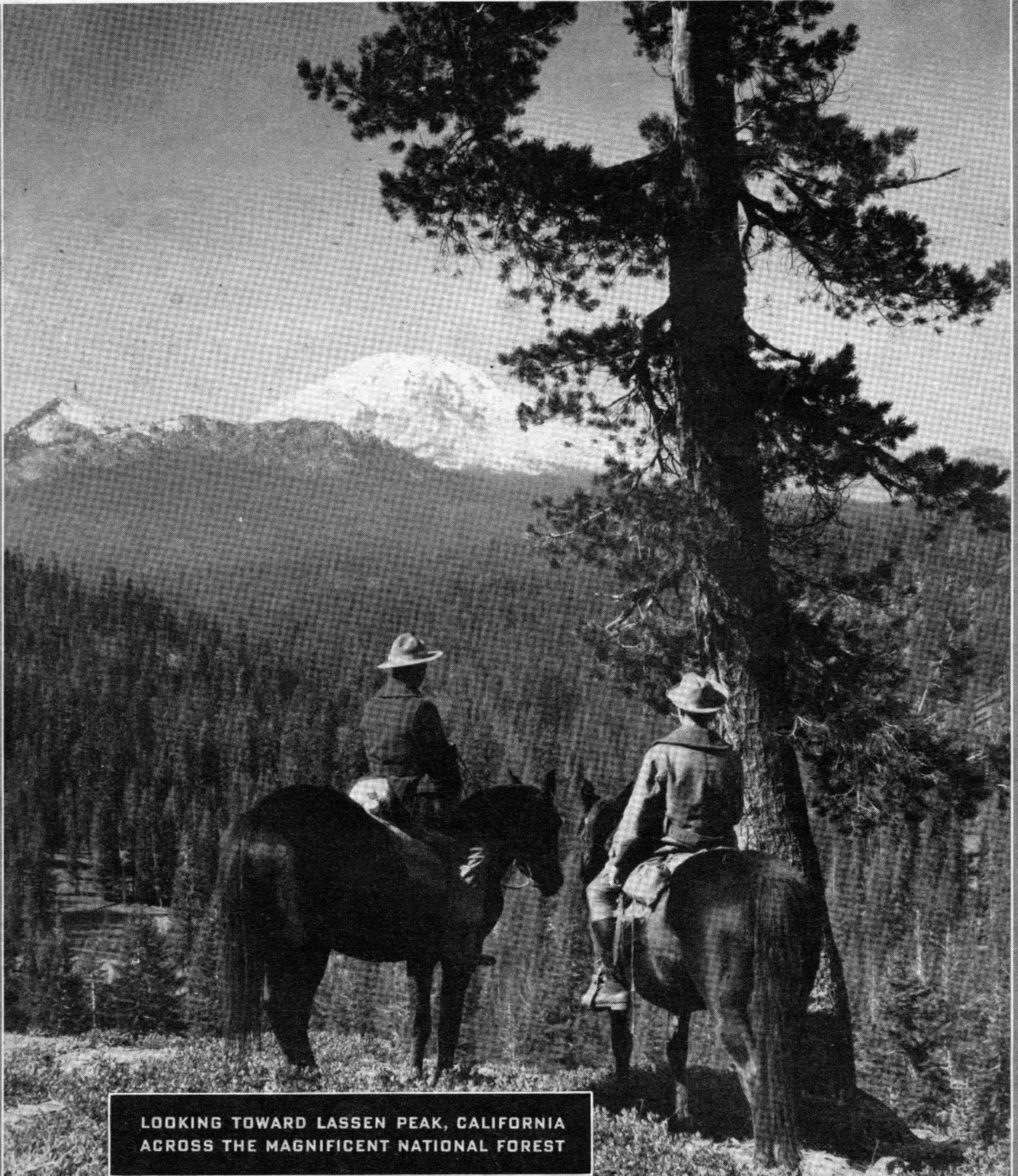


The Headlight

Volume 7

JUNE, 1947.

Number 6



LOOKING TOWARD LASSEN PEAK, CALIFORNIA
ACROSS THE MAGNIFICENT NATIONAL FOREST

Editorial

Diplomacy is the art of giving people your way.
—Anon.

PORTOLA, AGAIN... Through the columns of Stanley Bailey's PORTOLA REPORTER we're keeping abreast of the "intention to circulate petition for the recall of" Bert Long, Councilman and Mayor, and Councilmen George M. Saxton and Daniel A. Irwin. We recognize some of the signers of the petition as perennial opponents of incorporation for Portola and, while they're avowing this and that, we're inclined to wonder whose domination they would avow if the cards were being played face up? Do we detect something in paragraph eight of the so-called "reasons" for recall? We quote... That he (Long) has been a party to favoritism and unequal treatment of business enterprises located within said incorporated City and thus has brought unfavorable comment against the said City and its governing body... we unquote. Hmm. We'd be interested in seeing a list of those businesses and the names of those who commented unfavorably. We suspect it would be revealing. In any event, such capable men as Long, Saxton and Irwin can take care of themselves, as their published answers clearly indicate. We believe the good people of Portola will understand this scheme for what it is and will refuse to waste their money on a vote to recall the sincere and capable councilmen they are now fortunate to have serving them.

6% RETURN... For many years there has been much talk about the inadequacy of the return on capital invested in railroads and the need for a change in government policy which would allow a 6% return. Until recently, it was never made clear that such a return would mean improved modernized railroad facilities, which, in turn, would principally benefit railroad employes (more jobs and greater earnings) and rail shippers and travelers (more efficient and safer service)—not to mention the lift to the nation's economy through enlarged purchases of materials and supplies. The higher return would bring stability to our industry. Excepting only those who desire to undermine our free economy of private enterprise, isn't that what we all want?

APPRECIATION OF HUMOR???... It's a source of continuing amazement and amusement to us to note reader reaction to items appearing in our modest publication. Let's review briefly the case of a railroad whose name appeared in what we thought a quite humorous offering in a recent issue. It was not regarded as funny by one or more officers of that railroad. To save them from further shame, we'll not mention the critical comments, but we're sorely tempted for we too know several Biblical quotations that would fit. Whenever the occasion has arisen, we've not hesitated to use the name of that railroad in our publication during the current editor's tenure of office, but we've searched, in vain, for even the most minute mention of Western Pacific in that road's publication on the occasions when, *in a spirit of neighborliness* at least, it could very nicely have been done. We believe our record speaks for itself. When we wish to be critical of *anything* our regular readers know the editorial columns are used. As to intent to injure: The reference was to a car shortage and it should have been patently obvious to all that it was supposed to be funny, since even the uninformed must know there is as much of a freight car shortage on WP as on almost any other western railroad. What a tempest in a teapot and how our sense of humor needs watching! To Southern Pacific's "Casey" Ingram and Emmett Fitzpatrick, for whom we have high regard, our apologies for any embarrassment we may innocently have caused.

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THE HEADLIGHT

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★
Published Monthly by
The WESTERN PACIFIC CLUB

Association of Employees of
The Western Pacific R. R. Co.
Tidewater Southern Ry. Co.
Sacramento Northern Ry.

Western Pacific Building
San Francisco 5, California

Member American Railway Magazine Editors'
Association.

Member Northern California Industrial
Editors' Association.

PRINTED IN U. S. A.



