiffness and restraint cleared away, allowing a continued interchange of thought that brought to light a number of potential business-getting ideas. Conductor B. E. Miller mentioned the importance of using diplomacy and courtesy in connection with all efforts, while Fireman R. Scholthauer urged committee members to become better versed in traffic matters so that they could answer traffic questions

intelligently. G. A. Erickson, DF&PA, stressed the unfortunate fact that while the SP paid \$99,340 in annual salaries in Klamath Falls, and almost double that in county taxes, trucks haul almost 60% of Klamath Falls' LCL freight. District Sup't E. F. Nassoiy also took an active part in the initial meeting. Further committee and general meetings were planned and the new business-getting method was launched vigorously.

**Fresno:** It was Carman V. R. Safford, the temporary chairman, who struck the "more pork chops" theme at Fresno before handing the committee meeting over to Permanent Chairman T. B. Kunselman of the Stores Department. The interpretation of "more pork chops" is, naturally enough, more freight traffic, and the Fres-

nans declared themselves out to get it. P. F. Nelson, president of the SP Club of Fresno, pledged the support of his club members in this new phase of the campaign. Sup't E. C. Van Ostrand of the PMT Co. pointed out that the new PMT handling of LCL freight in Fresno made a good talking point for all employee business-getters. Trainmaster's Secretary Lucille St. Louis mentioned the emphatically important part that wives of railroaders should play in such a campaign. DF&PA Willard Barr, Sup't J. D. Brennan and Asst Sup't S. H. Bray offered some pertinent suggestions.

**Tucson:** The name of McBride scored high in the selection of chairmen for these committees. Following in the footsteps of W. S. McBride in Klamath

Falls, Locomotive Engineer I. P. McBride became chairman at Tucson, where he will have the aid of that perennial secretary, Head Timekeeper Leroy Magers. The Tucson approach to the new method is deliberate but thorough. They plan a series of committee meetings to develop definite steps for general employee participation before holding any open meetings. Results have already been obtained. Fireman J. R. Thayer told of uncovering a service complaint in the course of a casual conversation, of reporting it, having it corrected, and winning back a shipper's business. Dispatcher J. W. Soderberg pointed out that most railroad jobs are interesting and that just talking about the details of your job will in many cases stimulate general public interest in railroading. Sup't H. R. Hughes voiced his gratification over the enthusiastic employee committee's reaction to the plan and DF&PA E. D. Rockwell pledged full cooperation of his office.

A summary of certain fundamental ideas which gained added importance through repetition at all three meetings, gives a widespread basis for future activity along these lines for SP employees everywhere:

- (1) Identify yourself as an SP employee to the merchants with whom you deal, emphasizing that steady employment makes possible your purchases. (Instances were mentioned of merchants dealing with customers for years without knowing of the railroad connection; in some cases they even thought that SP men were employed by competing forms of transportation.)
- (2) Make the types of service offered by SP and its PMT trucking subsidiary known to local business firms. (Frequent examples were given of merchants patronizing competing truck lines in the belief that such truckers were subsidiaries of SP.)
- (3) When you make purchases, thank those merchants who are dealing with us; let those who are not shipping via SP know that you know they aren't and express the hope that they soon will be dealing with us.
- (4) Undertake the entire campaign in a spirit of friendly good will. (Some cases were cited where overzealousness on the part of some employees in soliciting business proved a boomerang to SP interests.)
- (5) Encourage the ladies of the railroad family to take an active part in business-getting. (The fact was brought out that the ladies were the ones who spend the paychecks and that on them rests much of the responsibility for letting the merchants know the source of these checks.)

May the streamlined Business-Getting Campaign become as great a business-getting force as are the streamlined Day-lights, and our speedy over-night "hot shot" merchandise freight trains!

## Trackwalker Rewarded For His Alertness

"FOR meritorious service in line of duty," Antonio Nencini, trackwalker, was presented with a gold watch and chain by the Southern Pacific Company March 3 in appreciation of Nencini's prompt and effective frustration of an attempt to derail a train on SP's main line near Towle, 68 miles east of Sacramento, on February 8.

The watch was presented at the instance of President A. D. McDonald and was accompanied by a personal letter of commendation from the president to Nencini. The presentation was made by Sup't W. L. Hack at a ceremony held at his division headquarters in Sacramento. President McDonald's letter of commendation was as follows:

"It is a genuine pleasure to tell you that the officers responsible for the safe operation of the railroad know it was your vigilance in detecting the unsafe condition of the track near Towle on the morning of February 8 that prevented what might have been serious consequences. All of us appreciate the good judgment you used after the discovery in protecting the line while you were sending for help and awaiting its arrival.

"What you did was in the line of your duty and I congratulate you on the way you met the emergency.

"As a remembrance of this appreciation of good railroading, will you please accept this watch, which I hope you will wear and enjoy for many years."

Three men have confessed the crime, according to Nat Pieper, agent in charge for the Federal Bureau of Investigation, San Francisco district, and Chief Special Agent Daniel O'Connell of the railroad's police department, and are held in jail at Sacramento. Following their arrest, they were disclosed as the perpetrators of a plot to extort \$50,000 from Southern Pacific under threat of doing great damage to the Company's property.

It was the morning of February 8 that Nencini, patrolling his stretch of track on the railroad's line over the Sierra, discovered that the westbound rails had been tampered with. Bolts connecting two rails had been removed and a number of spikes had been pulled from outside one rail.

Nencini, unable to repair the damage unaided, promptly attached torpedoes at adequate distance from the disturbed track, and set out warning signals to halt any train that might be approaching, and then hurried to the telephone at Towle to report to the roadmaster's office at Colfax. He then returned to the scene to act as flagman as a further safety precaution.

The word of the trackwalker's discovery was flashed to Sup't Hack and railroad police, under the direction of Chief Special Agent O'Connell, joined with FBI agents in hurrying to the scene.



Antonio Nencini (left), trackwalker, receiving from Sup't W. L. Hack a gold watch and chain presented by the Company in appreciation of his prompt and effective frustration of an attempt to derail an SP train. (See accompanying story.) Mrs. Nencini looks on.

After preliminary investigation it was definitely established as a job of sabotage and Southern Pacific on Feb. 11 announced that the railroad would pay a reward of \$5,000 for information leading to the arrest and conviction of the persons responsible for the crime. The three arrests were announced February 14 at Sacramento.

The Company also has a reward of \$10,000 outstanding for information leading to the arrest and conviction of those responsible for the criminal derailment of the City of San Francisco at Harney, Nev., in August 1939.

## Operating Results

THE final results for the year 1940 will be shown in the annual report to stockholders of Southern Pacific Company, which will appear in the next issue of the Bulletin.

For the month of January, 1941, Railway Operating Revenues of Southern Pacific Transportation System amounted to \$20,400,220, or \$2,896,802 more than the revenues for the same month of 1940; a 17% increase.

During the same month Railway Operating Expenses were \$14,462,443, or \$849,039 more than the expenses for the same month of 1940; a 6% increase.

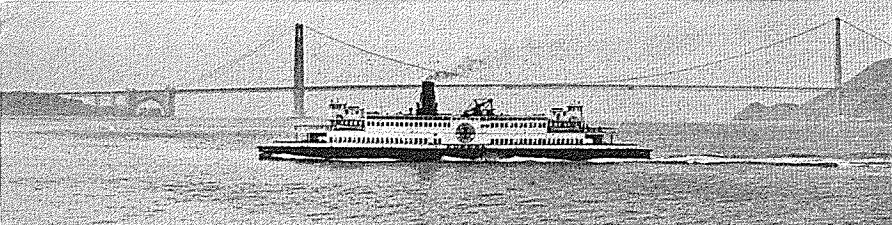
Federal retirement and unemployment insurance taxes amounted to \$570,221 and other railway taxes to \$963,005; a total of \$1,533,226. After deducting these taxes and \$991,415 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of \$3,413,136, or \$1,967,809 more than the net railway operating income for the same month of 1940.

Out of Net Railway Operating Income, and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges. No dividends have been paid since January, 1932. The final results for January 1941, not available as the Bulletin goes to press, will be shown in the next issue.



**FRESNO** entered into the new employee business-getting activity with gusto. A representative group of employees met in the first general meeting pictured at the bottom of the page. ● Left: DF&PA personnel with committee members. Seated: Clerk C. J. Van Duler; Secretary Pearl F. Gherke; DF&PA Willard Barr; CPA A. H. Anderson; Asst. Sup't S. H. Bray; Committee Chairman T. B. Kunselman. Standing: Committeeman H. R. White; CC G. E. Miller; Asst. DFA W. H. Plummer; TFA, Carl O. Olsen. ● Below, left: Committee members Don Marsh, L. J. McDonald, G. Grassmick, Tom Kunselman, T. B. Brewer, T. Swearingen. ● Below, right: Superintendent Brennan tells women of important part they can play in the campaign. L-R: Mesdames H. E. White, F. K. Stevens, Lucille St. Louis, Sup't Brennan; Mesdames T. B. Brewer, Max Howard, Florence Waltz.





NEW & OLD appear in striking contrast in this view of North-western Pacific's ferryboat "Eureka" and the Golden Gate Bridge, world's longest single span. Marin County commuters began traveling by buses March 1, bid farewell to the 73-year-old ferry service.

## Historic SF Bay Ferry Line Ends Colorful Service

FINIS was written to nearly 73 years of continuous steam ferry service between San Francisco and Sausalito and of the connecting interurban electric train service to Marin county communities when the Northwestern Pacific ferry *Eureka* completed its final scheduled run to Sausalito at midnight February 28.

Crowded on its last regular run with Marin and San Francisco residents who staged a noisy farewell celebration, the ferry paused appropriately near the brightly illuminated Golden Gate bridge, symbol of a faster and more modern form of transportation which has spelled the doom of the colorful white steamer fleet.

