Published by and for the Alumni of Transocean Air Lines and its Subsidiaries

from the

alca NEWSLETTER

Interesting bits of information and lore can, sometimes, be best gleaned from the footnotes1 than from the article of what-have-you itself. TALOA alumni, one and all, surely have a vast number of memories that would all be footnotes The following is an article (laced with plenty

to the Transocean Story. of footnotes) that appeared on the front page of the Los Angeles Times2, headlined thus;

and seven crew members aboard, landed without mishap at the Burbank Airport last night

LINER LANDS SAFELY AFTER ENGINE FAILS

"A Trans-Oceanic DC-4, with 50 passengers

after completing the last 700 miles of a flight from Honolulu on three engines. "The pilot, Andrew Madsen" of Oakland, said the inboard starboard engine "began acting up" 5 about 6 p.m. (PDT). The plane, scheduled to

land at 10 p.m. was about seven minutes late . "Madsen said he cut the engine after radioing for permission7. He described it as a routine precaution."8 "There was no panic among the passengers and few were aware that the propeller on the ailing engine had been feathered."

1 foot note noun Note at the end of a page ²Wednesday Morning, August 14, 1957 - eons ago. 3 The "mishap" was some tedious 700 miles west of the Burbank Airport.

Editor of the TALOA NEWSLETTER and Pterodactyl. 5Acting up, indeed - a fuel supply line broke loose causing a rather spectacular flame that lighted-up the evening sky for a few seconds The seven minutes off from scheduled arrival was a likely record of sorts. ⁷The Los Angeles Times reporter dreamed-up

this unlikely remark as an example of media bias towards aircrews. The routine precaution was, in fact, a request for a Coast Guard intercept - the Coast Guard plane had its own troubles, lost communication and abandoned its attempt to share our travail. ⁹Any fears the passengers may have had were soothed by the PA announcement that "we are on

radar" (?). It is to be noted that the FAA, shortly thereafter, issued a directive that the doors to the cockpit be locked while in flight.

How illuminating footnotes can be, as you can see. I cannot recall any of the crew whistling anything that might have sounded like the "High and Mighty" tune during the last 700 miles. But I do recall telling the reporter that I had complete and total confidence in the passengers.

(Continued from Page 1) tary planes going through the hangar below: the Berlin Airlift C54s, later the T33s and C87s and all the others Aemco rebuilt in the years following the day Nelson climbed up on

appeal to employees to subscribe personal funds

an engine stand in the hangar to speak and

.....by Les Forden

Memories...

For those of us die-hards who still frequent the "old" Oakland Airport, there are

many reminders of the glory days when Transocean people performed near miracles in flight operations and maintenance. The Taloa Academy building looks the same way, but is now occupied by tenants some-

what less interesting than Colonel Roger Q. Williams, Herb Webb, or those scores of instructors who moved on up to fly Taloa C54s, and later, DC10s and 747s all around the world.

Hangar 28 is occupied by various organizations, most of them rich enough to have carpets in their offices and multi-million dollar corporate jets parked on clean and painted hangar floors. But the sleek sweptwing planes come and go with very little fuss, and it all seems somewhat dull.

The old restaurant is long gone, as are many of the shop buildings where unsung maintenance and parts heroes somehow kept the war surplus Taloa fleet flying -- at least most of the time.

The parking lot at Hangar 5 has faded placards reserving two spaces for the "CAA," and at other spaces you can imagine other names hidden only by later coats of paint: Sam Wilson, Ray Elsmore, Harvey Rogers....

Inside Hangar 5 there's still the sign high on the wall -- a Nelson motto I think -which reads "Everything Is Done By Feople," and the hangar itself is more like home.

Half of it is occupied by a maintenance company which caters to owners of WWII airplanes AT6s, P51s, DC3s, B25s, an occasional C46 or C54. Half is taken up by a general aviation concern and, until recently, a small commuter

airline manned by young people starting out new

in the business, struggling to make a precarious living as we did with the Nonskeds thirty years ago. There are differences: the kids ask annoying questions like, "Isn't this the old 'World Airways' hangar?" and not having been through a depression and a war as were most of us, they don't have the stories to tell, like, "You won't believe this fellows -- but we were going into Saipan, right after the invasion, turning on final...." The old control tower and operations offices have been torn down, but the Nelson "penthouse" is still evident on the office side, and the bridge from there across the hangar is still intact. You can stand on the

