

**HALF DOME
YOSEMITE NATIONAL PARK**

"The darkest hour in any man's life is when he sits down to plan how to get money without earning it."

—Horace Greeley

EDITORIAL

★ With Missouri Pacific Railroad workers and his host of friends in St. Louis and throughout the nation, we mourn the passing of Lewis Warrington Baldwin, who devoted his entire fifty-year business career to the railroad industry.

LEWIS WARRINGTON BALDWIN

We were fortunate, for a few of those years, to swing humbly within his orbit. The memories are pleasant ones. He was considerate; he was a prodigious worker; he inspired confidence; he was progressive and he was able. These qualities plus his abiding interest in the problems of his associates and his many efforts toward the general welfare of Saint Louis, his home for the last 23 years, endeared him to all. He will be missed.

★ OUR "YEAR OF GOLD" . . . under that caption The San Francisco NEWS in mid-May editorially heralded the approach of California's centennial. On Wednesday, January 24, 1849, the cry of "Gold!" at Sutter's Mill provided the dynamic impetus that started the Golden State on the way to its real destiny.

"YEAR OF GOLD"

What more fitting, as the NEWS points out, than a centennial celebration commencing Monday, January 24, 1949, and continuing throughout the year? Now is not too early to start dreaming the dreams of "California's Gold Centennial" . . . a program of events provided by California's cities and towns tracing its colorful history and vigorous growth. Let's combine to shine in '49!

★ By a substantial majority, the citizens of "our" Portola voted early last month to incorporate and let their light be seen. Thus, Portola becomes the first community in Plumas County, California, to incorporate as a city.

THE CITY OF PORTOLA

We hope that is an omen . . . an augury of leadership for the future. It has much to offer; it has the sound citizens to do the job. Congratulations, Portolans! You all want your community to grow and prosper. Build on that and into limbo will fade the differences of the past.

★ We have heard a great deal during the past decade or two . . . or three, of the rise of a new and improved world social order. The proponents of the various isms have fallen over each other describing the wonders and delights of each and the crassness of the "system" under which we now live.

THE ORDERS AND SUCH

We certainly favor progress and if change will eradicate the decay here and there we're for it. But when we listen to the "brains" uttering platitudes and clichés and look about the strike-ridden, famine-ridden and lust-ridden world, we get very reactionary indeed and begin to wonder if there really is anything new. Or we just wonder!

★ This isn't the first time we've referred to man's inhumanity to man. Maybe there are too many people in the world today, but shall it be said of us that we decided where the "surplus" if any, existed?

CUT CALORY CONSUMPTION

If, by reducing our consumption of breadstuffs and fats, we save millions from death by starvation, are we going to hesitate? Gratitude may be an intangible, but who can judge how heavily that may weigh in our favor one day? In the name of humanity, Americans must cooperate to lick the Four Horsemen in this crisis.

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager



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WATCH FOR THE NEW



EDWARD WILSON MASON RETIRES AS VICE PRESIDENT AND GENERAL MANAGER ON JULY 1st... HARRY ALOYSIUS MITCHELL ELECTED TO SUCCEED HIM

COL. Edward W. Mason ends fifty-three years of active railroad service on July 1st, when, at his own request, he will retire as vice president and general manager of Western Pacific Railroad. He will, however, continue to serve in an advisory capacity as vice president and director until December 31st.



Col. Mason was born at Moberly, Missouri, in 1877, and began his railroad career with the Northern Pacific Railway at Tacoma, Washington, in 1893, as call-boy; then, picking up telegraphy in his spare time, served that road as telegraph operator, train dispatcher, chief dispatcher and trainmaster.

In 1909 he joined the Western Pacific Railroad as superintendent of telegraph and car accountant at San Francisco and was appointed division superintendent at Sacramento

on May 1st, 1911; returning to San Francisco as general superintendent August 1st, 1916.

He was granted leave of absence in June 1918 to serve in World War I with the 31st Engineers. He returned to the W.P. as general manager for the U. S. Railroad Administration in September 1919 and, when the railroads were returned to private ownership, he continued as general manager. On November 15th, 1921, he was appointed vice president and general manager in charge of operations and maintenance, the post he has held since.

It was about this time... in 1921... that the incident occurred about which Carl Rath, now manager of our San Francisco telegraph office, told us. Carl, then a cub reporter at Oroville yard, with three months of W.P. service, had a rush telegram for the late John P. McSweeney, trainmaster, who was directing repairs at a derailment in the yard. Since Carl couldn't leave his post and the unknown gentleman, who had dropped into the office, was about to leave, Carl inquired whether he was going to the derailment and, if so, would he deliver the telegram to Mac. The u.g. said he would... and did. After he left, the usual telegraph office hangers-on informed Carl that his messenger was the general manager! Carl says the Colonel was a good sport about it and he (Carl) had no difficulty recognizing the general manager thereafter!

Col. Mason's World War I service in France was under Gen. W. W. Atterbury, director-general of transportation under Pershing and later president of the Pennsylvania. As a major, engineer corps, U. S. A., he acted as division superintendent at St. Nazaire, a base port. St. Nazaire was prominent too in World II as a German submarine base. In 1919, he was promoted to Lieutenant-Colonel, transportation corps, acting as general superintendent of the 14th Grand Division at Nantes.

Enjoying a wide popularity among his subordinates and throughout the Western Pacific organization, Col. Mason's broad smile and wise counsel will be missed. We hope he will thoroughly enjoy the leisure of retirement and will frequently visit the old stamping-grounds.

HARRY Aloysius Mitchell, who succeeds Col. Mason as our vice president and general manager, was born in San Francisco June 20th, 1883, and has had thirty-five years of railroad experience. From 1911 to 1913, he was superintendent and general manager of the Central California Traction Company. He then became general manager of the Sacramento Short Line and has been president of the Sacramento Northern Railway since 1929 when the Sacramento Northern took over the Short Line. He is also president of the Tidewater Southern Railway and the Oakland Terminal Railway.



Mitchell is now a vice president and director of the California State Chamber of Commerce. He is a past president of the Rotary Club of San Francisco and a past chairman of the finance committee of Rotary International. He is also a former president of the California Transit Association and a past president of the Pacific Railway Club.

To welcome Harry A. Mitchell into Western Pacific ranks may seem a bit superfluous, but we'll risk it! Our congratulations and best wishes to him.

MARGARET-DAVID COPENHAGEN, WALTER MITTELBERG - WESPAC CLUB '46 TENNIS CHAMPS

★ Play in the Western Pacific Club's annual tennis tournament was completed early in May and produced Margaret and David Copenhagen as our mixed doubles champions and Walter Mittelberg as our singles champ, making the latter 1946 holder of the Arthur Curtiss James memorial cup. Vernon Geddes was runner-up in the singles and Jeanette and Peter Citron were runners-up in the mixed doubles.

Results:

Mixed doubles... Vernon Geddes-Tamara Marks d. Timothy Moran-Alice Gustafson 6-0; 6-1. Peter and Jeanette Citron d. Ray Lee-Marian Bong 6-0; 6-2. David and Margaret Copenhagen d. Geddes-Marks 6-3; 6-0. The Copenhagens d. the Citrons 6-3; 4-6; 6-3.

Men's singles... Vernon Geddes d. Tim Moran 6-1; 6-0. Walter Mittelberg d. Peter Citron 6-3; 2-6; 6-2. Ray Lee d. George Welch 6-1; 7-5. David Copenhagen d. Roy Olsen 6-4; 6-0. Mittelberg d. Arthur Allen 6-4; 6-0. Geddes d. John Skinner 6-4; 6-0. Mittelberg d. Copenhagen default. Geddes d. Lee 6-1, 8-6; and Mittelberg d. Geddes 6-1; 6-2.

As usual at W.P. Club sports events, spectators were scarce, but four... Bobby Geddes, Davey Copenhagen, Diane and Billy Nordberg... enthusiastic! Edith Loeffler, Paul Meyer, Edna and Hal Nordberg, Helen Skinner, Barbara Mittelberg, Walter Argo and Jack Hyland were noted watching the strenuous efforts of our tennis enthusiasts.

The Club will award cups and medals to all finalists.

Hy-Lites

By JACK HYLAND

keglers, which is to be a pre-view affair prior to attending the W.P. Club's picnic on July 21st. Am sure Harry wasn't able to secure any information pertaining to our bowling strength, because most of our keglers were bowling ... "under wraps", at least it appeared that way.

The Portland General Agency has had quite a few changes, for effective May 1st, **Larry Moe** (again proving there is always one "moe" left) succeeded **Clyde Janic** as TF&PA, when Clyde decided he wanted to take a whirl at his own business with his brother in San Jose, Cal. Then **Leo Anthony Baker** stepped up, being appointed Chief Clerk. Congratulations are extended to ... all three.

Then we learned, our good friend ... **Agnes "Sis" Maysenhalder**, nee Dillon, (Car Record) left the Western Pacific services last May 25th, to take over the "full time" schedule of a housewife, and soon-to-be-duties of a ... "mother". We extend our best wishes to Sis, and to **Kenny Maysenhalder**.

