

The Headlight



Volume 7

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No. 2



SEA GULL MONUMENT • SALT LAKE CITY, UTAH

Editorial

I respect faith, but doubt is what gets you an education.

—Wilson Mizner

WHAT GOES WITH THE RAILROAD DOLLAR??... And don't get us wrong. We're not crying "poor-mouth" or shedding tears over the financial plight of the railroads. On the contrary, we believe the railroads are in darned good condition... physically and financially, in spite of low morale here and there! But what really goes with the Railroad Dollar? Well, it says here—and by the people who know—that 51.5c of it went to us, the employees; 33c was expended for materials; 6.2c went to Federal, state and local governments for taxes; 6.6c to investors in railroad bonds (owned to a considerable extent by insurance companies and savings banks) and 2.7c was left for improvements to the property and dividends to the stockholders. Does that add up to \$1.00? If it does, all is well. And from where we sit it certainly looks as though an awful lot of people participate in the railroad dollar!

LIFE-SAVING BLOOD... Many employes at our general office have trekked to the Irwin Memorial Blood Bank to donate blood and create a Western Pacific "bank". It is not exaggerating to say that this blood has saved the lives of Western Pacific employes on at least a few occasions. Nor is it exaggeration to suggest that YOU may be one of those some day. The cupboard is now practically bare. We say "practically" because we've been told a few GO employes will again donate blood shortly. At this writing, the bank is actually non-existent. Now, the facts are that most of the blood used has been for other than general office employes, yet about 90% of the blood donations have come from such employes. General Chairmen McCarthy (BRC), Whitman (BLF&E), Meyers (BLE) and Harris (BRT) have promised assistance in securing blood donations from transportation and other employes outside GO. Transportation will be provided between the general office and the blood bank. How about it, ladies and gentlemen?

—AND SUDDEN DEATH... The mounting death toll from traffic accidents throughout the nation should horrify every individual with an iota of common sense—yet the "merry" joust with death continues. The record of our own San Francisco is no bargain and, as we've pointed out before, streetcar motormen and bus and truck drivers play a major role in this senseless drama. On January 13th, a streetcar motorwoman ran her car through a red light at one of the city's busiest intersections, ramming another streetcar, killing a man standing in a safety zone and causing injuries to fourteen other persons. Under a picture of the accident, the San Francisco Chronicle's caption writer said the No. 4 car "went *inexplicably* through a red light"—the italic face is ours. But anyone driving on San Francisco's streets can, in the course of an hour or two, note dozens of such violations—many of them directly under the noses of police officers. Now the city is aroused; now the police are going to act. We hope so!

ONCE UPON A TIME... There was a puerile impression abroad that the average worker was incapable of constructive criticism or advancing any ideas worth consideration. It has been our pleasant experience to discover the fallacy of such thinking. Often the ideas offered are impractical, for one reason or another. Sometimes, though, they are problem-solvers. Almost always they are thought-provoking, which is good. Many times we've been approached by those who firmly believe they have the answer to this or that. We want to make it clear that the columns of our publication are open to all employes of the Western Pacific and affiliated companies who have anything constructive to offer, be it critical or otherwise. If offered in good faith, it will be welcome. The only qualification we make is that anonymous contributions will be ignored.

THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Vista Domes in 1829

★ It was a man in Boston, named R. F. Morgan, back in 1829, who really had the first word about vista dome railroad cars. While the talk that year was all about stone ties, strap iron rails on wooden stringers, five-foot gauge and horses for power, Morgan blithely conceived the idea for a sleeping car.

The *American Traveller*, on April 14th, 1829, ran an enthusiastic article, with photographs and elaborate plans, describing the proposed "land barge", which, they stated, "will furnish an idea of all the conveniences and comfort which belong to the best steam boats."

The car was to be two stories high and would have a promenade deck with seats, covered by an awning. Not only was Morgan's car impracticable because of its size, but to make it even more complicated, and making no allowance for bridges and tunnels, he pictured it with a **cupola** on top, surmounted by a flagpole!

Current talk about proposed sight-seeing decks on some of our future streamliners would seem to indicate that some of Morgan's "fantastic" ideas may be carried out.

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Arthur Garfield Woodward Retires

★ Arthur G. Woodward, Eastern Division engineer, retired on December 31st, 1946, ending 36 years and 4 months of Western Pacific service.

Born at Gilroy, California, December 15, 1881, he entered WP service as a fireman on August 12, 1910, and was promoted to engineer October 21, 1918.



"SHE CAN'T STAND TO RIDE BACKWARDS."

California's Centennial Celebrations: 1947

★ With the centennial of California's admission (in 1850) to statehood in the Union not far off, considerable thought is being given to the proper celebration of that historic event, as well as the observation of the many centennials which occur from '46 to '50. The years 1846 to 1850 are studded with historical occasions in the early growth of California.

Compiled from Phil Townsend Hanna's "California Through Four Centuries", the California State Chamber of Commerce lists many memorable dates during the years 1846 through 1850 in its "Centennial Celebrations" brochure. We didn't have this in time to give you the 1846 dates, but we are listing those for 1847 and, as time goes on, will add 1848-49 and 50.