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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

BRC General Chairman McCarthy's Letter to the Editor Criticising "Crosser" Editorial In May Issue

★ "From the time of its inception I have always awaited each issue of 'The Headlight'. The articles contained therein have always been well prepared and I have found the editorials to be quite interesting. In the May issue, however, I find your editorial not only interesting but somewhat provocative and I think that you have already gleaned that the item of most interest is that dealing with what you term the 'Crosser Bill'.

"I like to have the benefit of the opinion of others even though their views may differ from mine. However, I also like to feel that the opinion expressed is based upon a thorough knowledge and correct statement of facts. Maybe a recitation of a little of the background leading up to enactment of the so-called 'Crosser Amendments' to the Railroad Retirement and Unemployment Insurance Acts will help in clearing up some misconceptions which may have found their way into the minds of the many readers of the popular organ of The Western Pacific Club.

"The program which finally resulted in the 'Crosser Amendments' originated in the Grand Lodge Convention of the several Railroad Labor Organizations. I was present at the Convention of the Brotherhood of Railway Clerks held at St. Louis, Missouri, in May of 1943, when this program was discussed. Our committee on Retirement and Pensions brought in a report substantially the same as that later enacted into law under the 'Crosser Amendments'. The Convention, the sovereign body of the Brotherhood of Railway Clerks, adopted the report and recommendations of the committee unanimously, and instructed the Grand President to use every means at his disposal to cause enactment of these proposals into law. I understand that this same action was taken by every other standard railroad labor organization.

"To put you straight on an inaccuracy, the law prior to January 1, 1947, provided for a death benefit of 4% of an individual's earnings (with a maximum of \$300) since December 31, 1936. Under this set-up the lump sum payment would be made and when that money was spent there was no more coming. Furthermore, in many cases, no death benefit could become payable under the old Act because any annuity the individual received was deducted from the amount of the death benefit. Under the amendments, this lump sum payment was wiped out in some instances and in its place survivors annuities are provided under the previous lump sum payment. To this extent, there has been a liberalization of the act by providing for the greater benefits where those benefits are needed.

"Under the old act a person would have to have thirty years of service before he could receive an annuity account of physical disability and then he would have to be totally and permanently disabled for any employment for hire. If he did not have thirty years of service he would have to wait until he had reached age 65, or by accepting a reduced annuity he could apply for a pension at age 60. Under the 'Crosser Amendments' sponsored by the Railroad Labor Organizations, a person who is totally and permanently disabled for any employment for hire may now receive an annuity after ten years of service. A person who is disabled for the regular occupation he has held (but not necessarily disabled for any employment for hire) may receive an annuity after twenty years of service.

"The style employed in your editorial is probably designed to give the impression that the views expressed reflect the view of the railroad employes. Being charged with the responsibility of ascertaining and abiding by the views and wishes of the Railroad employes, the representatives of the various labor organizations on the Western Pacific have discussed the 'Crosser Amendments' with their constituents at meetings for the past two years and have discussed the changes more in detail during the past year. In this, we have had the cooperation of representatives of the Railroad Retirement Board who discussed the technical features and changes involved. After having attended and participated in these meetings and discussed the amendments with many employes individually, I can truthfully say that only a very small minority object to the changes. When boiled down, these

objections seem to be because in their specific case the amendments do not provide enough. As far as the amendments to the Railroad Unemployment Insurance Act are concerned, no employe has any valid reason for complaint. After all, the employes secure benefits for time lost due to physical disability in addition to the unemployment insurance previously provided. These additional benefits are received at no cost whatsoever to the employe.

"In order that readers of your excellent journal may be correctly informed, I am sure that you will want to give this commentary the same attention as was given to your editorial."

Editors's comment: At least Dick McCarthy's letter seems to confirm our statement that the railway brotherhoods were responsible for the Crosser amendments! And we appreciate the kind words about "The Headlight", other than our editorial. Since Dick appears to have had a hand in preparing this Crosser legislation, we think it proper that he defend it. We had another—and even more provocative (!) editorial prepared on the subject for this issue, but, instead, will use the quoted letter for our purpose. Our May editorial said in so many words that "some" brotherhood members had unkind things to say about the legislation in question. We know there's no unanimity of thought—railroad men seldom are unanimous in thinking about anything, which is probably healthy! We'll ignore the inferences of lack of knowledge of our subject, but maybe we'd better clarify Dick's language about the now eliminated 4% death benefit. This benefit was 4% of all earnings, up to \$300.00 per month, since December 31, 1936... and that 4% exceeded, of course, the payments by employes into the Retirement fund prior to the Crosser changes. Now a smaller death benefit is provided, supplemented by survivors annuities. And that, by and large, is definitely liberalization, but even these survivors annuities have their shortcomings, as explained by several to the editor; still they do provide greatly enlarged benefits to survivors. Fine. And the reduction in required years of service for an annuity because of physical disability appears to be a step in the right direction. We think you're doing a nice job, but, if you please, Dick, we will repeat our statement that many brotherhood members dislike certain features of the amendments and, specifically, some of your members. But what happened to one of the midwest BRC representatives will not happen to you! Maybe it's the "liberalized" provisions of the Unemployment Insurance Act, which provide no greater unemployment or sickness benefits to employes with many years of service versus those who have established one base year. And base it might easily be! The implication that no railroad employe has reason for complaint concerning these latter "liberalized" benefits because the railroads bear ALL the expense is, among other things, an injustice to those employes who believe in fair dealing and the equities of a situation, be it employe or employer who is involved. If the Unemployment Insurance Act benefits are liberalized, you will pardon us for leaning heavily to the belief they should be liberalized to benefit employes with substantial seniority, in other words, those who are making railroading their careers. Excess funds accrued under that Act should not be promiscuously passed out to passers-by to maintain the going rate of railroad contribution to the fund. If the proper job can be done for less money, the railroads should be relieved of the obligation to the extent possible. Unless we're planning to follow the Commie line of "reasoning", the welfare of railroad employes is dependent to a large degree on the prosperity of the railroad industry. Then, let's set aside the heavy verbiage and the general bushwa and get to the fundamental fact that only railroad financial stability will actually assure a high level of railroad employe earnings. Editorially—and otherwise—we've made clear our interest in improving the common lot of railroad employes and we hope the current Congressional reconsideration of these amendments will lead to modifications to fully benefit the employes whose years of service merit generous benefits.

Hy-Lites

By JACK HYLAND

★ While participating in the W.I.B.C. Bowling tournament at Grand Rapids, Michigan last April 19th one of our girls, **Edith Loeffler** (Traffic) had the misfortune of having her coin purse neatly disappear through the assistance of some outsider not connected with the tournament. However, when news of the incident

reached the ears of the girls bowling on all teams representing San Francisco, they dug into their pockets (or purses) making a gift to Edith of an amount practically equal to the lost sum. This action truly reflects the sportsmanship of our San Francisco bowling sorority and they are to be **highly praised** for their prompt assistance to a friend... **in need**.

During recent discussion with **Frank Bockmier** (Claim Ajd-Municipal Ry) concerning repair of a damaged fender on my automobile, learned he is an old friend of our former Bridge Engineer—**Col. Howard Smitten**, who retired last December 31st. It seems Frank and Howard were "buddies" during World War I, serving together in France with the "37th Engineers".

