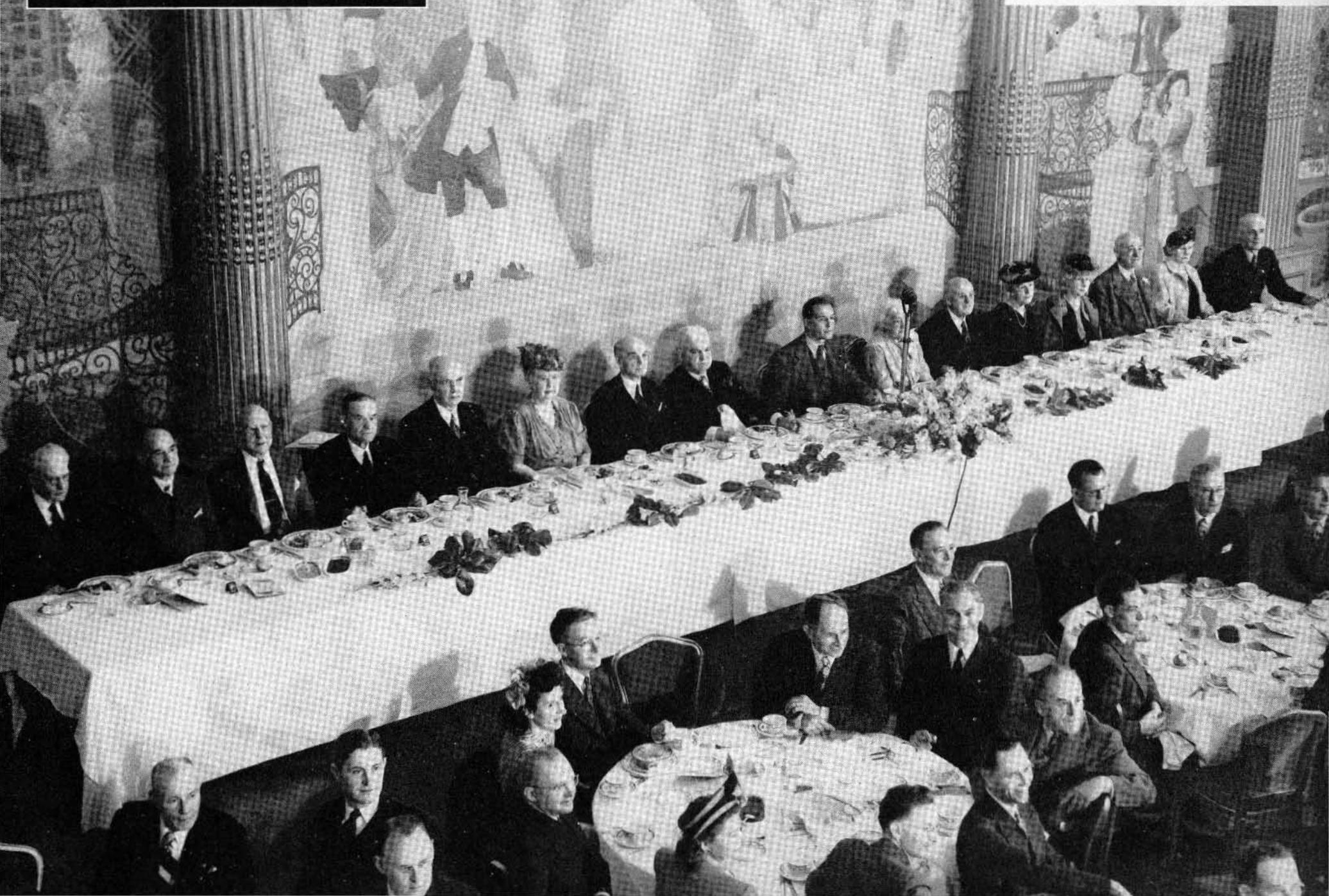


Western Pacific Family Gathers to
Honor Retiring General Office
Emploees and Officers



"If you believe you can do a thing, you have already half done it."

Editorial

★ Right now, business is not what it might be with us. At Wendover recently, we heard crews were being cut. May we suggest a little thought on the subject? We lose friends because of the thoughtlessness of a trainman, or a ticket clerk, or a sleeping car porter. To the traveler, or shipper, the employe's attitude is a reflection of management's attitude. Thoughtlessness loses patrons. The fewer Western Pacific patrons, the fewer available jobs. On the other hand, we make some friends because of an affable manner displayed by a trainman, or a ticket clerk, or a sleeping car porter. Maybe it evens up. Maybe! Unfortunately, our cynicism is only too well justified by what we've witnessed on many occasions. Wouldn't it be so much better all around if ALL of us ALWAYS tried to win friends? It really takes very little to make a passenger happy. If we make him that way, he leaves our rails with a friendly feeling which is passed on and certainly does us no harm. Many of our men and women are kind, courteous and helpful, but the minority which is none of those things can really make a mess of things. Think it over. The CALIFORNIA ZEPHYRS are on the way. We'll need passengers. We could use some freight business right now. For Pete's sake, let's do our part to assure maintenance of the recent high level of jobs, not to mention our provisional pension plan. We can think of no other form of selfishness more worth while. Add it up; we'll leave it to your common sense.

Common Sense

★ It is with deep regret we record the death of Harry J. Alders, one of our publication's staff reporters at Sacramento and transportation clerk in our superintendent's office there. While enroute from Denver to Sacramento, he suffered a heart attack and passed away in our Oroville station. Harry was born at St. Joseph, Missouri, May 7, 1895; entered WP service in January 1943. Popular with his associates, he will be missed by all who knew him.

Harry J. Alders

★ In our February issue, we nominated Tom Brown, Jr., son of our Thomas P. Brown, for a spot on the American Davis Cup Team in the effort being made this year to bring that famous cup back to the donor's country. Ergo, we are hardly displeased by Tom's fine play in England, Sweden, Belgium and France. We look forward to his return to our shores and the national singles play at Forest Hills. To James B. Moffet and Perry T. Jones, chairman of the Sponsors Committee of the Northern California Tennis Association and secretary of the Southern California Tennis Association respectively, our thanks for assuring Tom's European trip. Tom, whose photograph appears elsewhere in these columns, has many "rooters" now, but it is the "old guard" who will follow in spirit, if not in the flesh, every move of Tom's at Forest Hills. May our good wishes make even more powerful his mighty raquet!

Tom Brown, Jr.

★ Eric Johnston says there's a social lag . . . talking about our United States. That is without a doubt a masterpiece of understatement! Americans have done more whacky things within the past year than you can shake two sticks at. For four years, we stand together, shoulder-to-shoulder, against the common enemy. When he disappears, we fall apart and can't get along with each other. Maybe we're over-rated. Certainly the general attitude indicates complete lack of the old pioneer American spirit.

What Ails Us?

Complete lack of the old pioneer American spirit.