B. J. PILES - Redding: "As a stewardess for Taloa during the years 1952-1954 I flew under my maiden name of B. J. Smith. I married Bill Files who was a pilot with Taloa from 1951 until the end of the airlines operation. Bill

died last year of a heart attack, and I have

taken over his business, American Land Investors, Inc., here in Redding, California. It

is a pleasant diversion to read the continued

the past. Keep up the good work."

saga of the lives of people we have known from

RAY ELSMORE - Reno, Nevada: "Hopefully I will

bridge and remember those long lines of mili-

(Continued on Page 2)

to save and launch the first Air Force overhaul contract. You can stand on the bridge and re-

tion history.

Taloa memorabilia.

member, too, how in the early days at least, Nelson used to stride across to Operations and talk to pilots just back from trips to every corner of the globe, Senior Captains often worn out, disgusted, fed up -- but ready to go again when they had some rest and got squared away with the Chief Pilot and Accounting. I hope it's a long time before they tear down Hangar 5, and whatever memories we may have of those often frantic and frustrating days.

Maybe we were all lucky to have been there, work-

ing with great people in a great period of avia-

* * * * NOTE: Just before going to press we were informed by Bob Lang that CSX Becket Aviation recently obtained a long-term lease on Hangar 5. Bob, who is Director of Real Estate & Military Sales for CSX, is in charge of remodeling and renovating the offices and hangar, and plans to keep the exterior of the building pretty much

the same. The old catwalk will be used for

Also, thanks to Les Forden, the Nelson motto

Costa's Castro Valley apartment as part of the

now hangs on the wall of Historian Ginny

storage for the time being. Hangars 3 and 4 will also be modified in the near future since

they are now corporate hangars for Kaiser Air.

WHATEVER HAPPENED TO? GERI (RICHARDSON) RALSTON - Santa Cruz: "Sure enjoyed the newsletter. The committee did a great job -- very interesting. Let's hear from the Sales Department!"

WALLY KYSE - Sebastopol: "Immensely enjoyed

the newsletter. It sure does bring back fond

memories of wonderful times and good friends.

ing a limit of 35 pounds of Chinook Salmon

before lunch. Keep up the good work."

In my book it rates right up there with catch-

ROLAND HALPER - Hayward: "Always glad to get a Taloa Newsletter. Talked to Bill Keating a few days ago and he said he might be down

this way soon. I said I'd show him my Mercedes "6.9" sedan I bought used in Munich last October. Great car. I still work part-time

in a nearby pharmacy and all is okay."

MISC. NOTES Ed Landwehr: All notes and comments sent to me, although not personally answered, are appreciated and will be used as information for the con-

tinued happenings and whereabouts of all our

members. Keep them coming! Also, a reminder, for those who have not paid their 1983 dues, that we do need the small \$5.00 sum to keep our organization and publications going. The membership cards are permanent, but will be replaced if lost or missing. Ginny Costa & Red Emery: If you have any duplicate copies of the old Taloa Newsletter please send them to Taloa Alumni Association Historians Ginny and Red, c/o Ginny Costa, 20359 Anita Avenue

Apt. #6, Castro Valley, California 94546. They are trying to assemble one complete set. They

would also like to know the dates of the first

Arue Szura: Thank you to those of you who res-

ponded to my request for your memories of Trans-

Wheeler Hale, and Andy Madsen -- to mention but a few. There were also telephone calls offering assistance from Bob Lang, Bob McCarns, Bill Leonard and many others, and Les Forden has made avail-

Also, from McGregor, Minnesota there came a

large manilla envelope stuffed full of news-

paper clippings about TAL, plus page after page of typewritten memories, from a lady many of you will remember from Wake Island, Hazel Sorensen. Several of the letter writers expressed, almost word for word, the same sentiment: "There was something magic about Transocean Air Lines."

I know the magic still exists. Your sincere

Also The meek inherit the earth, and I

inherit the Alumni Association correspondence!

And more often than not, it takes time for them

and phone calls coming!

BOARD OF DIRECTORS MEETING

years ago.

as assistant supervisor.

