

A HIGHER CALLING

the story of Western Pacific's "Charles O. Sweetwood"

This is the story of a unique railroad passenger car. Built to be a travelling office for business executives in 1917, the "LearJet" of its day, it would later serve an extraordinary mission gathering life-saving blood for those troops engaged in the conflict in Korea. Named for a young Army medic, its ventures were followed in newspapers and radio broadcasts across the Western United States. This photo shows us the end of its journey in 1953. To fully understand the scope of what was achieved, we need to step back farther and review the context that led the creation of the "Charles O. Sweetwood".



The Korean War: 1950 - 1953

At the end of World War II, the Korean Peninsula was occupied by United States forces in the south and Soviet Union forces in the north, dividing the nation at the 38th parallel.

In 1948, two new nations were formed: the communist Democratic People's Republic of Korea (North Korea) and the Republic of Korea (South Korea).

 International Boundaries
1950

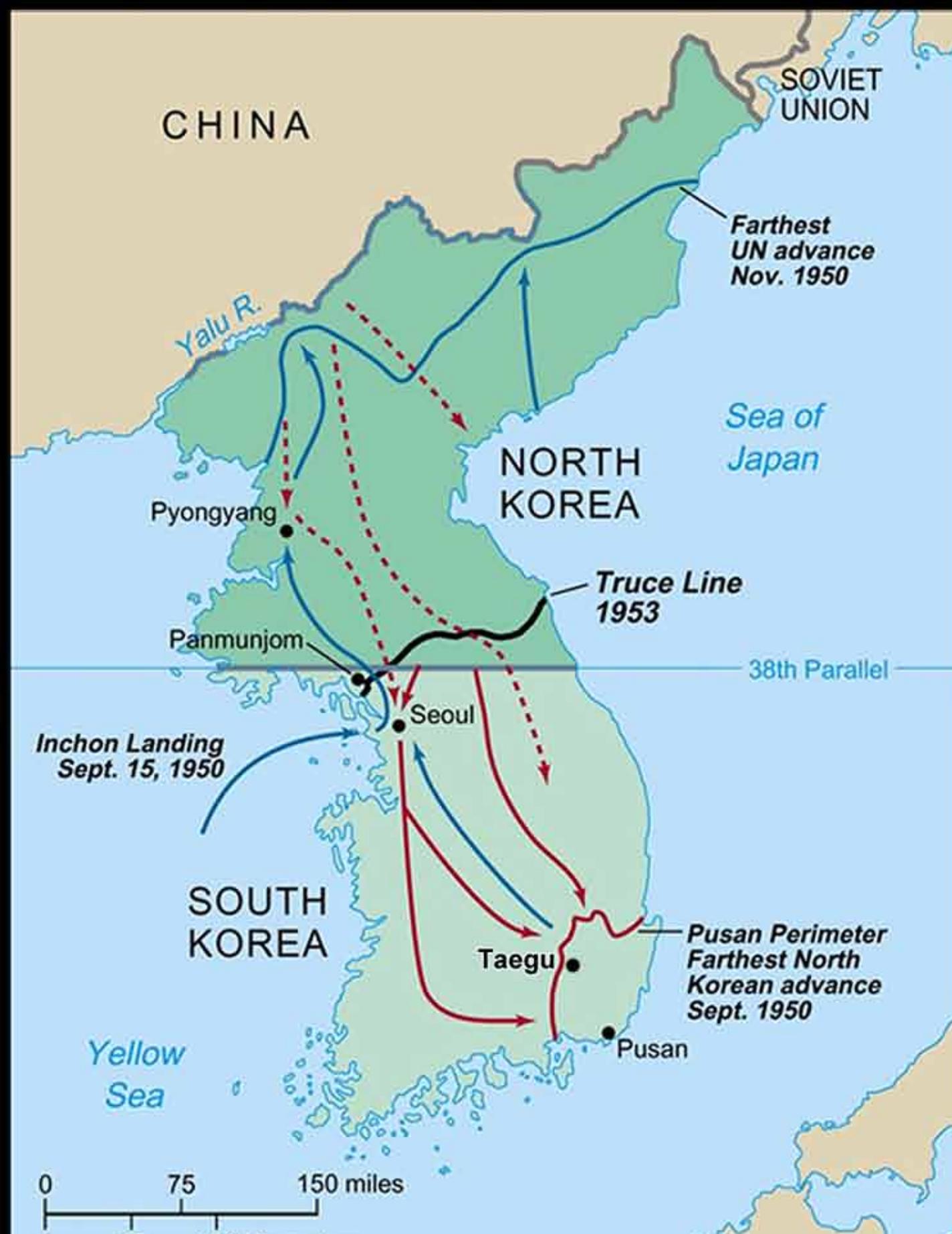


On June 25, 1950, the Cold War turned hot as North Korean forces invaded, quickly pushing South Korean troops back.



US forces arrived in early July 1950, but by August the South Koreans had been pushed back to a small southern area around Pusan. The battles was brutal, with North Korean forces fighting back against newly landing US and UN troops.





North Korea Invades

In June 1950, North Korea invades South Korea in an attempt to seize its territory. The United Nations, led by the United States, intervenes on the side of South Korea, but the South Korean capital, Seoul, quickly falls. By mid-September, North Korea occupies all but a small corner of South Korea surrounding Pusan.

- 1 **Maximum North Korean advance: Sept. 15, 1950** **North Korean Invasion June - Sept 1950**

U.N. counterattacks

- 2 U.N. forces led by U.S. Gen. Douglas MacArthur invade at Inchon on Sept. 15, 1950. By November, U.S. forces occupy most of North Korea, including its capital.

- 3 **Maximum United Nations advance: Nov. 24, 1950** **United Nations Offensive Sept - Nov 1950**

China enters war

- 4 **China enters the war: Nov. 24, 1950, U.N. forces withdraw into the south.**
- 5 **Maximum Chinese/ North Korean advance: Jan. 21, 1951** **Chinese backed Offensive Nov 1950 - Jan 1951**

Stalemate

- 6 The war continues for two more years until a truce is announced with a no man's land along the 38th parallel: July 27, 1953

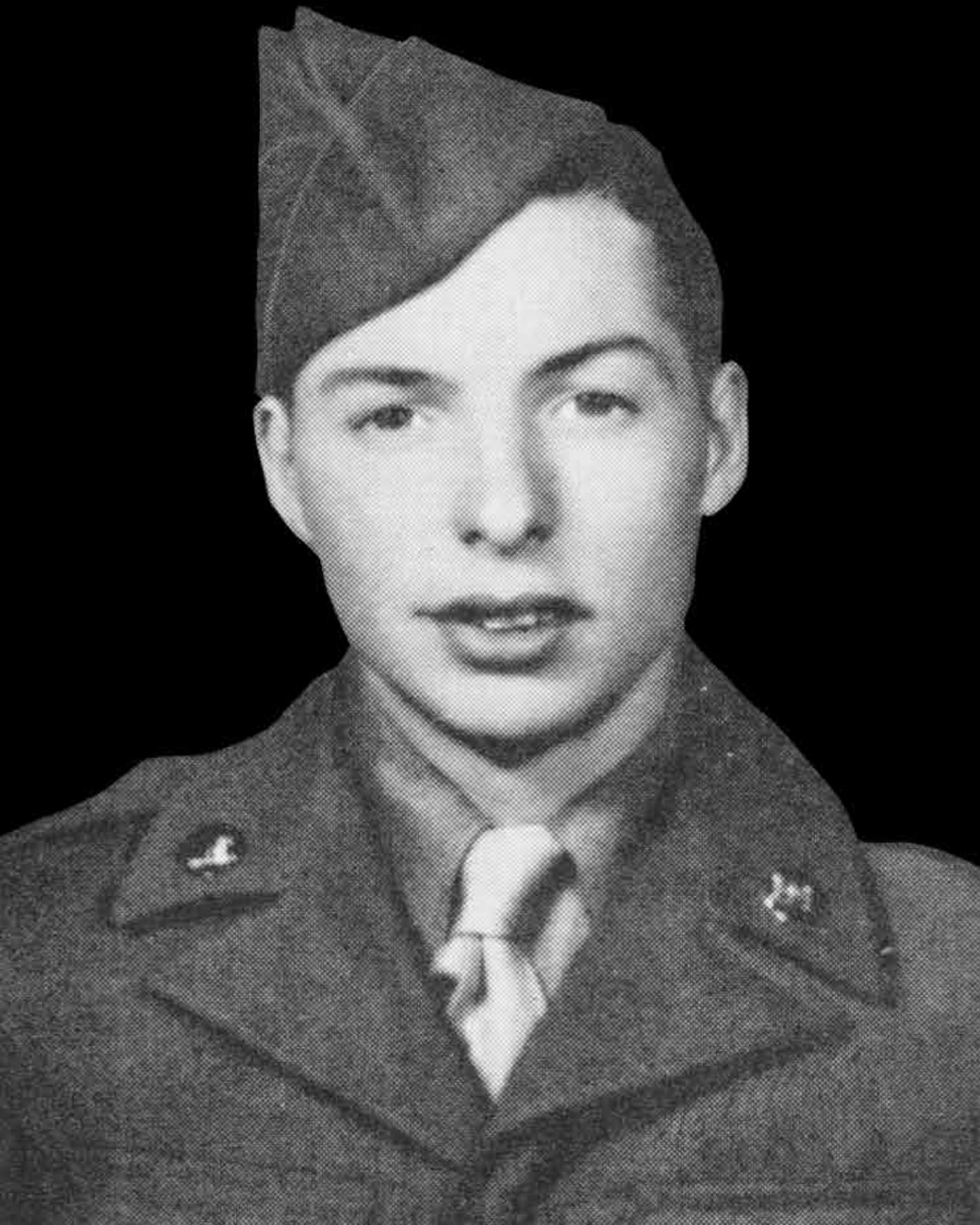
An overview of how the fronts see-sawed back and forth, then stalemated near the 38th parallel. Note the village of Taegu, in the south near Pusan.