- January 8 : Battle of San Gabriel fought at Paso de Bartolo on San Gabriel River, just north of Whittier, between California forces and Americans. Americans victorious.
 - January 9 : First issue of first newspaper in San Francisco, the "California Star", published by Samuel Brannan and E. P. Jones, its editor. Battle of La Mesa, at southeastern Los Angeles, engaged in by California forces and American soldiers. Last engagement of American conquest.
 - January 10: American forces reconquered Los Angeles and raised American flag, which had been removed during revolt of Com. Jose Maria Flores.
 - January 13: Gen. Andres Pico and Lt. Col. John C. Fremont signed articles of capitulation at Rancho Cahuenga, terminating all hostilities between Californians and Americans.
 - January 19: Fremont assumed office of first American civil governor of California.
 - January 29: Volunteer Mormon Battalion arrived at San Diego to aid operations of Army of the West. They garrisoned at San Diego, San Luis Bay and occupied Los Angeles.
 - March 1 : Fremont deposed as civil governor and succeeded by Gen. Stephen W. Kearney.
 - March 6 : First detachment of First New York Volunteers, recruited in New York as part of Army of the West, arrived in San Francisco. Since hostilities were ended, they were employed in garrisoning San Francisco, Monterey, Santa Barbara, Las Paz, in Baja California.
 - April 15: N. P. Trist appointed commissioner to Mexico for purpose of negotiating for right-of-way across Isthmus of Tehuantepec.
 - May 16: First formal services held at San Francisco by Rev. James H. Wilber, of Oregon Methodist Mission.
 - May 31: Col. Richard B. Mason placed in charge of all military forces in the territory and appointed acting governor pending Gen. Kearny's journey to Washington.
 - July 4 : Fort Moore, in Los Angeles, dedicated in honor of Capt. Benjamin D. Moore who was killed in battle of San Pascual.
 - August 22: Fremont placed under arrest and faced court-martial for insubordination. Controversy started which has not been settled to this day.
 - November 15: First steamship in California waters, the Sitka, made its trial run in San Francisco Bay.
- Thus ended the second year of California's determined march to statehood.

Rail Lines Reduce Geneva, Utah-Pacific Coast Steel Rates

★Western Pacific's Traffic Vice-President Henry E. Poulterer announced, on January 10th, that at a meeting of interested rail line representatives, held in Chicago that day, it was concluded to publish a rate of \$9.60 per ton on steel moving from Geneva, Utah, to San Francisco Bay points via the Denver & Rio Grande Western Railroad or the Union Pacific Railroad to Salt Lake City, thence Western Pacific.

A rate of \$9.60 per ton to Portland and \$10.80 per ton to Seattle will also be published via Denver & Rio Grande Western, Western Pacific and Great Northern.

This action by the rail lines was in response to request for a rate of \$8.00 per ton, which, when increased by the amount granted the rail carriers by the ICC effective January 1, produces \$9.60 per ton. The new rate represents a reduction from the old rate of \$14.00 per ton from Geneva to the San Francisco Bay area and is a forward step in the development of a steel industry in the West, following, as it does, recent establishment of Geneva as a price basing point on steel.

The result of these two actions will be to lower steel prices on the Pacific Coast and will undoubtedly have a far-reaching effect on the industrial economy and growth of the West.

W.C.M.

Hy-Lites

By JACK HYLAND

the tow rope (which the thieves overlooked) to tie his two boys in the car when on an automobile jaunt, because "doors" for the car cannot be **begged, borrowed or...** (alright) they can be "stolen".

Mrs. Helen Kuntz (Industrial Dept) sauntered into the office on January 2nd with a very neat looking bandage just above her left eye. Upon inquiry we learned "three stitches" were required to close the cut. However, while the accident happened on New Years Day, it was perfectly legitimate and the date had nothing to do with the occasioned mishap.

Forgot to mention it previously—but once again "Diaper Duties" have been added to the **Nordberg** household, when little "Ellin Elaine" weighing 7 lbs 12 oz. arrived last November 26th. **Edna** and **Hal** are already the proud parents of two other youngsters... **Dianne** and **Billy**.

We are happy to see **Beth Deatherage** (Law Dept) has returned to the office and hasn't lost her ever-ready smile nor her personality-plus. We can thus conclude her recent operation was as the doctors would state... "a success".

Received a nice Christmas card from our former editor of the Headlight... **Albert Bramy**. While endeavoring to determine his home address by numbers, wasn't very successful, but I did find out (through **Josephine Bein-Trans Dept**) that the Bramy family has been enlarged to include "two children". In any event, we hope **Albert** hasn't forgotten the old days when "news is news", so when the family becomes "five"... he'll tell us about the event.

Last month happened to meet **Jack Kearns** (formerly Traffic Manager for the S.T.&E. Ry-Stockton, Calif.), who is now enjoying a life of leisure following his retirement. He asked to be remembered to all his old friends at the Western Pacific, so I am conveying his wishes through the medium of this column. **Jack**, is a brother of **Tom Kearns**, our Auditor of Frt. & Pass. Accts., and the uncle of young **Tommy Kearns** (formerly Traffic Dept).

Tommy Kyle (City Pasgr Office) slammed out, pushed over or kicked down... anyhow, came up with a sizzling "652 series" in the Second Round, and a "565 series" in the Third Round of the News Diamond Medal Tournament last January, to lead the Downtown Bowl's Class III entrants. His efforts have rewarded him with \$5.00 in squad money besides placing him in top spot with a nine game total of 1769—and a very good chance of placing in the finals for the coveted **Weilands Memorial Trophy**.

For many of us—January 1st commences a New Year...but not for **Frank Schmalenberger** (Traffic Dept) for he waited until January 10th to start his new life... that of an engaged man—for it was then, he presented **Rose Colby** with a beautiful engagement ring. **Frank** assured me—their wedding plans depend entirely upon the "housing situation", so find a house or an apartment for them... and they'll be married.

A very welcome and most wonderful Christmas gift arrived for **Alice Gustafson** (Treas. Dept) last December 23rd... when her husband reached San Francisco from the Far East. "Skip" **Gustafson** is a Sergeant Major in the Marine Corps., and is on a 30 day leave from his base in China. The last we heard—**Alice** and "Skip" were definitely enjoying a vacation trip through Southern California.

A short note was recently received from **John Saxon**, T.M.-American Joint Distribution Committee (formerly with WPRR-New York) wherein he mentioned that during November he bowled on a team against **Kenway Stoney** (EPPA-Chicago) and **King Yeager** (D&RGW) in the Metropolitan Traffic Ass'n. Bowling League (NY), and had the extreme pleasure of extracting a few "sheckels" from **Ken** when the latter missed picking up "splits". (Better make a wager on the "ten-pin" **John**—he never could knock that pin over either).

