

from the editor . . .

Andrew Madsen

Greetings. Your editor has been awarded the awesome responsibility of editing the Taloo Alumni Newsletter. Had I any reason to suspect, that perhaps, just one of the alumni was a grammarian I would have thought it prudent to decline the position. So, seated at my trusty IBM Selectric, simultaneously pondering the possible advantages of time warp, I will attempt to fulfill my new duties that include assembling a few hundred well chosen words of wit and wisdom.

Gaining the editorship was relatively easy. Esther McConnell, who surely has been a "keeper of the flame," in launching the Alumni Association had a small form in the mailed solicitation. The form, as you may recall, asked for volunteers for various tasks. I jotted down and mailed my comment: "I would be pleased to help." Based on that innocuous reply, I somehow gained the position as the editor of the Taloo Alumni Newsletter. Perhaps someone really knew of my editorship of my high school newspaper or that I worked on the Kansas City Star as a cub reporter over four decades ago. Also it might have somehow leaked out that I was considering writing a book, about and with the title of "The Joy Of Stress." Fortunately, at this time, we have benefit of the prior efforts of Esther McConnell, the writing talents of Arue Szura (Beaulieu) and Les Forden. Doing the production work is none other than Red Emery. Ed Landwehr's abiding faith and tenacity really got things going, hence this newsletter of glad tidings.

How are we going to obtain news for the newsletter? We must learn of all the loyal alumni of Taloo and what they are up to. So each and every alumnus is hereby alerted to drop a note telling of what they are up to and such, nostalgia reminiscence of TAL events, happenings, or what-have-you. Be sure and follow through on this. Mail to Arue Szura, P.O. Box 2371, Castro Valley, CA 94546. Here is some news: plan for a grand and glorious 4th ANNUAL TALOO

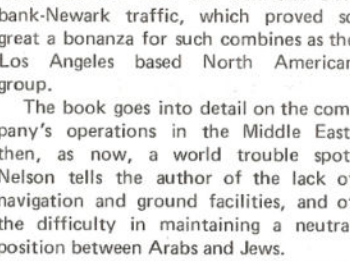
THE TRANSOCEAN STORY . . .

By Les Forden

REUNION sometime in the early spring of 1982 now being plotted. The next edition (greatly expanded, thanks to all of your forthcoming letters) of the Taloo Alumni Newsletter, due in February, 1982, will announce details of the gala. Tempus fugit - do you recall time ever going so swiftly as it did the evening of September 15, 1979?

At a loss for any news at this time I will have to relate, as a filler, of my adventures during the past few fleeting years. Since you are obliged to tell of your adventures and what-have-you, it is only fair that I tell of mine as an opener - warms and all. At this time, in partnership with Dick Cahill (Dick has been living in Panama for many years) we are putting together and installing a large array of sequential strobe lights along the banks of the Gallard Cut in the Panama Canal. So the next time you might transit the Panama Canal you should be able to see our efforts, even if the visibility is just about nil. Also with Dick Cahill, an underwater archaeology venture (a.k.a. treasure hunting) in the Caribbean with a computer directed radar ranging magnetometer mapping system that I devised. Two Spanish galleon wreck remains were located - cannon, yes - gold, no. Flying in the Bahamas, due to a couple of strange flight rights, tempts me to believe that there might be something to the "Bermuda Triangle" bit after all. Hope to go back and continue the search for the treasure aboard the galleon Nuestra Senora Maravillas that was lost in the Little Bahama Banks some 325 years ago. Enough "show and tell."

At this very moment on a radio tuned to KABL someone is singing "Those were the days, my friends - I thought they'd never end."



King IBN Saud of Arabia tries out his TAL constructed elevator for entering his regal aircraft; upper right, dig that silver studded chariot; lower right, Al Morjig monitors a run-up on Saudi Arabia Air Line aircraft.

Among your Taloo souvenirs, you may have a memo from Orvis Nelson, a "Christmas Greetings," in which he presents "All Employees" with a copy of Richard Thruelsen's book, "Transocean, The Story Of An Unusual Airline."