Teddy Bear, Ben Waberski.

certainly weren't dull!

expressions of encouragement and offers of help proved it beyond doubt. Keep the letters, tapes

owned by former Taloan Jack Colquhoun). Present were: Red Emery, Esther McConnell, (Continued from Page 3) Irene left Transocean about 5 months

before the airline closed its doors and was promptly hired by Nadine Kendall, SFO Heli-

copter's personnel manager, and worked there

When business slowed down he went to

Many exciting things went on during

Later, Mickey became a buyer for TAL

"She was so afraid to fly that she first

Jerry Byrd

4.

work for Challenge Cream & Butter Company,

that time, but I'm sure that all of us who worked in Hangar 28 remember those Christmas

aside, and even sweeping the floor). They

island stations, and every six months or so

Wake and then to Honolulu. On one of these

trips his wife Rose (Aemco Stockroom) was to meet him in Honolulu for a short vacation.

he'd make a trip to Wake Island, Guam, back to

went to the bar and had a few drinks," recalls

Mickey, "and somehow managed to get to the load-

ing ramp when the flight was announced. George Mourgas got her aboard, and she slept all the

heed, where he spent 18 years as senior buyer.

vacation time for others, and as a consultant.

Now semi-retired, he occasionally returns to

Lockheed to train new employees, to cover

Mickey's last port-o-call was Lock-

which was dullsville after his airport exper-

ience. Six months later he came to his senses

ing Department, where he worked with that old

parties we held in Mickey's department (thanks

to he and Ben kindly moving a myriad of boxes

and returned to Transocean's Shipping & Receiv-

The Board of Directors and Editors for the

newsletter met on May 6, 1983 at the Royal

Oak Pub (879 Island Drive in Alameda and

some day be able to break away from whatever I'm doing to make one of the reunions. Missed the very first one because I was flying a JAL DC8 from SFO right across the Berkeley hills while it was in progress -- enroute JFK. After 10 years at Saint Mary's Hospital, Chris has changed jobs and is working in surgery at Veterans Hospital doing her specialty, Orthopedics, and I'm involved in real estate in Scottsdale, Arizona. Enjoyed reading the newsletter." BERT HOMAN - San Carlos: "I retired as A & P Mechanic UAL five years ago. Good old Unitedtreated me almost as good as Transocean.

Mildred and I have plenty of hobbies -- mostly

back packing and flying (172s and 182s). It's

C. G. HANISCH - Brentwood: "I enjoyed the

newsletter and the history of Transocean's

real nice!"

Consultants."

who remember me."

their clubs!"

attend.

Alvarado."

sleep nights!

3.

2.

early days. I was a late comer, started in the fall of 1955 and worked till the last big lay-off in 1960. I was in engine build-up of Taloa and have many pleasant memories." BILL LEONARD - Alameda: "Just read the Taloa newsletter and think it's outstanding. I'm still moving between the Bay Area and Reno, and keeping my hand in the aviation and travel picture as Chairman of ABC -- Aviation Business

VIVIAN KIERSON - Lake Placid, Florida: "My

husband and I moved to Lake Placid (central Florida) in April of 1981. We're really in the country but it was a pleasure to get out

any of the old Transocean gang, but I suspect that's no one's fault but my own as I've become such a lousy correspondent in my old age. At Christmas-time Esther Mefford and one or two others and I exchange cards with notes. Roland Halper usually gives me any tidbits he's picked up when he sends his Christmas greetings. Please give my regards to any of the Taloa gang

WILLIAM R. CHARNLEY - Olympia, Washington:

"Have moved to the Great Pacific Northwest for

good. Tell everyone to stop in when they visit

the Olympia Brewery. All golfers should bring

of the Miami area. I seldom hear from or about

REUNION! REUNION! REUNION! REUNION! (See Page 5)

Ed Landwehr, Les Forden, Andy Madsen, Ginny Costa, Bill Leonard, and Arue Szura. Jack

Brissey and Nadine Kendall were unable to

Arrangements for the next reunion were dis-

the reunion committee. Red Emery and Ginny

cussed, and Ginny Costa appointed to chair

Costa were appointed Historians for the

THE SPOTLIGHT'S ON...... By Arue Szura

Taloa Alumni Association.

"I don't know how I got it," say BILL

DELL, "but I still have Badge #1!" Bill worked

1950 until 1956 and has many photographs in his

as a mechanic for Aemco and Transocean from

album of work on several famous projects in

case anyone wants to get together with him to

look them over and reminisce awhile. Bill says, "Some of the things I remember best are King Ibin Saud's personal plane; the ski's on Argentine Airlines DC-3; The Argentine Queen, which Bill Batey and I will never forget, and sorting and re-rigging that giant bowl of spaghetti laying in the center section; our beautiful DC-6 and the wonderful vacation trip aboard it that Sally and I took to Hawaii; the sad job of sifting through the debris of 942 in

has been Steam Cleaning & Pressure Washing

mer Taloa people at the airport.