Lee Brown (AF&PA) together with Mrs. **Pearl Brown**... departed from San Francisco last May 7th for a well earned vacation which will take them as far east as New York City. Lee indicated they would be away for a full month, so I'm sure they will really see everything (coast to coast).

Elizabeth (Bett's) **Mason**, Treas. Dept., resigned from the Western Pacific last May 15th for the particular purpose of becoming a full time homemaker... and a "mother" sometime during July. We extend our best wishes... and suggest that Bett's choose names for both a boy or a girl... (never can tell).

It's now a threesome... referring to the **Travens** (AF&PA) family, for Mrs. **Ruth** presented papa **Ted** with a daughter last April 22nd. The little lady has been named... "**Christine Ann**".

Another new father has been added to the Aud. Frt. & Pass. Accts. Dept... that of **Eric Anderson**. Little "**Elna Joyce**" arriving on April 13th also changed Mrs. **Carol Lee Anderson's** official title to... mother.

After having been employed in our Treas. Dept. for over 5 years, **Lou Jean Keller**, suddenly decided there wasn't any future or logical possibilities for further advancement, so... on May 24th she left the WP service and will henceforth (after May 26th) be associated with the Standard Oil Co. All if us will miss "Jeanie" and her cute smile, but we wish her great success in her new position.

We are glad to have **Tom Brown** (Publicity Mgr.) back with us again, for many times during the past few months have missed his very helpful hints and suggestions. Tom is looking very well despite his over a month hospitalization, and we hope he will soon be able to discard the cane.

Effective May 20th **Frank Winenow** (Traffic) became 65 years of age and he promptly decided to take full advantage of the retirement plan, thus on May 31st he officially retired, and was presented with a lovely gift from his office associates and friends. Best of luck Frank, and we know you'll enjoy... "**the life of Reilly**".

Howard Sevey's (Treas. Dept.) many friends were deeply saddened to learn of the passing of his mother, Mrs. **Janet Dahl**, on May 12th in Sacramento, California. Understand the family was very appreciative of the many kind expressions of sympathy extended by the Treas. Dept., General Auditors and the WP Bowling League members.

Ruby Nash (Traffic) came into the office last May 10th and completely surprised all her office friends, by displaying an engagement ring presented to her (the previous evening on her birthday) by **Jack Gore** (also Traffic). The wedding plans, admitted by excited Ruby, indicate the wedding ceremony will take place during the month of October.

We recently learned **Al Thomas** (Engineering Dept.) had the misfortune of having the steering mechanism of his friends automobile go "hay-wire" last May 11th while driving back from Reno, Nevada. Luckily the car stopped short of **going over** (and down) **a steep ravine**, and even though Al suffered a wrenched back and left shoulder, he can truthfully feel very thankful even though the car may be a complete loss.

We sadly learned of the passing of **Mary T. Hennessy**, mother of **John "Spike" Hennessy** (Attorney-Law Dept.), last May 19th in San Francisco. We extend our deepest sympathy.

Walter Vanskike (Treas. Dept.) had the entire office "swooning" on May 2nd when he returned from lunch with a small package that later revealed and previewed the first portable radio-recording machine. It was a very compact Remler combination, especially so when considering the set only measures about 11 inches in length and around 8 inches high. Now all the world needs is... **collapsible records**.

We recently learned that **William "Bill" Franzatti** (AF&PA) motored to Las Vegas, Nevada in his brand new Oldsmobile, accompanied by **Georgette Souza** (formerly of our GO Medical Dept.), where they exchanged married vows on April 5th. After a short honeymoon in Las Vegas and Los Angeles, they returned to their "own" new home in East Oakland, California. We extend our very best belated blessings.

Last month we mentioned **Walter Mittelberg** (Traffic) had added an extra task to his already numerous chores, when elected Sect.-Treas. of The Transportation Club of San Francisco. Little did we know, but still another "job" was presented him (this one on his own terms), but anyway he was elected and now is the editor of "**The Time Card**", a quarterly issue of the Transportation Club.

America's Traffic Lottery

★ More Americans were killed and injured in automobile accidents last year than in any year since before the war, according to figures just released by The Travelers Insurance Company.

The 1946 totals—33,900 killed and 1,300,000 injured—are contained in a booklet entitled "You Bet Your Life", thirteenth in an annual series of traffic safety publications issued by the company.

In a foreword to the booklet, Jesse W. Randall, president of The Travelers, describes the 1946 automobile accident summary as "America's traffic lottery." "To save minutes, motorists and pedestrians take chances. Seldom do they pause to consider how great the risk because they don't expect to lose. Yet they do lose. Remember", he concludes, "when you gamble in traffic, **you bet your life**".

The report, based on official records from the 48 states, contains tables comparing accident figures for last year with the 1941 summaries. "Compared with 1941", the booklet states, "the 1946 record is heartening. But the death and injury totals remain far too high. No one can feel any complacency about a record which shows 33,900 human lives sacrificed on the altar of human carelessness".

Other highlights from "You Bet Your Life" are:

Two out of every three automobile accidents in the United States last year involved mistakes by drivers.

Exceeding the speed limit was responsible for 42 per cent of the fatalities. In no other year since the record has been kept has speed loomed so large as a factor in accidents.

Nearly one-third of 1946 automobile accident fatalities were pedestrians.

More than 70 per cent of all accidents occurred on dry streets and highways in fair weather.

Fifty per cent more persons were killed between intersections in cities than at intersections.

Less than 10 per cent of vehicles reported in fatal and non-fatal accidents were found to be mechanically defective.

Sixty per cent of all fatalities occurred during the hours of darkness when only about 25 per cent of a day's total traffic was on the roads.

Saturday became the most dangerous day to travel in automobiles for the first time since the record has been kept.

The Danish Blacksmith and Our California Volcano

— The Lassen Story

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

★ One of these days a modern writer will seize upon the name of Peter Lassen, the Copenhagen blacksmith who became an outstanding California pioneer, delve into musty records, turn yellowing pages in old newspaper files, interview surviving pioneers, and then piece together a biographical mosaic which will be an inspiring saga of northeastern California. It will be a story which never has been fully told and never made readily accessible in the form of a comprehensive, authoritative volume for lovers of Californiana.

The name of Peter Lassen, pronounced "Lawsen" by early pioneers, is indelibly imprinted on the maps of the Far West. Witness Lassen National Forest which adjoins Plumas National Forest on the north; Lassen County, one of the largest of California's 58 counties; Lassen Volcanic National Park and, chief of all, Lassen Peak, the most recently active volcano in the United States proper.

Born in Denmark when George Washington was serving his second administration, Lassen emigrated to Boston at the age of 29 and then, responding to the call of the West, went to Missouri. In 1839 he crossed the plains to Oregon and then headed south to Santa Cruz, California, where he built the first sawmill in that county. After brief service under General John A. Sutter, he obtained from Manuel Michelorena, Mexican governor, a land grant in what is now Tehama County, and founded Benton City, now long since obliterated by the march of time.

In 1846 he lent signal aid as a guide to General John C. Fremont and subsequently settled in Indian Valley, Plumas County. An honest, kindly man, he was affectionately known as "Uncle Pete." One of his achievements was the blazing of the "Lassen Trail," south through Modoc, Lassen and Plumas counties. For a brief period he was president of an extensive domain unofficially called "Nataqua Territory" which comprised part of Nevada and part of California, but which was really part of the Territory of Western Utah in those days. Although he often befriended the Indians, he met an untimely death at their hands in 1859. He lies in a grave in his own field in Honey Lake Valley, not far from Susanville, Lassen county seat, far from Denmark, his homeland.

