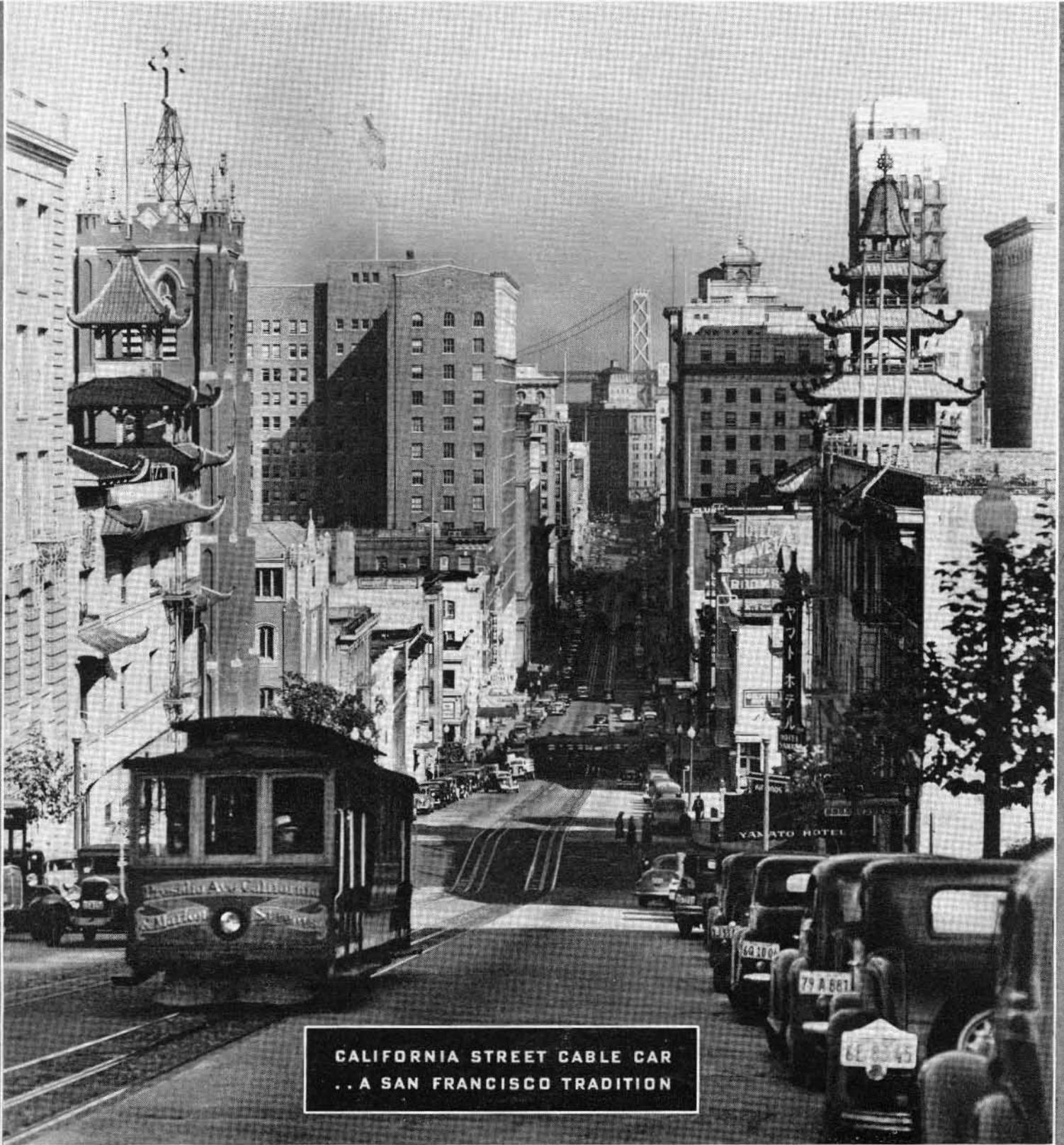


# The Headlight

Volume 7

MARCH, 1947

Number 3



CALIFORNIA STREET CABLE CAR  
.. A SAN FRANCISCO TRADITION

# Editorial

*There is nothing more terrifying than ignorance in action.*

—Goethe

SAN FRANCISCO AND CABLE CAR SENTIMENTALITY . . . . We earnestly commend to you Tom Brown's page in this issue dealing with the cable cars of San Francisco. It is good—and you may shed a quiet tear for the not-so-old days we seem to be trying to forget in a welter of commercialism and stuffiness. A sentimentalist we may be; a native son we are not, but we would deplore the abolition of practically the last link between San Francisco's earlier days and the present. To Edgar Myron Kahn, author of "Cable Car Days in San Francisco", we are deeply indebted for the use of certain photographs and for other assistance. TIME (February 10) quotes Mayor Roger Lapham . . . "Sentimentalists do not have to pay the bills." We hope our good Mayor was misquoted! Looking at it another way, maybe those sentimentalist are being more realistic than the realists. How many tourists would you guess could be inveigled to San Francisco to ride a bus up the California, Hyde or Powell Street hills? Maybe many tourists don't come to San Francisco for the sole purpose of riding a cable car, but it is not at all strange later to note their bragging to friends at home that they rode one of those vehicles. And tourists, mercenarily, mean dollars in the coffers of San Francisco's merchants! You may gather from this that we lean *slightly* toward retention of the cable cars! And, while we're on the subject of sentimentality, we'd like to conclude this item with the thought that a little sentiment in business would do no particular harm.

FRIENDLY CITIES . . . More or less tying in with the foregoing, is a feature article in PAGEANT (March 1947), by Eugene Whitmore, discussing America's friendliest cities. San Francisco is not on the list. Salt Lake City is; as is San Jose. Maybe our consolation, if such it may be termed, is that Los Angeles failed to make it! Small comfort. During the past five years or so, some San Franciscans, we fear, have developed a New York complex (not applicable to all New Yorkers, we hope!). It's a far cry from the friendly San Francisco that was. Progress we must, but let's not go off the deep end!

ROBERT RALPH YOUNG . . . We find him to be the talk of the railroad from Salt Lake City to San Francisco. Not in a long time has one person stirred so many Western Pacificers to say so much—and most of it favorable! Several months ago, we joshingly referred editorially to his "Pigs and People" campaign. Since that time, we've been tempted, on at least two occasions, to congratulate that progressive gentleman on his later activities, namely, withdrawal from the AAR and the campaign against the black market in railroad train reservations. Recent newspaper reports on his financial activities, hasten this approbation! We feel, as he has been quoted, that railroads *are* 30 years behind the times and we join in his hope that "maybe in a few years we'll get them to where they're only 20 years behind"! And we also hasten to add that the opinions here expressed are the editor's!