As the US, South Korean and UN troops massed in the south, the push against the North made headway, but the toll was high.



One of the first units to arrive was the 7th Cavalry Regiment attached to the 1st Cavalry Division. One of the medics in the unit would become the inspiring force for our story. His name was Charles O. Sweetwood, a former Western Pacific carman in Elko, NV.





1st Sgt. Charles Owen Sweetwood
born August 31, 1929

Sgt. Sweetwood had joined the Army in 1947 at the age of 18. His first hitch was up in December 1949 and he went home to Elko and got married.



In the spring of 1950, he reenlisted and went to Korea as a field medic, treating wounded soldiers in the field, often in conditions like those seen in this photo.



Here we see a medic diving into a foxhole. He's that blur at the center. Imagine what this must have been like: with mortars and bullets flying, gunfire everyone, you have to pull broken and bloody men to safety, keeping them alive. This is what Sgt. Sweetwood experienced. As the coalition forces pushed back, several large battles were occurring simultaneously in August 1950, including a major offensive near the town of Taegu.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS

DL - Day Letter

NL - Night Letter

LC - Deferred Cable

NLT - Cable Night Letter

Ship Radiogram

W. P. MARSHALL, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

0883 SSP678

1950 SEP 18 PM 5 19

0.PTA151 GOVT PD RX--WUX WASHINGTON DC SEP 15 VIA PITTSBURG CALIF 18

MRS TREECE M SWEETWOOD--

RPT DLY ELY NEV--

THE SECRETARY OF THE ARMY HAS ASKED ME TO EXPRESS HIS DEEP REGRET THAT YOUR HUSBAND SGT SWEETWOOD CHARLES O WAS KILLED IN ACTION IN KOREA 8 SEP 50 CONFIRMING LETTER FOLLOWS--

EDWARD F WITSELL MAJOR GENERAL USA THE ADJUTANT GENERAL OF THE ARMY.

On September 8, 1950, just after his 21st birthday, Charles Sweetwood was killed in action while helping wounded comrades under fire. He was the first resident of the state of Nevada, and the first member of the Western Pacific Railroad family, to be killed in Korea.



1st Sgt. Charles Owen Sweetwood

E05 Medical Technician

Medical Company

7th Cavalry Regiment

1st Cavalry Division

Sergeant Sweetwood was Killed in Action while tending his wounded comrades in South Korea on September 8, 1950.

For his actions under fire, he was awarded

- Purple Heart
- Combat Medical Badge
- Korean Service Medal
- United Nations Service Medal
- National Defense Service Medal
- Korean Presidential Unit Citation
- Republic of Korea War Service Medal

WP EMPLOYEE KILLED IN KOREA

Believed to be the first Nevadan, as well as the first Western Pacific employee, to be killed in action in Korea, Charles O. Sweetwood, 21, was reported lost in action September 8 while serving with the First Cavalry Division near Taegu, southern Korea.

Born August 31, 1929, Charles entered Western Pacific service October



Charles O. Sweetwood

24, 1946, as a carman helper, and upon being furloughed in January, 1947, he joined the Army. After serving three years with occupation forces in Japan, he returned home and re-enlisted early in the spring of 1950 and was again sent to Japan, from whence he was sent to Korea at the outbreak of the war.

A native of Elko, Charles received his education in the Elko schools before coming to Western Pacific.

Besides his mother, Mrs. Bonnie Grover, he is survived by two brothers, James Sweetwood, a World War II veteran, and Bud Sweetwood, carman for Western Pacific at Elko. All are residents of Elko. A sister, Mrs. Claude Barnes, lives in Redding, California.

IN THE ARMED FORCES

The following Western Pacific employees are now serving in the Armed Forces:

FRANK S. CLAWSON
Assistant Accountant, Elko
JAMES C. DAVIS
Switchman, Wendover
GUILDO P. FEDERIGHI
Messenger-Janitor, Sacramento
JOHN G. FORD
Ticket Clerk, Elko
CLYDE E. GALLAGHER
Machinist, Sacramento
MELVIN R. HELMICK
Clerk, Reno
PETER L. JOSSERAND
Signalman, Traveling Outfit Car
WILLIAM N. MORTENSEN
Carman, Oakland
KEITH A. PETERSON
Assistant Timekeeper, Elko
HARRY SARAFAIN
Stenographer-Clerk
San Francisco
DONALD W. SMALES
File Clerk, Elko
W. J. SOREL
Revising Clerk (SN), Oakland
OSCAR J. STREETER
Yard Clerk, Elko
HENRY DE P. TELLER
Claim Investigator, San Francisco

Mileposts will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.

The Western Pacific noted that one of its own had fallen with this notice in the company's Mileposts news magazine.



At this point, we need to touch on another thread in the story. Just prior to World War II, the nature of shock, a dangerous medical condition that occurs with major injury, had begun seeing heavy research. About 1940, it was realized that the most effective treatments was to quickly administer fluids, particularly blood.



This leads the US military to emphasize new methods of treatment, including rapid infusion of blood. Here we see a medic administering blood to a wounded soldier in the field during WWII.



This emphasis coincides with several major advances in the collection, storage and application of human blood for medical care. While blood transfusion had been discussed and attempted as early as 1818, the years right before World War II sees the last major advances needed to create the modern systems of blood donation and transfusion...

1935 – Doctors at the Mayo Clinic are the first to begin utilizing stored blood for transfusions within a hospital setting in the U.S.

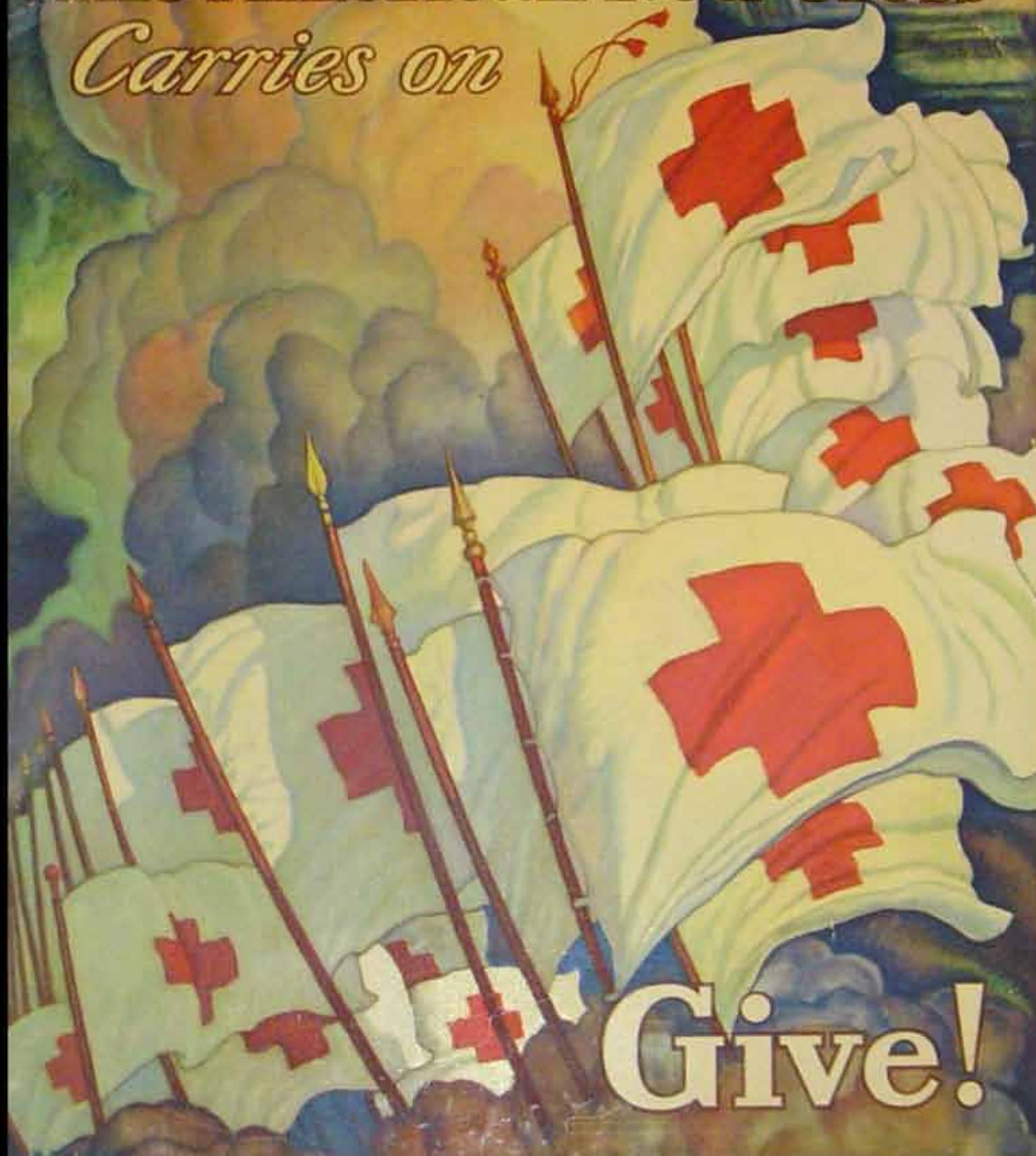
1940 – The rH factor, a previously unknown blood element that had killed many transfusion recipients, is discovered and understood.

1940 – New processes and storage materials, developed in the US and abroad, allow for the long term transportation and storage of blood.

