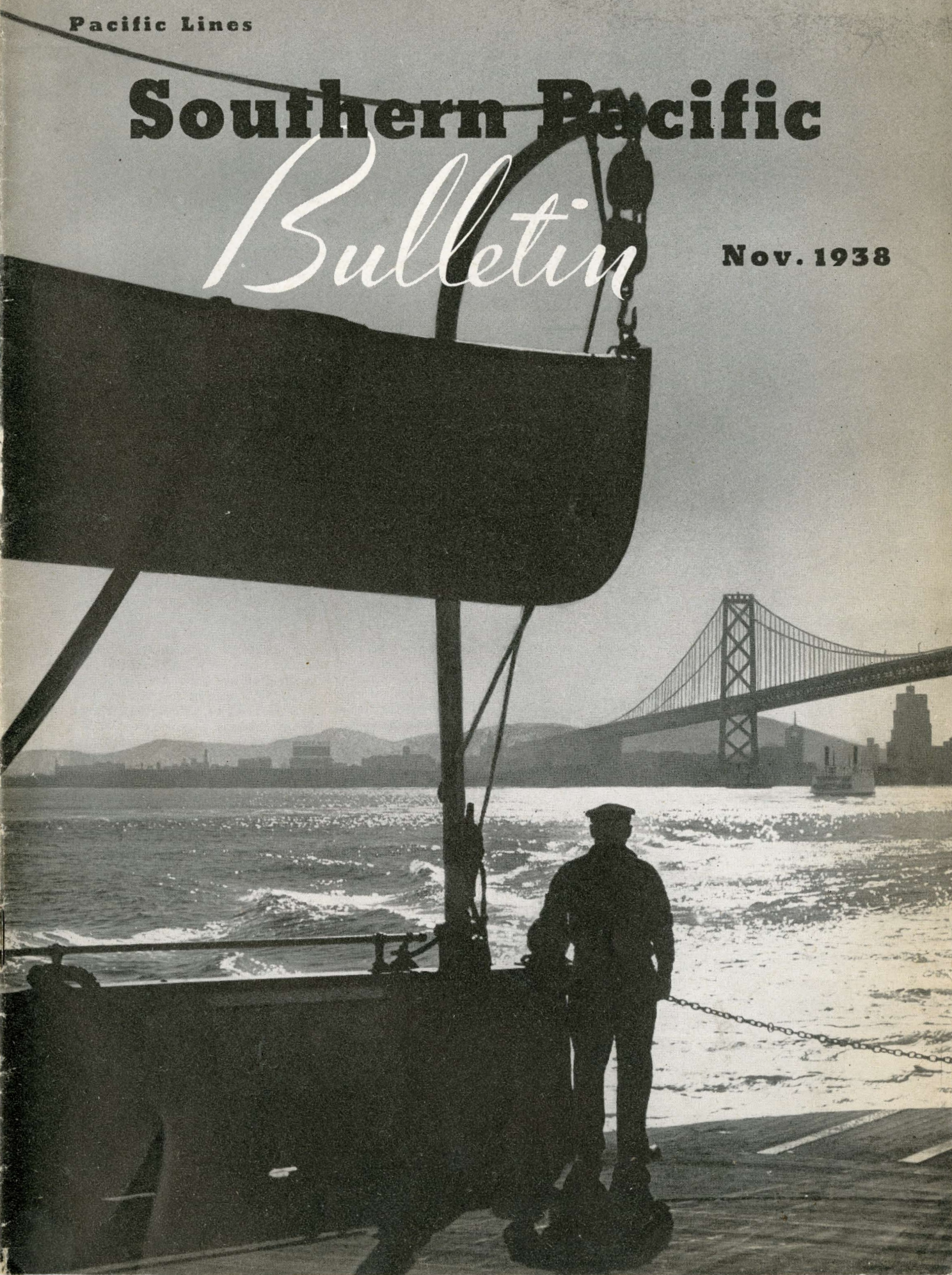


Pacific Lines

Southern Pacific

Bulletin

Nov. 1938



FERRY

See Old

LORE: San Francisco Bay Commuters

Institution Fade in Wake of Colorful Past

"Time rolls his ceaseless course" - SCOTT
 "The old order changeth" - TENNYSON

SAN FRANCISCO'S pioneer daily newspaper, the *Alta California*, carried this unpretentious announcement in its issue of September 1, 1863:

"Oakland Ferry-Railroad Line, being now completed from Oakland. . . cars will begin running in connection with the steamer *Contra Costa* on Wednesday, September 2. . . Every facility which could be wished is afforded for the safe and speedy transportation of passengers and freight; also every accommodation for the loading of horses and vehicles with safety and convenience."

Thus was born without pomp or ceremony 75 years ago the world famous rail-ferry interurban service across San Francisco Bay that has become through generations of commuters the beloved and colorful institution many thousands will mourn when its doom is sealed early next year with operation of the electric trains over the San Francisco-Oakland Bay Bridge. (Ferries will continue to operate to Oakland Pier to connect with main line trains.)

This original commuter service was provided by the San Francisco & Oakland Railroad Co., whose three-mile rail line extended from Broadway in Oakland along 7th Street to a wharf at Gibbon's Point, about the present location of Oakland Pier, where passengers boarded the ferry *Contra Costa*. In San Francisco the ferry landing was on Davis Street between Broadway and Vallejo wharves, north of the present Ferry Building. Six roundtrips were made daily over the rail-water route.

There are two distinct eras in the history of San Francisco Bay ferry boats of the Southern Pacific and its predecessor companies. The first period began with the earliest modes of transportation across the bay to the *Contra Costa*

shore, as the Alameda County region was known in those days, and extended up to 1863-64, when ferry operation was taken over by the newly launched Oakland and Alameda railroad companies. The second period encompasses the subsequent years that saw development of the world's largest and finest fleet of passenger ferry boats into the system which established such a phenomenal record in safely carrying millions of commuters year after year between their Oakland, Berkeley and Alameda homes and their work in San Francisco.

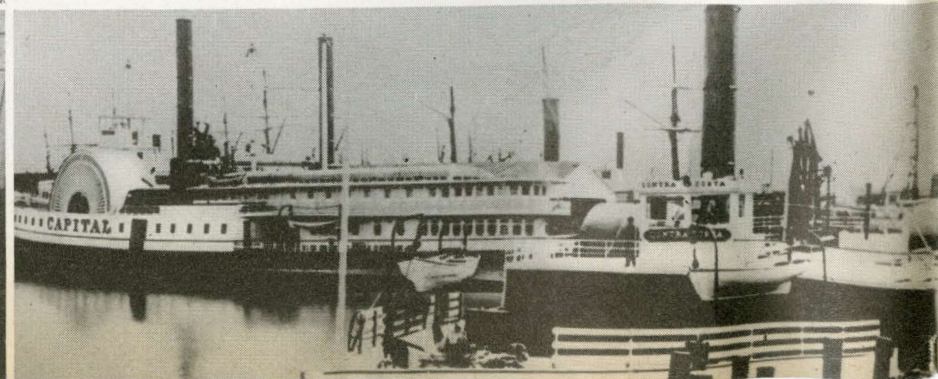
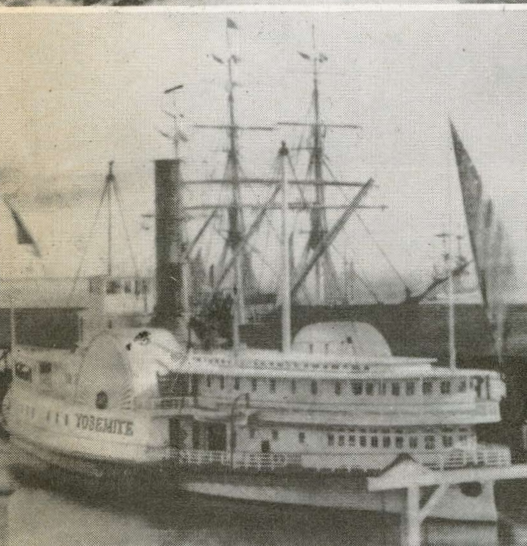
Oakland's local railroad was the first operated in the San Francisco Bay region, being 46 days ahead of the initial unit in the San Francisco-San Jose line from 18th and Valencia Streets to Mayfield. But it offered by no means the first ferry service. That dated back to 1850 when Captain Thomas Gray put his tiny propeller steamer *Kangaroo* on a twice-weekly schedule (tide and weather permitting) across the bay and up the "creek" to a landing on San Antonio's embarcadero, then a townsite in what is now East Oakland.

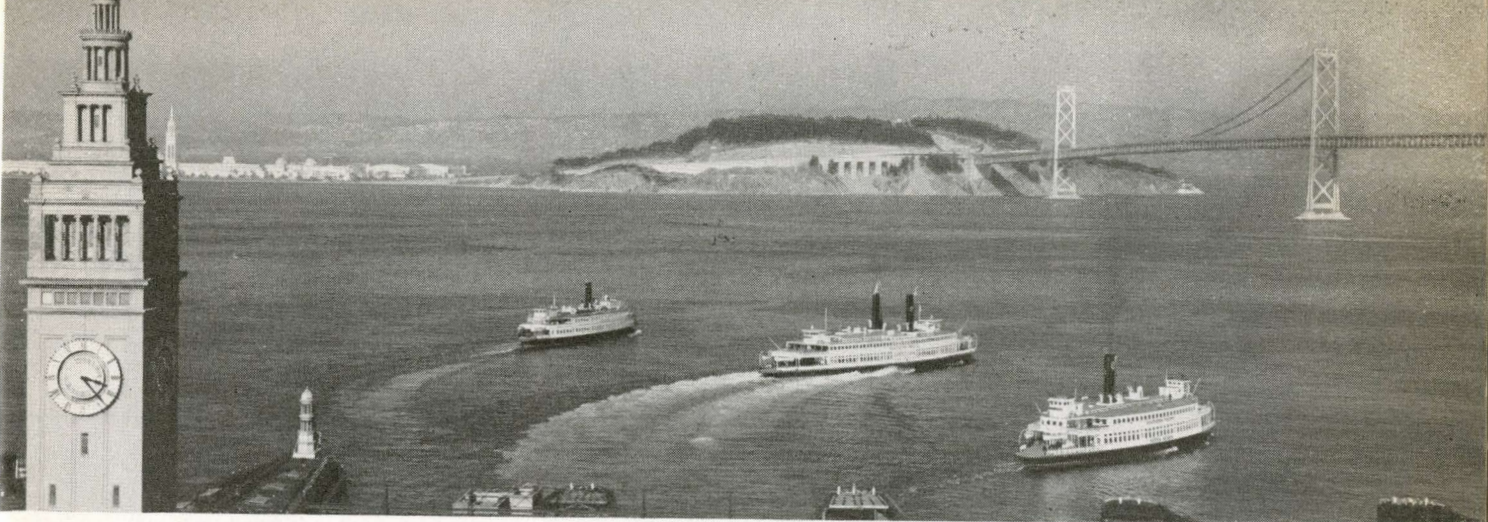
Hogs \$1 Per Head

Earlier in that year Captain Gray had experimented with his stern-wheel steamer *General Sutter* in Sunday excursion service to the beautifully wooded *Contra Costa* region across the bay from gold-crazed San Francisco. Its success prompted him to put the *Kangaroo* on in regular service, with fares as follows: \$1 per person; \$3 per horse; \$3 per wagon; \$5 per two-horse wagon; \$3 per head of cattle; \$1 per head of hogs; and 50c per hundred weight of freight.

To the *Kangaroo* goes the distinction of having been the first regularly scheduled ferry boat, but for years before all manner of craft had engaged in "taxi" and freighter service on the bay. Indians paddled their roughly constructed tule rafts between shores surrounding the harbor before the Mexican and Am-

"Bay City" is alongside Alameda Pier of the So. Pacific Coast RR., which in 1884 replaced the narrow gauge railway's original wharf at Alameda Point. By Dec. 1894, Alameda Pier had been made the solid fill it is today. ● "Yosemite" in 1866 at Broadway Wharf which was then San Francisco's busiest dock. This Sacramento River steamer was on the Vallejo-S. F. run from 1877 to about 1883. ● First ferry landing in San Francisco was on Davis Street between Broadway and Vallejo wharves shown in lower two pictures. "Contra Costa" (right), a Sacramento River boat, was pressed into service by the SF & Oakland RR. in Sept. 1863 to handle the first rail-ferry passengers across the bay. The landing was then made from the side of the boat. Soon afterwards a slip was built, which is being approached by the "Alameda" (lower left). The river steamer "Capital" was converted to ferry service on the Creek Route during 1876.





erican eras brought their row boats, whale boats, and the many varieties of sailing and steam vessels.

Captain William A. Richardson, whose tent shack was the first semblance of a house built on the site of what is now San Francisco, introduced the for-hire idea on the bay in 1835 with two schooners that hauled produce and passengers between the San Francisco and Santa Clara mission establishments and ocean-going ships out in the bay.

Wilds of Contra Costa

Others were quick to follow Richardson's lead in the years that saw San Francisco blossom into a metropolis. Local skippers found ready business among the adventuresome newcomers who paid well for the trip over to the Contra Costa shore where they hunted for game in the wilds of the hills and marshes on old San Antonio Rancho (now Oakland, Berkeley and Alameda).

As population grew in the small settlements of Clinton, San Antonio, Oakland and Alameda on the east side of the bay, there developed a necessity for the regular ferry service that brought the *Kangaroo* into the picture in 1850. It was not long before other steamers were attracted to the service, and by the time the first Oakland railroad began operations in 1863, two ferry companies, the Minturn Line and Larue Line, each had two boats making five daily trips over what has since become known as the Creek Route.

During 1851 a small steamer brought around Cape Horn from New York and owned by a Captain Rhodes made regular trips to one of the landings at Oakland. The *Erastus Corning*, a steamer formerly plying on the San Joaquin River to Stockton, was also put on the Creek Route run that year under management of Charles Minturn.

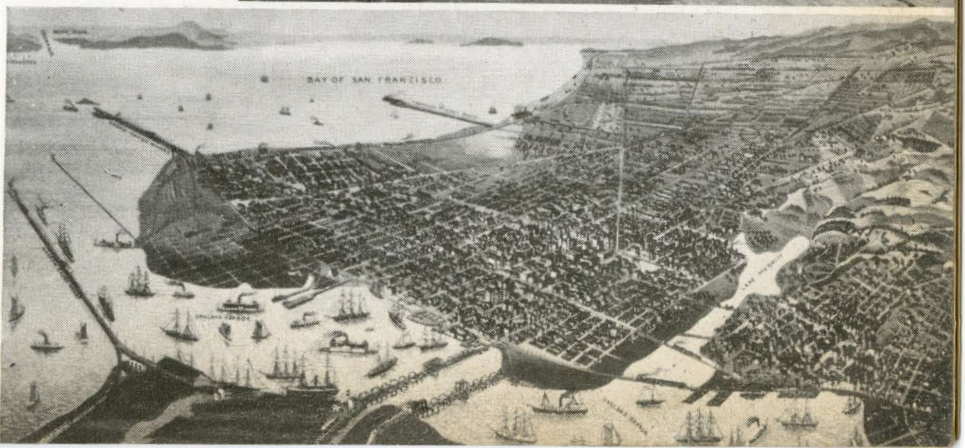
A number of boats engaged in ferry service during 1852, some operating on regular daily schedule and others hiring

San Francisco Bay ferries in October this year, showing buildings of Golden Gate International Exposition rising on Treasure Island beyond Ferry Building tower.

It was from one of the wharves along Yerba Buena Cove (right) that the "Kangaroo" that the "Kangaroo" inaugurated in 1850 the first scheduled ferry service, twice weekly, across San Francisco Bay to Contra Costa shore where Oakland, Berkeley and Alameda are now located. Tideland of the Cove formed a rough semi-circle starting at Broadway and Front, touching about what is now Market and Sansone and ending at Rincon Hill.

Predecessor of present S. F. Ferry Building about the time the first cable cars replaced horse cars on Market Street in 1886. Built by Central Pacific (S.P.) in 1875, the ferry passenger station was moved slightly south two years later to site of present Ferry Building opened July 1898.

(Below) Sketch (some what exaggerated) of Oakland, 1893, showing Estuary of San Antonio Creek, route of first ferry boats to early-day San Antonio, Clinton, Brooklyn and Oakland; also Oakland Long Wharf of S.P. and Alameda Wharf of So. Pac. Coast RR., later filled in to form present Alameda Pier.

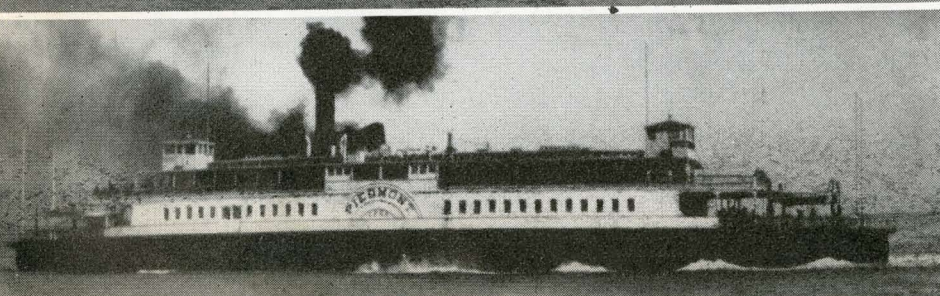
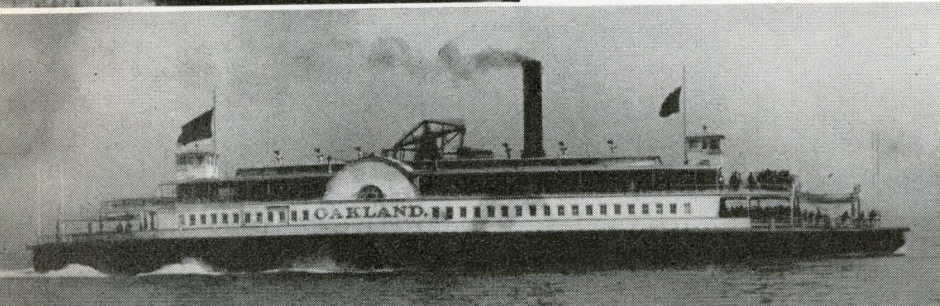
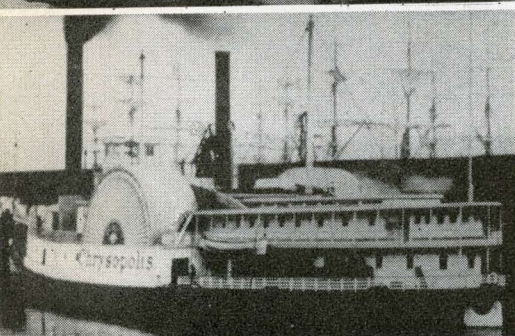
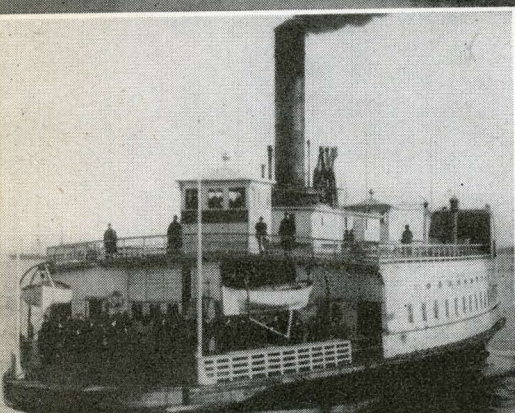
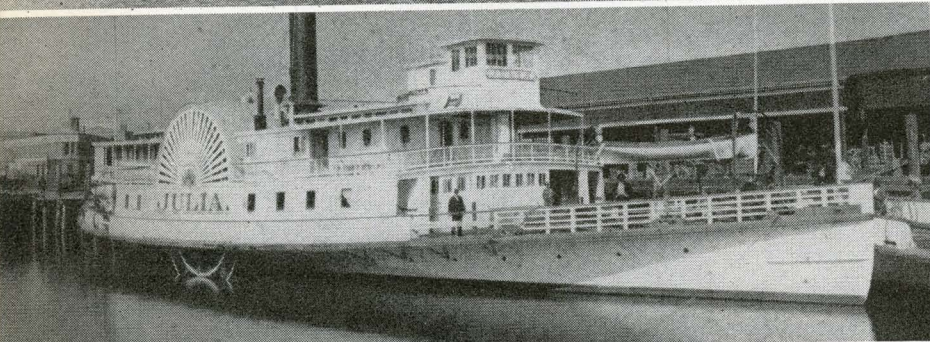
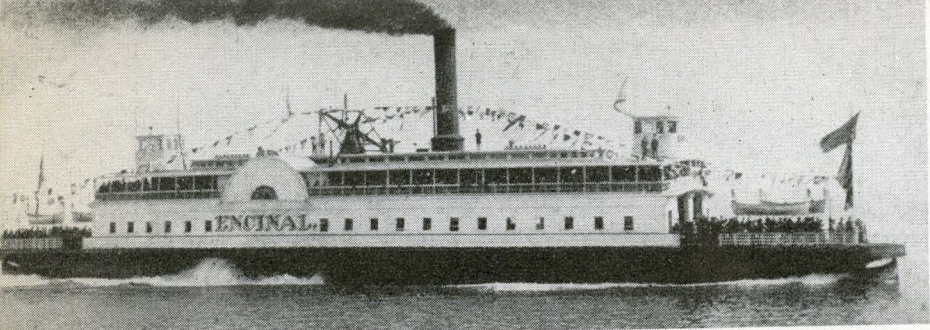


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EMMETT G. FITZPATRICK, Ass't. Editor

65 Market St., San Francisco (Room 207)



(Above) "Encinal" flag bedecked for its maiden trip in 1887 from San Francisco across the bay to Alameda Pier of the So. Pacific Coast RR. It originally had tracks on the lower deck for transfer of freight cars, with passenger accommodations on upper deck. Was used on Creek Route for many years, and was dismantled in 1930. The hull was used for some time as a fish reduction plant, but is now a resort spot on highway near San Rafael. ● The "Julia," another Sac. Riv. boat, was converted to ferry service in 1882. Its boilers blew up and the steamer was destroyed at Vallejo (where this picture was taken) on Feb. 27, 1888.

