

Judah Monument Dedicated at Sacramento

American Society of Civil Engineers Join Railroaders in Honoring Pioneer Promoter of First Transcontinental Rail Line

DISTINGUISHED civil engineers of the nation, prominent citizens of Sacramento, and veteran railroaders joined Southern Pacific men and women on April 25 in formally dedicating a monument being erected at Sacramento in memory of Theodore Dehone Judah, pioneer engineer who mapped the route for the western link of the country's first transcontinental railroad and whose efforts resulted in the founding of the Central Pacific Railroad Company, parent organization of the present Southern Pacific.

The ceremony was held under the auspices of the American Society of Civil Engineers during the annual convention of that body in Sacramento, it being the first meeting of the seventy-eight-year-old national society ever held on the Pacific Coast. Judah became a member of the society in 1854 and it was particularly fitting that the organization participate in the ceremony honoring one of its most illustrious members. Thomas E. Stanton, Jr., president of the Sacramento chapter of the society, presided, and John F. Coleman, national president, was on the speakers' platform.

An address by W. H. Kirkbride, engineer of maintenance of way and structures, extolling the accomplishments of the pioneer railroad builder, was the high light of the dedicatory

Theodore Judah, of San Francisco, great grandnephew of the distinguished early-day engineer, concluded the ceremony by placing into a niche in the monument a copper box containing historic documents and photographs pertaining to Judah's activities between the years 1854 and 1863. Music during the ceremony was furnished by the Firemen's Band of Sacramento.

When completed, the monument will be an imposing tribute to the man who was first chief engineer of the Central Pacific Company. It is located in the municipal park facing the Sacramento passenger station and is built up from huge granite rocks taken from the Sierra Nevada mountains over which Judah tramped in the early '60's searching for a suitable pass for the railroad. The concrete base is fourteen feet square. The main rock, on which will be carvings symbolic of the rugged country over which the railroad was

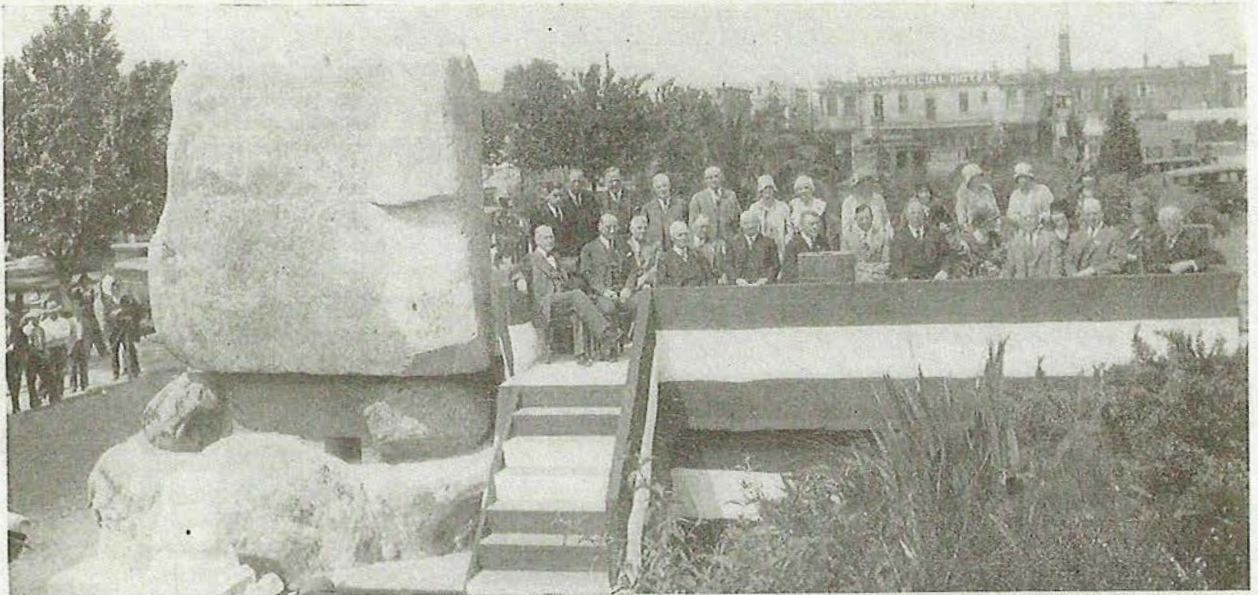
built, is 11 feet high, 12 feet wide, and weighs about 40 tons. At the base of this central rock will be a bronze bust of Judah and a plaque on which will be inscribed a brief record of his accomplishments.

