

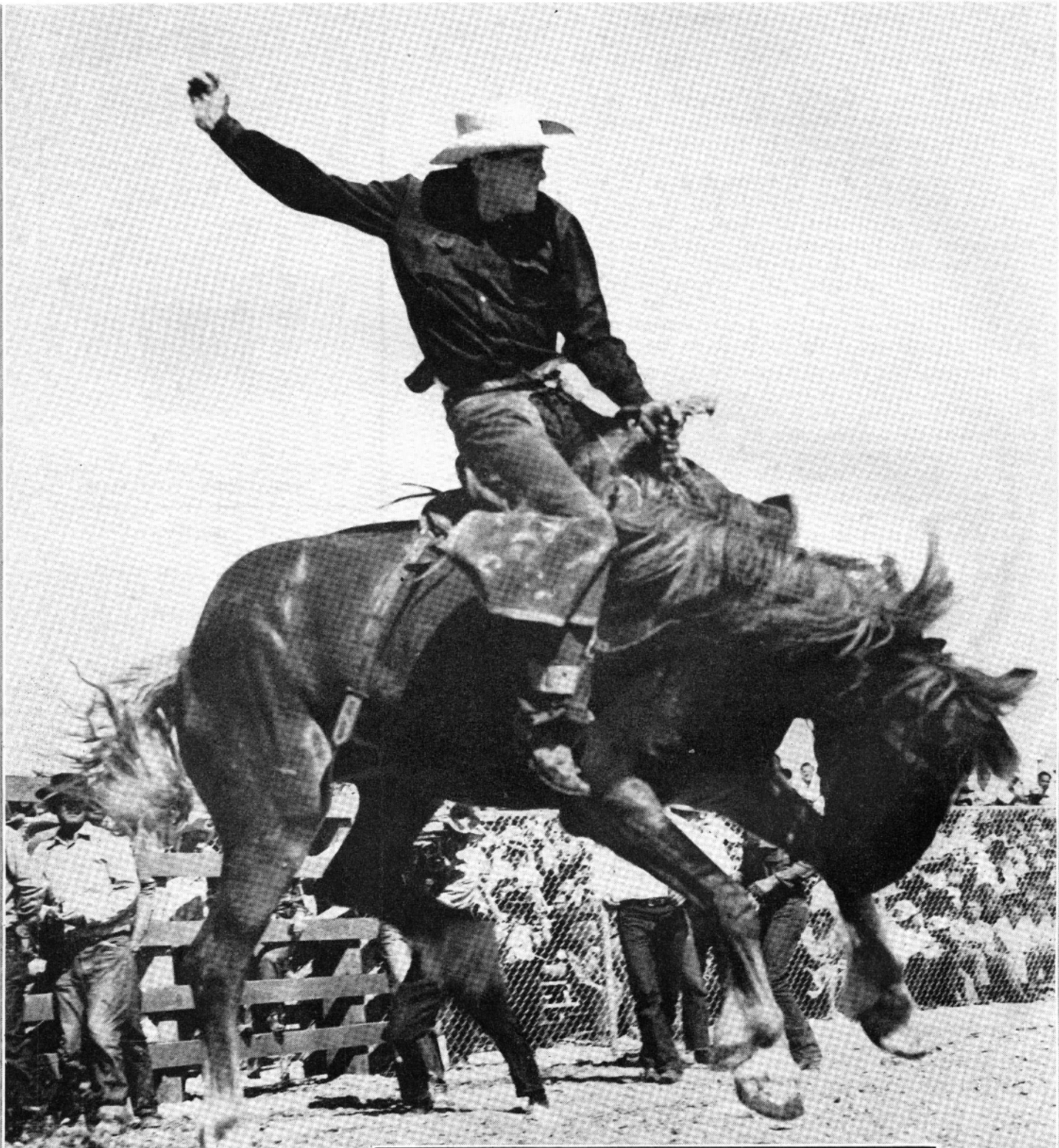
The Headlight



Volume 7

JULY, 1947

Number 7



AT THE 1947 "HELLDORADO" . . LAS VEGAS, NEVADA

Editorial

A man wrapped up in himself makes a small parcel. —Anon.

WHAT DOES LABOR REALLY WANT? . . . Under that caption, James D. Zellerbach, president of the Crown Zellerbach Corporation, writing for the May issue of *The American Magazine*, offered these four points as a brief general summation of his article:

- 1) Wages are less important to most workers than understanding, fair treatment, security and expectation of promotion;
- 2) The employer must realize that labor is people . . . human beings. Workers cannot be considered impersonally like so many lumps of coal;
- 3) Just as management has the responsibility to pay adequate wages, so labor must realize that management has an equal responsibility to pay an adequate return to investors;
- 4) The most stupid tactic in labor relations is a show of force, whether on the part of management or of labor. Good relations can never be established when there is a gun on the table.

Small wonder that James Zellerbach is now on his way to Geneva, Switzerland, as an appointee of President Truman, attend the meeting of the International Labor Organization (ILO). We think the fairness of his logic is irrefutable. With one major strike following another in rapid succession, we wonder what's become of responsibility to John Q. Public and why the handling of labor-management problems is so frequently placed in the hands of incompetents with authority!

PASSENGER TRAVEL FATALITIES . . . Westbrook Pegler has been giving the railroads a bad time recently about accidents—and he may be right! Now comes the Air Transport Association—and very poorly timed—with the assertion that the rate of passenger fatalities per 100 million miles of travel was substantially the same on airlines and railroads for the years '43 through '45. Oh, come now; we don't like to kick a feller when he's down, but the records show that the railroad fatality rate, including persons killed in getting on and off trains, or falling from trains, as well as those killed in collisions, derailments and other train accidents, was 0.16 for each 100 million miles in '45; the fatality rate on domestic airlines in the same year was 2.17 . . . 13 times higher than the rail rate. For the 3-year period selected by the airlines, the railroads' fatality rate was 0.25 per 100 million miles traveled and the airlines rate was 1.97 . . . almost 8 times higher. Latest available figures for '46 show the airlines' fatalities running 7 times as high as the railroads. The figures are from ICC and CAB records. That's what happens when you stick your neck out, as we are well aware! Point is, both the railroads and the airlines can stand improvement in their recent record of passenger fatalities. Meantime, neither should do any bragging!

CENTENNIALS . . . As we've previously noted in our columns, Utah has already embarked on its celebrations commemorating the one hundredth anniversary of the arrival of Brigham Young and his band of pioneers. Now plans are under way to observe California's centennials . . . in '48, the gold discovery; in '49, the gold rush; and in '50, admission into the Union. Barney Gould, who is a candidate for the post of secretary-director of the San Francisco Citizens' Committee for Centennial Celebrations, recently suggested that the atmosphere of a century ago be recreated by erecting reminiscent false fronts on the sites of famous buildings of the early days. Sounds mighty good to us, pardner!

OUR COVER PHOTOGRAPH . . . Was taken by William Belknap, Jr. at the rodeo grounds, Las Vegas, Nevada, during the 1947 "HELLDORADO", noted annual event of that city. The photograph was obtained from the Las Vegas Evening Review-Journal, through the courtesy of Managing Editor A. E. Cahlan.

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Frank Rauwolf Associate Editor
 Bill Stout Business Manager



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Robert John Bell Resigns

★ Robert J. Bell, who had been office engineer in our signal department and for a time this year was acting signal engineer, resigned last month. He returned to Nova Scotia, his birthplace, to engage in business with his brother, Lawrence M. Bell, who conducts a number of municipal enterprises at Dartmouth, N.S., including the Bell Busses, Ltd. and the Belmont Hotel.

"Bob" Bell was born at Barrington Passage, Nova Scotia, February 11, 1903 and received his education at the Bridgewater, N. S. high school and Kings College, Windsor, N. S. Prior to his Western Pacific service, which began in January, 1940, as a signal draftsman, Bob had seen service with the Canadian National Railways and the Union Switch and Signal Company.

He left with the best wishes of many Western Pacific friends.