Lassen Peak, rising 10,437 feet in altitude in the southern end of the Cascade Range, is in Lassen Volcanic National Park, which is skirted by the Western Pacific Railroad as it winds down through the Sierra Nevada. Keddie, a station on the main line of the Feather River Canyon, 281 miles east of San Francisco, and 647 miles west of Salt Lake City, is one of the departure points for Lassen Peak.

For a period of more than 200 years—going back to a time before George Washington was born—Lassen Peak had been quiescent. Suddenly, in the spring of 1914, a series of eruptions started which culminated in violent explosions on the night of May 19 and the afternoon of May 22, 1915. A mushroom cloud was hurled four miles above the summit of the peak, affording a magnificent spectacle to spectators in the Sacramento Valley, far below. At night, flashes of

light from the towering summit, flying, rocket-like bodies, and cloud-glow over the crater, reflecting the light from incandescent lavas, were seen by thousands of observers at various vantage points of view, yet miles apart.

Coincident with this demonstration of the primal forces of Nature were astounding blasts of super-heated gases which converted the snow-clad slopes of the mountain into torrent streams and which, for ten miles, devastated with heat and water, the area along Hat Creek and Lost Creek. Meadows were ruthlessly buried, huge boulders were bisected, and trees three feet in diameter were wrenched from the earth.

Lassen Volcanic National Park has many wonders and beauties. Thus, Broke-Off Mountain, Cinder Cone, Lake Juniper, Lake Helen, Lake Manzanita, and always the lofty, swaying giants of the national forest. Clustered about the southerly base of Lassen Peak are numerous boiling lakes, varicolored hot mud pots, sputtering volcanic springs, steamers and incipient geysers. One cautiously works his way through Bumpass Hell and inspects the Devil's kitchen, which fenced as it were, by vaporing fumaroles, comprise a strange solfataric area.

Boiling Springs Lake, appropriately named Lake Tartarus, a classical allusion to that region which politely is termed Hades, has a shore-line of 2,000 feet and truly is unique. Should one ascend to its confines at twilight, he is certain to be reminded of the curtain scene in "The Bird of Paradise", famous Hawaiian play, where Luana, the lovely maiden, at last ascends the lava trail, intermittently lighted by flashes from the volcano, to sacrifice herself for the sake of her beloved people, to Pele, the island goddess of Kilauea.

LASSEN NATIONAL PARK NOTES

Here follows a condensation of notes on various highlights of Lassen Volcanic National Park, prepared for this issue of "The Headlight," by Mr. James Lee Bossemeyer, park planner, National Park Service, Region Four, San Francisco.

Lassen Volcanic National Park is a "snow" park. It has a heavy snowfall, resulting in a long winter season and a short summer season. Figures compiled for the 13 year period 1934 to 1946 inclusive, show an average depth of snow in April in the Lake Helen area of 186.37 inches.

Fishing in the park is excellent. Many good spots are adjacent to the main highway or a sideroad. Within an easy half day's hike, lakes and streams offering unusual fishing opportunities may be found. The late fly fishing is especially good, but fish may be taken during the entire season with flies, spinner or bait. A total of 282,000 Rainbow, Lochleven and Eastern Brook trout were planted in the park waters in 1946.

At the close of the travel year on September 30, 1946, 95,981 visitors in 30,473 vehicles had entered the park. These figures represent an increase of 133 percent in visitors, and 151 percent in motor vehicles over 1945. Public camp figures also show a significant increase insofar as park use is considered.

Western Division Notes

By Agnes Welch

★ The boys in the supt's office, Sacramento, have really started the ball arollin' this time. They have organized a baseball team and it will be composed of the following members:

Van Davison, co-manager and catcher; **Bob Keck** and **Russ Willard**, pitchers and outfielders; **Jack Radonich**, first base; **Dick Mazzie**, second base; **Charles Griffin**, short stop; **Bill Kenney**, co-manager and third base; **Al Evans**, left field; **Joe Anderson**, center field; **Gene Goodrum**, right field; **Bud Breese**, short stop; **Don Richmond**, center field; **Walt Warrell**, water and bat boy; **Frank O'Leary**, business manager, and **Kenny**

Williams, UMPIRE. The first game of the season was played at 21st and C Streets, Sacramento, Wednesday evening, May 21st.

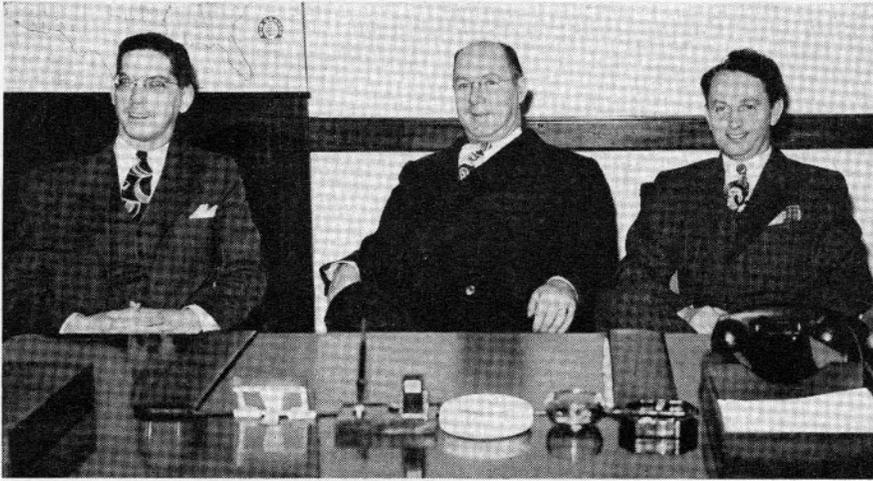
Bessie Caravantes (ass't roadmaster **Howard Brecht's** sec'ty) surprised all of us the other day by hopping over to Reno and becoming the bride of **Louis Perez**. Bessie received from her coworkers a very practical but beautiful woolly blanket.

Sunday, May 11th, **Elizabeth Agnes Biaggi** became the bride of our Warren "**Bud**" **Breese**, social security clerk. The ceremony was performed at the St. Francis Church in Sacramento. Those who attended from this office were Timekeepers **Francis O'Leary**, **Joe Anderson** and **Jack Radonich**. We hope the

newlyweds will find a great deal of use for the wedding gift—combination waffle iron and sandwich toaster presented to them by their fellow employes at Sacramento. All of us join in wishing the couples mentioned above a very happy and prosperous future.

LaVerne Kohls, our efficient file clerk in the engineering dept., has been wearing a gorgeous sparkler for some time now, well, that is, since about last November. When that little built-for-two apartment is completed, maybe it'll be wedding bells for LaVerne and Bob too.

We were saddened to hear of the recent demise of **Mason Hall's** father and wish to extend to him and his family our deepest sympathy.



OUR PITTSBURGH, PA., TRAFFIC STAFF

Left to right... **Willard M. Workman**, traveling freight and passenger agent; **Edward S. O'Brien**, general agent; and **Maurice Deeley**, chief clerk.

East Bay Notes

By Margery Glatt



★ Vacation time is the time for travel, or so it seems, as **Bert Lewis** spent his in Missouri, the state of his boyhood.