OUR COVER PHOTOGRAPH . . . Is by courtesy of John Cuddy, of Californians, Inc. The view is down California Street with the car approaching Grant Avenue, main thoroughfare of San Francisco's Chinatown. Further along, the car will go through the financial district and to its terminus at Market and California. In the middle distance is a glimpse of the San Francisco-Oakland Bay Bridge.

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## THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

## James Patrick Harkins Retires

★ James P. Harkins, agent at Modesto for the Tidewater Southern Railway, retired January 1st after forty-seven years of railroad service.

Jim began his railroad career with the Alameda & San Joaquin Railroad, at Stockton, May 23, 1899, and worked for that company until 1906, when the Western Pacific construction department took over the line. He continued in the employ of the Western Pacific at Stockton and was agent there until 1937. In that year, he went to Modesto as agent for the Tidewater Southern, retaining that post until his retirement.

He was a faithful and loyal employe, always endeavoring to be helpful to the shipping public. His never-failing courtesy toward shippers won him many friends. Upon his retirement, Modesto shippers using Tidewater Southern and Western Pacific service tendered him a farewell luncheon at a local restaurant and presented him with a beautiful gold pen and pencil set.

Jim continues to maintain his home in Stockton, where he will pass the time telling railroad stories to his grandchildren.

F.G.L.

## Badminton Championships Scheduled For San Francisco

★Sponsored by the Northern California Badminton Association and the San Francisco Junior Chamber of Commerce, the ninth annual California State Amateur Badminton Championships will be played at Kezar Pavilion, San Francisco, March 28, 29 and 30. Events include ladies' and men's singles and doubles, mixed doubles and veterans' doubles. Entries will be received to and including March 15.

Western Pacific's Dave (D. H.) Copenhagen, of our freight traffic department, is a director of the Northern California Badminton Association, as well as a member of the executive committee and general chairman of the tournament administration of the California State Badminton Association. He will also play in the tournament!

Spectator admissions for the tournament play will be fifty cents Friday evening, March 28, and Saturday afternoon and evening, March 29. For the semi-finals Sunday afternoon, March 30, and the finals Sunday evening, admission will be seventy-five cents. Season tickets are available for two dollars.

Entry fees for players are \$2.00 per person for the first entry and \$1.50 per person for each additional entry. Play will be conducted in two flights . . . championship and consolation.

## Harry Lorenzo Davis Retires

★ Harry L. Davis, Number One on the Western Division engineers' seniority roster, retired last month, making his last trip out of Oakland February 26th and returning from Oroville the 27th on his regular assignment to Trains 40 and 1. Road Foreman of Engines Robert McIlveen, who fired for him in passenger service for some time, at Harry's request, accompanied him on his last trip.

Harry Davis was born near Princeton, in Bureau County, Illinois, February 11, 1882. He entered Western Pacific service as an engineer December 28, 1907, when our railroad began operations. In those thirty-nine years and two months, Harry Davis **has never been demerited** and has a net credit of 1,055 merits under the Brown system . . . a record seldom equalled on this or any other railroad.

Like the perfect crime, which is non-existent, we always thought a perfect railroad record impossible, but Harry Davis' **perfect record** disproves that fallacy. We salute him on his truly amazing achievement and we join his many friends in wishing him a full measure of health and contentment in retirement.



## BE HIS FRIEND FOR LIFE—GIVE GLADLY

## Alex Nord Appointed Resident Manager of Feather River Inn

★ Alex H. Nord, who succeeded Gus Mann as resident manager at Feather River Inn in mid-season last year because of Gus' illness, has been appointed to the same post for the 1947 season.

Feather River Inn, beautiful Sierra Nevada summer resort, nestling in the hills near Blairsden, on the Western Pacific Railroad and with the Feather River Highway serving the Inn's front gate, offers the finest in vacation attractions.

Information concerning reservations, etc. may be obtained at the Inn's Ferry Building office in San Francisco or through Manager Nord's winter office at 635 Towne Avenue, Los Angeles 21, California.

# Hy-Lites

By JACK HYLAND

of **Joseph** ("Fighting Joe") **Wheeler**, distinguished Confederate general in the "War Between the States". He also served as a major-general in the Spanish-American War, commanding a division under General Shafter, and was present at the Battle of San Juan Hill. While "Fighting Joe" may have been a wonderful soldier, I'm sure most of us of the Western Pacific favor our own... "Smiling Joe".

Understand **Ernie Huesby** (Aud. Payroll Accts) is taking a "G. I. Leave of Absence" which commenced last February 5th, for the purpose of attending San Francisco Junior College. We didn't find out about his departure until recently, so we do not know what he intends to learn... or should the word be "study".

Just happened to stroll into the East Bay Terminal waiting room last month (around 12:30 p.m.) and noticed **Ellen Young** (Traffic) diligently practicing "short-hand", who was so engrossed in her studies, she didn't see me, so this item should come as a complete surprise. **Ellen has other talents** which do not need improvement—for she presented **Ann Shuster** (Chief-File Dept.) a very lovely hand made apron for a "Valentine Day" gift.

A telephone call from our former editor, **Albert Bramy** (formerly Trans. Dept.) now located with the Melody Sales Co., San Francisco, confirmed the recent addition to his family (mentioned in our column last month). **Albert** stated the young son is called "**Butch**" by his wife, **Mrs. "Chris" Bramy**, and the off-spring arrived last December 30th to give little "**Regina Lee**" (who will be 3-years old on March 9th) a baby brother.

**Paul Meyer** (Traffic) recently returned from a Divisional Meeting in Chicago and while there, **Kenway Stoney** (EFFA-Chicago) informed Paul of all the bowling pot games he had easily won. He even went so far as to invite Paul to witness one of the sessions, but... much to Ken's disapproval—the competition proved **exceptionally better** and Stoney was the loser... in all of the games played. (Moral—**never boast**, unless you can back up your statements with facts, figures, or **better yet... pins.**)

Employees of the General Auditors office and members of the Western Pacific Bowling League were saddened in learning of the sudden passing last month (February 5th) of **Charles McKellips**, father of **Earl McKellips** (Gen Auditors). We can only add our belated but sincere sympathy.

If you happened to see (or purchased) a copy of the January issue of the "300" bowlers magazine, then you noticed page 2—a full page picture of our three bowling teams—the **California Zephyr**, **Exposition Flyer** and **Feather River Express**, who will represent the Western Pacific Railroad in the **A.B.C. Tournament** next April 12th in Los Angeles. We are indebted to **Russ Cline** of Robert Atkins & Co., San Francisco, for the prompt and courteous service extended our League which enabled us to have our picture taken—wearing our new bowling shirts.