(Left) "Garden City" was another of the So. Pacific Coast RR. ferry steamers. Was in general service on the bay from Fall of 1879 to June 1929. Its hull, now beached near Crockett, is used as a facility for fishing parties. This picture was taken when it was a combination freight and passenger steamer, before cabin was built on second deck. ● "Chrysopolis," one of the most famous of all the early-day Sacramento River steamers, was dismantled in the early '70's and rebuilt into the "Oakland" (below).

(Below) "Oakland" as it appeared not long after it was built from the "Chrysopolis" and placed in ferry service in Sept. 1875. It was again completely overhauled and returned to service in July 1920 with very little, if any, of the old "Chrysopolis" still in evidence. The pioneer steamer is now used only as a utility boat. ● "Piedmont" began its service from Oakland Pier on November 28, 1883. It underwent a complete overhauling and change in mechanism about 1923, and is now in the utility service.

out for special trips. The steamer *Boston* made a few trips before it was destroyed by fire. Then came the *Red Jacket* commanded by Captain John R. Fouratt, a family name that has long been identified with Southern Pacific's steamer service on San Francisco Bay and the Sacramento River. This boat had previously been known as the *Empire* and later as the *Kate Hayes*. The *Caleb Cope* was on a ferry run in that year, and the *Kangaroo* was succeeded by the *Hector*. This latter boat was a small side-wheel steamer not much larger than a ship's yawl. Power was communicated from the engine to the shaft by means of cog wheels. The *Jenny Lind*, used in Sunday excursion and ferry service, could accommodate about 50 passengers.

Fares tumbled as competition became rife. The customary \$1 per passenger was forced down to 25 cents, and for a short time a gentleman named Wingate made a bid for business at 10 cents. Boats that had space for freight stuck pretty well to the rate of \$5 a ton.

Row Across for \$50

But even with steamers making daily trips there were occasions when row-boats, whale boats and small craft from ocean-going vessels were pressed into emergency service for trips across the bay. Harry N. Morse, early-day Alameda County sheriff, told a *San Francisco Call* reporter in 1888 of having rowed a prominent Oakland citizen across the bay and back in the winter of 1852 for \$50. There was a bad sand bar at the mouth of San Antonio Creek and Morse said many times he had to get out of the small Whitehall boat he used and push it across the bar. "When a steamer stuck," he said, "she had to lie there until the tide rose and floated her, and a lovely time passengers had if she stuck just as the tide was ebbing."

George A. Clinton, another early day resident, told the reporter of frequently making the crossing in a whale boat rigged as a schooner—two masts and two sails—which boat took a number of passengers and considerable freight. This boat, Clinton said, went to either Jacob's Landing, now West Berkeley, or to Gill's Landing at Point Isabella (six miles from Oakland) and the fare was 50 cents. "You can imagine that with an open boat it was not all 'hot cakes,'" Clinton said. "I remember one night it was blowing half a gale from the southeast and the boat was right down to her gunwales. We had a lot of groceries aboard besides ten or twelve passengers. Among them was a woman who was so scared she lost all power to hold on, and we had to tie her down to the thwarts to prevent her falling overboard. Let the ladies who travel so luxuriously by the monster ferries nowadays (1888) reflect on those things and be thankful."

Practically all the ferry steamer traffic was up San Antonio Creek to

the landings along the embarcadero at San Antonio and Alameda, or to the foot of Broadway in Oakland. The bad sand bar at the mouth of the creek was dredged during 1859 sufficiently to clear the shallow draught boats of that day. A channel 200 feet wide and five feet deep at low tide was dredged and marked by piles 45 feet apart.

During 1852-53 the Contra Costa Steam Navigation Co. was organized by H. W. Carpentier, Charles Minturn and others, when service of the earlier boats was found inadequate. Oakland had been formally established as a town in 1851 and in March of 1853 its trustees rescinded an earlier ordinance to pass another creating a public ferry between Oakland and San Francisco. To carry out the ordinance the trustees entered into a contract with E. R. Carpentier under which he was given exclusive privilege of operating the ferry service for a period of twenty years, the town reserving to itself a certain percentage of the net profits.

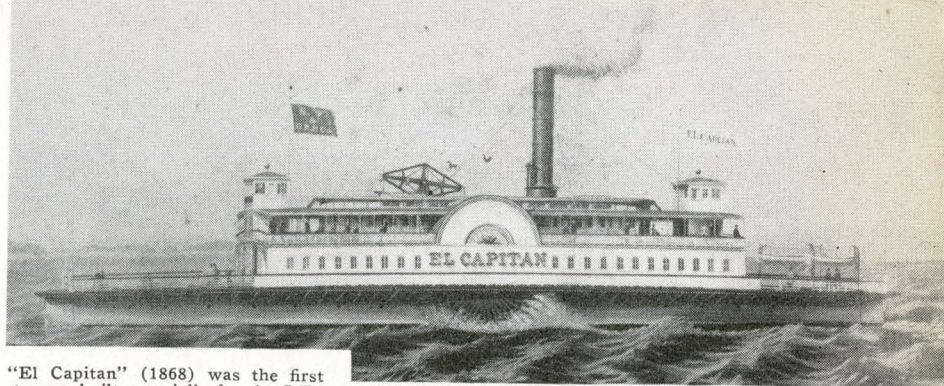
Carpentier contracted with Charles Minturn and the Contra Costa Steam Navigation Company, and under the privilege of this supposed monopoly, Minturn enjoyed the uninterrupted ferry business until April, 1858, when James B. Larue stepped in with his Oakland and San Antonio Steam Navigation Co.

Monthly Commute \$20

The Minturn company operated the *Erastus Corning* and *Kate Hayes* until December 26, 1853, when its new steamer *Clinton* was placed in service. The event was announced in the *San Francisco Herald* of December 22 as follows: "The new and splendid steamer *Clinton*, Captain L. B. Edwards, will make three trips daily. On January 1, 1854, the monthly commutation tickets will be reduced to \$20. On March 1, 1854, fare will be reduced to 50c."

The commutation fare had been reduced to \$15 some time prior to March 10, 1857, however, for on that date Mayor Williams of Oakland deplored the ferry service to his fair city, declaring that accommodations on the boats were not suitable, that there was daily apprehension of being grounded on the bar, that the one hour's time for the eight-mile trip was too long, that the fares of \$180 a year for commuters and \$365 a year for non-commuters was too high, that there should be no monopoly on the bay which was an arm of the sea and a maritime highway, all of which was keeping hundreds from making their homes in Oakland.

Minturn and his Contra Costa Steam Navigation Co. evidently took heed, for on September 15 of that year he announced the placing in service of his second boat, the *Contra Costa*, which gave him "boats leaving San Francisco at 9½ a. m., 1½ p. m., 5 p. m.; Oakland (Broadway) 7½ a. m., 12 a. m., 3½ p. m.; and San Antonio 6½ a. m., 11½



"El Capitan" (1868) was the first steamer built especially for the S.F.-Oakland rail-ferry run. It saw little service after '21. Sold in '25, its hull now lies in Oakland Estuary.



"Sacramento" (1924) has seats for 1900 passengers, largest of any S.P. ferry, as compared with the 365 seats on the pioneer "El Capitan." It was built at S.P. shipyard, West Oakland, from about 50 feet of the keel of the old "Newark," and made its first run in February, 1924.

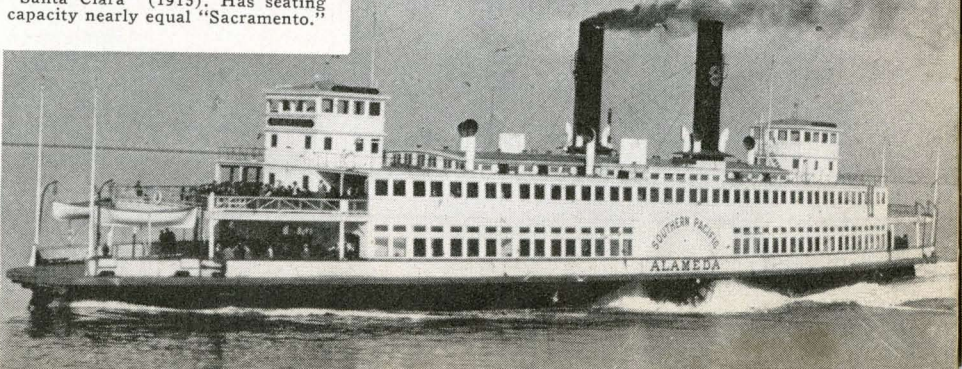


"Newark" (1877) was first ferry built for old South Pacific Coast Ry. (narrow gauge), which property S.P. acquired in '87. Steamer was in general service on bay until dismantled at S.P. shipyard in '21.

"Alameda" (1866), first ferry of that name, was built for SF&Alameda RR, later S.P. Was dismantled in '98.



"Alameda" (1914) built entirely new at S.P. shipyard as sister ship to the "Santa Clara" (1915). Has seating capacity nearly equal "Sacramento."



a. m., and 3 p. m." On the 28th of the same month he reduced commutation fares to \$10 a month.

The "convenient and satisfactory handling" of horses and wagons, cattle, sheep and hogs on the ferry boats was a much-discussed point of service in the early days. When the *Contra Costa* made its maiden trip it was announced: "this splendid steamer is built expressly for the route and is so arranged that horses and carriages can be driven on and off." A few years later when the Oakland Railroad started its combined ferry and railroad service, it was announced that "capacious cattle pens" were provided at Broadway Wharf in San Francisco and at Oakland Wharf.

First of the very few casualties in bay ferry service was on April 3, 1859, when the boilers on the *Contra Costa* exploded. Six persons were killed, many injured, and there was considerable loss of horses and property. The steamer was out of service for several months.

"Among those killed was the steamer's barkeeper," Geo. A. Clinton recalled for the *Call* reporter in 1888. "Talking about barkeepers," he said, "it was a jolly crowd we used to have on those trips. Everyone knew everyone else. There was no sitting down in those days to read the newspapers. All the boys used to get together somewhere near the bar. When we got stuck on the bar of sand silt at the entrance to the creek, there was always the bar on the boat with its knot of pleasant gossipers to while away the time when we were delayed.

Ticket Collector on Boat

"There was no ticket office then, or men in uniform to punch the slips of cardboard. A collector used to come around and get our two-bit pieces, bringing a deckhand with him to make sure he missed no one."

It was not all clear sailing for the Minturn Line, however, even with the lower fares and new service. Near the end of 1857 an opposition line, the Oakland and San Antonio Steam Navigation Co. came into being, with James B. Larue as president. The company converted the *Confidence* into a ferry

steamer and placed it in service as the *San Antonio* on April 8, 1858, operating from Larue's Wharf in San Antonio with Captain John Fouratt commanding. The fare was 25 cents per passenger and \$5 monthly commutation.

Minturn responded by slashing his fare from 50 cents to 12½ cents for one way. But the threatened rate war was short-lived. The *San Antonio* had to be removed for repairs, and the fare went to a compromise of 25 cents.

During August of 1858 Larue started construction of a new boat *Oakland* to augment service of the *San Antonio*. At the same time Minturn was having repairs made to the *Contra Costa* to give the boat a fine cabin aft and provide other improvements for passengers. Together with the *Clinton* the two companies each were to have two steamers.

Bitter Rivalry

Although fares were stabilized there was bitter competition between the two companies. Many times there were fights between men aboard boats of the different lines. In later years Captain Case of the *San Antonio* recalled that he used to stand by the wheel with a rifle close at hand ready to shoot if the pilot of a rival boat should attempt to run his boat afoul the narrow channel in San Antonio Creek.

Minturn failed in his attempt to get an injunction against Larue because of operating boats in violation of his supposed exclusive rights granted under the 20-year contract with the Oakland town trustees. The case was pending before the U. S. Supreme Court when in January, 1859, Larue launched the *Oakland*. With this steamer in service he had by far the better boats and Minturn, sensing there was little prospect of a favorable decision in his injunction suit, made an agreement with Larue on August 2, 1859, to operate their boats jointly.

From that date until September 2, 1863, when, as stated at the beginning of this article, the first ferry service was inaugurated in connection with the Oakland railroad, there was a period free from important ferry boat developments. Which brings us to the second era of this story—that dealing with

ferry service in connection with rail lines of S. P. and its predecessor railroad companies in Alameda County.

Second of these local railroad lines was the San Francisco and Alameda Railroad Co., which on August 25, 1864, started operation of the *Sophie McLane* from Davis Street in San Francisco to connect at Alameda Wharf (foot of Pacific Avenue) with its rail line then extending into Alameda as far as High Street. This ferry steamer was replaced by the *Contra Costa* when the *Louise* was put on the Oakland run September 24, 1864, and in February two years later the Alameda railroad company put its new boat the *Alameda* in service. This marked the end of the Minturn boats in ferry service from the Alameda County side of the bay, but they were subsequently used on runs between San Francisco and points in Marin County.

Larue continued to operate his boats, the *Oakland* and *San Antonio*, but after the Oakland railroad built a trestle across the arm of San Antonio Creek (Estuary) leading into Lake Merritt and extended its rail line from Broadway into San Antonio (East Oakland), he could not meet the competition for traffic and sold the two boats to the railroad company on March 18, 1865. The railroad then extended its line to Larue's Wharf at the foot of Commerce Street in San Antonio and operated the two ferry boats to San Francisco.

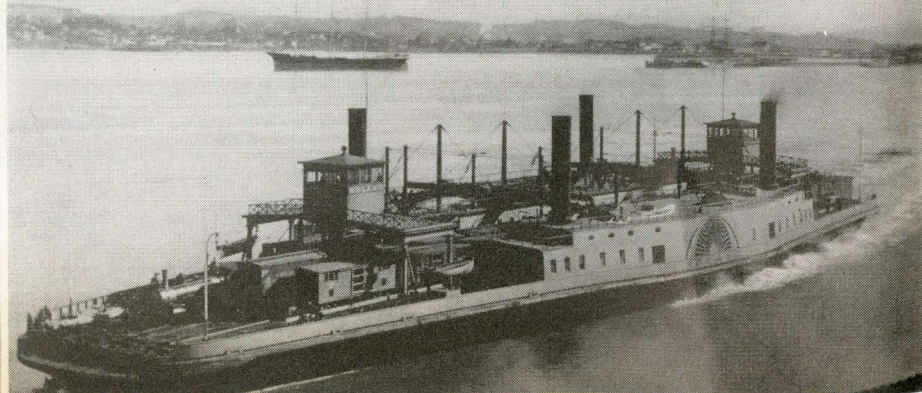
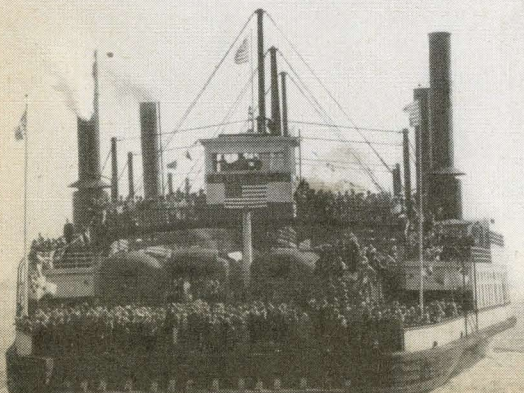
First Oakland Train

It was the steamer *Alameda* (first ferry of that name) that had the honor of connecting with the first overland passenger train to reach San Francisco Bay over the rails of the Central Pacific (parent organization of Southern Pacific). The day was September 6, 1869, and the historic event was the occasion for a joyous celebration in the little town of Alameda. The *Alla California* reported the demonstration in this verbose manner:

"As the train neared the Alameda station an immense crowd of ladies and gentlemen, and all the youngsters they owned, awaited the auspicious moment of the train's stoppage. At the station a quadrangular superstructure was built over the tracks, having upon each

WORLD'S LARGEST FERRYBOATS were the "Solano" (1879) and "Contra Costa" (1914). The "Solano" is shown below (right) carrying freight cars across Carquinez Straits (35 miles from San Francisco) between Port Costa and Benicia shortly after it went in service during December 1879; and (left) when it made its last trip November 1, 1930, loaded with celebrants enroute to dedication of Southern Pacific's Martinez-Benicia bridge over Suisun Bay, which bridge brought an end

to the car-transfer ferries. The "Solano" was 420 feet long and 116 feet wide with capacity for two locomotives and 24 passenger cars, or two locomotives and 36 freight cars. Sold in 1934, its hull was beached and is now a fishermen's rendezvous near Antioch, Calif. The "Contra Costa," built in the S. P. shipyard, was slightly larger but had same carrying capacity. Its hull has also been beached at Morrow Cove near Carquinez Bridge and it now serves as a wharf for fishing and boating parties.





OAKLAND LONG WHARF and **OAKLAND MOLE** as they appeared in 1890. The two-mile wharf was opened for traffic January 16, 1871, with ferry slips for the passenger steamer "El Capitan" and freight car transfer steamer "Thoroughfare (1)," and with berthing space for four ocean going vessels, together with storage warehouses. Facilities added later

provided five docks with berth space for 22 vessels, where for nearly six decades the ships of the seven seas loaded and unloaded their cargoes. The wharf handled freight exclusively after the present Oakland Mole passenger terminal opened Jan. 22, 1882, and was abandoned in 1918-19 when freight docks and sheds were constructed adjacent to passenger terminal.

side an arch of evergreens, beautifully adorned with a vast profusion of roses and other flowers for which Alameda is justly renowned. Over and above these were a multitude of flags, which seemed to bear in their folds an unusual amount of pride, grace and beauty.

"And now the hoarse whistle of the locomotive is heard. Cannons boomed and the loud huzzas, and the noise of bells, and boys, and men all made a conglomerate language which would set at bay the untiring genius of modern philology. And so passed the first train to its western terminus. Every house that had a flag displayed it; every head that had a tongue joined the chorus; every heart that could scan the past and survey the future filled with emotion as the spectre of fire and life came and went."

Such was Alameda's greeting to the first overland passenger train to reach the Pacific Coast. The train had come into Sacramento over the first trans-continental railroad (now the Overland Route of S. P.), opened to traffic the preceding May thence via Stockton, Tracy, and Niles Canyon to connection with the San Francisco & Alameda R. R. at San Leandro, and on to Alameda by way of Melrose.

Entry of Central Pacific

The Big Four builders of the pioneer Central Pacific railroad (Stanford, Huntington, Hopkins, Crocker) and founders of the present Southern Pacific Company, had during 1867-68 acquired controlling interest in the two Oakland and Alameda local railroads. Prior to arrival of the first overland train at Alameda Wharf, extensive work was under way to prepare Oakland Wharf as the railroad's western terminal. Oakland had its turn to celebrate when overland trains began operation along 7th Street to Oakland Wharf on November 8, 1869, and the temporary use of Alameda Wharf for overland passengers was discontinued.

Prior to Central Pacific's entrance into Oakland, the wharf at Oakland Point had been extended from half a mile to about 6900 feet long with width sufficient for one track and a roadway for teams, and a ferry slip. Work was under way in extending the wharf out to deep channel to accommodate ocean-

For their assistance in compiling this history of the ferry boats, the Bulletin editors express grateful appreciation to Captain Chas. F. Heath, superintendent of S. P. ferry steamers, and his staff; Hugh Ellison of the S. P. G. G. Ferries, Ltd.; F. E. Edwards, San Francisco authority on early day shipping; Martin Behrman, collector of old photographs; and the Marine Dep't of the San Francisco Customs House.

going ships. Two boats had been added to the ferry fleet: the *Washoe*, a reconstructed Sacramento river boat, in February, 1865; and in July, 1868, the "elegant new steamer," *El Capitan*.

The famous two-mile Oakland Long Wharf was opened for traffic January 16, 1871, and the new freight car transfer steamer *Thoroughfare* (first of two boats of that name) was placed in operation to the railroad's Second Street wharf in San Francisco. The boat had capacity for 18 of the small freight cars then in use and pens for 16 carloads of stock. It replaced the *Oakland*, which had been remodeled for freight service.

During 1873 the Alameda and Oakland local lines were connected via the first railroad bridge across San Antonio Creek (Estuary) at Alice Street, and on September 29 of that year Alameda Wharf was abandoned. Alameda local trains were operated to Oakland Long Wharf, the *Alameda* and *El Capitan* crossing the bay every half hour.

The *Oakland* was broken up in 1874 and its name passed on to the *Chrysolopolis*, a Sacramento river steamer. The completely remodeled boat went in service from Oakland Long Wharf in September, 1875. A second and larger freight-car transfer boat, the *Transit*, was commissioned March 6, 1876.

S. F. Ferry Buildings

Predecessor of the present Ferry Building in San Francisco, which was opened in July, 1898, was the passenger station of the Central Pacific near the foot of Market Street where the railroad's ferry boats began landing September 4, 1875. Slips for the ferries were built by the State Harbor Commission on East Street (Embarcadero) between Market and Clay. Market Street Wharf, adjoining the new slips on the south, was used for Sacramento River steamers and for the steamers running to South Vallejo in connection with the California Pacific railroad, then a part of the Central Pacific system. During 1877 the passenger station was

moved a little further south to face Market Street.