Motoring to New Orleans while on vacation proved to be an unfortunate event for **Don Naylor**, as his trip was cut short by an automobile accident enroute. Luckily Don

was only slightly injured, but more than slightly disgusted about the whole thing.

Butte, Montana was the vacation spot for **Frank Chickey**, ass't. section foreman, who has just returned from the wide open spaces.

Cupid is still on the job, and our blushing bridegroom as of May is **Halie Thompson**, crane operator.

The jewelry business has indeed flourished, as a late flash brings news of no less than two confirmed bachelors of the Oakland freight house now wearing a double harness. (Can nothing stop this mad little man of the bow and arrow?) **Charlie Cavis** said his "I Do's" on May 3rd, and **Art Benham** slipped the ring on the little lady's finger May 10th.

Turning once more to our "Stork File", we find **Henry Copps**, of the motor car shop, has become the proud papa of a bouncing baby girl.

The secret to popularity has many phases, and our choice for this month is **Gus Garcia**, roadmaster's clerk. The

The Stockton Grapevine

By Velma Mikolash

★ A Baseball Special was run out of Stockton to San Jose evening of April 25, when the Stockton Ports played their opening game of the season. Among the fans who took the trip were a number of WP employees. **Bob Runge** really did his share of the rooting as he later developed a hoarse throat.

Mr. and Mrs. **John H. Mettler** left May 9 on a little eastern trip into New York and Pennsylvania to visit relatives.

Newly married is **Juanita Anderson** (traffic dept.) who on April 25 changed her name to **Juanita Anderson Pribyle**. Best wishes to the new bride.

Gladys Evans recently returned from a trip to Pittsburgh, Pa. where she visited with relatives.

Freight Claim Agent **Thomas B. Barry** was a recent visitor at Stockton.

Rex Kearney, TWS, has been a frequent visitor at Stockton recently.

Conductors **Charles A. Burkett** and **Russell (Tule) Rolfe** are attempting to take off those few extra pounds. Understand they adhere strictly to their diet, which is something the ladies don't seem to be able to do!

reason? Gus has a vacant apartment for rent. Unbelievable, but true.

After an absence of two years, **Irma Piver** has returned to work in Car Foreman **Moss's** office.

That little Ray of Sunshine, the boy with the Pepsodent smile, "**Swede**" **Westman**, is fondly referred to as "Chubby" by his many friends. "Swede" doesn't know whether it's the snacks that does it, or the snacks between the snacks.

Hidden talent is in our midst, as rumor has it that **Hazel Petersen**, steno., was **very** good in a play in which she recently appeared, given by her church.

WP Softball Team Closes Successful Season

★ A Western Pacific Club sponsored softball team took on the competition offered in their division of the San Francisco Industrial League and emerged with a firm grip on second place in the final standing, losing only one game.

Capt. **Tony Quill** and Mgr. **Verne Geddes** deserve credit for piloting our boys throughout this very satisfactory effort. **Alvin Johnson** not only copped batting honors for the WP team, hitting .556, but also divided the mound work with **Hal Nordberg**. **Bill Dunbar**, **Jim Mills**, **Don Johnson**, **Gene Macomber**, **Jerry Lillis**, **Amos Johansen**, "**By**" **Larson** and **Frank Zitzelsberger** rounded out the squad.

WP Man of the Month

★ At Los Angeles, on May 23rd, **Harry A. Mitchell**, who is vice president and general manager of the Western Pacific Railroad, was elected president of the



Harry A. Mitchell

California State Chamber of Commerce. The directors also elected as first vice president **James E. Shelton**, president of the Security-First National Bank, Los Angeles; and as second vice president, **Adrien J. Falk**, president of S & W Fine Foods, Inc., San Francisco.

Long a leader in civic activities, **Harry Mitchell** is a former San Francisco Rotary president, former district governor of Rotary International and was chairman of Rotary International's finance committee. He has been president of the California Transit Association and the Pacific Railway Club. He is vice president of the California Society for Crippled Children. He has been a State Chamber member for 19 years and his service as a director included chairmanship of the Central Coast Council and the state-wide highway committee.

Pauline Lawless and Lester T. Davis Announce Engagement

★ Pauline Lawless, of our Stockton yard office, and Lester T. Davis, Western Pacific engineer and California State Assemblyman from the Second District, announced their engagement at Portola on May 31st at the High Sierra Scottish Rite Clubs Annual Ladies Night.

Because the present session of the legislature will probably run through to July 1st, following which Les will attend the BLF&E convention at San Francisco beginning July 14 and lasting for several weeks, the couple are planning to be married in the fall. They will make their home at Portola.

Being the kind of people they are, Pauline and Les have made many friends. We join them in wishing the happy couple much joy and contentment in the years ahead.

Call For 52nd Engineers

★ World War I Veterans, 52nd RTC Engineers Battalion hold 1947 Annual Reunion at Tod Hotel, Youngstown, Ohio, August 1st, 2nd, and 3rd. Reservations available now at the hotel.

This Battalion operated American Army Railroads between Bordeaux and Chatterous... two divisions of the French Railroad "Chemin de fer Paris and Orleans". All troops, materials and supplies to and from the Bordeaux Gateway were moved by these men. Most men in the Battalion were railroad men on leave from U. S. Railroads, and at the end of the war most of them returned to their railroad jobs. Many unlocated are still with the railroads.

This 52nd Engineers Association was first organized in 1928 and has been holding reunions annually, except during the war years. Contact has now been made with approximately 30% of the original Battalion of about 900 men. The Association wants to locate others still missing and men of this Battalion are called to contact the Adjutant, J. A. Bell, 386 Neshannock Ave., New Castle, Pa. If you know men who were with this Battalion please call their attention to this reunion.

Geo. Ross, B&O Railroad Conductor at Youngstown, Ohio, is the Commander. Adjutant J. A. Bell is an Engineer with the Pennsylvania Railroad.



Blanche Dewey about to cut the birthday cake on the occasion of her 20th Anniversary party. Kathryn Jackson at the left, is anxiously awaiting a piece of the cake and Patricia O'Malley, at the right, is pouring herself a cup of coffee.

Blanche Dewey's 20th Anniversary With WP

★ Blanche Dewey, chief of solicitation bureau in our passenger traffic department, was honored by her fellow employees April 22nd on the occasion of her 20th Anniversary with the Western Pacific.

All of her fellow general passenger office associates and some of her friends in other departments enjoyed a delicious buffet luncheon prepared and served by the dining car department.

Among the guests from other departments were Hazel Wochos, our chief telephone operator; Ann Shuster, chief file clerk in the general freight office; Anne Crowder, secretary of the Hospital Association; Vina Shostrom, accounting department; Kathryn Jackson of the PBX; Vice-President Henry Poulterer, who presented Blanche with her 20-year service pin; and Harold Wyman, Walter Brunberg and Horace Hancock of the dining car department.

T. K.

Camp Beale Ticket Office Closed

★ Our ticket office at Camp Beale, which has served thousands of soldiers since its opening in 1945, closed during April and, effective May 1st, we opened a new ticket office at Camp Stoneman near Pittsburg, California.

Ruth Rowberry, who was our agent at Camp Beale, is the new military passenger and ticket agent at Camp Stoneman. Camp Beale is due to close shortly and Camp Stoneman will henceforth handle most of the Army separation on the Pacific coast. It was used as a staging area for troops destined overseas during the war.

