

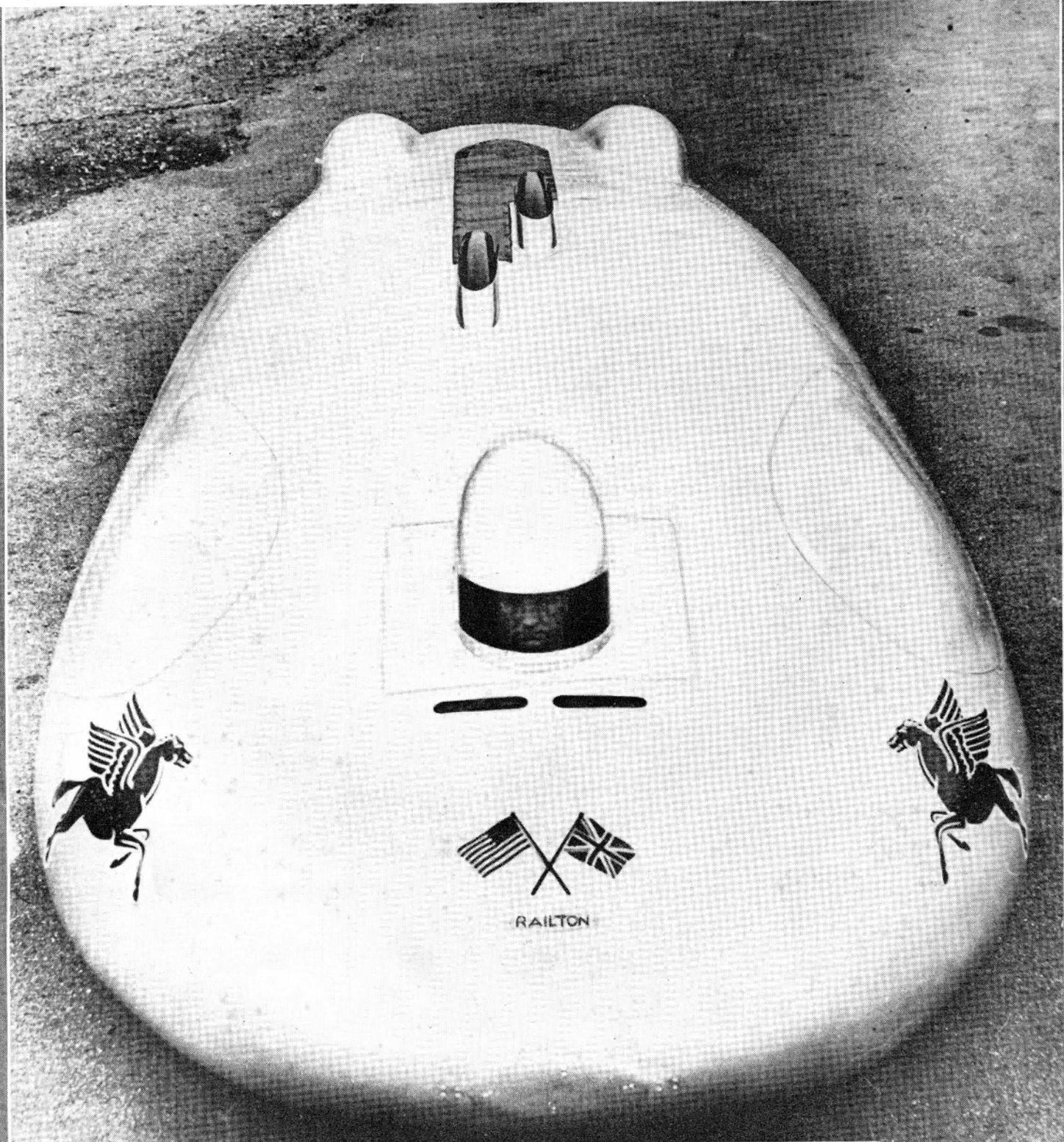
# The Headlight



Volume 7

SEPTEMBER, 1947

Number 9



BRITISHER JOHN COBB IN HIS RAILTON MOBIL SPECIAL FOR SPEED RUNS ON UTAH'S BONNEVILLE SALT FLATS

# Editorial

*So few of us really think; what we do is rearrange our prejudices.*

—Dr. George Vincent

CONTRAST . . . The Congressional Record of the 80th Congress, first session, includes some remarks by Congressman James E. Van Zandt, of Pennsylvania, following the ICC order directing the nation's railroads to install automatic safety devices on track over which trains are run beyond certain speed limits. There was no criticism of the ICC; the Congressman simply contrasted the sources of the dollars used in the development of aircraft transportation and the provision of adequate safety devices in that industry with the sources of the dollars spent by the railroad industry in maintaining its right of way and for improved safety devices.

