

Two Veteran Railroaders Complete 89 Years' Duty

Two veteran railroaders ended a total of 89 years of service with the Southern Pacific last week. They were D. R. Fox, 1022B McKinley, a telegrapher for 39 years, and Hurshell Allison of Portland, a passenger conductor who has been with the railroad for 50 years. Fox began railroading on the Portland division in 1909 when he hired out as a warehouseman, and began operating a telegraph key in 1910. In June, 1910, he was appointed combination operator and station agent. At 20, he was one of the youngest men ever to hold a station agent's job. In 1915, he resigned, only to return to railroading in 1921, when he went to work as a clerk in the Shasta district of the Sacramento Division. He first came to the Klamath Basin when he transferred from Truckee, California, to Merrill, where he worked as operator-agent until 1949, when he moved to his present job as telegrapher at the west end office in Klamath Falls. His last "trick" was worked on Thursday evening. On December 20, his daughter, Ida Marie Myers, carried on the family tradition by signing on with the railroad as a telegrapher. Fox says he has no definite plans for the future, and mentioned a large yard "and lots of things around the house" which will occupy his future time. He has two other daughters, Mrs. Irene Leavitt of Klamath Falls, and Dr. Emma J. Gilkinson, who is in the final six months of internship at a Denver, Colorado hospital. Fox has worked through a technological revolution in the art of telegraphy. When he first came to work, the old key and sounder rattled into his ear, and the telegrapher was looked on as man speaking a sort of a foreign language. While he was with the SP, the old sounders were first displaced by the telephone, and now, by the teletype printers. "We used to have 10 men in a

telegraph office for each one man we have now," he remarked. Allison, the top conductor in seniority on the Portland Division and one of the top men on the railroad, has worked his entire 50 years on the Portland Division. A conductor on the Shasta Daylight since the train was first put on the rails in July, 1950, he made his last trip from here to Portland Saturday evening. He was also known to passengers on the crack overnight Cascade, which he would handle on its southbound dash from Portland to Klamath Falls. A Portland resident, he plans to "work on my garden" and in a greenhouse he and his wife have as a hobby. He went to work in Roseburg as a brakeman in 1905, and in 1909, became one of the youngest men to be appointed a conductor on the SP. In 1919, he was first appointed a passenger conductor, and in 1923, only two years after the Cascade line through Klamath Falls was opened, he made his first run to Klamath Falls. From 1929 to 1932, he worked as an assistant trainmaster on the Portland Division under Donald J. Russell, now president of the SP. In his entire career with the railroad, he has never been in a

train wreck, and has had only one personal injury accident. That was in 1915, when his left foot was

injured when he fell off a step on a moving car. He said that there was no "one big thing" that stands out in his memory, but that he has just enjoyed working on the railroad.

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THIRTY-NINE YEARS with the Southern Pacific ended Thursday night when telegrapher D. R. Fox, shown here working his last shift, retired. Fox, who lives at 1022B McKinley, began working with the railroad in 1909 on the Portland Division, and, with the exception of a six year break from 1915 to 1921, has been with the railroad ever since, mostly as either a telegrapher or combination station agent-telegrapher. On December 20, his daughter, Ida Marie Myers, joined the railroad as a telegrapher.



VETERAN SOUTHERN PACIFIC Conductor Hurshell Allison (left), the number one conductor in seniority on the Portland Division, and Shasta Division Superintendent A. W. Kilborn talk over the days when Kilborn used to be a fireman on trains under Allison's charge. Allison, who has been a conductor on the Shasta Daylight ever since the train began operating in July, 1950, made his last run Saturday after more than 50 years with the railway. A Portland resident, he plans to aid his wife in the cultivation of flowers in the greenhouse the couple operates as a hobby.

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