While participating in the El Dorado Bowl's Tournament in Stockton, Calif. last Jan. 5th—**Mrs. and Bob Runge** (Stockton) dropped into the alley to say "hello", as did **Harry Branting** (Stockton) and **Frank Lindee** (Modesto). **Bob** had a terrible cold so didn't stay long—but **Frank** (together with his lady friend, **Emilee Sperry**—who has since become **Mrs. Frank Lindee** as of Jan. 11th at 2:30 p.m.), accompanied **Frank Rauwolf** (Frt Claim), **Mrs. and Harold Heagney** (Frt Accts), **Mrs. and Lee Brown** (Aud. Overcharge), **Mrs. and Hal Nordberg** (For. Frt), **Mrs. Janie Hyland** (Treas. Dept) and your columnist, for dinner at "Dal Porto's". Wish to extend our very best wishes to the newlyweds.

Possibly everyone on the 4th floor of the WP Bldg. and those in the Treasurers office particularly, have noticed **Carl Flaig's** "red hot" socks—which his wife, **Muriel**, hand knits. In a joking manner asked him to have his wife knit me a pair sometime—and last Jan. 17th was pleasantly rewarded and surprised when I received as a gift, the most wonderful hand knitted socks I've ever owned, or in fact, have ever seen. The color is a rather conservative shade... "magenta"

Once again wish to express appreciation to our friend "GI" **Martin** (GA-Reno) for his thoughtfulness in sending me the 1947 calendars bearing the name of Reno's "Bank Club" and another from "Harold's Club". They definitely indicate the trend of... "what the best dressed ??? woman will wear this year".

Ralph Randolph Honored

★ **Ralph G. Randolph**, Western Pacific general agent at Fresno, Calif., has been elected Secretary of the Fresno Transportation Club for the current year. **Ralph** was active in the formation of this club, which was born in December 1945 and which now boasts a membership of 135.

George E. Vawter, traffic manager of Sun-Maid Raisin Growers, is the Club's 1947 President.

Our best wishes to Messrs. **Vawter** and **Randolph** for a completely successful regime.

★ ★ ★



Howard M. Smitten, who retired as Western Pacific's Bridge Engineer on December 31st last—as reported in our January issue.

★ ★ ★

Ray John Rowan Retires

★ **Ray J. Rowan**, who served as supervisor of labor employment for the Western Pacific since January 26, 1944, retired on December 31, 1946.

Born at Arcadia, Wisconsin, August 24, 1880, **Rowan's** first employment with Western Pacific began February 11, 1929, as a clerk in our transportation department. On June 11, 1942, he was appointed ass't. roadmaster, Western Division, serving as labor agent. He was appointed supervisor of labor employment on January 26, 1944. His previous railroad experience was with the Great Northern, Southern Pacific and Sierra Railway.

During the difficult war years, he ably performed the important work of recruiting workers for the all-important task of maintaining capacity operation of the Western Pacific in the national emergency. With that chore completed, we feel he has earned the leisurely life he has scheduled.

The Sea Gull Monument

—Temple Square, Salt Lake City

By THOMAS P. BROWN
Western Pacific Publicity Manager, San Francisco

★ In historic Temple Square, Salt Lake City, there stands one of the most remarkable monuments in the wide, wide world. It is the "Sea Gull Monument." On its base the traveler reads: "Erected in Grateful Remembrance of the Mercy of God to the Mormon Pioneers." Thereby hangs a tale—one of the enduring, human-interest stories in the saga of the Far West.

This interesting monument, a photo of which (courtesy Salt Lake City Chamber of Commerce) appears on the front cover of this issue of THE HEADLIGHT, is certain to attract the attention of the visitors who will come from far and wide to attend Utah's Centennial Exposition to be held in Salt Lake City, May 30-September 20 of this year.

Headed by Brigham Young, the first company of Mormon pioneers, comprising 143 men, three women and two children, reached the site of the present city on July 24, 1847, thus ending a long, weary trek from the Missouri River. By Winter the population was 1,500. Annals of the Church of Jesus Christ of Latter-day Saints tell graphically of the severe privations of that first Winter—tedious journeys to the mountains for fuel, supplies virtually exhausted, recourse to thistles and roots of the sego lily for food.

As soon as the frost had left the ground in the Spring, about 5,000 acres of wheat were planted with grain that had been saved for seed and irrigation ditches were dug to convey water from the canyons of the Wasatch Mountains for growing plants. The dwellers of this Chosen Land looked forward to a bounteous harvest.

But suddenly there appeared hordes of black mountain crickets which attacked the growing wheat and all else that was green. Realizing the impending calamity, men, women and children fought to stop the march of destruction by driving the pests into ditches and upon piles of burning reeds, but in vain. Fearing starvation, the pioneers appointed a day of fasting and prayer.

On renewing the battle at daylight, they were dismayed to see the sky darkened by myriads upon myriads of sea gulls that had come from the shores and islands of Great Salt Lake. Soon, however, fear that the gulls had flown to complete the ravages of the crickets was changed to joy as the settlers saw the gulls alight and begin to devour the pests. In a very short time the fields were cleared and the remaining crops saved.

So, commemorating this modern miracle, the Sea Gull Monument of which Mahonri Young, grandson of Brigham Young, is the sculptor, was unveiled in 1913. Its granite column is surmounted by a large ball on which two sea gulls, fashioned in bronze and covered with gold leaf, are gently alighting. And even to this day, the sea gulls are revered as friendly guardians of the people, while the graceful visitors from the sky are protected in turn both by law and by sentiment.

