

Outdoor Job

SP Lineman Gordon Campbell Keeps Wires Open Along 125 Miles of Nevada Track.

"SOME PEOPLE might call this the loneliest job on the railroad," says Gordon Campbell "but I like it."

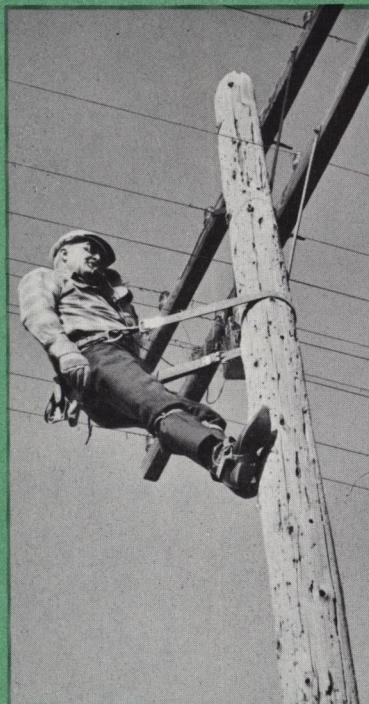
He is district lineman for the Communications Department on the Carlin District in Nevada. His territory stretches from Battle Mountain to Wells — 125 miles of "wild west" country in the shadow of the Ruby Mountains.

It's Campbell's job to keep the telephone lines open along his district. This is not always easy. The Nevada winters can be devastating. For example, a few years ago it was so cold that cattle froze to death in the fields, standing there like statues as the mercury sank to 50 below zero.

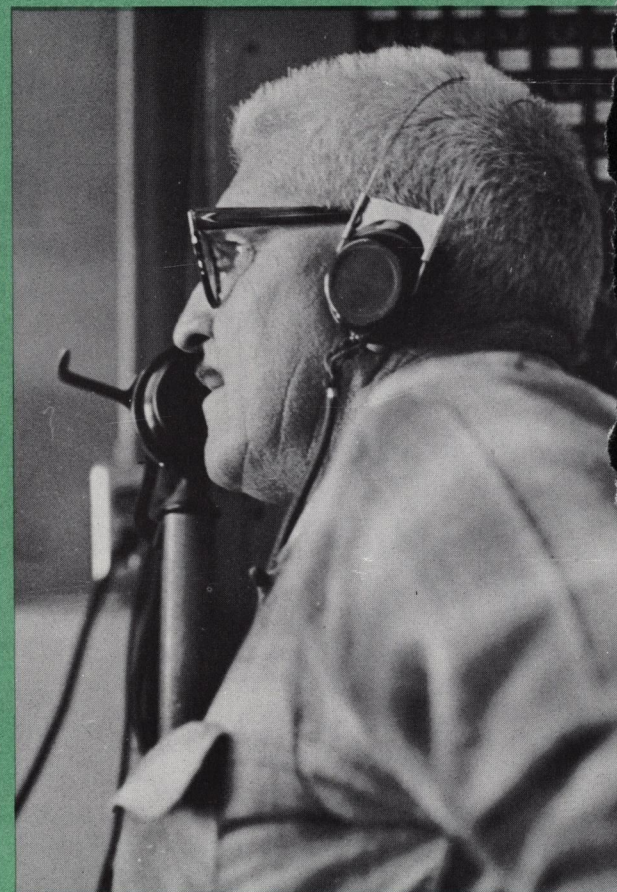
"It gets tough when you have to get out in a blizzard or drenching rain to repair lines," Campbell says with a smile, "but I don't think I could stand an office job."

During his more than 25 years with SP, Campbell has worked on every Pacific Lines division and has ridden over more than 80 per cent of those lines by motor car. He has never had a reportable accident.

He was in Oregon during the nightmarish "Silver Thaw" of 1941-42 when heavy rains and freezing winds caused everything between Eugene and Portland to be coated with layers of ice. For two weeks, Campbell helped repair broken wires and prop up poles, so that wires would clear the ground.



LEFT: Lineman Gordon Campbell, Carlin District, Nevada, wears proper safety equipment when climbing poles to check lines. RIGHT: He calls Wire Chief Austin Haws at Ogden, Utah, from Wells, to report wire conditions.



His "beat" for a decade was Donner Summit in the towering Sierra Nevada, where he spent so much time during the long winters tramping through deep snows repairing the lines that he was nicknamed, "Snow Shoe Campbell."