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Bill Stout Business Manager

★

Published Monthly by
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WATCH FOR THE NEW



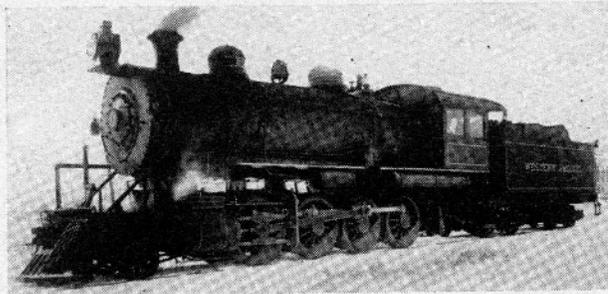
DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Retiring General Office Employees and Officers Given Send-off at Dinner in San Francisco's St. Francis Hotel on June 26th

★ In our July issue, we covered the high spots of the June 26th testimonial dinner before it was held! Now we can offer a complete report. The Colonial Room at the St. Francis Hotel was filled to capacity by an even two hundred and fifty, including our honored guests—named elsewhere on this page.

In his opening remarks, the toastmaster mentioned other Western Pacific people retiring on June 30th to his knowledge... George Tucker Gamble, of our San Francisco Embarcadero office; William U. Stansbery, division accountant at Sacramento; Don Frease, division accountant at Elko; George W. (Bill) Crossen, district passenger agent, Salt Lake City; and Kari William Muhl, road foreman of engines, Stockton; and Ada Lee Shaeffer, of our GO purchasing department, who was unable to attend the dinner because of absence from the city.



and Chairman of the Executive Committee Thomas M. Schumacher was read by the toastmaster.

Secretary Clarence L. Droit presented handsome traveling clocks to each retiring Western Pacific employe, tokens from their associates in general office. Sacramento Northern President Mitchell then presented gifts of wrist watches, pen-and-pencil sets and bill folds to Messrs. Rowray and Rodebaugh from their SN fellow-workers. Assistant to General Manager Charles F. Craig came to the microphone and presented a fine brief case to Col. Mason from his office staff; followed by Paul Shelmerdine with a presentation of a desk and chair to Sup't. of Transportation Quigley from his office

Our Cover . . . The "Head Table"

Left to right at the "Head Table" . . . John Phillip Quigley, James Byron Rowray, Lewis Hagy Rodebaugh, Lewis Cronk, Edward Wilson Mason, Mrs. Mason, Deane Cornelius DeGraff, James Wilmer Grace, Toastmaster Walter C. Mittelberg, Tena B. Webster, James Wilkinson Waide, Mrs. Waide, Mrs. Watson, Thomas Frederick Watson, Mrs. Burks and Ira Guy Burks.

In foreground: Table at left . . . John Midgley, Reinhold Schmidt and Roy E. Larson; next table, counter-clockwise beginning from the empty chair . . . Dr. Glenn F. Cushman, Lillian Navone, Dr. Scott Quigley and Mrs. Quigley, Norman W. Menzies, James C. Cotter, Edward T. Gallagher, Paul Shelmerdine and David J. Spowart; next table, again counter-clockwise from empty chair . . . John H. Coupin, William A. Fautleroy, Francis W. Steel, Frank G. Lindee, Dr. Alson R. Kilgore and Dr. Curtis E. Smith. At far right may be seen, clockwise . . . Joseph G. Wheeler, Talbot Kelly, Henry P. Donnelly and about half of Walter C. Brunberg! In the bottom right-hand corner are Mary Stewart and Wayne O'Neill.

The diners gave a heart-warming reception to each of our guests as he, or she, was introduced with a brief biographical sketch. Following introductions, Brotherhood Chairmen Clyde E. Whitman (BLF&E) and Richard J. McCarthy (BRC), Chief Engineer Thomas L. Phillips, Vice-President Henry E. Poulterer, Vice-President and General Manager Harry A. Mitchell and President Charles Elsey offered greetings and best wishes to retiring associates. Messrs. Elsey and Mitchell stressed the importance of team-work in the Western Pacific family to assure jobs and prosperity and the maintenance of the benefits under the company provisional retirement plan. A telegram of good wishes from retired Trustee

staff. Then came Freight Traffic Manager Malcolm W. Roper with gifts of a lapel watch, pen-and-pencil set and bill-fold to Tena B. Webster from her traffic department friends.

Gifts were previously presented to General Auditor DeGraff and to Messrs. Cronk, Waide and Watson by their department associates. Guy Burks retired July 31st, when he received a gift from his fellow-employees. On his last day as industrial commissioner, "Jim" Grace was given a beautiful Masonic pin by a group of his personal friends at GO.

Returning to the dinner, Assistant Superintendent C. E. McDonald followed Malcolm Roper and presented to Col. Mason a magnificent Magnavox cabinet radio and record player, the gift of more than 1,200 on-line employes. Then Superintendent John J. Duggan stepped up to present to Mr. Quigley an all-leather club chair, a fluorescent matching lamp and a desk pad with hammered brass borders, the gift of more than 800 on-line employes.

The St. Francis Hotel and its maitre d'hotel Gaston A. Brosy did themselves proud in serving a fine dinner and doing it well.

The testimonial dinner ended on a high note of good-fellowship and the consensus of those who attended was expressed in the hope that the future will bring more of such gatherings.



Hy-Lites

By JACK HYLAND

★ By the time some of you read this month's column, your columnist and **Mrs. J. H.**, will be enjoying the sunshine (and I'm warned it will be hot) of that famous visitors' paradise...New Orleans, La. We expect to stuff ourselves with their famous foods served at **Antoine's, Arnauds, La Louisiane** and **Galatoire's**, also indulging slightly of some of their well known liquid concoctions...the names of which have been furnished by our real Southern Gentleman **Lee Brown** (Auditor Overcharge Dept).

At an early hour on the morning of June 28th, **Mary Elizabeth Taeger** (Car Record) escorted by **John "Bunny" Mills** (Frt. Claim) passed around a box of candy, holding said candy in her **LEFT** hand, allowing a beautiful diamond to show its sparkling effect. Understand "Bunny" wouldn't tell when the mate to the sparkler would appear, but we'll wager Betty could give us the answer.

"Yours truly" was right on two points...for last February when **Grace Kent** resigned from the Traffic Dept., we picked the month of **July**—and also the expectant...**as a girl**. Well, the prediction was perfect for along came July 1st and during the same day...**"Therese Kent"**, weighing 7 lbs. 11 oz. arrived. We learn the new parents, **Grace** and **John Kent** are very happy with **"Terry"** their first born and we extend our blessings.

We just learned that our latest bride was the former Miss **Carol Miles** who exchanged marriage vows with **Eric Anderson** last month in Reno, Nev. Both the newlyweds work in our Pass'gr Accounting Dept. and we understand Carol is Eric's helper at the office, so at home the situation should be reversed with Eric taking over the helper's duties...**at least we hope so**.