A Shroud For Rowena

★ For \$2.50 (or maybe you can borrow it from a friend) you can read Virginia Rath's latest mystery thriller A Shroud For Rowena. Detective Michael Dundas comes through, as usual, but he keeps you in suspense for a while. Should you not know, Virginia is the wife of Carl Rath, genial manager of our GO telegraph office; hence the plug, but it really is a good whodunit too! We hope it's a big seller, which will make Virginia and the Ziff-Davis Publishing Company happy!

Improved WP Passenger Train Schedules

★ Effective June 7th, schedule of Train 40 was considerably improved by the Western Pacific and its two eastern connections, the Rio Grande and the Burlington.

Train 40 now leaves San Francisco at 6:00 P.M., two hours later than heretofore, and arrives in Chicago at 9:45 A.M., which is one hour and forty-five minutes earlier than its previous schedule.

Effective June 12th, from Oakland Pier, and June 14th from Chicago, full length observation lounge cars were added to the equipment of Trains 39 and 40. The Pullman ten section-observation cars, which have been in service on those trains since 1942, have been replaced with twelve section-one drawing room cars, carrying the same designating numbers, B-391 westbound, and W-401 eastbound.

Our eastbound New York cars will now be handled in the New York Central "Advance Commodore", Train 66, and the Pennsylvania "The Admiral", Train 70.

Effective July 6th, the running time of Trains 1 and 2 will be shortened between San Francisco and Portola.

Western Pacific Controlled Block Signal System Between Oakland and Stockton

By GRANT S. ALLEN, Chief Dispatcher, Sacramento

★ In another few months, the familiar red, yellow and green lights will guide the way safely and surely for trains on the First Subdivision between Oakland and Stockton Yard, and on the Second Subdivision between Stockton Yard and Hammer Lane.

Altamont Hill is buzzing with the activity of gangs from the Telegraph, Signal and Roadway Departments stringing wires, building signal mounds, changing switch layouts and work which is related to signaling being installed from the ground up. At the present time, there is no signaling of any kind in operation between Oakland and Hammer Lane with the exception of a few tunnel signals near Niles. This territory includes that portion of the railroad between Carbona and Niles over Altamont Pass which has grades up to one percent and numerous curves with deep cuts, high fills and bridges, where vision is obscured. Many helpers are required, and there are several short turn-around assignments for trains, which complicates the handling of trains by train orders by the train dispatcher.

To those of us who have worked on the Western Division, and have seen the marvelous improvement in train operation on the Third Subdivision since the installation of the Centralized Traffic Control machine, along with an immeasurable increase in the safety of trains themselves, this extension of signaling on the First and Second Subdivisions is more than welcome.

Although this new system will not be Centralized Traffic Control, it will be similar in many respects. It will be a controlled block signal system, in which trains will move by signal indications which supersedes train orders. However, the train and engine crews will have to hand-throw all switches as very few of them, if any, will be motor-thrown or operated by the dispatcher. The signals will be operated from a control board practically identical to a Centralized Traffic Control board, and the dispatcher will have a continuous light indication on this board as to the location of all trains.

There will also be a graph which will indicate the exact time when every train passes over each siding switch.

Dispatching control machines not only make the way more swift and safe, but they make the trainmen and enginemen feel more secure and understand that all is well when they see the "Green" for proceed. Needless to say, they are the greatest boon to the train dispatcher, as it lifts the load of anxiety from his mind as to whether or not his next move will be the mistake which will create a hazard of accident, or actually result in one. When we have worked so long without even any block signals, it is a double relief and indeed a great step forward.

These machines have also made the work easier for the Chief Dispatcher, because he is able to figure crews with greater accuracy and work closer on them at away-from-home-terminals, cutting down expense and increasing the utilization and efficiency of power.

The work of completing a new addition to the dispatchers' office at Sacramento will soon be completed and the C.T.C machine and all the dispatchers will be moved from Keddie to Sacramento, again having them all under one roof.

Modern signal work, such as this, is one of the contributing factors toward making the Western Pacific one of the most efficient railroads in the west, if not in the United States.

Richard Joseph McCarthy BRC Grand Lodge Officer

★ Richard J. McCarthy, general chairman on the Western Pacific Railroad for the Brotherhood of Railway Clerks, was appointed West Coast Representative of the Grand Lodge of that organization effective July 1st.

Dick's territory embraces the states of California, Nevada, Oregon, Washington, Utah, Idaho, Arizona and a part of Montana; his duties will be to assist and work with the general chairmen of the BRC in that area.

Our hearty congratulations to Dick, whose service with the WP began November 7, 1924, in the office of the auditor of freight accounts. He became general chairman of the BRC in September, 1935.

Hy-Lites

By JACK HYLAND

trophy). Then we learned **Frances Duffy's** sister passed away in Sacramento last June 8th, and the day previous **Kenneth Lewis** lost his grandfather. Our condolences are extended to both. After being with the Southern Pacific Co. for about 34 years **Carl Ellis** resigned and joined the Western Pacific staff . . . so we add our "welcome" to the Engineers gang. **Robert Bell** resigned last June 25th and will enter into the passenger bus business with his brother in Nova Scotia, and we hope for a "free pass" shortly.

That big smile on the face of **Joe Lombardo** (Aud. Disb.) every day during the past month is occasioned by the arrival of a baby . . . "**Danny**" Lombardo last June 2nd at 8:17 P.M. weighing 7 lbs. Joe tells me anytime a bowling team needs an alternate to let him know . . . his boy Danny will come out.

Grace Kent (formerly Traffic) dropped into the office last May 28th on a trip from Los Angeles and while I missed her . . . she left a note inquiring as to why the Traffickers bowling team wasn't doing better. It seems **Kenway Stoney** (EFFA-Chicago) also asks the same question . . . so to both of you I'll just say . . . "The other teams keep improving every year".

On Sunday May 31st—the radio news commentator blared forth with a news flash . . . that **Phil Haynes** had shot his wife **Vera**, and then himself. Oddly, **Phil Haynes**, now Agent of the Pacific Freight Bureau was previously our A.G.F.A., and his wife's name is **Vera**. We weren't surprised to learn our friend Phil and wife Vera were O.K., and it was only the similarity in names which caused concern.

Harold Heagney and **Arthur "Pete" Petersen** (both AF&PA) together with their wives motored to Reno, Nev., over the 4-5-6th holiday. Haven't heard yet whether they won or lost in using the "percentage" system or the "law of averages" method while visiting the Bank Club, etc.

Last April when our three WP Bowling teams made the jaunt to the A.B.C. Tournament in Los Angeles . . . **Eleanor Emerson** (Car Record) went along with group. During the trip she met and became acquainted with a very nice fellow and is now wearing an engagement ring presented her by **Howard Madsen**. Their plans indicate the "date" to be sometime during August.

We also learned that **Patricia Byrnes** (Car Record) became engaged to **Harold Beatty** during the fore part of June. No definite wedding date yet, but Harold is a brother of **Rosalie Beatty** (Frt Traffic-Coupin's office).

Some of us possibly didn't know it . . . but **Irene Butler** (Aud. Payroll Accts) is a full fledged fish raising expert, mainly the "**Lebistes reticulatus**" variety, more commonly known as the "**Guppy**". We have two of them at home which Irene gave us (thank you again) and they are quite cute.

Boyd Sells (Traffic) took full advantage of the 3-day holiday and visited both the Zion and Bryce National Park's . . . taking many, many color photo shots, both "stills and movie" of the world-famous colored rock scenery. In order to cover the trip within the time allotted, Boyd traveled from San Francisco to Cedar City, Utah via Los Angeles and return to San Francisco via the air route which lately seems to be his usual mode of transportation.

After being released from the Army . . . **Howard Beltz** (son of **Dick Beltz**, V.P. & G.M. office) immediately joined our Manifest Dept. and has been a very willing worker. However, like all young fellows, he wants to look around at other positions, etc. and may possibly even attend college . . . so he left our company on June 14th, and we wish him the best of luck. Incidentally, Howard's position is being filled by his neighborhood friend, "**Bob**" Jackson.