EDITOR'S NOTE: *Development of plans for Utah's Centennial Exposition and reports on the progress of the completion of the "This Is The Place" Monument, at the mouth of Emigration Canyon, will be covered in future issues of The Headlight.*

Alaskan Notes . . . From Paul Shelmerdine

★ Paul Shelmerdine is now with The Alaska Railroad at Anchorage. On December 17th, says Paul (supported by the Weather Man), Anchorage enjoyed 5 hours and 28 minutes of daylight; not to mention that the day before that the temperature hit 33 below zero, followed by heavy snow, followed by a thaw. We're beginning to sound like Henry Morgan! Conclusion: The weather changes rapidly in Paul's new bailiwick.

Talking shop, Paul knows of no other railroad anywhere comparable to The Alaska Railroad in operating hazards and difficulties. He says Col. Johnson, their present general manager, is trying to pick up about 42 million dollars from the Appropriations Committee and the railroad has already secured some 46 million dollars worth of surplus equipment, consisting of some fifty-add engines and about 500 troop sleepers, kitchen cars, hospital cars, etc. which are to be converted into refrigerator box cars and coaches. Also, they recently secured an airplane for use of officials. Don't get the notion that this is a luxury. Al Williams told us, when he was in Alaska, that airplanes are a necessity if you want to get around.

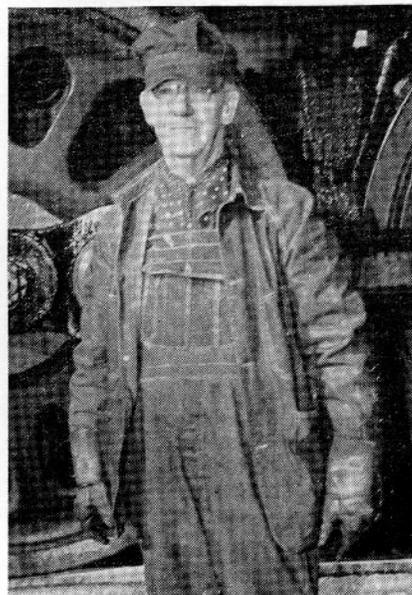
Paul adds that his new railroad also operates hotels at Curry, McKinley and Healy; not to mention river steamers over twelve hundred miles of the Tanana and Yukon Rivers. The freight is transferred from the rail point at Nenana to the river boats, which run only in navigable seasons from about April 20 to the middle of October.

Says Paul "This makes a variable operation full of difficulties and problems" . . . a masterpiece of understatement!

DeWitt Owen Bresee Ends 48-year Railroad Career by Retirement

★ Eastern Division Engineer DeWitt O. Bresee retired on January 4th with a practically perfect record of 37 years and 8 months of Western Pacific service.

Born at Paris, Idaho, January 3, 1882, he began his railroad career with the



Oregon Short Line as a call boy in 1898. Later he worked in that road's shop at Montpelier and started firing October 17, 1901, being promoted to engineer on the OSL October 17, 1905. The following month he was transferred to the Union Pacific at Evanston, Wyoming, and on April 13, 1909, entered WP service as an engineer. He handled an engine throttle continuously from October 17, 1905, until December 30, 1946, when he completed his last run on a WP passenger engine.

We were happy to see Editor Chris H. Sheerin's story of Engineer Bresee's career in the January 6th issue of the Elko Daily Free Press . . . a fine tribute to a man who earned it.

Edward Hennessey Appointed Supervisor of Labor Employment

★ Edward Hennessey, formerly assistant chief clerk to the Western Division superintendent, was appointed supervisor of labor employment on January 1st.

Ed's first service with the Western Pacific was as a machinist helper in April, 1924. Later, he became roadmaster's clerk at Portola and has since held various clerical positions on the Western Division.

He is a veteran of World War I and is a coremaker by trade, having had considerable experience in that work at Oil City, Pennsylvania, where he was born.

Random

by The Editor

★ **John L. Saxon**, formerly WP commercial agent at New York City, is now traffic manager for the American Joint Distribution Committee, in the same city. John tells us this is a private relief organization for displaced persons overseas and that, since he joined them on June 3rd of last year, they have shipped over 20,000,000 lbs. of food, clothing and medical supplies despite maritime strikes, embargoes, etc.! A magnificent record! Our best wishes not only to John personally, but to his group for the splendid work they are doing.

James C. Boarding, retired Eastern Division division lineman, of Winne-mucca, was a Christmas visitor at GO.

Maybe some of us don't particularly like billboards, but have you ever noticed the nice job of landscaping done by the **Foster & Kleiser Company** in all cases where their billboards are on ground lending itself to such work? For this, a bouquet to Foster & Kleiser.

From Major **Robert G. Youngblood**, on military leave from the Western Division, came holiday greetings from Yokohama, Japan, where Bob is serving as superintendent of freight operations for all military railroads. Bob, whose address is HG 3rd, M.R.S., APO 404, care Postmaster, San Francisco, tells us he expects to remain in Japan for a year.

Last December, General Auditor **Charles P. Russell** was presented with a 40-year Western Pacific Railroad service pin. He had completed forty years of continuous service with the company on December 19, 1946.

We're mighty happy to be able to report that **Charlie (C.F.) Craig**, assistant to the general manager, has recovered sufficiently from his recent illness to spend some time back at the old stand. Charlie was hospitalized for some ten days just prior to Christmas.

Ordinarily, we find only certain figures interesting, but in this case we'll make an exception. We've seen the total freight charges on business handled by our Sacramento stations for the years 1945 and 1946. The contrast is so startling, we want to pass it on to you. In 1945, the Sacramento WP total was \$1,804,901; in 1946, **\$5,351,617!** In 1945, the Sacramento SN total was \$3,033,344; in 1946, \$3,713,386. This not only indicates a great industrial development in Sacramento, but we suspect it reflects to the able activities of General Agent **Charlie Harmon** and Commercial Agent **Frank Nott**. Even li'l ole Oroville (which appears to be not so little after all) showed an increase of some \$200,000, or about 25%, over '45, placing Oroville's handling well over the one million mark.