Jack's Palace Diner (57 Jessie St.) is again open—with the June 30th prices still prevailing, O.P.A. lifting to the contrary. Since **Jack Hartnett's** return waiting lines for bi-carbonate of soda have been noticed at local drug stores.

Something new has been added to the Frt. Claim Dept.—in the person of **Eleanor Jenkins**, ex-St. Paul, Minn. My reporter (F.J.R.) states it is apparent the Minnesota climate is responsible for raising flowers as well as flour (wheat) and that Eleanor is...single.

Recently **Caroline Condit** (formerly Treas.) was the recipient of a very pleasant surprise as a going away present by her former Treas. Dept. employes. Their gift was a complimentary dinner—which was served to Caroline while on the Western Pacific diner enroute to Chicago.

Marshall Boyd (AFTM) went to the barber shop last July 6th for a haircut. Prices being what they are—it cost him around \$60.00... (of course, he saw a California Saddle leather bag while he was out, and the aforementioned price included the cost of the haircut).

Lt. **G. R. (Bob) Parker**, ex-yardmaster Stockton Yard, made a hurried trip from Camp Kilmer, N.J. arriving in San Francisco on July 10th. He escorted troops as far as Camp Beale, Cal. via (of course) Western Pacific. We know Bob thinks San Francisco is fine, but we wonder why he thinks Washington, D.C. is still finer. (S.F. Chamber of Commerce—please note).

We failed to mention it before—but new faces to the Traffic Dept. (yet old veterans) and we mean veterans, are returned service-men **Frank Schmalenberger** and **Jack Gore**. Sorry our welcome is so belated.

Recently read of the fire which practically destroyed the winery at Escalon, Cal., and now wonder if reports relative **Frank Lindee's** (Modesto) sad look and long face could be attributed to this conflagration. We haven't read of any similar fires affecting the wineries around Lodi, but perhaps "they" are not within Frank's designated territory.

John Roscoe... is our newest Gen. Office elevator operator, and he looks quite dapper dressed in his new...blues. He seems to always be smiling...even though he has his "ups" and "downs" every day.

It may be June for marriages—but it is **"Judith Marie"** for **Laura** and **Arthur Allen** (Traffic) who are now the proud parents of their second daughter. Tiny Judith, weighing 6 lbs. 6 oz. arrived on July 13th at 8:30 a.m. at the St. Joseph's Hospital. (On behalf of the fellows, Art... thanks for the cigar).

Harry Branting's party from Stockton, which included Messrs. **McGinnis, Meyers, Bosch** and **Carman** didn't go "all out" at the July 20th bowling match game held at Downtown Bowl, between their Stockton Roundhouse team and the San Francisco Gen. Office Keglers... for they had planned to be "all out" at the WP Club's picnic. (How about another match, Harry?).

Anniversary congratulations to **Helen** and **Byron Larson** (Traffic) who will celebrate their "15th year" on August 8th, and the same to **Lois** and **Axel Rintala** (Treas. Dept.) who will have reached their "14th year" on August 27th.

August 27th... reminds me that is birthday of **Edith Carter** (Traffic)—and mine too. Now our respective spouses have no reason for not remembering!

Although **Bob Runge** (Stockton) attended the "Testimonial Dinner" in San Francisco at the St. Francis Hotel on June 26th, **Frank Rauwolf** (Frt. Claim) advises he found Bob still in bed on July 13th—and his voice was still very husky... from a cold. (no doubt!) Guess it was "too cool" in San Francisco.

When **Muriel Baird** (Treas. Dept) departed from our Western Pacific family last July 20th, she took with her the best wishes of her many friends. It seems Muriel decided to give up office work and devote her entire time to the duties of a full-time housewife.

Also learned that **Fred Shuster** (Oakland Roundhouse) was recently the lucky raffle winner of a very aged liquid enclosed in a glass container. The liquid we hear—speaks with a "scotch accent".



A Tragedy Without a Headline

★ In 1945, a tragedy occurred in which 445 men who might have been saved were killed. How could this happen without bold headlines to impress the fact upon us? Let's look at the record.

On-duty deaths or injuries that result in the loss of more than 3 days' work must be reported to the Interstate Commerce Commission. Each month the Association of American Railroads gather these statistics and rate the railroads of the United States according to their relative standing in fatalities and reportable injuries for each million man-hours worked. The roads are divided into 6 groups in accordance with their total man-hours so as to make the comparison reasonably fair.

The record shows that, considering fatalities alone, the roads at the top of the list had a fatality record of .11 employes killed for each million man-hours worked. Had all railroads attained the .11 average fatality rate recorded by the 6 winners, there would have been 445 less railroad employes killed in 1945. Analyzing our own record, we find that our fatality ratio was .25 which indicates that if we had done as well as the average of the 6 leaders, we would have had 3 fewer fatalities among our employes. **As of June 30, our fatality ratio for this year was .13, a very commendable reduction indeed** and almost down to the average .11 ratio of the 6 leaders for last year. Our ratio for reportable injuries is entirely too high but May and June records reveal a substantial reduction over the first 4 months of this year.

What a satisfaction it will be if we can continue our good fatality record and maintain our improvement in the injury ratio, for the ratio would then reflect the fact that at the end of the year, we will have several good employes alive and well who would have been dead or maimed unless we attained a creditable ratio. The impact of these things reaches to the hearths of every home on our railroad.

HOMER BRYAN

Richard Frederick Czeikowitz

★ On July 1st, Richard F. Czeikowitz was appointed chief clerk in our telegraph department at GO.

Dick was born at Napa, California, March 31, 1910, and joined the Western Pacific organization as an office boy June 30, 1927. At the time of his latest promotion, Dick was general disbursing clerk in the general auditor's office.

Jack Ellsworth Kenady

★ On July 1st, Jack E. Kenady was appointed trainmaster for the Tidewater Southern Railway.

Born at Oakland, California, January 4, 1913, Jack joined the Tidewater Southern as a clerk on September 3, 1934.

He entered the Army at Monterey on June 4, 1943, and one week later was transferred to the Transportation Corps at Fort Warren, Wyoming; then assigned to the 726th Railway Operating Battalion at New Orleans in August. On September 3rd, was promoted from private to master sergeant and received his technical training on the Santa Fe at Clovis, New Mexico; sailed for Bombay, India, December 9th.

In January, 1944, Jack arrived at Pandu, Assam, India, where his battalion operated a 117-mile division of the Bengal and Assam Railway until October, 1945. During the peak movement, 50,000 cars per month were handled over that division. A recommendation for direct commission was approved by the theater commander in August, 1945, but the end of the war ended that so far as Jack was concerned.

He left Calcutta in October, 1945; arrived in New York in November and, after a recuperation furlough, was discharged at Camp Beale on January 21, this year, returning to the Tidewater Southern on January 23rd.

Wendover Army Air Base Fire

★ Fire, which raged at the Wendover Army Air Field the night of July 6th, caused damage estimated at two million dollars, according to Base authorities.