Our Sacramento reporter "L.H.R." reports ... on April 28th, in the First Lutheran Church, Sacramento, at a formal wedding ceremony—**Miss Helen Rank**, secretary to Charlie Harmon (Gen Agt), was married to **Erwin Nowak**, formerly U.S. Army in Medical-Plastic Research Dept. The Nowaks have set-up house-keeping in Sacramento, with Helen continuing on in the Traffic Dept., following their honeymoon, ... and we add our sincere hopes for a happy future.

Last April 29th, **Edith Carter** (Traffic) departed from W.P. services (on a 90 day leave) to go to New York to meet her Marine Air Corps husband. Our "last minute" discussion disclosed she is traveling eastbound via the "air route" which incidentally is the same mode of transportation used on her westbound trip; also that Edith is "sold" on our State of California. During her absence, **Ruby Nash** ... will take over secretarial duties for "Tux" **Wadsworth** and **John Amos**.

We mentioned Mrs. Agnes Maysenhalder (Car Record) in a previous paragraph above, but this time it is her parents who enter the "lime light" ... for on May 21, 1946, **Mrs. and Mr. Emmett Dillon** (Gen Auditors) attained their "Silver Wedding Anniversary", significant of twenty-five years of happy marriage. Although slightly tardy, we extend our very best wishes to the Dillons.

It wasn't a very pleasant "May Day" on May 1st for **Roy Olsen** (Traffic), for while driving to work that morning, he unintentionally drove through "STOP" signs along Masonic Ave., located at Fell St., Golden Gate Ave. and Turk St. The sad part being, a motor-cycle patrolman was intentionally trailing him until they both stopped for a little chat. (P.S.—Roy faltered in the oratorical contest ... taking second place).

At the Mission Dolores Church, San Francisco, on June 1st at 7 o'clock in the evening, **Marguerite McDermott** and **James Drury** are to be united in marriage. Their exchange of vows will complete a dream of many years, being interrupted by the recent hostilities of all nations which required Jim's presence in Germany for quite a little while, but the separation only proved what many of us already knew ... they were then, and always will be the "two people meant for each other". With Peg and Jim's many friends. I join in extending the very best of wishes for many years of happiness.

It was "A Happy Easter" on April 21st, for on the evening before at the Claremont Hotel, **Marilyn Marshall** (Treas. Dept) and **Don Fulmer** became officially engaged. They are planning to be married on Sept. 15th at the Northbrae Community Church, Berkeley, Cal. Congratulations to you both.

Madeline Blanchflower (Gen. Auditors) had a little misfortune last month when a small piece of steel became embedded in her left eye, which required painful medical attention ... and the wearing of a covering over the injured optic to prevent further complications. We trust and hope there will not be any ill effects ... and that Madeline will be able to "see" that we secure our War Bonds (when paid for) regularly.

Together with apologies for not having written sooner, **Marie Libbe** (Chicago) enlightens us with a few items such as ... she and **Jeanette O'Grady** (nee Sayles, formerly Traffic-San Francisco) had lunch together recently; that **Kenway Stoney** is bemoaning fact the O'Grady's were able to secure an apartment while he still has temporary quarters. (When Ken was on the Coast, he had temporary ... dollars. What happened to the other six-bits?) Then we learn the "Chi" office have practically all their boys back home again, including **Wallie Conway**, **Bill McGrath**, **Gerry Coffey** and **Ken Rank**; and **John Nolan** expects to receive his discharge papers soon. **Lois Horning** (who visited San Francisco awhile back) became **Mrs. Melville Koehler** on March 23rd, but will remain "true" to the W.P. by remaining on the job. **Emily Sisco**, however, left the W.P. on May 4th to marry a Canadian, and will commence home life in Canada. (P.S.—What happened to **George Wenig**, you didn't mention him in your letter Marie, ... I'm sure he still ... "get's around").

It wasn't quite a "Red Feather" ... but the **Tony Quill's** (Car Record) are only starting their family, so they were very happy when their little "Quill" arrived last April 27th, weighing 7 lbs. 8 oz. answering to the name of "**Judith Ann**". Congratulations to the proud parents, ... and a hello to "**Judy**".

ELKO ECHOES

By Peggy Phillips

★ FLASH! As we were going to press, news has reached us of a blessed event at the **Dennis Daly** home. The infant weighed fifty pounds at birth, with large brown eyes and has been named "Junior" until a later date. Don't get excited—the old mare had a colt!

The opening of the local softball season finds many of the W.P. boys "warming up" for participation in the play on the several town teams. The games should be interesting this year as the competition promises to be keen.

Norman Vaughan, assistant time-keeper, has been compelled to take a 90-day leave of absence from his duties due to his wife's health. We wish Mrs. Vaughan a speedy recovery and hope to see Norman back at work soon.

An infected eye has forced **Angelina Domingo**, steno in the dispatchers' office, to discontinue work to be under the doctor's care. Hope that it isn't too serious, Angelina, and that we will see you back soon.

Also on our sick list is **Carl Pacini**, yard clerk, Elko, who has had a tonsilectomy. Carl expects to be back at work in a few days.

George L. Swartz and **Perry L. Huckaby**, Elko dispatchers, left for Ely to attend a Democratic convention on May 13, 1946. The Republicans in the dispatchers' office don't have a chance any more!

We welcome **John S. Adams** to the Elko dispatchers' force. Dispatcher Adams formerly lived in Bakersfield, California.

Earl Frantzen, husband of **Genevieve**, secretary to division engineer, received his discharge from the Army on May 13 and returned to his former position with the Elko Daily Free Press.

Henry Petty, janitor in the Elko offices, has been confined to his home for the past several weeks, having suffered a heart attack.

We wish to extend our deepest sympathy to **Norman Bode**, ticket clerk, Elko, whose wife passed away on May 6th.

Conductor **William P. (Bill) Studer** passed away suddenly at Salt Lake City on April 18th. Bill came to the Western Pacific as a brakeman on June 27th, 1926. His passing is a great loss to all on the Eastern Division and our sincere sympathy is extended to Mrs. Studer and family.

★ ★ ★

WEST END WHITTLINGS

By Harry Alders

William U. Stansbery, dean of employees in the superintendent's office, Sacramento, celebrated his birthday anniversary May 8th. Fellow employees presented him with a box of cigars. "Stan" is No. 4 on the WD clerks' seniority roster—date June 11, 1911—and is division accountant. He's a "grand guy". Hope, Stan, you'll be with us on many more anniversaries.

Wonder how many of you know your

(Continued on page 14, col. 3)

WHAT'S IN A NAME?

By Thomas P. Brown, W. P. Publicity Manager, San Francisco

(Copyright, 1946, by Thomas P. Brown)

"The study of sources of names of places seems to me a valuable service."

—Murray Brookman, The Pacific-Union Club, San Francisco.

★ **SOME DENVER & RIO GRANDE WESTERN RAILROAD NAMES**—When cubbing on the Los Angeles Examiner, several decades ago, we turned in a story which began with a question. Whereupon Mr. "Bill" Taylor, veteran night city editor, pontificated that the function of a writer was to give, not ask, information. However, we reversed this process by asking our readers, via an s.o.s. in the April issue of The Headlight, to explain "how come" certain names on the Denver & Rio Grande Western Railroad.

Partly as a tip-off to students of onomatology we reveal that these names were gleaned from the working time tables, i.e. larger editions which railroad men carry in their hip-pockets, of the D & R G W. In late February we were one of a party which Mr. Hugh I. Scofield, passenger traffic manager of that railroad, escorted from Denver to Salt Lake City, the trip embracing the D & R G W part of the route which the California Zephyrs will traverse between San Francisco and Chicago.

Others in the party were Mr. John Harbeson, distinguished architect, Philadelphia; Mr. Lawrence F. Hanke, director of decorative designing, Burlington lines; Mr. Joseph G. Wheeler, W.P. general passenger agent; and Carleton T. Sills, D & R G W publicity director. Conversations en route revolved about the scenic features and the unusual place names and included the propounding of profound questions such as: "Why is the ocean so close to the shore?" Mr. Scofield's car was the DSL-100, also known as the "Four Eights"—and thereby hangs a tale but not to be told at this writing.

"Ask and ye shall receive," quoted Mr. George F. Dodge, director of public relations, D&RGWRR in his response to our April S.O.S. And so we join in thanking him for the next five names:

OLATHE, Montrose Co., Colo.—362.2 mi. from Denver on the D&RGWRR. In the heart of lands irrigated by the Gunnison River. Grew up on ranch lands owned by Roberts Brothers. First known as Brown, was later called Colow (a name by which early settlers unwittingly honored a renegade Ute chief). When this became known, name changed to Olathe by a Kansas immigrant for a Kansas town of that name.

PAONIA, Delta Co., Colo.—43.7 mi. up the North Fork branch of the D & R G W from Olathe, and 405.9 mi. from Denver. Founded in 1881 by Samuel Wade who located a ranch, planted an orchard and established the first general merchandise store. Mr. Wade secured a post office and suggested the name Peony (genus Paeonia) for a flower common in that region. Postal authorities changed the name to Paonia.

TOPONAS, Routt Co., Colo.—153.16 mi. from Denver on the Denver & Salt Lake Railroad. First settlers came here about 1880. Near the village is a large hill capped with sandstones. From a distance it resembles a recumbent lion with head erect. The Indian word Toponas, meaning "sleeping lion" or "panther" is correctly applied.