The Congressman quoted Robert F. Craig, head of the department of commercial aviation, University of Southern California, as saying that the *national airways and airport program* from 1920 to date represented in *Federal expenditures approximately \$1,160,000,000*; that *the taxpayers had paid this bill* and the States, counties and municipalities had shouldered their share of the costs of airport installations as their contribution to the growth of this fine new industry. *Of a total cost of \$1,027,159,416* for airports from 1925 to 1944. Craig said, Federal funds accounted for \$740,705,000; state and municipal sources provided roughly \$200,000,000; and *commercial and private capital \$83,349,000!* The Congressman then quoted Theodore P. Wright, Civil Aeronautics Administrator, as stating that \$985,800,000 was needed for improvements and additions to the airport system to meet anticipated future needs of air commerce. The Congressman also referred to a CAA complaint that it cannot get from Congress the millions of dollars needed for ground installations alone. He pointed out that no one has the answer as to how costs shall be divided between taxpayer and air line, but, if past performance is a criterion, the answer is obvious, i.e., *the taxpayer will pay!*

Then the Congressman contrasted the national air-transportation policy with our national railroad transportation policy. He said the ICC order is a step toward improving the excellent safety record of our railroads and, he continued, "Unlike the CAA, the ICC did not complain that they could not get money from Congress to do the job. There is no question of who will pay. As in the past, it will be the railroads themselves who foot the bill. The taxpayers can relax on that one." The Congressman then discussed the various safety devices ordered by the ICC and their approximate cost—\$300,000,000—and added the railroads, whose net income in '46 was \$288,534,467, would have to dig up that 300 million. *Does this situation, he asked, make for fair competition?*

Here the Congressman puts into the record the statistics of passenger travel fatalities reported in our July editorial and adds this is not the whole story; that the railroads work at this safety business every day in the year, with every dollar they can muster. He cites the stauncher rail now being used; the detector cars and their regular inspection of 200,000 miles of track annually to ferret out hidden defects; the automatic signal systems already installed, representing the most up-to-date traffic control in the world of transportation . . . ALL installed, paid for, maintained and operated by the railroads. It appears, said the Congressman, viewing the railroads' past performance, plus present and future improvement programs, and the inequitable treatment they are receiving in matters of transportation policy, that *a great penalty is being placed on progress.*

We close with a final quotation from the Congressman . . . "The statement in the Interstate Commerce Act of the national policy with respect to transportation cannot be misinterpreted. Its essential point is that all forms of transportation shall be given a fair and equal chance to do that part of the transportation task which it can do best—in other words, equal treatment and equal opportunity."

*Copyright, 1947, by The Western Pacific Club. Original material appearing in this publication may be reprinted provided proper credit is given to "The Headlight".*

## THE HEADLIGHT

Walter Mittelberg . . . . . Editor  
Jack Hyland . . . . . Associate Editor  
Frank Rauwolf . . . . . Associate Editor  
Bill Stout . . . . . Business Manager



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.



## WESTERN PACIFIC CLUB

### Officers

Arthur Petersen . . . . . President  
Marion Bong . . . . . 1st Vice President  
Cornelius Murphy . . . . . 2nd Vice President  
Jonathan Morgan . . . . . Treasurer  
Edith Carter . . . . . Secretary  
Patricia Byrne . . . . . Assistant Secretary

### Directors

Arthur Allen . . . . . Traffic  
John Corven . . . . . Ass't. Auditor  
Vernon Geddes . . . . . Freight Accounts  
Jack Hyland . . . . . Traffic  
Harry Perrine . . . . . Engineering  
Harry Stark . . . . . Accounting

### STAFF REPORTERS

Marie Libbe . . . . . Chicago, Ill.  
Irene Schuepbach . . . . . St. Louis, Mo.  
Frank Sell . . . . . Los Angeles, Calif.  
Elsie Hart . . . . . Wendover  
Nevada Michelson . . . . . Elko, Nev.  
Gladys Loggins . . . . . Portola  
Velma Prentiss . . . . . Stockton  
Agnes Welch . . . . . Sacramento  
Betty Jones (SN) . . . . . Sacramento  
Margery Glatt . . . . . Oakland  
Jack Edwards . . . . . New York, N.Y.

WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

*California Zephyr*

## John Cobb's Speed Test Delayed; Reports Indicate Ab Jenkins to Pass Up Long Distance Record Attempts on Bonneville Salt Flats, Near Wendover, Utah

★ We had a story all set up reporting new mile and endurance records, established by John Cobb and Ab Jenkins, respectively, on the Bonneville salt flats, but "Boomer" Ford, second trick yardmaster at Wendover, batting for Trainmaster Kilgore, 'phoned us on August 28th that Cobb will not run until September 8th at the earliest, and that Jenkins had decided to give up any record-breaking attempts. So, we'll rewrite a little here and there and release the magazine! By the time it reaches you, we hope Cobb will have succeeded.

At this writing, Cobb has already made two trial runs in his Railton Mobil Special, doing 334 mph over the measured mile the first time and 226 mph on the second run, which we witnessed in part. The carburetion was not all that could be desired on the second run the morning of August 25th; in fact, a slight fire broke out and it is replacement of a part, or parts, damaged by the fire which is delaying further runs by Cobb. He is the holder of all land speed records from 1 kilometer to ten miles. Jenkins, former mayor of Salt Lake City, holds all speed records from 50 to 5,000 miles. Between them, with the single exception of the 1-mile standing start record held by a German—Rosemeyer, they hold all the land speed marks!

Cobb, in private life a London fur broker, will try to surpass his own 368.9 mph record for the mile, established in 1939 on the same salt flats in the Railton Red Lion. It will be the latest of 49 years of record-breaking efforts. Beginning in 1898, Chasseloup-Laubat, in a Jeantaud, averaged 39.24 mph for the first record; followed by such illustrious names as Henry Ford, who, in the Ford "999", set a record of 91.37 mph in 1903; William K. Vanderbilt, who upped the record the following year in a Mercedes to 92.307; Barney Oldfield, in a Benz, who boosted the record to 131.72 in 1910; Ralph DePalma, who pushed it to 149.87 in 1919 in a Packard; down through more recent years when Capt. Malcolm Campbell (later Sir Malcolm), Major H. O. D. Segrave, Capt. G. E. T. Eyston and John Cobb alternated in attaining successively higher speeds. Ray Keech, in 1928, was the last American to hold the record.

In 1931, '32, '33 and '35, Sir Malcolm Campbell established new speed records for the mile. After setting a new record in his Bluebird Special at Daytona Beach, in 1935, Sir Malcolm came to the Bonneville salt flats later in the same year and beat his Daytona time by more than 24 mph, making the new record 301.13. In 1938, the record changed hands three times on the salt flats . . . Capt. Eyston, in his Thunderbolt #1 first setting 345.5; then John Cobb, in his Railton, establishing 350.2; and Capt. Eyston coming back with a 357.5 a scant 24 hours later!

Cobb's course over the salt flats is a straight line some 14 miles long, with the measured mile in the middle, giving the driver a 6½ mile run to attain maximum speed. Road-scraping machinery is run over the course slicing thin layers of salt until it has the appearance of polished marble and a wide black line runs down the center for the driver's guidance. To establish the record, Cobb has to run in both directions, within an hour, his speed over the measured mile in each direction being added together, then divided by two to establish the official speed under American Automobile Association rules.

Cobb is 47 years old and began driving racing cars as a hobby in 1925, continuing until World War II intervened. He started his speed career, while a student at Cambridge, first with a motorcycle, subsequently graduating to automobiles, with a chain-drive Fiat. He is over 6 feet tall and apparently nerveless. Between '33 and '39 he broke every world's record from 1 kilometer up to 24 hours, the only driver ever to have accomplished that, and he has twice won the 500-mile International race at Brooklands, England, holding the present lap record of 143 mph for that track.