Among the several hundred people



Jos. M. Graham, right, is the sole survivor of the construction engineers who built the first transcontinental railroad east from Sacramento. He is now 88 years old and resides in Berkeley, California. Theodore Judah, left, of San Francisco, took part in the ceremony at Sacramento when the memorial monument to his distinguished great granduncle was officially dedicated. The model shows the monument as it will appear when completed.

program. In behalf of the officers and employes, whose contributions furnished the funds for erecting the memorial, Mr. Kirkbride presented the monument to the city of Sacramento. The acceptance speech was made by Mayor C. H. S. Bidwell.



Speakers' platform at the ceremony on April 25 when the Theodore D. Judah memorial monument was formally dedicated at Sacramento. The small model in front of the huge granite stone shows the monument as it will appear when finished ready for unveiling. The ceremony honoring the pioneer railroad engineer was held under the auspices of the American Society of Civil Engineers. Thos. E. Stanton, Jr., president of the Sacramento chapter of the society (the man seated near the center of the front row, wearing the light suit) presided. On

Mr. Stanton's right is John F. Coleman, national president of the society; and next is W. H. Kirkbride, engineer of maintenance of way and structures, who delivered the principal address and presented the monument to the city of Sacramento in behalf of the men and women of Southern Pacific. The acceptance speech was made by Mayor C. H. S. Bidwell, who is shown at Mr. Stanton's left. C. W. Anderson, city councilman and pioneer resident of Sacramento, is to the left of the mayor. Descendants of the Judah family were also present.

who witnessed the dedicatory ceremony were a number of veteran railroaders who helped to build the railroad over the Sierra and across the plains into Utah more than sixty years ago. Prominent among these pioneers were Joseph M. Graham, of Berkeley; J. O. Wilder and Amos. L. Bowsher, of Sacramento.

Mr. Graham is the only survivor of the construction engineers who supervised the building of sections of the road east of Sacramento. He is 88 years old and remembers almost as well as if it were yesterday the events of the late '60's when an army of Irish and Chinese laborers, working with pick and shovel, one-horse dump carts and wheelbarrows, built the roadway for the tracks over and through the granite ridges of the Sierra Nevada mountains. After the line was built, he became the first resident engineer for the section of newly-built track from Colfax to Reno, which position he held until 1881.

Mr. Wilder started work for the engineering corps during 1866, when final locations were being made for the line over the mountains, and later was a machinist in the Sacramento shops. He retired from railroad work in 1920, after 54 years' service. He is now 80 years old. Mr. Bowsher was foreman of telegraph construction during the time the railroad was being built. It was he who connected the wires to the spike and hammer so that the telegraphic signal could be flashed over the country when Governor Stanford drove the "last spike" at Promontory, Utah, on May 10, 1869, completing the first transcontinental railroad. He is now 89 years old and retired on pension in 1911, after 43 years with the railroad.

Also present at the ceremony were the following descendants of the Judah family who are now residing in California: Mr. and Mrs. Floyd S. Judah, grandnephew, president of the Peck-Judah Company of San Francisco; Mr. and Mrs. Henry R. Judah, grandnephew, and daughter Miss Janus Judah, great grandniece, Santa Cruz publisher; Mrs. Sarah E. Judah, grandniece, and son Theodore, great grandnephew, of San Francisco; Mr. and Mrs. Chester L. Roadhouse, grandniece, and daughter Miss Katharine Roadhouse, great grandniece, of Davis.