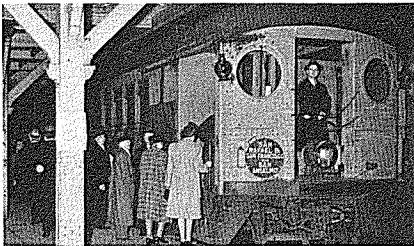
The entire week had witnessed an almost continuous series of farewell celebrations by groups whose lives and experiences had been closely bound up with the Marin interurban train-ferry service as far back as 1868, when the little steamer *Princess* inaugurated the run.

On the Sunday previous, a train pulled by old NWP locomotives Nos. 23 and 109 carried 500 rail-camera fans and local residents over the Marin interurban system and the old line to Sonoma, in seven wooden coaches of ancient vintage. The trip was sponsored by the San Francisco branch of the Railroadians of America. The night of Feb. 25 some 500 Sierra Club members staged a special entertainment program aboard the steamer *Tamalapai*, commemorating many years of pleasant travel en route to Marin county hikes. And on the last day's 3:15 p.m. commuter trip, old-timers provided music and distributed paper crying towels.

Grand finale was a special farewell tour of the bay Saturday afternoon, the day following the discontinuance. Sponsored by Marvelous Marin, Inc., county chamber of commerce, the trip attracted some 1700 invited guests aboard the *Eureka*. Under leadership of Senior Captain Victor Verdellet and Senior Engineer E. A. Creighton, the entire fleet personnel donated their time for the occasion.

With elimination of the interurban train-ferry service, NWP continues to serve the Redwood Empire and California's north coast counties with its main line steam freight and passenger trains.

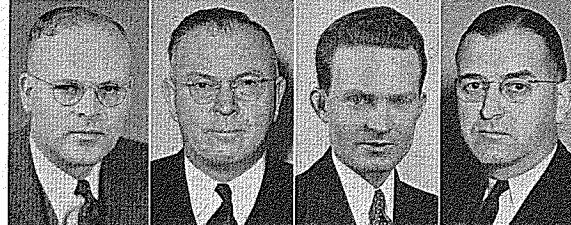
OLD VIEW of Sausalito terminal in 1893. On the left is the "San Rafael," which sunk off Alcatraz Island during a heavy fog in 1901 when it collided with the "Sausalito." At right is the original "Tamalapai." These single-enders landed alongside a wharf at end of the pier.



FAREWELL was said also to the connecting interurban electric trains from Sausalito to Marin County communities. The Sausalito terminal (above), reached by buses from San Francisco, continues for main line steam trains serving Redwood Empire north to Eureka.



RAIL FANS had a gala day Feb. 23 when two of NWP's oldest locomotives hauled 500 of them in a train of old wooden coaches over the interurban electric lines and the old line to Sonoma, allowing the fans plenty of time to get pictures for their rail albums.

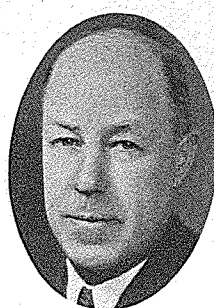


C. M. BIGGS

V. F. FRIZZELL

W. F. MCGOWAN

A. G. PARKER



G. J. BLECH

## Important Promotions in Reorganization of Freight Department at Los Angeles

APPOINTMENT of G. J. Blech to the new position of freight traffic manager in Southern Pacific's southern district, with headquarters in Los Angeles, was announced February 25 by J. T. Saunders, vice president in charge of system freight traffic.

Coinciding with this appointment, it was announced that V. F. Frizzell and C. M. Biggs, assistant general freight agents at Los Angeles and San Francisco, respectively, would become general freight agents in the Los Angeles freight traffic department, also that A. G. Parker, secretary to Mr. Saunders in San Francisco, would become assistant to Freight Traffic Manager Blech. The reorganization became effective March 1.

In announcing the promotions, Mr. Saunders said:

"The continued growth of Los Angeles and southern California, particularly the increased industrial activities, has brought about a need for strengthening our freight traffic representation in that territory to enable it to meet the requirements of our patrons. Accordingly we are expanding the authority of Mr. Blech and adding to his staff to enable him and our freight traffic organization to meet adequately the growing demands of the Los Angeles territory."

Blech started with SP in 1895 and remained with the Company until 1901. He then served with various other railroads, returning to SP's freight department at Los Angeles in 1908, where he served successively as chief clerk, industrial agent and district freight agent until 1919. Following a year's leave of absence he again joined SP at Los Angeles as ass't gen'l freight agent. The next year he took the same position at San Francisco, and in 1926 was appointed general freight agent in Los Angeles, the position he has relinquished to become freight traffic manager of southern district.

Frizzell joined SP in 1909 and until 1923 was brakeman and conductor on the Tucson Division. He then became traveling agent at Tucson, and in 1926 went to El Centro as district freight and passenger agent. In 1928 he was named

district freight agent at Los Angeles, and has been ass't gen'l freight agent there since 1938.

Biggs's service with SP dates from 1917 when he was employed as city freight agent at Seattle, having previously been connected with the Milwaukee railroad for seven years. From 1925 to 1928 he was industrial agent for SP at Portland, and then returned to Seattle as general agent. He was made district freight and passenger agent at Klamath Falls in 1930; district freight agent at Oakland in 1931; and district freight agent at San Francisco in 1933, where he had been ass't gen'l freight agent since February last year.

Parker has been with SP since 1921, first with the steamship lines in N. Y. He became secretary to the Los Angeles gen'l freight agent in 1923, and since 1929 has been secretary to the vice president in charge of system freight traffic.

Other promotions included:

W. F. McGowan, district freight agent; Arthur C. Hugg and Edvil J. Larson, office manager and chief clerk, respectively, of general freight office; J. E. Light, chief of new service bureau; T. J. Arnett, special representative to freight traffic manager; Chas. F. Smurr, traveling freight agent; and Vic. L. Arenth, chief clerk, district freight office.

Hugg started with SP in 1912 as a telegrapher, working at various stations as operator and agent until 1923, when he went to Fresno as chief clerk, traffic dept. He became city freight agent there in 1926, and later the same year went to the LA general freight office as chief-solicitation clerk. He also served at LA as foreign freight agent, and since July 1935 had been traveling freight agent in the Pasadena territory.

McGowan started with SP at Los Angeles as a junior clerk in the freight office when he was 17 years old. He advanced through various positions, including manifest, revising, and

foreign clerk, customs attorney, chief solicitation clerk, and last year was appointed chief clerk, LA district office.

Larson's first SP work was in June 1920 as clerk in the general freight office at San Francisco. He held various clerical positions there, and since February 1938 had been assistant chief clerk in the LA general freight office.

Light was a switchman and yardmaster for SP at San Francisco for a time during 1911-12 before becoming a clerk in the SF traffic department. Following 1913 he was, in turn, traveling freight agent, Sacramento; clerk, GFO, SF; ass't agent, Drumm St., SF; general agent, Salt Lake City; and in 1922 became district freight agent at Los Angeles. After being plagued by a siege of illness, he returned to the LA office as industrial agent, and has since been chief clerk and then office manager of the general freight office.

Arnett's railroadng began with the Santa Fe in 1923, and was with the SD&A at San Diego, the SP at Los Angeles, and traveling accountant with the Transcontinental Freight Bureau, before becoming secretary to the DF&PA at El Centro in Sept. 1925. He was traveling agent there for a time and then came to Los Angeles in Dec. 1928 first as ass't chief clerk and then city freight agent.

Arenth started in the general freight office at San Francisco in July 1923, transferring to Los Angeles in 1929 as secretary to GFA. In 1934 he was appointed diversion clerk, then foreign clerk, chief solicitation clerk, and since last July had been a city freight agent.

Among new appointments in LA Freight Dep't are: (Front) J. E. Light and A. C. Hugg. (Back) C. F. Smurr, T. J. Arnett, V. L. Arenth, E. J. Larson.



## Yuma Links Two Busy Divisions

YUMA, the bustling metropolis of a fertile agricultural area, center of Indian and historic lore, famed as "The Sunshine Capital of the United States," and matrimonial mecca for many Hollywood celebrities, is also important for the busy railroad yard that links SP's Tucson and Los Angeles Divisions, and serves the territory's expanding industrial trackage. Yuma Valley is now harvesting a record spring lettuce crop with 100 to 125 cars being loaded daily, which, together with lettuce moving from Imperial Valley is making things hum in the yard at Yuma. More train and engine crews than ever before have been operating into and out of this terminal, as many as 46 engine and 25 Tucson Div. train crews, 31 engine and 25 LA Div. train crews to handle the more than 20 trains moving through the yard daily. There are now more than 400 SP, PFE, PMT employees at Yuma, with a monthly payroll averaging nearly \$70,000. During peak of the melon season in June the PFE often has 100 additional men re-icing cars from two decks with capacity for 163 refrigerator cars. Many crops thrive in the Yuma region, and new irrigation projects promise an increased acreage.



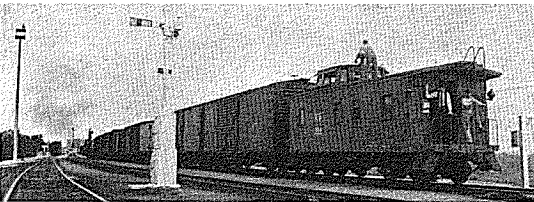
INDIANS of Yuma Tribe meet trains to sell hand work and other novelties.



COLORADO River crossed at Yuma by SP's 400-ft. bridge opened Nov. '23.



BOSS of operations is Trainmaster Pryor.



FREIGHTS are handled through Yuma Yard at fast tempo, twenty or more some days. Cond. Jim Higley, Bkln. John Clark on caboose; Bkln. Bud Bishop on top to give "highball" when yard cleared.