Starting with an unexplained explosion in the big No. 1 hangar, the fire spread to nearby warehouses and an office building. The Base fire-fighters didn't gain control of the situation until the hangar, five warehouses and the office building had been totally destroyed.

In addition, six planes—one a P-80, twenty airplane engines and considerable radar and aircraft maintenance equipment were lost.

Though the damage was serious, had the usual Wendover wind been blowing that night, the result might easily have been disastrous. The fire station, immediately adjacent to the scene of the fire, escaped unscathed!

The Wendover base, along the Utah-Nevada border, is now one of the Army's major testing grounds for pilotless aircraft and supersonic rockets. Recently an additional area in this district was acquired for expanded operations. With a bombing range of more than 1,500,000 acres, Wendover Field trained hundreds of American airmen during the war, including the B-29 crews who dropped the atomic bombs on Japan.



AP Photo

★ Tom Brown, Jr. at Wimbledon, England, flanked on his right by Louise Brough and on his left by Margaret Osborne and Patricia Canning Todd. With Miss Brough, he won the mixed doubles championship and, with Jack Kramer, the men's doubles. Unseeded, Tom won through to the semi-finals where he lost to the French champ Yvon Petra in a stirring five-set match. Subsequently, Tom played at Varberg, Sweden, at the request of King Gustave, defeating the Swedish champ Lennart Bergelin in a four-setter; then to Brussels, Belgium, for further exhibition matches and further success; then on to Paris for the French championships played at the Roland Garros stadium, where he again went to the semi-finals only to lose to Jaroslav Drobny, of Czechoslovakia, in a stirring 5-set match.

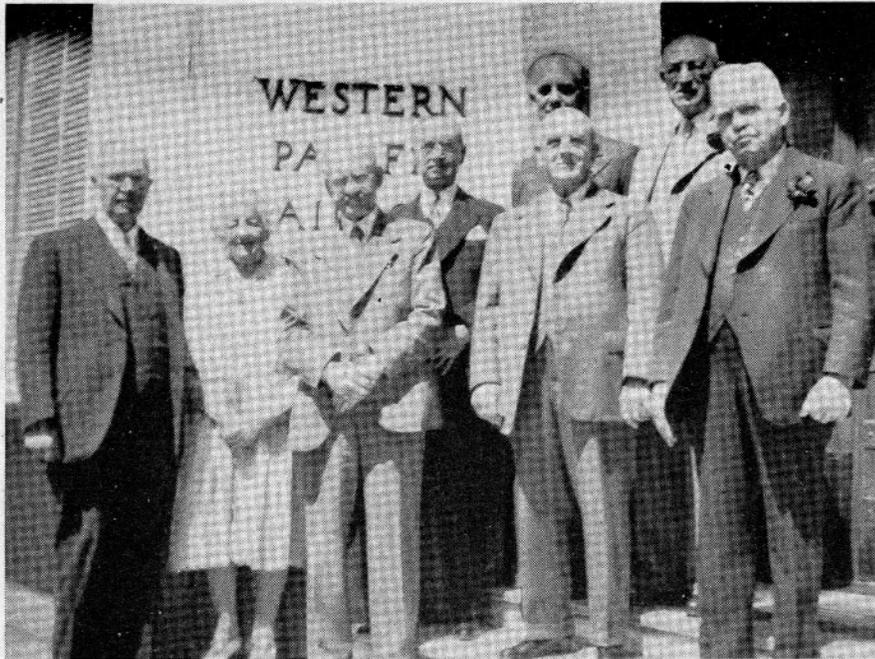
Graduated from the University of California in 1943, Tom entered the Army and became a mortar gunner attached to the 20th Armored Division which saw considerable service on the European continent. His ambition is to enter the Harvard Law School.

Tom, who is 23, packs only 158 lbs. in his lean 6'2" frame. His booming service is one of his major weapons and his down-the-line shots are a thing of beauty and a joy forever.

Following the Wimbledon tournament, a dinner party was given the tennis players at which Tom met the American Ambassador Averill Harriman. There ensued talk about food and the weight Tom had lost. Harriman left the party in advance of the tennis players and when Tom and the others arrived at their hotel, the Rembrandt, there was a box waiting at the desk for Tom... in it a can of fruit juice and some eggs plus the card of the American Ambassador with the words "Something at least for breakfast tomorrow morning"!

Before returning to the States, Tom goes to Prague for the Czechoslovakian championships and to Frankfurt, Germany, to play exhibitions for the Army of Occupation. Via Atlantic Clipper, he will be back here in time to participate in tournaments at Orange, N.J., Newport, R.I. and Chestnut Hill, Mass. before the national singles at Forest Hills starting August 29th.

We are indebted to the Associated Press for the use of this photo.



★ Photographed on the steps of Western Pacific's general office building in San Francisco by **Alta Thomas**, ticket accounts clerk, are, from left to right, **Edward W. Mason**, **Tena B. Webster**, **John P. Quigley**, **Deane C. DeGraff**, **James W. Waide** with **Guy Burks** behind him, **Thomas F. Watson** and **James W. Grace**. All of those pictured have now retired from active service, though Col. Mason continues as vice-president and a director until the end of the year.

In Retrospect . .

METHINKS this hour I feel the mystery
Of things long gone, made consecrate
with tears,
As here, again, through memory-haunted
years,
I sense Life's wonder and immensity.
So may my soul new visions come to see,
Till Faith, renewed, her mighty tower
uprears,
And there, in perfect peace, devoid of fears,
My spirit soars on high supremely free.

And so I sit beside my fire tonight
And see the muffling mists of long ago
Part and grow thin before my eager sight;
And friends, long gone, are sitting by the
glow
Of dying embers, and their hands and mine
Clasp, once again, across the border-line.
Edward DeWitt Taylor.

"In Retrospect" came to us from Tom Brown, who received it from Anthony F. Moitoret, editor of "TICK TOCK", Seattle, and former political editor of the OAKLAND TRIBUNE.

This beautiful poem's author is well known as an artist, writer and printer, having been associated with Taylor & Taylor, of San Francisco, until his retirement. He is the son of Mayor Taylor, who held office in 1907 after the earthquake and fire.

California's Racquet Racket

★ The remarkable sweep of California tennis players in the Wimbledon Tournament brings once more the comforting thought that no matter how sad a season California athletes may have occasionally against outsiders in other sports, we always take 'em in tennis!