The California Pacific, above mentioned, operated a number of steamers on Sacramento River and had opened its rail line from Vallejo to Washington, across the river from Sacramento, in November 1868. The company failed financially early in 1871 and came under control of the Central Pacific, which latter company in July 1873 was operating 29 steamers and 20 barges on Sacramento River. Up to Dec. 1879 ferry service was operated across the bay between the railroad's South Vallejo terminal and San Francisco. Most famous steamer in this service was the *New World*. Southern Pacific discontinued all river operation on January 14, 1930, the *Navajo* and *Cherokee* being the last in service.

Improve "Creek Route"

An improved "Creek Route" ferry service was inaugurated July 1, 1876, after considerable dredging had been done by the government. A new slip was built at the foot of Broadway in Oakland, and the *Capital*, largest of the Sacramento River steamers, was completely remodeled for the new service. The handling of team traffic was then discontinued at Long Wharf.

Next important addition to Central Pacific's steamers was the world's largest ferry boat, the *Solano*, which on December 28, 1879, began the transfer of passenger and freight trains between Port Costa and Benicia in connection with the new rail line to Sacramento (See picture opposite Page).

The present Oakland Pier, or Mole, because an embankment was filled in to replace the pier trestle, was opened for traffic January 22, 1882, with its large train sheds to take care of passenger travel, while the Long Wharf terminal was devoted exclusively to freight traffic. At that time Central Pacific had nine ferry boats on the bay: the *Alameda*, *Amador*, *El Capitan* and *Oakland* on the passenger run from Oakland Mole; the *Capital* on the Creek Route; the *Julia* between Vallejo Junction and South Vallejo; and the *Transit*, *Solano*, and *Contra Costa* in car transfer service.

During this time James G. Fair, and his associates, who acquired wealth in the Nevada silver mines, were building

the narrow gauge South Pacific Coast railroad from San Francisco Bay to Santa Cruz via Newark and San Jose. A wharf was built at Alameda Point on the estuary of San Antonio Creek and ferry service to San Francisco began June 1, 1878, in connection with the rail line then advanced as far as Newark. At that time the company had two boats, the *Newark* and *Bay City*. The *Garden City* was added in 1879 and the *Encinal* in 1888. The two boats originally had tracks on lower deck for freight cars and passenger accommodations on upper deck. On March 14, 1884, the narrow gauge railroad's boats began operation from the new Alameda Pier, a pile trestle projected along the south side of the creek with a plank roadway for vehicular traffic.

Properties of the narrow gauge railroad were acquired in 1887 by Southern Pacific Company (incorporated 1884 to operate all former Central Pacific and associated lines) and by December, 1894, Alameda Pier trestle had been made the solid fill it is today. Also on that date vehicular business was transferred to the Creek Route where it was handled exclusively until such traffic was resumed at Oakland Pier in April, 1923, and at Alameda Pier in September, 1926, with establishment of automobile ferry boats on daily schedule.

At the turn of the century, Southern Pacific had these ferry boats in service on the bay: *Oakland*, *Piedmont*, *Bay City*, *Newark* and *El Capitan* on the Oakland and Alameda runs; *Thoroughfare (I)*, *Encinal* and *Garden City* on the Creek Route run to Broadway Wharf, and in utility service; *Amador* between Vallejo Jet. and So. Vallejo; *Transit* in freight car transfer service between Oakland Long Wharf; and *Solano* ferrying trains across Carquinez Straits between Port Costa and Benicia.

Ferries Since 1900

Succeeding years saw eight ferries added to the Company's fleet to replace or supplement steamers in passenger and car transfer service. These included the passenger steamers *Berkeley* (1901), *Alameda (II)* (1914), *Santa Clara* (1915), *Sacramento* (1924) and *Sierra Nevada* (1933); vehicular-passenger steamer *Melrose* (1908) and *Thoroughfare (II)* (1912); and the huge car transfer steamer *Contra Costa* (1914).

In addition to these ferry boats operated in connection with main line and interurban train service, there were the 29 boats that comprise the auto ferry fleet of Southern Pacific Golden Gate Ferries Ltd. during the peak of its operations in 1930, and the four Northwestern Pacific boats then in service.

During 1930 Southern Pacific and its affiliated companies were operating a total of 43 ferry boats on San Francisco Bay, the largest transportation enterprise of its kind in the world. During that year the passenger ferry boats

carried 19,653,782 persons across the bay to and from Oakland and Alameda piers; 5,702,000 between the San Francisco and Marin County shores; and 14,855,753 persons on all routes of the automobile ferries; or a grand total of 40,211,535 passengers. During that year the auto boats carried their record number of 6,117,186 vehicles.

Peak year of travel on Southern Pacific's ferries between San Francisco and the Oakland, Alameda and Broadway slips, was 1919 when 27,120,500 passengers were handled. The segregation was: 1,850,742 main line passengers via Oakland Pier; 16,931,460 suburban passengers via Oakland Pier; 6,037,778 suburban passengers via Alameda Pier; and 2,300,520 foot passengers via the Creek Route "Nickel Ferry," 1st and Broadway in Oakland.

West Oakland Shipyard

No story of the ferries would be complete without mention of the S. P. shipyard at West Oakland where several of the company's finest passenger and SPGG auto boats were built. The shipyard with its marine railway and drydock was ready for service in 1902, replacing the former yard once known as Steamboat Point located near present site of West Oakland shops where early-day type of side-haul facilities were



TRAINS OVER THE BAY made a regular appearance last month with commencement of test trips and instruction of engineers who will pilot commuter trains across the San Francisco Bay Bridge, beginning early next year. First to cross from Oakland to San Francisco under its own power was a Key System train with Governor Frank F. Merriam at the controls. S.P. officials who were among the first passengers were Vice Presidents W. A. Worthington and A. T. Mercier; L. B. McDonald, general manager; C. R. Harding, asst. to president; W. H. Kirkbride, chief engineer; E. E. Mayo, asst. chief engineer; G. E. Gaylord, supt. Western Division; F. E. Sullivan, trainmaster Western Div., and E. J. Foulds, attorney. In the above picture, snapped while crossing the bridge, Engineer F. C. Bryan is at the controls receiving instruction from W. H. Marlin, district road foreman of engines, in automatic train control operation. More than 200 engineers will take these instructions to qualify for operating bridge trains.

available for ship building and repairs. The *Alameda*, *Santa Clara*, *Sacramento*, *Melrose*, *Thoroughfare*, and *Contra Costa* were the principal steamers built at the present S. P. yard, in addition to several auto ferries and general repairs from time to time on all the boats in the fleet. Also the NWP *Eureka* was rebuilt there from the former *Ukiah*, and the *Oakland* was completely rebuilt there in 1920.

Steam trains were used on all the local interurban runs connecting with Oakland Pier and Alameda Pier ferries until operation over the East Bay electric lines began during 1911-12-13, when electrification work started in 1908 had been completed.

Those commuters who have known the ferries for many years may recall numerous changes that took place from time to time in the trans-bay service that has not been mentioned in this historical narrative. Space does not permit a more detailed article. However the *Bulletin* editors have endeavored to compile a story in words and pictures that will in some measure help to perpetuate the colorful, romantic saga of Southern Pacific's ferry steamers.

Next month the *Bulletin* will tell the story of the people who have given life, vitality and glamour to the ferry boat institution—the crews and the commuters themselves.

Book of Trains: Lucius Beebe's book "High Iron," just published by D. Appleton-Century, is sure to find favor with the evergrowing legions of railroad fans over the country, as well as with railroaders themselves. It is a record in prose and pictures of some of the more arresting aspects of American railroading. Southern Pacific and its parent company, the old Central Pacific, are well represented, the majority of the historic pictures having come from the S. P. News Bureau files. Mr. Beebe toured the country to gather his material and most of the pictures of modern trains in the book were taken by himself. He refers to Southern Pacific's spectacular *Daylight* as "perhaps the most beautiful of all train designs." The book is not a history of railroads nor is it a handbook on the evolution of trains and locomotives. It concerns itself with the magnificence, romance and grandeur of steam and steel and speed in rail travel down through the years.

Luncheon Speakers: "The Railroads Go Forward," was the subject of a luncheon talk before a group of prominent San Franciscans last month by J. W. Ostle, freight agent, S. F. District Freight Office, and vice president of the Southern Pacific Speakers' Club. Addressing the Serra Club, Mr. Ostle told how the American railroads have continued to advance despite numerous

burdens, and stressed the improvements made by Southern Pacific in freight and passenger service during the past decade, which he described as "the era of merchandising."

Another traffic representative to make a public speaking appearance last month was Vic L. Arenth of L. A. General Freight Office, who addressed the Southside Chamber of Commerce in Los Angeles on the importance of railroads to community life. Mr. Arenth also described interesting details concerning the new L. A. Union Passenger Terminal which is rapidly nearing completion.

New Vice President: Effective December 1, John G. Walsh, now secretary and treasurer of the Erie Railroad Company, will become vice president in charge of finances of Southern Pacific Company, with headquarters in New York City, it was announced October 24 by Secretary W. F. Bull.

Rail Boost: Railroads were given the spotlight in a program broadcast from KSFO in San Francisco Oct. 27. C. M. Biggs, district freight agent for S. P., and Harvey Hicks, general passenger agent for U. P., were interviewed by the commentator, Walter Guild, who handles a weekly salute to industry sponsored by the California State Chamber of Commerce.

Operating Results:

FOR the nine months ended September 30, 1938, Railway Operating Revenues of Southern Pacific Lines amounted to \$146,270,735, or \$24,819,269 less than the revenues for the same period of 1937, a decrease of 15%.

During the same period Railway Operating Expenses were \$117,628,361, or \$13,510,784 under expenses for same period of 1937, a decrease of 10%.

After deducting tax accruals of \$13,682,959, and net rentals for use of equipment and joint facilities totaling \$8,099,310, there was left Net Railway Operating Income of \$6,860,105, or \$11,524,569 under the amount for the same period last year, a 63% decrease.

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. For the eight months ended August 31, 1938, the income from all sources was not sufficient to cover the fixed charges, and the final result was a Net Loss of \$10,355,834, whereas for the same period of 1937 there was a Net Income of \$383,794. No dividends have been paid since January 1932. The final result for the nine months period of 1938, not available as the *Bulletin* goes to press, will be shown next issue.

Railroad Night:

HONORING America's railroads, members of the Pacific Traffic



C. M. Biggs

Association of San Francisco turned out in record numbers on October 20 to observe "Railroad Night" at a special dinner program arranged by C. M. Biggs, Southern Pacific's district freight agent, who was chairman of the event. Nearly 500 members and guests attended the dinner, presided over by Harry G. Adam, president of the association. Mr. Biggs introduced the railroad officers and interspersed his remarks with comments pertinent to the railroad industry. Membership of the association includes San Francisco representatives of railroad, steamship, air, express and highway transportation companies, as well as traffic managers of many industrial concerns.

Rail Fans: An excursion sponsored by the California-Nevada Historical Society October 23 from Oakland to Grass Valley over the historic Nevada County Narrow Gauge Railroad, attracted many rail enthusiasts. The excursionists took hundreds of pictures of the picturesque equipment, for the trip probably marked the final run of a passenger train on the narrow gauge line.

Rare Plant: Curtis Redfern, S. P. geologist whose fame as a floriculturist is already world-wide, gained further recognition recently when one of the rarest plants in California bloomed in his San Francisco garden. The plant—a Chilean Puya—is a native of the Andes mountains, and is one of six in California. It has a bushy, blade base like a pineapple, a tall straight stem like a yucca, and before it has finished blooming will have nearly a thousand blossoms. Redfern spent seven years cultivating the plant before he succeeded in obtaining the bloom.

Shop's Birthday: Sacramento General Shops of the S. P., largest railroad shops west of Chicago, were saluted by the Sacramento *Union* Oct. 23rd in honor of the 75th anniversary of their founding. It was during the fall of 1863 that the first wooden building, 20 feet wide and 140 feet long, was erected as workshop for the old Central Pacific. D. L. Joslyn, draftsman at the shops, furnished the *Union* with material for the full page story.

National Jewelers: Stanley A. Pope, manager, S. P. Time Service, qualified as the biggest Business-Getter of the month by reason of the leadership he took in lining up the National Retail

Jewelers' Ass'n. to hold their annual mid-year convention on Treasure Island next Feb. 20-24, as the first big convention event for the San Francisco Exposition. Also meeting on Treasure Island during the same period will be the California Retail Jewelers and other allied groups, which will attract considerable travel over S. P. lines.

Butler Prexy: H. A. Butler, manager of dining cars, hotels, restaurants and news service for S. P. Lines, last month was elected president of the American Association of Superintendents of Dining Cars having previously held the offices of vice-president and chairman of the executive committee of the group, whose membership covers the United States and Canada.

Protect Fellow Man:

HEROISM and quick-thinking of Southern Pacific trainmen in emergencies merited considerable newspaper commendation following two unfortunate incidents which recently occurred on our lines.

Relating how a freight train crew rendered first aid to Brakeman Geo. R. Adcox of Sacramento Division, who suffered injuries which later proved fatal, the Truckee *Sierra Sun* adds that it is "thoroughly convinced that Southern Pacific Company is not heartless." When Brakeman Adcox, through no fault of the company, was seriously injured near Norden, the balance of the train crew, with orders from superiors, pulled the long freight onto a siding, coupled the engine to the caboose and a clearance was given on the rush to Reno where hospitalization could be given. An entire extra crew was called to bring the train in later. "We don't call that putting monetary interests above human rights or in any way being heartless," concludes the *Sierra Sun*.

Members of the crew were Engineer G. F. Marcellais, Conductor Chris Menges, Brakemen G. E. Smading, E. C. Shelton, A. C. Ray, J. D. Mann, M. A. Davis. Mrs. J. B. Nagle, wife of engineer, and a registered nurse, accompanied the train from Norden, rendering first-aid to the injured man.

Saving the lives of a score of passengers was credited to Engineer Fred Lemery and Fireman John Hardin when a truck carrying butane gas crashed into their Oakland bound train near Sacramento. As the truck burst into flames they saw that one of the coaches was endangered. As soon as the emergency brakes were released they moved the train to safety. Thanks to their presence of mind, no passengers were injured.

Mr. Lemery will be remembered as the engineer who rescued the famous kitten "Grit" a few years ago after that brave little animal had ridden a brake-beam from Oakland to Sacramento in a violent rainstorm.

Ticket Salesmen See

SAN FRANCISCO last month played host to three conventions of railroad passenger traffic salesmen, considered as among the most important groups of the year to visit and gather first hand advance information on the Golden Gate International Exposition which opens on Treasure Island in San Francisco Bay February 18, 1939, and to discuss ways and means of stimulating tourist travel westward next year.

The groups, all meeting in their annual conventions, comprised 150 members of the American Association of Traveling Passenger Agents, October 4 to 6; 450 members of the American Association of Railroad Ticket Agents, October 12 to 14; and 50 members of the National Association of City Passenger Agents, October 18 to 20.

Feted by officials of the city, the exposition and the Redwood Empire Association, the delegates were taken by Carl J. Sundberg, traffic manager of the Gray Line, on special tours of San Francisco, of the Eastbay region, including Oakland, Alameda and Berkeley, and of the southern portion of the famous Redwood Empire, meanwhile crossing both the San Francisco-Oakland and Golden Gate bridges. Evenings were devoted to San Francisco's Chinatown and a dinner-dance.

Clyde Edmondson, general manager, Redwood Empire Association, presented each of the presidents with a beautiful redwood burl gavel, symbolic of California's forest giants.

Southern Pacific, through Vice President F. S. McGinnis, tendered buffet luncheons on Treasure Island to the Traveling Passenger Agents and the City Passenger Agents. One of the most enjoyable trips of the entire program was the bay excursion on the river steamer *Delta Queen*. Delegates and their wives joined with the Neapolitan Trio and Lou Emmel, master of ceremonies, in community singing, interspersed with "amateur hour" acts by the visitors.

Ticket Agents and City Passenger Agents were also escorted to our Third and Townsend Street station, where arrangements were made for a special inspection of the Day-



Four hundred and fifty delegates to the American Association of Railroad Ticket Agents convention registered before opening their first session Oct. 12.

Below: H. E. Petersen (left), CPA for Northern Pacific and president of the Passenger Club of S. F., which handled arrangements for all three conventions, helps Emil te Groen (seated), CPA for S. P., register C. C. Burns, CPA for Milwaukee at Cleveland, J. H. Pruett, Jr., CPA for S. P. at St. Louis, and A. J. McCoy, CPA for Burlington, N. Y., at the Nat'l Association of City Passenger Agents convention October 18.



First of the three conventions of railroad salesmen was that of the American Association of Traveling Passenger Agents, delegates to which are shown registering October 4th.



Southern Pacific people from far and near get together to renew friendships at the RRTA convention. Left to right: T. Louis Chess, TPA at San Francisco and general chairman of the Passenger Club of S. F.; George B. Hanson, DPA, San Francisco; Miss Irene Johnson of Boston; A. P. Hardy, pass. and asst. city ticket agt., New Orleans; Mrs. Hardy; Walter C. Fell, chief clerk to DPA at S. F., and secy-treas. of the Pass. Club; and L. H. Rudd, chief clerk, N. Y.



Banner Travel in '39

light. At the close of the conventions, most of the delegates visited Yosemite National Park and Southern California, while one special train returned via the Pacific Northwest.

Officers present at the Traveling Passenger Agents' convention included President Frank O'Brien, of the Nickel Plate at Cleveland; Secretary-Treasurer Charles A. Melin, of the Nickel Plate at New York; and Local Chairman M. F. Van Horn, dist. passenger agent, Pennsylvania, at San Francisco.

Presiding over the Ticket Agents was A. A. Anderson, city passenger and ticket agent for Northern Pacific at Duluth. Other officers included Vice President W. J. Grant, CTA for New York, New Haven and Hartford at New York, and Secretary-Treasurer E. R. Hutton, CTA for New York Central at Chicago.

Heading the Passenger Agents was Acting President Evans Carleton, CPA for Pennsylvania at Kansas City and Secretary-Treasurer C. A. Thurber, CPA for the Lehigh Valley at Buffalo.

General Committee for the Passenger Club of San Francisco, handling all arrangements for the three conventions, included H. E. Petersen, CPA, Northern Pacific, San Francisco and president of the club; T. Louis Chess, Southern Pacific traveling passenger agent and general chairman of the general arrangements committee; and Walter Fell, secretary-treasurer of the club and chief clerk to the district passenger agent for Southern Pacific at San Francisco. Fell was elected national vice-president for the Western area, National Association of City Passenger Agents.

All three of the convention groups predicted that 1939 will be one of the biggest years from the standpoint of passenger travel of any in the history of the railroads. Much impressed with the magnificence of the two great new bridges across San Francisco bay and with the site and facilities of the exposition which is now being rushed to completion, they foresaw particularly heavy travel westward, by the thousands who will combine a visit to the exposition with a long anticipated tour of California and the western states.

A feature of all three conventions was an inspection of one of the Daylight streamliners at the Third and Townsend street station, San Francisco. Shown below is a group of delegates to the CPA meeting.

F. S. McGinnis, vice president in charge of passenger traffic for Southern Pacific, extended a hearty welcome to delegates to all three conventions. He is shown (right) on the rostrum before the Ticket Agents' meeting.

Below (left to right): George B. Hanson, DPA for S. P., introduces Claude E. Peterson, assistant to Mr. McGinnis, to Evans Carleton, president of the City Passenger Agents and CPA for the Pennsylvania at Kansas City, while C. A. Thurber, secretary-treasurer of the CPA's and CPA for Lehigh Valley at Buffalo and T. Louis Chess, TPA for S. P., look on.



Snapped by the photographer during the Traveling Passenger Agents convention were (left to right): F. E. Watson, assistant to Mr. McGinnis; Vice President F. S. McGinnis, in charge of passenger traffic for Southern Pacific; Frank O'Brien, retiring president of the TPA's and assistant general passenger agent for Nickel Plate at Cleveland; C. N. Hale, newly elected TPA president and general agent for North Western at Philadelphia; and F. C. Lathrop, GPA for Southern Pacific at S. F.

Delegates toured Treasure Island, site of the Golden Gate International Exposition, and predicted it would lure thousands of eastern tourists. Ticket Agents are in the group below.





Roseville: "You S.P. and P.F.E. men can be proud of the part you play in the making of a fine transportation service, and the more than \$3,000,000 you receive in wages annually gives you every right to ask your merchants and business men to give your railroad their patronage," Superintendent W. L. Hack told an attentive audience (above) at Roseville Oct. 4. Other speakers were: S. K. Burke, F. E. Watson and K. C. Ingram.

Tracy: Improved service was a topic of discussion along with that of Business-Getting at a morning meeting in Tracy (right) Sept. 30, conducted by Ass't Sup't J. J. Sullivan. Following general talks of Mr. Sullivan, Mr. Burke and Mr. Watson, helpful suggestions were offered by: Agent T. O. Young, Storekeeper J. T. MacDonald, Telegrapher D. W. Dean, Clerk R. J. Le Clert, and Yardman R. R. Troutman, of Tracy, and by Agent J. A. Tandrow of Stockton.