Carl Flaig (Treasury Dept), who incidentally became our "Paymaster" on June 1st, met our old friend **Phil Kramm** (formerly Chief Clerk—San Jose), now associated with the Pabco Paint people, leaving the hospital in a somewhat dazed condition. Nothing serious though . . . the reason being, Mrs Kramm had recently presented him with a . . . "third" son.

It has happened again . . . another one of my assistants became a married man. Last June 7th . . . **J. Pennell Abbott** (Traffic) awaited at the altar until **Barbara Mary Wells** marched down the aisle of the Plymouth Congregational Church, and shortly thereafter their marriage vows were exchanged. Following a reception, the happy couple dashed away for a short honeymoon somewhere near Garberville, California. Upon "Pen's" return, his office associates presented him with their wedding gift . . . a full place setting of sterling silver to match their set. We extend our very best blessings.

Frank Rauwolf (Frt Claim) has returned from an extended vacation trip which found him hitting all the "high" spots in Chicago, Ill. (It seems to me that any "spot" is high at the current prices).

Hal Nordberg (For. Frt.) recently purchased a new Oldsmobile (at least it's new to him) and can now take his family (meaning wife **Edna**, daughters—**Diane** and **Ellen**, and son **Billy**) out for rides, trips, picnics, etc. We hear the car has a wonderful horn . . . it doesn't warn people, it scares them.

We just learned that two girls in our Transportation Dept. were engaged sometime ago and to clear the records . . . **Mary Hogg** became engaged to **Vincent Doll**. (They'll have a difficult time choosing a name for a "doll" when the time arrives). And then . . . **Dolores O'Looney** became engaged last Easter Sunday to **Jim Shean** (instead of an easter egg, Dolores received a lovely ring).

★ **Harry Perrine** (Signal Engineer) recently enlightened me with a quantity of news, such as . . . due to the absence of himself, **Fred Tegeler**, **Harry Dodds**, **Maurice Notter** and **Al Herbert**, the Engineers bowling team was able to win the high series award for Capt. **Al Thomas**. (It seems the alternates actually won the

"I Just Work Here"

★ "One of the hardest things for a human being to do is to think. That's a clue to why we have shop accidents in spite of machine guards, exhaust systems, safety goggles, safety shoes, etc.

"How many times have you heard a man say, 'I'M not paid to think. I just work here'?"

"We can feel sorry for a man like that. A man who makes no effort to think doesn't know what he's doing, and a man who doesn't know what he's doing is running headlong into an accident.

"So many of us just master a routine without understanding it very well. The minute that routine varies a little bit, we become confused and helpless.

"A fellow who really thinks and has figured things out in advance knows what he'd do in an emergency."

(Above copied from Western Union Safety Notes).

A word more:

It may be only fun, but if said seriously—look out. No railroad man really interested in his work believes he is not paid to think, but the remark, "I'm Not Paid to Think" may, and often does mean that he is a misfit, or at least he thinks so. Moreover, it is a danger signal in safety, because it indicates irresponsibility. Talk to such men—they need your attention, a lot more now than after they get you into trouble.

—Weekly Safety Precautions,
D.&R.G.W.R.R.

Safety Alphabet

Always
Be
Careful.
Don't
Ever
Forget, the
Greater the
Hurry, the more
Injuries result.
Just try to
Keep busy;
Let your
Mind be on your job,
Neglect
Often leads to
Permanent disability.
Quit making excuses;
Results
Speak for
Themselves.
Use your head, it's
Very valuable.
When at work
X-ercise due care
Your injuries will drop to
Zero.

—From Nordberg *Progress*, of the Nordberg Mfg. Co., Milwaukee, Wisconsin.

CATTLE BRANDS OF NEVADA

By THOMAS P. BROWN
 Western Pacific Publicity Manager, San Francisco
 (Copyright, 1947, by Thomas P. Brown)

● SPEAKING OF BOOKS, the Sagebrush State publishes an intriguing little volume, certain always to be a best-seller within its range. Its title is "Nevada Brand Book," issued by the Division of Animal Industry, State Department of Agriculture, Reno.

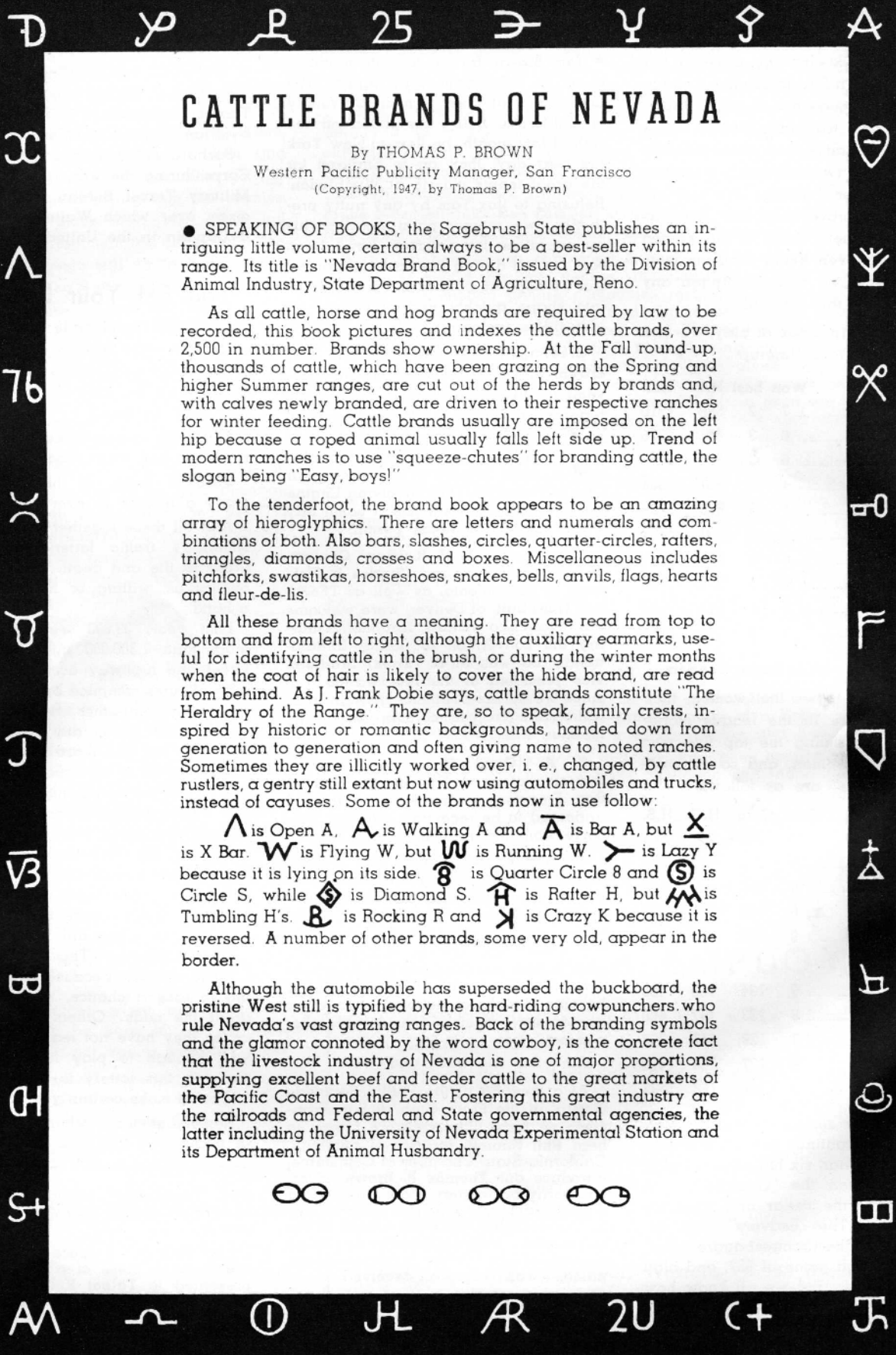
As all cattle, horse and hog brands are required by law to be recorded, this book pictures and indexes the cattle brands, over 2,500 in number. Brands show ownership. At the Fall round-up, thousands of cattle, which have been grazing on the Spring and higher Summer ranges, are cut out of the herds by brands and, with calves newly branded, are driven to their respective ranches for winter feeding. Cattle brands usually are imposed on the left hip because a roped animal usually falls left side up. Trend of modern ranches is to use "squeeze-chutes" for branding cattle, the slogan being "Easy, boys!"