The U. S. Regular Army, in highlighting its peace time activities, says that

"Goop" burns anything. We've known and know now many "goops" (not to be found in a dictionary!) who burn us, but the Army says that incendiary mixtures—mostly "Pyrogel", the "goop" of incendiary bombs—are used to burn weeds along railroad rights-of-way; to remove alligator grass and other water growths impeding navigation; to destroy fire hazards in forests by ridding them of slash and timber waste; and to exterminate locusts and other insect pests ruinous to crops. This we offer as a public service! But we really are intrigued by the weed-burning possibilities!

Another public service! Did you know that DDT is really dichloro-diphenyl-trichloroethane, discovered in 1874 by a Swiss chemical student **Othmar Zeidler**?

Walter Ray Moore

★ **Walter R. Moore**, computer-draftsman in our GO engineering department, passed away January 17th at the Veterans Hospital in Oakland.

Born at Crocker, Missouri, April 18, 1890, Walter's first service with our railroad began May 20, 1928, and, except for a brief period, he had been with us since then. He was a World War I veteran. Of him, in behalf of his associates, **Cliff Norden** wrote, epitaphically,—"His ready smile and indomitable courage will always be remembered by those of us who were privileged to know and work with him. Our admiration for the valiant fight he made to carry on despite his physical condition will always be an inspiration to us."

Manuel Joseph Ferry

★ **Manuel J. Ferry**, switching clerk in our GO office of auditor of freight and passenger accounts, passed away suddenly on January 18.

Born at Folsom, Calif., December 11, 1881, he saw service with our Sacramento Northern affiliate and at our local freight station in San Francisco before coming to the general office.

WP Bowlers to Los Angeles

★ The Western Pacific Bowling League, of San Francisco, will send three teams of kglers to Los Angeles to bowl in the American Bowling Congress on March 22nd. Arrangements are now being completed and we will report further in later issues.

Second Annual Rail Transportation Institute

★ To meet the needs of young men and women who wish to grow into executive positions in the railroad field, the second annual Rail Transportation Institute will be offered by the American University, in co-operation with the Association of American Railroads, from March 4 to April 2, 1947.

It has been organized on similar lines as the successfully conducted 1946 Institute. Directed by Professor L. M. Homberger, the full day curriculum is planned to present an over-all view of the transportation industry, and to broaden the students' understanding of the general railroad problems by relating the activities of the individual railroad departments to a pattern of efficient transportation service. The faculty will be composed of outstanding experts in the various areas of transportation. The program includes courses (with discussions) on basic problems in transportation, on the major issues in traffic, operation, regulation and rate-making, on special legal and financial problems, on the fundamentals of railroad economics, statistics and cost-finding, as well as on maintenance of way and equipment, and on new technical developments. A further sequence of studies will deal with the competitors of the railroad industry.

Field studies of transportation facilities and visits to Government and other agencies will supplement the classroom work.

At a series of evening events the students will meet nationally known guests and will hear addresses by **Robert V. Fletcher**, President, Association of American Railroads; **Colonel J. M. Johnson**, Director, Office of Defense Transportation; **Colonel Alvin M. Barber**, Manager, Transportation Department, U.S. Chamber of Commerce; **E. F. Lacey**, Executive Secretary, National Industrial Traffic League, and other outstanding personalities.

Students for the Institute may apply for admission by submitting information about their educational background or their practical experience. No specific previous education is required. The University will issue a certificate to each student successfully completing the course.

The tuition for the thirty-day Institute will be \$125, and the veterans may participate under the provisions of Public Law 346.

Application for admission and requests for information may be sent to **Dr. L. M. Homberger**, The American University, School of Social Sciences and Public Affairs, 1901 F Street, Northwest, Washington 6, D.C. The last registration day will be February 24.



This is Portola at 1 a.m. of the night when the big storm of February, 1937, was ending. We have never been able to secure any of the details, but are quite sure that Engineer Val A. Dycus and/or Engineer Harold E. Randall took the photograph.

Nevada

Many a bard, with verse sublime,
 Has sung the praise of Nevada's clime;
 Has told of her mountain ranges' glory;
 Her still blue skies, in song and story,
 As a lover cries of his lady fair,
 The perfection of eyes and silken hair;
 As a lover will, when his love is new,
 And all that the poets have said is true.

But as a man seeks more than outward grace
 Of beautiful form and smiling face;
 When he stands alone in some awful spot,
 A boundless waste when the wind blows hot,
 He feels the beat, the rhythm and rhyme
 Of the endless march of relentless time,
 Or hears on majestic mountain peak
 The futile wind in fury shriek
 And tear at immutable canyon walls
 Till it's rage is spent, and silence falls;
 Hears the coyote voice his bitter plaint
 Of a lonesome life and a useless fate.
 When he knows Nevada's changeless length,
 He knows that from her he may draw his strength
 As primal man from primitive mate
 From all of her moods of love and hate.

Here his inmost soul discovers his worth
 In the pulsing heart of the age old earth.

—Elsie Hart

More Western Division Employees Retired in '46

★ Supplementing the list of Western Division employees retired in 1946, as reported in our January issue:

Francis P. McQuillan, section foreman, retired on the last day of '46 after 18 years and 10 months of WP service. Also retired during the year were Andres Rivera, marine fireman, on May 5th with one year and one month of service; Otis Scruggs, clerk, on August 31st with one year's service; and LeRoy Perry, switchman, on November 15th after one year and four months of service.

Daniel John Irwin Moves Up

★ In our December, 1944, issue we announced Dan's promotion to chief clerk to the general storekeeper. Now we're glad to be able to report his appointment, on January 16th, as chief clerk to the superintendent of motive power, headquarters Sacramento Shops.