The book was published in 1953, having appeared first as a series of articles in the Saturday Evening Post, and while it lacks in some details, it does tell us something of the first seven years of TAL history. For those who may not have a copy, or who need evidence to convince your children that you didn't just make up all those wild stories you've been telling all these years, we have made some notes from the first chapter, and added a few notes of our own. And we'll be grateful if you who "were there," will write and help out with the true stores. No one person can ever recount this history as it deserves to be told.

Thruelsen dedicates the book to the memory of Harvey Rogers, "A Transocean Original," and the first typical adventure story begins when Harvey was Operations Manager at Bradley Field, in 1947. We are told that Orvis Nelson, Don Zipefl and other TAL pilots west-bound across the Atlantic, discovered that along with the refugees they carried from Europe to Venezuela, they unwittingly hauled hundreds of pounds of contraband Irish sweepstakes tickets, secretly stowed in the bellies of the DC4s (actually war surplus C54s) as the planes transited Shannon, and as secretly off-loaded at Bradley by TAL employees who were members of the gang. Zipefl discovered his load when fixing a hydraulic line at Gander; Nelson suspected something when struggling an extra long time for altitude on a ferry flight from Caracas back to Bradley.

This kind of thing, Thruelsen tells us, is a typical adventure for "a company only seven years old," which "blends global flying, technical skills in a dozen fields, international salesmanship and a supersensitive nose for any honest dollar, into a world-wide operation." (Continued next page)

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"These activities now include: one of the country's largest aircraft and engine maintenance plants at Oakland; other airline bases all around the world; a hotel on Wake Island; two airport restaurants; a printing plant and a barber shop; a heavy construction company; a chemical plant; a crop dusting operation; a flight and ground training school; an auto agency on Okinawa; a world-wide export-import trading company; an industrial development division presently turning out parts for Navy fighter planes; an interest in, and operating contracts with various foreign airlines; an inter-island airline serving the Trust Territories of the Mid-Pacific; and a company operation which carries almost ten percent of the cargo of the Korean Air Lift."

This diversity, it is said, came about because "Nelson and his youthful staff," fear that some day they may be eliminated from the air transport field by government edict. And Nelson believes the role of the so called non-sked is to supplement, rather than compete with, the established scheduled airlines. That philosophy, along with his close association with W. A. Patterson, long time head of United, and who helped Nelson get started, helps to explain why Transocean never dabbled with the domestic Burbank-Newark traffic, which proved so good a bonanza for such combines as the Los Angeles based North American group.

The book goes into detail on the company's operations in the Middle East, then, as now, a world trouble spot. Nelson tells the author of the lack of navigation and ground facilities, and of the difficulty in maintaining a neutral position between Arabs and Jews.

It was during this period that TAL sold several airplanes to the late King Ibn Saud of Arabia, one of which was equipped with an entrance elevator, and a revolving throne chair so the King could always face toward Mecca. It was this DC4, we are sure, that was finished in flight, with at least one maintenance man, Sam Besser, of the cabin equipment staff, riding along on the delivery flight, finishing up the throne chair with needle

and thread and staple gun.

Another not so cheerful story is that of the fifty European refugees flown from Paris to Australia, in the late summer of 1948. Some were Jewish people, and therefore the route was planned to avoid landing in Arab countries; however, just before takeoff in Paris, the Captain was handed a telegram from TAL's Shannon office, telling him to land for fuel at Dhahran on the Persian Gulf. The telegram was later determined to be some sort of mysterious fake - perhaps the work of what we now refer to as "terrorists" - for when the flight was in range of Dhahran, it was refused permission to land there. And so the Captain circled over Basra, in neighboring Iraq, and was cleared to land and refuel.

But there was no fuel; crew and passengers were interned and held under guard, and it was something over two weeks later that an Air France pilot telephoned the TAL office in Geneva that he'd seen a DC4 on the ramp at Basra, and was told the people were being held.