With these changes, and in response to the growing need, the American Red Cross begins the National Blood Donor Service to collect blood for the U.S. military in January 1941.

The American Red Cross

Carries on

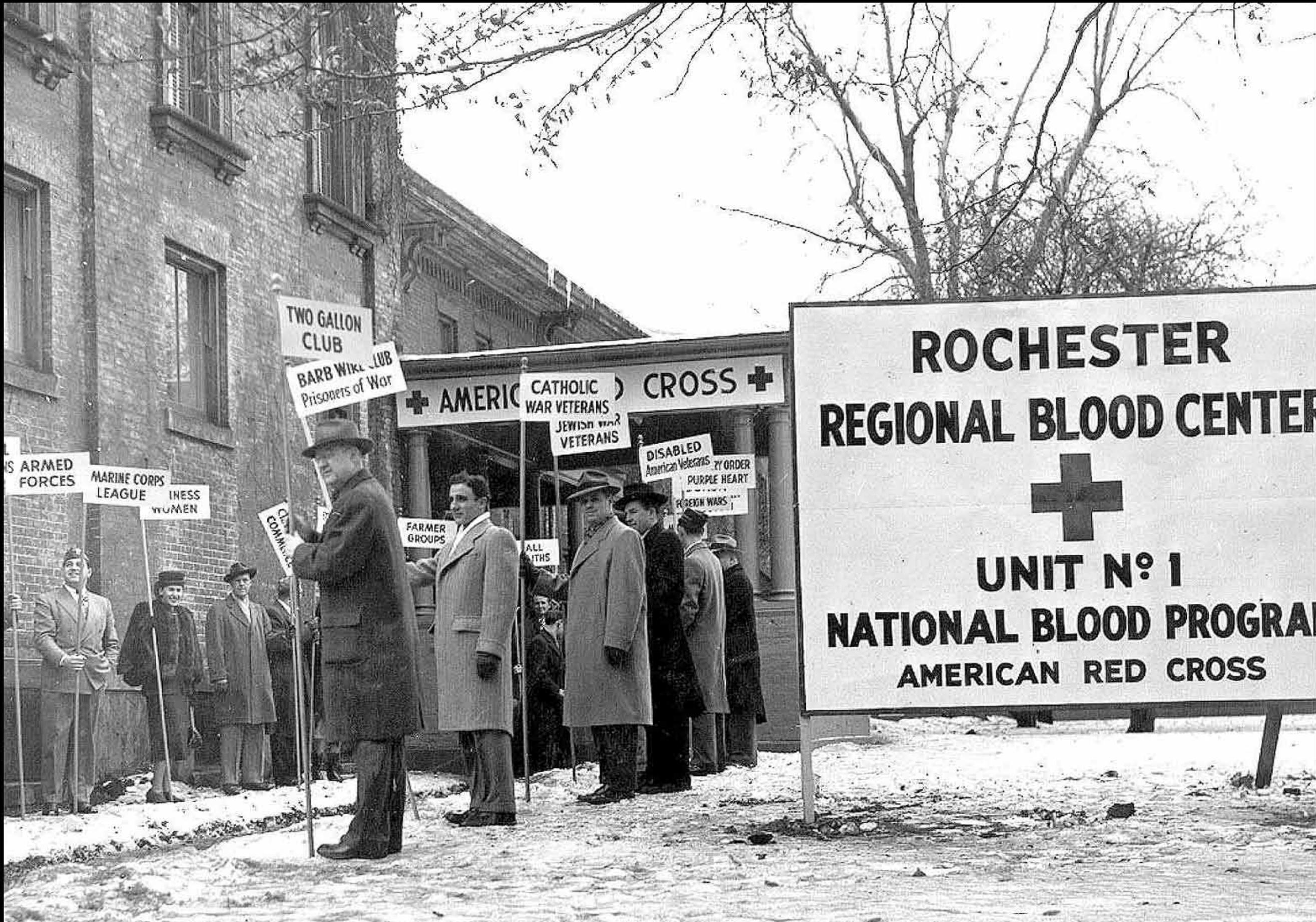


35 blood centers open around the country and several include small mobile trucks which allow collection within a 75 mile radius.

The Blood Donor Service is successful and credited with saving many lives during World War II.



While the WWII centers are all closed by the end of 1945, in 1948, the first blood center for civilian medical supply opens in Rochester, NY.



ARMED FORCES
MARINE CORPS LEAGUE
WOMEN

TWO GALLON CLUB
BARB WIKER CLUB
Prisoners of War

AMERICAN CROSS
CATHOLIC WAR VETERANS
JEWISH WAR VETERANS

DISABLED American Veterans
PURPLE HEART
FOREIGN WARS

FARMER GROUPS

ALL OTHERS

ROCHESTER
REGIONAL BLOOD CENTER
+
UNIT N° 1
NATIONAL BLOOD PROGRAM
AMERICAN RED CROSS



By 1948. Further advancements make large scale blood donation possible...

1948 - Dr. Carl W. Walter develops a stronger and more portable container using plastic which revolutionizes blood collection, opening the door to larger collection networks and longer distance transport of blood products.



In Korea, the lessons of World War II are expanded upon. New medical doctrines call for even more rapid treatment of soldiers, often near the front lines. MASH units and battlefield medics, such as Sgt. Sweetwood, are credited with saving thousands of soldiers who may have died under earlier practices.



At the war's outset, the Red Cross is again designated as the blood collection agency for the military and blood drives begin.



As the war escalates, the Western Pacific Railroad considers ideas to support the troops overseas. An idea is proposed, often credited to WP's innovative PR director Gilbert Kneiss, to work with the Red Cross to equip a passenger car as a rolling blood collection center.



The best cared for wounded in the world

The men in this Pullman car were wounded in Europe.

Now, in an almost unbelievably short time after they received their first medical attention at aid stations right on the battlefield, they are in America—on their way to General Hospitals near their homes.

No other wounded in the world are cared for with the skill and devotion which the men and women of the Army Medical Corps give American wounded. No other wounded in the world are brought home so speedily.

Motor vehicles, ships, planes and trains all play a part in getting them here fast.

And Pullman—working with the railroads through its "pool" of sleeping cars—is privileged to contribute to their comfort.

Pullman's part of the job is providing sleeping cars to supplement the Army's special hospital trains. These cars—like the one in the picture—may have to be taken out of regular passenger service in order to meet Army needs as promptly and fully as possible.

So please—if you should be unable to get

the Pullman space you want exactly when you want it—remember this:

About half the Pullman fleet is assigned to carrying out mass troop movements and transporting other military personnel.

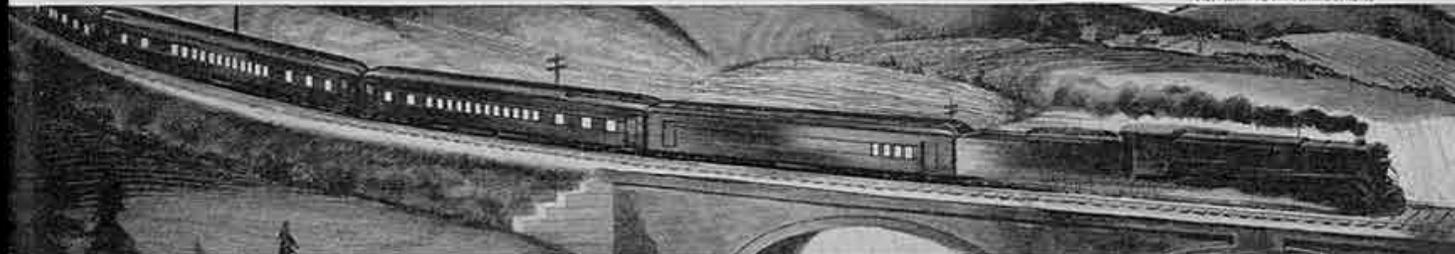
The other half is carrying more passengers than the whole fleet carried in peacetime.

And from this half must be drawn the increasing number of sleeping cars in which the wounded ride.

PULLMAN

For more than 80 years, the greatest name in passenger transportation

Copyright 1941, The Pullman Company



While railcars had been used to support military medical needs before, this had been in the form of transporting supplies or wounded troops who had been stabilized.

The concept of a large, long distance travelling blood collection center, let alone one that was a railroad car, is an idea that had never been tried. Recall that previous blood collection centers were all in urban areas and the bloodmobiles attached to them stayed in very close proximity, less than 75 miles. The Blood Procurement Car would eventually, in some cases, see its collected blood travel over 1,300 miles to a processing center. The Western Pacific is proposing something much larger scale and very bold.

To create its blood procurement car, the Western Pacific chose Eastern Division Superintendent's Car 106, a Pullman executive observation car. The 106 had been built by Pullman in September 1917 as part of a set of three cars: the "Patriot", the "Pilgrim" and the "Pioneer", which was the future 106. All three were used in Pullman's lease fleet, a steam era version of an executive jet timeshare.

In 1927, the "Pioneer" was renamed the "Davy Crockett", fitting it in with a group of six new cars being built and named for famous explorers. It was later stationed around Chicago, but, perhaps due to its differences from the newer cars it was grouped with, was often used for company functions. Some reports suggest it became a favorite "party car" for Pullman workers.



In 1942, the WP was seeking two new Superintendent's cars. The "Davy Crockett" was purchased and based in Elko, Nevada for use by WP's Eastern Division Superintendent Jack Duggan. Ironically, in 1946, one of the tasks assigned to newly hired carman Charles Sweetwood was the care of WP 106.