Our continued good wishes to Dan. He replaces John Berg, who was forced by ill health to relinquish his duties as chief clerk to SMP William J. O'Neill.

On The Sacramento Northern

By Frances Nuccio

★ A lot of credit is due the gals who arranged the Christmas party in our general offices the afternoon of December 24. The big Christmas tree, presents, music and refreshments, were enjoyed by all who attended. **Wilmer Anderson**, chief clerk to gen'l. mgr., recently wore to the office the tie he received as his present and no jokes were cracked about it being "a Christmas tie."

Helen Nowak, traffic, and husband **Irwin**, have finally located an apartment after searching for lo! these many months!

Hugh F. McReynolds is the new chief clerk to the general agent. Hugh came to us from the SP.

Thomas P. Brown, publicity manager of the WP, addressed the Sacramento Rotary Club at the Senator Hotel on January 16th. His subject was—"The Why of Western Place Names" and historical sidelights. His talk was especially interesting to his audience because he used many names familiar in this area and how they came to be. Later the same day, he went on the air, via one of our local radio stations, with another interesting talk on names.

Recent visitors at the general office were **Harry J. Sutherland**, WP tax commissioner, and **J. F. (Jeff) Jeffrey**, chief draftsman, WP engineering department. Seems as though they were gathering data for tax report purposes.

Warren Miller Bugbey, chief dispatcher, retired from service December 31, 1946. Warren started to work for the Sacramento Northern September 1, 1914, as chief clerk to the sup't. In turn, he served as chief clerk to the general manager, dispatcher and chief dispatcher. He was born at Middleville, Michigan, May 7, 1880. Upon his retirement, Warren was presented with a wrist watch as a remembrance from his many friends.

Joseph Wesley Jones succeeded Warren Bugbey as chief dispatcher. Joe first started with the SN on February 4, 1937.

The GO employes are seriously considering presenting **Walter Mittelberg** with a portable ash-tray or cuspidor! Some of them don't seem to appreciate finding one of his discarded cigar-butts reposing on their desks! (Editors note: Defendant denies placing butts on desks and moves for a dismissal of the charge, OR more ash-trays and cuspidors for visitors!)

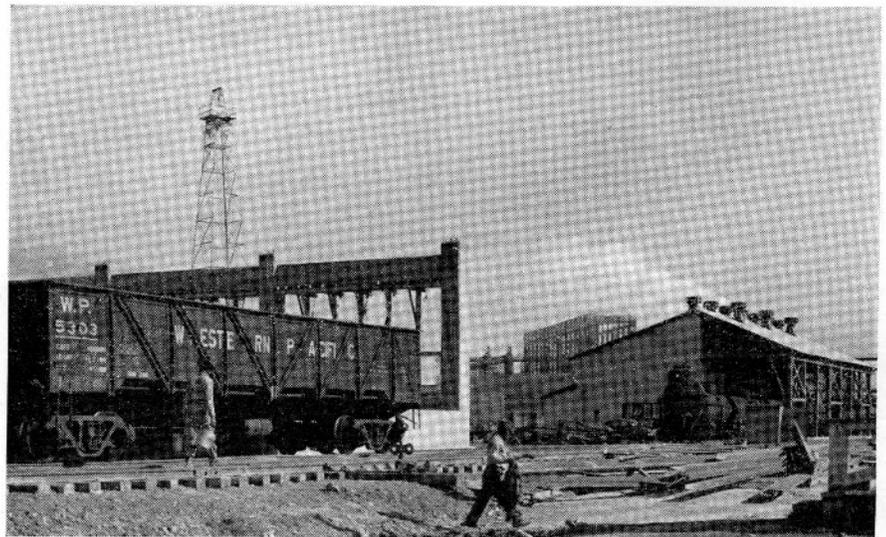
Joint and Survivor Annuities Under Railroad Retirement Act

★ The Railroad Retirement Board advises that the privilege of electing a joint and survivor annuity, accorded employes by the Railroad Retirement Acts of '35 and '37, was withdrawn by the amendments of July 31, 1946. These amendments also provide that a joint and survivor election made before July 31, 1946, by an employe whose annuity begins to accrue on or after January 1, 1947, will continue to be effective **only** if it is reaffirmed before January 1, 1948. The reaffirmation, signed by the employe, should read "I hereby reaffirm my election to have the value of my annuity applied to the payment of a reduced annuity to me during life, and an annuity after my death to my wife during life equal to % of such reduced annuity. The effect of this reaffirmation has been fully explained to me in the above letter and the explanation corresponds to my understanding." Then it should be sent to the Bureau of Retirement Claims, Railroad Retirement Board, 844 Rush Street, Chicago 11, Illinois. Don't overlook showing the percentage where it is called for. Reference to "the above letter" simply means the RRB has already addressed all individuals who made the election under discussion and this is merely a reminder in the event you made such an election and have not received the letter from the RRB.

In connection with the decision whether or not you should reaffirm your election, it is pointed out that the amendments to the Act approved July 31, 1946, make provisions under certain circumstances for monthly survivor benefits for widows who have attained age 65, or who have in their care dependent children under 18 years of age. Such survivor benefits are provided without any reduction in the amount of the annuity which the employe may become entitled to receive prior to his death. Furthermore it is pointed out that if an individual reaffirms his election before January 1, 1948, and becomes eligible to receive payment of any annuity provided in section 2 of the amended Act, his surviving widow, if qualified, may receive the monthly survivor benefits set forth in the amended Act, **as well as the survivor annuity elected.**

If the employe reaffirms his election, any annuity payable to him will be reduced, provided his wife is living at the time his annuity begins to accrue, and will remain the same throughout his lifetime, even though his wife may die after the beginning date of his annuity and before his death. Read this carefully!

If you selected a survivor annuity for your wife and later confirmed that selection on Form LD-2, all this applies to you. Should you be in doubt, consult your supervisor.