To the tenderfoot, the brand book appears to be an amazing array of hieroglyphics. There are letters and numerals and combinations of both. Also bars, slashes, circles, quarter-circles, rafters, triangles, diamonds, crosses and boxes. Miscellaneous includes pitchforks, swastikas, horseshoes, snakes, bells, anvils, flags, hearts and fleur-de-lis.

All these brands have a meaning. They are read from top to bottom and from left to right, although the auxiliary earmarks, useful for identifying cattle in the brush, or during the winter months when the coat of hair is likely to cover the hide brand, are read from behind. As J. Frank Dobie says, cattle brands constitute "The Heraldry of the Range." They are, so to speak, family crests, inspired by historic or romantic backgrounds, handed down from generation to generation and often giving name to noted ranches. Sometimes they are illicitly worked over, i. e., changed, by cattle rustlers, a gentry still extant but now using automobiles and trucks, instead of cayuses. Some of the brands now in use follow:

∧ is Open A, A is Walking A and Ā is Bar A, but X is X Bar. W is Flying W, but W is Running W. > is Lazy Y because it is lying on its side. 8 is Quarter Circle 8 and S is Circle S, while S is Diamond S. H is Rafter H, but H is Tumbling H's. R is Rocking R and K is Crazy K because it is reversed. A number of other brands, some very old, appear in the border.

Although the automobile has superseded the buckboard, the pristine West still is typified by the hard-riding cowpunchers who rule Nevada's vast grazing ranges. Back of the branding symbols and the glamor connoted by the word cowboy, is the concrete fact that the livestock industry of Nevada is one of major proportions, supplying excellent beef and feeder cattle to the great markets of the Pacific Coast and the East. Fostering this great industry are the railroads and Federal and State governmental agencies, the latter including the University of Nevada Experimental Station and its Department of Animal Husbandry.



Sports Review

By Jack Hyland

★ Promptly following the close of our regular Western Pacific Bowling League 1946-47 winter season, a so-called "Summer Session" was inaugurated, composed of ten teams—and where possible each team has two men and two women, thus giving the "weaker sex" an opportunity to prove they can bowl as good as the men. Some of the women are bowling **even better** than the men, but of course we cannot mention any names (not in this column).

After the third week of play, we find the following team line-up:

	Won	Lost	H.G.	H.S.
Bear Cats	7	2	588	1710
Pelicans	6	3	621	1736
Wolves	6	3	624	1756
Beavers	4	5	657	1834
Tigers	4	5	615	1729
Gremlins	4	5	602	1723
Penguins	4	5	635	1775
Gnomes	4	5	578	1645
Ducks	3	6	642	1808
Goonies	3	6	616	1671

Pete Casey—Irene Butler Leaders

In order to give the women their just prominence in the league standings, we are listing the top five men and top five women, and so our two-way "Big Five" are as follows:

Men:	Gms.	Avg.	H.G.	H.S.
Casey, P.	9	180	205	569
Drury, J.	9	165	213	510
Hyland J.	9	164	181	496
Dooling, C.	6	163	191	492
Wagner, L.	9	162	213	549

Women:	Gms.	Avg.	H.G.	H.S.
Butler, Irene	9	134	160	430
Drury, Peggy	9	133	147	408
Patsey, Marg.	9	128	149	398
Casey, Lillian	9	127	164	415
Keller, L. Jean	9	127	163	432

The summer session began on May 29th and will continue through July 31st, so with more than six full weeks of play remaining, even the "Goonies" could climb out of the cellar and pass the "Bear Cats". The "Beavers" team appears to have the strongest aggregation, hitting the high game of 657, and high series of 1834... but we all know how bowling scores are made, so let's wait until next month to make any specific remarks.

Random

By The Editor

★ **Tom Brown, Jr.**, our favorite tennis player, is off to the tennis wars again. His law exams at Boalt School, University of California, being completed on the 18th of last month, he flew to New York the next day; then on to England for the great tennis classic at Wimbledon. Refusing to jinx Tom by any nutty prediction, we merely point out that his opportunities for practice have been rare indeed during the past six months, but we hope he pounds his grand game into shape quickly and pulverizes all opposition, including J. Kramer!

Greetings from Atlanta, Georgia. **A. F. Owen**, who worked for the WP from November, 1918, to September, 1919, sends regards to Engineer **Waldo Emerson**, Yardmaster "**King**" **Salomon** and Switchman **Orvil X. Owen**, his brother. He also sent a good picture of a wreck near Clio in February, 1919, involving Engine No. 204. Maybe we'll use it some day when space and funds permit!

General Agents **H. R. (Ray) Coulam**, of Salt Lake City, and **Charles R. Harmon**, of Sacramento, as well as **TF&PA J. R. (Jim) Stitt**, of Denver, were welcome San Francisco visitors last month during the convention of Rotary International. So was **R. K. (Knox) Bradford**, vice president of the Rio Grande, but since we do not publicize "foreign line" railroads in our column, we won't mention him.

C. A. (Cam) Cameron, Tidewater Southern agent at Turlock, was also a San Francisco visitor last month and appeared to be receiving a hearty welcome from old friends.

We see by the papers that a committee of railroad superintendents, in convention assembled at Chicago recently, recommended abolition of liquor sales on passenger trains, resolving that "there are always some persons who cannot exercise the privilege reasonably and who, after imbibing freely, become deeply objectionable to other passengers, causing considerable discomfort."

Ain't that the truth, and yet . . . !

At a meeting of the Public Relations Group, in the Press Club at San Francisco on June 10th, we were happy to hear **Phil Sinnott**, director of publicity, California State Chamber of Commerce, introduce our **Thomas P. Brown** as an "authority on western place names and western history", which, of course, Tom is. Incidentally, Tom's discussion of the method he employs in addressing groups on one of his favorite subjects—place names—was very well received.

We're delighted to hear that our favorite AGPA at New York, **John Carr Nolan**, and **Lydia Glover** were married at Washington, D.C. on June 2nd. To Lydia

Walter C. Brunberg- Barbara Turner

★ Walter C. Brunberg, assistant superintendent of dining cars, and Barbara Turner were married at St. John's Presbyterian Church, Berkeley, on June 1st.

Barbara was a Sergeant in the Marine Corps during the war, assigned to the Military Travel Bureau in San Francisco, over which Walter presided as a Captain in the United States Army.

"You Bet Your Life"

★ 40,000,000 automobile drivers, some good and some bad.

140,000,000 pedestrians, including the very young, the very old, the lame, the halt and the blind.

34,000,000 automobiles, some new, some old, and many ready to fall apart.

3,000,000 miles of highways, with many a hazard in every mile.

Add all these together and you have America's traffic lottery, a complex game of life and death in which each one of us, willing or not, must have a hand.

Last year, 33,900 were killed and more than 1,300,000 injured in U. S. street and highway accidents, according to figures compiled by The Travelers Insurance Companies. It was a year in which most of us did not yet have that new car and those new tires with which to drive as frequently, or as fast, or as far as we might have liked. But the casualties were heavier than in any year since 1941. Why?

Most of the 1946 dead and injured were killed or hurt because they took a chance. They didn't pause to consider the risk because they didn't expect to lose. They **did** lose.

What of this year? This month? Today?

Some will lose because they are willing to take a chance, no matter how great the odds. Others will lose because they have not learned the game well enough to play it safely. Your stake in this lottery is high. It is up to you to make certain you do not lose.

Remember this: when you gamble in traffic, you bet your life.

and "The Baffler" congratulations and sincere wishes for many years of happiness.

Last month we were privileged to nibble on a piece of a birthday cake presented to **Talbot Kelly**, chief clerk to GPA, by his associates. A casual (!) count of the candles disclosed that Tal is a year younger than **Jack Benny** claims!