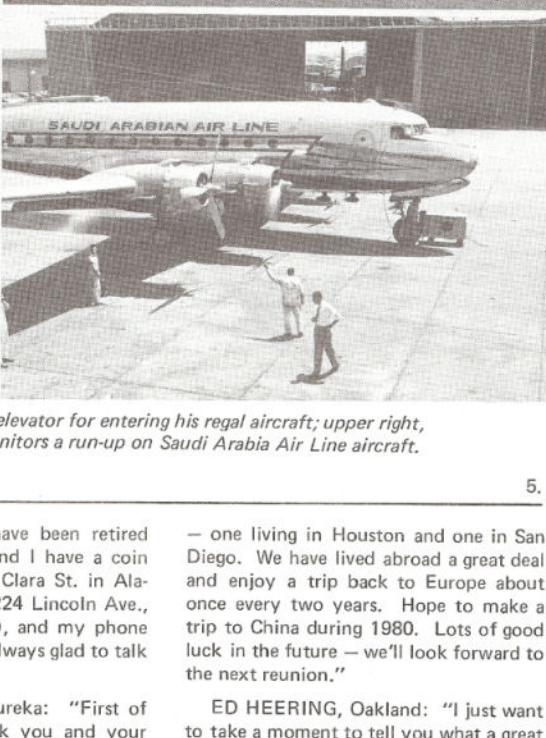
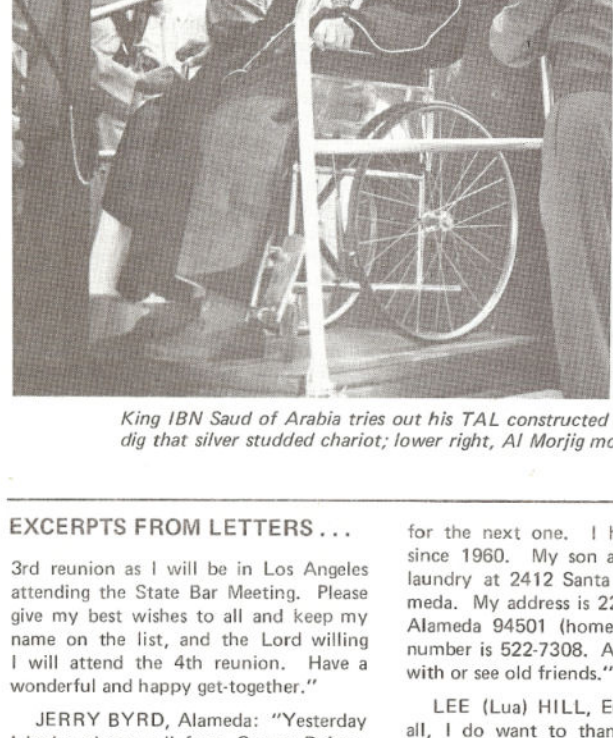
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King IBN Saud of Arabia tries out his TAL constructed elevator for entering his regal aircraft; upper right, dig that silver studded chariot; lower right, Al Morjig monitors a run-up on Saudi Arabia Air Line aircraft.

EXCERPTS FROM LETTERS . . .

3rd reunion as I will be in Los Angeles attending the State Bar Meeting. Please give my best wishes to all and keep my name on the list, and the Lord willing I will attend the 4th reunion. Have a wonderful and happy get-together."

JERRY BYRD, Alameda: "Yesterday I had a phone call from George Dejeau, Route 3, Box 2768, Freeport, Maine 04023. He has moved permanently to this address and wishes it circulated among his friends. He regrets that he will not be able to attend the upcoming Transocean meeting. However, I am still in the S.F. Bay Area and would enjoy meeting some of the old crowd."

CHUCK DOBRESCU, New York: "It is with deep disappointment that I must report that I will be unable to attend the third reunion of the personnel of Transocean Airlines. At the present time I am engaged in an active campaign seeking election to a seat on the City Council of the City of Glen Cove... My detachment from TAL 30 years ago led me to a 28-year attachment with TWA. At the present time I am a Captain and have been for the past 10 years... Again my regrets and regards to my many friends who I shall miss seeing this year at the gala reunion. Be assured that my spirit is with you as I recall the memory of the many people of TAL that molded cherished memories of the 'good old days'."

GENE COHAN, Oakland: "This is my first breathing spell since the great gathering. There should be more parties and less work, but for some reason it's always the opposite. The reunion was fantastic! Everyone had a great time and enjoyed the entire evening. You along with all the other committee members are congratulated and thanked for all the effort you spent putting the great party together."