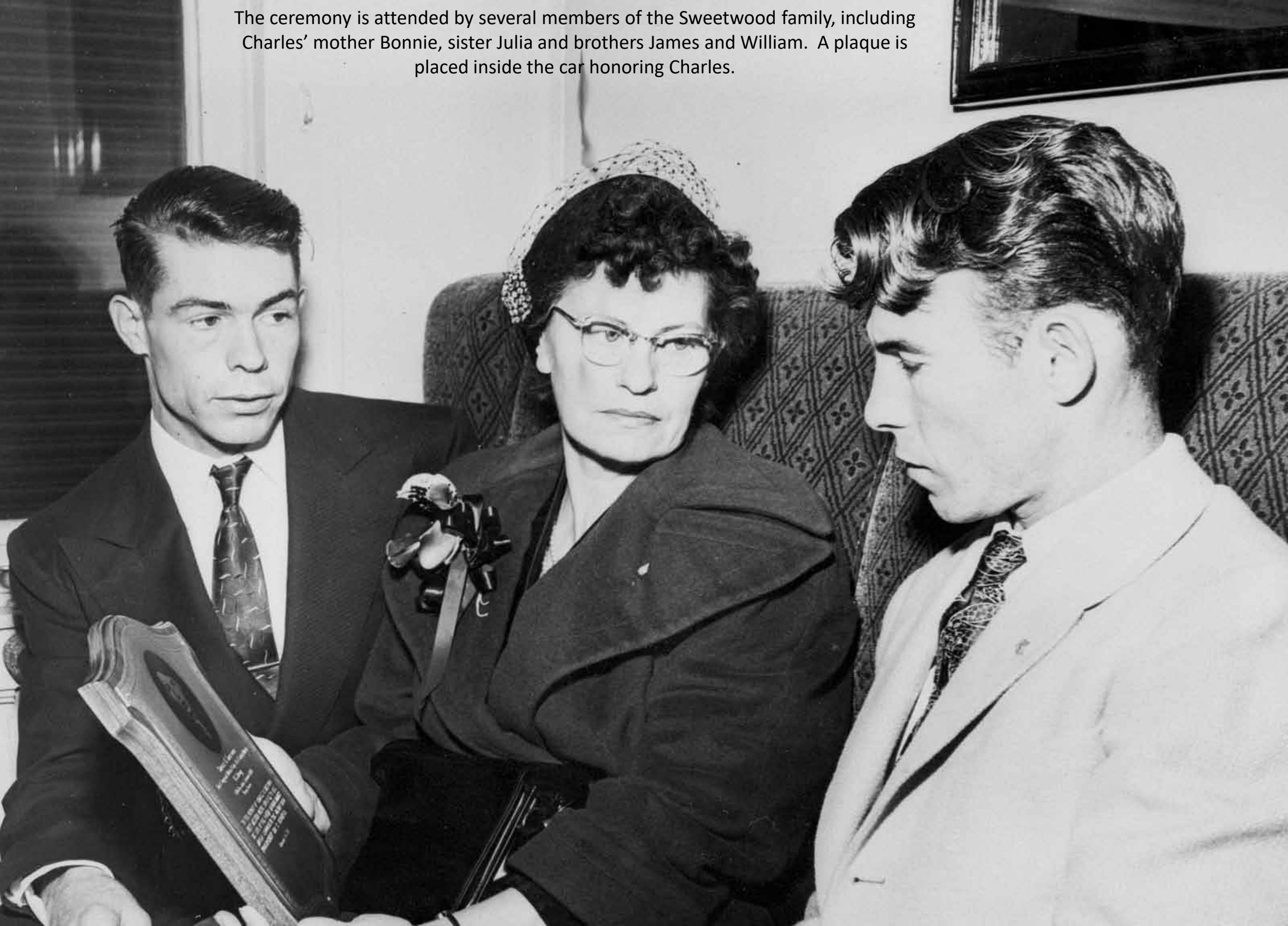


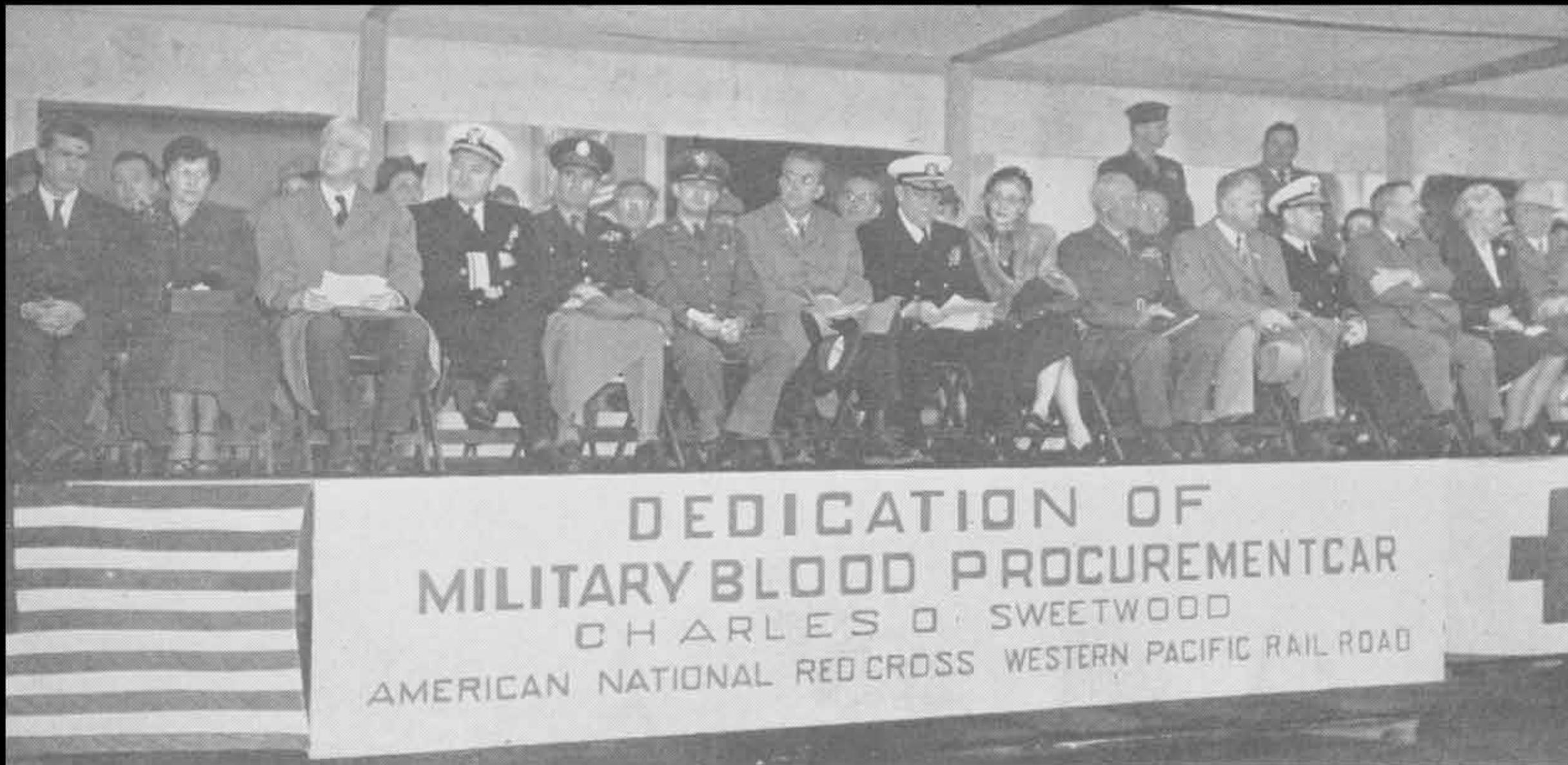
With the idea of the blood procurement car approved, it was deemed only appropriate to name the car in honor of the first WP employee killed in the war, former WP carman and US medic Charles Sweetwood.



On January 10, 1951, in a huge ceremony in Oakland, WP President Frederick Whitman presents the newly christened "Charles O. Sweetwood" to Raymond H, Barrows of the American Red Cross.

The ceremony is attended by several members of the Sweetwood family, including Charles' mother Bonnie, sister Julia and brothers James and William. A plaque is placed inside the car honoring Charles.





Speakers and guests included, front row from left: Bud Sweetwood, WP carman, Elko; Mrs. Grover, Mr. Whitman, Rear Adm. Rodgers, Maj. Gen. Irving, Brig. Gen. Hutchinson, Mr. Barrows, Rear Adm. Cooley, Mrs. Whitman, Maj. Gen. Erskine, Mr. Munson, Rear Adm. Stika, Adm. Owen, Dr. Dorothy Allen, and Key System's president, F. W. Teasel.

Here we get an idea of the scope of the Oakland ceremony, with a view of the guest seating and a listing of some of the invited dignitaries. In the FRRS archives, we have the script for the Oakland event.



January 24, another ceremony is held in Elko, NV, Charles Sweetwood's home town. We also have the script for this event in our archives. This rare color photo of the event is from the Northeastern Nevada Museum in Elko.

WP Eastern Division Superintendent James F. Lynch speaking at the Elko ceremony, with Red Cross nurses Vivian Rott, Julia Rigutto and Rosemarie Bulich.