What's unusual about WP gondola 5303? Nothing much except that it was photographed as you see it some two thousand rail miles from the nearest home terminal. This picture was made at the chemical plant operated by the **Lion Oil Company**, near El Dorado, Arkansas, at the site of their modern pelleting and bagging plant for ammonium nitrate fertilizers. A portion of the chemical plant may be seen in the background.

Lion Oil Company's chemical plant has a rated capacity for producing 11.1% of the total synthetic nitrogen capacity in the United States operated by private industry and is one of the largest single disposal plants in the South.

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
Chicago	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
Salt Lake City	W-404	458	10 Sections, 1 DR, 2 Compt.	WP 40	4:00 pm Sun.	7:30pm Mon.	39	W-394
St. Louis	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
*New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	9:30am 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.	9:30am Thu.	67-39-5-39	6703

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

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	BT

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
San Francisco	B-392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 2 Compt.	WP 39	8:00am Sun.	8:50am Mon.	40	W-404
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	W-403
New York to *San Francisco	PA-48	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	4:55 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	4:45 pm Sun.	8:50am Thu.	40-6-40-68	4068

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

Western Division Notes

By Agnes Welch

★ **Bob Keck** and **Gene Goodrum** are wearing happy smiles and for two very good reasons,—they are proud fathers of baby sons. **David Russell Keck** was born December 14th and **Eugene Earle Goodrum** arrived January 6th. These husky youngsters should do well as they came into the world with a little bit better than an average start. Our congratulations to Bob and Gene. The cigars and candy were enjoyed by all.

Earl D. Brown has returned to his position of assistant chief clerk, after a year's leave of absence. Welcome home, Earl. You were missed.

Keddies Chief Dispatcher **Ed Hillier** is taking a year's leave of absence, beginning the 15th of last month, to enter private

business at Santa Rosa. **Lou C. Jaskala** has been appointed chief dispatcher at Keddies to succeed Ed. **Robert B. McMillan** will fill Lou's trick.

On January 16th last, **John G. Nolte** transferred to position of assistant terminal trainmaster, Stockton Yard, replacing **Grant H. Evans**, who returned to train service. Lest you get an erroneous impression from this item, we must point out that business is not what it used to be.

The grapevine has it that Dispatchers "**Porky**" **Haltom** and **Jean Parker** are starting a second Fort Knox near Keddies!

Understand **Clair Beem** left Keddies rather hurriedly not long ago! Maybe Clair will clear up this mystery soon.

Albert C. Evans, who was signal material stockman at Keddies, was appointed ass't. chief clerk succeeding **Ed. Hennessy**.

Wendover Wires

By Elsie Hart

★ We see by the papers that the Army has now decided to abandon plans for a permanent enlarged bombing range at Wendover and, further, will probably relinquish some of the grazing lands taken over during the war. Wendover Field will be maintained as a permanent Army bombing field, to be used periodically. The personnel had been increased in anticipation of the three million acre land withdrawal requested by the Army, but now officers and men have been ordered to Alamogordo, N. M. Though we are not now to become a large city, at least this action will relieve the recently developed housing shortage!

Ed. Field, lineman, has bid in Portola and has been replaced here by **B. S. (Barney) Guzenske**. **Wallace J. Bradley**, car foreman, also bid out of Wendover and has gone to Winnemucca.

Conductor "**Doc**" **McQuarrie** is now working on the 4th sub-division. **Deward C. Anderson**, brakeman, has left Salt Lake City for Elko. We have a new dispatcher at Salt Lake City... **Carl Rowe**, formerly of the Union Pacific.

Fireman **Albert D. Drake**, 3rd trick switch engine, is on his annual vacation. "**Hi**" **Clegg**, engineer, has returned from a three-week vacation, which

he and Mrs Clegg spent with their daughter in Los Angeles, where they enjoyed the annual Rose Parade—hard to imagine this time of year!

Fred Bieser, general boiler inspector, spent a few days at Wendover on Company business.

George Lambert, night roundhouse foreman, reports we're working under our own power again. For several months, the WP had been using electricity from the Army Base plant, but now we have our own generator re-conditioned and back in service.

Joe Herington, telegrapher, spent two weeks in Wendover making a relief. The telegraphers are all excited about their weekly rest day, which is now being arranged and will soon be in effect. Operators at Portola are already enjoying their day off. Looks as though the war is really over at last!

Late Random

★ **J. P. (Jim) Harkins**, Tidewater Southern Railway agent at Modesto, retired on January 1, 1947. More on Jim's career in our March issue.

T. B. (Tom) Aldridge, former carman at Wendover, now with the Rio Grande at Denver, recently suffered a serious injury but is now recuperating.

Burton R. Kreis, veteran Eastern Division engineer, retired, passed away at Albany, California, on January 23rd.

Sports Review

By Jack Hyland

★ Well... we figured it would happen this way, and it did... the **Oakland Carmen** won the "First Half" schedule following the conclusion of the 18th week of bowling last January 9th winning 35 games while losing only 19 games. Their efforts rewarded them with the lion's share of the prize money as well as assuring them a place in the "play-offs" next May 22nd for the WP League 1946-47 Championship. Congratulations to **Pete Casey** (168); **Ronald Rickman** (143); **Roy Nelson** (149); **Hal Jensen** (150) and **Bill Wilkinson** (172), for their consistent bowling which has carried them through the first half—always on top spot. The Treasurers were a constant threat at all times, but had to be content with second place—because the Carmen just wouldn't give up nor fold, at anytime.