TROUBLESOME, Grand Co., Colo.—98 mi. from Denver on the D & S L. Years before a post office was established here in March, 1878, the stream upon which it is located was known as Troublesome Creek because of difficulties in fording it due to shifting sands which made it impossible to tell just where a safe crossing could be made.

YARMONY, Eagle Co., Colo.—122.9 mi. from Denver on the D & S L. Population, 6. Formerly a railroad siding. Named for a Ute chief—Yarmonite or Yarmony. Now only an abandoned section house marks the spot.

Mr. Malcolm W. Roper, W.P. freight traffic manager, enlightens us as to **GOMEX**, Utah, which is on the D & R G. 62.2 mi. west of Helper. "It is my understanding," says Mr. Roper, "that Gomex was derived from the trade name of the explosives manufactured by the Illinois Powder Co., a division of the Olin Corporation, i.e. Gold Medal Explosives. A powder plant, owned by this firm, is located at Gomex. Similarly: **IOCO**, B.C., (Imperial Oil Company); and **MOPECO**, Calif. (Mohawk Petroleum Co.)."

Mr. J. G. Huntington, Sulphur, Nevada, postcards that **GILLULY**, Utah, on the D & R G W 34.6 mi. west of Helper, was named for Mr. J. W. Gilluly, treasurer of that railroad in the 1890's.

Of **SOLITUDE**, Utah, on the D&RGW, 79.6 mi. east of Helper, Mr. Walter A. Rohde, manager, transportation department, San Francisco Chamber of Commerce, writes: "I cannot tell you the origin of the name but I can easily guess. When I was a passenger on the 'Exposition Flyer' about three years ago, the train 'went into the hole' [railroad argot for waiting on a side track for another train to pass] at Solitude—nothing there except a passing track—not a house, tree or animal in sight. What other name would be more appropriate than Solitude?"

FERNLEY, Lyon Co., Nevada—Says Nevada State Librarian E. Chas. D. Marriage, Carson City: "The information I have is that the name was discussed with the railroad officials (Southern Pacific) in a private car, spotted at this town at its inception as a community in 1905. The outlook of this green valley prompted the 'place-name' of Fernley."

SIXELA, N.M.—Junction between the Colorado & Southern and the Fort

SOUND TENETS OF THE PAST

★ The principles expounded by the great Confucius have endured throughout the centuries. "To take, one first must give" he said 3,000 years ago. This tenet of his, flouted though it is in contemporary affairs, will survive for it is fundamental truth. When we take, at any time in life, without first giving of ourselves we draw on the achievements of the past or mortgage the accomplishments of the future. When we give painstaking service there is a reward to us. That is true whether we serve a community, an industry, or an individual.

In our industry the old method of each craftsman learning improved methods by trial and error, paying the price and suffering in silence must give way to more sensible procedure. This consists of setting up and observing the rules of guidance that have sprung from our experiences of yesterday; of the supervisor constantly giving to the employee the benefit of the experience that has placed him in his position of responsibility; and of each employee giving to the other all that he has of knowledge and training to promote better operation. Thus each gives to the other of his talents and experience and to each accrues therefrom the benefits of safer and more efficient operation. The necessity for this should be recognized not only in our efforts to expedite our work but we should also be adequately concerned with it in our efforts to prevent casualties. A primary need on our road is for each individual, whether officer or employe, to not only set a good example in following safe methods of work but also to use his influence and authority in directing others in the purpose of insuring greater protection to life and limb.

We have the choice of the sad experience of death and injury, or the exercise of improved methods in preventing accidents. There are just no other alternatives.

Whatever the accident record of a railroad is, it is the reflection of the acts or omissions of the supervisors and men on the job. A little carelessness on the part of either will make it poor; diligence and helpfulness on the part of all will make it good.

At the beginning of the war we operated with 11 reportable injuries for each million man-hours worked. Since 1943 we have had 24.

HOMER BRYAN



Worth & Denver City railroads. This is the given name, spelled in reverse, of Mr. Alexis Parker, general auditor and later vice-president of the C & S (prior to 1920), according to Mr. Malcolm W. Roper who in turns credits Mr. George Williams, traffic counsel, D&RGWRR.

WHO'S WHO AT THE SACRAMENTO FREIGHT STATION

By Agnes Welch

★ The recent appointment of **Elmer Manier** as local agent at Sacramento and the return of several servicemen brought about a few changes on the various desks at the Sacramento freight office.

Volney V. Scott, who entered WP service in 1916 and held the position of cashier at the freight station for over twenty years (an enviable record) bid in the position of chief clerk; **Nancy DeRiso**, formerly bill clerk, is cashier, with **Jerry Ferrell** assisting; and **Ollie Ross**, formerly switching clerk, is now bill clerk; **Fred Peters** is on the claim desk; **Frank James**, rate clerk; **Dick Bone**, train desk, and **Benny Maier**, night bill and interchange; **Ed Wilson** demurrage. **Elsie Palmer** and **Muriel Nunn**, steno-clerks; **Elizabeth Helmick**, relief clerk; and **Virgil Parkinson**, messenger.

A sincere welcome is extended to the following veterans who have returned from military service:

Warehouse Foreman **Jesse T. Brown**, General Clerk **Joe Bettencourt**, Switching Clerk **Jack Gladney** and warehouse Clerk **Bill Gladney**. These four men enlisted in the Marine Corps as a group early in 1942 and, although they became separated shortly after, all of them, with the exception of Bill, who was stationed in New Caledonia for sixteen months, were in the South Pacific theater from 16 to 18 months;

Assistant Warehouse Foreman **Thomas Vaccaro**. Tom spent two years overseas in New Guinea and the Philippines with the 29th Medical Depot;

Checker **Barton Stumpf**, who was with the 118th Coast Artillery Corps, and was in foreign lands for 26 months—France, Belgium, Holland and Germany;

Stower **Herbert C. Bentz**, was carpenter 2nd class in the Navy from 1942 to 1945 and overseas 37 months, seeing service on Oahu, Tinian, Saipan, etc;

Stower **Manuel Vasquez**, overseas for 27 months with the Quartermaster Corps in France, Holland, Germany and Belgium.

Truckers **Harold F. Kellog** and **Anthony Bettencourt** are new men with the WP and they, too, are ex-servicemen who saw considerable service with the Air Force in the European Theater.

Industry Clerk **Neil Uhl**, is also a veteran of the last war, September 1942 to August, 1943, and was overseas six months at Pearl Harbor Hospital.

Elsworth Manier made a safe landing home from Japan, where he was held as a prisoner for a considerable time, and Everett England will no doubt be released soon—that is if there is any basis to the rumor floating around. It may be that these two employes will be back with the gang soon.

(The Editor was pleasantly surprised to get this fine report from Aggie, who formerly staff reported out of Ass't. Supt McDonald's office at Sacramento. She is now doing a chore of expensing bills at the freight station and we welcome, with open arms, her return to the fold.)

ON RETIREMENT

From the "MONTHLY REVIEW" of the Railroad Retirement Board, by courtesy of Payroll Auditor Frank A. King...

I got to thinking, one Summer's day,
Why was I working my life away;
When I had the age and the service too
To claim the pension which was my due.

I started to figure and ponder and think,
To dope the thing out. It near drove me to drink;
But at last I discovered, the pension would pay
Near the amount I was getting for working all day.

So I wrote to the "Board" and told of my plan,
And explained my work as a railroad man;
Asked them to tell me, as near as they could,
The amount I would get for a livelihood.

Told them my record was all on one file,
Their courteous answer made me smile;
For the sum that they mentioned was not small,
So, why the h— was I working at all.

I made out the papers and mailed them quick,
For working for nothing just made me sick;
And when I received the amount that was due,
It made me feel happy all the way through.

Live on a budget, have lots of fun,
I sure am a lucky son-of-a-gun.

Just stop and think, in this world full of strife,
For forty-two years I had worked and slaved
On jobs that were tough, but I could not save
To any extent, and it filled me with fears
To think what I'd do in declining years.

Tuned up the old car and filled her with gas
And took a vacation—it was hard to surpass;
Down through the South, where the palm trees grow,
And the orange groves with their golden glow.

Gee—it was swell, free from trouble and strife,
On a vacation the rest of my life;
I thanked the Good Lord as a pious man
That I had come under the pension plan.

Go to bed when I feel like it now,
With never a worry to wrinkle my brow,
Wake up in the morning and squint at the time,
Then roll over and sleep. Gee—I tell you it's fine.

Nothing to worry about, nothing to fear,
Eat what I please and my conscience is clear;

I don't have to worry the rest of my life.
The postman's knock is a most welcome sound—
Get my check when the first of the month rolls around.

GEORGE WESTINGHOUSE CENTENNIAL

THIS year—1946—marks the fiftieth anniversary of the first long distance transmission of alternating current electricity, which now is the standard and practically universal form of power that runs industrial America; it is also the centennial of the birth of George Westinghouse, who perhaps can be called the father of American power generation.