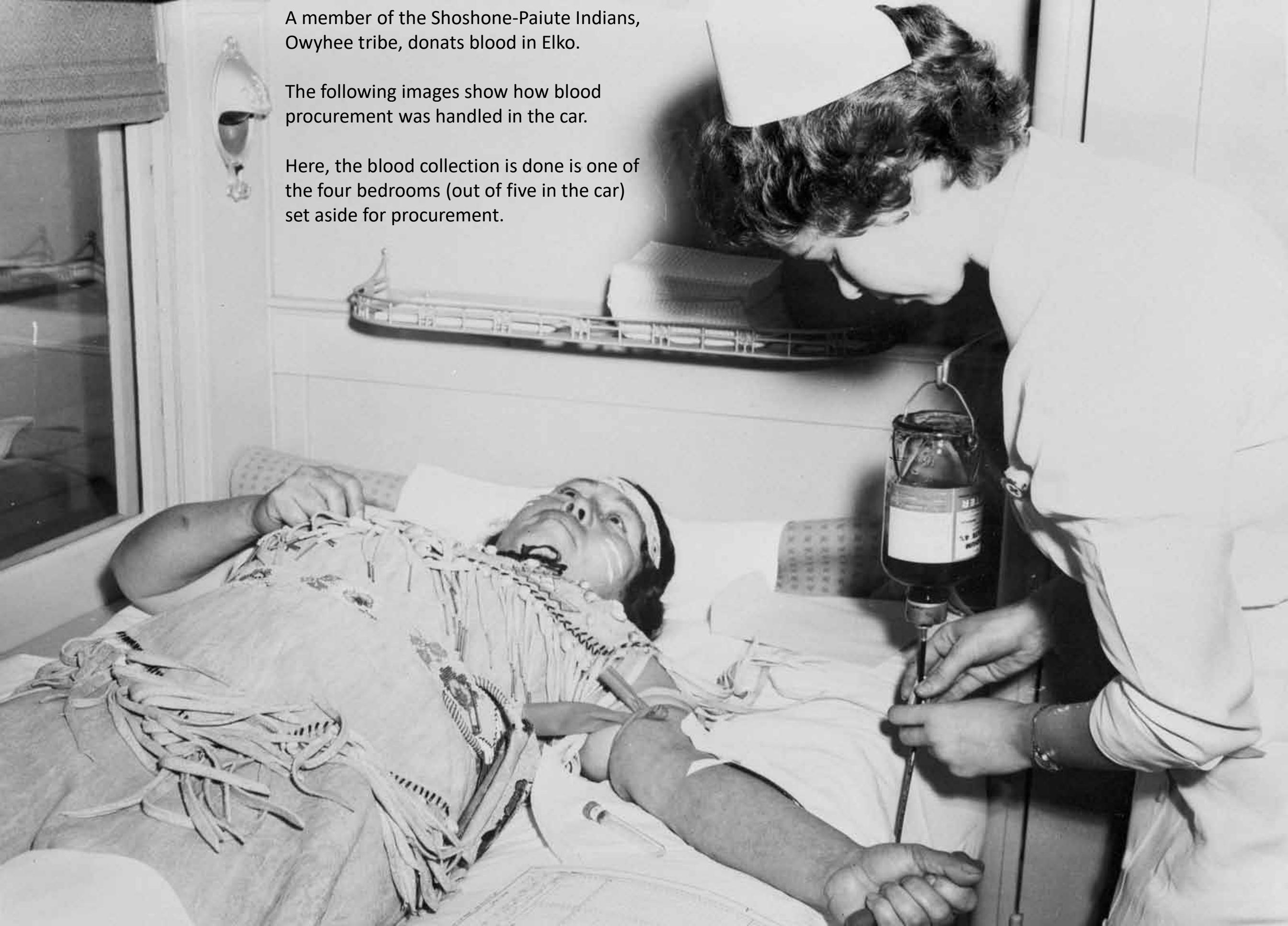
PCF Charles Morse, childhood friend of Charles Sweetwood, greets Charlie's mother. Sgt. Sweetwood saved PFC Morse's life twice in Korea, the second time just days before his own death.



A member of the Shoshone-Paiute Indians, Owyhee tribe, donats blood in Elko.

The following images show how blood procurement was handled in the car.

Here, the blood collection is done in one of the four bedrooms (out of five in the car) set aside for procurement.



Donors wait in the observation lounge at the rear of the car.



The fifth bedroom acts as an office and exam room.



After donating blood, donors are allowed to rest in the Pullman beds.





After a rest, donors are taken to the car's dining room for the now traditional post-donation orange juice and sugar cookies. Everyone also receives a donor pin like those pictured earlier in this presentation.

Here we see the "Charles O. Sweetwood" heading north after spending several days in Reno, Nevada.



Nevada Governor Charles Russell speaks from the observation platform of the car during its visit to Reno during February 19-21, 1951.



A member of Charles' family, often his mother, rode on the car nearly every mile during its 2-3/4 years in blood service. Typically they were the first to donate at each stop, but in this care Governor Russell is given the honor.



Mrs. Frankie McCann holding a picture of her son Sgt. Robert Rich who was fighting and wounded in Korea. She was one of the first to donate when the car stopped in Keddie, California on February 26-27, 1951.



Western Pacific Porter Lewis Griffin, shown at center with several Red Cross nurses, rode the "Charles O. Sweetwood" on most of its journey, with only a brief time away due to illness. Several of the nurses also spent long spans of time with the car.



Blood collected on the car was transported for processing to Cutter Laboratory in Richmond, California via the Western Pacific's flagship passenger train, the *California Zephyr*. The *Zephyr* would rendezvous with the "Sweetwood" and the blood was stored in the freezers of the *Zephyr's* dining and lounge cars. Here we see Porter Griffin about to hand off several cases of the perishable blood.





Blood collected by American Red Cross is taken aboard a Military Air Transport Service plane at Fairfield-Suisun Air Force Base to be flown to the battlefronts of Korea.



Blood plasma is administered to a seriously wounded American GI aboard a jeep transporting him to a First Aid Station.



**this train
is carrying**

BLOOD

to Korea

Flyers like this one pictured on the next two pages were handed out on the *California Zephyr* to explain the operation.

SOMEWHERE between Salt Lake City and San Francisco, the westbound "California Zephyr" will make a brief stop to pick up a shipment of whole blood from the Red Cross railroad car, "Charles O. Sweetwood", the the only blood procurement car of its kind in the country.

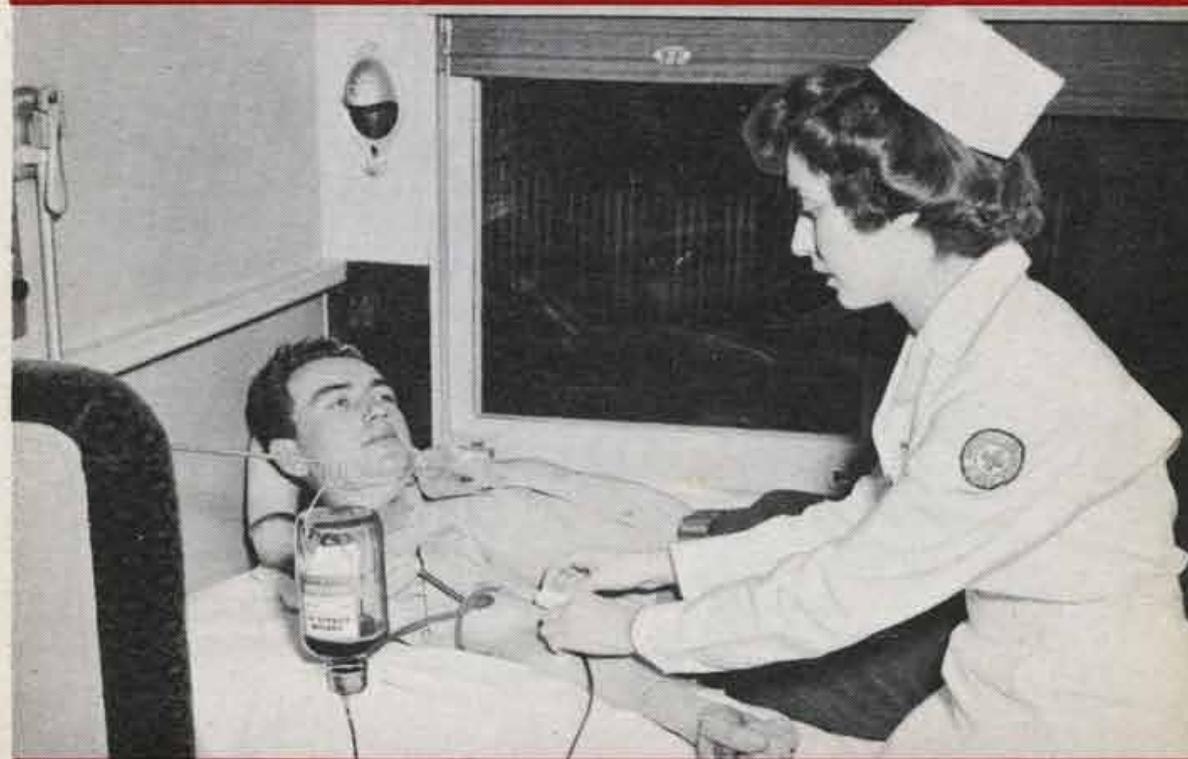
This unusual car was converted by Western Pacific into a blood bank on rails, and donated by the railroad to the American Red Cross. It consists of four bedrooms, lounge and dining room, and is staffed with four nurses, a porter, and Red Cross volunteers. This mobile military blood procurement unit assists in the collection of blood from small communities adjacent to W. P. tracks throughout Utah, Nevada and California, from areas where there are no other facilities for the collection of blood for the Armed Forces. Blood collections are made under the direction of local medical societies and with assistance of local doctors.

The car was christened the "Charles O. Sweetwood" in honor of the first Western Pacific employee to lose his life in the Korean War. Sgt. Sweetwood's mother, Mrs. Bonnie Grover of Elko, Nevada, and her two sons, Bud and James, were the first donors to give blood.