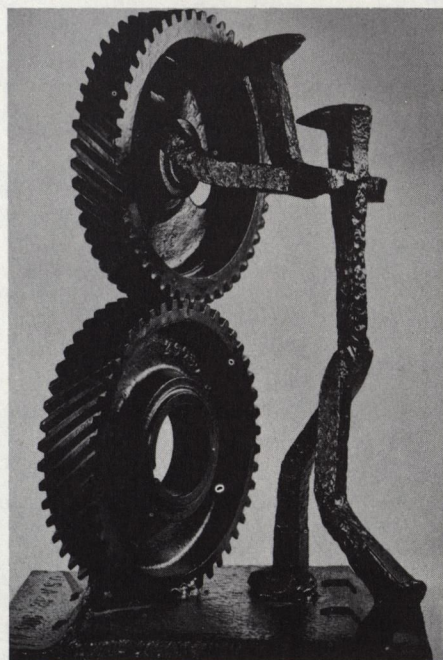
How does Campbell account for his accident-free record?

"I try to think ahead," he says, "and anticipate things that might go wrong. And I try to make sure my tools and equipment are in good shape before I proceed with any job."

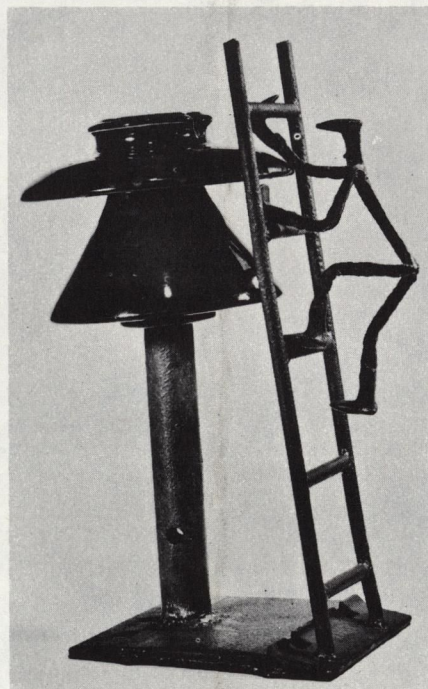
Gordon, a native of Blackfoot, Idaho, was the second eldest in a family of eight children. His father, a contractor and builder of houses and stores, was a restless man who moved often. From him, Campbell inherited his love of the outdoors.

During the influenza epidemic of 1918-19, the Campbell family, then living on an Idaho ranch, was hard hit by the "bug" and all but Gordon were forced to their beds. When it became apparent that the 42 head of Campbell cattle would starve unless they were herded nearly 50 miles upstream to another ranch where ample hay was stored, Gordon volunteered for the job.

Despite the protestations of his mother, the boy started out on horseback, urging the cattle through 2-foot-high snow drifts. After hours of floundering and confusion, getting nowhere, Gordon had an idea. He guided the cattle onto the frozen river and they walked upstream on the ice, making good time. In three days they arrived at their destination



Raymond Carrington, above right, a high school math teacher and the son of retired car Distributor H. J. Carrington, created these sculptures, using various railroad items.



Artist Uses Spikes To Make Sculptures

Raymond Carrington, son of H. J. Carrington, retired car distributor, is a talented sculptor who transforms old railroad spikes, insulators, rail clamps and other railroad items into humorous and appealing statuettes, as shown by the pictures on this page.

A high school teacher of mathematics, Carrington, who never has had any formal art training, obtains his "junk" from abandoned railroad lines, takes it home to his welding shop and after several

hours of hammering and welding, produces his "Railroad Workers."



H. J. CARRINGTON

At this writing he has produced more than 40 of his little metal men and has been selling them at from \$100 to \$200 each. They were recently on display at one of the leading galleries in San Francisco.

His father, H. J. Carrington, worked nearly 50 years with Southern Pacific before his recent retirement at Dunsmuir, California.

385 Pints of Blood

The Traveling Blood Bank visited the Sacramento General Shops for three days recently and was enriched by 385 pints of blood donated by employees there.

Says E. I. Norman, superintendent of shops at Sacramento, "We are extremely proud of this outstanding accomplishment by shop employees."

Turtle Club Member

Because he was wearing a hard hat recently, Carman Nicholas Contreas of Houston was saved from possible serious injury when a 25-lb. block of wood fell from a scaffold and struck him on the head.

He has been made a member of the Turtle Club, an organization whose personnel has been saved from injuries because they were wearing hard hats and has been presented with a Turtle Club certificate, an orange fiberglass safety hat, and membership card.

Edward Hash Dies

Edward Hash, assistant district freight and passenger agent for Northwestern Pacific Railroad at Eureka since September, 1965, died in late October of an apparent heart attack while duck hunting with friends. He was 58. His entire career, beginning as a warehouseman in 1936, was spent with the NWP at Eureka. He was chief clerk in the Traffic Department from 1945 until his appointment to ADF&PA last year.