GINNY MADSEN COSTA, Castro Valley: "What a super party! I enjoyed it so very much. Having worked at TAL, Hgr. 28, for 5 years, O.A.E.S. for 5 years and AEMCO for 2 years, I know a lot of people, so I was in my glory at the reunion. I have been at the House of Muus for 15 years. It's the only Hawaiian shop in Castro Valley. I would be happy to help out if needed for the next reunion. I live close to Arue Beaulieu Szura, and she would be happy to help out also."

DARREL "E" ROOT, Alameda: "It was fun! Be sure to let me have the date

for the next one. I have been retired since 1960. My son and I have a coin laundry at 2412 Santa Clara St. in Alameda. My address is 2224 Lincoln Ave., Alameda 94501 (home), and my phone number is 522-7308. Always glad to talk with or see old friends."

LEE (LUA) HILL, Eureka: "First of all, I do want to thank you and your committee for a truly lovely and well-organized reunion - it was your planning and effort that made the event so satisfying and comfortable, and appreciated by everyone. I hope that you all heard the many compliments."

"...moved to Hawaii for the 2 years required to earn the Masters of Social Work degree - graduated in 1970 - then returned to the Humboldt County Dept. of Public Welfare which had granted me educational leave. Since then I have been working mostly in Protective Services for children, providing services to and investigating children in danger of neglect, abuse, or molest. We welcome visitors to our lovely Redwoods."

ROLLAND "ROLLY" SWANSON: "We want to thank you again for the superb job done on the TALOO reunion. I just couldn't believe there were so many people in attendance, and what a delight to see so many old friends after so many years."

"I'm retired, living in Danville with my wife Doris. Our two children are married

- one living in Houston and one in San Diego. We have lived abroad a great deal and enjoy a trip back to Europe about once every two years. Hope to make a trip to China during 1980. Lots of good luck in the future - we'll look forward to the next reunion."

ED HEERING, Oakland: "I just want to take a moment to tell you what a great job you and your committee did in putting the 3rd Taloo Reunion together. "Never did anyone expect a turn-out such as we saw. I'm hearing from folks such as Freddie Gash, our former station manager at Shannon, and Frank Kendall."

"Please say thank you to the entire committee for a job extremely well done."

ARTHUR AVILA, Hayward: "I was never an employee of Transocean, but was at the Oakland facility representing United Air Lines inspection when you were doing our DC-3 overhauls in 1956/57. You were also working on the British Flying Boat at the time."

"I met many of your line employees. They were a credit to the aircraft industry. I recall Inspector Cunha, Dixon (who went to FAA), lead mechanic Gordy, and Fox, and Al Macedo the Engineer, an excellent one at that."

"I'll be out of town on the date, thus will not be able to attend. Have fun and say hello to those mentioned and many more whose names pass at this moment."

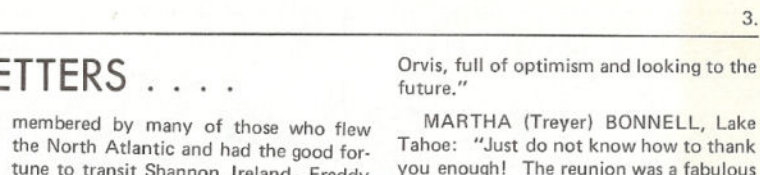


Photo by Ralph Lewis shows Transocean's back yard in the days when AEMCO was busy, busy, busy!

EXCERPTS FROM LETTERS . . .

Excerpts from letters received by Esther McConnell and the 1979 Transocean Air Lines Reunion Committee:

BILL MOLESWORTH, San Jose: "Allow me to thank you and everyone connected with the reunion for your efforts. Enclosed is a letter I received from Fred Gash, who will be fondly re-

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with help from the U.S. State Department and the International Refugee Organization, the airplane was freed and the people taken on to Australia. Airplane and crew then ferried on to Guam to carry in line with the eastbound flights falling construction workmen back to Oakland. And here the crew could claim a new record for elapsed time, in months, for a "round-the-world trip, for now they took their turn to get through Wake and Honolulu, and home. And with flights scheduled only once every week, or two weeks, it was a long wait.