Each day the westbound "California Zephyr" makes a stop at whatever town may be the temporary headquarters of the "Charles O. Sweetwood". The units of whole blood that have been collected during the previous twenty-four hours are rushed from the car's special refrigerators onto the "California Zephyr", which speeds the vitally needed blood to Red Cross headquarters in San Francisco. Within a few hours the blood is on its way by plane to the battlefields of Korea.



The "Charles O. Sweetwood", American Red Cross blood center on rails, collects blood in areas adjacent to Western Pacific tracks between San Francisco and Salt Lake City.



A patriotic blood donor in one of the "Charles O. Sweetwood's" four bedrooms. General Omar N. Bradley, Chief of Staff, reports that the need for whole blood is greater now than at any time since the end of World War II.

IN MEMORIAM



Charles O. Sweetwood

This roving Blood Procuring Unit—said to be the only car of its kind in the history of American railroading—was dedicated earlier this year as a Memorial to Charles O. Sweetwood of Elko, Nevada. Sgt. Sweetwood was the first Nevadan and first Western Pacific employee to lose his life in the Korean conflict.



BLOOD SAVES LIVES

As a key unit in the Red Cross Blood Program for the Armed Forces, the "Charles O. Sweetwood" car is now making scheduled stops along the Western Pacific's entire system between San Francisco and Salt Lake City. This all-out effort is being made to secure thousands of pints of blood from patriotic citizens living in scores of cities and towns in California, Nevada and Utah where other facilities for the procurement of blood for the Armed Forces do not exist.



A small amount of *your* blood—and that of your family, friends and neighbors—may save the life of one of our wounded fighting men. . . . Because of its priceless, lifesaving cargo, many Western editors are already calling it "America's Most Important Railroad Car." . . .

. . . When this Red Cross Blood Procurement Car arrives in your own community, be among the first to volunteer as a blood donor. Watch your local newspaper for full details concerning the "Charles O. Sweetwood" visit to your town.

WHO CAN GIVE BLOOD

Anyone between the ages of 21 and 60. Minors between 18 and 21 must have written permission of parents. Blood can be taken from any person of normal health whose weight is 110 pounds or over. Your local doctor on duty will quickly advise you if you are eligible.

WHAT TO DO BEFORE GIVING BLOOD

Donors should not eat fatty foods for four hours before giving blood. Fruit juices and coffee with sugar but without cream are permitted.

WHEN TO GIVE BLOOD

Less than one hour of your time is needed to give blood. Please make your appointment in advance by calling your local Red Cross Chapter. The actual blood-giving operation takes only 6 to 7 minutes.



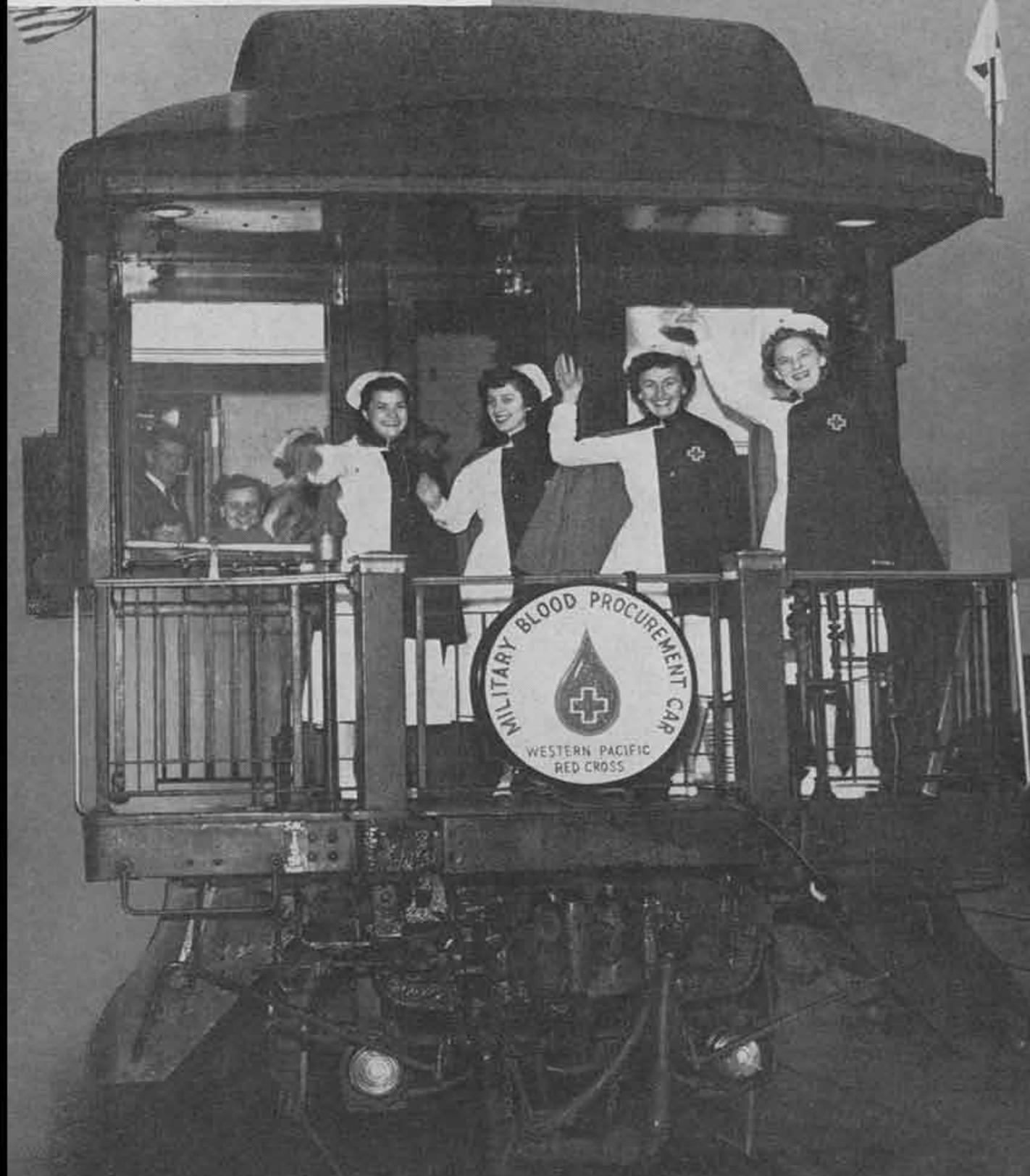
SHE WAS FIRST TO LOSE BUT FIRST TO GIVE!



MRS. BONNIE GROVER, the first Nevada mother to lose her boy in Korea, was also the first to donate her blood when the Military Blood Procurement Car bearing the name of her late son, Sgt. Charles O. Sweetwood, was recently dedicated in Oakland.

Flyers like this one were handed out from the "Sweetwood" itself.

WESTERN PACIFIC
Mileposts
JANUARY 1951



The car's travels were extensively reported in the media of the day, including the Western Pacific's own company news magazine.

Military Slices Expenses, Says Col. Harrington

Economy Drive Gets Results Here in 30 Days

Col. J. H. Harrington, chief, Nevada Military District, said yesterday that many of the taxpayers' dollars have been saved in the operation of the Military District Headquarters. This is in keeping with the Cost Consciousness Indoc-trination Program which was instituted in February, 1952.

Operating expenses in connection with the use of telephone communication operation of military

Ely Fliers Risk Their Lives In Getting Red Cross Blood To Elko in Spite of Storm

24—ELY FLIERS

Amid swirling snow and aware that a heavy front was closing over the area two Ely aviators left Yelland field at Ely this week to fly blood donations for our Korean fighting men to Elko.

George N. Swallow, Spring Valley rancher and head of the state organization composed of rancher-flyers, and Irwin Fehr, owner of the Fehr photographic studios in Ely, volunteered to transport the blood after the "Charles O. Sweetwood" blood

procurement rail car had been snowbound in McGill where the blood had been donated.

If the blood was to fulfill its purpose it had to be taken care of immediately because after a certain time lapse it deteriorates and becomes useless. Of course if handled properly under the right conditions the blood remains in the useful state.

Originally the McGill donations were slated to be transported to Elko by the rail car and from there to Oakland by air. A sudden heavy snowfall whipped into deep drifts by the icy winds which play over Steptoe Valley made it impossible to move the car.

Dean Bryan, chairman of the Red Cross donations at McGill, contacted the Ely airport whose personnel in turn got in touch with Swallow and Fehr. The two men were briefed on the situations and asked if they would care to chance the flight to Elko.

Weather reports promised adverse flying conditions over the whole route and the pilots were informed of the consequences that the heavy weather front might cause. With dusk settling over the Yelland field and with the runway visibility hampered by cloudy snow flurries the Cesma belonging to Swallow took off with its blood

Supplies Reach Leevining Area

Fuel, Food, Medicine

fuel and medicine, and the isolated Leevining yesterday opened road.

ammunition depot at Hawthorne broke through drifts on the 54-mile pole line road at 4:15 p. m. yesterday, ending the city's seven-day isolation.

Deputy Sheriff Lawrence O'Dell reported "everything is all right now—nobody's suffering."

Meanwhile California highway crewmen gradually reopened additional portions of U. S. 395, permitting trucks with food and fuel to reach many areas where an estimated 2,000 persons have been snowbound for a week or more.

A Nevada highway department

This article tells of an exciting incident when the car went to Ely, Nevada and became trapped by a blizzard. To save the blood before it spoiled, two amateur pilots fly the collected blood to Elko through the teeth of the storm, nearly crashing in the attempt. They were later given Civil Air awards for their bravery.

with larger installations. If all major service activities throughout the United States were to save as much on a comparable basis as has been accomplished within the Nevada Military District, the end result would be a saving of many millions of dollars to the United States taxpayer.