We learn from inside sources, **Ernest Knox** (Oakland-Roundhouse) is practically a well man, following an extended "milk-and-cream" diet for stomach ulcers. The only thing now holding him back from returning to work—is that well-known... "doctor's release", which should be forthcoming anytime.

Received a postal card from Los Angeles last month from **Grace Kent** (formerly Traffic)... with just a clipping from the Headlight Sports Review pasted on it covering the bowling league standings. The only writing upon the card, was an inked circle around the words... "Trafficers", with an added... "Mmmmm" Knowing Grace, nothing more was required.

Noticed a large crowd gathered in front of Davis Schonwasser's store (Grant Ave. and Sutter St) last February 3rd, so moved in... hoping for a bit of news. For the benefit of **Logan Paine** and **Sid Hendrickson** (both of **President Elsemy's** office) who were in the crowd and said to me... "What's happened; find out; that's your department", wish to inform them... a lovely lady was assisted into a police car and driven away because (as stated by the by-standers) she was an argumentative jay-walker. (P.S.—Wonder why the police still pick on jay-walkers instead of the "jump-the-signal-street-car-motormen", for I noticed three such instances before returning to the office that same noon time).

**Jack McCarthy** (Treas. Dept.) a former sergeant in the U.S. Army, recently returned from far off Korea and dropped in on his former buddies, dressed in "civilian attire", having received his discharge from the service. Understand Jack has a lot of accumulated "leave time" coming... so will use it to good advantage in just... relaxing, etc.

Last February 15th—**Margerite Pedrotti** (AF&PA) was showered with many gifts from her numerous friends acquired during her past 20-years of continuous service for the Western Pacific. Her resignation was somewhat compelled by the transfer of her husband's employment from San Francisco to Concord, Calif. From now on—Margerite will handle household duties... only, and our very best wishes go with her, but her friendship will always remain.

Dropping into the General Offices last month to say "hello"—were two retired WP employes... **Tena Webster** (formerly Traffic) and **Tom Watson** (formerly AF&PA). Both looked in the best of health and were apparently enjoying life to its fullest... although it is quite obvious "railroading" is still in their veins".

## The Stockton Grapevine

By Velma Mikolash

★ **Tom Baker**, metalsmith, who retired at the end of 1946, was honored at a dinner by his fellow-employees. He served his apprenticeship on the Illinois Central RR at St. Louis, Mo. in 1897 and entered WP service in 1908.

Car Inspectors **Alfred P. Foster**, after 24 years of service, and **Brodie A. Fortune**, after 30 years of service, retired the first part of 1947.

Lead Car Inspector **Vic Hilgrove** suffered a slight heart attack February 13. While no doubt he will be absent from his duties for several months, Vic's condition is not critical.

Brakeman **Charles E. Vance** was granted a leave of absence January 10 under the G. I. Bill of Rights to take advantage of the educational benefits to further his ambition to become an electrician.

Conductor **Thomas Hardy**, who had been off account of illness for several months, passed away February 15. He entered service September 18, 1929. His passing came as a shock to his fellow-workers.

The dismantling program of approximately 500 written out cars is now under way, the Hyman-Michaels Co. having started operations necessary prior to the actual dismantling which will be in full swing the coming week. The work is in charge of their Superintendent Baker.

The track scales at Stockton Yard have just been given a complete overhauling by General Scale Inspector **E. D. Murphy**, son of former passenger conductor **Edward C. Murphy**, lately deceased.

Superintendent of Car Service **Dave (D. J.) Spowart** was a recent visitor at Stockton and various points on the Tidewater Southern.

**Frank Reyes**, industry clerk, who is a member of the Latin American Club, Inc. of Stockton, was installed president of that club on February 12.

**Virginia Fredricks**, who has been off for the past 6 months due to illness, has returned to work at the freight office.

**Charlie Blachford** flew to Klamath Falls recently and visited with friends. Understand this was his first plane trip. Charlie seems to be having considerable trouble in again getting his feet on the ground.

**Ralph E. Christy**, who for the past several years has been cashier at Terminus, is now working at the freight office as a rate clerk.

**Bill Moore**, chief clerk at the freight office, has returned to work after being off account of illness.

# SAN FRANCISCO'S CABLE CARS

## Fading Out on the Skyline of Memory

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

(Copyright, 1947, by Thomas P. Brown)

### ★ "Out for the Curve!"

On January 31 of this year of 1947, Mayor Roger D. Lapham in his message to the San Francisco Board of Supervisors reluctantly recommended a policy of relegating the cable cars to the junk pile. To abandon, or not to abandon the cable cars—that is the question. Metaphorically speaking, the battle lines are drawn, and a great metropolis is divided into two camps, the sentimentalists and the realists.

The realist states that the population growth and the rise of new social concepts have had a maturing influence upon the community's individuality and that small town traits disappeared with the catastrophe of 1906. The good old days are gone. Disappeared likewise are the personalities responsible for them.

No one seriously suggests a return to the trustworthy horse as a means of daily transportation or the steam paddy of 1860, belching cinders along Market Street. The flat-wheeled rickety, brightly painted omnibus of 1865 likewise served its purpose. Henry Casebolt's Balloon Car of 1870 was a further improvement over the horse-drawn vehicles, which became obsolete with the coming of the cable car. By the end of the 80's the cable conveyance had given way to the electric propelled street trolley.

As for the cable car system, the march of progress is inexorable. Facts cannot be ignored and changes in transportation systems cannot be stopped. On that spring day in April, 1941, when the Castro Line of the Market Street Railway Company was abandoned, only two cars were in operation. The week before, a careless motorist had run into the third car and permanently put it out of commission, thus depriving a conductor of a job. For 36 years this conductor had collected fares on a cable car which ran at an eight-mile gait, up one side of the street, and down the other.

San Franciscans rode the popular Fillmore Street Hill line, a branch of the Market Street Railroad Company. The cars operated by electric and cable power on a twenty-four percent grade. The car going down pulled the up-car up, —a counter balance arrangement. On April 6, 1941, this line was stopped. Its rails have been removed and the streets paved so nothing remains of this funicular-like mechanism, except the memory.

No celebration was held on February 15, 1942, when the Sacramento Street line of the Market Street Railroad Company was abandoned.

It is natural for sentimental San Franciscans to have fond memories of their cable cars. They have read their history as told in Mr. Edgar M. Kahn's definitive book "Cable Car Days in San Francisco." Even if the once epochal cable car does pass into history, in retrospect there will remain the realization that this outmoded form of transportation was an important stepping stone in San Francisco's destiny.