An odd snapshot indicates the airplane was NC-79993. The Captain was "Ace" sargent, his Co-pilot, Floyd Calvin. The Navigator and his were Bob Glatly, and we hope the Radioman and Cabin Attendants may read this, and tell us their names.

In talking about it later, Sargent always praised Floyd Calvin for his support - Floyd, like Harvey Rogers, a good old country boy, and apparently unflappable through it all. Floyd had other stories to tell later; one, when he was with Ted Flaming (we think it was Ted) and they lost two engines several hours out of Wake, but made it in somehow, having dumped all the passengers' cabin baggage; and another, when he returned to Oakland from a routine Honolulu trip, to be met in Dispatch and told to get on board an airplane ready to taxi out for Alaska. Thus, Floyd maintained, he may have been the only airline pilot who ever stepped out into sub-zero weather in Fairbanks, clad only in an Aloha shirt.

And as though to illustrate this contrast in the TAL operation, author Thruelsen goes on in Chapter Two of the book, to switch from Middle Eastern deserts and South Pacific islands, to TAL airplanes in the ice and snow of Point Barrow. And to backtrack a little and tell us more of Orvis Nelson and how the company got started. We'll hope to continue in our next newsletter. . . .

membered by many of those who flew the North Atlantic and had the good fortune to transit Shannon, Ireland. Freddy was the faithful station manager who met every flight, and made all the problems small and station transits smooth."

FRED GASH: "Although it is said that one should not look back, some of my fondest and happiest memories hark back to the years 1949/1959. It was hard work at times, with long hours, but at the end of the day it gave a wonderful feeling to realize that the problems had been overcome and cooperation in all cases, with the help and cooperation of so many wonderful people."

"Even now, after all these years, I miss that feeling so much. Fortune was certainly on my side during those days, but - to my sorrow - left when TAL was no more. Luckily, I have still managed to keep my stiff 'womb broom' upper lip in operation, and come up with a smile now and again."

CHARLES ROACH divides his time between residences in Naples, Florida and Reno, Nevada: "I'm one of the original ONAT crew, and flew co-pilot with Orvis at UAL. Also had the pleasure of flying O.M.N. to Paris just a few months before he passed away. He was the same old

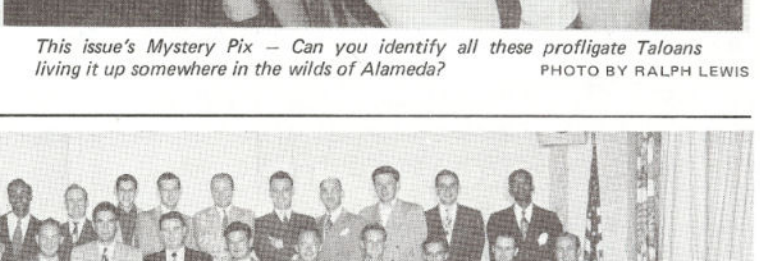
Orvis, full of optimism and looking to the future."

MARTHA (Treyer) BONNELL, Lake Tahoe: "Just do not know how to thank you enough! The reunion was a fabulous success - just needed more time to talk! Although I was almost hoarse as it was! Orvis must be smiling down on all of us."