AGENT "Bob" Weiler is an active business getter.

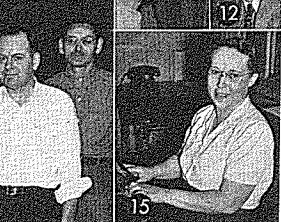
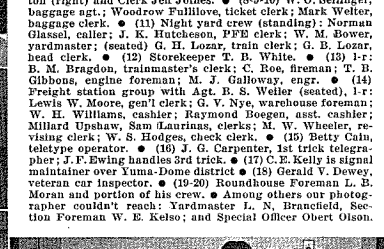
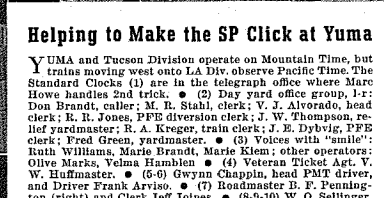
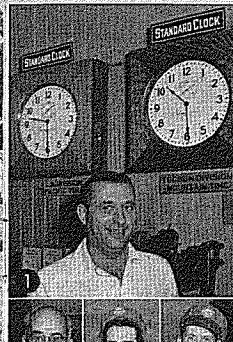


NIGHT & DAY the Yuma Yard functions under supervision of Gen'l Yardmaster Rex R. Badgley (inset) and staff. • (Left) Car Frn. A. McIntyre (white pants) directs servicing the "Sunset"; Carmen G. G. Smith are icing dinner; Redcap Lee Luther handling baggage. • (Center) Herder E. Wagner throws a switch. • (R) One of 11 switch engines crews. L-R: Ydmen H. E. Patton, R. E. Harper; For. A. O. Holmes; Fireman S. L. Oakley; Engr. R. H. Hill.



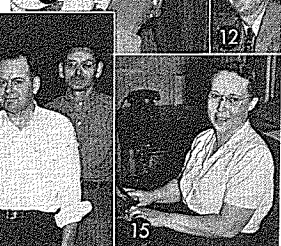
TRAINMEN, more than ever before, are now working into and out of Yuma. Below, l-r: Bkln. J. C. Carson; Cond. B. M. Montgomery; Cond. D. R. Stupp;

Bkln. H. Wilcox, R. W. Cargill, E. E. Law; Conds. J. H. Yount, W. H. McDowell; Bkln. S. H. Bailey; Cond. O. I. Lockwood; Bkln. L. E. Smithey.



## Helping to Make the SP Click at Yuma

YUMA and Tucson Division operate on Mountain Time, but trains moving west onto LA Div. observe Pacific Time. The Standard Clocks (1) are in the telegraph office where Marc Howe handles 2nd trick. • (2) Day yard office group, l-r: Don Brandt, caller; M. B. Stahl, clerk; V. J. Alvarado, head clerk; R. H. Jones, PFE diversion clerk; J. W. Thompson, relief yardmaster; R. A. Kreeger, train clerk; J. E. Dybvig, PFE clerk; Fred Green, yardmaster. • (3) Voices with "amile": Ruth Williams, Marie Brandt, Marie Klein; other operators: Olive Marks, Velma Hamblen • (4) Veteran Ticket Agt. V. W. Huffmaster. • (5-6) Gwynn Chappin, head PMT driver, and Driver Frank Arviso. • (7) Roadmaster D. E. Pennington (right) and Clerk Jeff Joines. • (8-9-10) W. O. Sellinger, baggage agt.; Woodrow Fullilove, ticket clerk; Mark Welter, baggage clerk. • (11) Night yard crew (standing): Norman Glassel, caller; J. K. Hutcheson, PFE clerk; W. M. Bower, yardmaster; (seated) G. H. Lozar, train clerk; G. B. Lozar, head clerk. • (12) Storekeeper T. D. White. • (13) l-r: B. M. Braddon, trainmaster's clerk; C. Roe, fireman; T. B. Gibbons, engine foreman; M. J. Galloway, engr. • (14) Freight station group with Agt. B. S. Weiler (seated), l-r: Lewis W. Moore, gen'l clerk; G. V. Nye, warehouse foreman; W. H. Williams, cashier; Raymond Roegen, asst. cashier; Millard Unshaw, Sam Laurians, clerks; M. W. Wheeler, revising clerk; W. S. Hodges, check clerk. • (15) Betty Cain, teletype operator. • (16) J. G. Carpenter, 1st trick telegrapher; J. F. Ewing handles 3rd trick. • (17) C. E. Kelly is signal maintainer over Yuma-Dome district. • (18) Gerald V. Dewey, veteran car inspector. • (19-20) Roundhouse Foreman L. E. Moran and portion of his crew. • Among others our photographer couldn't reach: Yardmaster L. N. Bransfield, Section Foreman W. E. Kelso, and Special Officer Obert Olson.



## SP Sells Two of Its Freight Ships

REPORTS of the sale of two of Southern Pacific's freight ships, *El Valle* and *El Dia*, were confirmed by President A. D. McDonald on Feb. 26. At the same time, he announced that no changes in present services of the Company between New York and Galveston-Houston and between Baltimore and Houston-Galveston are now under consideration or contemplated. The announcement follows:

"Supplementing previous announcement of transfer of *SS Dixie* to the U. S. Navy, Southern Pacific Company now announces sale of *SS El Valle* and *SS El Dia*, two of its freight ships, to Pan-Atlantic Steamship Corporation of Mobile, Ala.

"Pan-Atlantic has announced that immediately after taking delivery of these ships about March 15 they will be placed in that company's yards at Mobile for extensive general reconconditioning and remodeling, on completion of which they will promptly be placed in service to operate directly between New Orleans and New York as an addition to the service that the Pan-Atlantic is now affording with its other nine ships in coastwise trade between Gulf and North Atlantic ports.

"Southern Pacific Company has also announced discontinuance of its service between New Orleans and New York, the last sailings to be *El Valle* from New Orleans about March 1 to New York, *El Dia* from New York about March 7 for New Orleans, and *El Valle* from New York about March 10 for New Orleans. *SS Dixie* sailed from New Orleans on February 22 on its final trip before delivery to the Navy.

"Transfer of *SS Dixie* to the Navy made it impossible for the Southern Pacific Company to continue its service between New York and New Orleans because the Company was left with an insufficient number of ships to continue operating all of its present routes and the necessity of utilizing its remaining ships in services for which traffic demands are the heaviest.

"No changes in present services of the Company between New York and Galveston-Houston and between Baltimore and Houston-Galveston are now under consideration or contemplated."

**How About It?** Have the prominent people in *your* community, *your* city officials, *your* schoolteachers, received a copy of the railroad booklet, "Facts About the Southern Pacific"? There is no better way to tell the general public what we are and what we are doing than by giving wide distribution to this little book that gives SP's story in a vivid pictorial and written form. Copies available through superintendents' offices or SP News Bureau, 65 Market Street, SF.



**Bronze Plaques** were presented to officers representing the employe groups of 1040 Safety Champions, at a meeting in San Francisco Feb. 17, and each of the officers heartily joined in the declaration: "Be sure and give all the credit to the boys in anything you write." • (Seated) Sup't A. W. Flanagan accepted for the Telegraph Dept. the plaque awarded for having the best safety record of all departments for the year; Sup't J. D. Brennan is displaying two plaques for San Joaquin Div., in fact his division received three, one for the best record of all Rail Division, and one each for best records among Maintenance of Way and Motive Power & Car Depts.; A. D. Williams, sup't of motive power, Sac'to, with plaque for 1st place among General Shops. • (Standing) C. S. Jones, district storekeeper of Brooklyn, Ore., carried away the plaque for best record among the General and District Stores; Sup't of Safety A. A. Lowe, who extended congratulations; and T. J. Henry, sup't of safety, who accepted plaque in behalf of Sup't L. P. Hopkins, Salt Lake Division, for top safety honors among Transportation Department employes. • (Left) Freddie Arthur, talented employe in the Car Department at Bayshore Shops, made the pen sketch from which the bronze plaques were struck. Other details about the Safety Campaign will be found in the current issue of "Safety Messenger."

**PMT Business Getters:** The Pacific Motor Trucking Company's employes are doing a man-sized job when it comes to business getting. During the last three months, nearly 600 routing orders and traffic tips have been sent in by drivers and supervisors.

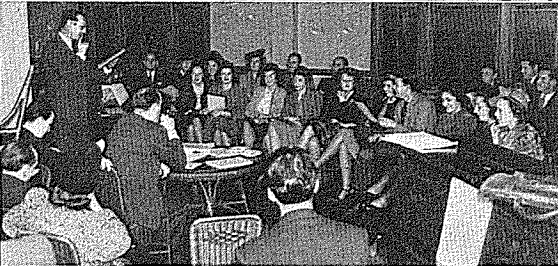
At the base of this increased success in obtaining new business is the "PMT Service Salesman," one-page publication established last October as a clearing house for business-getting ideas. Since its inception, almost every driver in the system has contributed some idea in the

general field of increasing business and making and keeping friends. Among the top-flight "Service Salesmen" are: C. S. Messmer, E. A. Baudisch, and W. R. Ockel, of Los Angeles; C. A. Miller, Santa Barbara; Z. E. Long, Watsonville; R. D. Popovich, Modesto; H. J. Polson, Lovelock; I. V. Smith, Medford; R. S. Gaffney, Coolidge; and Bill Zuffall, Martinez.