Watsonville: A dinner meeting of Coast Division people from the Watsonville Jct. area on Oct. 12, presided over by Trainmaster E. L. Frye (left), was turned into an open forum on the subject of business-getting and high standards of service, with the following leading the discussion: 1. E. A. Teubner, DF&PA, San Jose; 2. H. H. Bunds, agent, Coyote; 3. C. D. Robertson, agent, Morgan Hill; 4. P. R. Colson, agent, Gilroy; 5. R. Danneberg, agent, Felton;

6. A. L. Andrews, agent, Santa Cruz; 7. E. B. Walling, agent, Salinas; 8. A. L. Allen, agent, Hollister; 9. F. E. Weeks, agent, Monterey; 10. R. H. Davis, agent, Watsonville; 11. A. C. Cooper, freight clerk, Santa Cruz; 12. P. G. Simpson, agent, Capitola; and E. K. Springer, TF&PA, Salinas. Ted Thompson (14), trainmaster's clerk, recorded the minutes. The photographer missed fire on his pictures of O. A. May, agent, Spreckels, and S. J. Richardson, agent, Castroville. General talks were made by Mr. Frye, S. K. Burke and K. C. Ingram. This meeting was typical of the intimate, small group gatherings held at various points on Coast Division during the weeks since the Business-Getting Campaign began, which permit all present to take part in the general discussion.



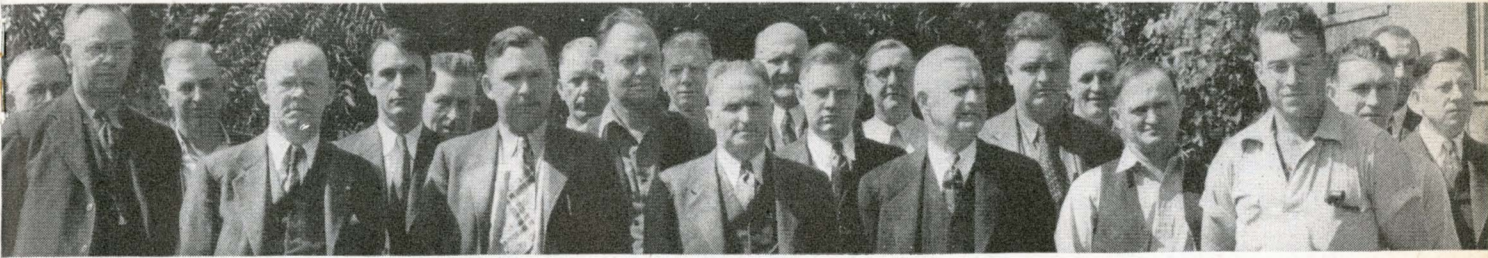
W. G. Kelly (left), ass't to manager, Dining Car Dep't., S. F., and C. R. Walsh (below), ass't manager at L. A.



S. P. Business-Getters Talk It Over

MORE meetings and hundreds of more tips on freight and passenger business featured the activities of Southern Pacific Business-Getters last month. On this page are the faces of most of the railroaders who attended these meetings, where many of them came forward with helpful suggestions on ways and means of getting more tonnage into S. P. freight cars and more passengers into S. P. trains. Indication of the

widespread interest the campaign has attracted was evidenced by the more than 800 entries submitted in the S. P. Club's \$100 Slogan Contest which closed October 15. Vice Presidents A. T. Mercier, J. H. Dyer, J. T. Saunders and F. S. McGinnis, and General Auditor F. L. McCaffery, will select the winning slogans, and it is expected an announcement will be made in the next *Bulletin*.



Port Costa: A passenger coach (below) was used for the Business-Getting meeting at Port Costa Oct. 5. Trainmaster V. S. Burnham (right, front row) was the chairman, introducing Ass't Superintendent L. R. Smith, Ass't Gen'l Passenger Agent Garnett King, District Freight Agent P. P. Dougherty (left to right, front row) and Terminal Trainmaster H. G. Rowland (rear doorway), who outlined how employees can be most helpful in the campaign.



San Diego: Yard Foreman Ben Diffenbaugh (second from right in above group) has a very active Business-Getting committee on the San Diego & Arizona Eastern, which includes: F. C. Bakeman, C. N. Brown, W. C. Cameron, J. R. Conway, D. D. Deibert, J. W. Grosdidier, W. H. Hudson, H. W. Jones, C. E. Knight, D. Little, R. N. McCreery and H. F. Randolph, with G. O. Culley, W. A. Douthett and D. L. McNaughton as "technical advisers" and follow-upers. Each committeeman has a definite group of employees to contact on business-getting and the chairman keeps in close touch with their activities. Superintendent J. R. Lowe is invited to attend monthly meetings. A. D. Hagaman, DF&PA, San Diego, reports fine results.



Commissary: Biggest Business-Getting rallies of the month were those of Dining Car, Hotel, Restaurant and News Service Department employees held at West Oakland on Oct. 24 (group below) and at Los Angeles on Oct. 26 (group left, which does not include all those attending). Manager H. A. Butler (right, below) urged employees to give wholehearted support to the campaign, and both meetings were presided over by W. G. Kelly, ass't to manager. As at other departmental meetings held in recent weeks, the principal talks were made by S. K. Burke, ass't to vice president, freight traffic; F. E. Watson, ass't to vice president, passenger traffic; and K. C. Ingram, ass't to president,

who stressed these four major objectives: 1. Let merchants and firms with whom you do business know that you work for S.P. and that your steady employment makes possible your purchases; 2. Be constantly alert for tips on freight and passenger business, and pass them along quickly to the division superintendent, office supervisor, or local traffic office; 3. Do your part to create for S.P. the reputation of being a friendly railroad, one that is easy and pleasant to do business with; 4. Use every opportunity to drive home the fact that railroads are staggering under the handicap of legislative regulations not equally shared by other means of transportation; and break down the opinion held in some quarters that railroads should be left to carry only such

traffic as can not be handled by trucks, buses, or other transportation agencies. Informal talks were made at the Los Angeles meeting by: H. P. Monahan, gen'l passenger agent; C. R. Walsh, ass't manager, DCHR&NS Dept., F. K. Schilling, inspector of restaurants; R. G. Smith, inspector of dining cars; Percy Buck, instructing waiter, and by several employees in the audience.





While 200 proud Ogden Shopmen look on, Master Mechanic J. E. Stone (2nd from right) presents certificate of commendation for outstanding safety performance to Chairman S. J. Bevan and his Safety Committee. Others, left to right: Ernest Daily, Arthur VanWoerkum and Vant Anderson.

SAFETY: Ogden Shopmen Continue to Roll Up Days in Their Remarkable No-Accident Drive

FIVE hundred and twenty-eight days, during which time a daily average of 330 men worked 1,007,564 man hours without a reportable casualty*—and still going strong!

Five hundred and twenty-eight days, during which time 330 Ogden Shopmen, whose jobs embrace a wide range of occupations, demonstrated conclusively that common-sense thinking, cooperation and "good housekeeping" on the job line up all switches for a clear track to 100 per cent safety.

This noteworthy record was the occasion for a gathering of 200 proud employees at the Shops Safety Meeting on October 24 when a certificate of commendation signed by Superintendent J. C. Goodfellow in "appreciation of outstanding achievement in prevention of accidents" was presented to the men through their Safety Committee chairman, S. J. Bevan by Master Mechanic J. E. Stone. Mr. Goodfellow, absent from the Division at the time, was represented by Assistant Superintendent T. J. Foley. A congratulatory message from A. A. Lowe, asst. to general manager, who directs safety activities on Pacific Lines, was read at the presentation.

Two fifteen-minute safety meetings are held each month in Ogden Shops, in which employe speakers from one department visit another to discuss problems that affect both in order that closer cooperation between the two might be obtained.

"There are many factors which must be considered before any shops can attain a record in safety of which the men can really be proud," Chairman Bevan says. "First: Men must be educated to Safety-mindedness. If the slightest accident or even a near-accident has occurred since our last meeting, means of preventing a recurrence are discussed. If it is the employe's fault it is up to him to apply the remedy; if it is a condition that

can be corrected by the company, suggestions are sent to the superintendent and the trouble is eliminated at once.

"What we are urging the men to do is to make as good a record as the Company does in carrying out their part of the safety job. Ninety-five per cent of accidents are chargeable to unsafe practices, five per cent to unsafe conditions. We also stress the necessity of reading all safety bulletins the Company provides and we discuss them at our meetings. We have a sign in the shop which we consider the best piece of educational work we have hit upon, because it is a constant reminder to everyone that he is responsible for that sign. At this time it reads: "This shop worked 528 days without a reportable accident, Oct. 24. The number of days and the date are changed daily and the sign is placed in a position where it can be seen from almost any point in the shop. The men are proud of this record and it is an incentive to keep them 'Safety-minded.'"

The second and third factors in setting a record for safety are **Cooperation** and **Housekeeping**, Mr. Bevan states, pointing out that the safety meetings bring the men closer together, inspire them to think of the other fellow's safety as well as their own, and teaches them that unless they keep

tools and equipment in their proper place "they are beaten before they start." In concluding, he urged every employe to constantly bear in mind the slogan: "Eternal Vigilance is the Price of Safety."

Congratulations to the Ogden Shopmen and may their succession of days of safe practices remain unbroken!

What these men are doing is what is hoped for in every branch of service by those who are working wholeheartedly in spreading the gospel of Safety. Gratifying results have been obtained in many places throughout the system, and a number of other outstanding performances have been noted in train and engine, yard, station and maintenance of way service.

These will be described in a series of articles which will appear in subsequent issues of the *Bulletin* dealing with the general improvements that have been brought about on all divisions by the intensive campaign for Safety, the increase in use of safety shoes and goggles, lantern slide showings and poster displays, what goes on at safety meetings, and the work that still lies ahead before Southern Pacific attains the high standard of safe practice that has been set as its goal.

San Joaquin: Enthusiastic over their division's record of a decrease of 23% in casualties per million man hours for first nine months of this year as compared with the same period last year, 126 San Joaquin Division employes attended a Safety Meeting at Fresno, October 21, to hear inspiring talks by A. A. Lowe, asst. to general mgr.; Master Mechanic L. T. Fife; Trainmaster C. G. Tandy; W. P. Jennings, DF&PA Fresno; C. C. Lary, agent Visalia; and Supt. J. D. Brennan. Employees were congratulated on the fine showing and were urged to help put their division among the leaders in reduction of personal injuries and accidents. At the close of the meeting, Mr. Brennan spoke briefly on progress of the Business-Getting Campaign



"NO ACCIDENT" GANG: Two years ago B&B Foreman Jack Haek (inset) of Portland Div. promised his gang a chicken dinner if they went through the year without a personal injury. He paid. Now they are heading for their third year, and the record is still intact. In the group are: F. D. Standish, J. E. Shough, Max Miller, R. E. Mitchell, E. A. Tauchman, A. E. Phelps, A. O. Anderson, L. B. Morgan, K. L. McCormick, J. A. Touchie, S. L. Jones, G. R. Mollett, E. J. Watkins, Ray Lewis, Ray Barrett, cook.



*A casualty "reportable to the I. C. C." is one involving "injury to an employe (on duty) sufficient to incapacitate him from performing his ordinary duties for more than three days in the aggregate during the 10 days immediately following the accident."



HATTIE B. BELL WAS HONORED GUEST at this dinner on October 26, occasioned by her retirement after 35 years' service, attended by 50 of her friends in Aud. Disb. Accts. office, S. F. On the eve of her retirement on Oct. 31 Miss Bell received a beautiful wrist watch from fellow employees.

Promoted:

Effective Oct. 1, **R. G. Robertson** was appointed terminal trainmaster at Lordsburg, succeeding **W. G. Downey**, retired. . . . **R. N. Booker**, engineer, Rio Grande Div., to road foreman of engines, Tucson Div.

Harry L. Salene, section stockman, L.A. Shops, to foreman, store No. 2. . . . **L. W. Sloan**, steno-clerk, Tracy roundhouse, to secty. to asst. supt., Stockton. . . . **Jerry Bemen**, to stenographer in trainmaster's office, Tracy.

Report of promotion of **Wm. H. Fine** to master car repairer, Coast Div., succeeding **P. H. Cosgrave**, retired; **Wm. M. Leffert** to general foreman car dept., L. A. Shops, succeeding **Fine**; and **S. M. Houston** to master mechanic, Western Div., succeeding **J. Shelberger**, retired, were inserted in the October *Bulletin* shortly before going to press and consequently did not record the service of these men. Mr. Fine came to L. A. Shops in 1922 as passenger car builder after more than 20 years' service with other roads, and in 1923 was made general foreman car dept., the position he held at the time of his latest appointment. Mr. Leffert entered service as passenger car builder in Ogden Shops in 1896, later held similar position at Sacramento and San Francisco, went to L. A. Shops in 1918 as foreman passenger repairs, subsequently held various positions before present appointment. Mr. Houston started with the Arizona Eastern in 1913 as machinist apprentice, was with S. P. de Mex. from 1924 to 1937, at which time he came to Southern Pacific as assistant master mechanic.

Retired:

Employees whose annuity applications have been approved by the Railroad Retirement Board:

General Office: **Margaret A. Cavanaugh**, laundry worker, DCH&NS Dept.; **Nikolaos Nikolettich**, steward, DCH&NS Dept.; **Thomas Prichard**, superintendent of commissary, DCH&NS Dept.; **Edward D. Wells**, waiter, DCH&NS Dept.; **Hugh W. Allen**, G.M.O. clerk, Engineering; **Melvin D. Rosenberger**, city freight agent, Freight Traffic Dept.

Coast Division: **William E. Adams**, cond.; **Charles E. Carlson**, section foreman; **Fred Champlain**, engineer; **John M. Day**, pumper; **George Ellis**, picker; **Pete Garella**, car builder; **Charles M. Hunter**, engineer; **William H. Metz**, conductor; **Dora L. Riley**, matron; **William W. Rucker**, engr.; **James Smith**, section foreman.

Los Angeles Division: **Joseph N. Allen**, machinist; **George D. Brown**, engineer; **Chudleigh A. Clifford**, steno-clerk; **Harry S. Coffin**, yardman; **Charles H. Kates**, freight clerk; **Thomas N. McCoy**, yardman; **Burt A. Thomas**, yardman; **Andrew B. Vandiver**, carpenter helper.

Los Angeles General Stores: **Thomas Andrews**, laborer.

Los Angeles General Shops: **John F. Lichtenfels**, assistant foreman; **Thomas Prescott**, tender repairman; **John P. Regan**, tool room attendant.

Portland Division: **Thomas M. Boyd**, agent-telegrapher; **Seymore A. Canfield**, mach.; **Frank Gard**, B&B blacksmith; **Robert S. Kennedy**, boilermaker foreman; **Frank Lauer**, clerk; **John Paulsen**, engineer; **George Perry**, ditcher engineer; **Bertram R. Pine**, telegrapher-clerk; **Victor B. Reed**, machinist; **Oscar F. Riebel**, engineer; **Benona Simkins**, car builder.

Rio Grande Division: **Charles P. Hupperts**, agent; **Tenny B. Perry**, yardman; **Robert E. Steele**, car inspector.

Sacramento Division: **Joe W. Baliew**, section laborer; **James E. Fitzgerald**, foreman; **Albert F. Holmes**, electrician; **Edward H. Kerr**, brakeman; **William Kippel**, machinist; **George F. Rollins**, engineer; **James Slattery**, section foreman; **Frank L. Spencer**, engineer.

Sacramento General Shops: **Joseph M. Canisino**, stationary engineer; **Stephen K. Davis**, passenger carman; **George R. Lunt**, machinist; **William H. Marr**, melter.

Salt Lake Division: **Oliver L. Crossman**, signalman; **James Knowles**, shop laborer; **Arthur T. Sullivan**, telegrapher; **Harry S. Teasdale**, machinist; **Andrew J. Welch**, switch shop engineer.

San Joaquin Division: **Cuthbert Ayre**, boilermaker; **Charles A. Berkley**, brakeman conductor; **Herbert D. Johnston**, agent; **Harry Moseley**, boilermaker; **Walter A. Touchstone**, brakeman.

Tucson Division: **Thomas W. Falvey**, locomotive engineer; **Andrew C. Nail**, brakeman; **Harry E. Richardson**, brakeman, **John W. Windram**, engineer.

Western Division: **Edgar T. Boyer**, W. S. foreman; **Harold H. Cardwell**, W. S. mech.; **Edwin R. Cutler**, freight car repairer; **Benjamin H. Drake**, conductor; **John Geddis**, lineman's attendant; **G. E. Glasgow**, crossing flagman; **John T. McGorty**, carman; **George D. McHugh**, conductor; **John W. Morris**, warehouseman; **Serafino E. Neves**, drawbridge-leverman; **Thomas P. O'Donnell**, general yardmaster; **D'Arcy A. Porter**, division engineer; **Albert H. Sibley**, engineer; **William F. Stone**, engineer.

West Oakland District Stores: **David E. Baxter**, helper.

S. S. Lines: **Edward F. Weiser**, cooper; **John E. Sonesson**, rigger; **Frank Roig**, cooper.

Married:

Joseph A. Holmes, junior engineer and inspector, Portland Div. engineering dept., to Miss Frances Fredrickson, Oct. 10. . . . **A. C. Smith**, record clerk, Genl. Frt. Dept., El Paso, to Miss Margaret Waddell, Sept. 4. . . . **Robert K. DeFord**, ticket clerk, Los Angeles C-2, to Miss Clarabelle Niblo, Oct. 28. . . . **Woodward Bird**, stenographer, Genl. Passenger Office, L.A., to Miss Marion Dryden, Oct. 18. . . . **Andy Conklin**, clerk, Aud. Disb. Accts., to Miss Marion E. Allen, Sept. 24. . . . **W. B. Sharp, Jr.**, trainmaster, Tucumcari, to Miss Connie Green, Sept. 18. . . . **Walter P. Rehwald**, machinist, L.A. Shops, Oct. 15. . . . **John L. Sanjacome**, machinist, L.A. Shops, in Sept. . . . **Henry Brazil**, trucker and extra PMT driver, San Luis Obispo, to Miss Rosie Lucas. . . . **Clifford R. Goodwin**, brakeman, Coast Div., to Miss Helen I. Bridgman, July 2. . . . **Pat Gannon**, of "BD" Telegraph Office, S.F., to Miss Madeline Newman, of Houston Telegraph Office, Oct. 14. . . . **Miss Carolyn Crowley**, relief telephone operator, Tracy, to Howard Richardson. . . . **John Conklin**, Ry. Express agent, Ogden, to Miss Ann McMillan, Oct. 20.

Born:

To Mr. and Mrs. **W. F. Meaney**, a daughter, Oct. 4. Meaney is draftsman in Chief Engineer's office. . . . To Mr. and Mrs. **J. J. Peterson**, a son, Sept. 19. Peterson is assistant signal supervisor, Niland. . . . To Mr. and Mrs. **Joe E. Ruiz**, a daughter, Sept. 24. Ruiz is tender truckman helper, El Paso Shops. . . . To Mr. and Mrs. **Roberto Rodriguez**, a son, Sept. 1. Rodriguez is laborer, El Paso Shops. . . . To Mr. and Mrs. **Eugene Reed**, a daughter, Sept. 16. Reed is Pullman information and chart clerk, L.A. . . . To Mr. and Mrs. **Warren Hinckle**, a son, Oct. 12. Mrs. Hinckle is typist, Aud. Frt. Accts. office. . . . To Mr. and Mrs. **Jahlnmer Solander**, a son, Sept. 27. Solander is stenographer, chief dispatcher's office, Sacramento. . . . To Mr. and Mrs. **V. A. Kleinschmidt**, a son, Oct. 15. Kleinschmidt is asst. statement clerk, El Paso. . . . To Mr. and Mrs. **Wm. L. Thompson**, a son, Oct. 8. Thompson is welder, L.A. Shops. . . . To Mr. and Mrs. **D. Carillo**, twin sons. Carillo is laborer, Coast Div., S.F. . . . To Mr. and Mrs. **A. M. Johnson**, a daughter. Johnson is extra gang foreman, Coast Div. . . . To Mr. and Mrs. **J. L. Kelly**, a daughter. Kelly is yard clerk, San Luis Obispo. . . . To Mr. and Mrs. **G. P. Lechner**, a daughter. Lechner is brakeman, Coast Div. . . . To Mr. and Mrs. **Keith Hicks**, a son. Hicks is employed in "SW" Telegraph Office, El Paso. . . . To Mr. and Mrs. **James A.**

Winter, a son, July 8. Winter is a pumper, Oxnard. The baby's grandfather is Russell A. Brown, fireman, San Joaquin Div.

Died:

John E. Lanier, machinist apprentice, and son of Bruce E. Lanier, machinist, El Paso Shops. . . . **L. Douthis**, boilermaker, Bakersfield, Oct. 13. . . . **Helen Davison**, credit clerk, Aud. Disb. Accts. office, Sept. 24. . . . **Theodore Wallace**, section foreman, Tucson Div., Sept. 18. . . . **Ambrose Hayes**, section laborer, Tucson Div., Sept. 22. . . . **W. R. Murray**, brakeman, Tucson Div., Oct. 2. . . . **Chas. R. Fox**, carpenter, Tucson Div., Oct. 6. . . . **J. R. Orear**, conductor, Coast Div., Oct. 2. . . . **J. J. Renschler**, locomotive crane fireman, Sacto. Shops, Oct. 4. . . . **Edgar Pugh Shields**, 56, office manager, Passenger Traffic Dept., Los Angeles, Oct. 23, following long illness. He had been with S. P. in that city since 1910 and was widely known in railroad circles throughout Southern California. He was unmarried.