Attention M. R. S. Veterans

★ Saturday, September 27, 1947, is the day that has been selected for the reunion of all veterans of the Military Railway Service. It is hoped that there will be a large turnout of headquarters, Grand Division, Shop Battalion and Operating Battalion men. Chicago, Illinois, is the city in which the reunion will take place and plans for a full day's entertainment are under way. The conventioners will gather for registration between 9 a.m. and 11 a.m. in the Red Lacquer Room of the Palmer house Hotel.

At 11 a.m., Gen. Carl R. Gray, Jr. will start the proceedings with a word of greeting and a short business session will follow. After luncheon, the group will move north to Wrigley Field to watch the Chicago Cubs take on the St. Louis Cardinals. This baseball session will really give the "vets" a grand opportunity to become reacquainted. After the game, everyone will return to the Palmer House for a dinner and smoker which will continue until everyone feels the day has lasted long enough.

Total cost for the ball-game and dinner will be \$7.50, or an even \$15.00 for the men who bring their wives. In case you don't care to attend the ball-game, simply subtract \$1.80 from \$7.50. Reservations will go in on tickets by August 1, so don't fail to have your checks in on time. Make your check or money order payable to S. R. Truesdell, Treasurer, and send to him at 400 West Madison Street, Chicago 6, Illinois, Room 1421.

Let's make this first of "all M.R.S. Reunions" the beginning of an event that we'll want to keep alive through the years.

Don't Forget—wives are most welcome, but be sure to let us know whether or not you're bringing them.

Your baseball game and dinner tickets will be held for your arrival in Chicago on Saturday, September 27, 1947.

See you there!!

Samuel B. Kent Promoted

★ On June 1st, Samuel B. Kent, formerly a steward in the dining car department, was appointed supervisor of boarding camps. His headquarters will be in the general manager's office, San Francisco.

Wendover Wires

By Elsie Hart

★ The **Wendover Baseball Team**, member of the Humboldt League, has played four games so far, winning the first against Eureka (Nevada), but dropping decisions to Carlin, Ely and Wells. The boys are working hard, however, and promise to do better! At any rate, win or lose, everyone is having a good time and getting a lot of enjoyment from the games. Our support and best wishes are extended to them... **"Chuck" Lambert** (crew caller), pitcher; **"Bud" Moore**, catcher; **Herb Worthy** (switchman), 1st base; **Art Morton** (machinist), 2nd base; **Jack Potter** (hostler), shortstop; **Bill Hamilton** (prop. of the Wendover drugstore), 3rd base; **Bruce Sinz**, left field; **Ben Lambert** (roundhouse laborer), center field; **Dick Pengali**, right field; and substitutes **Moore, Chambers, Loveland** and **Briggs**.

We've all been much concerned because the Army revoked the privilege of civilians to attend the Base theatre. Investigation revealed action taken because contract with motion picture companies restricted attendance at Army theatres to military personnel—on account of competition. Local business houses and school boards protested to the Secretary of War and Senators and Representatives representing Nevada and Utah, both states having schools at Wendover. Replies received indicate special consideration will be given our problem since there is no other theatre within 60 miles, over mountainous roads, so obviously no competition exists! We hope by the time this is in print we will be allowed to see movies again. We deeply appreciate the time and effort devoted to our situation by our Congressmen and the Secretary of War.

Brent Peterson, section foreman, and **Mrs. Peterson**, yard clerk, were distressed by a recent misfortune. A coal oil lamp, left turned up too high, filled their newly decorated section house with black smoke, ruining the new paint job on the walls and ceiling. Since they've been promised electric lights for the past year and a half, they're feeling a bit unhappy about it all. Someone really ought to do something about that!

Joe Stuart, retired conductor, passing through on No. 40, stopped off to say hello. He looks fine and is as full of blarney as ever. We're sorry we didn't have much time to ask him where he was going, or had been, or what!

Mildred Barnes, operator at Pilot, suffered a painful knee injury when she caught her foot getting out of her car and fell. She is able to walk now, however, and is back on the job.

Bonnie Caruthers, who used to be our crew caller, before her husband was discharged from the Army, is the proud mother of a baby girl, born June 10th. Congratulations and best wishes from all, Bonnie and Bud.

Is that a faint echo of wedding bells we have been hearing around the beanery? We won't name names until officially confirmed, but that's the sand-house!

SIGNALMEN WANTED FOR CALIFORNIA EMPLOYMENT

WESTERN PACIFIC RAILROAD wants signalmen and assistant signalmen . . .

Principally for installation of its new Controlled Block Signal System between Oakland and Stockton, California—90 miles of main line . . .

Pay: Signalmen \$1.22½ per hour; assistant signalmen start at 99½ cents per hour . . .

Good working conditions, pleasant country, possibilities of permanent employment . . .

Apply: Signal Engineer, Western Pacific Railroad Company, 16 First Street, San Francisco 5, California.

Manhattan Murmurs

By Jack Edwards

★ We had a good-sized visitors' list last month. General Agent and Mrs. **Mettler**, of Stockton, stopped over in Washington and New York City; **Henry Poulterer**, **Malcolm Roper**, **Ernst Gommer** and **Ken Stoney** were in the office for brief periods; **Doris Hill**, **Dick Wilkens'** capable secretary, and **Maxine Harrison**, secretary with the C&O at Los Angeles, also came east. Doris Hill, General Agent **John Conger** tells us, learned in Washington that there is more to eating soft shell crabs than she had thought!

AGPA **John Nolan** caught a live photographer the other day and held him and the New York office force captive long enough to get a group picture for The Headlight. **Joe Mason** was not among those present, but we were fortunate to have Ken Stoney with us and in numbers we can show up 100%. There is a rumor to the effect that the photographer is a passport photo specialist—the reader can judge for himself on seeing the picture.

Joe Mason's absence from the picture is due to his being in the hospital. An operation was necessary and we are glad to know that it was successful and that Joe will soon be back with us.

Alex Rich, ETM **McCready's** secretary, has been receiving snappy military salutes from the junior members of the office. The English Government notified him that he had been awarded the **Order of the British Empire**. At this writing Al has not seen the citation, but speaking as one who was a long time working up to a Good Conduct Medal we are much impressed.

ETM **McCready** and Chief Clerk **Roy Harford** spent a few days at the Poland Springs House in Maine last month, but not quite at the same time. The Pulp and Paper Traffic Association met there on the 18th and Roy went up a few days later to the Maine Shriners' meeting.

East Bay Notes

By Margery Glatt

★ **Lorraine Ballard**, alias "Fiorella", has been heard from again, going from yard clerk to model and now to housewife, having just announced her marriage to John L. Pidgeon of San Diego, where they will reside.

San Francisco freight office is adding to its southern hospitality for in addition to **Janet West**, of Mississippi, on the bill desk, **Linnette Scagliola** is now making pot hooks in Ageni Barrett's office, coming to San Francisco from Houston, Texas and points south, where she was employed by the Pennsylvania Railroad.

A terrific workout with baseball and mitt can be found in progress in the vicinity of the Oakland roundhouse every day at noon. **Jack Castro**, machinist, and **Tom Snow**, boilermaker, are both aspiring to become manager of the "Pensioners", the Oakland roundhouse softball team. Jack was manager of the House of David team, Mission San Jose in 1910, and Tom was manager of the Bloomer Girls of Colorado in 1908!

At Midway we find we have a flying section foreman, **Charlie Miller**, who just recently flew a plane to Colorado. Charlie is also a man of great patience, as he has built a model airplane and table completely out of toothpicks.

Speaking of hobbies, **Doris Jepsen** freight house, has a very lucrative one of making all of her clothes, and a beautiful job they are too!

Familiar faces are to be seen again as **William Sample**, who has been yardmastering at Keddie, has returned to Oakland, and **Ray Stith** is back switching in Oakland yard after an absence of six months.

Bidding her fellow workers a fond adieu, **Pat Connelly** freight house, is off on a three months leave of absence.

Indicative of a "Blessed Event" the traditional cigar was passed out by store dep't. **Otis Albritton** who welcomed a son the 28th of May.