In San Francisco no adventure can be more thrilling, romantic or informative than a ride on the California Street

Cable Railroad. Resident and visitor never tire of this enjoyable experience. The cable car patron accepts good-naturedly the necessity of pinning his elbows tightly against his ribs in order to avoid squeezing and crushing his fellow riders on either side. This and other cable car idiosyncrasies account for their quaintness and folksiness.

San Francisco was the first city to introduce the cable cars to the world in August, 1873, and it is the last city to operate them. Last year the cable car lines of the municipal railroad and the California Street Railroad and branch lines operated 17 miles of track and carried more than 19,700,000 passengers.

For almost 75 years the cable cars have served San Francisco reliably. They are now a tradition and a carry-over of the golden yesterdays. These cable cars, still crawling over the brows of San Francisco's hills, link the dynamic present with the distant past. They have afforded fun in addition to the transportation of thousands upon thousands of men of the armed services, and have been a tourist attraction over the years. They recall

tycoons of the clipper ship days, railroad builders and millionaires from the Comstock Lode and the Mother Lode.

In 1873 when Ulysses S. Grant was president, Andrew S. Hallidie of the Clay Street Cable Railroad was the mechanical genius who achieved success and fame with his invention. The first trip of the cable car on August 1, 1873, was a gay and romantic affair. The cable cars represented, for the period of their origin, a mechanical achievement comparable with the bridges and engineering feats of today.

Leland Stanford, railroad financier and founder of the university that bears the name of his son, was responsible for California Street Cable Railroad undertaking. Today the line traverses the important financial and commercial districts. It passes Old St. Mary's Church at the entrance to Chinatown. From the earliest days the Chinese have been faithful patrons. "No pullee, no pushee, allee samee go" was the way, according to Bret Harte, that the older Chinese described the hill climbers.

The line ascends Nob Hill, passes the famous Mark Hopkins Hotel and Fairmont Hotel, and the portals of the sites where Stanford, Hopkins, Huntington, Crocker, Colton and Towne had built their palatial mansions. The line crosses Van Ness Avenue and serves the residential section of the Western Addition. As the cable cars jangle their bells and glide along at their eight-mile an hour pace, the passenger gains matchless impressions of the color, life, beauty and historic flavor of the city.

From the hiltops are the views of San Francisco Bay, the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge, the Marin County Hills. Majestic Mt. Tamalpais and the East Bay hills form a magnificent and enchanting backdrop.

The cable cars will continue to serve at least for one more year, a living inspiration to San Francisco's future progress, greatness, and prosperity.

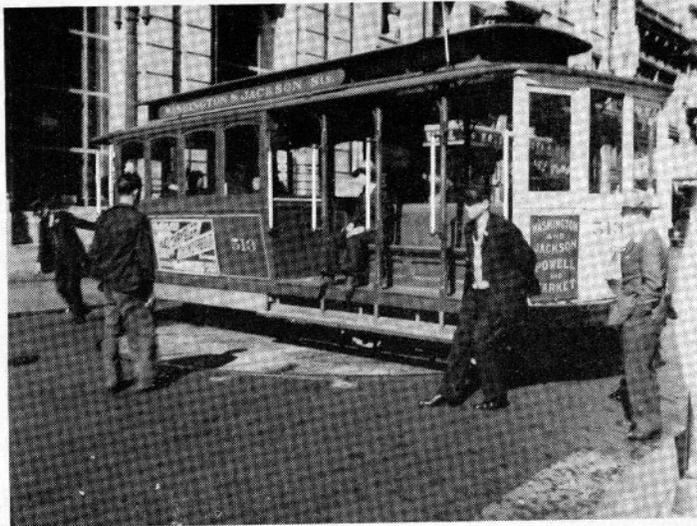


Photo courtesy Leon C. Sherwood

Powell and Market Cable Car Turntable.

# Utah Centennial

★ The spotlight of the nation is turned on Utah this year as the Beehive state celebrates its one-hundredth birthday.

Six national sports events will be held in and around Salt Lake City and the summer will be filled with a program that tops anything ever scheduled.

The national downhill ski championship race will be held on March 1st at Snow Basin, near Ogden, and the next day the slalom races will be held at Alta. On June 20 and 21, the NCAA Track and Field Meet will be held at the Utah University stadium. During the last week in August the Western Open Golf Tournament will be played at the Salt Lake Country Club. There will also be the national horseshoe tournament and the archery obstacle shoot. The latter is one of the nation's most unique tournaments. The archers shoot at a blind target and the score is counted on points.

One of the features will be the National Clay Courts Tennis championships, to be held in Salt Lake City from June 28 to July 6, at which most of the national tennis stars will compete. To complete a diversified sports program, most of the stars who are competing in the American Bowling Congress in Los Angeles, will meet in a special Centennial meet March 1 to 10; the Western Zone Trapshooting championships will be held May 28 to June 1, and during September, many world record tries in automobile racing, including the measured mile, will be held at the Bonneville Salt Flats.

During the spring season, the Utah Symphony Orchestra, under the direction of Werner Janssen, will tour the state in a history-making tour. This is the first time an orchestra of this size has ever been able to appear in the smaller centers of population. The tour is subsidized by the Utah Centennial Commission.

The drama departments of the three colleges in Utah are producing three plays which also will be taken to the hinterlands throughout the spring and summer. The purpose of the thespian tour is to revive the drama in Utah. During the early days of the pioneer settlement the theater was very prominent but after the advent of the movies it died a natural death. Prominent theater personalities will be brought to the state during the month of May when a drama festival will be held at the University of Utah.

From July 21 to August 9, inclusive, at the mammoth University of Utah Stadium will be presented a music-drama pageant "Promised Valley" written and directed by leading figures of the theater and with national stars performing; and at the Utah State Fair Grounds, from June 2 to September 20, will be offered the mammoth Utah Centennial Exposition, with many Western states participating, and headlined by famous entertainment attractions such as the "Holiday on Ice" an "Aquacade", "The Tommy Dorsey Show" and the "Centennial Extravaganza".

Visitors are always welcome in Utah but it is a good idea to write for reservations at least two weeks before coming. The housing shortage that exists over the nation is particularly acute in Utah.

## Clyde E. Whitman and BLF&E General Committee Join Western Pacific Blood Donor Group

★ During a February meeting, the general grievance committee of the Brotherhood of Locomotive Firemen and Enginemen passed the following resolution...

"Whereas, we are convinced of the merit of the program of blood donations as outlined by our General Chairman, and

"Whereas, we appreciate the great contribution made by our brothers and fellow employes in the General Office, and

"Be it resolved that we desire our General Chairman to make an appointment outside Committee Meeting hours with the Irwin Blood Bank so that we, as a committee, during this session, may in a group offer our donations."