Death among pensioners: **New York Office:** **Bernard Teodor**, chief clerk, Sept. 11; **General Office:** **Terence Heavey**, clerk Accounting department, Oct. 7; **Albert O. Richardson**, clerk, Aud. Frt. Accts., Oct. 10; **Guy A. Houston**, club car porter, DCH&NS, Sept. 16; **Coast Division:** **Charles D. Martin**, pumper, Sept. 20; **George McMahon Sr.**, pumper, Sept. 18; **Thomas J. Reddington**, baggage agent, Sept. 22; **Portland Division:** **Malvern W. Drollinger**, hostler, Sept. 22; **Sacramento Division:** **William A. Lambert**, towerman, Oct. 3; **John Roth**, machinist, Oct. 9; **Sacramento General Shops:** **Carlo Aliverti**, blacksmith helper, Sept. 22; **Elmer L. Davis**, coremaker, Sept. 18; **Peter Turner**, foreman, Oct. 4; **Salt Lake Division:** **William J. Toy**, road foreman of engines, Oct. 17; **Western Division:** **James A. Baker**, pumper, Oct. 10; **William Delaney**, section foreman, Oct. 7; **Frank A. Greene**, roadmaster, Oct. 7; **Stephen Mergenmeier**, pumper, Sept. 20; **John T. Quinn**, engineer, Oct. 14; **Fritz A. Soderstrand**, towerman, Sept. 27; **John W. Spear**, station agent, Sept. 21; **Julian B. Wells**, yardman, Sept. 23; **S. P. R. Co. of Mex.:** **Alfred M. Smith**, office manager, Oct. 6.

Rio Grande Division

Robt. R. Hall, Payroll Voucher Clerk, El Paso

If a class of history students would stand on a street corner for a while and watch the big game hunters rushing by with their heavy artillery on their shoulders, they might think that a Paul Revere had paid El Paso a midnight call. . . .

After the World Series we find several badly injured pocket books in the Cub ranks. Condr. J. E. Dugan had to lay over in Chicago a few days before he was able to continue his trip home. Several of the fans had decided to go into winter training for mound duty with the Cubs. Head Steno. Helen Clerken won two pools on the last game and had difficulty getting to work on time.

R. N. (Smiling Bob) Booker, engineer and formerly road foreman of engines on Rio Grande Division, has been appointed road foreman of Engines, Tucson Division. . . . Vacation time is just about over and the opinion of most is they would have been better off without a vacation as they had to do too much work at home.

Thos. DesLandes, formerly Rio Grande Division fireman, has been appointed traveling frt. and pass. agt. with the Malory Steam Ship Line, Houston, Texas.

R. G. (Gil) Robertson, has been appointed Terminal Trainmaster at Lordsburg.

Everyone was glad to see Asst. Head Timekeeper **Matt McNamee** back on the job after spending several weeks in General Hospital. . . . Condr. C. A. Sarrels who has been in Hotel Dieu, El Paso, several months is all smiles. The doctor told him

he would be able to go back to work soon. . . . Condr. W. C. Amelon has been moved to General Hospital; last report he was improving. . . . Telegrapher H. E. Pyle, Brakeman C. E. Hudson are in Hotel Dieu. . . . R. J. Manguno, clerk, Superintendent's office, Brakeman John Moussier and H. E. Down are in General Hospital. Wishes for speedy recovery. . . . Brakeman Harry Sublette has reported back for work after undergoing operation in General Hospital.

Trick Dispatcher D. A. Saunders vacationing in Chicago attending the Dispatchers' Convention. Sandy is hoping there is a new Sheriff at Ontario so he can visit his old home for the first time in 35 years. . . . Rodman J. G. Sinclair has been appointed inspector for the new overpass at Corona. Jimmie says he is not going to make any week end trips to Santa Rosa; several of the boys know why. . . . Ethel Green, hd. comp. opr., spent her vacation in Los Angeles. Dick Brown, clerk, Superintendent's office, did likewise. . . . Telegrapher R. D. Bloss, Lordsburg, to Portland as extra dispatcher, relieved by E. Smyth. . . . Maud Abernathy, agent Curtiss, off several days, relieved by McAdams. . . . Martha McMinde has returned to Separ as agent, relieving E. Pitzer, who went to Mosquero as agent. . . . Third trick telegrapher E. E. Rinehart, Anapra, has been off resting up. H. W. (Sonnie) Soper is holding down 3rd trick.

W. S. Foreman A. S. (Sim) Johnson and Section Foreman W. S. Tanner retired October 31. . . . Sympathy extended to Ida Breard, asst. hd. comp. opr. in the recent loss of her father. . . . Wife of Brakeman E. J. McFarlin passed away at El Paso October 3. . . . Telegrapher J. H. Farris, Deming, called to Kentucky by death of his father who had recently retired as dispatcher and chief dispatcher for the L&N for the last fifty years.

Coast Division

R. C. Church,
Signal Clerk, San Francisco

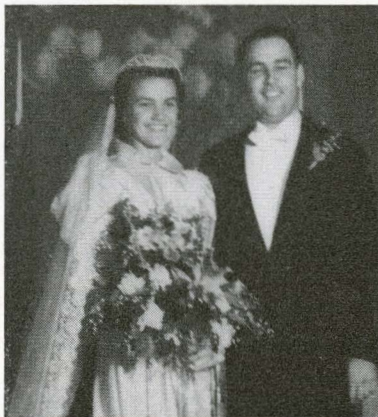
Browsing through the December 1926 issue of the *Bulletin*, we found a picture of the Coast Div. basketball team of that year. Wonder if Joe Gagen and George Knudsen are still dead-eye hoopsters. . . . Bill Elliott's terpsichorean efforts were well applauded by the boys in the file room. . . . Wonder if "Senator" Reilly smokes those campaign cigars himself? . . . Understand "Nick" Carter has forsaken his little feathered friends for a pair of waltzing mice. . . . Hans Kempers is evidently afraid of losing his "perfect 36." He has requisitioned a pair of roller skates to tour the yard. . . . F. Clisham, Nig Roger's public relations advisor, declines to comment on Nig being unavoidably detailed in the field October 5.

George Knudsen and Bill Thompson enjoyed the Engineer's largess at the recent Mission Bay Barbecue. . . . For your future book, George Greenwood is training the coming world's heavyweight champion. . . . Signal Maintainer M. L. Hickey recently moved into his beautiful new home in San Jose. . . . John Knight, Head MoFw clerk, was on the short end of a bet with Charlie Elliott that Greenberg would break Babe Ruth's home run record.

Road Foreman of Engines W. G. Field is a generous winner. Holding two door prize tickets, he won with both of them, but he returned one prize for another drawing. . . . Charles Glass, locomotive engineer, retired after 46 years' service, was honored at a banquet and reception at San Jose tendered by associates and their wives. Mr. Glas had the pleasure of taking out the *Daylight* streamliner on its maiden run. This was in great contrast to those he first took out for Southern Pacific, using wood for fuel.

With regret we report the death of G. McMahon and C. D. Martin, retired pumpers on the Coast Division. . . . Albert Johnson, retired B&B foreman, in General Hospital. . . . Hillis Ashworth, ticket clerk, Palo Alto, left for Reno to effect delivery of an airplane for the San Jose College aviation club. Flying west, Ashworth was forced down by bad weather. . . . After some harrowing experiences in Boston during the recent east coast storm, Andy Burnett is now firmly convinced that California weather is the best in the world.

Pete Nelson, retired B&B supervisor, recently celebrated his 74th birthday. . . .



JUST MARRIED: Many Los Angeles Division folks will have no difficulty recognizing the smiling young man as Kenneth Paul Mahre and his charming bride as the former Miss Dorothy Rohr. In his position of pass and counter clerk in Superintendent's Office, the bridegroom is one of the most widely known and frequently contacted men on the Division. Following the wedding on October 15, the couple departed on a honeymoon trip to New Orleans, Chicago.

Jacob Stevenson, retired B&B foreman, and wife, motored to Paris, Texas. . . . General Yardmaster F. H. Gwinn vacationed in Los Angeles.

Commendations: Telegrapher W. D. Wilson, by Superintendent for alertness and prompt action in avoiding a delay to important passenger trains; Porter G. Hinds, by patron for exceptional service; Porter G. Martin, by patrons for solicitous service; Engine Foreman A. J. Hendrix, by superintendent, for alertness; Engineer C. L. Stine, Foreman W. Wurz, Conductor C. R. Long, Brakeman L. O. Keefe and L. W. Leeman, by superintendent, for extinguishing a fire in a box car and averting serious damage to Company property.

A painting of the streamlined *Daylight* hanging in the depot at 3rd Street is the work of T. M. Davis, paint shop foreman, Bayshore. It is 50 feet long and depicts this train in all its true, rich coloring and has received much favorable comment from employees and patrons. Painting railroad scenes is Davis' hobby and his work has appeared throughout the country.

ICS students: F. E. Attix, rodman; H. Lencioni, fire lighter; Aurelio Pegueros, car apprentice; Leo J. Richards, signalman; D. P. Tresaden, clerk; L. W. Underwood, B&B helper. . . . The Coasters held a "Victory" dinner recently (Won 2, lost 10). No disparagement intended. However we'll consider this item last but not least.

4th & Berry Freight Station A. Houghton Do we hear wedding bells in the office for Joe Holland? . . . Bob Miller returned from two months' trip through the Southern States. . . . Ed Kelleher plays a new game called "Tossaway." . . . Jane Lane and Clara Cotelli off to Mexico with the S. P. Club. . . . Lena Barba is out of the hospital and doing nicely; we hope to have her with us soon. . . . Charlie "Down-to-a-wisp" Heggum will soon need a new streamlined wardrobe.

Geo. Elliott was a riot, playing the heavy role of detective in the S. P. Club players' success, "Believe it or Not." . . . "Tomatoes" Holland was an entrant in the jitterbug contest held recently at the auditorium; and now we hear Lil Woods and Owen McGough, under the tutelage of Freddie Harsh are getting ready for the next contest. . . . Oscar Emig's gang in the Demurrage Dept. are tuning up for a bowling match with the Cashier's Dept. . . . Joe "Van Dyke" Rose is seriously thinking about going into the cigar business. . . . Is it true Johnny Markel is in the market for a hope chest? . . . Jack "Esquire" Treanor looks pretty sharp in that new green suit.

San Luis Obispo Walt Chadwick Frank Clisham tells us he is "all washed up" with the Coast Divn. Merry-go-round. . . . Muttered something about "these critics," with malevolent glances

in our direction. . . . General Yardmaster Adams has adopted the pastime of rolling cannon-balls at the new bowling alley. . . . Brakeman C. E. Lyman joined the ranks of the appendix-less; as did Paul Justus, son of Condr. F. O. Justus. . . . Dispatcher C. W. Smith went to San Francisco with his "ant-proof hook." This brain-child consists of a piece of iron wire, from which Mr. Smith suspends his lunch, and was devised by him after several of his lunches has been invaded by a regiment of ants. . . . Roadmaster J. Greiler can now see the railroad from his house, as result of heavy pruning of "Greiler Jungle." . . . Dr. J. B. V. Butler, local S. P. doctor, went to Phoenix as team doctor for the Cal-Poly football team.

Sympathy to Agent T. F. Delaney in the loss of his father and to Asst. Signal Supervisor F. Philbrick in the loss of his mother. . . . Local Masonic Club staged a big "Railroad Night" November 2 for members and their guests and Southern Pacific's motion pictures were shown. . . . Cashier W. J. Gerard, who is up on such things, called our attention to an error on page 22 of the October *Bulletin* wherein Engineers Smith and Williams of San Joaquin Division are displaying a large "salmon." Gerard claims that, where he comes from, "they would call this salmon a halibut."

Railroad Night: About 200 members and guests of the Masonic Dinner Club of San Luis Obispo, many of them S. P. railroaders, met on November 2 when "Railroad Night" was celebrated with a dinner and entertainment. Included on the program was the showing of Southern Pacific's motion pictures, "West Coast Route of Mexico" and "Daylighting the Trail of the Padres," the latter a sound film showing the highlights of the *Daylight's* journey between San Francisco and Los Angeles. Conductor John Coleman was chairman of the committee in charge of arrangements, assisted by Engineer Ed Williams.

Los Angeles Div.

Walter S. Olson
Secretary to Superintendent

Several thousand carloads of rock quarry products from Declez constituted one of the major freight movements on the Division for many months, being used in connection with the vast Government flood control and other projects in Southern California. . . . All attendance records for the Pomona State Fair are held by Dorothy M. Shomler, stenographer, L. A. Freight Station, who made three visits. . . . An unflinching sign that summer has ended is betokened by Station Clerk R. R. Rosenberger having put away his white trousers.

Since her adoption of the latest style of coiffure, Personal Record Clerk Ouida Wolfe has been the subject of much comment. . . . Jack Shaffer, secretary to assistant superintendent, was the ultimate victor in a battle with a ferocious spider, but not until his adversary had gotten in several good looks which left Jack somewhat groggy. . . . The subject of children never becomes monotonous to Clyde D. Butler and Gwynn A. Bland, clerks at L. A. Freight Station, each having a one-year-old youngster. . . . Although he professed to be nonchalant about his forth-coming wedding, Pass Clerk P. K. Mahre gave himself away on several occasions by such things as trying to dial a San Francisco telephone number on the local exchange and then waiting a long time for an answer.

Around Los Angeles Central Station noon-hour conversation for weeks has been dominated by football terms by the sports whose idea of exercise is sitting on a comfortable stadium seat and urging the others on. . . . A safety suggestion: Stenographer Hazel Prinz in Superintendent's Office should be furnished only short pencils, to restrain her overwhelming desire to rap folks over the knuckles. . . . Head Stenographer Ebba I. Erickson, in superintendent's office, with all the bells she has been wearing as dress ornaments, looks ready for the Xmas season. . . . We like to believe the story by Assistant Engineer J. W. Prior that the vivid green suit he has been wearing was picked out at night in the belief that it was black.

Los Angeles Freight Station merits a prize for versatility of members of its force. In addition to unusual hobbies

and attainments heretofore chronicled. Clerk Herbert J. Ainsworth has specimens in his vast stamp collection that are eagerly sought from far and wide; Night Chief Clerk Fred H. Jones and Clerk Horace L. Gardner are competing for a gardening championship; Clerk Fay E. King excels in car (his own) cleaning; Clerk Howard D. Jensen is a licensed radio operator; Clerk Howard L. Jones was formerly an orchestra leader in the Hawaiian Islands; Clerk Fred Davidson is particularly adept at scale-watching while on his diet; and then there is the "permanent" maintenance by Head Seal Clerk "Red" Lewis. Surely other departments must also have exceptional talent, and it is hoped they will not let this record go unchallenged. Let's hear from you.

Tucson Division

*Leroy Magers,
Head Timekeeper, Tucson*

Engineer Ben Euler, peppery manager of the Engineers baseball team, watched his team lose three straight games and decided he needed some inside dope. He went all the way back to New York to see the world series, taking in both the games played there. After the first game he decided Ben Cheek should have been playing second for the Cubs and then wanted to have our Clerks team give the Yankees some real competition. I wonder if he will let his team practice with those autographed baseballs he brought back.

Our good friend with the wide grin and red hair, Archie Brown of El Paso, walked in on us and, as usual, was a very welcome sight. . . . Trainmaster W. C. Pryor managed to get over four miles from a railroad for the first time in many years and spent his vacation wandering around Arizona. . . . Trainmaster Frank Cantrell went to California for several weeks so he wouldn't feel so bad about the Phoenix weather. . . . Engineer W. W. Schupp returned from a sick leave Sept. 21. . . . Mrs. M. H. Heenan passed away while on a hunting trip with her husband, Brakeman Heenan, Oct. 16, as a result of a heart attack.

"Squire" Clarke has been having a strenuous week putting in about a half mile of fencing around his estate. If he works hard enough he can postpone buying that girdle for another year. . . . Charlie Luckett went deer hunting and from the look of his face we'd say the deer threw rocks at him and ran him home. Or it may be that he was trying to trail the animals alla same bloodhound and scraped his nose through a bramble thicket, because it has no skin on it now. . . . Assistant Superintendent G. A. Bays had a birthday Oct. 18 but declined to tell how young he is. Don't tell anybody, but he has started using hand lotion.

Signal Supervisor O. A. Burton visited with daughter Virginia early in October at Kingsburg, Calif. . . . Retired conductor Joe Langston visited on the Division during October. . . . Katherine Noonan, the young lady at the newsstand, was all excited Oct. 19, but what attracted our attention was that she had no shoes on. She explained that the football team of the University of Arkansas was going to stop over and she wanted them to feel at home. She was kinda worried about her new coiffure, as people from Arkansas may never have seen anything like it. . . . Roundhouse Foreman J. J. Clifford went deer hunting and drove in as close to the

mountains as he could get. Loading his gun, he looked up toward that high mountain, with the big rocks, the catsclaw, and the cactus; then he looked down at his short legs. He unloaded the gun, put it in the car, put himself in and drove back home. He is the most sensible deer hunter we ever heard of.

Head Steno Ed Nagel had his tonsils removed last month. Ed is such a noisy guy it may be we will get some peace and quiet over in his corner. Maybe he didn't talk with his tonsils, though. . . . Our S. P. bowling league is coming right along. Two new teams have been added making it an eight team affair. Some of the bowling is quite weird (ask Harry Lamm) a few of the boys now ask what making a turkey is (ask Bud Brimmer) and as for splits and misses (ask any of them), why they have been there in great gobs. The boys are all learning and are already showing that before the season is over some really good averages will be made. The new Foreman's team includes J. J. Clifford, Ray Hanson, V. Alfaro, J. A. Peters and R. A. Bogle. Machinists No. 2 consists of L. E. Brock, A. Park, E. Anderson, C. M. Loving, E. R. Aquirre and R. Samaniego. . . . By request we are adding that Frank Doyle is on the Machinists No. 1. His wife was worried; someone told her he wasn't bowling, but forgot to add that he was rolling the ball down towards the pins at the appointed time and place.

Assistant Signal Supervisor Ray Nuttall had a nice nine-point buck that he shot over near Mescal. Ray formerly worked there and we understand that he had a corral built and raised the deer and has just been waiting for it to grow up.

Los Angeles Shops

Chas. B. MacLellan Carl C. Randall

On October 2 the Los Angeles General Shops ball team played a double header against the strong team from the S. P. shops at Guadalajara at White Sox ball park, the second largest in Los Angeles. The teams were evenly matched, Los Angeles winning the first ten innings, 4 to 3, and Guadalajara winning the 2nd, 6 to 3. Besides an afternoon of high class baseball these games proved an excellent advertising medium for Southern Pacific.

Sept. 25 was a red letter day for the federated crafts of the general shops, the occasion being the first annual picnic held at Victory Park. From morning till dark there was never a dull moment and every one who attended voted the day a huge success. Many valuable prizes for various events were donated by merchants. Every one had such an enjoyable time that the boys in Frank Smith's gang couldn't wait until next year for another picnic so held one of their own at the same place on Oct. 9. Highlight of this party was a softball game between the "Cubs" and "Yanks." The game was called on account of darkness with both sides having scored 85 runs.

Sympathy was expressed to Carl Bias, boilermaker, in the death of his sister, Sept. 22; also to Patrick McGovern, machinist, in the death of his sister. . . . Carl Bias, boilermaker, and his two brothers entertained the Night Shift Safety Meeting recently. Night Machinist Foreman H. L. Kidwell sang two songs and gave a talk on safety. Carl and Sam Hepner, chairman of night Safety Com-

mittee also gave interesting talks. . . . John M. Sweeney, machinist, returned from Sta. Barbara where he was delegate to AF of L political league. . . . Jack C. Stroud, machinist, and wife spent a week in Texas visiting her father.

Bert J. Morris, mchst. foreman rod gang, is back on the job after operation at General Hospital. . . . Al E. Johnson, tool room foreman, is taking a trip to Utah. . . . Jere Harrigan, gen'l foreman mechanical dept. and Harry Daly, mchst. foreman, returned from 2-weeks' vacation. . . . Chas. J. Humphreys and Geo. G. Knepper, machinists, retired Oct. 15 and Nov. 2 respectively. . . . Noble L. McGaughey, mchst. hlpr., corrects announcement of baby girl arrival in his family. It was an 8½-lb. boy.

Car and Store Dept's: We hear of a number of our famed and sure shot hunters among the shopmen traveling near and far for just the place to bag a deer, but alas, returning "minus." . . . Howard, eldest son of Harry E. Miller, inspector and wheel record man, was married October 22 to Miss Virginia Mills of Los Angeles. . . . Joseph Martinson, stenographer-clerk, returned from a pleasant week's vacation. . . . William Claiborne, asst. foreman pass. repairs, has been on vacation somewhere. Said he might go to Hoover Dam, The Grand Canyon, San Francisco and many other places mentioned, and then again that he might remain at home and take it easy.

Edward A. Lovelace, pass. painter, is putting in all his spare time on his ranch in the San Fernando Valley. . . . Richard D. Porter, retired laborer, car dept., sends word he is having a grand time in San Francisco. . . . Alfred T. Lee, carman apprentice, plans on going to Tucson and Grants Pass soon. . . . William J. Douglas, carman apprentice, says he expects to make a visit to Calexico soon. . . . Frank Galvan, store truck operator, went to Monterey, Mexico, last month to meet his wife who has been there for past two months.

Gordon Cutler of the Commissary Dept. accounting division, is breaking in a new pair of glasses, says that people and objects look so much larger to him that he is now waiting the appearance of his pay check. . . . For many years past Richard W. Fryer, sr. clerk, and his family have attended a birthday party at the home of Mrs. Irene Beal, in North Hollywood. Observing this happy occasion again last month, Mr. and Mrs. Fryer were pleasantly surprised when the hostess announced it was also to be a wedding of their son, Richard Jr. and her daughter Louise.