The final standings of the teams for the first half are:

	Won	Lost	H.G.	H.S.
Oakland Carmen	35	19	928	2522
Treasurers	33	21	903	2500
Freight Accts	30	24	875	2492
Freight Agents	29	25	869	2477
Calif. Zephyrs	27	27	860	2374
Auditors	26	28	893	2424
Engineers	25	29	895	2353
W.P. Ducks	24	30	887	2431
Traffickers	22	32	888	2384
Transportation	19	35	822	2314

Wilkinson still leads

Bill still maintains the top spot with a 172 average—four full points ahead of Pete Casey and Walt Vanskike who have a 168 average. Howard Sevey nearly caught them the last night when he slammed out three games of 209-211 and 207 for a nifty 627 series and climb to a 166 average. The "Big Ten" after January 9th games include:

	Gms	Avg	H.G.	H.S.
Wilkinson	54	172	246	636
Casey	51	168	215	553
Vanskike	48	168	243	569
Sevey	54	166	225	627
Nordberg	54	163	255	600
Hyland	54	163	244	558
Kyle	48	163	203	537
Neuman	48	161	203	536
Dooling	54	160	213	542
Furtney	48	160	222	568

It is interesting to note that all of our "Big Ten" have bowled games exceeding 200 and a 536 series is the lowest.

Stockton trip a success

I've tried to secure the individual scores of the bowlers competing in the El Dorado Bowl's Automobile Tournament last January 5th, but the elements have been against me—so at this time, I'll just state only two of our boys—**Lee Brown** and **Connie Murphy** had scores sufficiently high enough to be considered as contenders for any of the prizes.



"ALL OUR EASTBOUND FREIGHTS ARE ONE HOUR LATE."

The American Red Cross Carries On

★ To carry on its postwar activities and to expand its relief, health, and welfare work at home and overseas, the American Red Cross on March 1 will launch its 1947 fund campaign. Upon the generosity of the American people depends the success of this mammoth humanitarian effort.

In supporting the American Red Cross, the American people are helping not only members of the armed forces and veterans. They are also providing warm clothing and milk for children and medicines for the sick in battle-swept lands; they are helping their fellow countrymen in disaster-ridden communities; they are helping provide nutrition courses for homemakers on limited budgets all over America; they are making possible first aid, water safety, and accident prevention courses for men, women, and children; they are contributing to training in home nursing and mother and baby care; they are helping roll surgical dressings made by volunteers for service and civilian hospitals; they are helping pack Junior Red Cross gift boxes and medical chests for needy boys and girls, innocent victims of war overseas.

Among the most heartbreaking victims are children in European mountain areas who were blinded by exploding mines in their peaceful sheep pastures. Their gratitude for Junior Red Cross gifts and for chapter-produced clothing inspires greater giving from the more fortunate people of this country.

Today more than one-fourth of the current budget has been allotted to overseas services for the armed forces alone to combat the boredom of occupation troops and give them constructive leisure-time opportunities.

Money is necessary to carry on this work, but who can estimate the money value of friendly service to teen-age boys in a foreign country or to seasoned veterans who may be equally homesick and bewildered in their own land?

An incident points up the fact that although the war has left its weary stamp on thousands of victims, through the patient efforts of Red Cross workers many of them are fighting their way back.

A sergeant, afflicted with a speech deficiency as a result of combat, was lying mute on his hospital bed when a Red Cross girl came humming to his side. His blank face lighted up.

"Like music?" she asked. He nodded.

So she began teaching him to form the words of a song. At first she had to sing by herself, but gradually he joined in, word by word, his eyes pleading for help. Then one day she had her reward. He sang the song all alone, tears rolling down his cheeks. It was "America."

The warm heart of America expresses itself through the Red Cross. Let's all dig deep in our pockets and keep those banners flying.



AT THE TRAFFIC DEPARTMENT'S CHRISTMAS PARTY

Here you see the representatives of our Dining Car Department who were largely responsible for the success of the Traffic Department's 1946 Christmas party at GO. Left to right... **Michel J. Zellin**, dining car inspector; **Horace Hancock**, supervising chef; **Willard Smith**, cook; **Melvin Finch**, waiter; and **Bernard Osborne**, supervising waiter.

OUR BACK COVER...

Is a reproduction of a photograph made by a representative of The Baldwin Locomotive Works. The locale, as indicated by the station board, is Belden, California, in the Feather River Canyon, mile post 260 on the Western Pacific Railroad.

East Bay Notes

By Margery Glatt

★ Cupid has done a fine job this past year and, for the New Year, we find that **Ellie (Eldora) Le Greve**, Oakland roundhouse clerk, has become engaged, though no date has been set for the wedding.

Helen Grace, B&B stenographer, now on a leave of absence, is the proud mother of a baby girl, born January 13th. Helen's husband is now stationed on Guam. We all hope he will very soon get the opportunity to see his new daughter.

Also on leave of absence is **John O'Neill**, roadmaster's clerk, **Edith Sutter**, formerly of Fruitvale, is pinch-hitting for him.

Let it not be said that the Rhumba, and the Conga, and the Samba, are left to us "Bobby-Soxers", because if one should venture down to the Masonic Temple come Saturday night one would see Car Foreman **Ed. Moss** and **Orvel Hatfield**, of our Yard office, two-stepping it!

Being a lover of horses, **Tony Day**,

of our Yard office, can emote on the subject by the hour. However, he finds they have one fault... you just can't (always) depend on them!

Julius Samual Swanson, section foreman, who retired at the end of 1946 after more than 22 years of WP service, was presented by members of his "gang" with a handsome leather bag, which he plans to use in the very near future on a trip to Wyoming. Swanson was born at Falkenberg, Sweden, August 22, 1879, and started with the WP as a laborer on March 19, 1924.

Late Random

★ Harold M. (Pete) Peterson, Nevada Northern Railway trainmaster, was a general office visitor on January 22nd. Pete was in San Francisco with his VP&GM Harry Beem and dropped into the editor's office to renew a friendship begun many years ago.

W. F. (Bill) Boebert, special agent at Elko, also honored our editor with a visit late in January. Bill is now on an extended trip to Tennessee, Louisiana and Texas.



BELDEN

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