Western Pacific Bowling League Seventh Annual Dinner

★ The Western Pacific Bowling League held its seventh annual dinner and installation of officers at the El Jardin restaurant, San Francisco, on June 7th, with more than ninety members and guests in attendance.

The Winners' Trophy was presented to Ronald Rickmon, captain of the winning Oakland Carmen team, and individual "oscar" were presented to all members of the team . . . Bill Wilkinson, Pete Casey, and Roy Nelson, in addition to Ronald. Medals were also presented to the members of the runners-up Treasurers team.

For the season, Bill Wilkinson's 170 was the high individual average; "Hal" Nordberg's 255 was high individual game; the Engineers' 2,636 was high team series, and Harold Furtney's 638 was high individual series.

Among the guests at the dinner were Arnold Houghton, secretary of the Southern Pacific Bowling League, and Walter Lund, past president of that organization.

Officers installed were Lee M. Brown, president; James A. Potter, vice president; Ray Lee, treasurer; Joseph A. Lombardo, secretary; and John E. Corven, assistant secretary.

The boys are pointing for the ABC at Syracuse in '48.

On The Sacramento Northern

By Betty Jones

★ **Nelda Abell**, steno-clerk, transportation department was altar-bound last month. Lots of happiness, Nelda (in which the editor joins).

Don't be surprised if you think you see **two Helen Nowaks** (traffic dep't.)! Helen's twin sister arrived from New York to make her home in Sacramento and Helen was thrilled to have her back again.

"The Marines have landed and have the situation well in hand" . . . for ex-Marine Sgt. **Shirley Bice**, of our freight office, succeeds **Frances (Nuccio) Andersen** as M. of W. timekeeper in the general office.

Wilmer Andersen back at his desk . . . We hear wedding bells may not ring for **Wilfred A. Blue**, chief clerk to sup't. of transp'n? . . . Newcomers to the SN general office are **Mary Hackett**, mail clerk, and **Jimmy Taylor**, timekeeper . . . **Mavis Manners** (CCT) week-ended in Sacramento for a change! . . . and **Milford E. Parker**, assistant valuation engineer—a nice guy!

Western Pacific Employee Retirements

Barlow, Rudolph Jackson	Carpenter Helper	Eastern Div.
Black, Dwight Grand	Machinist Helper	Sacramento
Eaton, Lutchter Henry	Telegrapher	Eastern Div.
Gwaltney, James Edwin	Telegrapher	Sacramento
Iversen, Carl	Deckhand	San Francisco
Kaufman, Rudolph Charles	Marine Captain	Oakland-San Francisco
Leo, Ivan Arthur	Hostler	Elko
Smyth, Edward Leo	Mate (Marine Dept.)	San Francisco

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago	W-401	141	12 Sections—1 DR.	WP 40, D&RGW 6, CB&Q 40	6:00 pm Sun.	9:45am Wed.	39-5-39	B-391
Chicago	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	6:00 pm Sun.	9:45am Wed.	39-5-39	B-392
St. Louis	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	6:00 pm Sun.	4:00pm Wed	15-1-39	153
Salt Lake City	W-404	458	10 Sections, 1 DR, 2 Compt	WP 40	6:00 pm Sun.	7:30pm Mon.	39	W-394
*New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-70	6:00 pm Sun.	7:30am Thu.	49-39-5-39	PA-48
**New York	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 66	6:00 pm Sun.	7:20am Thu.	67-39-5-39	6703

*From San Francisco July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Aug. 2, 4, 6, etc.
 **From San Francisco July 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Aug. 1, 3, 5, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	6:00 pm Sun.	4:00pm Wed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	6:00 pm Sun.	9:45am Wed.	39-5-39	BT

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco	B-391	141	12 Sections—1 DR.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
San Francisco	B 392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 2 Compt	WP 39	8:30 am Sun.	8:50am Mon.	40	W-404
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	W-403
New York to *San Francisco	PA-48	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	3:35 pm Sun.	8:50am Thu.	40-6-40-70	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	3:45 pm Sun.	8:50am Thu.	40-6-40-66	4068

*From New York July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Aug. 2, 4, 6, etc.
 **From New York July 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Aug. 1, 3, 5, etc.

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

Chicago to San Francisco	BT	105½	16 Sections	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	WT
St. Louis to San Francisco	MP	3343½	16 Sections	MP 15, D&RGW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	WB

All time shown is standard.

The Stockton Grapevine

By Velma Mikolash

★ Signal gangs are now working out of Stockton in the preliminary work of installing the C.T.C.

Brakeman **Manuel J. Gomes** has returned to work after being off for over a year account of an injury.

Switchman **James J. Canaga**, who has been off account of illness for the last three years, has returned to work.

Bernice Parks, record clerk, returned from her recent vacation, which she and her husband spent at Las Angeles, Las Vegas, Salt Lake City, Reno and Lake Tahoe; and now that they are back Bernice expresses a wish that, after visiting all those places, she had a vacation to rest up!

Jim Kennedy, crew desk clerk, returned to work after spending a 29-day leave in St. Louis. From charts and score cards received at the yard office, it appears Jim spent much time at the two well-known sports of horse-racing and baseball. We

all know that now Jim will have to keep his shoulder to the grindstone for some time!

Conductor **Vern Van Natter** is sporting a new 1947 Packard Clipper, after waiting for it over a year.

Conductor **Milton E. McCann** sold his ancient Model-A Ford and has purchased a 1941 Plymouth, which previously belonged to **Pauline Lawless**. We are wondering if this splurge is the result of his investment in the Stockton Ports or whether he is being paid for his activities known in baseball circles as "The Eye"!

Erma Turner, ass't. cashier, is spending her vacation and a short leave in Memphis, Tenn.

Mary Leach, freight office, has been off sick for three weeks.

We recently learned of the death of the wife of Conductor **J. A. (Alec) Webb** and the mother of Conductor **J. M. (Jack) Webb**. The sympathy of all friends and associates goes to Alec and Jack.

Western Division Notes

By Agnes Welch

★ **Marian Selders** and **Eileen Frost**, our attractive experts on the PBX board, division office, Sacramento, are indeed pleased over their new telephone equipment. It is the last word in a combination earphone and transmitter head set. No wonder the girls are happy and believe me, on them it looks good. Incidentally, the WP occupies a singularly exclusive position in this regard as it is the only company possessing a single-position board in Sacramento on which this equipment has been installed!

Asst. Division Engineer **Rudy Klotz** and Ass't. Chief Clerk **Al Evans** passed the cigars and candy recently. Al and Rudy are proud fathers now. Rudy's son, **Richard Stephen Klotz**, came into this world May 22nd and weighed seven pounds and three ounces. (It was reported previously that the total weight was 9 pounds and some ounces, but Pop says 'taint so.) Al's daughter **Kathleen Patricia**, arrived on Memorial Day, at Oroville, and weighed 8 pounds and 6 ounces. This is right 'cause I just checked with Papa Evans. The office staff presented these little ones with useful, comfort-giving articles which we hope will give these tiny ones a great deal of enjoyment.

On June 2nd, **Kenneth G. Hunt** took over the duties of bridge and building inspector. We extend to him a sincere welcome and good wishes for his future success in his new undertaking.

Sorry to hear that **Marie Kistle** spent several days in the hospital recently. At present she is convalescing at home and we hope it won't be too long before she is back at her desk again.

Apparently there were no moments of indecision for **Les Morrison** when he decided to fly to Canada for his vacation. Les took off for Lake Louise and Banff, where he will spend almost ten days filling his eye (I hope) with gorgeous scenery.

Now it can be told! June 16th was moving day for the chief dispatcher and his staff. They are now occupying the new quarters and all seem to be very happy in their new location.

The other morning **Mike Fisher** brought some uniquely hued flowers to the office, the petals of which were tinged with brilliant colors, creating the illusion of having been brushed with a magic wand. All entreaties to learn Mike's secret to accomplish this result were of no avail whatsoever; and when fair **Blanche Dennis** did not succeed in wresting the formula from him (that man has will power), your reporter gave up trying!