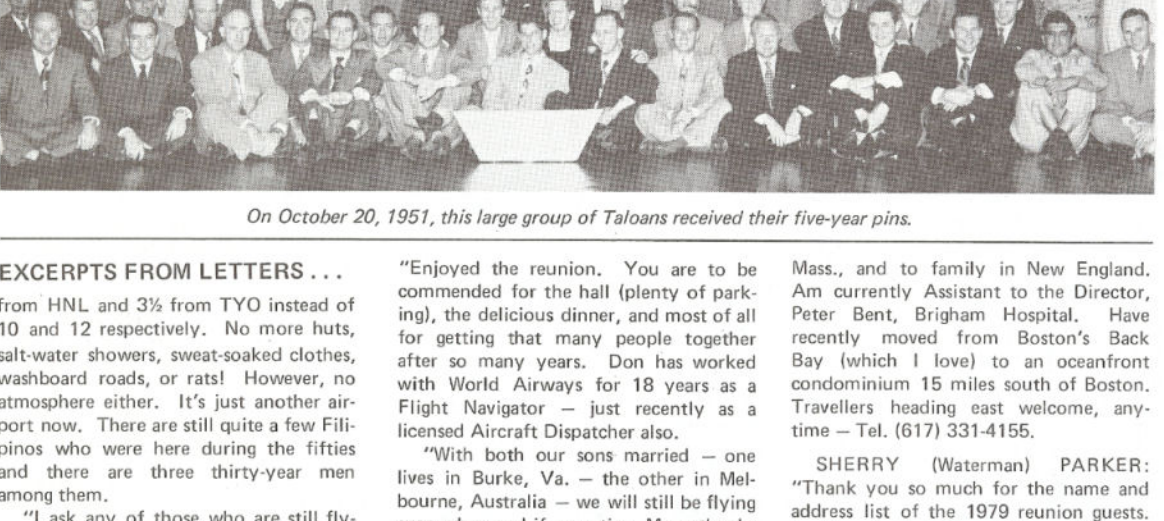
FRANK CRAWLER, San Diego: "Often times I think back about the days I spent with Transocean and I feel a smile coming over my face. It's hard to put your finger on it, but there was something special about that group of people - and I think we are all better off because of our association with Transocean."

BILL OLIVER, Wake Island: "Former Wake Islanders might be interested to know that since tons of earth have been shipped in many TAL was here and this, plus the importation of bees has had the effect of producing the most beautiful flower gardens imaginable. Fruit (bananas, figs, papayas, etc.) abound, but one blow like "Oliver" or "Sarah" (1967) would take us down to bare coral-rock in a matter of minutes."

"The present amenities would astound erstwhile Taloo people - an eight-lane bowling alley, air conditioning everywhere, and television. In addition, you can dial out to anywhere in the world on your house phone. All this just 4 hours (Continued)



This issue's Mystery Pix - Can you identify all these profligate Talooans living it up somewhere in the wilds of Alameda? PHOTO BY RALPH LEWIS



On October 20, 1951, this large group of Talooans received their five-year pins.

EXCERPTS FROM LETTERS . . .

from HNL and 3% from TYO instead of 10 and 12 respectively. No more huts, salt-water showers, sweat-soaked clothes, washboard roads, or rats! However, no atmosphere either. It's just another airport now. There are still quite a few Filipinos who were here during the festivities and there are three thirty-year men among them.

"I ask any of those who are still flying to give me a call on 128.0 any time within VHF range of the island. We average around 60 transits a month on a 'prior permission' basis since the airfield is in 'caretaker status,' quite a change from the 1600 or so during the Vietnam thing. We have quite a few drop-in emergencies mostly due to adverse winds on the HNL/GUM segment, civilian and military alike, but some owing to passenger illness, or the real cliff-hangers like two engines out and baggage-compartment fires. It is then that our island population is likely to triple in a split second!

"But it is TAL that lives on in my memory here. Every day something reminds me of something to do with those distant days."

CARMA ALLEN, Fremont: "The Big Bash is over, and it's high time I wrote to tell you what a magnificent job I think you did getting it organized - the planning, the menu, the whole bit. I think the only problem we had was that there was such a tremendous turn-out, that when we started circulating around that we could have used more room. We had a great time and it was fun to see so many familiar faces after so long a time."

DON and JEANNE FRAIM, Fremont:

"Enjoyed the reunion. You are to be commended for the dinner (and plenty of parking), the delicious halle, and most of all for getting that many people together after so many years. Don has worked with World Airways for 18 years as a Flight Navigator - just recently as a licensed Aircraft Dispatcher also."

"With both our sons married - one lives in Burke, Va. - the other in Melbourne, Australia - we will still be flying even when and if we retire. Many thanks for a most enjoyable evening."

Cecil HALLINAN: "I quit flying in 1966 after 9 years with Japan Air Lines. Too old to be trained in the jets and had only a couple of more years in the prop planes flying cruddy inter-island trips so decided to quit while I was ahead."

"Went into the securities business when I came home but sold about 90% of my business last year. Now I'm about 90% retired and 10% still in securities. We went the mobilehome route about 5 years ago and have a nice coach in a nice park in Santa Rosa."