As a result of this action, the entire committee went to the Irwin Blood Bank on February 11th and made blood donations to the credit of the Western Pacific Hospital Department. The donors were...

Clyde E. Whitman	General Chairman	San Francisco
Harry D. Spradlin	Local Chairman	Oakland
Glayden L. Clark	Local Chairman	Stockton
George R. Porterfield	Local Chairman	Portola
Charles L. Hawkins	Local Chairman	Winnemucca
Rollo F. Howell	Local Chairman	Salt Lake City

Clyde indicates that each member of his committee will continue to do everything possible to progress the program of blood donations. Our sincere thanks to Clyde and his associates for their prompt and generous action.

# Sports Review

By Jack Hyland

★ The Western Pacific Bowling League is now in its fifth week of the "second-half" schedule—with the same two teams running neck-and-neck similar to the first half. The Treasurer's team is in first place, although tied with the Oakland Carmen (first half winners) who have to be content with second-billing account being behind by a mere 31 pins, i.e., 12031 versus 12000 total pins, and also the Auditors team, who have the same number of wins and losses.

The "WP Ducks" team who are represented solely by "returned service men" slammed out a very nice series on February 6th, when they nearly acquired the "high team series" for this season, by accumulating a 2511 series, only eleven pins behind the Oakland Carmen's 2522 series—and is pretty fair bowling for a team packing only a 789 average per unit.

The team standings after the night of February 13th's bowling looks like this:

	Won	Lost	H.G.	H.S.
Treasurers . . . .	10	5	854	2468
Oakland Carmen . . .	10	5	894	2472
Auditors . . . . .	10	5	863	2402
W. P. Ducks . . . . .	8	7	870	2511
Freight Accts. . . . .	8	7	870	2458
Freight Agents . . .	7	8	894	2441
Traffickers . . . . .	6	9	850	2461
Transportation . . .	6	9	683	2482
Engineers . . . . .	6	9	846	2475
Calif. Zephyrs . . . .	4	11	827	2384

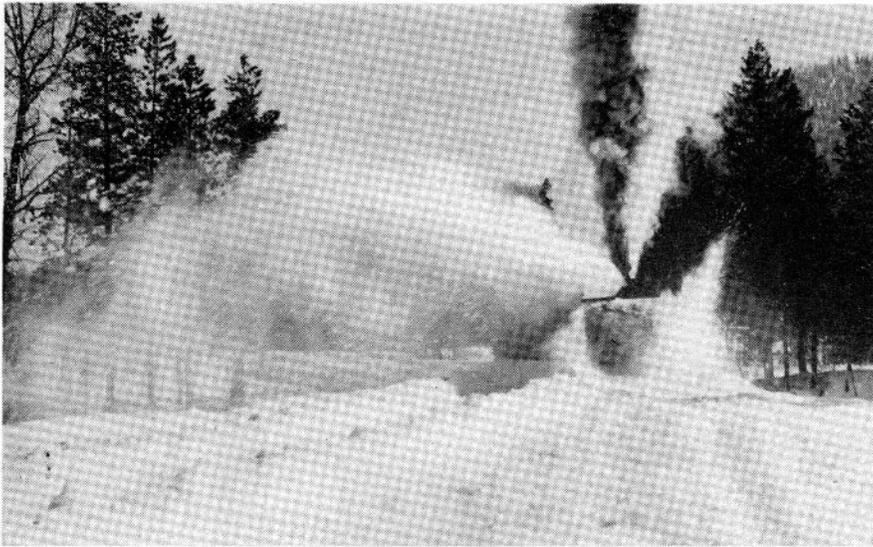
### Hal Furtney smashes league record

Last February 6th, Hal gave our league a preview of things to come, when he collected three nifty games of 242-185-211 for a total of 638 pins, which topped the League's all time "636 high series" established by Jack Hyland on February 10th, 1942 and later tied by Bill Wilkinson on September 12th, 1946.

Other improvements were noted during the past five weeks for Bill Wilkinson has increased his 172 average of January 9th up to a 173 average, and Fred Thompson who returned to the lanes after a year's lay-off has hit 539, 523, 507 and a 542 series, on consecutive bowling nights to wind up with a sweet 176 average for 12 games.

Our "Big Ten" list (including games of February 13th) includes:

	Gms	Avg	H.G.	H.S.
Wilkinson . . . . .	69	173	246	636
Casey . . . . .	66	169	215	557
Vanskike . . . . .	63	167	243	569
Kyle . . . . .	63	167	226	591
Sevey . . . . .	69	166	225	627
Hyland . . . . .	69	164	244	558
Nordberg . . . . .	69	164	255	600
Furtney . . . . .	63	163	242	638
Dooling . . . . .	66	162	238	546
Neuman . . . . .	63	162	209	587



Snow plow working at Greenville, on Western Pacific Railroad's northern California extension, in February 1937. This photograph, and the one below, are through courtesy of Division Engineer R. A. Hollenbeck, Elko.

## Random

by The Editor

pet brass frog paper-weight, which Dave cast personally many years ago while working as an apprentice. Among others, suspicion seemed to fall on us because it disappeared about the time of our visit! We knew nothing of this until again visiting Portola last month, when **Pat (Charles B.) Kirkpatrick** told us the story... and the sequel. Dave went to Sacramento as pit foreman, no doubt still harboring dark thoughts about the culprit (maybe us!), but a short time ago the frog was recovered from the bottom of a desk with one of those center typewriter compartments into which the frog had innocently fallen! Dave now has his frog. Ain't you 'shamed now of those dark suspicions, Dave?

We deeply regret to record the sudden passing of **Ray Allen McCampbell**, Western Division brakeman, at Portola on February 6th. Not feeling well, he was on the walk up to our Portola Hospital when death came. Ray was a Texan, born at Bonham October 31, 1903.

From **Franklin J. McCullough**, retired Western Division engineer, living in Stockton, we learn of the passing of three well-known WP old-timers... **Charles M. Briggs**, who served many years at Portola as roundhouse foreman and later in the same capacity at Stockton before retirement; **Benjamin L. Reames**, Western Division engineer, who died just before Christmas 1946; and Engineer **Charlie Rafferty**, who passed away recently.

**H. R. (Ray) Coulam**, general agent at Salt Lake City; and **Bert Hazlett**, TF&PA at Elko, were San Francisco visitors in late January, attending the 82nd annual convention of the National Wool Growers Association. And **Bert Long**, Mayor of Portola, was a San Francisco visitor early last month.

Under a Salt Lake City dateline, Associated Press reported on February 6th that **Randolph Churchill** would that night be presented with a permit allowing him to drive as fast as he wished on the "saline strip in western Utah"... the Bonneville salt flats to us. We saw those flats on February 4th and we hope Randolph stuck to the highway to save time, if not to escape immersion in Salt water!