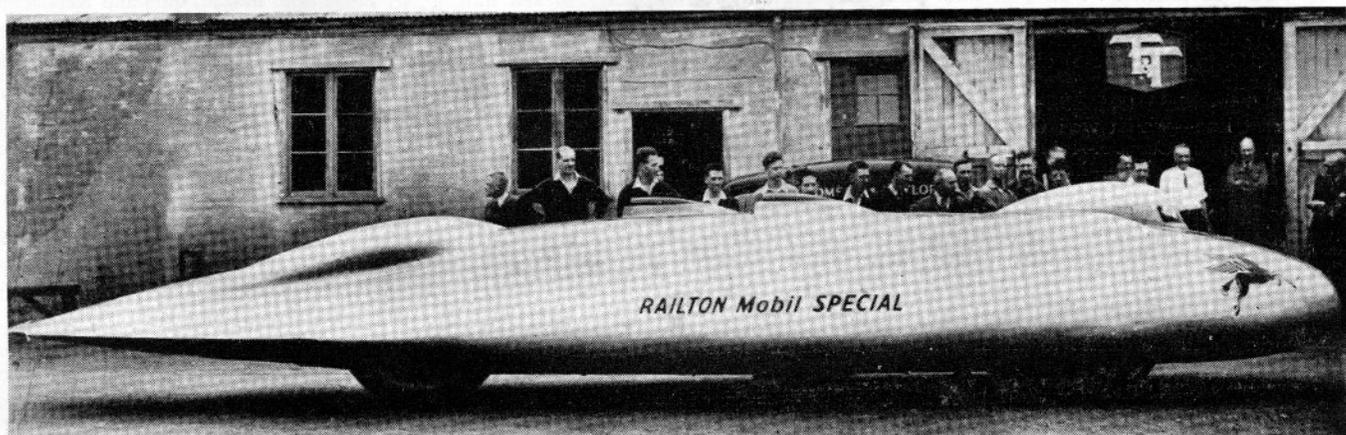
The Railton Mobil Special was designed by Englishman Reid Railton and construction carried out by P. T. Taylor at an approximate cost of \$100,000. It is a completely streamlined juggernaut with two ice-cooled engines, the one in front driving the rear wheels, and the rear engine driving the front wheels—to obtain maximum adhesion to the ground. The engines are 12-cylinder Napiers and develop 1,300 h.p. each. There are three forward speeds, but no reverse. The car is started by pushing it with a truck and the shift from first to second is done at 140 mph; with the shift into high at 240 mph. It weighs 7,700 lbs., is 28'8" long; 8' wide and 4'3" high, with 44" tires. The car is crab-tracked, the front axle being 5'6" track and the rear wheels 3'6" track. The driver sits in front of the front axle to permit maximum visibility. The gear control lever is so arranged that both engines shift gears simultaneously.

We're sorry Ab Jenkins apparently will not run. He is a veteran of the early days of automobile testing in cross-country and hill-climbing competition and has been conducting tests on the salt flats for 15 years. Three circular tracks, of 11½, 8 and 5 miles, interlocked for alternate use, had been laid out for his runs. His Mobil Special was very different than any in which he previously established record performances. It was a midget—36" high and weighing only 1,900 lbs., compared to the 6-foot high, 25-foot long, 2½ ton Mormon Meteor (now enshrined in the Utah State Capitol) he drove in 1940.

These speed runs on the salt flats were sponsored by the Utah Centennial Commission and the General Petroleum Corporation. Tests such as these are the proving ground for laboratory theory. Here, at tremendous speeds, lubricants and fuels are subjected to gruelling tests far beyond anything they will be called upon to undergo normally. Thus there is far more involved than the dramatic thriller when, in a few fleeting minutes, long months of preparation culminate as Cobb flashes down the Bonneville track.

We're indebted to Clarence D. McLeod, manager, Western Service (Wendover garage, restaurant, cabins and power plant) through whose intervention we secured a pass enabling us to get some pictures during one of the trial runs when the sponsors' vice president in charge of passes was slow to respond. The Railton Mobil Special and Ab Jenkins' Mobil Special were housed in the Western Service garage during their stay at Wendover, which, served exclusively by the Western Pacific Railroad, was, for weeks, a rendezvous for devotees of racing cars, not to mention press, radio and newsreel representatives.

To Switchman "Bob" Allison and Trainmaster "Kil" Kilgore our thanks for generous cooperation and for transportation between Wendover and the salt flats.



JOHN COBB'S RAILTON MOBIL SPECIAL

# Hy-Lites

By JACK HYLAND

★ Having only returned from my vacation the other day, quickly checked my incoming basket for news items and found . . . **nothing**. So—will mainly confine this month's column to "things" surrounding the **Western Pacific Picnic** held last August 17th at "Happy Hollow."

Before swinging into action . . . want to express appreciation to **Tal Kelly** (Pasgr. Dept.-S.F.) and **Jack Berchens** (Pasgr. Dept.-L.A.) for their assistance in arranging hotel accommodations for our vacation stay in Los Angeles. Jack is a whiz on securing hotel space where there aren't supposed to be any vacancies.

Now about the picnic. **First** . . . the picnic was "free" which is a very important point, and then secondly . . . "yours truly" was lucky enough to have the winning ticket calling for first prize and when redeemed, found out it was for a "10 lb. 9 oz. **Rath**" already cooked and ready to eat ham.