John W. Gratrix, passenger car painter, retired August 15; entered service Dec. 20, 1917. . . . Charles T. Lindquist, carpenter, hand car shop, retired August 31; entered service August 21, 1906.

Salt Lake Division

*Howard E. Watts
Supt Secretary, Ogden*

Salt Lake Division employees accredited with traffic tips which produced results are J. F. McCuiston, trainmaster; C. R. Anderson, B&B foreman; H. H. McCool, chief clerk; Wm. Wilson, conductor, each with one round trip ticket; R. W. O'Neill, fireman, 15 carloads; Wm. Van Tassel, whse. foreman, 2 carloads; E. G. Born, cashier, 2 carloads.

Ogden Old Timers club held a Halloween dance October 28 at Utah Power & Light auditorium—next regular meeting will be in form of a Fashion Review. Old Timers who joined San Francisco Old Timers in their trek to Mexico October 22 to November 6: Mr. and Mrs. H. H. Cordon, Mr. and Mrs. A. D. Kingsford, Mrs. Wm. Wilson, Mrs. Olive Rhine, Mrs. E. Emil Eklund. Pres. A. D. Kingsford announces annual Christmas Party for members and friends will be held at Hotel Ben Lomond on December 17. J. W. Murdock will act as toastmaster.

Telegrapher assignments: E. C. Willson, 3rd trick Bridge; D. A. Keeley, Wells; H. Sharpe, Parran; M. C. Kuhn, Fernley; L. P. Chamberlain, Halleck. . . . Superintendent Goodfellow vacationing in San Francisco and Bay Area. . . . H. Spracker, file clerk Ogden, is out after his usual winter's supply of deer meat. . . . Joe Newey, pass clerk, went duck hunting but reports are to effect Joe's son did all the shooting—guess Joe can't shoot unless he has his entire Field Artillery present. . . . Helen Winters vacationing



THIRTY-SIX YEARS of railroading with Southern Pacific was the career closed by Conductor J. P. Lyon, Salt Lake Division, when he made his last run October 16. Friends were on hand to extend congratulations when he stepped from his train at Sparks, among them Supt. J. C. Goodfellow with whom he is shown shaking hands. Mr. Lyon, long a familiar figure on the main line between Sparks and Carlin, plans to devote his leisure to his hobby of gardening and intends to be a strong competitor for the best garden in Sparks.

in Logan with her daughter who is a student of Utah Agricultural College.

H. F. Elliott back on the job after few days' illness. . . . Arthur Grix, draftsman, who is well-known as an architect and has to his credit several very modernistic buildings, has been lecturing at the Ogden High School, Weber College and Weber County High School on Modern Architecture. . . . Delmer Young, son of Timekeeper Jonty Young, departed on October 13 for England where he will serve in the LDS mission field. . . . Committee for arrangements of the office Annual Christmas Party consists of Helen Winters, Kathrine McCool and A. E. Forbes. . . . Ogden S.P. Glee Club sang a program at the Democratic headquarters, Weber County, October 26. . . . Three special trains Al Millah Shriners from Los Angeles sojournd to Reno Saturday, October 15 and the party was entertained by Reno and Sparks Shriners. They were high in their praise for the splendid treatment afforded them and left with a feeling that the Nevada boys sure know their stuff.

Toy Passes: Salt Lake Division lost one of its most prominent veterans when William J. Toy, 86, retired road foreman of engines, passed away at his home in Ogden on October 17. Mr. Toy, who retired in 1922 after more than 45 years' service, had a notable railroad career. He started working in 1876 at the Sacramento boiler shops, later became engineer and in 1899 road foreman of engines. As engineer he piloted "Old Jupiter" with a pay car back in the '80's, and General U. S. Grant's train from Wells to Ogden on the famous soldier's trip around the world. Recently he played a prominent part in the Pioneer Days celebration at Ogden at which time, in a newspaper interview, he pointed with pride to his record of safety in which no person was ever injured on any of his trains.

San Joaquin Div.

Ray Magnelli,
Secretary to Sup't, Bakersfield

The recently formed horseback riding outfit of the Superintendent's Office is called "The Boots and Saddles Club." To earn his "boots" one must perform in a spectacular manner. During the very first practice ride "Prince Edward" Roberts, of the Bakersfield Timekeeping Bureau, fell off his horse. He claims the horse stepped on a cobble stone; but he has earned his "boots" anyway. Poggie Ilderton's story was that his horse kept pulling to the left. Hannah O'Brien's chair was piled high with cushions when she came to work next morning. Amy Crouch, head telephone operator, of course has won and become accustomed to her boots and saddles as she and Anna May, her assistant, rode in the Frontier's Day parade. On one of Club's rides "Wrong-Way" Blazer, voucher clerk, got lost with a very cute little red-head when a change in plans took the other riders off in another direction. Morris conveniently directed the young lady's mount toward Jefferson Park, where two lonely horses were seen

tethered to the trees later in the evening. It was a moonlight night. Ah! Indian Summer romance! Steno Tom Billingsley, master mechanic's office, a former cavalryman, and his girl also returned late to the corral. The next practice session of the riding club is going to be on a merry-go-round where the horses will not stray.

The horse and buggy driven by Roundhouse Clerk Elvin Smith in the recent Frontier's Day parade won first prize in the horsedrawn passenger vehicle division. Roundhouse crew dispatcher, Gus Shaver, acted as coachman, and Mrs. E. T. Smith, Mrs. Gus Shaver and two sons were passengers. All were dressed in Frontier's Day costumes. After the parade Payroll Clerk E. T. Smith relieved the tired drivers and he says it took two and a half hours to drive four miles through traffic and out in the country, a trip which would normally take fifteen to twenty minutes with an automobile.

Conductor C. F. Martin says "no foolin'" when he goes out after prospective business. He solicited, sold and delivered transportation from Bakersfield to Minot, N. D. . . . Yardman James W. Shurley, Bakersfield, was elected chairman of the executive board of the Twenty Engineers National Association at the American Legion Convention in Los Angeles. The Twenty Engineers was the largest regiment in the history of the U. S. Army. It was composed of ten battalions and one headquarters company, the 20, 10, 41, 42, 43, and 503 engineers, totaling about 18,000 men. Shurley would appreciate very much hearing from any S. P. employees who were members of any of these regiments. Tell him of your former company and regiment and he will then send you the latest news of your old buddies of the A. E. F.

Many happy days to Brakeman W. J. Compton, who retired September 28, and to Hostler C. L. Scott, retired September 30. . . . W. Van Toble, pensioned B&B carpenter, returned recently after a tour of Switzerland and other European points. . . . Pass Clerk Bill Steele and wife are vacationing in New Orleans, Memphis and other points east and south. . . . B&B Supervisor J. R. Hutchens, Roadmasters C. Donovan, C. T. Mulcahy and T. Dugan recently enjoyed vacations. . . . Passenger Brakeman W. J. Crowley recently made a trip to Yosemite Valley, up the Redwood Highway to Lassen Park, on a fishing and hunting trip. During September Engineer E. Q. Bowden vacationed in Virginia and Fireman M. J. Crowley made a trip to Canada. . . . Conductor E. Carlisle returned from leave of absence, and Fireman G. D. Sampson returned from leave after a visit to General Hospital.

Helen Zacheisz, head stenographer, has been on sick leave. We hope she returns soon; we miss her around the office. . . . Master Mechanic L. T. Fife held his usual good miniature Safety Meeting in the Bakersfield Shops October 18, with 169 employees present. We know Mr. Fife's men appreciate his instructive talks. Assistant Car Foreman Swanson, by canvassing the employees under his supervision, obtained orders for eighteen pairs of the new Safety Shoes, obtainable

through our Store Department. . . . Deepest sympathy expressed by friends and fellow-workers of Car Distributor Joe F. Soeder on the passing of his mother, in Bakersfield, October 15, and to Ticket Clerk Earl P. Farley on the passing of his wife in Bakersfield on October 18.

The work in Soledad Canyon is fast nearing completion. There is but one more bridge to be removed, the tenth crossing, after which there will only be one bridge over the Santa Clara River in this canyon where formerly we had eleven. . . . The grape movement is under way with hundreds of cars moving out of San Joaquin Valley to all parts of the country. . . . The potato business from the Owens Valley is something new this year, which we hope to see grow as time goes on. . . . Last year only a few cars of potatoes were handled from this district when the narrow gauge was part of Salt Lake Division.

Traffic Districts

New Mexico

A. C. Bacon

Among those who have enjoyed vacations: S. R. Shields, AGFA, and family by auto to New Mexico and Arizona; C. R. Kersey, head rate clerk, and family, at Cloudercroft; M. G. Smith, OFA, visited in Fordyce, Ark.; Richard Warren, TFA, auto tour of California; L. B. Wilson, rate clerk, and wife, to Radium Springs, N. M.; R. H. Justice, manifest clerk, and family to Los Angeles; R. M. Ricketts, rate clerk, and wife to New York and Pennsylvania; F. O. Stain, TPA on annual trip to Canada; Wife and son of Traveling Freight Agent T. D. Staley, to Los Angeles; Wife of Head Clerk A. C. Bowhay, to Baltimore, Md.; Wife and daughters of Live Stock Clerk A. C. Bacon, to Buffalo; Marion Rullman, secretary to GPA, to Utah and California. . . . Congratulations and best wishes to A. C. Smith, record clerk, and bride, now back from a honeymoon trip to California and Oregon. . . . We are all looking forward to a bigger and better Southwestern Sun Carnival. Will have some information on this for a later issue.

L. A. Passenger

Jas. G. Shea

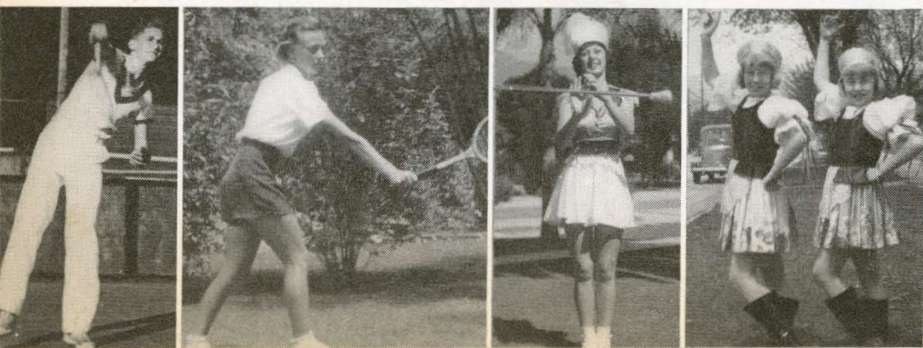
Our softball team clinched the decision over the Freight Department by winning two out of a series of three games. The Freight Dept. wishes to make it three out of five now before they'll admit we are superior. . . . Roy C. Spottle returned from a visit to his home in St. Louis, says all his big moments were married when he got there. . . . Roy Mahan, ticket seller, LAC-2 is spending his vacation bowling and mowing the lawn to get in shape for the next meeting with the S.P. bowlers. . . . Your correspondent had a splendid time visiting Carlsbad Caverns, San Antonio and New Orleans while on vacation. . . . Herbert C. Hall, ticket seller, will visit Mexico City on vacation. . . . Lloyd D. Barham, Hollywood ticket agent, is leaving for a vacation in Honolulu, November 9. . . . Howard Kaylor and C. A. Smickel of the C-2 office had a terrific fight in the Alley with Kaylor's Bowling Team emerging victorious over Smickel's, and thus place them in top position in the Southern California Passenger Association League, with a total of eleven wins and one loss. The high scoring S. P. Team consists of Welch, Orner, claim clerks; Terry, Rice, Dunn, P.A.'s; Kaylor, Coughran, T.A.'s. Howard Kaylor holds record for the highest individual game, with a total of 211 pins.

Portland Division

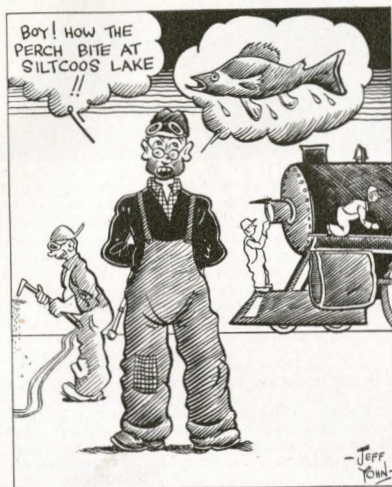
H. L. Johnson, Accident Clerk,
Sup't Office, Portland

C. W. Mullin on yard clerk position Roseburg relieving H. U. Robbin, transferred to Brooklyn. . . . Albert Stewart, investigator, still in Good Samaritan Hospital, Portland, at this writing. . . . Annual bridge inspection was completed October 1. . . . Jack Haek, B&B foreman, visiting in California. . . . B. Lash, B&B clerk, and R. B. Boynton, steno-clerk, visiting in California.

James S. Richardson, clerk, transferred from Salem yard office to Salem freight as warehouse foreman. . . . Earl Burch, yard clerk, Salem, fished for salmon on the Nestucca River. . . . Salem is fast becoming the "Corn Center" of Oregon, having shipped fifty carloads of green corn to



MAKING A NAME FOR THEMSELVES is the accomplishment of these youngsters, children of S. P. folks. At the left is C. O. (Gunny) Amonette, Jr., son of Attorney Amonette of the Law Dept., S. F. During the past summer the 17-year-old lad annexed these tennis titles: Arkansas Valley Junior Singles, Oklahoma Junior Doubles, Iowa Men's and Junior Doubles, and was runner-up in Midwest Men's Doubles at Omaha. Another tennis luminary is Earlmord Baker, 18-year-old daughter of Earl G. Baker, brakeman, Salt Lake Div. "Bake," as she is familiarly known, was recently winner of the Nevada State and Reno City Ladies' Single championship. She also won letters at basketball, swimming, badminton, archery and rifle shooting at University of Nevada, and was a member of the softball team which won the Reno City championship. The attractive majorette is Yvonne Livingston, 17-year-old daughter of Machinist Clarence Livingston of L. A. Shops, Yvonne, who has appeared in a number of movies, is drum majorette for the "Toppers," a nationally famous marching organization of Pasadena Elks, swings the baton for the Pasadena High School Bull Dog Band, and is also a talented dancer. The two dainty misses at the right are Dee and Jean Gosling, daughters of Thomas Gosling, B&B supervisor, Ogden, who are favorites on many local programs and whose performances indicate they have a promising future.



FAMILIAR SIGHT at Brooklyn Shops during fishing season is pictured by Cartoonist Jeff Yohn, boilermaker apprentice. "It expresses the sentiments of many a boilermaker and machinist," writes Jeff, "who forget dull care by slipping away to Siltcoos Lake where trout and perch abound."

California points this season. . . . A. A. Mickel, DFA, Salem, vacationed in Southern California.

M. E. Jepson, agent, Oakridge, and wife enjoyed the Round-up at Pendleton. . . . C. N. Brady, telegrapher, Oakridge, recently took a few days off. . . . J. K. Murphy, night roundhouse foreman, Oakridge, returned from thirty-day leave.

Roadmaster E. E. Edwards and B&B General Foreman Kirkpatrick have been busy the past few months changing steel, and concreting tunnels on the Cascade Line. . . . J. E. Fraights, retired chief clerk to division engineer, and wife left last month on a trip to New York, Washington, D. C., and other eastern cities. . . . A. R. Hine, clerk M of W, whose hobby is collecting Oregon agates, recently placed a display of 60 fine agates in one of the large Portland hotels. Andy has spent most of his spare moments the past four or five years tramping over the mountains, deserts and beaches in quest of prize stones which he cuts and polishes himself and his collection contains many fine and rare agates.

H. B. Axtell, B&B clerk, returned from a trip to the Oregon beaches. . . . H. F. Goddard, head steno, superintendent's office, on leave of absence, part of which she plans on spending in California. . . . L. C. Hartwig, division electrician, piloted his palatial cruiser to Astoria for the annual regatta. . . . Joe Costa and Earl Purkerson, truckers, Park Street, returned from hunting trip with two large bucks. . . . Miss D. Agan, N. P. utility clerk, on sick leave is in N. P. Hospital at Tacoma. . . . J. P. Kenney, assistant warehouse foreman, Emil Nelson, collector clerk, and A. V. Peterson, general clerk, brought in a 160-lb. buck recently.

Paul Scheider, trucker, employed April 20, 1917, has applied for pension. . . . Geo. Bach, check clerk, is in General Hospital. . . . Ed. Cherrington, trucker, returned from a visit in the East. . . . Geo. Carper, trucker, absent due to illness. . . . Portland Park Street employes believe in "Safety First"—twenty are now wearing safety shoes. . . . C. Catlow, chief clerk, Portland freight station, went on a hunting trip near Prineville, became lost and was finally located by the Forest Reserve.

Pauline Hansen, nurse, Brooklyn, visiting at Cascade Summit. . . . Fred Gorst, Brooklyn Store, visiting in Hollywood. . . . Mabel Stewart, steno., Brooklyn, driving a new coupe. . . . R. Snitil, yardman, Brooklyn, attended the World Series. . . . D. T. Smith, yardmaster, Brooklyn, recently went on a hunting trip in Eastern Oregon; his new car looked like an arsenal. . . . R. W. Fitzsimmons, retired general yardmaster, Brooklyn, completed a new home in Maywood Park. He is looking fine. . . . W. E. Burks, agent, Brooklyn, purchased a cabin on the San River near Mt. Hood. . . . Larry Reasor, steno-clerk, Brooklyn, bought a new home in Portland. A grand Halloween Party, sponsored

by the Railway Brotherhoods, was held the evening of October 31, in Washington Masonic Ballroom, Portland. . . . A. Braun, secretary to division engineer, alleges it was a pear which fell from the tree that struck him in the eye. From the telltale marks it was evidently quite hard. . . . L. C. Van Houten, tel. printer-mech., Eugene Yard, absent due to illness and is being relieved by Extra Wire Chief Hanna. . . . T. R. Nelson relieved Roadmaster R. D. Sorrels who made a trip to California.

C. O. Still, telegrapher clerk, Eugene, visiting relatives in Iowa, being relieved by R. Branson. . . . R. G. Burley, telegrapher, is putting in his spare time studying up on train dispatching. . . . R. F. Jepson, ticket clerk, Eugene, laid off to pursue the wily deer and returned empty handed. He then took a turn at hunting Chinese pheasants and again scored a perfect zero. It has been rumored he now has a gun for sale.

J. B. Hewitt has been awarded the new clerk-warehouseman position at Corvallis. . . . J. E. Pettigrew, Yardman Corvallis, recently returned from General Hospital. . . . B. M. Wright, brakeman, injured Sept. 16, is reported getting along nicely. . . . We all regret the passing of former ticket clerk, Howard Jones, recently at Eugene. Howard was a friend to all with whom he came in contact. While on a hunting trip near Leaburg with friends he was accidentally shot. He lived several days but never regained consciousness.

E. K. McCoy, telegrapher, Hillsboro, is building a new home near the station. . . . G. W. Hendren, roadmaster, retired, continues to visit with his old friends in Hillsboro. . . . C. T. Ray, roadmaster, recently moved his family to Hillsboro. . . . Logging is active on the Tillamook Branch and the long log trains Portland bound present an imposing sight rolling through Hillsboro. . . . The large cannery at Hillsboro reports the season's work of canning fruit and vegetables nearly completed. . . . N. R. Rasmussen and G. Clement, yard clerks, Eugene, enjoyed a hunting trip in the mountains. . . . Agency at Marcola has been established to take care of shipments from the Fischer Lumber Company mill which has been rebuilt.

F. A. Pook, agent, Coquille, on leave of absence due to illness of his mother. . . . Season agency has been established at Dundee to take care of this season's large walnut crop. . . . R. Humphrey, clerk, Eugene Yard, visited in Nevada. . . . F. Nombalais, roundhouse foreman, Eugene, returned from leave of absence. . . . Carl Belchschmidt, Eugene, visited in Montana. . . . L. J. Crafton, chief yard clerk, returned after a visit in Tennessee. . . . H. E. Baldwin, fireman is reported to have returned with the first deer shot by any Eugene hunter.

Jack Girard, James Wanamaker and Fred Hanford, former employes in superintendent's office, Portland, and now in

General Offices, San Francisco, were recent visitors on the division. . . . H. F. Dully, draftsman, returned from trip to California. . . . T. Merriott, store helper, Brooklyn, to General Hospital. . . . W. W. Northcutt, conductor, who was operated on in Good Samaritan Hospital, Portland, October 11, is reported on the road to recovery.

Sacramento Shops

Lloyd Phillips, Secretary,
Sup't of Motive Power

Now that the world series is over, our attention turns to the Sacramento Winter League. The Southern Pacific Club baseball team played their first game of the season on Oct. 9, in the American "A" Division of the Winter League, winning 3 to 1 over the Hoyts Doughnut Company of North Sacramento. . . . Preparations were being rushed for the biggest and best Halloween party the S. P. Club has ever had and if the work of the committee meant anything, it was to be quite a party.

Arrangements are being made to organize a quartet of shopmen to compete in the "Barbershop Quartet" contest being sponsored by the Recreation Department in Sacramento. Several volunteers have been heard from and from all indications, the Club will be well represented in the contest. . . . Amateur Night for S. P. employes is the next event on the Club program after the Halloween Party, and will take place some time in November. Every employe or any member of their families who have some talent for singing, dancing, reciting, or playing a musical instrument, is invited and urged to take part in this event. There will be some attractive prizes for the winners, not the least of which will be an opportunity to be heard over the Bee radio station, KFBK, in Sacramento.