Equipment (Dellco in Richmond, California), and he has enjoyed doing business with several for-

get Badge #1 call him at 415-222-1990 so he can

For the last 20 years Bill's business

If anyone remembers how Bill managed to

There's probably not a single member of

the Taloa Alumni Association who doesn't remember IRENE MC CARTHY, and not just because she happened to be the payroll supervisor for Transocean, but for her friendly personality as well. Irene went to work for TAL in 1949 in Accounts Payable/Receivable, and she also did

PAL's Accounts/Payable/Receivable before moving

office and we really enjoyed those days."

on to the Payroll Department when Dick Smead was manager. "Dick was such a nice boss," recalls Irene. "We had 6 other girls working in our

Once when things were hectic at TAL, Irene and Betty Behrens went to Honolulu for a short vacation. "We were having such a good time that we decided to stay an extra day," says Irene, "so we called Orvis and told him we couldn't get on the flight. He said we'd better get on it even if we had to

play stewardess. In fact, he didn't care how

while he was a Captain for Transocean, here

(condensed) are two of his most memorable. The first could be called, "Aloha, Alaska!"

Of all the experiences ED HEERING had

(Continued on Page 4)

we got back, but to be sure that we did!"

dressed and went shopping to buy two Aloha shirts and a pair of beach sandals -- only to find out later that Fairbanks was our destination! "Our first trip to Point Barrow took us over the Brooks Range of mountains at 10,000 feet, and our cargo consisted of 80 cases of dynamite and 20 drums of gasoline. The heater in the cockpit was helpless against the 50 degree below zero cold, and it quickly became evident that the airplane wasn't prepared to

Ed's last, and he says saddest, flight for Transocean was on Boeing Stratocruiser 404Quebec from N. Y. via Chicago to Oakland on the last day of operation in 1959. "I had 78 passengers aboard leaving N.Y. and when I arrived at Chicago Scotty O'Carrol, who owned the fixed base operation next to the told me that Transocean had ceased operations, and that I would have to pay cash for fuel purchased. I attempted to call Dispatch at Oakland without success. A decision had to be made, so I paid for the 3,000 gallons of fuel, which was 23 cents a gallon in those days. On arrival at Oakland that evening only a couple of TAL folks (including George Mourgas) were still around to meet us. After deplaning the passengers, and offloading the luggage, we taxiied the Strato-

that she met a couple who told her of a need for nurses on the Magla Dam project in Pakistan. Six months later she was living and working there, and met her future husband. Now retired, Martha and her husband live at Lake Tahoe when not travelling the globe.

ocean Air Lines. Such enthusiasm! Such generosity!

and last issues published.

Bill Wakefield sent an informative tape, Ralph Lewis came to visit and reminisce, and offered his wonderful photographs for the book. Interesting letters arrived from Frances Atoigue, Bill Charnley, John Lannon, George Dijeau, Dee able his Transocean files.

to reach my desk, which explains why answers are sometimes delayed and your whereabouts aren't noted in the newsletter right away. Thanks for your patience and understanding.

for 10 years before joining World Airways six "In 1951, Harry Clark and I had just settled in at the Coit Ramsey Hotel in Oakland for a rest after a charter flight from Bradley Field when Harvey Rogers phoned to ask if we'd mind taking a C46 to Fairbanks, Alaska for 30 days for the Navy Contract. Harry was still asleep in the next bed, but I aroused him. MICKEY DUBIEL reported for work in the Aemco Receiving Department in 1950 to work with When he spoke with Harvey he must have mis-"Ole" Olesten before moving to the swing shift understood where we were going because he got

> fly in the weather it was going to encounter, We were dressed in heavy winter gear, but the cold still penetrated. Our windshield had frost on it that we could not remove. At Point Barrow blowing snow obscured the landing strip and everything looked white. We somehow managed to skid and bump to a halt on the frozen tundra. The temperature was 60 degrees below zero. If that wasn't bush flying, I don't understand the meaning. "On arrival back at Fairbanks, I called Orvis to explain the difficulty of operating in that climate with equipment that wasn't properly

prepared. He arrived the next day in time to

make a trip with me. He had on a grey suit with topcoat, no hat. He sat in the cockpit with us

on departure, but as we climbed and the air became colder, he disappeared. On board was a

bundles of newspapers. At Point Barrow we found

Orvis behind the gas barrels, covered from head

cargo we flew back to Fairbanks, and Orvis went

tractor, 20 barrels of gasoline and several

to foot in newspapers. After unloading our

to the hospital with pneumonia."