**Orphia Miller**, trainmaster's clerk at Salt Lake City, is on a 90-day leave of absence, beginning January 1st, to await the arrival of the stork. Meantime, **Viola Anderson** is handling Mrs. Miller's desk.

The 15th, 17th and 21st are the big dates this month. The 15th is **Federal Income Tax Day**... a day no longer so onerous due to tax withholding which so many of us thought obnoxious at first. The 17th—**St. Patrick's Day**—making the pleasing green of the good old Emerald Isle the traditional color of the day. And the 21st is the first day of Spring, when occurs the vernal equinox—the earth's axis is at right angles to the sun and the day and night are therefore of equal duration. A public service!

## John Thomas Carl Retires

★ John T. Carl, Eastern Division telegrapher, who entered Western Pacific service February 20, 1932, retired on January 31st. He was born at Cleveland, Washington, January 22, 1882.

## Retired Western Pacific Engineers Feted At Winnemucca

★ On January 28th, Silver State Lodge No. 792, BLF&E, honored retired Engineers Arthur G. Woodward, Augustus G. Reiner and Wilson A. Schollars at a banquet in the Martin Hotel at Winnemucca. Each of them was presented with a gift from the Lodge.

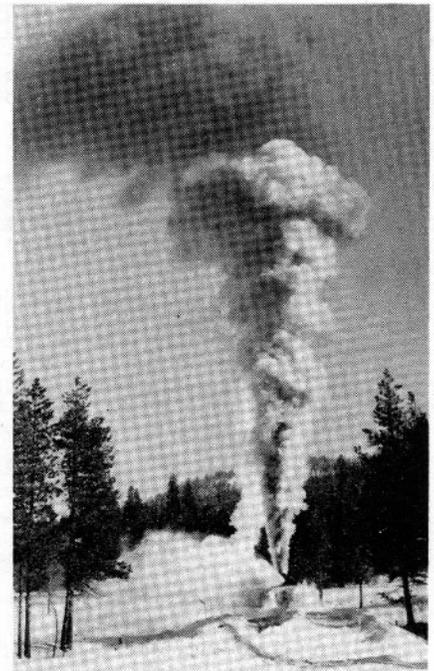
Woodward's retirement was covered in our February issue. Reiner, whose WP service began in August, 1910, retired in June, 1946. Schollars, who also retired in June, 1946, began his WP service in 1906. Twelve years more than a century of Western Pacific engine service is represented by the careers of these three engineers.

We join the many friends who honored them at the dinner in wishing Messrs. Woodward, Reiner and Schollars health and happiness in retirement.

## Western Pacific Club Dance at St. Francis Hotel

★ The Western Pacific Club will hold a semi-formal dance in the Colonial Room of the St. Francis Hotel, San Francisco, on Saturday, April 19th. Tariff on bids is \$3.60, obtainable through The Headlight if desired. Music will be offered by Howard Fredric and his band of Gold.

All members and friends of the Western Pacific Club are invited.



## East Bay Notes

By Margery Glatt



★ That lilting voice to be heard vibrating within the walls of the roadmaster's office, Oakland, isn't Frankie Sinatra, but **Frank Chickey**, section foreman, who does have a fine voice (don't rush girls; he's bashful!).

**Don (Crosby) Naylor**, freight house, has one great ambition... to own a very large wardrobe. Don, by the way, has a particular fondness for sport shirts and they MUST be different. They are!

"Single blessedness" will soon become "wedded bliss" for **Pat Weiskamp**, freight house, when April 20th rolls around. Pat and the lucky man plan to motor to Canada on their honeymoon.

**Elsie Bell**, freight house, is in a very excited frame of mind these days. The reason? Elsie and husband have the plans for their new home to be built in the near future.

Bidding the yard office a fond farewell, **Orvel Hatfield** has taken over the car desk as head car clerk in Agent **Barrett's** office at San Francisco.

"**Bud**" **Ringgold**, our genial assistant roadmaster, who had been confined to St. Joseph's Hospital, across the Bay, is now at home and we're all happy to hear he's on the mend.

Why is **Bill Dabovich**, electrician, walking on air these days? Could be he is expecting a boy this time?

Being situated with a clear view of our tracks, I see many familiar faces every day... "**Bud**" **Taber**, fireman, always with a friendly smile... **Milton McCann**, brakeman, the old "highball"... "**Mac**", I understand, has taken up letter-writing, but the answer to his last one has him stopped. Hmm. Temporarily, that is!

At random... **Pat Kelly** has taken over his duties as section foreman, Oakland; **Walter L. Chapman** in charge of extra gang 1 and **Joseph J. Sabala** is the "boss man" with extra gang 11. Those two "renegades" of the rails, "**Hardhat**" **Johnson** and "**Easy**" **Martin**, have both returned from well earned vacations.

## "Portola Reporter" Sold

★ **Lorne Shirton**, editor and publisher of the "Portola Reporter", reports the sale of his newspaper and plant to **Stan Bailey**, San Francisco newspaperman.

We regret Lorne's departure from Portola, but wish him continued success wherever he goes.

To **Stan Bailey**, our best wishes in his new venture at Portola.

## The Owensboro and Elsewhere Railroad

★ Bowing to the railroad industry via national magazines, Glenmore Distilleries will carry an ad. titled "The Twilight Special", being, in this case, a tempting old fashioned resting comfortably on a miniature engine wheel coaster.

But the coaster is only the beginning of the effective tie-in with railroads. First of all, the very title "The Twilight Special," embossed on a book, is fashioned to look like the circular illuminated sign on the rear of an observation car.

# Unique "GADGETS" in National Ad Boosts Railroads



• Kentucky Tavern salutes the railroads in its March, 1947 magazine ad by including clever drinking accessories in the industry's motif. Even the book title looks like an observation car sign.

• The Owensboro and Elsewhere (see sign on car above) is a real railroad that keeps to a strict schedule as it travels over the hundreds of acres of Glenmore Distilleries Company property at Owensboro, Kentucky. A free pass (see right) is offered to those who write in. The pass, a real collector's item because of its humorous "conditions" on the reverse side reveals, among other things, that the O. & E. was, believe it or not, "formerly the *Brown Mule, Whiffletree and Southend.*"

<i>Colonel Glenmore Railroad</i> <b>OWENSBORO and ELSEWHERE</b> <i>O &amp; E Division of the Glenmore Lines</i>	
DATE	NUMBER
1/9/47	10255
PASS	JOHN L. SMITH
ACCOUNT	John L. Smith Company
<small>BETWEEN ALL STATIONS UNTIL DECEMBER 31ST 1947 UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK</small> <small>COUNTERSIGNED BY JOHN L. SMITH OR MYSELF</small>	
<i>J. R. ...</i> <i>P. ...</i>	

Then, the "makings" for the Old Fashioned, cherries, sugar and orange slices, are carried to the scene of operations in a miniature coal-gondola car divided in three sections and sitting on a track spur, ties and all. The stirrers are tiny signal arms and, dominating the ad is a water tower, diminutive though regulation, with the top off and filled with ice cubes. Completing the picture are the book-ends which are tiny "bumping blocks" or stoppers found at the end of every track in every station.