**PMT Expanding Service:** SP's coordinating of PMT truck service with rail service to improve LCL freight service was further expanded recently in the following instances. On Feb. 20, PMT commenced distributing LCL for the Northwestern Pacific in the area between Eureka and South Fork. In addition to earlier delivery, railpoints in the area are being provided with store-door service which formerly was provided only at Eureka and Fortuna. In the Southern District, PMT took over pick-up and delivery work at Anaheim, Highland and Patton, replacing contract draymen and establishing the same service with PMT equipment at La Habra, Dyer, and Tustin. In addition, PMT commenced line-hauling intrastate traffic in the vicinity of Santa Ana. Line-haul service was also inaugurated between Mojave and Lone Pine. February 17, PMT took over pick-up and delivery service at Fresno with its own equipment. A new territory was opened to coordinated SP-Pacific Truck Express service when PTE commenced operations between Eugene and Klamath Falls on Feb. 17. Present operations are restricted to intrastate shipments only.



**SMILES** are all over the place in the picture above, and for good reason, for Tom Kennedy of the Building Sup't's office, who is sitting on the desk, is telling CPA J. J. McDonough how he secured 375 revenue passengers when the Houston Club, a Catholic organization from Holy Name Parish, decided on Norden for their winter outing. So enjoyable did these snow sports enthusiasts find Norden activities that they plan a return trip in the immediate future.



**FIRST AID LORE** was studied at a Tracy employe meeting February 17 sponsored by the Tracy First Aid Committee shown at right. Almost 150 were present when Yardmaster Bert Aakren called meeting to order and turned the platform over to a crew of P&G&E first aid experts who gave a series of practical demonstrations of first aid technique, spoke at length on the importance of the work. This activity will supplement SP's Safety program. The success of the meeting was such that plans were immediately made to form an employe First Aid Class from the various departments. An instructor will be secured from the American Red Cross and graduates of the course will assist in training later enrollees. Other Committeemen: Agent T. O. Young; Stanley Sheldon, roundhouse; J. L. Hedrick, car department; I. Rasmussen, clerks; J. P. Mackintosh, fireman; E. S. Glenville, engineers; E. Tigh, cond's; Wm. Bardeen, tr'men; L. Romberg, water service; L. Moore, MotW; T. McDonald, stores.



**PROLOGUE TO A PICNIC** was the Los Angeles Dance pictured below given as a benefit to raise funds for the second Annual Veterans' Picnic. Last year, this LA Veterans' Picnic attracted over eight thousand people from all over Pacific Lines to Griffith Park in one of the largest celebrations of its kind ever held. The Benefit Dance, held in the Glendale Auditorium February 21, ran about of foul weather, but, even so, drew a good crowd, representing practically all departments in the LA area. Herb Wilkins' orchestra played. • Shown at right is Dorothy Kennedy of the Local Freight Department, whose singing is a featured event on most SP employe entertainments in LA. • At the left are three members of the Dance and Picnic Committee who were largely responsible for the success of last year's event: Chairman George T. Brown, Secretary Eleanor Jakes, Treasurer Frank Miller. All say the 1941 Picnic will be better than ever.





**VICE PRESIDENT MCGINNIS**  
"We've got what every traveler wants."

## Passenger Forces Are All Set For a Busy Travel Season

thorough understanding of the conditions and aims of the passenger traffic program, to concentrate traffic activities on a unified basis.

F. S. McGinnis, vice president system passenger traffic, who attended some of these meetings, was complimentary over the results obtained by sales forces in 1940, but pointed out that the new equipment soon to be placed in service, improved business conditions, and the expected upswing in domestic travel should be reflected in the 1941 figures. Of outstanding interest was his description of a recent trip to Chicago, where he went over plans for interior decorations on the new streamlined *Larks*. "There will be no finer trains anywhere," he said. Mr. McGinnis was impressed with the spirit of cooperation and friendliness at these meetings, and summed up his message as follows:

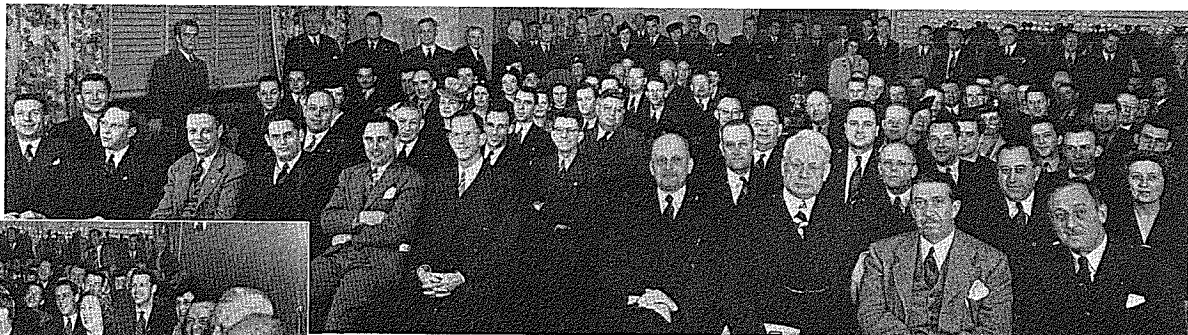
"We need business. All of us should know just exactly how we stand. Despite the many trying years through which our railroad has carried on, our president has complete confidence in all of us and has continually given us improvements in service and equipment to enable us to meet traffic competition. We have gone forward and will continue to go forward,

but it is well to remember constantly that we need the help of everyone."

General Advertising Manager F. Q. Tredway spoke of SP's progressive advertising program in our selling effort. He paid particular compliment to the women of the SP family and invited their suggestions for improvements from a woman's standpoint.

Most of the meetings were conducted along "round-table" procedure, allowing everyone who attended to express his views on the matters at hand. General officers, district agents, local agents, ticket sellers and all intermediate members of the passenger solicitation force were unanimously agreed that these meetings were of timely importance.

ONE OF BIGGEST MEETINGS OF ALL TIME



BROUGHT LOS ANGELES SALES FORCES TOGETHER TO HEAR, HEADS OF THE PASSENGER TRAFFIC DEPARTMENT.

**San Francisco** (below) and district passenger men met for the Annual Sales Meeting in the Hotel Bellevue on Jan. 27. The meeting was sponsored by T. Louis Chase, SP District Passenger Agent. F. E. Watson, assistant to vice president; F. Q. Tredway, general advertising manager; and E. F. Philbrick, general passenger office manager, were in attendance and, with others, gave brief talks. Speaker of the evening was Dr. R. K. Strong, Jr., of Stanford University, who spoke on "Psychological Aspect of Salesmanship."

GENERAL OFFICE AND DISTRICT REPRESENTATIVES MET IN SAN FRANCISCO.



Music was a feature of the meeting at LA night of Jan. 30 when the above SP musicians performed. L-R: Charles Lewis, pianist; violinists Geo. K. Moran, R. Mahan, and Jack Stettler. Lewis both accompanied violinists and presented several solos. Inset: Hamilton Welch, secretary to Mr. Hanson, entertained as the vocalist of the evening, overcoming handicap of "mike" going dead.



PASSENGER REPRESENTATIVES FROM ALL MAJOR POINTS IN THE NORTHERN DISTRICT MET AT PORTLAND.

**Los Angeles** (below) was the scene of two meetings on January 30, attended by Vice President F. S. McGinnis, Gen. Adv. Mgr. F. Q. Tredway, and district passenger agents and ticket agents of the LA Metropolitan Area. The first, an afternoon meeting, held in the office of Gen. Pass. Agt. Geo. B. Hanson, was taken up with a discussion of various traffic problems. In the evening, at a more informal meeting, brief talks were given, entertainment and snow picture presented.

**Portland** (above) was the scene of a dinner meeting of members of the northern division passenger department with F. S. McGinnis, Vice President system passenger traffic, Feb. 6, at which plans were laid for vigorous solicitation of passenger traffic during 1941. Passenger representatives from Vancouver, B. C., Seattle, Spokane, Medford were present at the meeting. McGinnis told of improvements in equipment and service; and ways and means of bettering service, securing more business.

**Entertainment** at LA meeting was furnished by musicians (opposite page) and by the employee skit pictured below where Ticket Seller Anthony "Tony" Musatti gets a little irritated at persistent questions of "customer" Ralph Moore, also ticket seller. Audience reaction to their skit "You Never Know" is shown in the adjoining picture.

# NEWS BITS • RAILLETES • ODDITIES

We're not quite sure, but we think that a very fine horse may soon be for sale in San Francisco. Carol Kirschbaum of the Gen'l Office, who as queen of the Fair Rodeo was given a prize gee-gee, was overheard to say, "Everytime I need shoes for myself I can't get them because I have to buy shoes for that darn horse. And eat! . . . Why he must be hollow!"

Fish stories don't surprise us any more, but this hen story, forwarded by Dum-mair by Stenographer D. A. Gimmell, has us stopped. Gimmell's hen recently laid an egg that measured 8 1/4 inches in circumference. "That ain't no egg, that's an omelette," remarked Bulletin Correspondent W. L. Minor.

Comes now a new use for SP engine whistles. Engineer P. R. Crosley was hauling a local freight by McMinville Feb. 7 when members of the crew saw flames leaping from the plant of the Buchanan-Cleers Grain Company. Crosley turned loose with a series of blasts on the whistle which resulted in the fire being discovered and firemen called in time to prevent serious loss. The engineer, Conductor Harry Emerson and other crew members received a grateful letter from the seed company.

It may not be of world shaking importance to the nation at large, but the Bakersfield Superintendent's office is pretty much agog over the fact that Miss Vanetta, age eight months, is cutting two teeth. Papa Charles Vanetta is relief clerk (former Big League ball player).

Passenger Agent Ray L. Lemieux broke into print when a story and picture appeared in the Oakland Tribune of Feb. 16. It seems that friend Ray was a Tribune news carrier way way back and recently came forth with verbal appreciation for the lessons he learned in that capacity. "Above all," said Lemieux, "a newsboy learns what all railroad men know and practice—that service is all important."