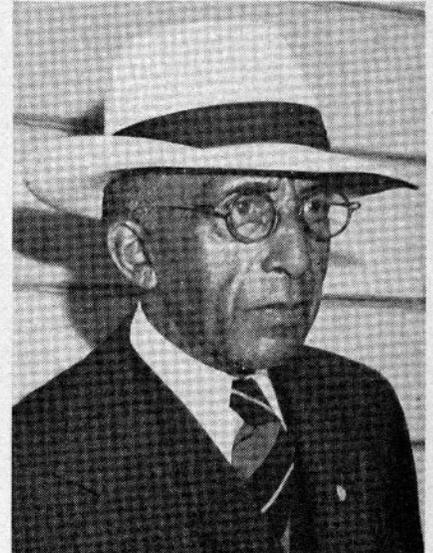
Alabama mauled our Trojans in the Rose Bowl; the Golden Bears were feeble against the basketball teams of Oklahoma A. & M. and Ohio State. But at Wimbledon—wow! Among them, Californians Tom Brown, Jr., Jack Kramer, Louise Brough, Dorothy Bundy and Pauline Betz brought back the men's doubles, mixed doubles, women's doubles and women's singles championships—every trophy excepting the men's singles title!

How come? Consider a tennis family like Tom Brown's. His dad, Tom, Sr., veteran newspaperman and publicity manager for the Western Pacific, was in tournaments long ago with Tom Bundy—the dad of Dorothy! Young Tom's mother, also a tournament player, was his coach when he was 9. His aunts, the late Ara Brown Sagehorn and late Lillian Brown Schuette, won the women's doubles championship of

Hugh Price Retires

★ After almost thirty-three years with the Western Pacific and a total of forty-one years of railroading, Hugh Price, of our dining car department, retired on June 30th.

Born at Lexington, Virginia, November 7, 1874, Hugh found his first rail-



road job with the Northern Pacific in July, 1905, as a dining car waiter. In April, 1913, he joined the Southern Pacific and, on August 7th of that year, came over to us to remain until his recent retirement.

During the years with WP, he served as a dining car waiter, pantryman, chair car porter and lounge car attendant.

Hunter Smith Macon

★ Hunter S. Macon was appointed ass't. freight claim agent for WP on July 1st. Born at Tallahassee, Alabama, February 15, 1893, he came to us as a claim adjuster a year ago.

the University of California when co-eds there around 1908!

Aunt Ara, for that matter, not only starred on the court but, as a faculty member of Willits High School, was head coach for the BOYS' football, baseball and basketball teams—and set a record for success that old-timers of the section talk about to this day!

So long as there are families like that around the State—and there are quite a few—we'll take 'em in tennis. In other sports we have to take the good seasons with the bad. But not in the racquet "racket"! That's our meat!

From Clem Whitaker's "California Feature Service" for California newspapers.

Railroad Books For Adults

★ In our June issue we began "A Check-List of Railway Literature for Adults", prepared by our Publicity Manager Thomas P. Brown and Col. Robert S. Henry, originally appearing in complete form in Joseph Henry Jackson's San Francisco CHRONICLE book section.

We conclude calling the roll of recommended volumes...

Railroads and Rivers: The story of Inland Transportation. By William H. Clark. L. C. Page & Co., 1939.

The March of Commerce: By Robert Malcolm Keir. Yale University Press, 1927.

Bonanza Railroads: By Gilbert A. Kneiss. Stanford University Press, 1944.

Steelways of New England: By Alvin F. Harlow. Creative Age Press, Inc., 1946.

The Railroad Builders: A Chronicle of the Welding of the States. By John Moody. Yale University Press, 1920.

Pioneer Pathways to the Pacific: By William L. Park. Clara Aire (Clare, Michigan), 1935.

Orient Meets Occident: The Advent of the Railways to the Pacific Northwest. By Enoch A. Bryan. The Students Book Corp. (Pullman, Wash.), 1936.

Cavalcade of the Rails: By Frank P. Morse. E. P. Dutton & Co., 1940.

They Built the West: An Epic of Rails and Cities. By Glenn Chesley Quiett. D. Appleton-Century Co., 1934.

The Story of the Western Railroads: By Robert Edgar Riegel. The Macmillan Co., 1926.

One Hundred Years of American Railroad: By John William Starr, Jr. Dodd, Mead & Co., 1928.

Iron Horses: American Locomotives 1829-1900. By Edwin P. Alexander. W. W. Norton & Co., 1941.

Highball: A Pageant of Trains. By Lucius M. Beebe. D. Appleton-Century Co., 1945.

Railroads at War: By S. Kip Farrington, Jr. Samuel Curl, Inc., 1944.

Transport for War 1942-1943: By Edward Hungerford. E. P. Dutton & Co., Inc., 1943.

Timothy F. Rabbitte

★ All general office workers were shocked on Saturday, July 6th, to learn of the sudden death of Timothy F. Rabbitte, popular lift operator at our 526 Mission Street offices. "Tim" had been on a vacation, but had returned to the city and visited at GO the day before his passing.

Though an employe of the Standard Oil Company, "Tim" quickly became an honorary member of our GO family of employes. It was he who originated names for our various floors... Treasure Island, Production Department, Salt Lake City, San Francisco, etc... we can hear him calling them now—and those names should be perpetuated in his memory.

We miss his Irish brogue, his friendly smile and his ready wit. May his soul rest in peace.

James Wilkinson Waide

★ In our July issue, we covered rather briefly the retirement of "Jim" Waide on June 30th.

Jim, as we indicated last month was born at Ipswich, Suffolk, England, October 13, 1871. Several years later, he migrated to this country and became a citizen in 1894. In 1897, he went to Rossland, British Columbia, to handle baggage and express for the Canadian Pacific. In September, 1918, he joined the Southern Pacific as price clerk in their purchasing department.

There, during the consolidation period of Federal control, he met WP Purchasing Agent W. L. Jacobs. In March, 1920, the latter asked Jim to become his price and invoice clerk. On March 18th Jim took over and held that post until his recent retirement, sitting at the same desk and using the chair which Mr. Jacobs used until his death.

Just Under the Wire

★ In a pre-Western Pacific Club picnic affair, bowlers representing Stockton roundhouse came to San Francisco July 20th to meet defeat at the hands of WP Bowling League keglers in a 5-game match by 3,939 to 3,772. Harry Branting, Doug McGinnis, Jerry Bosch, Don Carman and Cecil Meyers rolled for Stockton; Lee Brown, Spen Lewis, Joe Corven, Harold Heagney and Jack Hyland for SF... WP Club President Jack Hyland pounding out the high series of 909!

Charles H. Freeman, retired Portola carman, passed away at Portola on July 13. After 24 years of WP service, he retired in 1942. He was in his 69th year.