The impact of George Westinghouse's inventive and developmental activities, which filled his whole adult life, can be seen from a quick cataloging:

He invented the railroad airbrake; a system of electric railway signals and interlocking switches; the electric locomotive; the friction apparatus which absorbs shocks between railroad cars. He pioneered development for practical utilization of alternating current and its distribution system; machinery for the generating of electricity from waterpower; the steam turbine for electrical power generation and marine propulsion; a system for the distribution of natural gas; meters for measurement of the consumption of illuminating gas and electricity. In all, his patents totalled 361; in the course of his business career he founded 60 companies; and at his death in 1914 the industrial empire he founded was worth \$200,000,000.

While still in his teens—in fact, barely three weeks after his nineteenth birthday—Westinghouse began the re-education of the judgment of his elders. His first patent, for a rotary steam engine, was granted Oct. 31, 1865, the first of 10 patents he won before he reached the age of 30.

His second, a car replacer conceived while he was returning to Schenectady after a business trip for his father, was the first in a long series of inventions which resulted in a practical revolution in railroad operating methods, and had a profound influence on the expansion of the nation's rail network during the latter part of the last century.

While watching men laboriously pry cars of a derailed train back on the tracks, Westinghouse remarked: "Why not build a car replacer constructed with a pair of rails to be clamped to the track and run off at an angle, bringing them up against the wheels of the nearest derailed car? Then hitch an engine to the derailed car and draw it back onto the main track." He estimated that with such a device cars could be replaced in 15 minutes, where it took two hours by hand.

It was with this idea, and \$5,000 lent him by two business men—after his father had refused to risk money in such a scheme—that George Westinghouse first went into business for himself, manufacturing car replacers.

A few years later he was on a business trip to Troy when suddenly the train stopped with a jolt. Westinghouse asked the conductor what the trouble was, and the conductor pointed ahead, where Westinghouse saw the wreckage of one train that had plowed into another. As Westinghouse watched the rescue work he learned that the train's brakes were in perfect working order, but that the crash was unavoidable because a separate hand brake had to be applied to each car to stop a train.

Westinghouse returned to his home, and for many evenings after dinner he worked over drawings of various devices that would avoid such disasters.

Hearing of a new steel plant in Pittsburgh which might take over production, Westinghouse set off for that town. The Pittsburgh manufacturers agreed to make his replacer and to hire him as its salesman.

During the weeks that followed, Westinghouse once again took up the problem of devising a workable brake for railroad trains. He had tried compressed steam, built a miniature train, experimented with a long chain running under the cars—all to no avail. Finally he tried compressed air as the activating medium to set the brakes, and at last had the solution to his problem.

From then on the struggle was to convince railway executives that he had a practical answer to the problem of how to stop a train quickly. One railroad official sent the 22 year old inventor out of his office after labeling him "crazy". Finally, after having had his air brake rejected by most of the large railroads in the United States, in September, 1868 he interested the Panhandle Railroad, later to become a part of the Pennsylvania Railroad system, in running a test on it—at his expense.

PORTOLA IS INCORPORATED

★ By a vote of 513 to 337, the Portola electorate on May 7th made its decision to incorporate the community into a city of the sixth class. The affirmative votes represented just over 60% of the ballots cast.

Councilmen elected were Bert Long, John Richards, George Saxton, E. T. Alderman and Daniel A. Irwin. Andrew Vegel was elected city treasurer and Gladys Loggins was elected city clerk.

Westinghouse had already spent most of his own money in promoting his air brake, and a sizable amount of his friends', so it was with his last bill that he tipped the Panhandle engineer on the day of the test, and ran back to join the officials and guests in the rear coach.

The trial run was scheduled from Pittsburgh to Steubenville, Ohio, and back. But shortly after the train had gained full speed the brakes screamed and it came to a violent and unscheduled halt, throwing the passengers to the floor. Indignantly they regained their feet and turned to the young inventor, but he was already dashing forward to the engineer to learn what was wrong. There was no need to ask, for on the tracks, only four feet from the cowcatcher, lay a drayman, thrown there by his horse after his wagon had caught in the tracks. Without the new air brake, the drayman would have been killed.

The railroad officials were satisfied with Westinghouse's air brake, but George insisted that they go on and complete the test. Within five years 2,181 American locomotives and 6,530 cars had been equipped with the brake, and 148 locomotives and 724 cars of foreign railroads also used it. Orders came in from England, Europe, China, Japan—even Burma.

George Westinghouse died at the age of 68 at his estate in Lenox, Mass. Fishing there one day, he stepped into a boat, started to row from shore, and the boat sank. Soaked, he managed to conceal his accident from everyone until that night, when he developed a severe cold and paroxysms of coughing.

After weeks of illness, he recovered sufficiently so that he could spend part of each day in a wheel chair. His mind was active until the end, and virtually until his last day he persisted in producing designs for a motor with which to drive the chair without human effort. On March 12, 1914, George Westinghouse died, while resting in his wheel chair—his drawings near him.

Westinghouse had few comments to make on his career, but one day he remarked: "If some day they say of me that in my work I have contributed something to the welfare and happiness of my fellow men, I shall be satisfied."

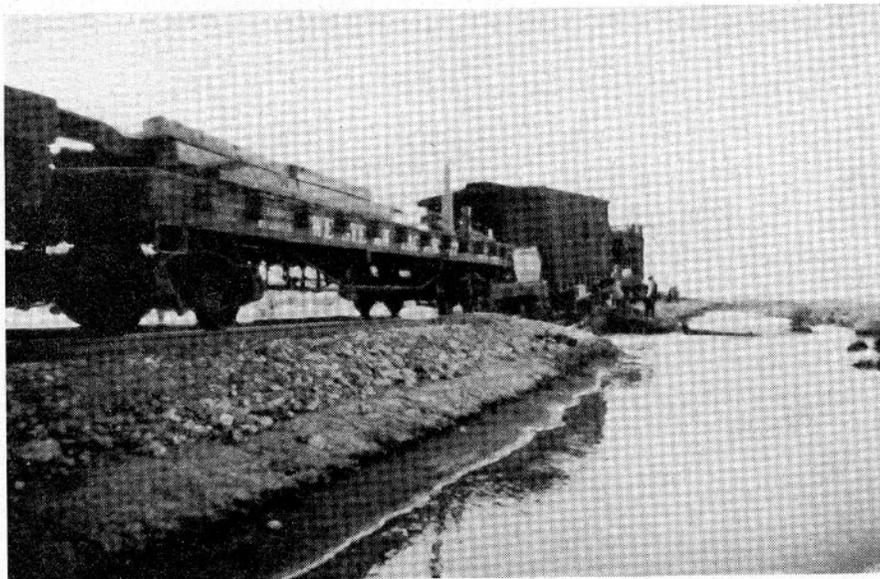
OUR COVER

★ Photograph is by Robert Edward Searle, of our general office freight traffic department. A war veteran, Bob returned to us only a few months ago.

He "shot" this picture during a visit in Yosemite National Park several years ago. We offer it not only because we consider it a thing of beauty, but because it's one of the most unusual views of Half Dome we've ever seen.

The actual summit of Half Dome is 8,852 ft. above sea level. From that eminence, you may view the floor of upper Yosemite Valley, some 4,500 feet below, and a panorama of peaks, mountain ranges, lakes and valleys probably unsurpassed on this continent. The tourist who passes up an opportunity to visit Yosemite, ignores one of the wonders of the world.

Our thanks to Bob for a magnificent photograph.



Washout Under Train Between Beowawe and Kampos—1910

PORTOLA PASSINGS

By Gladys Loggins

★ The Portola baseball team played its first practice game of the season on May 12th and dropped a close decision to the Nevada State Prison team at Carson City.

Fireman and Mrs. **Glenn W. Morton** are the proud parents of a 4½ pound baby boy born April 19th and named Walter Michael.

Switchman **LeRoy McNally**, son of Trainmaster **John McNally**, was married to **Judy Griffiths** at Boise, Idaho, April 21st. They will make their home at Portola.

William H. Thrailkill, brakeman and extra conductor, spent a week or so at the Portola hospital recently for removal of his appendix.

Brakeman **Edgar A. Goff** has returned to W.P. service after being released from the Army.

Brakeman and Mrs. **Robert W. Smith** are the parents of a baby girl born April 30th.

Fireman **Joe Sonzogni** was married recently at Reno to **Olga Ayooob**, of Portola.

William D. Brew, trainmaster's clerk at Portola, has been released from military service and has returned to his old post. Bill spent more than a year in the south Pacific.

Following resignation of Dr. William B. McKnight as our division surgeon at Portola, Dr. James D. Coulter was appointed to succeed him. Dr. McKnight had been with us since August 1932 and Dr. Coulter's service dates from September 1934.

FLASH... The Portola Railroaders defeated the Alturas Tigers by a lopsided 26 to 1 score (!) to garner their first win in Sierra Nevada League play. WOW!

PLEASE REFER

the ill and aged;
newcomers to the city;
young people traveling alone;
anyone emotionally disturbed
to

TRAVELERS AID

Ferry Building - GARfield 6732
Mills Field-S. San Francisco 3596
Greyhound Bus station - DOuglas 4664

The photographs on this page graphically illustrate operating difficulties on the Eastern Division of the Western Pacific during the first year of actual operation.