Store Department

Verna Raiff

G. S. Weston, section stockman, Jose Hernandez and B. Torrez, scrap sorters, are in General Hospital. We wish them a speedy recovery. . . . R. R. Strelvel returned to work after a few weeks spent in General Hospital with a broken ankle, due to having fallen from the roof of his garage. . . . H. V. Kilpatrick, G. E. Leonard and L. C. Raymond recently made a trip to the Klamath River for the fishing, but the only thing caught was a cold by Kilpatrick. . . . J. J. Renschler, locomotive crane fireman, was killed in an auto accident, while on his way home on October 4. . . . R. S. Linney concluded his vacation with a week's stay at Lake Tahoe and was greeted with snow and thunder storms. . . . "Pop" Hanger is taking his vacation this week in order to move. Some vacation! . . . Edna C. LaDue is still spending week ends in Fresno. Why? . . . H. V. Overmire, asst. chief clerk, ended his recent vacation by attending the



FAVORED BY FANS to repeat their performance of last year in which they won the championship of their division, the S. P. Club baseball team of Sacramento Shops has again entered the Sacramento Winter League. Back row, left to right: G. Munizich, pitcher; Henry Clark, trainer; Tom Gray, coach; Ernest Rose, 2b; Elmer Enos, pitcher; Wm. Pradie, 1b; Gordon Violet, pitcher; Donald Jurasin, manager; T. Marinovich, 3b. Front row: Eugene Cronan, 1b; John Enos, utility outfielder; Vincent Semon, ss; Joe Duart, catcher; Peter Ruzir, cf; Frank Newbert, catcher; and Mascot Norman Jurasin.



GUEST OF HONOR at a banquet attended by 135 friends and associates was P. H. Cosgrave (inset), who retired as master car repairer, Coast Division, on October 1. G. Christon was master of ceremonies and speakers included J. J. Jordan, L. E. Barker, W. W. Winn, P. Smith, M. S. McKenna, M. Meehan, F. C. Kramp, R. S. Roberts. Mr. Cosgrave, who entered service in August, 1910, was presented with a diamond ring.

U.C.—U.C.L.A. football game in Berkeley. . . . A handball series was held between R. J. Hencken, general foreman, and J. M. Kinney, foreman car machine shop, for the best two out of three games. After many tedious hours the first two games were divided and being too tired to continue, the contestants agreed to call the match a draw. . . . H. H. Champ, section stockman, vacationed on his "Rancho". . . . A. A. Readdy's mascot cat "Susie" lost one of her nine lives while playing around a moving elevator.

Machine Shop

J. E. Stoneking

We hope for a quick recovery for Machinist Wallace Mealman, who is in General Hospital. . . . Foreman L. R. Plate has returned to work after illness. . . . Of all shop deer-hunters, Foreman R. Dolensky brought in the biggest deer of the season. . . . Now that vacation time is nearly over and the boys are returning to work, we learn where they spent their time: Machinist Matt Ridley in Alaska; Ray Levy and Bill Phillips, machinists, in Vancouver, B. C.; Babe Downs, machinist, in Oregon; Fred Tremaine, machinist, and wife, in Vancouver, B. C. And all report a fine vacation. . . . Fred Tremaine narrowly missed a serious accident when his automobile skidded on wet pavement near Auburn and went into the ditch. . . . Star Harris has his store teeth now and says no more soup for him.

Car Shop No. 9

Don Jurasin

Ray Lee, steel carman, was the only shopman reporting a limit of deer. . . . Now that deer season is over, attention is turning to ducks. Reporting a limit the first day were Pete Sekul, Flash Reinhold, welders, and Al Hughes, Sr., brake operator.

Passenger Car Department

C. B. Fish

Following in General Hospital: J. Leveque, trimmer; J. Mir, machinist; A. J. Hawke, piper. . . . Ill at home have been A. Ingram, machinist; G. Payne, trimmer; and Geo. Wagner, painter. . . . W. Thompson, upholsterer, recovered from recent operation and is back on the job. . . . F. Mamola sheetmetal worker helper, returned after recent illness. . . . F. Newman, electrician, has returned after recuperating from injuries sustained in auto accident at Napa. . . . C. Azevedo, elevator operator, has recovered from injuries suffered in an argument with his neighbor's cat. . . . P. J. Baker, electrician apprentice, is ready to give advice and information on traffic laws—ask him! . . . F. Porter, electrician, returned from deer hunt in Lassen county with one fish. . . . H. Coomes, machinist helper, caught seven nice fish in the Klamath river. . . . D. Lee, laborer, now on four week trip through Modoc Lava Beds, maybe caught one of those big muletails. . . . A. E. Chimson, foreman repairs and construction, on a trip to northern part of the state. Eddie tagged several big salmon last year (he says) but wanted to check the weight on them on the same date this year, so returned the big fellows to the water. . . . Mason Freeman, messenger, is stepping high these days with the new inspiration. . . . Walter White, piper foreman, has nearly completed his new home. . . . Flora Ross, seamstress, is still on leave of absence. . . . Mrs. L. Renwick, seamstress, is back on the job. . . . C. Antonuccio, sheetmetal worker, is at a loss for entertainment, now that baseball season is over. . . . W. B. DeCosta, patternmaker and Past Grand Patriarch I.O.O.F., State of California Grand Encampment, spent a week at the Odd Fellows Encampment at Lodi. . . . M. N. Slavich, apprentice, is now working in the Cabinet Shop. Slavich is an impersonator par excellence. . . . The new fire truck, housed in west end of Car Machine Shops, looks very businesslike. . . . Two ice

flangers, for use on Salt Lake Division, are now being constructed at Car Machine Shop. . . . A recent visitor to our shops was L. W. Chase, car foreman of the Awaku Railway and Land Co. of Honolulu.

The last quarterly meeting of the 101 Club was held October 15. Sixty-eight members attended. Turkey dinner was served and excellent entertainment furnished by the "Hay-wire Orchestra" of the Oak Park Eagles. . . . An educational and entertaining talk was given by Mr. Dodd, member of the Railway Retirement Board of Washington, D. C. . . . Chairman of the meeting was A. Nelson, assisted by A. Baldwin, J. K. Reed, P. Coffield. Those in charge of the December meeting will be A. L. Bauer and G. D. O'Leary. Ray Peek, formerly general foreman passenger car department, now master car repairer at Los Angeles, was missed by the regulars. . . . A number of inquiries have come in concerning some papers being made out by R. "Sunshine" Higbie, clerk in general foreman's office. It was thought they were his naturalization papers, but it developed they were pension papers for a fellow-employee.

El Paso Shops

Ellis Cryslor,
General Clerk, El Paso

Juan C. Montoya, tender truckman, purchased a new home. . . . Roscoe W. Mayfield, Burnett C. Crowley, Freeman A. Rapley, Daniel E. Riveros, and Sam W. Herron, furloughed sheet metal workers, and Joe Zabala, SMW helper, are now working at Alameda Shops. . . . Sympathy extended to Dan W. Rose, stenographer, in the loss of his mother and Harvey L. Downum, boilermaker federal inspector, in the death of his brother. . . . Currie E. Westbrook, machinist, attended the A. F. of L. Convention in Houston and the State convention in Beaumont as a delegate of the machinists.

Frank W. Herman, paint and labor foreman, vacationed in Mississippi and reports good fishing. . . . Oscar H. Gutsch, general machine shop foreman, and wife, vacationed in Los Angeles and San Francisco; Merced P. Valencia, freight carman, in Los Angeles, and Harvey Shaver, carman apprentice, to Knoxville, Tennessee. . . . Tony Weyerts, pipeman, is driving a new car. . . . L. E. Bauman, asst. boiler foreman, caught a twelve pound catfish. The word got around and all his friends visited him for supper. . . . Lee Pempsell, machinist, attended the World Series. . . . Mangum Dawson, shop clerk, and wife, favored San Francisco with a visit.

Best wishes for a well-earned rest to Ben. F. Gregsby, boilermaker helper, who has made application for retirement after 38 years' service. . . . Lorenzo Santana completed his apprenticeship and is now a qualified journeyman machinist. . . . A fifty-cent chance in a raffle netted Leopoldo Gutierrez, tender truckman welder, a new bicycle.

General Office

E. G. Fitzpatrick,
Bureau of News

Chief Engineer

Raymond J. Dettling

Paul Bunker passed up a good 'possum dinner when he let one loose in the Berkeley hills upon finding it among his belongings after a weekend trip in the mountains. . . . Harold Lishman took advantage of a liberal trade-in and disposed of his "Wreck of the Hesperus," and the old jallopi had to be towed away. The clunk was on sale a few days later and a salesman told your correspondent it was "in perfect condition, having been driven but very little by an elderly gentleman."

. . . J. H. Hawes bought top-notch seats for the modern production of Faust, but says it was too streamlined for him. . . . Receipt of highly-scented airmail letters from the south seems to indicate our Romeo, Tommy Thomsen, is expanding his territory. . . . For three consecutive months it has been our pleasure to congratulate new daddies. This month it's W. F. "Bill" Meaney. . . . E. A. Attix narrowly escaped serious injury when backed off a scaffold while repairing his roof. Shortly after his unseen tumbling act, the missus warned him to be careful lest he fall. . . . Our bowling team, the Sunset Limited, in the S. P. Club tournament, is again captained by Bob Hadley and includes Bill Trace, Paul Bray and Ray James. . . . Having completed his tunnel and snow-shed inspection, W. J. Phillips should be qualified as a night-owl. . . . John McCaffery returned following completion of annual bridge inspection on Salt Lake Div. . . . Vacationers: D. F. McMahon, F. H. Sturken, John McCaffery, F. E. Bewley, F. B. Marr, H. J. Kleeman, F. E. Phillips, John McGough, W. F. Meaney.

Gen. Timekeeping

R. A. Larson M. Chapman

Fred Katzmeir is still on sick leave. . . . At last the truth: Frank Mann was christened "Monk." . . . "Larry's Bowling College" now open for members. Honorary members include Jack Kavanaugh, Earl Chandler, Jim Loos. . . . Bill Williamson brought back his annual buck. . . . Martha Jordan now commuting from Mill Valley. . . . Vacations: Caroline Cross, Katherine Wiggins, Olive Paul, Bessie Harper, Lillian Kendall. . . . Kenneth "Flossie" Turner is keeping everything on the up-and-up in the Calculating Bureau.

Freight Accounts

Joe Falconer

George Powell was off on another deer expedition. . . . Don Donaldson returned from fishing in the Canadian Rockies. . . . Walter Rose doing up L. A. . . . Bert Lane now working with Railroad Commission. . . . Dave Taylor now employed at Valley Express. . . . Carlo Vella visiting the one and only at Houston. . . . Sam Dickson, chief clerk, Interline bureau, on month's leave. . . . Charlie Allen back at the old stand. . . . Anyone along the line hobbing with stamps do well to communicate with George Noll of tracing bureau. . . . Wedding bells in the offing for Walter Randall. . . . Francis Walker back after leave of absence. . . . Clerks in the Miscellaneous Bureau missed out on a salmon bake when Joe Potter, Warren Howland and Jack Carroll returned empty handed from Fortuna.

Purchasing Department

C. A. Dalen

Congratulations to Areta Riggs, member of Glee Club, on her vocal achievements. . . . Glad to know Al Roehl is recovering from a siege of illness. . . . How to cook a steak in one easy lesson by Roy Kirkham. Boy! is he glad his wife is returning from a month's stay in Chicago. . . . Tom Sorensen, our latest fashion plate, wowing the public with a swanky new outfit. . . . A. Duncan, our genial meat buyer, still thinks Max Schmelling the most promising white hope. . . . Dave Ritchey bound for Fortuna on the Salmon excursion. . . . Jim Milne spent a happy vacation entertaining his lovely ten-months-old daughter, Jean. . . . Frank Gamberutti proud possessor of baseball received from Frank Crosetti, autographed by all Yankee players. . . . S. P. Club Players production of "Believe it or Not" under direction of Jack Crawford enthusiastically received, comments indicating play was most amusing yet presented. . . . Dick Gadsby, Ray Murray, Tom Sorensen, Ralph Morgan, Matt. Maloney, John McGreal and George Wallace recent visitors to Streamliner

City of San Francisco. . . . "Cap" Morgan and crew of good ship "Iris" report day's catch of 17 bass at Hunters Point ranging from 4 to 12 lbs. Randy Johnson gets limit while George Shultz is still waiting for his first bite. . . . Vacationists: Leona Laveaga, John Rosshirt, Al Roehl, Dick Gadsby, Bert Stout. . . . Charlie Eagan turning in swell traffic tips. Let's have some more gang. . . . Timely Tips: It's comfortable traveling in Southern Pacific trains during winter. Have your friends been acquainted with this fact?

Gen. Freight Dept. Dorothy Ferle Johnson

A cordial welcome to newcomers Earl Greenwood, transferred from our Salt Lake City office, Joseph Riordan and William Folk. . . . Congratulations to the following on recent promotions: B. H. Donnelly appointed city freight agent; R. D. Rodenberger, city freight agent, Oakland; A. H. (the answer to every maiden's prayer) Anderson, to rate clerk, Dist. Frt. Office; and A. E. Anderson, E. N. Ferretta, R. L. Hage, A. C. Anderson, C. E. Flood and C. W. Crocker to advanced positions in this department. . . . Vacations to Mexico City and Mazatlan were enjoyed by Chas. Knight and Jim Caughy. . . . Ray Burns came back from vacation with a Bermuda tan (understand it was quite warm down the Peninsula). . . . Various communications from those traveling honeymooners, Jim and Betty Cummins, are evidence of the enjoyment they are deriving from their European jaunt. After visiting France and Switzerland they decided, in view of the troublesome situation, to cut short their Continental tour and return for the time being to "peaceful Ireland" as Jim puts it.

Land Department

Charlie Stone

J. C. Rogers has been in General Hospital. We hope he will soon be well and answering the roll call again. . . . F. J. Evans vacationed in New Orleans and says he was fascinated by the changing colors of the desert enroute. . . . S. W. Frew went to New York via New Orleans and returned through Chicago. Being a surveyor and used to the mountains he expresses real admiration for the forests of the Southern States, and a preference for our western type of girls. . . . C. F. Flinn returning from a business trip in Oregon reports a chilly fall atmosphere up there. . . . Your correspondent was

among those who enjoyed the S. P. Club river boat trip to Sacramento.

Aud. Disbursements Horace B. Sturtevant

Vacationists: J. F. Thompson, E. Blumenstiel, Zelda Heer, Bob Ludlam, R. V. Cole, and L. C. Loughlin. . . . R. R. Reeves, Bob Rhedish and Laura Billett have new cars, Laura is learning to drive. . . . Earl Harold pulled a fast one; he has been married since June. . . . Bill Garlich, Ed Watkins and his son spent a quiet day fishing. Bill broke the spell when he caught a 23-lb. bass. . . . A. S. Tully back after short stay at Gen. Hospital. . . . Lawrence Doherty announced his engagement after returning from vacation. . . . Two parties were given Hattie Bell on her recent retirement, a buffet supper on Oct. 17 with Edna Gandy as hostess and twenty-five in attendance and on Oct. 26 a surprise dinner party given by the girls in Disbursements office. . . . Goldie Pilcher, on vacation to Victoria, stopped off in Seattle to see the Cal.-Washington football game. . . . M. Huffman returned to work after vacation in Bermuda. Rumor has it she is not as good a sailor as she might be. . . . Bob Gardiner forsaking the railroad for insurance, received a brief case and a pen and pencil set as a going away gift. . . . Sympathy was extended Mrs. Moffitt in the loss of her sister, and Terry Heavy on the loss of his father. . . . H. F. Mills recently caught eleven bass.

Asst. General Auditor Walter M. Ridgwell

Condolences to F. L. McCaffery in the loss of his brother, and to J. P. Delaney in the loss of his father. . . . Henry "Hank" Nelson is contemplating an early voyage on the sea of matrimony. . . . Mrs. Edward Hoffman presented husband "Biff" with a little shaver on his birthday. . . . Johnny "Buck" Adams and Frances "Chang" McCarthy are feuding again. . . . Typing Bureau girls gave a shower for Isabella Brucher, presenting her with an electric mixer. . . . Beatrice "Bee" Heiner and Ida Hanley, touring Mexico with the S. P. Club, expect to write a "Guide to Mexico" on their return. . . . Glad to see Ilka Weichman back after her visit to the hospital. . . . Dorothy Gross and Beatrice Heiner viewed the recent Club play "Believe it or Not" from the audience—for a change. . . . Elizabeth Iversen is sojourning at the hospital. . . . The four innings of the annual married men-single men

softball game proved more exciting to the participants than any "Big League" game could possibly be. Arnold "Whim Wham" Wickman scored the only home run of the game. Glen Egnew and Walter "Tarzan" Seput were the only single men to get a hit. Albert Johnson is still recuperating from the after effects of the game, having suffered a fractured hand. Credit is due Al "Slugger" Mortensen for pitching a fine game for the married men who won with a score of 11-2. . . . The '49er's," represented in this office by Walter Sheffield and Arnold Wickman, are in the lead in the Club Bowling League.

Executive Department

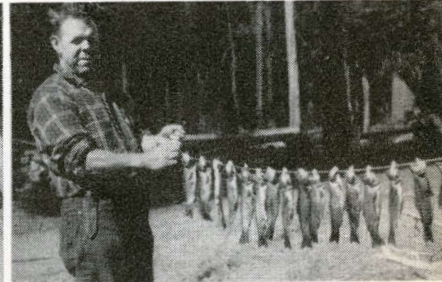
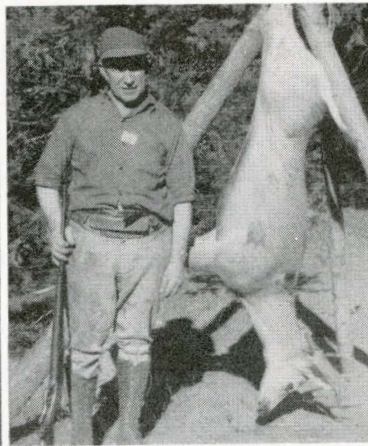
Bill Irving

Second annual Walker Day was held with more than the usual observance. Forewarned, all members of staff wore ties of more or less brilliant shades of red. Earl Menker, who had forgotten to put his red tie on, went out and bought himself an atrocity. Mr. Walker is very susceptible to the dashing and vibrant shades of red. . . . The sign on the clock announcing "Walker Day" was neatly re-lettered by some wag to read "Skwalker Day." The presentation of flowers, carrots and tomatoes was impressive but what appealed most to Harry was the office present of a whole box of real cigars. Wires of congratulations were received from Ben Sines, bashful Al Tuchler, and our old friend Jack Worthington.

Aud. Miscellaneous Accts. D. R. Love, Jr.

Sympathy extended to Anita Jafeman in the loss of her brother. . . . We are glad to see G. W. Stevens back after his stay in the hospital. . . . S. H. Beane is back from the hospital looking "just ducky." . . . Minnie Chaffee (Korn) is rapidly improving and sends her best wishes to all. . . . G. R. Bones will say "I do" very shortly. . . . Second Annual Married Men and Single Men Softball game ended in a tie. What a game! . . . H. W. Von Emster back from Honolulu looking like a million. . . . Business tips still coming in strong; keep up good work. Tips turned in—86. Report 40 successful and many yet to be heard from. . . . Understand Traveling Auditor Berry is in the market for some new automobile fenders. . . . After bad start in recent golf tournament J. R. Timmers and C. Draa finally won a new golf ball. In winning it of course

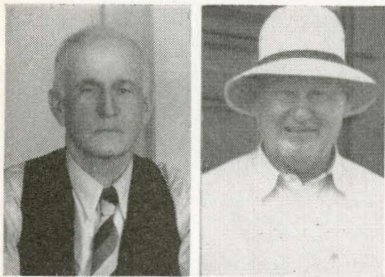
ON THEIR DAYS OFF these sportsmen know where to go to find plenty of relaxation and enjoyment in their favorite pastimes, not to mention a goodly share of fish, ducks and deer. The smiling countenance framed by the antlers of the large buck belongs to Sam Ernst, store clerk, Brooklyn, Portland Division, who bagged his prize on a recent hunting expedition in eastern Oregon. Below: Lease Clerk Harry Doe (left) of Bakersfield and one of San Joaquin Division's prize business-getters demonstrated he is as successful in getting ducks as he is in getting business tips, when he and his friends went duck hunting near June Lake. With him are Carl Eggers (center) of State Sales & Service, Inc. and Steve "Concrete" Strellich, well-known wrestler who evidently gets as much kick out of bringing down canvas-backs as he does pinning down backs on the canvas.



Machinist Albert H. Littrell (above) tried his luck at fishing while his companion, Hammersmith George Lamb (left), went hunting for deer recently, and from the looks of things these two L. A. Shopmen were highly successful.

Right: Landing a 24½-lb. salmon at Fortuna, Ross Dorrett (center), S. P. Rod & Gun Club, gets first-prize check from Frank Collins and the Kingfish badge from Ray Stein, former wearer. Below, Although he never rode a range, Lawrence Hoyal, mach. appr., L. A. Shops, won first prize in recent saddle bronco busting contest in L. A.