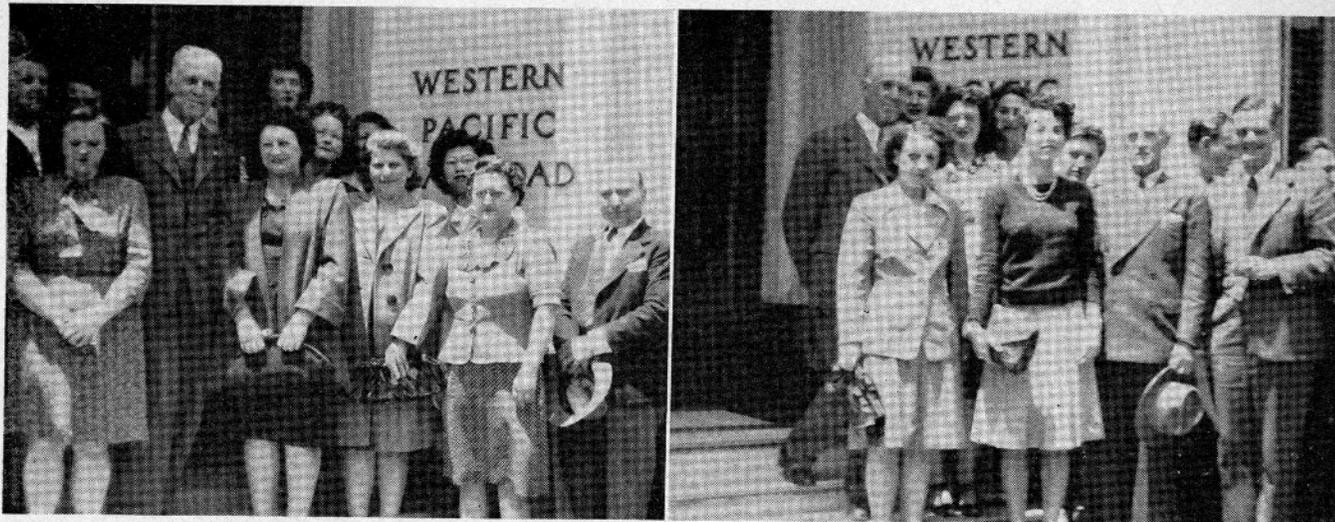
Renó's "GI" Martin; Dallas' Cliff Cobb; Denver's Jim Stitt; and Kansas City's Joe Kirch... all WP representatives, were in San Francisco for the Shrine Conclave... as was Harold Eno, general passenger agent for the Rio Grande.



The Staff of Our Oakland Passenger Agency

Left to right: John P. Skinner, city passenger agent; Lorna Holling, report clerk-cashier; George A. Mix, city passenger agent; Edith Floersch, secretary to general agent; Dorothy Kyle, ticket clerk; Russell J. Cleland, general agent; Joseph F. Hamer, city passenger agent; Frank Williams, ticket clerk; and Henry W. Hobbie, city ticket agent.

★ Pictured here are twenty of the thirty-three clerks in the passenger accounting department of the office of auditor of freight and passenger accounts at GO... photos by **Alta Thomas**, ticket accounts clerk... occasion: retirement of **Guy Burks** on July 31st.



Left to right... Elizabeth Woolsey, Louise Manfredi, Marie Hepburn (only part of her head showing behind Louise), Guy Burks, Monica Chambers (peaking around Guy's left shoulder), Roslyn Caparell with Anita McCabe directly behind and Opal Lawson looking over Roslyn's left shoulder, Annabell Ranney with Mary Eng's head over her right shoulder, Alta Thomas with Yen Low in back and John Mulford.

Left to right... front row, Mary Wiest, Carol Anderson, William Racine and Eric Anderson. In back... Guy Burks with Mary Olsen over his left shoulder, Patricia Newsham, Maxine Presley and Ruth Brenk.

Random

★ **Capt. Irving F. Lyons, Jr.** has returned from service in the Philippines and is back with us on the staff of our general agent, freight department, at San Francisco.

Another returning war vet is **William D. "Bud" Taber**, Western Division fireman. Bud started as a junior clerk in our freight traffic department in May, 1940; now carries seniority date of November 18, 1941, as a fireman. He was a recent GO visitor.

We've just heard from **Al Williams**. He's now with the Alaska Packers Association at Naknek, Bristol Bay, Alaska. Says Al...no scenery; just tundra, lakes and mosquitoes!

Scott Lawton, who was formerly our contract drayman at Oroville, succeeded **Dallas Huggins** as Supervisor for the First District, Butte County. Scott was a recent visitor at GO.

From **Richard C. (Dick) Beltz**, manager of our GO pass bureau, we heard of a request from a Massachusetts gentleman as follows (verbatim)... "Will you please send me an annual report and an employee's timetable. And do you have a Diesel passenger locomotive?" We hope that last was an academic question!

At Wendover, we found Roadmaster **Dave Charlebois'** ankle just about all mended and Dave in a mood to reminisce about the "old days" with **Lee Brown**, **Spen Lewis**, **Paul Meyer**, **Frank Murphy**, **Dave Spowart**, etc. and their baseball activities.

We noted **Marguerite Glenn**, extra gang timekeeper, watching No. 40 go by her work train habitat near Tulasco on July 10th. Did we catch a wish that she were on 40?

At Elko, we found Agent **Guy Blair** acting as official scorekeeper at the softball games...night games, gentle reader!

Every time we turned around during our travels on the Eastern Division we found **Mike Zellin**... a very active service inspector for the dining car department!

Ed. P. Jagels has deserted John Coupin's staff to become assistant chief clerk to our new Industrial Commissioner "Bert" Stratton.

J. R. "Red" Kump, traveling electrician and air-conditioning expert, is a rather busy gentleman. In addition to his railroad duties, he's a farmer (or rancher!), postmaster for the community in which his farm (or ranch) is located—and last year managed one of the Elko softball teams!

Leah Lathrop is back in Ass't. to General Manager **Henry Fegley's** office and we hope one day to discover who is the bad influence on whom... Leah or **Ardis Wright** (Henry's secretary), or vice versa, or some outside incitement!

Sacramento was warm (!) the day we arrived... even **Charlie Harmon** admitted it. Still, his staff... **Helen Nowak**, **Bob Witts**, **Al Penzel**, **Tony Edgar** and **Frank Nott**... took it in stride, as did SN's **Joyce Miller** and **Nelda Abell**, but the only thing really cool about the office were the glances tossed in our direction by SN's **Ruth (Wallace) Crosby!!**

Henry Wallock, roundhouse clerk at Wendover and our staff reporter, was suffering from a leg difficulty. We sincerely hope his visit to the doctor at Salt Lake City proved beneficial.

On July 21st, the **Portola Railroaders** moved into undisputed possession of

2nd place in the Sierra Nevada League by defeating Lovelock 8 to 5. A week earlier, in defeating Herlong 12 to 1, Trainmaster **Bill Howell** poled a triple, a double and a single!

August 1st is **Lammas Day!** Dear faithful reader; if you've gotten this far, surely you'll want to know what that means! All right; in England, this day originally marked the festival of the wheat harvest. The 4th marks the 156th anniversary of the founding of the **Coast Guard** and, going back further...211 years in fact, on that date, **John Peter Zenger** successfully defended himself in a libel action, establishing **freedom of the press**. Don't ever lose it, if you value your liberties! Just a year ago, on the 8th, the first atomic bomb was dropped on Hiroshima, revolutionizing all our theories of nuclear physics, it says here!