WENDOVER WIRES

By Henry Wallock

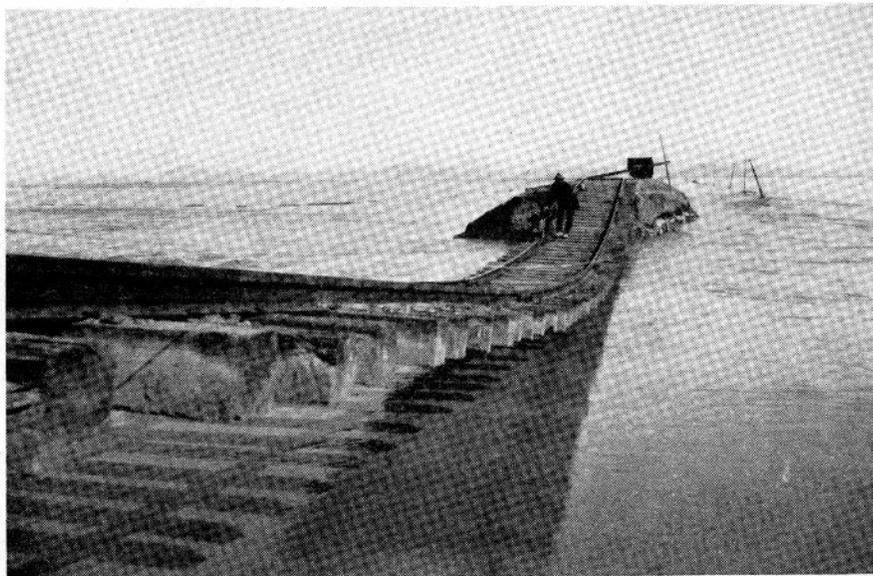
★ Congratulations to **Arthur S. Morton**, machinist helper, as the organizer of a Western Pacific softball team. The roundhouse men laid out a diamond on the nearby salt flats and already have registered two wins—both over the Wendover Base Fire Department—scores 3 to 2 and 8 to 4. New uniforms have been purchased, showing WESTERN PACIFIC across the front, and Manager **Edward P. Schmitt**, machinist, says his boys will be hard to beat if they stay together all summer. There are now three teams on the Wendover Army Air Field Base and it is hoped others will get organized.

James A. Manahan, boilermaker, who spent some time at the Elko General Hospital undergoing treatment, is back at Wendover. A speedy recovery, Jim.

Machinist **John J. McGraw** has been appointed night roundhouse foreman at Winnemucca. Smooth sailing, Mac; we hated to see you go.

A hearty welcome to Mrs. **Wanda Charlebois** and family, who have come from Oakland to join **David C. Charlebois**, recently appointed roadmaster at Wendover. We hope they'll like our little community and that the roadmaster's badly sprained ankle will mend quickly.

Good to see **Kendall Byrenes** and his smiling face at the freight house again after a year at Winnemucca. Welcome back!



High Water (!) Between Kampos and Dunphy—1910

BOWLERS' UTOPIA

★ Just as baseball enthusiasts marvel at a pitcher's no hit performance and promptly elevate the hurler to baseball's hall of fame, so do the many thousands of bowling adherents regard the really outstanding achievements on the polished lanes.

At St. Louis, Missouri, on January 27, 1937, the Hermann Undertakers rolled the highest five man total ever scored in sanctioned league play. So amazing is this series, we feel it should be reproduced for all Western Pacific keglers to shoot at!

THE SCORES

NAMES	FRAMES										TOTAL 1st GAME	TOTAL 2nd GAME	TOTAL 3rd GAME	TOTAL
	1	2	3	4	5	6	7	8	9	10				
BUZZ WILSON	9	29	59	89	119	149	179	208	228	246		246		
	20	40	70	100	129	149	169	188	197	217		217		
	18	27	57	87	117	147	177	206	226	246			246	709
RAY HOLMES	30	60	90	120	149	169	187	196	226	256		256		
	20	40	70	100	126	146	166	186	206	236		236		
	30	60	90	120	150	180	210	240	270	300			300	792
FRED TAFF	30	60	90	120	149	169	189	219	249	277		277		
	30	60	90	119	139	157	166	186	216	246		246		
	20	37	57	87	113	133	153	188	213	243			243	766
BOB WILLS	30	56	76	96	125	145	165	185	205	235		235		
	20	50	80	110	140	170	200	230	260	290		290		
	30	58	78	98	128	157	177	196	216	246			246	771
SAM GAROFALO	9	28	37	67	97	127	157	187	217	247		247		
	27	46	55	74	83	113	143	173	202	222		222		
	20	50	80	110	140	170	200	230	260	290			290	759
TOTAL											1261	1211	1325	3797

Their third game—that 1325—is the highest recognized five-man game! These men have really earned their niches in the bowling hall of fame.

Other record performances... Charles Lausche and Frank Franz rolled high doubles score of 1494 for three games at Cleveland, Ohio, on February 13, 1938... Albert Brandt, of Lockport, N.Y., leads individual scoring with an 866 three-game total rolled October 25th, 1939; Harvey Braatz, of Cleveland, follows with an 864 recorded February 11, 1937; and Max Stein pounded out an 855 at Los Angeles on October 1, 1939.

Maybe no Western Pacific team will ever knock out a 3797 series and maybe none of us will ever hit an 866 three-game series, but at least all of us can now see how it's done!
J. H. H.

**EXPOSITION FLYER
SCHEDULE ADJUSTMENTS**

★ Effective June 2, there will be some adjustments made in the schedule of Trains 39 and 40, The Exposition Flyer, which will result in later departure from Chicago and earlier arrival at San Francisco of Train 39 and an earlier arrival at Chicago of Train 40.

A condensed schedule follows...

Eastbound #40			Westbound #39		
4:00 PM	Lv San Francisco	Ar	8:50 AM	Lv	8:00 AM
7:30 PM	Ar Salt Lake City	Lv	8:00 AM	Lv	7:25 AM
8:00 PM	Lv Salt Lake City	Ar	7:25 AM	Lv	2:00 PM
12:50 PM	Ar Denver	Lv	2:00 PM	Lv	8:20 AM
2:00 PM	Lv Denver	Ar	8:20 AM	Lv	12:45 PM
11:30 AM	Ar Chicago	Lv	12:45 PM	Lv	

IN THE BEGINNING . . .

THE ranks are thinning, but there are many who can recall Western Pacific construction days and they will remember June 19, 1906, as the date on which work was begun on a new transcontinental railroad link. On that date, the Utah Construction Company crews headed west from Salt Lake City under their contract to build the Western Pacific across Great Salt Lake, across the Nevada desert and through the Feather River Canyon to Oroville.

It was a great undertaking. This construction will probably stand as the final job of transcontinental railroad building in the history of our nation.

After the rails were laid to Buena Vista, some three miles west of Salt Lake City, a material yard was established to accommodate the huge volume of material arriving daily... ties, rails, spikes, etc. These were unloaded and sorted; then re-loaded on pioneer cars for the track-laying gangs and hauled to the "front".

About December 1, 1906, the new Western Pacific engines arrived... the 1 to 20 class. Far from being a modern engine, they were quite satisfactory for the service of hauling material and spreading gravel and carrying supplies. Some of these engines are still in service... with improvements!

On June 19, 1906, the first crew was assigned... Engineer Charles Sullivan, Fireman Frank Asher, Conductor L. E. Boyrell, Brakeman W. J. "Billy" Meehan and Brakeman H. Bill Campbell—D&RG Engine 508—and, with the track laying gangs, began the long journey to California.

Obstacles encountered slowed progress. Upon reaching the edge of Great Salt Lake, they ran into big mud-holes. It was necessary to dump several carloads of hay into these before it was possible to go across with the ties and rails. Later, rock and gravel replaced the hay.

Construction of the grade was almost all done by hand and with teams. A few steam-shovels and dinkey engines were used on the big fills and cuts, but probably 80% of the work was done with teams and by hand... no bulldozer carry-alls and modern machinery in those days! It was a long, slow job—done the hard way.

The first construction tragedy occurred December 13, 1906, when Engine No. 1 turned over on the lake—about a half mile from the present location of Spray siding—killing Conductor Godfrey Warren and injuring Engineer Bob Brockie, Fireman Halsted and several laborers. Brakeman Charles Coin and John Martin were on the train too, but escaped injury. Cause of the accident was a high wind which came up during the night, blew water up from the lake and washed out the sand under the ends of the ties.

Reaching the edge of the desert, more difficulties were encountered... 40 miles of desert, sand, mud and wind. Where Arinosa and Barro sidings now are, the mud was so soft and deep it was necessary to lay some twenty miles of plank to permit placement of ties, followed by the rails. Despite these handicaps, progress was fair and over the salt beds a record was set when ten miles of track were laid in one day. Wendover (122 miles west of Salt Lake City) was reached and founded—late in 1907.

Location parties, on their first trip across the desert in the vicinity of Arinosa, found an old wagon and the skeleton of a man lying in it, as well as the skeleton of a horse, harness still on, hitched to the wagon. Two miles further west, they found skeletons of another man and a horse. Apparently the man in the wagon was seriously ill and, when one of the horses died, the second man unhitched the other horse and started for help, but made only a couple of miles when he too collapsed.

Beyond Wendover, tedious going was experienced in the crossing of the Toano range of mountains and dropping down into Steptoe Valley. The rails crept westward to Flower Pass tunnel—then still unfinished—necessitating a track over the top of the mountain for movement of supplies.