The Assistant General Auditor's office of San Francisco is well represented in local political circles: Edward J. Welter being mayor of Corte Madera and Edouard E. Escalle a member of the Milbrae Park Commissioner's Council. The Sparks Shops can't boast a mayor, but they do pretty well with one assemblyman (Tex Covington) and two councilmen (Seth Burgess and Wm. Morby).

"Please, may we go through this car?" asked eight or ten school girls who mounted the observation platform of Supt. E. L. King's business car as it stood on the siding at Ashland. The superintendent obligingly conducted the young ladies through the entire car. They were particularly impressed by Chef Hearsey Horace's compact kitchen. It developed that the girls thought they were going to see an ordinary Pullman and were doubly thrilled at inspecting an official's car.

Must be Fiesta time in Tucson, according to this report from Correspondent Leroy Magers: "As usual, most everybody has gone Western. The fancy set of whiskers sported by Asst. Cashier Francis Prince would make an old time bad man shoot on sight. Fred Carlson, a city slicker visiting from 65 Market St., sports a fancy neckerchief but sticks to his big-city hat. We're going to have the Vigilantes impounded and the traveling jailhouse all the boys caught without the proper costume."

The very active Railway Boosters of Los Angeles, 130 strong, recently made a round trip from LA to Bakersfield. They occupied three coaches, had their own dining car and observation car, and left very few miles of the territory unphotographed.

Recent rainy weather didn't bother Engine Watchman L. R. Holland of Bakersfield. He's still thawing out from a jaunt through Montana during their sub-zero temperature. "Give me the rain anytime" says L. R.

R. Goddard, camera enthusiast at the Sacramento Shops, is planning on taking still and motion pictures of the entire shops in the near future. He had better watch his picture taking technique when he's shooting in the car shop because he'll be under the critical eye of Tommy Nichols, another camera expert.

Fay Stevens, telephone operator at San Luis Obispo, got a hurry call from Frank Molloy at the roundhouse to send Officer O'Mahoney. "There's some kids on the main line with a couple of goats" yelled Frank. Fay couldn't get O'Mahoney, so, with visions of endangered children, she had Jack O'Connor rush pell-mell to the rescue. Jack rushed—and found himself face to face with a billy goat, a nanny goat, and assorted kid goats. The goats had heads, and Jack didn't; also horns. "Seemed to give them the advantage," said Jack. But he evi-

"HAPPY BIRTHDAY Mrs. Jones" echoed throughout Roseville recently as Mrs. T. J. Jones celebrated her ninetieth birthday. In the mother of SP Engineers C. R. D. Jones of Dunsmuir, Walter H. Jones (retired) of Roseville, F. D. Jones, retired from AT&SF, and Master Mechanic P. Jones on TR&O Lines, representing combined railroad service of over 200 yrs. She also has 11 grandchildren and 18 great grandchildren.



READY, AIM, FIRE! and the aim is good and the firing fast for the lads pictured above are shooting in the finals of the County and State Archery contests held in El Paso during January. Harry Gooding (standing at left), son of Rio Grande Passenger Conductor Gooding, bested Jimmy Gandt in both County and State Tournaments; is two-time champion of 1940 season.

ently put up a good argument, for eventually the goats favored him with insolent flicks of their tails and ambled off the right of way. O'Connor's last word to Operator Stevens: "Fay, when the livestock has horns, don't call for me."

Yet another telephone operator at San Luis Obispo, having recently come from Tracy, is now greeted by Dispatcher Pat Foster when he is calling from Tracy by: "Can't you hear me calling Carolyn?"

Don't bring any phoney money around Clerk Herman V. Melloch of the LA Freight Station. He has an uncanny ability to spot spurious coins at a glance, if, he says, he can hang onto them long enough to get a good glance at them.

The PMT Garage force in Los Angeles, working in the old LA Passenger Depot, had some difficulty concentrating on their job recently, surrounded as they were by a levy of attractive girls. It all came about when the Republic Pictures Company moved in for location shots on their forthcoming "Sis Hopkins." "Very interesting indeed" was the cautious comment of the PMT men.

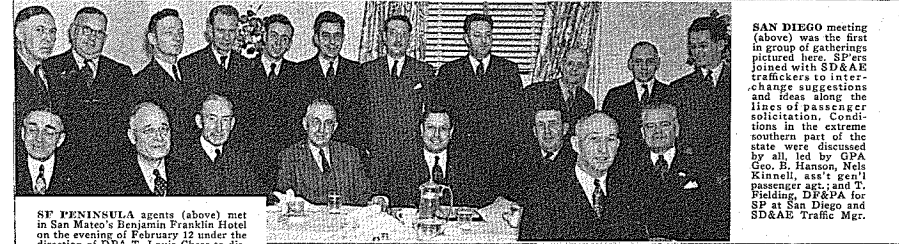
"The early bird catches the worm" quoted Lease Clerk Harry Doe of Bakersfield as he officially opened the vacation season by taking his before the year was well under way. Reports have it that the Mardi Gras in New Orleans, not worms, was the object of his first-of-the-year vacation.

Wanted, one crystal ball, by Yardmaster R. Heistand of Santa Barbara to look into the immediate future. Because of increased tonnage and stormy weather, he said that only a crystal ball could enable him to give train crews some idea of when they would be called for duty.

An interesting sidelight on the activity of the Stores Dept. is reported by F. J. O'Donnell of the LA Stores, who points out that a number of the Motion Picture Studios frequently come to the railroad for items to be used in pictures. Loans of such equipment as whistles, locomotive bells, etc., are increasingly common.



**SAN DIEGO** meeting (above) was the first in group of gatherings pictured here. SP men joined with SD&AE trafficmen to interchange suggestions and ideas along the lines of passenger solicitation. Conditions in the extreme southern part of the state were discussed by all, led by GPA Geo. B. Hanson, Nels Kinnell, asst. gen'l passenger agt., and T. Fielding, DP&AE for SP at San Diego and SD&AE Traffic Mgr.



**SF PENINSULA** agents (above) met in San Mateo's Benjamin Franklin Hotel on the evening of February 12 under the direction of DPA T. Louis Chess to discuss matters related to the coming travel season. C. E. Peterson, asst. to VP System Pass, Traffic, and other SF Dist. traffic officers, joined in the discussion.



**POMONA-RIVERSIDE** men (above) turned out in force, Feb. 20, despite rains. DP&AE Geo. T. Brown of Riverside and TFA W. E. Campbell of Pomona joined with others in discussing many traffic problems, viewed snow picture.



**VENTURA** meeting (below) on Feb. 5 attracted agents from the various stations of Ventura and Santa Barbara counties. The twenty-six traffic representatives from Dist. Passenger Agt. Grover C. Drake's territory, who met at dinner to discuss business topics and exchange business-getting ideas with G. B. Hanson and N. Kinnell, were positive in their statements that such meetings were highly stimulating and encouraging to business-getting efforts.



## SOCIALS • S P CLUBS • ATHLETICS

### Los Angeles:

These people from the movie-making neighborhoods can't stay away from the camera long. Now it's the members of the bowling team that have had motion pictures taken of themselves in action on the alleys, to be shown at a post-season Dinner at the Hayward Hotel, March 5. The slogan is "See yourself as others see you," but rumor has it that some of the keggers who witnessed a sneak preview threaten to object to Will Hays unless a little cutting is done.

Hats off to Manager A. B. McNeil and his basketballers who are leading the City Industrial League with but one week to go. Nothing but a brick wall—we almost said "flood," but it's a touchy subject—can keep the SPers from another championship, which means that they'll have to buy a larger trophy case.

A good sized group turned out for the Retired Employee's Benefit Dance at the Glendale Civic Auditorium, Feb. 21, despite disagreeable weather that dampened the streets but not the enthusiasm of those attending. Practically all departments in the Los Angeles area were on hand to hear Herb Wilkings and his orchestra, enjoy program numbers furnished by employees and friends. Applause to Chairman George Brown and committee for splendid work (Picture page 10.)

### Dunsmuir is Generous Host at Snow Party

**S**NOW DOINGS at Dunsmuir attracted ten carloads of SP Club folks from San Francisco who joined with local enthusiasts at Snowman's Hill over the week-end of Feb. 22-23 in a raucous SP Winter Sports Carnival. Met by a string of buses on their arrival, the visitors were kept on the go every minute of their stay as the Dunsmuir townspeople and civic groups lived up to their high reputation for hospitality. Besides Saturday and Sunday dances, the week-end was filled with ice skating, skiing and attempts at skiing, snow shoeing, tobogganing, and just plain playing around in the snow. ● Picture at top shows B. Reiners helping Lorraine Fralich and Virginia Gibson put the finishing touches to snowman "Yehudi" while Vera Vaisch, Marina Partmann, Ed Gibson, Helene Leng, Jim Haisling stand in back. ● Directly above are majorettes from Dunsmuir High School who added sparkle to the two-day celebration. ● Grouped below—Standing: Majorette Yvonne Livingston, Police Chief Elliott Taylor, Mayor R. H. Renard, Councilman T. D. Wheeler; SP Chairman U. B. Dorsett; SP Club Pres. P. Young, Councilman C. H. Kintle and R. L. Colthart; Committeeman M. L. Kleaver; General Yardmaster W. P. Childers. Kneeling: L-R: Chas. Kleuper, SP committeeman; Conductor John A. Harman; Majorette Aveline French, daughter of Engineer H. A. French; Draftsman Floyd Briggs; Conductor N. M. Green, president of the Dunsmuir SP Club; Fireman C. B. Edwards; and Walter L. Minor, chief clerk to the District Superintendent.

### Fresno:

Chalk up another social club on SP's Pacific Lines, this one at Fresno. We had hardly heard that it had been organized when came a notice from Publicity Chairman Carl Olson, written on the club's neatly designed stationery, attaching a copy of their well thought out constitution and by-laws, telling us about their permanent headquarters located in the California Hotel, and mentioning their plan to sponsor a soft ball club in the City League. All of which represents a goodly amount of work on the part of their energetic officers in getting the club off to a flying start. The officers: F. F. Nelson, president; W. W. Warren, VP; V. R. Safford, VP; E. J. Russell, VP; Lucille M. St. Louis, secretary; C. J. Van Duker, treasurer.