T. K.

Final Military Honors For Colonel Mason

★ The ashes of Col. Edward W. Mason were deposited in their final resting place, with full military honors, at the new Golden Gate National Cemetery, San Bruno, California, on April 26th.

He died at St. Helena, California, March 26th.

We are moved to quote the first stanza of Theodore O'Hara's moving and beautiful "The Bivouac of the Dead"...

The muffled drum's sad roll has beat
The Soldier's last tattoo!

No more on life's parade shall meet
The brave and fallen few.

On Fame's eternal camping ground
Their silent tents are spread,

And glory guards with solemn round
The bivouac of the dead.

Kentuckian O'Hara was a soldier in the Mexican War, also in the War between the States, being a Colonel of an Alabama regiment in the latter. He wrote this poem as a tribute to those who had fallen in the battle of Buena Vista, during the Mexican War. A classic of its type, the first stanza has been cut in bronze tablets which have been set up in various National Cemeteries.

We record this as our final tribute to our beloved Colonel Mason.

Gordon Switzer Now B&B Supervisor at Elko

Gordon Switzer, formerly bridge and building inspector, headquarters Sacramento, was appointed B&B supervisor for the Eastern Division effective May 2nd, succeeding John B. Gouldy, who has taken a year's leave of absence.

Gordon was born at Colton, California, in 1901. Shortly after he was graduated from the University of California, he entered Western Pacific service as a rodman and has been with us since, except for a brief period as a rodman with the Northwestern Pacific at Sausalito, California. From April, 1927, when he joined our organization, until early 1942 when he was made head B&B clerk at Sacramento, Gordon held various engineering and clerical jobs.

In August, 1943, he was appointed office engineer, Western Division, Sacramento, and, in January, 1944, he was promoted to B&B inspector, the post he held until his most recent promotion.

Before departing for Elko to take up his new duties, Gordon received from his fellow employes at Sacramento a saddle leather overnight bag as a token of their friendship and sincere best wishes for future success.

A. W.

Sports Review

By Jack Hyland

★ The Western Pacific Bowling League concluded its seventh year of play last May 15th with the Treasurers and Freight Accounts teams tied for first place in the 2nd half final. A prompt play-off was scheduled, with the Treasurers outfit winning out by a very small margin of 11 pins.

The following Thursday, May 22nd—Howard Sevey's Treasurers bowled Ronald Rickmon's Oakland Carmen (1st half winners) for the official title, and found the going a little too tough, losing all three games by scores of 821-755; 856-801 and 826-768, ... and so the Carmen are the "1946-1947 WP League Champions".

Final reports for the second half schedule disclose the following team line-up:

	Won	Lost	H.G.	H.S.
Treasurers . . .	*32	22	920	2572
Freight Accts. . .	32	22	870	2457
Transportation . .	31	23	883	2520
Auditors . . .	30	24	863	2511
Engineers . . .	29	25	930	2636
W. P. Ducks . . .	26	28	873	2511
Freight Agents . .	24	30	894	2454
Traffickers . . .	23	31	965	2629
Oakland Carmen . .	22	32	913	2493
Calif. Zephyrs . .	21	33	830	2384

*Won play-off

Bill Wilkinson League Leader

The individual averages continue with Bill holding down first place for the third consecutive year with a 170 average for the season, with Pete Casey and Howard Sevey crowding him all the way—both having a 168 average. The complete "Big Ten" listing shows:

	Gms	Avg	H.G.	H.S.
Wilkinson . . .	108	170	246	525
Casey . . .	105	168	215	581
Sevey . . .	105	168	232	627
Nordberg . . .	102	166	255	601
Vanskike . . .	102	166	243	569
Hyland . . .	108	165	244	558
Dooling . . .	105	165	238	549
Heagney . . .	99	163	233	587
Kyle . . .	96	163	226	591
Neuman . . .	102	161	209	533

This season produced some very good bowling for every member of the Big Ten had "200 or over" games, in fact only 14 players out of our regular 50 members didn't hit 200 during the season. The Traffickers broke the (their own) league high game record of last year by dropping the pins for a 965 game, and would have had High Team Series honors with a 2629—but the up-and-coming Engineers team slammed out a 2636 series to claim top honors, just about 3 minutes afterward the same night.



Left to right . . . Albert Wadkins, third cook; Mack McDaniels, chef; George Johnson, fourth cook; and Acie Johnson, second cook . . . in the kitchen of Diner 505.

★ Our Sacramento General Shops recently completed the rebuilding of Diner WP 505 and the dining car department is extremely happy about the excellent job that was done.

In addition to a complete paint job, new lighting was installed throughout. New Monel metal dressers and two compartment sinks were installed in the pantry. The floor was covered with a new rug and the window frames were rebuilt, which latter feature now permits access to the inside of the outside pane as well as the outside of the inside pane. A new soiled-linen chute, an enlarged locker and new knife racks were also installed. All of the piping in the kitchen and pantry has been buried and the ice box relined.

Our diners 501 and 504 are now at the general shops receiving the same treatment.

Western Pacific Employee Retirements

Adler, Grace Doane	Statistical Clerk	San Francisco
Bentz, Estella B.	Ticket Clerk	Marysville
Bellomini, Pepi Nuti	Track Laborer	Ryndon
Brand, Harvey Benjamin	Brakeman	Western Div.
Collier, Claude S.	Engine Watchman	San Jose
Condon, Edward W.	Engineer	Western Div.
Cottle, Theodore	Switchman	Western Div.
Fillmore, James L.	Steward	Oakland
Grasser, Nicholas P.	Clerk-Trucker	San Jose
Hogan, William	Trucker	San Francisco
Hunter, Frank D.	Statistical Clerk	San Francisco
Hutchings, Mabel A.	General Bookkeeper	San Francisco
Johnson, Albert	Pumper	Doyle
Kinchen, George W.	Engineer	Western Div.
Kunz, Hans	Track Laborer	Eastern Div.
Lozanchich, Steve	Laborer	Sacramento
Massey, Arthur Guy	Car Inspector	Oakland
McRoberts, Edwin H.	Switchman	Oakland
Medina, Candelario	Gang Laborer	Eastern Div.
Murray, Robert S.	Track Laborer	Eastern Div.
Odermatt, Clarence W.	Clerk	Oakland
Park, Carl Morris	Laborer	Cromberg
Perry, James D.	Conductor	Western Div.
Pires, Antonio Reis	Boilermaker Helper	Sacramento
Sargent, Halbert L.	Painter	Sacramento
Souders, Arthur G.	Brakeman	Western Div.
Thring, Herbert R.	Boilermaker	Sacramento
Weakly, Thomas A.	Switchman	Oakland
Yearly, Horace C.	Extra Gang Laborer	Eastern Div.

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago Chicago Salt Lake City St. Louis *New York	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-392
	W-404	458	10 Sections, 1 DR, 2 Compt.	WP 40	4:00 pm Sun.	7:30pm Mon.	39	W-394
	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	153
	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	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 June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, July 1, 3, 5, etc.
 **From San Francisco June 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, July 2, 4, 6, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis Chicago	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am 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 San Francisco Salt Lake City to San Francisco St. Louis 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
	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
	W-394	458	10 Sections, 1 DR, 2 Compt.	WP 39	8:00am Sun.	8:50am Mon.	40	W-404
	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 June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, July 1, 3, 5, etc.
 **From New York June 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, July 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

Wendover Wires

By Elsie Hart

★ Congratulations and our very best wishes to Mr. and Mrs. **Thomas Marchant**, who were married in Ely, April 25. The bride was **Irene Widell**, WP waitress at Wendover, and Marchant is a switchman here.