South Terminal and who fueled our airplanes, cruiser to Hangar 4, where the remainder of the fleet had already been parked. It was a sad and lonely scene as we said goodbye."

Ed started flying for World Airways in

(Continued on Page 5)

December 1960. As Filot to the Chairman of the

The lavatory, located in the rear of the plane, where the ride as "much rougher," was off limits to passengers who were feeling ill. An alternative was to issue a cold towel and hope for the best. "But somehow, this one slipped past me, and then we hit an air pocket, and the next thing I knew he was jammed tight with the toilet seat locked around his neck." "To make matters worse, the man was considerably overweight."

Unable to free the passenger, she

ed and could be towed to a hangar, where mechanics

removed the seat, still attached to the man's neck

Several years later Martha joined

But the lure of adventure and travel

attempted to comfort him until the plane land-

Transocean Air Lines and spent four years

flying the Korean Airlift, to the Orient,

interesting experiences (though I'm sure no one else got their head stuck in the

'john!') before returning to nursing and

a more conventional way of life for the next

beckoned once more, and in 1964 Martha was

off on a trip around the world, and another

the next year. It was on the latter journey

and eventually to Europe, having many more

as though it were a collar.

He's also been appointed to the Senior Citizens Commission for the City of Fremont, where he investigates the needs of seniors and reports his finding to the City Council.

IN MEMORIUM

(Continued from Page 4)

Friend."

Harold "Ha1" Barrett

wav!"

Max Hodder Paul Pystor William Files Ralph Beacham Robert Erwin Lee Gorman Norman Johnson Foster Bryce John Hoenninger Robert Hench Al Carvell Robert Bunbury Oliver Rosto Gwen Raymond John Maxwell Thelma Massey Jim McCoy, Sr. H. Olesten Jean Cameron Farkas "Jim" Corbett

Board he flies a Convair 440 that's known

"Green Wienee," "Pickle," and Psychedelic

throughout the world as "Jolly Green Giant,"

"Flying, from a nurse's point of view, meant we didn't have to take care of sick people all the time. Of course, there were exceptions," she adds with a laugh, recalling the time when a man, who was airsick, "caught his head in the 'john.'"

ten years.

tions form will be mailed to you under separate cover at a later date. Mark this on your calendar NOW! See you there. TALOA ALUMNI ASSOCIATION MEMBERS

Nowling, Tom Nichols, S.A. Nielsen, Barney Niske, Ed Okino, Walter Olesten, Patricia Owens, Russell Palmquist, Gordon Parent, Bob Paulson, Glen Peiffer, Ed Piles, William Pitts, Shelby Pohle, George

Miller, Ruth

Minson, Roy

Moreau, Miles

Moyle, Valerie

Nay, Naomi

Nelson, Edie

Mourgos, George

Molesworth, William

Montgomery, Lynn

Shrewsbury, Verne Soares, Frank Sorenson, Hazel Spellman, Paul Starkloff, Ed Steers, Gloria (Griggs) Zottarelli, John

TRADSOCIAN

TALOA REUNION

A reunion picnic will be held on Saturday, September 24, 1983 at the Ruby Hills Country Club near Livermore. A flyer with all you need to know about the picnic and a reserva-

Nemer, Barb (McIntyre) Landwehr, Ed Landwehr, Lorraine (Mikosch) Lane, Al Lannom, John Lakin, Victor

Brissey, Jack Brown, Natalie Dee Buckelew, Arthur Buckelew, Tom Burrow, Pennie Chamberlin, Richard Charnley, Bill Christy, Samuel Clough, Maurice Cole, Doug Cook, Dave Corbett, Jim Cohan, Gene Costa, Ginny (Madsen) Dell, Bill Dijeau, George Dixon, Wayne Dobrescu, Charles Dormundy, Charla (Bailey) Johnson, Daniel Dubiel, Micky Dzwoniarek, Raymond Johnson, Norm Elkins, Glen