### Watsonville:

SP Club 100 is aptly named in more ways than one, for it was exactly 1000 they turned over to the Boy Scouts of Watsonville on February 23. On that date President Jerry McCabe, assisted by practically the entire membership, sponsored a mammoth bridge party in the Veterans Memorial Hall that attracted not less than 250 people who vied at the card-tables, played bingo and had a wonderful time in general while aiding a worthy cause. Evidently the committee adopted the scout motto, "Be Prepared," for every detail of the event went off without a hitch, bringing a salvo of applause from those attending and the Watsonville press generally.

Salute to those hard working Watsonville SPers who always seem to be there with the best ideas and who have the organization to follow them to completion.

Committee members: Martina Jennings, Mrs. Claire Tovaraz, Mrs. W. P. Rose, E. H. Brown, A. S. Brown, Ralph Peterson, Francis Pope, J. E. Thomas, Walter Lindsten, W. P. Rose.

### San Francisco:

Just passed are two of the finest excursions the Club has ever promoted; that of the Bowlers to Klamath Falls, the snow sportsers to Dunsmuir. We give you the complete story (almost) in picture form on this page and pages 8-9.

Just in the offing is the St. Patrick's Dinner Dance, again to be held at the Claremont Hotel, March 15. Don Kaye and his eleven-piece orchestra will play. Chairman Gene Egan announces that the advance sale of tickets has been heavy, the complete success of the event assured. His energetic committee are now clearing up the last minute details.

J. H. Hawes, manager of SP Chess Club, extends an invitation to all to brush the cobwebs from their brains and join chess enthusiasts in the Tea Room on Thursday nights at 5:30. No cost is involved nor experience needed, as the more advanced players will gladly help beginners develop their game.

March 24 marks the opening of the



**BANQUETING BUDDIES** shown above are members of SP Post 412 of the American Legion who met at dinner Feb. 19. Post Commanders were introduced and spoke briefly. Comrade F. E. Watson, asst. to Vice Pres., gave the principal address, speaking on the co-

operation of the railroads with the military authorities in connection with national defense. Other speakers were Eighth District Commander G. Paulson and his Adjutant, H. Harrison, and Asst. Aud. F. Accts. H. J. Kline, ex-Tenth Dist. Com. of Alameda SP Post.

1941 Industrial Softball League. As SP is looked upon as the team to beat, Commissioner of Softball Fred Windmuller asks that all players interested report to Manager Charles Creighton in Room 531.

The Annual Men's Volleyball Tournament will commence March 3. It is expected that the six teams in last year's league will sign up in addition to new organizations. Commissioner R. Hornberger is handling the details.

That Musical Comedy you have heard whispers about is gradually coming out of the nebulous state and rehearsals are under way. See picture, page 10.

Della Anderson has sent out a call for girl golfers. Tentative arrangements have been made with a local driving range to obtain group lessons at a very reasonable rate. Feminine divot-diggers should call Della on Local 2217 . . . and the men golfers better get busy or the girls will move them right out of the golf picture.

The girls are off towards another championship in the SF Industrial "A" Basketball League. Their 21-13 win over the American Can team gave them a good start towards their second straight trophy. "The teams are awful tough this year," said Manager Della Anderson in the pessimistic manner of managers, but pre-season rumor has it that there will be none tougher to beat than the SPers.

second place. Closely pressing them is the Transportation Dept's outfit with Fireman J. Sween pacing the team with high single and high total for the league. This team has come from last place to fourth in four weeks. At the conclusion of the league play the two teams meet Los Angeles teams at Santa Barbara.

**Winners:** Three SPers recently stepped into the sports limelight of their communities for outstanding performance in their respective events.

In Sacramento, Engineer Wm. S. Harlow won the local YMCA handball championship by defeating Roadmaster's Clerk Fred Holmes in the finals. Bill has been playing the game for many years but this was his first title win. "I'm forty," says Bill, "but I'm ready for all challengers."

What about Billy Pearson, draftsman in the Signal Bureau, Gen'l Office, kicked the goal that gave the Mission Athletic Club a victory over the Rovers



**FIRST OFFICERS** of the newly organized SP Club of Fresno pose for their pictures. L-R: V. R. Safford, VP Socials; Wm. W. Warren, Executive VP; Lucille St. Louis, secretary; E. J. Russell, VP Athletics; C. J. Van Duker, treasurer; F. F. Nelson, president. The Fresno club has permanent headquarters in a local hotel and boasts extremely active membership.

### Portland:

Starting with a bang after its initial meeting of a few weeks back, the Portland Club promoted its first social event, a combination dance and card party given Feb. 15 at Norse Hall. Close to 750 enthusiastic SPers responded to the invitation of President Otto Reifschneider and committee: Chairman A. Kropp, Miss B. Lash, Miss Jennie Klemm, H. J. Mohr and Jess Utter. About fifty card players met at the tables while the others cavorted on the dance floor. "Had a swell time—let's have another one soon!" was the general sentiment. (Picture page 10.)

### Speakers:

The SP Speakers' Club of San Francisco has engaged Archie Mack, one of the outstanding teachers of public speaking in the San Francisco Bay region, to conduct a thirteen-week speaking class. Thirty embryo speakers have signed up for the course which is now in its fifth week. Meetings are held every Wednesday night.



Engineer Harlow  
A Champion at 40.

### Random Items:

H. E. McNaught, DFA of the brand new Salinas District, reports that a young fellow from Salinas is doing for lettuce (principal product of the district) what Popeye has done for spinach. Herb quotes from the *Weekly Bulletin* published by Grower-Shipper Vegetable Assn. and tells of Harold Davis, Salinas Junior College runner, racing to championships in Madison Square Garden, New York. Says McNaught: "What helps Davis, helps lettuce; what helps lettuce, helps us: so may he keep up his fast pace."

Following the regular meeting of Shasta Daisy Lodge 292 of the BofL&E in Dunsunni, members and families enjoyed a social evening.

Karl W. Boemper, blacksmith helper in Sac'to Shops and a very safety-minded worker, has written a rhyme on the subject of safety, each line of which starts with a different letter of the alphabet. His last two lines: "Y'ou finish this pard, 'Z' just is too hard."

"Surprise! Surprise!" was the greeting to Machine Helper Haley Bowman of Bakersfield on Feb. 22 when his friends gave him an old fashioned "Hill Billy" dinner party in celebration of his birthday. "Nails" who attended with their wives: James Ingram, Louis Bianchi,

FIFTY YEARS they've been together, have Retired Engineer E. R. Moore and wife, so forty Sacramento Division engineers and their wives gathered in Roseville to celebrate the half century anniversary. Above: Retired Road Foreman of Engines C. A. Fogus adjusts projector for showing of travel motion pictures. The Moores are seated just to the right of the table. Next to them, looking directly at camera, is Engineer John F. Carroll, recently killed in Roseville yards. At right: Close-up view of Engineer and Mrs. Moore.

JUST MARRIED is Mrs. Silva shown at the end of the table below. When this picture was taken she was Miss Mary Glass and being fed by friends in the Freight Agents' office. L-R: Francis Molins, Ellen Bain, Neils Johansson, Lorraine Scotchorn, Mgt. Graves, Mary Silva, Jane Hodder, Nell Ann, Jean Atkinson, Connie Pamaris, Carol Kirschbaum, K. Hamell.



William Hall, Harold Wise, Arthur Knowles, Deloss Miller, Eric Mickelson, Walter Stock.

PMT Driver L. O. Baumgardner claims a record for the set of tires on his Marysville Truck No. 6037. He has driven over 23,000 miles without having to remove one of these original tires. They are in fine condition, appear good for another several thousand miles. Yet another record, this time for a single tire on Marysville tractor 9023 that has traveled 88,500 miles without being off the wheel.

PMT Safety Meeting: Seventy-nine drivers and supervisors, the largest group yet to attend a Safety Meeting in PMT's Central District, met in Oakland on Feb. 17 to hear Herbert Herzberg of the Department of Traffic Safety Education discuss subjects related to highway and local driving. H. B. Barnes of Pacific Indemnity Co. spoke briefly and a motion picture on motor car operation

was shown. Sup't A. W. Fairwell, Melrose Auto Transport Div., presided.

At Sacramento, Feb. 24, drivers and interested persons heard Herbert Bolton of the Dep't of Motor Vehicles give an enlightening talk.

A banquet and entertainment at Pioneer Hotel, Tucson, Feb. 8, presided over



ACCIDENT-FREE driving for 1316 hours brought PMT Driver Roy Blahosky (right) a certificate of award and congratulations of Orville Smith, asst. sup't of Arizona State Highway Patrol, and former SF employee at Yuma. Several PMT, SP, and civic officials also made brief talks. PMT drivers receiving awards were: Roy Blahosky, D. L. Bihler, Raymond Fry, E. C. Griffin, Jack Robertson, M. C. Brackin, Gwyn Chapin, Lee Zehr, N. C. Howe, J. A. Hesketh, S. J. McKinney, W. B. Pruett, D. B. Sullivan, J. F. Ekiss and Manuel Rey.

by PMT Dis. Mgr. J. E. Skofstad, was the occasion for hearing several talks on accident prevention, for presentation of awards for 1000 or more accident-free driving hours, and for a program of clever entertainment. Principal speaker was Orville Smith, asst. sup't of Arizona State Highway Patrol, and former SF employee at Yuma. Several PMT, SP, and civic officials also made brief talks. PMT drivers receiving awards were: Roy Blahosky, D. L. Bihler, Raymond Fry, E. C. Griffin, Jack Robertson, M. C. Brackin, Gwyn Chapin, Lee Zehr, N. C. Howe, J. A. Hesketh, S. J. McKinney, W. B. Pruett, D. B. Sullivan, J. F. Ekiss and Manuel Rey.