RETIRING after 25 and 27 years' service respectively, Wm. P. Mahoney, asst. rail yard foreman, L. A. General Stores, and W. C. Donney, terminal trainmaster, Lordsburg, were honored by fellow workers. Mr. Mahoney was presented with a Gladstone traveling bag and Mr. Donney received a 12-tube radio, with the wishes of their many friends for years of happiness.

they had lost about 6 each. . . . E. O'Dea left service due to ill health. We wish him best of luck. . . . Ruth Sloan has been dressing just like "Little Red Riding Hood." . . . Vacationers: J. L. Deering, A. Cowen, M. Donahue, E. Jensen, G. Rawley, D. Smith.

Pacific Fruit Express

R. J. Leverone

George Corwin, assistant to superintendent, Los Angeles, retired from service November 1. Mr. Corwin's service dates from April, 1910. We will miss his helpfulness and friendliness in our daily work and his many friends wish him the best of luck in his well-earned retirement. . . . "Wordy" Stinson has finally established himself as a fisherman with recent reported but unconfirmed catch of a 20-lb. bass. . . . Geo. "Pop" Peters and Fred "Lucky" Martin, Administrative Office, are roommates in General Hospital. Other P.F.E. employees there are Ray Johnson, Sparks; Jack Ainsworth, Sacramento and Fred Jones, Los Angeles, all of whom are making favorable progress. . . . Nael Cline, Administrative Office, and "Jim" Padgett and "Bill" Rebscher, Accounting Department, have returned to work after being in General Hospital. . . . Vacations: E. J. McCutchen and wife to Michigan; Carmel Leffmann and mother to Florida and New York.

Drive: With the State Convention awarded to Oakland for 1939 and the festivities close to home, Commander Fred Jensen anticipates a record membership for next year. The membership drive, under First Vice Commander John Fishel, commences October 20. Any railroad employee who is eligible for membership in the Legion and wishes to join S. P. Post, may obtain full information from Arthur Harris, Room 224, General Office Bldg.

Western Division

Walter E. Lake
Lease Agent, Supt's Office

J. J. Murphy, water service supervisor, spent his vacation on the Eel River, fishing for salmon. . . . Edgar R. "Touch-down" Brown, is interested in professional football. . . . Sam "One Duck" Souza, enjoyed a duck shoot on Suisun marsh during the opening day of the season. . . . Johnny Jackson has purchased Ed Heaney's famous black hat. . . . C. M. "Stranny" Stranahan is planning another trip to Reno and intermediate points. . . . Bill Jaekle feels better after Stanford finally won a game. . . . V. T. Shattuck visited New York last month and participated in a radio program on the Hobby Lobby hour. . . . Dee "Slats" Herick threatens to have his jallopi painted.

Manager Ed Raftery says his protegee, Conductor Joe Robson, has been spending a lot of time around Half Moon Bay during the past several months and it is thought Joe has gone into the fish business. . . . Conductor "Admiral" Duey recently returned from an auto tour of Colorado. . . . Conductor Ira Tracy returned home from General Hospital in October after an operation and is recovering nicely. . . . "Red" Tutt spent his vacation in Las-

sen and Modoc counties. . . . Charlie Taggart, yard clerk, retired on October 1. His friends at West Oakland gave him a new fishing outfit as a remembrance. . . .

On a fishing trip to Point Wilson with Yardman Frank A. Miguel, Engineer Geo. Manrow caught a 24½ pound bass and Engineer Rogers caught a 22-pounder. . . . T. E. LeClert is new stenographer at Tracy Roundhouse succeeding L. W. Sloan, promoted to secretary to J. J. Sullivan at Stockton. . . . Harry "Five Hook" Prouty claims the more hooks the more fish. "Skip" Myers must not use hooks.

Station Master Walter Hanna returned from the wilds of Canada but without the moose. . . . Sunday Boss "Sparky" Adams has a new wrecking crew in "Bill" Springer, Bill Cosgrove and "Punchy" Spargo. . . . Our glamour boy, Bob Wilderson, is hobbling on crutches these days because of a sprained ankle he claims to have acquired playing tennis. . . . If you haven't heard about six-year-old Bobbie Gonzales, see Tractor Driver Tony Gonzales and he will tell you. . . . After talking to Passenger Agent Charlie Mueller, watch your speech or you-all will be talking like a southerner. . . . That beaming smile at 16th Street Station belongs to Jimmy Dills, new ticket clerk. . . . Former Station Master Geo. Petrie is home from the hospital after a short illness.

Congratulations were extended last month to S. M. Houston upon his appointment as master mechanic, succeeding J. Shelabarger, retired. A brief sketch of Mr. Houston's career is outlined in the "Promoted" column in this issue. Mr. Shelabarger entered service in Sept. 1900 as machinist and roundhouse foreman, Tucson; in 1904 transferred to LA Shops; in 1906 became master mechanic at Bakersfield; and in 1930 was transferred to Oakland.

Pittsburg Notes: John Birar has been awarded first trick yard clerk. . . . Conductor Sprinkle has been running on the Apple-train between Avon and Tracy. . . . J. H. Martin relieving Signal Maintainer Merrill A. Wood who, with Mrs. Wood, is spending three weeks' vacation in the Pacific Northwest and Canada.

Sacramento Div.

C. C. Reeves, Sacramento,
W. L. Minor, Dunsuir,
T. A. Fante, Klamath Falls,
Josephine Haggerty, Roseville

Sacramento: L. A. (Captain) Mini spent his vacation in Lodi, sleeping in a tent. . . . F. E. Holmes celebrated his birthday and his 15th wedding anniversary on Oct. 5. . . . C. H. (Nervine) Brooks got half way home the other evening before he found out he had Hank Scharf's coat on. . . . Anyone wishing tough steaks should get in touch with Reuben Perry as we understand his cow is headed for the butcher shop.

Amos Williams recently bought a 16-gauge shotgun and is going out to Sutter Basin after elephants (two shells and a block of wood). . . . Joe Alder is confined in the General Hospital. . . . Isabel James vacationed in Los Angeles with hubby, who was a delegate to the Legion Convention. . . . (Globe Trotter) Jimmy Harigan planned to vacation in Mexico City, and also visit Carlsbad Caverns. . . . Bill (Tiger) Wade spent his vacation around the house. . . . Charles Colby (Buck Benny) Reeves spent his vacation in S.F.

Following vacationists have recently returned to duty: A. J. (Bert) Bruley, from Richardson Springs, Charlie Taggart from Lodi, Mart Arenz from Richardson Springs, Warren Ashley from Myrtle Dale Hot Springs, and Earl Ottwell from San Francisco. . . . Redcap Walter Dunlap, Sacramento station, had his picture in the Sacramento "Bee" recently in regard to his having served five generations in the Swanston family of Sacramento. . . . Conductor John Hayes was author of a fine poem paying tribute to the late Frank Weise, dispatcher. Unfortunately, space was not available for it in the Bulletin.

Dunsuir: A sudden rain storm spoiled the hunting for duck hunters in this district. No special catches reported, but W. L. Minor received a good "ducking." After shooting at the only duck that made its appearance he overturned the boat, then when retrieving his duck he again slipped, overturning the boat. The only ill effects were the curtailment of the hunting trip. . . . F. L. Weamer, is at present on leave, having a check up in



HORSESHOE CHAMPS and near-champs are becoming abundant in Aud. Disbursements Accts. office, S. F., what with B. D. Morey (left) runner-up in the novice class of the S. F. Recreation Dept. City tournament, and E. McCarthy (center) and J. T. James, winner and runner-up respectively in the S. P. Club's annual tournament.

General Hospital. During his absence F. L. Briggs is holding down the fort. . . . J. R. Taylor has taken a leave to attend school and his brother George has taken his place in the drafting room.

C. H. Owens and family vacationed in and around the Capitol City. . . . Charles York, fireman, made a trip to New York to see the World Series. . . . Once more Dan Cupid has entered the ranks, and this time we report the following marriages: Horace Porter, brakeman, Charles Hulse, yardman, and Helen Jean Stickney, talented daughter of Dispr. D. A. Stickney who married a young man from Mt. Shasta City. . . . "Doc" Allen Wilkinson, who has for 21 years called crews at Gerber, returned to work after sick leave. . . . Sorry to report that Mrs. Charles Miller was taken to the hospital for an operation.

Klamath Falls: With deer season drawing to a close, and the famous Klamath duck season getting into full swing, local hunters chucked their rifles back into the moth balls, and have dragged out the old double-barrel.

Our bowling team climbed to 2nd place in the City League. The local pin rollers have been steadily improving, winning 7 straight games at this writing. On the team are Weighmaster Jerry Parrish, Yardman E. A. Boyd, Ticket Clerk H. H. Pernell, Trainmaster's Clerk T. A. Fante, and Clayton Sweasy.

Plans have been definitely set for the big S. P. Employees Dance to be held at the Legion Hall on Dec. 9. Our second annual get-together, this year's event is being held in the form of a dance to raise finances for next year's community activities. The best music in town has been contracted, and special entertainment will also be provided. The local papers are rating the dance as one of the big events of the year, and there will be a hot time in town for the Rails on Dec. 9. Committee in charge of arrangements is headed by H. A. Teal, assisted by K. V. Gandee, F. Bechtel and T. Fante.

Short Shots: Chief Clerk E. G. Childers claims a record for taking the most shots at one duck, and still not getting him; 42 is the total, and we have witnesses. . . . Asst. Chf. Clk. H. A. Teal and Crew Dispatcher K. V. Gandee attended the USC-Oregon game at Portland last month. . . . Caller E. L. Smith recently invested in a putt-putt for calling crews. Smitty says it is fine for calling crews, but not so good for a "pick-up" wagon. . . . Yardmaster Jim Foster sporting a new car. . . . That buck that Jim staked out behind his cabin at Lake O'The Woods must have given up in despair. Jim never could find him. . . . Gen. Storekeeper Luke Bratton is proud possessor of a new pair of snappers. . . . Trafficker Jimmie Rick had a visit with a bull in the stock yards at Chilquinn the other day, and rumors are that the bull did not want to shake hands. . . . Trafficker Foster came back after vacation spent in hunting, and the jerkie he brought back tasted like horse. If he didn't have pictures, he would also be throwing the bull that Jimmie Rick was chased by. . . . Chief Clerk Leo Carter returned from two weeks' hunting trip. Wonder if there were enough tags to go around. . . . Yardman A. A. Sarver, Bkm. J. M. Alford, have sons playing on the undefeated Klam. Falls high school football team. . . . "Doc" Parker on a hunting

trip into Clear Lake country. . . . Condr. J. R. Woods missed his calling; he should have been a wrestler. . . . "Lottery" Stine really thinks he is going to win the Irish Sweepstakes money, so there is really no use of the rest of us having any tickets.

Telegraph Dep't

E. Webster, Chief Clerk
Sup't Office, San Francisco

After spending two weeks in General Hospital, George Haynes was released, but after a few days suffered a new ailment. We are pleased to report he is again on his way to health and expects to report back to the job real soon. . . . H. M. Nixon is back to work at Glendale, Ore., after a week's visit to the hospital. . . . Many thanks to "Doc" South and Ralph Reed for the fine batch of ducks. . . . L. C. Maxwell says too much of the "Biggest Little City in the West" caused him to give up Reno and choose the extra board. . . . "They weren't biting," reported Messrs. Flanagan and Messner after a fishing trip to Trinity County.

"DW" Portland

L. V. Hawkins

Mgr. Edwards back on the job after a short visit to the hospital, says he can't blame the messengers for their recent invasion of the place. . . . Jack Dillon commuting quite regularly to Brooklyn due to equipment trouble and anybody having a good scooter for sale please get in touch with him. . . . Margaret Dillon R'ing for Robinson, who worked the Morse during Manager Edwards' absence. . . . Eaton and Wilcox, messengers, stole the show masquerading as women at a recent party. . . . Rod "79" Frykholm entering the financing business according to latest reports. "Can't start any younger" he says. . . . Speaking of businesses, Woody Bellstrom seems to be going into the Chinese Herb field. . . . Scottie McLennan seems to have the European situation well in hand at present. . . . After a week of winter weather Ptr. Clerk Robinson blossoms out in a beautiful spring green suit. Coming from a California man at a time like this doesn't speak too highly of those California "365 Days of Summer every year." . . . Salmon fishing on the Alsea has been at its height with reports of some remarkable catches, which reminds us we owe Lisle Bower a mess of fish. . . . Hugh Hanna is at "GO" R'ing for Van Houten, T.T. clerk now at Eugene Hospital with appendicitis. . . . Woodrow Bellstrom entered the Portland Bicycle Derby and placed fifth in the 10-mile race and sixth in the 15-mile event.

"HU" Los Angeles

Slim Williamson

Yours truly returned from El Paso where he was guest of Johnnie Campbell, combination opr. Also working NBR 2 teletype job at "FD" punching waybills from shipping orders. . . . Stanley McGrath back after short sojourn in "BD" says the girls in "BD" weren't hard to look at. . . . R. E. Steere and Andy Free-

man here recently inaugurating the new system of waybill transmission. . . . Economic conditions in general have improved in last few weeks as reflected in increased message file here. . . . Cowboy Baker on a leave to Louisiana due to illness in family. . . . Mae Johnson, Charles Eby and George Frew survived the rigors of the Legion Convention. . . . Howard Murphy has purchased an automobile.

"SW" El Paso

Millard H. Cannon

Mr. True visited recently, making equipment inspection. . . . Recent visit of Slim Williamson of "HU" cut short as he was called back to Los Angeles after one day here to fill a new waybill position. . . . Keith Hicks is proud father of an eight-pound boy and passed the cigars around last week. . . . Mgr. J. W. Clark tried to repair one of his English golf clubs which resulted in a local welding shop getting some new business. . . . The Fall cattle business is unusually heavy. With this and the lettuce season at hand the SW operators continue to be very busy. . . . Florence Higgins, visiting relatives in San Francisco for a couple of weeks, is being relieved by W. J. Seery. . . . Oscar, the pigeon mascot, and his mate Pearl are piping a little ballad entitled "We two are three now." . . . Marguerite Bishop is a busy lady puzzling over architects' blueprints. . . . The thermometer dropped to 48 for the first cold snap of the year and caught Johnnie Campbell unaware. "I'll have 'em on tomorrow, though," he said.

"BD" San Francisco

Athleen Revor

This month finds our employees with mingled feelings of joy and sorrow. We extend to Esther and Frank Dowd, former employees of this office and now of the inner office, sympathy in the passing of their father on October 17. Pat Gannon has shifted his thoughts from Houston to San Francisco by bringing the "object of his affection" to San Francisco as his bride, whom he claimed in Yuma on October 14. Mrs. Gannon was the former Madeline Newman of our Houston Telegraph Office. . . . Joe Horgan is showing satisfactory progress at the General Hospital where he has been since September 23, suffering with pneumonia. . . . Hilda Stewart spent a month in Yosemite Park and Los Angeles. . . . Fred Walters, our No. 1 Morse operator, will have retired by the time the *Bulletin* goes to press and we wish him a long, restful vacation. . . . Tyler made it known he also would retire after the outcome of the "Sweepstakes." We doubt, however, that he would take any bets on it. . . . Emily Macfee spent three months touring Scotland and Great Britain and had a grand time.

"U" Sacramento

Bob. Lochridge

Beginning of actual work on the Kennet Dam is creating a lot of activity in the Sacramento Valley. . . . Von Miner ill, is being relieved by Ben Davidson. . . . Bill Quinn returned to work 1st "OW" job during absence of De Stael working as DS. . . . "Tommy" Thomas of Klamath Falls is supposed to be deer hunting, but no report of his luck and we were all set

for a deer steak. . . . "Tai Hi" Stewart, the old Chinese student, reports he sees a few spots before his eyes lately. . . . Ed Anater, day messenger, bid in road-master's clerk job at Roseville. His job was taken by Glen Berry and new man John Brent filled 2d messenger. . . . Three cheers for our genial News Stand proprietor, George Gale, who installed a radio which was enjoyed by all during the World Series broadcasts.

Pac. Motor Trucking

Northern District

D. O. Thornton

C. J. Keenan recently returned after almost two weeks spent in General Hospital. . . . W. F. Foster, driver at Marshfield, went to General Hospital for treatment. Our best wishes for a speedy recovery. . . . Al Foster, head driver Salem, is fixing up his farm and we are waiting for his crops to mature so he can supply all of us with fruits and vegetables next summer. . . . "Step-and-a-half" Burkett is hobbling around at Marshfield, trying to favor an injured foot while supervising truck activities. . . . Although Head Driver Ira Smith at Medford boasts about his son being a big boy and almost ready to be signed as assistant head driver, we haven't been able to procure a picture of the youngster to show the rest of the boys in the District. . . . The recent European situation had Ivan Currin trying to reconcile himself to the idea of someone else getting the trucks out on time at Eugene in event he was called into service. He is a reserve officer. . . . The following letter from a customer in Salem is brief, but speaks volumes: "We take this occasion to recommend your fine pick-up and delivery service to anyone who receives freight shipments. The cost is moderate by comparison, the employees courteous, and claims are taken care of fairly and promptly." Congratulations to the drivers and station forces of Salem.

Central District

R. C. Clausen

In the hospital: Arthur Manoojian for an appendectomy. Out of the hospital: Paul Piantanida of Santa Cruz and J. F. Rodrigues of Tulare. . . . Frank Sprecher, recently transferred from Lake Tahoe to Santa Cruz, went on a hunting trip and brought back the largest black-tailed deer killed in the Georgetown district this season. Driver Sprecher reports that Victor Gillespie also went hunting. . . . L. H. Handle of Pacific Grove, guest speaker at luncheons in Pacific Grove and Monterey, told of his experiences in the Orient.

Island Pageant: A number of S. P. employees in General Office will be on hand at Treasure Island on the evening of November 12 to participate in the big military pageant and ball given by the California Grays. Purpose of the affair is to raise funds to purchase new uniforms for the famous military organization, which has been selected as official guard of honor for San Francisco during the 1939 Fair. The public is invited.

Maybe 'twas a "Whatsit": The picture which appeared in last month's *Bulletin* showing Engineers H. R. Smith and F. P. Williams with the "salmon" they caught has been the subject of considerable controversy. No Izaak Walton themselves, the members of the editorial staff took the word of Correspondent Ray Magnelli of San Joaquin Division as to the fish's genealogy. Apparently equally unversed in fishing lore, Magnelli accepted the word of Smith and Williams, who now explain the phenomenon thusly: "It was a salmon, all right, but while we were driving home, the fish leaped out of the car and was run over by a steam-roller."

The boys in the Duplicating Bureau at Los Angeles were the first to tell the editor about it, stating it was a halibut. Among inquiries received by Magnelli was one by Asst. Supt. L. P. Hopkins of Coast Div., who called the fish a "barra-cuda." Someone else called it a "Mexican salmon" and a member of the P.F.E. office in San Francisco wasn't sure it wasn't a salmon, but thought it was considerably warped. Meanwhile, Smith and Williams are sticking to their story, deeply grieved over the thought that anyone might doubt their veracity.



MARRIED MEN-SINGLE MEN softball game, an annual affair in Aud. Miscellaneous Accts. office, S. F., failed to settle any dispute as to superiority when it was called on account of darkness in the seventh inning with the score tied. The game was followed by a dinner which was to have been paid for by the losers but which turned out to be "Dutch treat." Picture shows players and some of the spectators who witnessed the titanic struggle. Features of the game were the batting of P. H. Stackhouse, fielding of Joe Miller, pitching of R. J. Rennilson and E. Zollner, umpiring of R. Colson and M. Donohue. A vote of thanks was extended Frank Collins, who handled dinner arrangements.



WHAT "The Railroad Problem" IS NOT!

A LOT of people in recent months have been trying to put a finger on the answer to the so-called "railroad problem."

That's fine. We welcome it. All this is a healthy sign that people are coming to recognize the railroads' problems as their problems—part of an unsolved *national* problem of transportation. But by way of keeping the discussion on the track, we'd like to point out a few things which the railroad problem is *not*.

It is *not* failure of service.

Freight moves faster than ever before. Freight schedules are more dependable. Freight rates are the lowest offered by any railroads in the world. Passenger schedules are faster. Passengers ride in air-conditioned comfort—and fares are below the pre-war level.

It is *not* failure to keep pace with progress.

Engineering advances in locomotives, to take just one example, have produced a notable step-up in power and speed—and an economy of operation which produces the power to haul a ton a mile with a glass of water and a handful of coal.

It is *not* lack of watchfulness for sound economies.

The serviceable life of cross ties, for instance, has been multiplied by three in the past twenty years by improved methods of treating timber—and this, plus improved metallurgy and better methods of track construction and maintenance, has *increased* safety and still saved \$1,000,000

a day. Another \$50,000,000 a year has been saved by softening the water used for steam.

It is *not* an increasing burden of debt.

The proportion of stocks and bonds and equipment notes in relation to total investment is far less today than it was in the most prosperous periods in railroad history.

It is *not* "watered stock."

The amount of railroad stocks and bonds outstanding is billions of dollars less than the investment in railroad property.

No, the real railroad problem is none of these.

It is due, at bottom, to the fact that railroads must operate under rigid regulations based on a fifty-year-old theory that they have a monopoly in transportation—and compete with three other forms of transportation subsidized or helped by tax money.

In the interest of straight-thinking, the American railroads have prepared a concise and clear-cut program for a public transportation policy. What it adds up to is this:

All the railroads need is an opportunity to run their business as a business, on a fair business basis—with reasonable freedom to "price" the only product they have, which is transportation service—greater freedom to adjust their rates to meet competition—and to adjust their expenses to the conditions of their business.

You'll find the whole railroad program interesting. Send for your copy today.

**SAFETY FIRST—
friendliness too!**

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.