MARTHA BONNELL BERNARD began her career as an airline stewardess in 1936 with American Airlines after being rejected three times as too tall, 5'6", two inches over the maximum height allowed in the airline's regulations, but when American added sleepers to their fleet and needed stewardesses tall enough to pull the berths down from the ceiling, Martha was the first one hired. "I was thrilled," says Martha. "When the call came telling me I was accepted, I was quite excited. In those days, it was considered a glamorous job, better than being a movie star." After completing a two-week training period, which included reading Dale Carnegie's "How To Win Friends and Influence People" and becoming familiar with aeronautical terminology, Martha began her new career serving box

lunches and coffee and tea from a couple of large thermos jugs to the pilot, co-pilot and the 14 passengers aboard the DC-2 airplane. Although no emergency training was required, stewardesses did have to be nurses since there was a great fear of flying in those days.

Emery, Red Jones, Stu English, Marti Judd, Bob Ekstrand, Martha Jane Kadis, Art Keating, William Forden, Les Kessing, John Foster, John Ketler, J.C. Fraim, Don Frank, Robert Berg, Clifford Kochenderfer, Stan Berens, Betty Frey, Ralph Kohler, Richard Bever, John Gibbins, Derrel Kyse, Wally Landrum, Jack Bingham, Kermit Glattly, Bob Bountis, Nick Glenn, Bill Boyat, Larry & Caroline Goeller, Joe Boyd, Ken Gordon, Fred Gorman, Lee Gower, Bill

Lappi, Wayne Leininger, Paul Leonard, Bill LeVan, Charles Levensaler, Randy Lewis, Ralph Lindemann, Charles Linscheid, Gordon Lynch, Matt McCarns, Bob McCarthy, Irene McConnell, Dorothy McConnell, Esther McIntosh, Robert McKenney, Carol Janislawski, Mary Madsen, Andrew Markie, Hal Markie, Patricia Johnson, Douglass F. Mattis, Bob Mefford, Dwight Jones, Johnnie D.

Purdy, Paul Reid, Ran Rimorin, Jose Ringo, Ed Roach, Charles Root, Darrel Runyon, Ray Salas, Eugene

New Members: Barber, Trenton; Bunbury, Lillian A.; Chapin, Wally; Cook, Jack R.; Edgerly, Robert; Erwin, Robert; Florence, Monte M.; Grove, Eloise; Hageman, Ruth; Jones, Laurence E.; Lalor, Joe; Ludwig, Bill; Nelson, Lorraine; Reigh, Dr. Thomas, M.D.; Richter, James M.; Ryan, Patricia; Stevens, Leslie; Begg, Ken; Burrell, Dorothy; Conklin, Alfred; Dillard, Joe; Dunstan, Thomas; Elsmore, Ray; Ferrato, Eleanor Jane; George, Frank S.; Gribben, Ed; Guinther, Beau; Hawkins, Larue; Jenkins, Lee; Kierson, Vivian P.; Lentz, Barbara; Morrison, Jesse; Ratliff, Jack W.; Ryan, A.F.; Schedler, W.H.; Spencer, Paul;

Alava, Diosdado Ambler, Frank Atoigue, John Babb, Raymond Barnett, Wally Barstad, Martin

Hale, Dee (Wheeler) Hallinan, Cecil Halper, Ed Halper, Roland Hamisch, Curtis Heering, Edwim Helmer, Jim Henderson, Rufus Hennessy, Neil Hill, Alfred Hill, Lee Lua Hirschberg, Alice (Martinez) Hobdy, Charles Hogan, Ed Hull, Merle

Stuber, Dick Swanson, Rolland Szura, Arue Thomas, James Parker, Sherry (Waterman) Tigerman, O.G. Turner, Claude Tyler, Harland Ullner, Jack Van Hecke, Carl Ward, Dan Weaver, Hilda Raiston, Geri (Richardson) Wendt, W.A. Rasmussen, Robert Wilhalm, Don Williams, Robert Wilson, Noreen Withrow, Robert Witteveen, Gene

Salas, Peter

Searles, John

Severin, Hank

Sheets, Merle

Shope, Ralph

Scears, Raymond

Scuberth, Stewart

Sears, Sandy (Weims)

Seid, Shirley (Haarstick)

BE A MEMBER! If you already haven't done so, send in your \$5.00 to: Taloa Alumni Association - 1515 Buckeye Court - Pinole, CA 94564