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

## EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	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 March 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, April 2, 4, 6, etc.  
 \*\*From New York March 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, April 1, 3, 5, etc.

## WESTBOUND - TOURIST PULLMAN SLEEPING CARS

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

### Safety Committees of the Mechanical Department

By Homer Bryan

★ We now have more than 70 men serving on Safety Committees in our shop, roundhouse, and car repair work. They are serving both the industry and their fellow workmen, and in doing so merit the support and appreciation of our entire organization.

They hold weekly meetings at which are discussed methods of improving both our physical conditions and our methods. The suggestions they make relative to both aspects of accident prevention indicate a conscientious and intelligent interest in this very important phase of railroad operation. Unsafe conditions that can be handled locally are taken care of promptly by the supervisor immediately in charge. Those in which the supervisor is not authorized to act upon are referred to higher authority.

These committees also assist, at times, in the investigation of accidents that have occurred. In this activity they can contribute much to prevent recurrence by their understanding of the factors involved in the particular case.

Whenever our fatality and injury ratios are reduced to the lowest possible minimum—at present they are both entirely too high—it will be when all of our employes take the interest in the conservation of human life and limb that is being displayed by our Mechanical Department Safety Committees.

By such interest and such work, human faculties, so essential to our well-being, are protected and tragedies of life are kept from our homes. They may proudly wear their safety badges, as their work is worthy of emulation.

During 1947 we will assemble accident statistics and man-hours worked for each of our shops and roundhouses, publish these monthly, and at the end of the year award an appropriate plaque to the one making the best showing on each of our operating divisions. To each good luck and good sportsmanship!



Amos W. Fuller, Western Division engineer, in the cab of Diesel engine 901 eastbound in the Feather River Canyon... photographed by Madeline Tackaberry.

## Roger Lewin Tries The Western Pacific

★ Roger Lewin, should the name not click with you, is the 9-year old Oakland boy with the very severe case of wanderlust. He made newspaper and radio headlines a couple of months ago when he was being returned home **again**—that time from Reno.

Previously, he had tried the Santa Fe and the Southern Pacific. On February 1st, he was aboard No. 40 out of Oakland and Conductor-Detective "Pete" Lund had him tagged prior to arrival at Stockton. Roger, with fifteen cents in his pocket and a Chicago visit in his mind, received a Western Pacific dinner on our diner and a Western Pacific welcome at Sacramento from Special Agent Cox, who made the necessary arrangements to return Roger to Oakland and his parents.

Roger's confidence in his ability to reach Chicago was sufficient to justify an unsigned note he had written his mother on the train saying, simply, "I am on a train and am going to Chicago." We hope he eventually makes Chicago, but with a Western Pacific ticket in his pocket and a little more than fifteen cents!

## Junior Traffic Club of San Francisco

★ New officers inducted March 1st were Charles G. Wilcox (Pacific Molasses Company) president; Herman Myers (Golden State Company, Ltd.) vice-president; Brint Newlon (Burlington Railroad) secretary; and Paul Porton (Libby, McNeill & Libby) treasurer.

President Wilcox says prime objective for action is the establishment in San Francisco of a foreign trade zone where any vessel may dock and discharge cargoes for re-export without payment of customs and use of bonded warehouses.

## Portola Passings

By Gladys Loggins

★ Dispatcher and Mrs. Lou Grebenc spent the month of February vacationing at Mesa, Arizona. Dispatcher Francis J. McConigly handled Lou's chores.

Charles M. Beem, general yardmaster at Portola (and my pappy) is back at work after a siege of illness. During that time, he and Mrs. Beem became grandparents.

Conductor Tom London, who was in Portola Hospital for a while, is back home recuperating.

Conductor Ray Geldmacher and family are back in Portola after Ray's leave of absence for a year.

Ira C. Baldwin, ice supervisor here, tells us a son was born to his son and daughter-in-law, Clerk and Mrs. H. E. Baldwin, at Oroville on Valentine's Day.

Clerk Sam T. Dewhirst, now better known as "Myrt" to all because he's the PBX operator at Portola, will be your new reporter; that is, if I can get WCM (and you all know who I mean!) to do anything about it!

## Frank Vernon Perry

★ Frank V. Perry, popular freight traffic agent attached to our Oakland freight general agency for more than 17 years, resigned March 1st to become associated with Phil Davis, Oakland's Chrysler-Plymouth dealer.

Frank, who saw prior service with the SP from 1911 to 1921, joined the WP in the latter year as rate clerk in San Francisco, subsequently became city freight agent in that city and Oakland; then freight traffic agent.

We join his many friends in wishing him success and happiness.

Harold H. Seyferth, Western Division fireman, at the throttle of Diesel engine 901 eastbound in the Feather River Canyon... photographed by Madeline Tackaberry.



## Wendover Wires

By Elsie Hart

★ Though the Army Base here has been most helpful about placing base recreational facilities at disposal of civilians, the young people of Wendover have long been suffering from lack of space and organization for recreation. However, we think they're quite enterprising since they've organized their own teen age group and are holding meetings Saturday nights at the FPHA building, where business meetings are followed by dancing and games. Free dancing lessons are being furnished them Tuesday nights by a volunteer instructor, stationed at Wendover Field. When a clubhouse can be obtained, classes in crafts and arts will be added to the schedule. In the spring, outdoor sports will be featured. Parents are cooperating by taking turns chaperoning the group. Dale Bybee is president of the club. We think more of this group activity is needed everywhere and the young people are to be congratulated on their initiative.

From **Henry Wallock** we hear that the roundhouse employes contributed \$120.00 to the March of Dimes. Nice going. And Machinist Helper **Arthur S. Morton** and Mrs. Morton have been blessed with a baby boy. Thanks for the cigars, Art!

## Bowling Correction

★ In our February issue, we reported that three teams of GO bowlers, representing the Western Pacific Bowling League, would participate in the American Bowling Congress at Los Angeles on March 22nd. Unforeseen difficulties have necessitated postponement of play until April 12.

We can also now report progress in efforts being made to send a team of GO girl bowlers to Grand Rapids, Michigan, to participate in the Woman's International Bowling Congress.