About that time, the panic of 1907 occurred and work slowed down almost to a standstill. When the financial

skies cleared, active work was resumed and construction pushed to Wells, the head of the Humboldt Valley, and on to Elko (arriving December 23, 1909) and Winnemucca.

Track-laying in the vicinity of Winnemucca was started some time before—and several miles laid—before the east-end track-laying gangs arrived. Trouble with mud, sand and high winds persisted, but grim perseverance brought together the track gangs from east and west near Sand Pass about October 29, 1909. The first through train was a special with many of the road's officials aboard.

The first revenue freight train (of wine) was run in March 1910 and on August 20, 1910, a special train, carrying newspaper men, went through; followed at a later date by another special of chamber of commerce representatives from Oakland on a good-will tour to Nevada and Utah. First regular passenger train was No. 3, out of Salt Lake City August 22, 1910, with Conductor W. J. Meehan, Engineer Charles Sullivan, Fireman H. Clawson and Brakemen L. W. Woods and N. C. Wragg.

In 1910, track over Great Salt Lake was washed out, tying up operations for some time. In the same year, the big Humboldt flood washed out track and bridges, tying up the railroad for about 60 days.

Forty years after the laying of the first rails on the Eastern Division, the Western Pacific is a modern transportation entity equipped to handle tremendous volume, as was proved during World War II. As such, it stands as a monument to the pioneers who helped to complete the great undertaking when times were difficult and the work hard and slow.

During those forty years, there have been six superintendents on the Eastern Division, . . . R. M. Ogilvie, Jack Spellman, Mike O'Connor, Harry J. Beem, Glenn W. Curtis and the incumbent, John J. Duggan. Harry Beem is now vice president and general manager of the Nevada Northern Railway; Glenn Curtis is superintendent of our Western Division.

Only three of the 1906 employees are still active on the Eastern Division... Charles R. Coin and Harry W. Gibson, conductors; and Glenn M. Morton, engineer—all in passenger service out of Salt Lake City and all reaching the end of the track of their railroad careers by accepting retirement... a well earned reward for a job well done!

(The Editor is indebted to Glenn Marshall Morton, engineer; Peggy Phillips, secretary to superintendent; and John J. Duggan, superintendent, for this narrative of Eastern Division construction days. Glenn Morton's seniority date as an engineer is December 14, 1906.

Though this is primarily an Eastern Division story, it might prove interesting here to relate some other beginnings. The Western Pacific Railway Company was incorporated under the laws of California March 6, 1903. Three days later, the company was organized, with head offices in San Francisco.

Surveys for the new railroad were begun in 1904. Harry Ardley, now with our industrial department, worked as a helper when the surveys were being made. Harry also acted as an Aide-de-camp to Virgil Guy Bogue, chief engineer, headquarters Quincy, California. Construction began in 1905. Working under Bogue were Emory Oliver, who had charge of the Western Division; Thomas J. Wycbe and his assistant James Ferguson, in charge of the Eastern Division; J. T. Williams, who built Williams' Loop and E. S. Arnold, who built Arnold's Loop. Other members of the engineering staff were Thomas L. Phillips, now chief engineer, Louis A. Jones and A. A. (Gus) Kramm.

The line was completed in the fall of 1909, the last spike being driven at mile-post 280-51, near Keddie, on November 1st of that year.

Western Division superintendents have been C. H. Ketchum, J. W. Mulhern, E. W. Mason, J. P. Quigley, J. S. Spellman, Timothy E. Coyle, Harry J. Beem, James H. Leary, John J. Duggan and Glenn W. Curtis.)

RANDOM

★ "Read not to contradict and confute; nor to believe and take for granted; nor to find talk and discourse; but to weigh and consider." A lot of wisdom is packed in those 24 words credited to Francis Bacon, Lord Verulam.

Quincy's FEATHER RIVER BULLETIN, Editor **C. B. Millham**, announced in its April 18th issue (in deference to Editor Millham we'll refrain from calling attention to the March 18th date shown on page one!) that 28 representatives of Feather River hotels and resorts had met at Quincy and formed the Feather River Resort and Hotel Association. Purpose is to publicize this not-well-enough-known vacation-land and, generally, to promote the improvements necessary to attract visitors. **Tod Powell**, in his San Francisco CHRONICLE column, has frequently sung the praises of our Feather River Canyon as a fishermen's paradise... based on personal experiences, but his has been but a voice in the wilderness... no pun intended! We wish the new association all possible success.

At Wendover, operator **James Magson** retired on May 1st after 19 years of WP service. He was born at Rochdale, Lancashire, England in May 1883. With Mrs. Magson, he will be leaving Wendover soon for western Oregon. Their many friends wish them health and happiness in the years ahead.

The present Western Pacific Railroad Company was incorporated June 6th, 1916, which means a 30th birthday this year. Happy birthday to us!

Talking of anniversaries... the National Fire Protection Association celebrates its 50th at Boston June 3rd to 7th. Fifty years of service to the public and industry in a constant war against fire. The association looks confidently ahead, envisioning the steady retreat of this common foe.

On April 29th, the Humboldt STAR announced reopening of the post office at Sulphur. That sounds like progress to us!

We were happy to note the elevation of **J. Ellis Asbury** to blacksmith foreman at Sacramento Shops, succeeding **Jim Purcell**, who retired recently. Ditto the move of **Charles B. (Pat) Kirkpatrick** from Portola to Stockton as roundhouse foreman; and the move of **Foster L. (Cris) Crissey** from Winnemucca to Portola as roundhouse foreman. Our very best to each of them.

We regret to report the passing of **Jessie May Pettibone**, wife of recently retired Engineer **Edgar C. Pettibone**, of Oroville.

From **Cy Oels**, now telegrapher at Oakland, we learn that his son **George** has returned from military service and is back at his job with us as a fireman.

Elbert E. and **Bobby Pittman** have taken over management of our Wendover Hotel and Restaurant (Wendover Arms) following resignation of **Charlie Weinberg**. We wish the Pittmans all success.

Tal Kelly passed us a card from Major **Edward C. Richardson**, formerly of our Detroit office, now Chief-Traffic Section-Supply Div., Spokane-Galena, Washington. Ed., formerly stationed at Tampa, Fla., drove to his new assignment at Spokane, says the climate there is more like Michigan, met **Charlie Tackett**, our TF&PA at Spokane and asks to be placed on the mailing list to receive The Headlight. You're on; better late than never!

Standing in Faculty Glade on the campus of the University of California, at Berkeley, with columnist **Tom Brown**, your editor recalled Thomas Gray's words "Far from the madding crowd's ignoble strife" (from Elegy in a Country Churchyard). That secluded tranquility was really out of this world. We were on our way to a meeting of the Northern California Industrial Editors Association at the Faculty Club on the campus. Stopped for a very interesting visit in the editorial rooms of THE DAILY CALIFORNIAN (Monarch of the College Dailies) with Assistant Editor **Phyllis Seidkin**... Editor **Catherine Thanas** being away, on an assignment no doubt! Those girls and boys do a wonderful job.

Incidentally, the Oroville MERCURY was mentioned at our NCEIA meeting as one of the newspapers used by experts for determination of reader interest. Surprising results too!

June Almanack... The 6th is D-Day anniversary, when the Allies launched their all-out offensive on the Normandy beaches. The 14th is Flag Day; the 15th, Infantry Day; the 16th, Fathers' Day (time to trot out the cravat monstrosities!); the 22nd is the first day of Summer; and on the 28th World War I began ostensibly because of the assassination of Archduke Francis Ferdinand, of Austria.

A book on the "what" and "how" of Diesel railroading has just been published by Diesel Publications, Inc., of New York City. Authored by **C. F. Foell** and **M. E. Thompson**, this volume (of 764 pages, with 450 illustrations) is titled "Diesel Electric Locomotive". Ten well known Diesel locomotives are discussed under chapter headings ranging from "History & Growth" to "Locomotive Accessories". List price is \$7.00, but the publisher offers a 30% discount on orders placed through the editor of The Headlight.

Pat(ricia) J. O'Malley was appointed secretary to Joe Wheeler, our GPA, on May 8th, some two years and two months after joining the freight traffic department staff as a stenographer. On May 15, 1945, Pat bid in the position of payroll clerk and held that post until her recent promotion. The freight department must now be satisfied with a smaller ration of those flashing Irish (what else?) eyes and the retorts snappy!

And the same goes for **Edith (Kelley) Carter**, freight dep't. secretary, who

left us lol these many weeks for the attractions of East Rockaway (Long Island), New York. It's a source of everlasting amazement to us what Easterners can see in the East after trying the West. But we are glad to accept the attractions of the East permanently in the West. You don't understand? Tell you what I'm gonna do.....!

THE EDITOR

★ ★ ★

W. P. BOWLING CLUB DINNER

★ The sixth annual dinner and installation of officers exceeded in probably all respects previous such gatherings of the Western Pacific Bowling Club... greater attendance; more prizes, including door; and more and lengthy speeches!

Retiring President **William H. (Bill) Stout** presided and handled the "mike" nicely. All past presidents... **Jack Hyland**, **Spen Lewis**, **Harold Heagney** and **Walter Mittelberg**... were on hand, as was president-elect **Earl R. McKellips**, who will serve during the ensuing year with **Lee M. Brown** as vice president; **John Quinn** as secretary; **Harold R. Furtney** as assistant secretary; and **Timothy A. Moran** as treasurer.