Coincidentally, or maybe not, the 14th marks the date on which the **Atlantic Charter** was made known to the world in 1941 and marks, too, the end of the war with Japan last year. Remember the pressure that was lifted with the wonderful news of **V-J Day?** And the way many of us made complete idiots of ourselves? That powerful competitor of ours, the **Panama Canal**, was opened on the 15th in 1914; the 19th is **National Aviation Day**, honoring the birthday of pioneer **Orville Wright**; and the 20th is the birthday of our nephew **Donald Hibson**... now how did that sneak in?

A capable artist could undoubtedly have caught the beauty of the full moon-drenched upper **Feather River Canyon**, as it was unfolded to us the night of July 12th, with the four minute cloud streaks in an otherwise cloudless sky, but, if the artist attempted it, we would probably claim it was exaggerated!

—THE EDITOR.

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 to 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 | 4:00 pm Sun. | 8:30am Thu. | 49-39-5-39 | PA-48 |
| **New York | 4068 | 4038 | 10 Sections, 1 DR, 2 Compt | PRR-48 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 Aug 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Sept. 2, 4, 6, etc.
 **From San Francisco Aug. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Sept. 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 | 1:52 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 | 3:40pm 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 | 3:45pm Sun. | 8:50am Thu. | 40-6-40-68 | 4048 |

*From New York Aug 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Sept. 2, 4, 6, etc.
 **From New York Aug. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Sept. 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 | 12:45pm Sun. | 8:50am Wed. | 40-6-40 | WT |
| St. Louis to San Francisco | MP | 3343½ | 16 Sections | MP 15, D&RGW 1, WP 39 | 1:52pm Sun. | 8:50am Wed. | 40-2-16 | WB |

Sixth Year

★ The Western Pacific Bowling League will begin its sixth year of play on August 15th at the Downtown Bowl in San Francisco.

Ten 5-man teams will line up for the starter's whistle to play a divided schedule of eighteen weeks each, followed by play-offs.

It is hoped that matches with Western Pacific keglers on-line may be arranged during the fall and winter.

Earl R. McKellips, of the general auditor's office, is the newly elected president of the league. Earl and the rest of the bowlers have their eyes glued on that American Bowling Congress at Los Angeles come next spring and we join them in hoping Western Pacific will be heavily represented.

George Lee Swartz Retires

★ On June 30, George L. (Gus) Swartz, assistant chief dispatcher at Elko, ended a 51-year railroad career by retirement.

Born at Jefferson, Ohio, October 15, 1873, "Gus" began his railroad career in 1895 as a messenger boy in the Union Pacific telegraph office at Topeka, Kansas, later working for the Santa Fe, Rock Island and Mexican Central. He came to the WP as agent at Carbona in 1912. After one month there, he moved to Winnemucca and then to Elko as a trick dispatcher on September 12 of the same year.

During his years with us at Elko he was trick dispatcher, chief clerk in the superintendent's office, division rules examiner and assistant chief.

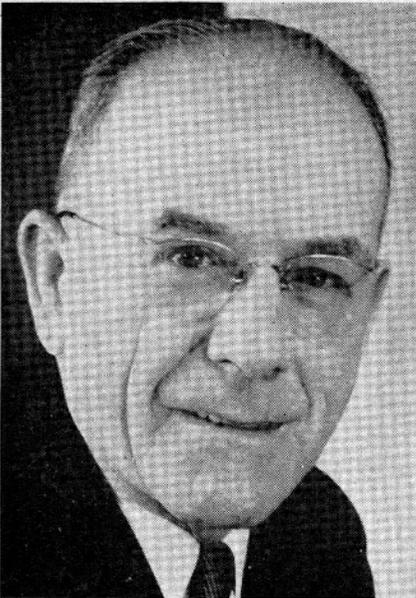
The Emporium Comes Through!

★ The two hundred seventy-five women employes in our San Francisco offices have had a more or less discouraging time in recent months trying to snare nylons available at the department stores usually at hours when said employes were laboring faithfully in the vineyard of the Western Pacific Railroad.

We have been endeavoring through the good offices of Secretary Clarence L. Droit, to explain to those stores the problem involved. We've done almost everything but weep copious tears on bended knee...our pleas were prayerfully earnest.

Now our patience is rewarded... by THE EMPORIUM... whose management set aside two pairs of seamless nylons for each of our women employes who signed up on our list a few months ago.

Our grateful thanks to THE EMPORIUM.



Edward T. Gallagher, whose promotion to superintendent of transportation was reported in our July issue.

"Diesel Electric Locomotive"

★ Under that title, a volume of 764 pages, with 450 illustrations, has been written by C. F. Foell and M. E. Thompson and published by Diesel Publications, Inc., New York City.

It is a book on the "what" and "how" of Diesel railroading. 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... net price to our readers \$5.30, including mailing cost.

Sports Review

By Jack Hyland

★ Last month's issue stressed the extreme potency of the "Ducks" and how they had never lost more than one point per evening. Well, it really did happen—but fast, for promptly following that noble statement, the Dark Horses knocked them over for three losses, forcing the Ducks into second place, one game behind the Eagles who had won three points from their opponents the same night.

On the following Thursday, the final night of play—the Eagles with 26 wins and the Ducks with 25 wins, met in their so-called crucial series and wagers were being made and taken right and left as to the outcome. The Eagles, however, definitely proved their supremacy by trouncing them again for three wins to finish up in first place—so players **Charlie Craig, Al. Thomas, Al. McQuaid, Frank Ferguson and Jack Hyland** wound up with the largest cut of the prize melon. The Eagles' first two wins were accomplished without the aid of the pinnage handicap and much to Frank Ferguson's personal enjoyment.

The balance of the team standings following the final night of play are:

| | Won | Lost | H.G. | H.S. |
|---------------------|-----|------|------|------|
| Eagles | 29 | 11 | 812 | 2279 |
| Ducks | 26 | 14 | 866 | 2381 |
| Feather River | 25 | 15 | 853 | 2436 |
| Alpines | 17 | 23 | 858 | 2336 |
| Dark Horses | 13 | 27 | 806 | 2351 |
| Fenogs | 10 | 30 | 804 | 2310 |

We never did find out who named the "Fenogs", and since they finished last—guess we never will learn what the name represents.

Hyland League Leader

Too bad someone else couldn't have finished in first place which would have eliminated the existing embarrassment, so rather than elaborate we'll mention that **Pete Casey** was right up there in second place and would have undoubtedly given me quite a tussle for leadership if he hadn't been ill during the season which necessitated his being unable to bowl for two weeks—but even then Pete didn't fail to show up at the alley and cheer his team on, and that is what we call a true and honest to goodness real "team player". After the final night games of July 11th, the "Big Six" list includes the following:

| | Gms | Avg | H.G. | H.S. |
|---------------|-----|-----|------|------|
| Hyland | 30 | 167 | 221 | 534 |
| Casey | 24 | 164 | 188 | 527 |
| Sevey | 24 | 162 | 222 | 549 |
| Furtney | 30 | 159 | 198 | 496 |
| Murphy | 30 | 156 | 272 | 618 |
| Dooling | 27 | 155 | 197 | 516 |

And so ends our "Summer League" but not our bowling... we hope!