Elko Echoes

By Nevada Michelson

★ **Tom Clark**, division accountant, was guest speaker at the weekly dinner of the Rotary Club recently. Tom chose for his subject "Train Signals and Their Meaning", and from all reports his subject was thoroughly covered and interestingly told. Knowing Tom, we know that his charm would captivate his listeners (as it does us).

Eleanor Gowen, formerly steno. to the ass't. chief clerk has taken over the duties of **Mary Lamberty** as secretary to the chief clerk. Mary has taken an indefinite leave of absence. **Jane Hood**, file clerk, is spending the summer in San Francisco and **Albert Goldsmith** is on the files. **Hans Teichman** has deserted the post of statistical clerk for the greener pastures of ass't. chief clerk. No, we didn't say ass't. cheese clerk. (With the chief clerk out on inventory and the statistical clerk's desk unoccupied, Hans was working three desks. The little man certainly had "busy days".) **Peggy Garteiz** (nee Phillips) is on leave of absence and **Bob Lynch**, Jimmie's son, is secretary to the superintendent. **Edna Phillips**, mother of Peggy Garteiz and Theda Mueller, is PBX operator. **Johnny Murphy** is now statistical clerk and **Fay Strange** has returned from school to take ass't. timekeeper. **Alta Rickenbach**, just graduated from high school, has relieved **Kay Fields** as steno. to the division engineer and **Helen Neilsen**, also a new high school graduate is steno. to the ass't. chief clerk.

Gordon Sigmon, section foreman at Elburz, and **Jack Ford**, ticket clerk, have resumed their duties after their sojourn in the hospital for appendicitis operations. So far, we haven't met that "itis", although we're well acquainted with most of the others. Suppose you've heard about the little girl who didn't want to go to the hospital because every time her mother went to the hospital they sent her home with a new baby. We don't want to go to the hospital either, lest they send us home with a new mustache like Jack's.

Robert N. Collins, fireman, and **Robert C. Rankin**, brakeman, who have been confined to the hospital since their return from overseas, the one with malaria and the other with rheumatic fever, have both returned to their work with the Western Pacific. The first Bob is firing out of Winnemucca, while the second Bob is braking out of Elko. Welcome back, boys, and we sincerely hope your recovery is permanent.

We asked **Bill Zent**, third district roadmaster, to bring us any interesting or spicy news that he might gather while on his district, and he hastened to assure us that any news that he might gather would lack spice. Bring us the news, Bill, we'll add the spice!

Jimmie Ford gets our orchids this month. After chasing the Japs all over the Pacific for two years with Uncle Sam's Navy, Jimmie returned to Elko and took up his studies in high school where he left off, at the same time calling crews at night. He was graduated June 4th and that's what we'd call earning his "sheepskin" the hard way.

George Lorenz, road foreman of en-

gines and his family have returned from a delightful vacation in Los Angeles. Hope the 52 weeks until the next one doesn't look as long to George as it always does to us.

What's in a name! (With apologies to Tom Brown) Have you heard the one about the woman who wired her brother, "Come quick—Jesus has taken Dad away", and the answer "Who the H— is Jessie and where's she taking the old man." And then there's this one: Due to the lack of French in most of us, **Dave Charlebois**, fourth district roadmaster, is commonly known around here as **Charley-Boy**. The second day **Edna Phillips** was on the PBX board, Dave called in and asked her to reserve a room for him, and Edna replied, "O.K., Mr. Charley-Horse". Was that an accident, Edna, or had you walked down the stairs behind him? Our humble apologies to Dave for that one. Will **Charley Forseth** please rush that cubby hole?

The second largest class in the history of the Elko Grammar School graduated from the eighth grade this year. Of the 71 graduates (the class of 1942 graduated 72) eighteen were Western Pacific. Graduates and Western Pacific relatives are as follows: **Jack Banks**, son of **R. L. Banks**, roundhouse; **Bruce Barnes**, son of **Chester Barnes**, engineer; **Sofia Carrillo**, sister of **Lillian Carrillo**, steno. to the division accountant; **Romeo Carrillo**, daughter of **Maurillo Carrillo**, roundhouse; **Mary Contri**, daughter of **Larry Contri**, night chief dispatcher, Sacramento; **Delfina Eiquihua**, daughter of **Ben Eiquihua**, Elko Section; (you don't pronounce that one, you sneeze it!) **Eriberto Granados**, son of **Romelo Granados**, roundhouse; **Renee Hernandez**, niece of **Steve Hernandez**, timekeeper; **Dyan Miller**, daughter of **Blanche Alexander**, operator in "KN"; **Norma Lou Moldenhauer**, daughter of **Adolph Moldenhauer**, signal supervisor; **Gary Murphy**, son of **Tommy Murphy**, brakeman; **William Nelson**, son of **Swede Nelson**, engineer; **Alice Quintero**, daughter of **Joe Quintero**, roundhouse; **Bruce Sullivan**, son of **Jim Sullivan**, engineer; **Patricia Stoddard**, daughter of **O. P. Stoddard**, roundhouse; **Ronnie Thorpe**, son of **Alan Thorpe**, head timekeeper; **Bob Vizina**, son of **Al Vizina**, storekeeper, and **Mary Todd Michelson**, sister of **Leland Michelson**, chief clerk, and daughter of "ye scribe". And that, according to our calculations, is 25.36% Western Pacific!

The V.F.W. convention is on in Elko in full swing! What new breed of dog was **Leland Ford**, ass't. accountant, leading around! Your head isn't out there, **Steve Hernandez**, bring your hand in about a foot! That's not the beating of war drums you hear, **Jimmie Calkins** and **Ernie Mueller**, that's only the hammering being done by the workmen downstairs!

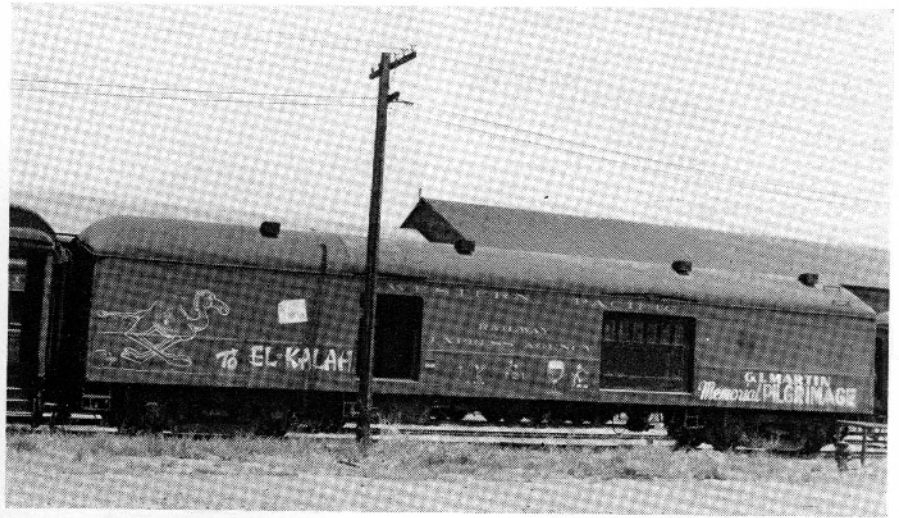
Barbara McCormick, steno. to the head timekeeper, who has been wearing a sparkler for the past two or three months, surprised us by appearing last month with the circlet to match. The "very lucky" groom is **Frank Buckley**, formerly operator in "KN" and now with the Bell Telephone Company of Nevada, at Elko. We know they will both be very happy.