BILL CHARNLEY, Fremont: "It was just great getting together again with the greatest bunch of people we ever worked with. As several persons said, let's do it again in five years or less. Thanks again for all your efforts."

MARTHA JANE EKSTRAND: "Just some general notes - 1959-61 was Manager of Passenger Service, Amman, Jordan, for Air Hostess of the Holy Land, 1963-67 Chief Hostess and Asst. to the Exec. Director, International Airlines, Inc., based in W. Berlin; Shannon, Ireland; San Antonio, Texas, and Miami, Fla. 1967 to present: Back to the health and hospital world in Boston,

Mass., and to family in New England. Am currently Assistant to the Director, Peter Bent, Brigham Hospital. Have recently moved from Boston's Back Bay (which I love) to an oceanfront condominium 15 miles south of Boston. Travellers heading east welcome, anytime - Tel. (617) 331-4155.

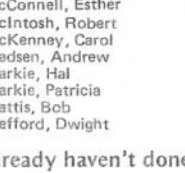
SHERRY (Waterman) PARKER: "Thank you so much for the name and address list of the 1979 reunion guests. I will make good use of it at Christmas and in the future. I have already zeroxed it to send to a few friends who were not fortunate enough to be there last time."

"That reunion was the high point of many years for me and my husband, and re-establishing friendships with people I had not seen in over twenty years has been rewarding and heartwarming. Some of them were not Transocean people, but were from my 'other' airline line (pre-Transocean) in the Bay Area. Had it not been for the reunion, however, we would not have had a reason to make the trip; thus, those renewed friendships are also benefits of the grand idea that was the reunion."

"My East Coast location makes it difficult to do much, but if there is something else I could do from this end, I will try to be helpful."

SANDY SEARS, Modesto: "Sure would like to be there, but will be returning from the Virgin Islands that day, so am afraid it's impossible to squeeze everything in. Hope there'll be another reunion soon and that I can make that one. Say hi to all my old friends, and please - if anyone comes through Modesto, give me a call at 529-4749."

DALE STOOBS, Oakland: "Unfortunately I will not be able to attend the



TALOO ALUMNI ASSOCIATION MEMBERS

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|----------------------------|------------------------------|------------------------------|---------------------------|-------------------------|
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| Atoigue, John | Ekstrand, Martha Jane | Kadis, Art | Molesworth, William | Seales, John |
| Babb, Raymond | Forden, Les | Keating, William | Montgomery, Lynn | Sears, Sandy (Heists) |
| Barnett, Wally | Foster, John | Kessing, John | Moreau, Miles | Said, Shirley (Hearst) |
| Barsad, Martin | Fraim, Don | Ketter, J.C. | Mourgo, George | Sauberth, Stewart |
| Berg, Clifford | Frank, Robert | Kochenderfer, Stan | Moyle, Valerie | Severin, Hank |
| Berens, Betty | Frey, Ralph | Kohler, Richard | Nay, Naomi | Sheets, Merle |
| Bever, John | Gibbins, Dell | Kyde, Wally | Nelson, Edie | Shreve, Ralph |
| Bingham, Kermit | Glatly, Bob | Landin, Jack | Nelson, Barb (McIntyre) | Shrewsbury, Verne |
| Bountis, Nick | Glen, Bill | Landwehr, Ed | Nowling, Tom | Soares, Frank |
| Bout, Larry & Caroline | Goeller, Joe | Landwehr, Lorraine (Mikosch) | Nielsen, Barney | Sorenson, Hazel |
| Boyd, Ken | Gorman, Lee | Lane, Al | Niske, Ed | Spellman, Paul |
| Brisey, Jack | Gower, Bill | Lannom, John | Okino, Walter | Starkloff, Ed |
| Brown, Natalie Dee | Hale, Des (Wheeler) | Lakin, Victor | Olesten, Patricia | Steers, Gloria (Griggs) |
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| Dzvonlarek, Raymond | Johnson, Douglas F. | McConnell, Esther | | |
| Elkins, Glen | Johnson, Norm | McIntosh, Robert | | |
| | Jones, Johnnie D. | McKenney, Carol | | |

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