The Auditor's team (**McKellips**, capt., **Stout**, **Sevey**, **Rintala** and **Joe Corven**), winner of the 1945-46 league competition, was awarded temporary (!) possession of the championship trophy and the members of this team received individual trophies. Similar individual trophies were awarded to **Bill Wilkinson** for high average (167), to the Freight Accounts team for high series (2504), to **Axel Rintala** for high game (243) and to **Gale Hudkins** for high series (609).

A bowling ball and bag were won by **John "The Colonel" Corven**; a pair of nylons by "the future **Mrs. Pete Casey**"; another pair of nylons by **Olga Lewis**, wife of Spen; and a box of candy by **Virginia Stout**, daughter of outgoing president **Bill Stout**.

Shortest speech was by **Lee Brown**, incoming vice president. From sources considered reliable, we understand Lee prefers the role of heckler!

The club, its membership swelled by returning servicemen, is feverishly eyeing the American Bowling Congress scheduled for Los Angeles in the spring of '47... hope is entire group can be entered in this classic national championship event.

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 Chicago St. Louis *New York	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-392
	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	153
	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	8:30am 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 68	4:00 pm Sun.	8:30am Thu.	67-39-5-39	6703

*From San Francisco June 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, July 2, 4, 6, etc.

**From San Francisco June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, July 1, 3, 5, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis Chicago	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55am 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 San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
	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
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52am 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	3:40 pm Sun.	8:50am Thu.	40-6-40-48	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.	40-6-40-68	4048

*From New York June 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, July 2, 4, 6, etc.

**From New York June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, July 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

BENJAMIN BRIGGS MARLIN'S RETIREMENT AND THE MERIDIAN BRIDGE SWALLOWS

★ No longer will the arrival and departure of the "Meridian bridge swallows" be chronicled by Ben Marlin. Ben will retire on June 15th after sixteen years as the Meridian bridge tender for the Sacramento Northern Railway.

During those years, Ben and Mrs. Marlin lived in one room high atop the 36-foot long bridge across the Sacramento River. Now they are "coming down to earth" to live in Meridian.

The Meridian swallows, counterpart of the well-publicized San Juan Capistrano Mission birds, have for the past ten

years arrived promptly on St. Patrick's Day to build their nests beneath the bridge!

Ben was born at Willett, Pennsylvania, September 10, 1874, and will have been in Sacramento Northern service for 24 years come June 15th. His bridge-tending was a 24-hour job, but Ben says the decline in river traffic in recent years cut down his activity. However, he recalls that, when he first took over, the drawbridge had to be opened often to allow as many as six boats at a time, one after the other, to pass through.

PASSENGER DEPARTMENT ACTIVITIES, CHANGES AND PROMOTIONS

★ **Walter C. Brunberg**, now on terminal leave as Captain in the Army Transportation Corps, will be appointed assistant superintendent of dining cars effective June 1st.

Brunberg was born at Oakland May 6, 1918. He entered the service of the dining car department as a clerk April 1, 1937; was later appointed secretary to the sup't of dining cars. He came to the general passenger office at San Francisco as a general clerk in 1941 and was appointed head clerk in the Military Bureau in 1942.

He was granted a leave of absence to join the Army as a private in 1943 and advanced through many grades to captain. He has been in charge of the Military Travel Bureau at San Francisco, the largest and most complete organization of its kind in this country, since its inception in February 1945.

His father, Captain Gus, was for many years a skipper on the Sacramento Northern train-ferry RAMON.

Effective May 16, **Henry W. Hobbie**, ticket clerk at the Ferry Building in San Francisco since August 1, 1941, was appointed city ticket agent at Oakland.

Effective May 16, **Ray Pember**, ferry passenger and ticket agent at San Francisco, was appointed city ticket agent succeeding to part of the duties of **Calvin P. Hocter**, who, having been city passenger and ticket agent during the war period, will henceforth devote his entire time to outside work as city passenger agent.

Ray Pember entered Western Pacific service March 1, 1943, as a ticket clerk in the city ticket office and was placed in charge of the ferry office in 1944.

Effective May 16, **Paul F. Murphy**, city ticket agent at Salt Lake City, was appointed manager-service bureau at San Francisco, succeeding **Thomas A. Kyle**, who has been acting manager-service bureau and who will now resume his regular duties as city passenger agent.

Melvin E. Graham, military passenger and ticket agent at Camp Beale will succeed Murphy as city ticket agent at Salt Lake City on June 1. Graham has held various clerical positions on the Western Division since 1934 and joined the traffic department as Camp Beale agent when the office was opened in 1945.

Effective May 1, **Octave M. Detoy**, district passenger agent of the Burlington Lines in San Francisco since 1927, was appointed general agent. Oxie's many Western Pacific friends are glad to learn of his well deserved promotion.

The Burlington has announced that effective May 26 Trains 39 and 40 (The Exposition Flyer) will be speeded up between Denver and Chicago in both directions and that new thru standard sleeping car service will be provided between Denver and St. Louis.

Under the new setup, Train 40 will leave Denver at 2:00 PM and arrive in Chicago at 11:30 AM. Westbound, Train 39 will leave Chicago at 12:45 PM and will arrive in Denver the same as in the past, at 8:20 AM.

The new Denver-St. Louis standard sleeping cars will operate eastbound in Trains 40-44-32, leaving Denver at 2:00 PM, arriving at Kansas City 7:20 AM and arriving at St. Louis 1:25 PM. Westbound, the new service will operate in rains 33-43-39, leaving St. Louis at 12:15 noon, leaving Kansas City at 6:00 PM and arriving at Denver 8:20 AM.

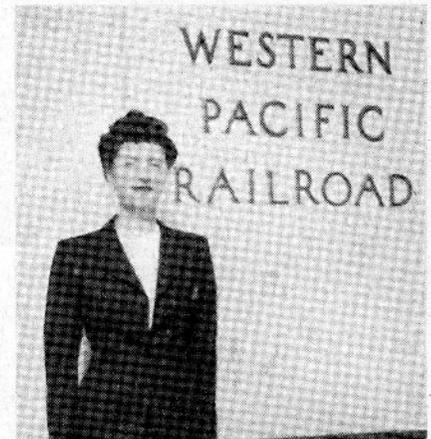
The Rio Grande has announced that effective June 2 some time changes will be made in Trains 1, 2 and 5. Train 1 will leave Denver under the new schedule 8:40 AM; leave Pueblo 11:55 AM and arrive Salt Lake City 7:05 AM. Train 2 will leave Salt Lake City 9:00 PM; arrive Pueblo 3:20 PM; arrive Denver 6:50 PM. The changes to be made in Train 5 will principally affect its arrival at Salt Lake City which will, starting June 2, be 7:25 AM.

The Western Pacific participated in two travel shows during the month of April.

An attractive booth was maintained at the Chicago Daily News Travel Show, held in the auditorium of the Stevens Hotel in Chicago for five days—April 12 to 14. Approximately 60,000 people attended the show and to them the Western Pacific distributed 33,000 folders.

Jim Stitt, our Denver traveling freight and passenger agent, reports that the Denver Travel Show was also a huge success. Western Pacific maintained a booth in the show and Jim was also interviewed over radio station KOA.

With the return to Salt Lake City of Passenger Agent **Robert E. Gonsalves** on May 26, our Military Bureau in the general passenger office will be in charge of **Miss Bernadette McHugh**. As chief of solicitation bureau, **Miss Blanche Dewey** took care of the original military movements before the start of World War II. As the work became heavier, **Walter Brunberg**, whose promotion to assistant superintendent of dining cars is announced elsewhere in these columns, was appointed head clerk in the Military Bureau and when he joined the Army, **Willard M. Workman**, traveling freight and passenger agent at Pittsburgh, was temporarily transferred to San Francisco to manage the Military Bureau. In 1945 Workman was promoted to district passenger agent at Sacramento and **Jack Ber-**



Lillian Navone, of our GO staff
Not "Life", but The Headlight...

shens, Manager-Service Bureau, was promoted to military passenger agent in the general passenger office.

Late in 1945, when the rush of returning veterans from the Pacific overwhelmed Jack and his able assistant, **Florence Sawyer**, City Passenger Agent **Thomas A. Kyle** of San Francisco; City Passenger and Ticket Agent **Joseph F. Hamer**, of Oakland; District Passenger Agent **Willard M. Workman**, of Sacramento; District Passenger Agent **William L. Rowberry**, of Stockton and Passenger Agent **Robert E. Gonsalves**, of Salt Lake City, were temporarily transferred to the Military Bureau to assist in its operation and to keep it on a 24-hour basis.

All gradually returned to their normal jobs as the rush subsided and on May 1 **Jack Berschens** was transferred to Los Angeles as district passenger agent, leaving **Bob Gonsalves** in charge.

★ ★ ★

WEST END WHITTINGS

(Continued from page 4)

former WD reporter, **Agnes Welch**? Those who do not have not had a full life; those of you who do know her, count yourselves among the fortunate, for she is a rare person. Her radiant smile and friendly manner are ever present and she always has a good word for all. Her capacity for work is terrific... she is about the speediest typist and shorthand writer on the WD. Agnes has a son in Germany with the Army of Occupation. She is a real American. Our hats are doffed to you, "Aggie".