Col. Harrington stated further that the cost of the operation of the Army throughout the state of Nevada will be a continuing procedure and that the objective of continuing to reduce costs will continue to be pursued.

Pilot Killed in Crash

March 20. (UP)—Air Force pilot was where his F-86 jet on the desert eight west of Nellis Air

er was identified as ard A. Thomas, of whose he was on a rout-ght. March 22, 1951

Nevada State Journal

March 22, 1951

with the entire 382nd Infantry regiment, with headquarters in Idaho. In its place the 96th Division will get an Infantry regiment from Arizona.

Lieutenant Colonel Harry E. Galloway has commanded the 3rd Battalion, 382nd Infantry, in Reno since 1949.

During the five years since its activation in 1947, 170 enlisted men and officers have belonged to the Reno battalion, and it has played an important part in the training of reserve officers and enlisted men of the Infantry branch of the Army reserve.

In the enlisted grades, 39 men have received promotions through the unit, six of which have been to Master Sergeant, the highest enlisted grade obtainable. Eight officers have been promoted to the next higher grade, and several others, through their activities in the unit, have become eligible for promotion.

Colonel Frazier said that personnel of the 3rd Battalion will be transferred to other units of their choice in the Reno area. Staff and administrative personnel may join the Reno ORC school staff or the newly organized 321st Medical Battalion.

There are also vacancies for eligible personnel in the 321st Medical Battalion. The remainder of the members, according to Colonel Frazier, can be absorbed by the student body of the ORC school and the 6297th Nevada ORC control group.

Mrs. Sybil Roper Funeral Is Today

Funeral services will be held here today for Mrs. Sybil Roper, who died in Auburn on March 16 at the age of 87 years. She was the grandmother of Joan C. Mackley, of Reno, and of Jacquelin Pradere, of Dayton.

Republican Lunch day.

Mr. Furrh served as investigator for the to 1945 in Nevada, New Jersey, Alabama, Connecticut. He Texas, attended Texas and graduated School of Law in Nevada in 1945. He elected chairman County Red Cross. He participated actively in local and state-wide activities.

Democrats and are invited to attend political education.

The luncheons are Monday of every Nevada Room of the 12 noon. There will be meetings.

Reservations making Mrs. Robert

Recent B Permi

Among building recently by the Coleman, city building inspector, were

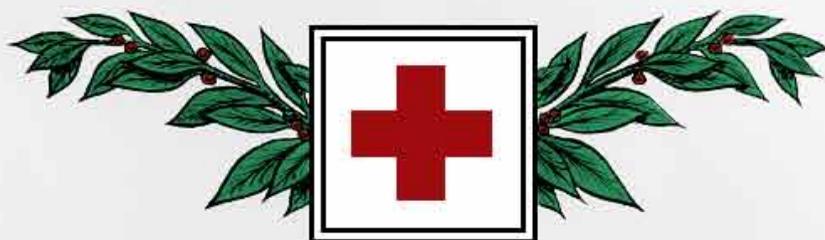
George E. Har Circle, new garage Etta Williams lower ceiling, \$15 Glen C. Johnson St., remodel, \$1,400 Russell P. Shel dux Drive, basement J. Bevilacqua, alterations, \$100. Jim Delano, 42 Ave., addition, \$5, Martin Parteno St., add bath, \$1,000 Mrs. Elsie Wis St., alterations, \$ George Pettycr rence Ave., alterations Security Proper Fourth St., remodel Fenmore Cafeteria St. county

The two pilots used a plane nearly identical to this one to transport the blood from Ely to Elko. It all arrived safely.





To commemorate the program, a large scale model of the "Sweetwood" was commissioned by the Western Pacific Railroad and donated to the American Red Cross. Here we see Western Pacific President Frederic Whitman, at right, inspecting the model. Today this model sits in the lobby of the Red Cross' main blood laboratory.



This Citation
is awarded to
Western Pacific Railroad Company
by
The American National Red Cross
in recognition of
outstanding cooperation and public service
in making available and operating
The Charles O. Sweetwood Blood Donor Car
to collect blood for national defense

November 24, 1952

E. Roland Harrison

President, American National Red Cross



On November 9, 1953, the "Charles O. Sweetwood" is formally decommissioned at Crissy Field in San Francisco, California.



The Sixth Army Band was present, along with veteran's of Sgt. Sweetwood's own 7th Cavalry unit.

Honor Guard of the First Cavalry Division



On the observation platform at the decommissioning ceremony, from left to right: Red Cross Nurse Lois Kramer, Gerald Wesselius (American Red Cross), unknown man, WP President Frederic Whitman (speaking), Major General Frank H. Partridge - Sixth Army (behind President Whitman out of sight), Colonel Dan Gilmer – 7th Cavalry and Red Cross Nurse Julia Pagan, who staffed car during its entire blood service.





Members of Charles' unit at the decommissioning ceremony.



Some of the places the "Charles O. Sweetwood" visited...



- | | |
|---------------------------------------|--|
| Oakland, CA | Ely, NV (Nevada Northern) |
| San Francisco, CA (WP and State Belt) | Ruth, NV (Nevada Northern) |
| Herlong, CA | McGill, NV (Nevada Northern) |
| Portola, CA | Wendover, UT |
| Quincy, CA (Quincy Railroad) | Tooele, UT (Tooele Valley Railroad) |
| Winnemucca, NV | Warner, UT (Union Pacific) |
| Elko, NV | Garfield, UT (Union Pacific) |
| Stockton, CA | Hill Field, UT (Union Pacific) |
| Sacramento, CA | Clearfield, UT (Bamberger Railroad) |
| Marysville, CA | Bountiful, UT (Bamberger Railroad) |
| Newark, CA | Salt Lake City, UT |
| San Leandro, CA | Magna, UT (Kennecott Copper) |
| Thornton, CA | Layton, UT |
| Berkeley, CA (Southern Pacific) | Montrose, CO (Denver & Rio Grande Western) |
| Milpitas, CA | Delta, CO (DRGW) |
| San Jose, CA | Grand Junction, CO (DRGW) |
| Alameda, CA | Rifle, CO (DRGW) |
| Westwood, CA | Glenwood Springs, CO (DRGW) |
| Little Valley, CA | Eagle, CO (DRGW) |
| Bieber, CA | Minturn, CO (DRGW) |
| Hayward, CA | Leadville, CO (DRGW) |
| Westwood, CA | Buena Vista, CO (DRGW) |
| Loyalton, CA | Salida, CO (DRGW) |
| Reno Junction, CA | Canon City, CO (DRGW) |
| Reno, NV | Florence, CO (DRGW) |
| Carlin, NV | Pueblo, CO (DRGW) |
| Wells, NV | Denver, CO (DRGW) |

Notebooks of newspaper clippings collected by the Sweetwood Family documenting the car's journey.



Rail Blood Bank To Appear Here Jan. 25, 26, 27

New Red Cross Blood Car

Model 1930 Will Travel
Dr. W. F. Linn

...the new Red Cross blood car... will be used for the purpose of collecting blood for the use of the Red Cross... The car is a 1930 model and is equipped with a special blood collecting apparatus... It is expected that the car will be used extensively in the future for the purpose of collecting blood for the use of the Red Cross.

BLOOD BANK CAR

...the new Red Cross blood car... will be used for the purpose of collecting blood for the use of the Red Cross... The car is a 1930 model and is equipped with a special blood collecting apparatus... It is expected that the car will be used extensively in the future for the purpose of collecting blood for the use of the Red Cross.

Blood Donor Car Dedicated for Red Cross Use

...the new Red Cross blood car... will be used for the purpose of collecting blood for the use of the Red Cross... The car is a 1930 model and is equipped with a special blood collecting apparatus... It is expected that the car will be used extensively in the future for the purpose of collecting blood for the use of the Red Cross.



New Blood Bank To Visit Elko



Over The Morning Coffee

REGION FEDERS AID IN BLOOD DONOR PROGRAM

Hayward Blood Drive In Town

Blood Bank on Wheels Will Be in Berkeley May 21 Through 24

Special Railroad Blood Car To Visit Milpitas Next Monday

Red Cross Blood Car Will Visit WJW June 4 and 5





Military Blood Procurement Car

“Charles O. Sweetwood”