### Bowlers In First Annual Meet

LET 'em up and knock 'em down" was the theme of the two-day bowling outing at Klamath Falls Feb. 22-23 when legions from San Francisco, Los Angeles, Portland and Eugene met on the alleys in the SF Club's First Annual A.B.C. Tournament. While strikes were made and good old "grutter balls" thrown, prizes won and prizes lost, everyone returned from Klamath Falls declaring that the excursion was outstanding in Club's history. Here's the story in pictures. • Music, city officials and SP friends were on hand to greet arrivals. • (2) American Legion band, (3) Mayor J. H. Houston bowls the first ball. (4) "The gang's all here" chant E. W. Irwin, national VP of A.B.C.; Frank Peyton, Ray Ruger, Harvey Teal, Klamath Falls Club; and M. W. Montague, president of SF bowling club or SF.

• (1) Portion of the SF'ers at one of the two alleys occupied from sunup (almost) to sundown (and later) on both days. • (5) A great get-together dinner party at the Willard Hotel preceded the dance at the American Legion Hall. • (6) The ladies desert the alleys to meet at the Elk Hotel on Sunday afternoon for a luncheon and bridge arranged by Mrs. McAuley, wife of engineer W. C. McAuley. • (7) The victors from SF who barely nosed out the LA team, show the ladies how they did it: J. R. "Barney" Crostlick and wife, Geo. Helms and wife, "Red" Irwin and wife, "Monty" Montague and wife. Standing: Harry Yetterline and trophy. • (8) Howard Kaylor and E. Helestein, doubles winners from L.A. • (9) M. W. Montague congratulates H. Koberstein of Portland who captured the singles and the all-events trophies. • (10) Pres. H. Demmon of Portland Club sends one flying. • (11) Hard working Arnold Houghton and Jimmy Madson wrestle with score sheets to see who did what. • (12) "Oops!" says Oaklander "Rog" Duval as he slips and follows the ball down the alley. • (13) Eugene folks gather with their team captain, J. D. Riggs (standing at left). • (14) Portland bowlers and friends took pretty for camera.



# AMONG THE VETERANS WHO RETIRE

**San Joaquin:** A railroad career of more than fifty years came to a close for Engineer Patrick Casey when he filed his retirement papers, effective Feb. 1. He started with SP as a section laborer in 1892, transferred to engine service as a fireman two years later, and has been an engineer since April 1901. During forty years handling the throttle he has the outstanding record of never having had an accident. Recently he has been operating on the "Daylight" out of Los Angeles. . . . John F. Peterson, B&O carpenter, located at Kingsburg, retired Aug. 30 after 22 years of motive service. . . . Fresno friends of Conductor Joseph A. Reilly gathered at his home on Jan. 25 to fete him on his retirement after nearly forty years of railroading. An overstuffed chair, a gift of his fellow workers, was presented by Trainmaster C. G. Tandy, and refreshments were served. Reilly started in 1901 as a brakeman at Dickinson, N. D. He later served on the Spokane Div. of the Northern Pacific; came to the SP in 1906 and was promoted to conductor in 1907. He has been out of active service since last October. . . . Annuity applications approved for James Butler, car repairer; Earl W. Essler, yardman; Antonio Garcia, section laborer; Oliver Nerman, car center helper; John Varin, yardman.

**Rio Grande:** Boilermaker John I. Cooper, Tucuman, retired Feb. 1. He started with the Rock Island in Dec. 1903, and had been with SP since May, 1926. . . . Annuity applications approved for Wm. H. Glawack, conductor; William Helms, engineer; and Maurice D. Huddleston, engineer.

**Tucson:** Conductor H. W. Leon, who has been in service as a brakeman and conductor since Jan. 1914, retired at Yuma on Dec. 31. . . . Brakeman W. A. Muesse, also of Yuma, retired Jan. 22, after service that began in 1917. . . . Section Foreman C. W. Dixon, of Craig, retired Dec. 20; SP service began in 1920.

**Salt Lake:** Engineer Edward F. Anderson retired Jan. 25. He started with the former N-C-O narrow gauge in Nevada as a laborer and fireman in May 1890, and had been an engineer on that road and the SP since 1930. . . . John Gunn, boilermaker at Sparks, retired Jan. 31 after service from Oct. 1913.

**Portland:** Annuities approved: Henry Brenneke, laborer; Pasquale DeGianni, machine helper; D. O'Connell, brakeman.

**FELLOW SHOPMEN** at Los Angeles gave W. C. McGowan, AAR clerk, a rousing sendoff (below) when he retired recently after more than 26 years with the railroad. Wm. Bill McClean spoke in behalf of his associates in wishing the veteran the best of luck and in presenting him with three fine traveling bags, two for himself and one for Mrs. McGowan.

**Los Angeles:** Engineer Wm. E. Arey retired Feb. 14. He started with SP on the San Joaquin Div. as a fireman in 1897, transferring to this division in 1900, and was promoted laborer M. Hefler, who has been a baggage and mail handler since coming to SP in April 1929, retired Feb. 20. . . . Machinist Maurice J. Lee, who started on the Tucson Div. in Nov. 1903, where he was a roundhouse foreman for a time before transferring to this division, was retired Feb. 23. . . . Charles Gladby, car repairer, retired Feb. 28. He started in Aug. 1901 and for a time was car inspector. . . . Annuity applications approved: Jerome M. Harris, waiter; Maury Ivry, yardman; Taylor J. Jones, baggage and mail handler; Marco L. Rosenga, freight carman; Bert J. Thorpe, yardman; Secundino Torres, track laborer.

**Los Angeles Shops:** Otto E. Steenber, passenger carman, retired Jan. 31 after service that began in June 1914. . . . Annuity applications approved for: Wm. P. Everett, boilermaker; F. Bowler, sheet metal worker; K. Scheach, machinist.

**Western:** Annuities approved: Ralph A. Brady, conductor; Geo. R. Hill, crossing flagman; Herman Kewer, boilermaker; Carl G. Malberg, deckhand.

**Coast:** Trucker Frank Amaral, San Jose, off sick since last October, has applied for his pension annuity. He had continuous service since July 1916. . . . Timothy Cronin, machinist helper, Bayshore, on leave of absence for some time, relinquished his rights Jan. 28. He had held various jobs on the division since July 1915. . . . Claude Duncan, car inspector, has retired because of physical disability. . . . Emanuel Moschen, stevedore, SF Drumm St. Station, in service since Aug. 1923, filed application for annuity effective Feb. 12. . . . John Lars Nelson, section foreman, Palo Alto, ended a long service on Jan. 4, due to physical disability. He had been with SP since April 1895. . . . Ferdinand Straussman, boilermaker helper, Bayshore Shops, retired Jan. 22. His first work with SP, starting in 1912, was at West Oakland Roundhouse and Ship Yards. . . . James P. Tomlin, pipfitter, Bayshore Shops, who last worked in October, has relinquished his rights after service that began in 1922. . . . Annuity applications approved: Antonio Thomas, car builder; Henry Zugeliter, roundhouse foreman.

**FELLOW SHOPMEN** at Los Angeles gave W. C. McGowan, AAR clerk, a rousing sendoff (below) when he retired recently after more than 26 years with the railroad. Wm. Bill McClean spoke in behalf of his associates in wishing the veteran the best of luck and in presenting him with three fine traveling bags, two for himself and one for Mrs. McGowan.



**HALF CENTURY** of SP service ended for Engineer Patrick Casey (inset) on Feb. 1. He is shown above with Sup't. J. D. Brannen, Engineers J. Higginson, Ray Bates, and Bob Strathairn (in cab) ready to return home to LA after fixing up his retirement papers at Bakersfield. Pat says he'll take a trip to Ireland "soon as the boys over there have finished changing the map of Europe."

**Sacramento:** Never having missed a pay check in 31 years' service, Conductor A. R. Murray has retired and is making his home in Dunsmuir. . . . Engineer Frank LaKamp, who started with SP as a fireman at Rocklin in 1902, ended his service with the new year and will carry on his hobby of gold mining at Dutch Flat. . . . Engineer Jesse F. Fidler retired Feb. 10. His many friends will be pleased to learn that his health is steadily improving after an illness of several weeks. Fidler started as a fireman at Sacramento in July 1899 when sixteen years old. He was promoted in 1903 and since 1906 had made his home at Dunsmuir. . . . Section Foreman W. L. Rea, of Alturas, retired Jan. 1 and was presented with a chair and table lamp. He started as a laborer with the former Nevada-California-Oregon narrow gauge and had been a foreman since 1923. . . . Annuity applications approved for: John J. Cochran, signalman; Frank H. Garrison, conductor; Wm. G. Kemp, brakeman; and Denis S. Klodian, car inspector.

**Sacramento Shops:** After 40 years' service in the Brass Finishing Dept., Walter Ballard, retired Jan. 31. . . . An-

March, 1941

nity applications approved for: Hugh McInnes, helper, and Frank Wickham, sheet metal worker.

**Storers:** Feb. 28 Solomon Shiff, clerk at Store No. 11, Sacramento, said farewell to fellow workers after 31 years' service, all of it spent at the Scrap Plant, where he was considered an authority on the subject of scrap. He had previously held positions of receiving foreman and asst' foreman. The veteran was presented with remembrance gifts on his last day.

**Miscellaneous:** Yardman Wm. J. Murrin, of the SDB&P at San Diego, retired Feb. 10 to be presented with a bill fold and beautiful glass vase by his co-workers. He started with the CB&Q in 1895, and was with several other roads before coming to the SDB&P in 1935. . . . Annuity applications approved for: Wm. O. Erskine, waiter, Dining Car Dept.; Fred O. Lorke, porter, Hospital Dept.