More SN Notes

At Chico, **Thom Moore** noted... **Ray Bearse**, our lead painter, trying to play softball, but learning you can't beat old man time... **John L. Koch** putting a canvas cover on a speeder. John's been here a long time and is quite a fisherman... **Art Campbell**, general foreman, leaving the shop in his new Nash about 50 mph to keep a dinner date with his wife... One of our old-timers, **John Norgren** and his gang bringing a 40-foot side sill into the mill to be sawed... The car-barn boys, **L. Hunting**, **Geo. Pettitt**, **W. Moore** and **Clyde (Heavy) Perry**, repairing two Diesel and three electric locomotives... **Lester Booze** and **Roy Devine** in the mill building stock-car doors, Kansas and Missouri... **Oscar Van Orman's** new baby son doing ok. Wonder if he'll be a painter like his father?... **Slim Carrico**, foreman, keeps his large crew busy. They now have about 20 cars on the rip for repairs and rebuilding. Slim thinks his boys on the rip are ok... **Mike Donnelly** and **Ted Sumpter**, on the model T lumber truck, hauling material from the mill to the rip... For you old pals of **Monte Wade**, **Alex Ullrich** and **Slim Carrico**, they wish me to send greetings to you all... Sup't. **Jerry Laumer** is going to Atlantic City for the AAR convention; then a vacation with his daughter and son-in-law in the East. He'll be away for a month.



Photograph by Frank W. Taylor, retired WP engineer (Eastern Division 1910-42), from Feather River Highway near Keddie, vintage 1939.



Western Pacific handled a special train of Shriners from Kerak Temple, Reno, to Salt Lake City and return in early May... called the "G. I. Martin Memorial Pilgrimage" in honor of our late general agent at Reno who was a member of Kerak Temple. "G. I.'s" successor, Bert Hazlett, accompanied the train. Photo shows the train's baggage car after the Shriners got through decorating!

THE REPORTER'S ENVOI

By Berton Braley (*)

When earth's last paper is printed, and the forms and the metal are cold;
When the newest scandal is ancient, and the latest extra is sold,
We shall loaf—and Lord, how we need it!—with nothing at all to do.
Till the Boss of the Perfect Paper shall call us to work anew.

And then we shall work as we'd like to, each on his own machine;
And the truth shall be in our copy, and nothing shall intervene;
We shall write real stories about them—beggar and millionaire—
For an editor keen and fearless, a paper that's on the square.

We shall work in a rush and a hurry, for that is the Goodly Game,
And we shall not dig in the gutter for stories of filth and shame;
And the copy-readers above us shall leave our "features" alone,
And the stories that fill the columns we shall recognize as our own.

We shall have no fool assignments, no cruel missions of pain
To torture the broken-hearted or blacken the sinner's stain;
We shall scoop and be scooped a-plenty, we shall love the flurry and noise;
We shall fight with the business office, and fuss with the copy boys;
But each of us shall be human, and each of us shall be free
To write the thing as he sees it, for the Paper That Ought to Be.

*(After Kipling's: "When earth's last picture is painted . . .").

Death Claims Arnold Mathias Lamberty, Elko Dispatcher

★ Arnold M. Lamberty, dispatcher at Elko, passed away there on June 18th after a long illness.

Born at Gunnison, Colorado, May 18th, 1891, Lamberty came to California in 1908 and worked as an electrician and for the Western Union as an operator. In April, 1916, he moved to Elko, Nevada, as a telegrapher for the Western Pacific and, in 1924, was promoted to dispatcher, the post he held until his death. Except for the period of his war service in 1917-19, he had lived in Elko continuously since 1916.

He was a member of the American Legion and had for many years been one of the leaders of the Presbyterian Church, holding the office of treasurer for 18 years and being an elder and a trustee.

Our sincere sympathy is extended to Mary Lamberty, his widow, who is a fellow-worker at the Elko division office.

Western Pacific "Navy"

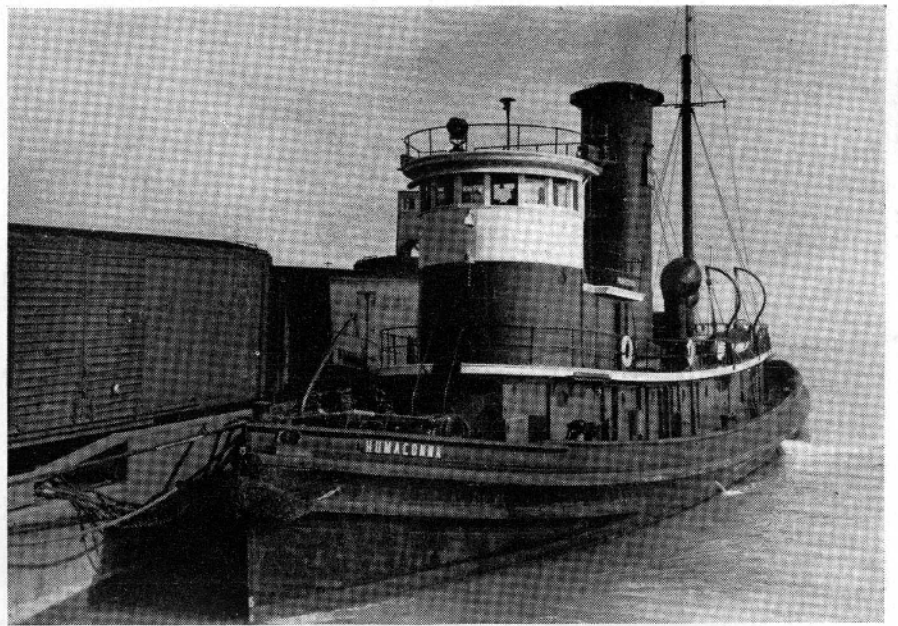
★ Our Marine operations on San Francisco Bay are not too well known by many of our employes and we therefore prevailed upon Harry B. Glatt, chief clerk to our terminal trainmaster at Oakland, to provide us with some information about this interesting activity.

We own two steam tugs, the Humaconna, of 1250 horse power, and the Hercules, of 1000 horse power. We also own three car floats each of which has three tracks. Each barge will accommodate either thirteen or fourteen cars, depending upon the length of the cars.

Each crew consists of eight men . . . captain, mate, chief engineer, fireman, oiler, deckhand and two borgemen. In addition, a cook is employed in the daytime on the tug Humaconna.

Three crews, plus necessary relief personnel, are assigned to the Humaconna, working on the basis of 12 hours on and 24 hours off. The Humaconna is in continuous service.

Two crews are assigned to the Hercules, working in eight hour shifts,



The HUMACONNA at the 25th Street Slip, San Francisco, photographed by William A. Pennington, Western Pacific engineer.



Senior Tug Captain Manuel Silva and his crew. Photo taken at Western Pacific Mole May 27th.

Left to right . . . Leon C. Organilla, fireman; Ole K. Thorsen, oiler; Joseph Ganey, bargeman; Peter M. Van Oudennaardon, fireman; John Zahn (kneeling), bargeman; Yngve Johnson, deckhand; Marie Peterson, cook; Gunnar Wilstrup, chief engineer; James E. Engstrom, mate; and Manuel C. Silva, captain.

daily except Sunday, between the hours of 4:00 P.M. and 8:00 A.M.

The five "stations" for our Marine operations are Western Pacific Mole in Oakland, Alameda Belt Line Slip in Alameda, and 25th Street, Pier 36, and Powell Street in San Francisco. The Western Pacific owns and operates the facilities at WP Mole in Oakland and 25th Street in San Francisco and at those two points WP yard crews place and remove the cars from the barges. At the Alameda Belt Line Slip, Alameda, ABL crews place and remove cars from the barges while that work is performed by the State Belt Railroad yard crews at Pier 36 and Powell Street in San Francisco. The facilities at Pier 36 and Powell Street, together with the State Belt Railroad, are owned and operated by the State of California through the Board of Harbor Commissioners.

In the loading and unloading of the car floats, three or four specially assigned flat cars, called boat flats, are used in front of the switch engine to eliminate the necessity of the engine moving onto the apron of the slip. The first car in the string of boat flats is equipped with a running board for the switchmen, similar to the running boards found on switch engines. About 50% of the WP car float traffic is between WP Mole in Oakland and 25th Street in San Francisco.

During May, an average of 249 cars per day were moved by our "navy", the tug Hercules making 266 one-way trips between our "stations" and the tug Humaconna making 473 such trips. Depending upon weather and tide conditions, it takes about 45 minutes for one of our tugs to move a car barge from WP Mole to 25th Street.

Of the fifty employes required in our Marine operations, the senior is Captain Manuel C. Silva, who has been in continuous service for over thirty-three years, carrying a seniority date of November 1, 1913.

T.K.