We extend a welcome to **Annie Ruth Ogden**, who is filling "**Marty**" **Hellewell's** position as trainmaster's clerk while latter is convalescing at Salt Lake City after undergoing surgery at St. Mark's Hospital.

Cashier **Frank Holmes** has been on the sick list for some time. His daughters, **Mary Whitaker** and **Evelyn Ehlers**, both former WP employes, are now at home during their father's illness and Evelyn has gone to work in the freight office to help fill her father's position while he is off. We all cer-

tainly wish Frank a speedy recovery and hope to see him back with us before long.

We're sorry to report that Dispatcher **Perry L. Huckaby** lost out in the race for the mayoralty of Elko though he made a fine run. "Huck" polled 591 votes, but the incumbent rolled up 694. The sand house says the railroad men were solidly behind "Huck". Guess there weren't enough of them!

Dispatcher **Art Hahn** has bid in third trick chief at Elko. We miss him in the Salt Lake City office.

Jesus Leyva suffered a broken arm in an accident which occurred while he was filling water cars.

We see by the papers that Wendover was bombed completely out of existence by the Army Air Force during "Operations Wendover". So that's why all those great big bombers were doing all that roaring overhead lately! It's a good thing we found out what was going on, though we all feel pretty healthy considering!

WP System Highlights of 1946

	1946	1945
Average Miles of Road Operated.....	1,526	1,526
Total Operating Revenues.....	\$44,400,685	\$60,558,910
Available for Fixed Charges.....	\$ 4,586,187	\$ 5,316,600
Fixed Charges.....	\$ 615,561	\$ 574,469
Fixed Charges Times Earned.....	7.45	9.25
"Available Net Income," as defined by Mortgages, available for contingent interest, sinking fund and dividends...\$	3,989,004	\$ 4,756,832
General Mortgage 4½% Bonds, Interest.....	\$ 525,470	\$ 929,579
General Mortgage 4½% Bonds, Sinking Fund.....	\$ 137,037	\$ 131,371
Preferred Stock Dividend for Year (5%).....	\$ 1,592,510	\$ 1,592,510
Common Stock Dividend for Year (\$3).....	\$ 1,225,132	\$ 1,185,118
Remainder of "Available Net Income".....	\$ 508,855	\$ 918,254
Earnings per Share of Preferred Stock.....	\$ 10.44	\$ 11.60
Earnings per Share of Common Stock.....	\$ 4.25	\$ 5.32

WHAT DO YOU DO AT SIXTY-THREE?

By John Hollingshead

I live and I breathe, I eat and drink,
I write and read and think I think,
I keep old friends, I wear old clothes,
I laugh at cares and have no foes—
What do you want at sixty-three?

I love the truth, I hate all lies,
I shirk at a man with downcast eyes,
I tilt at shams with all my might,
And only death will win the fight—
What do you want at sixty-three?

I trust all men, but sometimes find
A skunk with cankered soul and mind,
That skunk and I go different ways—
That's what I do at sixty-three.

On The Sacramento Northern

★ **Yvonne Gardner**, our new staff reporter, resigned from the SN on May 1st, but **Ruth Crane** sends a few notes and the good news that **Betty Jones** will take over the column for July. **Thom Moore**, the Chico reporter, also came through with some news.

Frances Nuccio and **Wilmer Andersen** were married on May 10th and left on the 18th for a three-week trip to the East via El Paso, New Orleans, Washington, D.C., New York and Atlantic City.

Bob Booth, back from vacation in Utah, now working in Oakland, thence Sacramento for about two months to stay away from hay fever! **Pearl Cook** busy as a bee in the store department office. **Fred Torrey** definitely has a fine bunch of boys in the SN softball league in Chico. **Roy Divine** is progressing satisfactorily from a sprained ankle sustained in practice. **Art Campbell** surely has his hands full in the shop, keeping things in shape.

A recent fire drill (in Chico) certainly proved the old-timers can still move fast ... **George Pettit**, for instance! **Slim Carrico** still worries about getting material on the repair track. **Mickey Pantalone** still thinks he's a good fisherman. First day out he only missed the limit by fourteen (14)! **Harry Coker** runs around from here to there keeping track of all the stuff coming in for Store. **H.** (what happened to that first name) **Wellendorf** is a busy man these days taking care of the Welfare Club office and the ball team. **Oscar Van Ornum**, left fielder on the team, fell in a man-hole in the first game! Says next time he'll look where he's going! **Ray Bearse** painting No. 60 is certainly doing a fine job. **Walter Moore** is back on the job after a prolonged illness. **Clyde (Heavy) Perry** still talks big fish and ball game!

Our thanks to Ruth and Thom for getting the SN into this issue.

Frank Edwin Winenow Retires

★ Frank E. Winenow, head clerk-division bureau in the general freight office at GO, retired on May 31st.

Born at Indianapolis, Indiana, May 20, 1882, Frank received his grammar and high school education in that state. Several years later, after coming to California, he completed a two-year University of California extension course in transportation.

Before joining the Western Pacific, Frank saw service with the Missouri Pacific, Katy, Cotton Belt and Southern Pacific, as well as the Transcontinental Freight Bureau and four steamship companies.

He came to us June 20, 1929, as contracting freight agent in our San Francisco general agency; became freight traffic agent in December, 1929; was appointed chief clerk to our Sacramento general agent in May, 1940; and, in May, 1942, returned to San Francisco to take on the assignment he held until retirement.

In his Hy-Lites, Jack Hyland mentions that Frank's associates presented to him a retirement gift. We add the observation that Frank has served quietly and unobtrusively for years, but with a practical knowledge that has stood him and the WP in good stead. We believe Frank still has many good years left, so to him our sincere wishes for an "active" retirement and pleasant sailing.

Oaklanders Marry

★ The Oakland city ticket office's story for this issue of The Headlight is full of marriages. Ticket Clerk Frank Williams and Edith Dawson were married in Detroit on April 16th and City Passenger Agent Dewey Allread, Jr. and former Camp Beale Ticket Clerk June Reid were married in Reno on May 3rd.



Elko Echoes

By Nevada Michelson

★ We are happy to report that **Tony Primeaux**, MW&S timekeeper, has successfully battled an attack of mumps and is able to return to his desk. We thought you were a **big** boy, now, Tony!

With the bowling season at an end the **old** men have gone into retirement until next season and the **young** man's fancy has turned to thoughts of baseball, both the hard and soft variety.

Charley Forseth, ass't. division engineer, seems to be doing a lot of measuring and calculating around the office lately. Is remodeling to begin soon? We hope. What we need most, Charley, is a cubby-hole that we can crawl into when we speak out of turn. (Our first attempt as staff reporter may cause us to need that cubby-hole soon!)

Bob Blair, ass't. accountant, is attending the National Convention of Railway Clerks at Cincinnati as a delegate from Elko and Stockton Lodges. Bob's wife accompanied him, and Grandma and Grandpa Blair (Elsie and Guy) are elated over having baby Richard. Well, after all, that's what grandmas and grandpas are for, isn't it?