"The story of the conception, promotion and construction of the railroad eastward out of Sacramento is a soul-stirring California romance, second only to the discovery of gold, and Judah is the moving genius in the whole story," stated Mr. Kirkbride in his speech. He told how Judah had come to California in 1854 at the age of 28 years as chief engineer of the Sacramento Valley Railroad, the state's first rail line; how he became obsessed with the idea of a transcon-

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EMPLOYEES who are not receiving the Bulletin through the new system of mailing direct to the homes, should advise their supervising officer of their correct home address. Every effort is being made to keep the mailing lists corrected as changes in address occur, and prompt report of your new address will be of great assistance. Extra copies of current and back issues of the Bulletin are always available and will be supplied on request.

tinental railroad and persisted in working in its behalf in spite of ridicule and discouragement; how he discovered a suitable pass and carried his arguments to Washington with so much conviction that Congress enacted the legislation which made it possible to build the road; how he "sold" his idea to the Sacramento merchants who later became famous as the "Big Four"; and how he contracted fever and died in New York when only 37 years old.

"When we consider his accomplishments in his brief span of life, we must concede his genius and energy," concluded Mr. Kirkbride. "The men and women carrying on the work that he started have determined by their voluntary contributions that there shall be erected a memorial to his memory. It shall be erected here in the city where he dreamed his dreams and where his dreams became realities. It shall be of eternal granite removed from the Sierra that he labored over, received inspiration from and loved so well. The stones comprising the monument are to be unhewn, symbolic of the ruggedness of the Sierra Nevada and of the unspoiled and unflinching, rugged character of the man. May this monument survive throughout the ages—an inspiration to all those who come and go."

Conductor's Help to Passenger Makes Friend for Company

Frank Gomes of Kearney Park, Calif., in a letter to Superintendent Rowlands of the Western Division, expresses his appreciation of an accommodation extended him by one of our conductors. Mr. Gomes says:

"I take great pleasure in bringing to your attention an act of courtesy extended to me by Conductor George V. Musser. En route to Oakland, I boarded train No. 55 at Herndon, Calif. When Mr. Musser came through to collect the fare, I put my hand in my pocket and discovered I had left my pocketbook at home. After some conversation, and as your company does not accept personal

checks, Mr. Musser, instead of putting me off the train as he had a perfect right to do, very kindly took my check to himself and advanced the fare from his own funds. As I was on my way north to Humboldt County on business, an interruption to my journey would have been highly inconvenient, and I think it only right that I should let you know how much I appreciate Mr. Musser's courtesy."

Heavy Spring Lettuce Movement Ends in Arizona

By Leroy Magers, Correspondent, Tucson

The spring lettuce movement on the Tucson Division has terminated after three busy weeks in getting some four thousand cars loaded and started on their way to the eastern markets. There were 3160 cars loaded in the Salt River Valley. Mesa was the center of activities for cars loaded east of Phoenix, while those loaded west of Phoenix were handled from Phoenix. Assistant Superintendent Goodfellow, who made his headquarters at Mesa, rode herd over the switcher and hauler crews in that district, and Trainmaster Ed Wheeler was kept on his toes west of Phoenix.

This movement was not confined to the Salt River Valley entirely, however. Yuma shipped 526 cars out of the Yuma Valley, Eloy had 57 cars, Coolidge 55 and Gila 11 cars. This is the first time lettuce has been shipped out of Gila.

About 20,000 acres were planted to spring lettuce at these several points, and the crop would have been larger had the weather not turned very warm during the early part of April.

Retiring Towerman Receives Gift From Co-workers

When, on March 31, William F. Byers ended his day's work as towerman at Fruitvale, he also ended his service with the Company, being retired on pension. As he was preparing to leave the tower for his home, he was somewhat surprised to see a number of towermen and signal maintainers gathered outside, and he was still more surprised when their spokesman, on behalf of the gathering, stepped forward and, with a few words of congratulation, presented him with a handsome bill fold. Upon opening the bill fold, Mr. Byers found that it contained a handsome sum of money contributed by his fellow workers as a token of esteem and a parting gift.

Mr. Byers was so overcome by the unexpected gift that he was unable to make a fitting reply at the time, and desires, through the columns of the *Bulletin* to assure the donors that he is deeply appreciative of the gift, as well as the kindly spirit of friendliness which prompted it.

Mr. Byers served continuously as towerman at Fruitvale for twenty-four years.