## Illness & Recoveries:

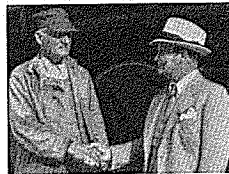
The wet, wet weather made for a continued spell of illness among SP folk, but we're glad to notice there's a liberal sprinkling of back-to-work notes:

**General Office:** Recurring illness has forced J. M. B. Williams of the Auditor-Disbursements Office back to the General Hospital, while a recovery from a recent accident enables F. T. Odgers of the same office to leave the hospital. . . . L. M. Duncan, L. E. Feyer were absent from the Engineering Dept.; Duncan to the Tucson Sanatorium, Feyer to the Gen'l Hospital for an appendectomy. . . . Recovering after a recent operation is Paul E. Tala, chief clerk of Bills Collectible Bureau. . . . All good news in notes from Gen'l Freight Dept.: Jack Rutherford improving at Tucson, W. C. Stephenson expecting to return to work very soon, M. R. Ragland and M. A. Jodoin of Train Service Bureau both back at their desks after an extended absence. . . . Clay C. Oather of And. Misc. Accts. is weighing down the springs of a Gen'l Hospital bed until he recovers from an attack of pleurisy. . . . E. P. "Eddie" Nord, secretary to the president, stepped out of a car to a slippery pavement and picked himself up with a broken ankle.

**Portland:** Edward Mulere was seriously injured, John Ryland has serious leg when their auto ran off the road near Eugene recently. Three of their fellow members of Extra Gang 22 were killed in the same accident.

**San Joaquin:** Ordering from the menu in the Gen'l Hospital are Fresno Chief Yard Clerk Paul Hagg, Tehachapi Roadmaster Tom Durzan, Extra Gang Timekeeper T. S. Clayton, and Section Foreman C. A. Simmons of Bakersfield.

**Shops - Sacramento:** Nursing themselves at home are Carmen Ralph Stroud and Alice Gerhardt. . . . Being nursed in Gen'l Hospital: Carmna Geo. Peoples, Carmen Holper A. W. Johnson, Jim Farley and Charley Fleck of the Brass Foundry; Machinist Fred Mosley; Electrician Helper L. Z. Dunner. At Tucson are Wm. Wyse, Mike Oetola and H. E. Berg. . . . Los Angeles: Cesar R. Barbero was at the Gen'l Hospital.



**FATHER & SON** felicitate each other on occasion of the recent retirement in LA of Engineer Andrew N. Naylor (left). Thus was terminated the life of a family father-son team of engineers on LA Div. Eng. Carl A. Naylor has been with SP twenty-five years.

**Coast:** Jack "Papa" Selden, terminal trainmaster, SF, was in Gen'l Hospital for a time but is back on the job, more chipper than ever. . . . Likewise returned, hale and hearty, is Engineer A. W. McCurdy, San Luis Obispo.

**Sacramento:** Engineer Fred Halsey is getting attention from the surgeons in Gen'l Hospital these days, where he was joined by Telegrapher L. S. Jarboe of Dunsmuir, after an automobile accident.

**Tucson:** Baggageman H. A. "Helter" Fahrenholz has been ill in the SF Sanatorium at Tucson since the middle of January, in company of Yard Clerk A. C. MacDure, who has been recovering at Tucson since last August.

**Storers:** Wm. A. Harris, West Oakland Stores helper, checked in at Gen'l Hospital for major repairs. . . . Requisition Clerk Helen Harkson returned from extended sick leave Feb. 27 after convalescing at her sister's home in Lincoln, Nebraska. . . . Gertrude B. Mansfield, after three-months' absence with a shoulder injury, has resumed her duties at West Oakland Stores.

**PMT:** PTE Supt. G. D. Clark made a flying trip from Tucson to the Gen'l Hospital but reported back to work in two days. . . . Northern Dist. Manager R. K. Latin returned to work recently after a stay in the hospital with a case of streptococcus. . . . PTE Driver Malcolm Peterson suffered a back injury after a fall at Albany, Oregon. He is now convalescing after some days in the hospital. . . . Came Driver I. B. Franklin of Redding to rid himself of his tonsils at the Gen'l Hospital.

**Shops - Sacramento:** Nursing themselves at home are Carmen Ralph Stroud and Alice Gerhardt. . . . Being nursed in Gen'l Hospital: Carmna Geo. Peoples, Carmen Holper A. W. Johnson, Jim Farley and Charley Fleck of the Brass Foundry; Machinist Fred Mosley; Electrician Helper L. Z. Dunner. At Tucson are Wm. Wyse, Mike Oetola and H. E. Berg. . . . Los Angeles: Cesar R. Barbero was at the Gen'l Hospital.

**Miscellaneous:** A. J. Reid, eastern car service agent at Chicago, has returned to his desk after a slege with flu.

## Died:

**Former SP Treasurer** G. M. Thornton, in New York, Feb. 24. Thornton served with SP for nearly thirty-eight years, retiring as treasurer July 1, 1931. He is survived by his wife and a married daughter of East Orange, N. J.

**Coast:** Charles Julius Ahlstrand, fireman, Jan. 27, in Gen'l Hospital, after sixteen years with SP. . . . John Henry Ford, Jan. 26, died at Gen'l Hospital, after continuous service since 1915. . . . William Hayward Johnson, chair car porter, Feb. 7. His wife and family team of engineers on LA Div. Eng. Carl A. Naylor has been with SP twenty-five years. . . . Pensioners: Thomas J. Butler, shed foreman, Feb. 1; Luke Ryan, crossing flagman, Jan. 28; Thomas J. Hanrahan, towerman, Jan. 19. George Rice, telegrapher, Feb. 5.

**Los Angeles:** Vincenzo Di Sano, machinist, Jan. 24. . . . Raymond B. Laughlin, clerk, Jan. 26. . . . Edgar G. Swanger, conductor, Jan. 30. . . . Pensioners: George Berry, B&O carpenter, Dec. 15; Doris Freeman, former car inspector, Feb. 4; Charles L. Herbst, freight agt., Feb. 1; E. Jenne, car builder, Feb. 16.

**Sacramento:** Engineer John F. Carroll, accidentally killed, Jan. 27. He had been in SP service since 1902 and an engineer since 1907. His wife, Charles R. Carroll, is now at SF Bremen out of Roseville. . . . Steamshovel Engineer Walter M. Smith, in Gen'l Hospital, Jan. 29. . . . John D. Garrison, car builder, Jan. 29, in Gen'l Hospital. . . . Pensioners: Dallas A. Bosquith, yard engineer, Dec. 1930; Curran E. Gault, carman, Feb. 7; William J. Fuller, clerk, Feb. 8; James E. Thomas, conductor, Feb. 18.

**Salt Lake:** Geo. R. Owen, roadmaster at Susanville, Feb. 4, after 23 years' continuous service. . . . Antonio Marlin, machinist helper, Sparks, Jan. 17. . . . Farley C. Passey, machinist helper, Ogden, Jan. 21. Charles Downing, section foreman, Wadsworth, Jan. 30. . . . John G. Karris, machinist helper, Ogden, in Gen'l Hospital, Jan. 30. . . . Max D. Mahlis, carpenter helper B&O 15, Feb. 2. . . . Pensioners: Monroe Baldr, boilermaker, Jan. 25; Barney E. Lester, brakeman, Feb. 15.

**Western:** Yardman J. J. Powers, Feb. 11. . . . Clerk Edward Wehle, Feb. 10. . . . Engineer H. C. Meiller, Feb. 12. . . . Brakeman J. W. Cholea, Feb. 13. . . . Asst. Foreman F. A. Eteske, Feb. 10. . . . G. Morua, laborer, Feb. 5. . . . Agent Geo. S. Coler, Jan. 24. . . . Laborer Luca Munoz, Jan. 25. . . . Brakeman Ed. Viets, Jan. 20, in Gen'l Hospital. . . . Engine Wiper Cayetano Morua, Feb. 5, in Gen'l Hospital. . . . Pensioners: James Johnstone, truck builder, Jan. 25; Wright Summers, conductor, Feb. 19; John E. Wagner, yardman, Jan. 19; Robert Yates, shop foreman, Jan. 27.

**San Joaquin:** Phillip Norred, bill and yard clerk, Hanford, Feb. 18. . . . Cashier John A. Finaroff, Taft, Feb. 16, in Gen'l Hospital. . . . Pensioner John Gregory, conductor, Dec. 6.

**Portland:** Tragedy struck swiftly among the members of the Gang 22 on January 11. Driving from McCrede Springs to Eugene, their car plunged over the embankment into Salt Creek. James Donohue was drowned, Carl Dewey instantly killed, Henry Geirg died on the way to the hospital. . . . Engineer Joseph Kirk, in Portland, Feb. 11, after continuous service with SP since 1902.



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# WE ARE ALL IN THIS BUSINESS

## *together*



**A**L OF US—the men on the trains, on the track, in the shops and in the offices; the management which plans and directs; the investors whose savings provide the tools with which we work—all of us are in this railroad business together.

We all have one interest in common, making a living—and to make a living we must get the business.

Business likes to go where it is well treated—and, nowadays, good treatment means more than good facilities and good schedules. It means more, even, than correct

handling according to the letter of the rules. Briefly, good treatment means that there must be, in every transaction, that little extra touch of warmth, of appreciation, of friendliness—the human touch.

Right there—adding the human touch—is the big opportunity for every one of us to better the railroad business—and to better himself.

For only the man—the individual—who serves the customer, can give that human touch which builds good will—and which makes “the pleased customer return to the place where he has been well treated.”

ASSOCIATION OF  
**A**merican **R**ailroads  
WASHINGTON, D. C.

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