Caroline Wolf, General Clerk, has returned from a delightful vacation trip to Las Vegas and Los Angeles. Did you meet any of those California wolves we've heard so much about, Caroline?

Carl Pacini, roadway clerk, is wearing glasses and for the first time Carl is seeing figures in all their splendor, both the ones that walk and the ones on paper.

Jane Hood, file clerk, spent her vacation in Sacramento and San Francisco. We think we should chaperone Jane's next vacation—not that Jane needs a chaperone, merely that chaperones need Jane's kind of vacation.

If those "boiled lobster" complexions seen around the office are any indication, the opening of fishing season must have resulted in many a larder being filled with those slippery, slimy little things called trout.

Arnold Lamberty, dispatcher, is still on the sick list and his wife, **Mary**, steno. to the chief clerk, has taken leave of absence to be at home with him. Best wishes for a complete recovery, "Lam".

Tom Clark, division accountant, **Allan Thorpe**, head timekeeper, and **Lillian Carrillo**, steno. to the division acct., are on a diet. They eat between meals only. Their diet? Apples, oranges, pea-



OUR LOS ANGELES TRAFFIC STAFF

Seated, left to right: **Dietrich C. (Dick) Wilkens**, general agent; **Doris Hill**, stenographer-clerk; **John L. Berschens**, district passenger agent. Standing, left to right: **Robert Munce, Jr.**, TF&PA; **Frank A. Sell**, chief clerk; **Edmund R. Millfelt**, TF&PA; and **Wilbur F. West**, passenger and freight traffic agent.

★ Editor's note: Yes, we know we ran this same picture in this same space last month—and the caption we wrote was correct for the picture. But one of those things happened and, somehow, in the reproduction of the picture, the negative was turned around, with the result we identified no one correctly except Doris Hill. We hope for better luck this time!

nuts, cookies, candy and whatever else the rest of us may buy!

Ray Sargent, ass't. roadmaster, is kept very busy putting new track laborers on the job, and the timekeepers—they're praying that someone will devise a way to **keep** just a few of them on the job.

Jack Gouldy, B&B supervisor, has taken leave of absence for a year, and he and Mrs. Gouldy have gone to Texas. We hope they will be very happy in their new location. **Gordon Switzer**, from the Western Division, has taken over Jack's duties. Welcome to "our happy family" at Elko, Gordon.

We are sponsoring a field day for fat men. The clerks entry in the "10-yard dash" will be **Hans Teichman**. Well anyway, Hans covers the distance between telephones in the office in record time!

Wanted! A trained skunk! All right, just any old skunk will do, so long as he is odoriferous enough to offset **Charley Gowan's** pipe and those garlic sandwiches that some **one** of us has been eating.

Looking through the files of former Headlight reporters we notice that the

Editor prefers first names. We hope our friends whom we have always called "Mr." won't think we have suddenly become "fresh"!

Our deepest sympathy to **Steve Hernandez**, T&E timekeeper, whose brother, Sacramento, was killed in an automobile accident recently. "Sacky" was known and loved by the entire community. We'll miss him too, Steve.

Carl William Ellis Appointed Signal Engineer

★ Carl W. Ellis, who was appointed signal engineer for the Western Pacific early last month, was born at Clinton Junction, Iowa, February 24, 1889, came to California in 1907.

After a few years service with the Southern Pacific and Key System, he went to Chicago with the General Railway Signal Company. Later, he worked for the Oakland, Antioch & Eastern in the signal department and, in 1913, again entered SP employ, staying with that road until his recent WP appointment. He had been signal office engineer for the SP since 1922.

Random

by The Editor

★ Serving as chairman for the transportation section in the Salvation Army's drive for building funds in San Francisco, we were ably assisted by **Robert C. Barrett**, of Barrett Garages, Inc.; **Russell Bevans**, secretary-manager, Draymen's Ass'n. of San Francisco; **Starr S. Hankis**, western traffic manager for the Burlington; **Gilbert T. Hibson**, assistant freight traffic manager, American Mail Line; **Raymond W. Hickey**, of the Yellow Cab Company; **Edward V. Hite**, district operating manager, Goodyear Tire & Rubber Company; **Willard S. Johnson**, of the Hills Transportation Company; and **Ernie Smith**, district manager, Trans-World Airlines. Through these gentlemen the Salvation Army was able to present its message to employes of all transportation services.

Raul Jiminez, master machanic of the National Railways of Mexico, with whom we've had some correspondence, says he likes our road and sends regards from him and his mechanics to our staff. A handshake across the border.

At San Francisco's Transportation Club, on May 5, we met **Harry B. Mueller**, Manager of Traffic Department, Mead Johnson & Company, of Evansville, Indiana, who had some nice things to say about "**Jack**" **McKenzie**, our St. Louis general agent. Harry and Mead Johnson's San Francisco representative **Frederick A. Masterman** were lunching with a native Indianan, **John L. (Jack) Martin**, Southern Railway's chief traffic sleuth in San Francisco.

George Frank's Erie Railroad Magazine, April issue, tells us that **Whistler's Father** was famous too! He laid Erie's first tracks between Paterson (N.J.) and the Hudson River and built the Moscow, St. Petersburg Railroad for the Russians... **Major George Washington Whistler**. Story by **Victor A. Schlich**. Darned interesting! In the same issue appears a picture captioned "Icicles Froze in..." and underneath the picture is a brief note... "It did happen when the Erie paid a dividend." The picture shows a young lady working a snow plow through heavy snow at... **Hell, Michigan**. Wurra, wurra, a sense of humor!

Col. McCrillis has gotten out a modest little folder, to us courtesy of **Frank Asprer**, briefly describing the wonders of Belden, in our Feather River Canyon. Makes you want to drop everything and get some of that wonderful solitude and mountain air!

Says **P.S.**, U.S. Treasury Department's payroll savings bulletin... "Railroads carry ideas! America's railroads pioneered in the idea of providing a secure future for their workers. They were among the first of our great industries to establish retirement funds, old-age pensions, sickness and accident compensation. Many railroads now are continuing to spread the idea of security—by making it possible for their millions of employes to save for their future by regular purchases of U.S. Savings Bonds through payroll allotments." Sure, we know this is propaganda for savings bonds purchases... a good idea, by the way!... but we always purr when compliments come our way!



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Manhattan Murmurs

By Jack Edwards

★ A farewell luncheon in Boston for **Jonathon Story**, traveling passenger agent for the Burlington was attended by AGPA **John Nolan**, **GA John Conger**, and **Joe Mason**. Story retired after forty-five years in the railroad business. His long and active service included two years with the New York, New Haven & Hartford, eight years with the Great Northern, four years with the Nickel Plate, four years with the Wabash, and twenty-seven years with the Burlington. In World War I, Story spent a year and a half in France as a lieutenant in the Transportation Corps.

AGPA **John Nolan** says the most unusual of his activities this month was attending a demonstration of electronic cooking at the Engineers' Club, where the entertainment included such razzle-dazzle as chickens roasted in four minutes and steaks and chops cooked in a matter of seconds. It seems the food is put in the oven on the plate from which it will be served and comes out with the plate still cool and the food ready to eat! He says it tasted good too.

ETM **McCready** attended the National Freight Traffic Golf Association meeting at French Lick this month. We hear he played a good game of golf, but that there were a lot of damn good golfers there!