in operation: January 10, 1951 - November 9, 1953

travelled 28,488 miles over 11 railroads in 4 states

over 25,000 pints of blood collected

over 3125 gallons of blood

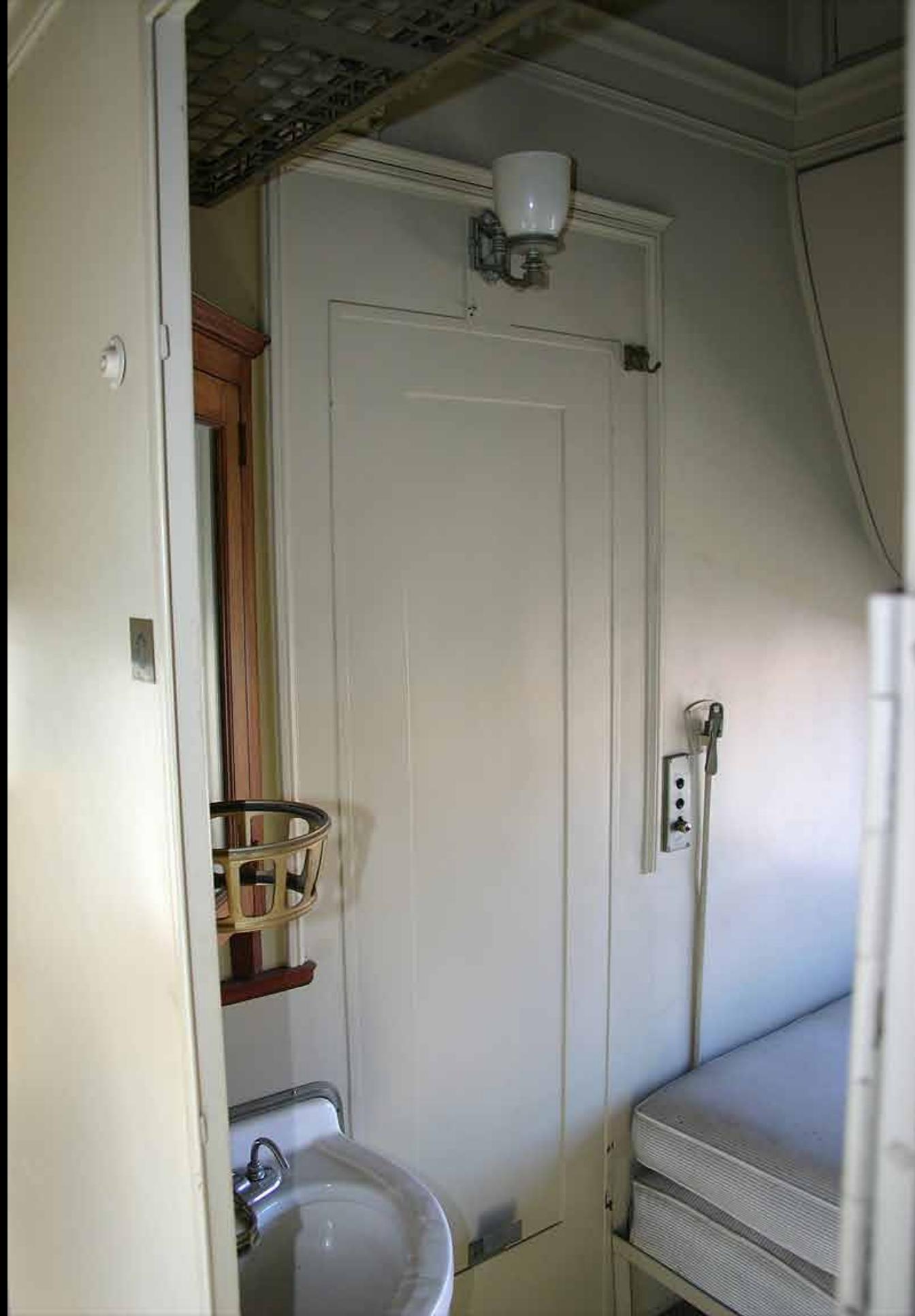
the average person has 12 pints of blood

this means that the “Charles O. Sweetwood” and the crews that worked the car collected enough blood to perform over 2100 complete transfusions

The car sees little service by the Western Pacific following 1953, except for being used as lodging on board the carferry “Las Plumas” when the ship was delivered from Portland to San Francisco Bay. The 106 / “Charles O. Sweetwood” is retired in February 1961 and sold into private ownership. In 2012, it is acquired by the Feather River Rail Society for operational restoration.



The "Charles O. Sweetwood" as it appears today in Portola, California



Looking into one of the bedrooms.



In room sink and medicine cabinet.



Convertible bed set up for daytime seating. Second bed is folded into ceiling and its curved underside can be seen above window.



Light fixtures and ceiling details



China cabinet in Dining Room with shower room visible at right.

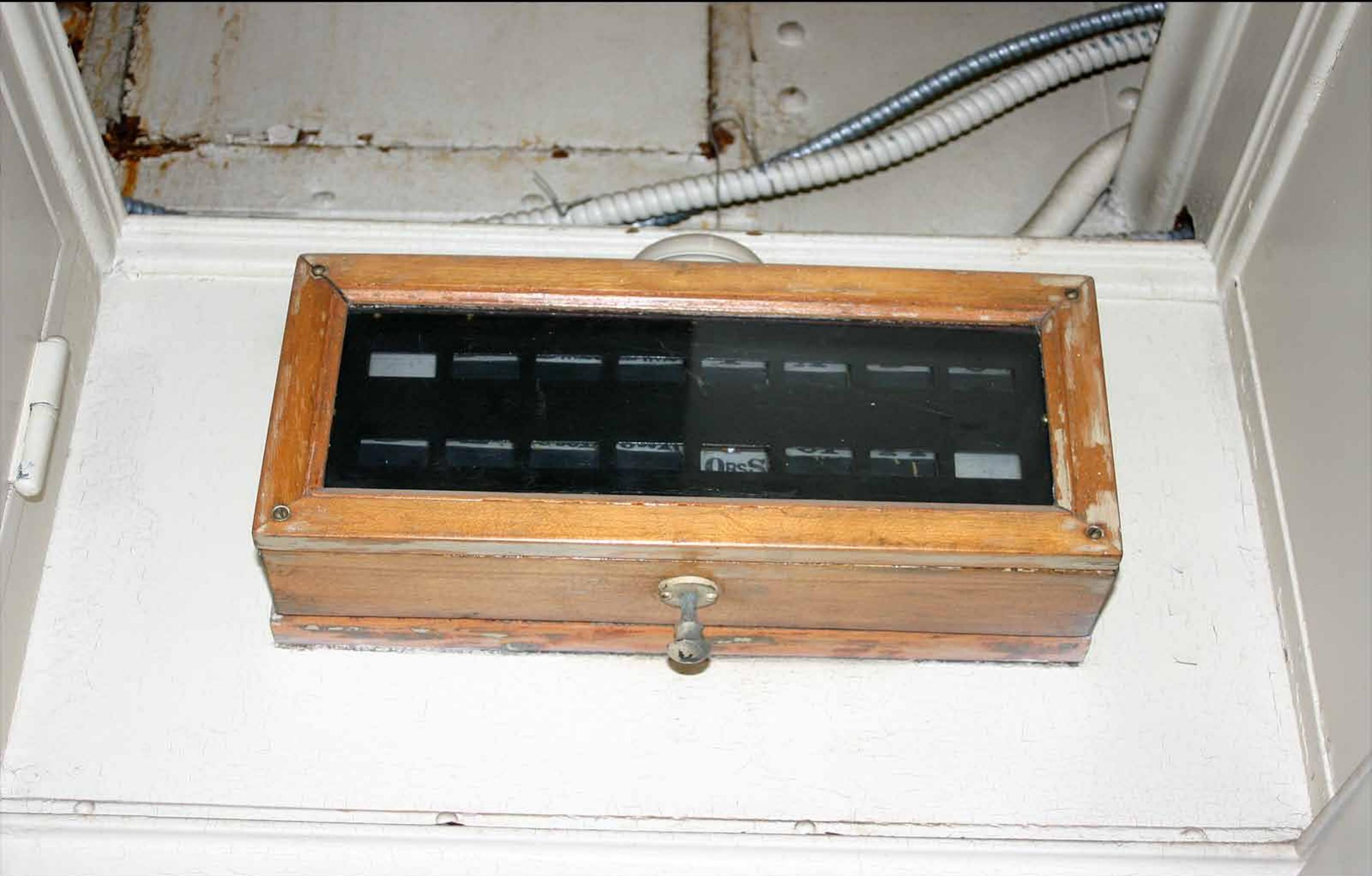


Original coal fired stove in kitchen.

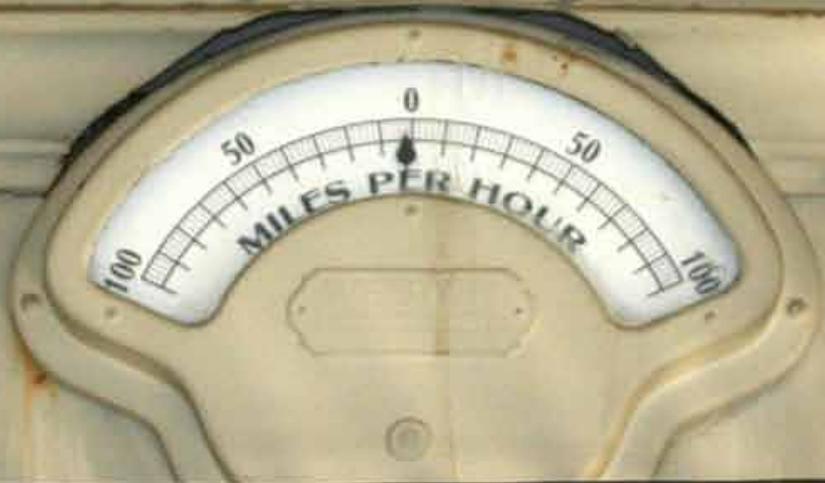


Observation lounge. This room is bigger than when in service due to prior owner removing two bedrooms. However, this is the only substantial change the car has seen and these bedrooms can be recreated.





Annunciator panel for calling car porters.



**YOUR BLOOD
CAN SAVE HIM**



Today, the “Charles O. Sweetwood” waits for its chance to return to the rails and its calling of bringing people together to support and care for those who are in need. The goal of the Feather River Rail Society is to return this unique artifact to full operation and share its powerful story with the world.

A HIGHER CALLING

historic materials provided by...

Feather River Rail Society – Western Pacific RR Historical Society

Northeastern Nevada Museum

Department of Defense – National Archives

National Museum of the US Air Force

Railway Surgery.com - Robert S. Gillespie, MD, MPH

Martin E. Hansen photography collection

Allan Huskins – CaliforniaZephyr.org

special thanks to...

Frank Brehm

Wayne Monger

Rod McClure

Mike Mucklin

The family of Charles O. Sweetwood

additional photography by Eugene John Vicknair



Dedicated to the men and women of “The Forgotten War”

Please support your local Red Cross and
the restoration of the “Charles O. Sweetwood”.