Van O. Davison has been discharged from Uncle Sam's Army and reported back May 14th. Van is assistant T&E timekeeper.

William E. Swanson was appointed ass't roadmaster, first district, headquarters Oakland, May 16th, succeeding **David C. Charlebois**, promoted.

Another birthday anniversary... **Charles (Hooker) Harper**, May 17th. Charlie acquired his nickname because of a tendency to draw to a pair of sevens... usually helps them, says he!

SPORTS REVIEW

By Jack Hyland

★ Shortly following the close of the regular 1945-46 Bowling League season, the "Summer League" commenced with many new names appearing in the opening nights line-up on April 25th. The greater majority of new names (to some of us) being returned veterans, who desired to have a few weeks bowling practice to get their "eye" before the beginning of the 1946-47 schedule.

The Ducks, more intimately known as the "Ruptured" Ducks, mainly because their team is composed solely of returned veterans, have been stepping along at a very fast pace, winning 14 points out of a possible 16 points, and from appearances (past, present and also future), they are the team to beat.

Following league play of May 18th, the team standing appears to bear out the former statement:

	Won	Lost	H.G.	H.S.
Ducks	14	2	809	2372
Eagles	11	5	771	2247
Feather River	8	8	764	2207
Fenogs	6	10	801	2310
Dark Horses	5	11	723	2166
Alpines	4	12	852	2336

The prize fund is to be divided amongst the first four places and with only six teams involved in the Summer League, it should be a nip-and-tuck battle, for at least... 5th and 6th places.

Murphy Bowls 272 Game

While we will mention the so-called "Big Six" individual standings below, we naturally must give way in our caption to Connie Murphy, who packs considerable weight (bodily), for his "Utopia" performance of last May 18th, when he smashed out a nifty 224 (first game) and came right back with 9 straight strikes in the second, a spare and another strike to wind up with a very creditable score of 272... setting a new all-time league record for individual high game. Jokingly, we mentioned on page 9, in connection with the "Bowlers' Utopia", that such scores would possibly not be equaled by any of our W.P. bowlers... and it appears from the foregoing we may have been a little hasty in making our statement. We congratulate Connie on his splendid performance, and had he succeeded in making a "strike" (not to be confused with labor strikes) in the tenth frame, it is quite possible—he may have achieved the bowlers dream... a "300 game".

The "Big Six" standings indicate the following leaders:

	Gms	Avg	H.G.	H.S.
Craig	3	169	203	509
Hyland	12	163	200	499
Casey	12	161	188	513
Furtney	12	159	198	493
Moran	12	157	200	489
Murphy	12	157	272	618

RAILROAD BOOKS FOR ADULTS

PREPARED by Thomas P. Brown, our publicity manager, with the cooperation of Col. Robert S. Henry, "A Check-List of Railway Literature for Adults" appeared in the San Francisco CHRONICLE'S book section, Editor Joseph Henry Jackson, several weeks ago.

The list follows and we predict interested readers will vote it a good one...

This Fascinating Railroad Business: By Robert Selph Henry. The Bobbs-Merrill Company, 1943.

Trains: The Bobbs-Merrill Company, 1943.

Railroading From The Head End: By S. Kip Farrington, Jr. Doubleday, Doran & Co., 1943.

Railroad Avenue: Great Stories and Legends of American Railroading. By Freeman Hubbard. Whittlesey House. McGraw-Hill Book Company, Inc., 1945.

Trains, Tracks and Travel: By Thurman William Van Metre. Simmons-Boardman Publishing Corporation, 1944.

Railroad Panorama: By Albert C. Kalmbach. Kalmbach Publishing Company, 1944.

Along the Iron Trail: By Frederick H. Richardson and F. Nelson Blount. Tuttle Publishing Co. (Rutland, Vt.), 1938.

Siow Train to Yesterday: By Archie Robertson. Houghton-Mifflin Company, 1945.

Steel Trails: The Epic of the Railroads. By Martin D. Stevers. Grosset & Dunlap, Inc., 1939.

The Big Four: The Story of Huntington, Stanford, Hopkins and Crocker, and of the Building of the Central Pacific. By Oscar Lewis. Alfred A. Knof, 1938.

Casey Jones: Epic of the American Railroad. By Fred J. Lee. Southern Publishers, Inc. (Kingsport, Tenn.), 1939.

The Railroads and Public Welfare: Their Problems and Policies. By Emory R. Johnson. Simmons-Boardman Publishing Corporation, 1944.

The Modern Railway: By Julius Hall Parmalee. Longmans, Green & Co., 1940.

Old Waybills: The Romance of the Express Companies. By Alvin F. Harlow. D. Appleton-Century Co., 1934.

Headlights and Markers: By Frank P. Donovan, Jr. and Robert Selph Henry. Creative Age Press, Inc., 1940.

The Railway Age: By Cyril Bruyn Andrews. The Macmillan Co., 1938.

A History of Travel in America: By Seymour Dunbar. Tudor Publishing Co., 1937.

When Railroads were New: By Charles Frederick Carter. Simmons-Boardman Publishing Corporation, 1926.

Historic Railroads: By Rupert Sargent Holland. Grosset & Dunlap, Inc., 1937.

(Concluded next month)

THE STOCKTON GRAPEVINE

By Bob Runge

★ Just pinch-hittin' for Velma Mikolash, she'll be back next month... so relax! After Velma's column last month I have received numerous letters... what do you think of people that threaten a man's family???

Coming an' going: In November 1942 Earl Miller started wearing those pants that are just too-too tight and singing "Anchors Aweigh"... last month 'he returned to the yard office. Incidentally, since returning he's been pitchin' a little woo... the future missus is a well known Stockton gal, and I do mean Stockton! Virginia "Hotch-la-kotch" Rustan returned to Bill Moody's office after a sojourn at SN Yard, Lyoth QMD and 90 days leave... "Sport" Rustan is still at Lyoth. Ken Bones is on an extended leave and is now battling the elements in the northwest... something about running a resort! Resort... that's a place where the natives live on your vacation until next summer!

At this writing Bill Moody and his wife are at home recuperating from injuries received in a recent automobile accident. They were returning home from the hills when the brakes on the car gave way and they hit a tree. Both are suffering from cuts, bruises and shock. While Bill is laid up Angelo Prato is acting as agent.

Marriage is wonderful... before marriage he talks and she listens; during the honeymoon she talks and he listens; later they both talk and the neighbors listen! But some people are never dismayed... remember Nadine Jensen? Well she and Bill Rowberry made a surprise trip to Nevada several weeks ago... and it wasn't just to look at sagebrush! "Smokey" Joe Moffett and Barbara Ramsey were "that-a-way"... so on May 12th in San Francisco they got "this-a-way". Mary Leach was there... and oh what she said! Her name first appeared on the payroll as Bobbie Robertson... time marched on... she met Jack Doyal... he said, "Huh!", she said "Uh-huh!"... 'taint Robertson now!

Things and stuff: I wish Jack Mettler would quit listening to Blondie on Sunday nights... every Monday morning he wants to run my little finger thru the pencil sharpener! But it isn't so bad when you can get sympathy from two nice gals like Fern Lester and Juanita Anderson... hubba-hubba! Did you know that one of the best promoters in Stockton is a gal? That's right... and her name is Harriet Mattesich! If you want Bob Harrigan to smile, ask him to take a wire around 9 A.M.... there, I said it and I'm glad! Okay, Velma, it's all yours again!

NEW THRU SERVICE BETWEEN ST. LOUIS AND SAN FRANCISCO

Effective June 2, Western Pacific, Rio Grande and Missouri Pacific will Inaugurate Thru Service—Standard, Tourist and Chair Cars—Between St. Louis and San Francisco via the Royal Gorge.

MP 15: RG 1: WP 39		SCHEDULE	WP 40: RG 2: MP 16	
EXAMPLE	DAILY		DAILY	EXAMPLE
Sun.	1:52 P.M.	lve.....St. Louis	4:00 P.M.	Wed.
Sun.	7:50 P.M.	lve.....Kansas City	8:10 A.M.	Wed.
Mon.	11:55 A.M.	lve.....Pueblo	3:50 P.M.	Tue.
Mon.	1:20 P.M.	arr.....Royal Gorge	1:50 P.M.	Tue.
Tue.	7:05 A.M.	arr.....Salt Lake City	9:00 P.M.	Mon.
Wed.	2:50 A.M.	arr.....Marysville	10:10 P.M.	Sun.
Wed.	3:45 A.M.	arr.....Sacramento	9:00 P.M.	Sun.
Wed.	4:50 A.M.	arr.....Stockton	7:50 P.M.	Sun.
Wed.	7:50 A.M.	arr.....Oakland	4:55 P.M.	Sun.
Wed.	8:50 A.M.	arr.....San Francisco	4:00 P.M.	Sun.

Equipment: 10 Sections—1 compartment, 1 drawing room, Standard Pullman designated W 403 Eastbound and 153 Westbound; 16 sections Tourist Car designated WB Eastbound and MP Westbound, and thru chair cars.

WESTERN PACIFIC