Leo Joseph Gosney Promoted

★ Early last month, Leo J. Gosney was appointed assistant general auditor for Western Pacific Railroad.

Born at Lyonsville, California, September 3, 1903, Leo received his education at Stirling City and Sacramento; then joined the Sacramento Northern Railway in 1919, later working for the Southern Pacific and the Diamond Match Company. In 1923 he rejoined the Sacramento Northern, eventually becoming its head accountant.

When the Western Pacific took over Sacramento Northern accounting in 1931, Leo became pass. agts. and condrs. clerk. Six years later, he was promoted to traveling accountant and, in 1940, was named special accountant for the general auditor, the post he held until his recent promotion.

William Michael Foster Promoted

★ William M. Foster, whose promotion to assistant superintendent of transportation was announced last month, was born at St. Mary's, Pennsylvania, September 12, 1896, and began his railroad



career as a telegraph operator and agent for the Pittsburgh, Shawmut and Northern Railroad.

After service with other roads, Bill joined the Santa Fe at Richmond, California, later moving to Oakland, then San Francisco.

He entered Western Pacific service in 1936 as car distributor at GO, subsequently being promoted to car service inspector and inspector of transportation, holding the last-named position until his latest promotion.

The Stockton Grapevine

By Velma Mikoish

★ Conductor **E. G. (Grady) Parrott**, local chairman, BRT, is devoting his time exclusively to brotherhood matters. This attentiveness, however, is due to his being unable to perform his regular duties as a result of a broken bone in his ankle, which is putting Grady on crutches for a while.

The Western Pacific this week has added two new industry spurs in the yard limits at Stockton and welcomes the new sights of Hobbs Parsons Company and Hickinbotham Bros.

Officials of the Pacific Telegraph and Telephone Co. have just completed their final survey in making arrangements for the installation of a modern PBX exchange in Stockton Yard office which will handle all of the WP offices here.

Trainmaster **Henry E. Stapp** has returned from a well-earned vacation. During this time Henry covered over 2000 miles seeing various show places on the Pacific Coast that in the past he never had time to visit.

Orren Prentiss, who, on returning from military service, re-entered train service at Portola, is now working out of Stockton where he can be carefully watched by his dad, Trainmaster Phil Prentiss.

Rader Williams (freight house at Stockton) is enjoying an extended leave visiting the old home town in that state of TEXAS.

Ass't. Chief Clerk **Jack Peters** has returned from a well-earned vacation. While Jack enjoyed the much-needed rest, he seems to have been wrong in his looking forward to those vacation days and late rising time for he claims to have been up every morning at the usual time.

Eleanor (of the yard office) and **Bob** (of the ticket office) **Harrigan** were summoned to St. Louis on the 15th due to the critical condition of Mrs. Harrigan's mother.

Jack E. Kenady, newly appointed trainmaster on the Tidewater Southern, is now a frequent visitor at Stockton Yard making the necessary arrangements for handling the melon business, which it is anticipated will be heavier this year than for several in the past.

Liberato Chiccone, veteran section foreman in and around Stockton Yard, passed away July 15. While away for some time due to illness his sudden end came as a shock to his many friends and acquaintances. He was a native of Italy.

Ass't. Terminal Trainmaster **Grant Evans** recently returned from his vacation after spending most of it in the mountains and visiting his son Al at Keddie.

Ass't. Chief Clerk **Lawrence Daniel** has been granted a 60-day leave of absence. From last reports, Larry was in Wyoming and will also attend to business matters of his father in New York and Buffalo.

Fred Augustus Tegeler, Jr.

★ In May of this year, Fred A. Tegeler, Jr. was appointed assistant signal engineer for the Western Pacific Railroad, headquarters San Francisco.

He was born at Brookfield, Missouri, May 30, 1918. Prior to joining our organization, he was associated with the Union Switch & Signal Company, representing that company during our Feather River Canyon CTC installation.



Oakland Agency Moves

★ In announcing transfer of his office from the Easton Building to the Financial Center Building, at 14th and Franklin Streets, Carl W. Mangum, general agent of our freight department, said the move was necessary because of the need for larger quarters required by his staff to handle increasing business in the East Bay area.

Mangum added the change was aimed to keep pace with developments in his Oakland territory, where existing industries are expanding and many new industries are planning to locate.

Erratum

★ The story "In the Beginning" appearing in our June issue, principally narrating Eastern Division construction progress, stated, correctly, that the last spike was driven near Keddie November 1, 1909. Obviously, then, we were in error in our statement that the track-laying gang, moving west, arrived in Elko on December 23, 1909. It was that date in 1908.

Charles Herbert James

★ Charles Herbert James, district passenger agent at San Francisco who retired on July 31, 1943, died suddenly at his home in Oakland on July 1st.

"Bert" James was born on July 14th, 1883, at San Francisco and his first railroad service was with the Central California Traction Company at Stockton in 1907. He started with the Western Pacific system on August 1, 1913 as ticket agent for the Oakland, Antioch and Eastern Railway, later serving as traveling passenger agent and general agent.

In 1929, when the traffic departments of the OA&E and SN were consolidated with the Western Pacific traffic department, Bert was appointed district passenger agent at San Francisco.

Ill health forced his retirement in 1943.

A man of sterling character and affable disposition, Bert's passing will be mourned by his many friends and associates. In addition to his widow, he is survived by one son, Herbert G. James of Seattle.

A Pat on the Back

General Passenger Agent Joseph G. Wheeler has received the following letter from Robert E. Barns, 1407 DeSoto Avenue, Burlingame:

"During my trip from New York to Marysville, Calif., I had the good fortune to ride on the Western Pacific train No. 39, the "Exposition Flyer" from Salt Lake City to Marysville. During this time our entire car, consisting of 23 enlisted men traveling to Camp Beale to be discharged, ate three meals in the Western Pacific Diner No. 393. We ate all three meals on the 14th of June, and I don't think that any of us could find a single fault with the service or the food. The waiters were courteous; the steward was very gracious and helpful and the food could possibly have been set before the gods without a single change. There was none of the much too prevalent attitude of 'they are service men and will be out soon anyway, so we'll do the least we can'. The breakfast, particularly, was the best that I have ever eaten anywhere on a diner, and it surpassed by far many of the restaurant meals that I have had.

"Such service as we found that day is an extreme rarity, in peace or war. Nearly everyone made some remark about how good the food was and the excellence of the service at some time during the day. I, particularly, found that having such service given to me was a wonderfully pleasant experience. We had spent nearly all of the past week eating in diners and stations and the pleasing contrast that the Western Pacific gave us was far too obvious to go without comment. This was my first experience with the Western Pacific Railroad, and, believe me, you shall have a high commendation from me wherever I may travel from now on."



Table Groups at W.P. Rendezvous
St. Francis Hotel...
June 26th Testimonial