OUR ST. LOUIS, MISSOURI, TRAFFIC AGENCY PERSONNEL

Front row, left to right... **Irene Schuepbach**, clerk; **Charles R. Matheny**, traveling freight and passenger agent; **Eleanor Hodges**, secretary to general agent; and **Enos T. Westrich**, chief clerk.

Back row, left to right... **Clifton M. (Klaghorn) Cobb**, traveling freight and passenger agent at Dallas; **Joseph J. Kirch**, traveling freight and passenger agent at Kansas City; **Eugene A. Elchinger**, traveling freight and passenger agent; and **John F. McKenzie**, general agent.

## Our Back Cover Photographs . . .

★ Through the courtesy of Edgar Myron Kahn, author of "Cable Car Days in San Francisco" and well-known authority on San Francisco's early transportation and early days, we're privileged to offer these pictures of many years ago. We think you'll agree they more or less explain themselves.

## New York Reports . . .

By Jack Edwards

★ The New York City Ass'n. of Passenger & Ticket Agents held a Victory banquet in the Pennsylvania Hotel February 11, its success due primarily to the fine work of the chairman of the reception and entertainment committee... our own genial **John Conger**, general agent, New York. Strong moral support came from the rest of WP's New York passenger department, AGPA **John C. Nolan** (he says "Baffler" to Mr. M.) and **Jack Edwards**, who otherwise went along for the ride and basked in reflected glory.

**Roy Harford** by no means has a one-track mind. While waiting for Jamaica and Aqueduct to open, he watches two-legged sprinters on the indoor tracks of our local armories!

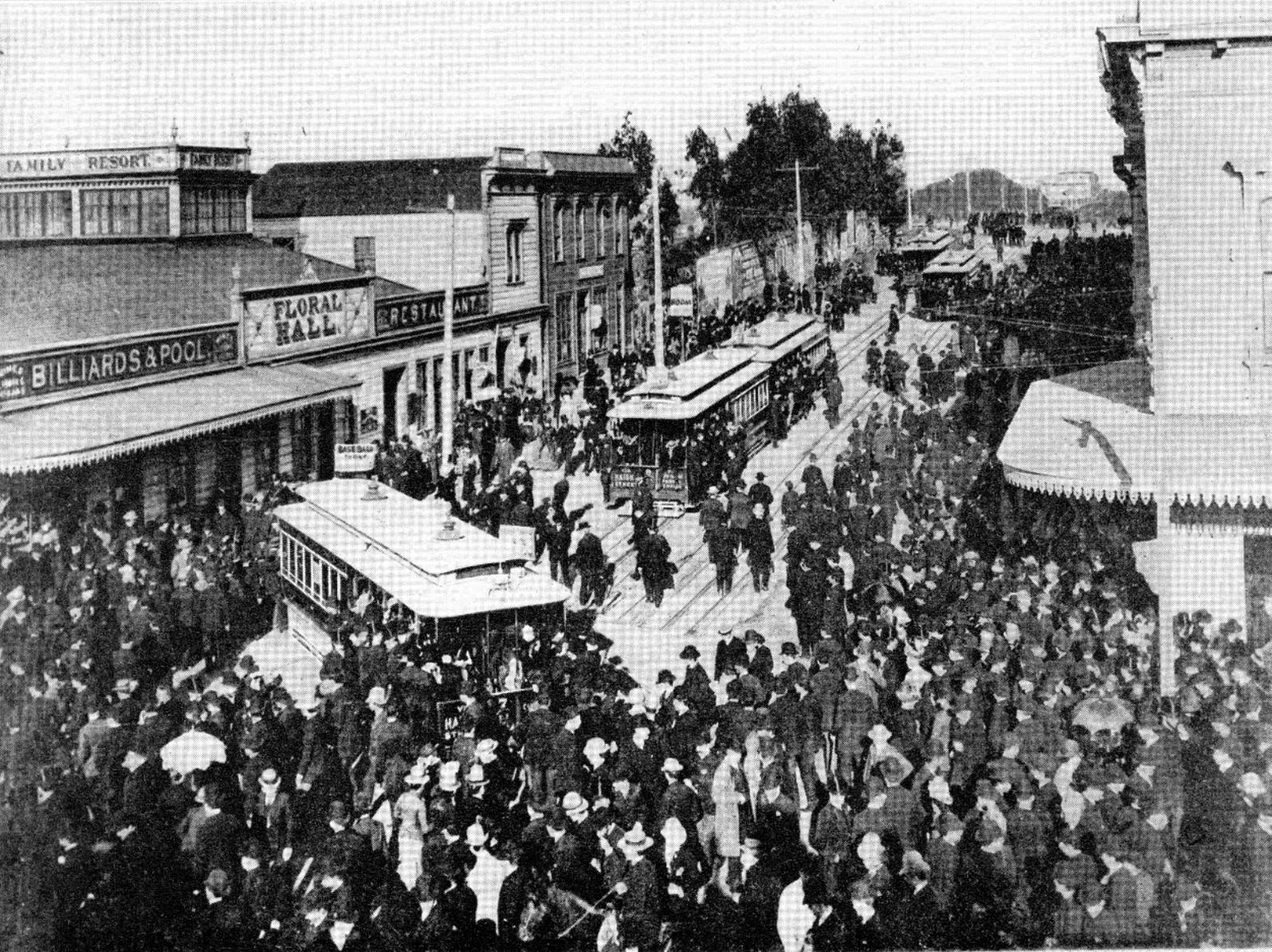
**Sam Scott** is waiting for the weather to warm up another two or three (!) degrees before taking that new out-

board motor down to the ocean for some fishing. Maybe this year he will bring us a herring to back up some of those fish stories!

The first hints of spring are warming up the ambitions of our New York office athletes. **Charlie Ward** is thinking in terms of third base and hot grounders and **ETM McCreedy** is looking forward to annexing another trophy or two for that collection of golfing awards he's building up.

Boston isn't so sure just who Abraham Lincoln was, but they make quite a to-do over Patriot's Day. We're interested to see how **Joe Mason** arranges his itinerary during that part of the month.

**John Still** says you can't tell about women... he sold a neighbor on the idea that a California trip would be just the thing to help his convalescent wife recover. The sick lady thought so too, but insisted on going to Los Angeles! Well, John, perhaps you can get her to use WP on the way home!



MARKET STREET CABLE RAILWAY SAN FRANCISCO.

Inst. Photo. A.P. Photo

VIEW OF BEAUCHAMP STREET PLANT, ETC., AT ITS TERMINUS AT GOLDEN GATE PARK, SHOWING CARS ARRIVING, TURNING ON TURN TABLE AND DEPARTING