On the way driving out, we passed **Charley** and **Mary Rathburn** (Treas. Dept.) somewhere near Clayton, but we wound up eating our lunches (and some of theirs) at the same table, along with **Lou Jean Keller** and **Tim Moran; Dorothy Peck** and **Ray Lee**; also **Earl** and **Mary Preece** (nearly all from Treas. Dept.).

Up the hill to our left—noticed **Rose** and (Club President) **Art Petersen**, together with **Pearl** and **Lee Brown** (A.F.&P.A.), also **Marge Patsey** (Car Record) and (her husband to be) **Gene Powers**, all having lots of fun.

Directly across from us was **Jim Mills** (A.F.&P.A.) and his bride of three weeks **Mary Ellen Mills** (formerly Munson) before July 27th, eating their lunch with **Bill Dunbar** (Traffic) and his lady friend **Patricia Merodith** (from D.N.&E. Walters).

To our right . . . there was a large group of people, and we were able to say "hello" to **Mrs. Alberta Jagels** and daughter **Sharon**—later located husband **Eddie** (Indus. Commnsr. Dept.). At same lunch table was Ed's brother, **Henry** "Hank" **Jagels** (a former W.P. employee of about 15 years ago in our Executive office) who is now engaged installing neon lights throughout the East Bay area.

On our way into the park saw **Tom Kearns** (Aud. F.&P.A.) strolling down the road about three miles from the picnic area, obviously working up a healthy appetite—and later saw **Mrs. Kearns** arranging the table with lots of good things to eat.

After parking our car—we passed the baseball field where "**Hy**" **O'Rullian** and his gang of ball players from Sacramento were going full blast. It later developed they smothered our boys by a very lop-sided score. (It should be ruled as "no contest" especially since they didn't use their full "First Team").

Our Executive Office was represented by **Clarence Droit** and **Sid Henrickson** who both appeared "quite at home" in the outdoors—neither one wearing a hat.

Saw someone in the swimming pool—was introduced to him, found out it was **Elton McDonald** (Asst. Supt.-Sacto.). Didn't recognize him at first, but of course many of us look different donned in swimming togs.

Then up the hill came **Carl Johnston** (Car Inspector) and family in their car and after driving into the arranged parking area . . . he failed to stop and ran smack into **Homer Bryan's** (Ass't. to G.M. and our Safety expert) car. The accident was unintentional—the brakes just refused to work at that particular time. We are sorry for the mishap but know Carl handled the situation in a very satisfactory manner.

**Bill Wilkinson** (Oakland) and family arrived a little late—but they found a quiet spot and immediately started eating their lunch—never saw them very much after that first glance and a hand wave hello.

Understand during the day . . . **Russ Cleland** and **Joe Hamer** (both Oakland) had an individual "Equine Footwear" . . . (horseshoes to you) pitching contest for the unofficial 'Championship' of the East Bay. Results are not ready yet, mainly because all the scores haven't been counted yet, it seems Russ and Joe have a much different method of counting than our recognized method. I've heard two points can be scored by just tossing the shoe **half the distance** to the nearest object.

During the afternoon . . . we were surprised to see an old friend of ours (a former W.P. employee) "**Chet**" and sometimes called "**Andy**" **Anderson**, drifting from group to group meeting all his friends. "Andy" was attired in a smart-looking brown uniform and on the left arm sleeve, the label read . . . "**Deputy Sheriff—Contra Costa County-Mt. Diablo**." The outdoor life and freedom away from an office job has worked wonders for he looked in perfect health.

**Dick Gollan** (Traffic) was having the time of his life—showing his little daughter **Diane**, a few swimming lessons and personally I've never seen a youngster enjoy the water as much . . . oh yes, **Mrs. Betty Sue Gollan** was close by to see that nothing happened.

We noticed **Grant "Red" Allen** (Chief Dispatcher-Sacto) and family; also **Dan Irwin** (C.C. to Supt.-Sacto) and family all having an enjoyable time and didn't seem to be noticing the heat.

**Nick Schoeplein** (A.F.&P.A.) was very much in evidence during the day, mainly his waist line—which was the reason he was advocating a race for "fat men."

**Spen Lewis** (Car Service) and **Vernon Geddes** (A.F.&P.A.) were very important during the foot races—they were the "official" tape line holders and both of them had quite a time keeping ahead of the runners during the "40 years and older" race. **Walter Mittelberg** (Traffic) was handicapped by trying to run while packing his movie camera—definitely not the time (nor place) for taking pictures.

In the youngsters race—we noticed **Dave Copenhagen** (Traffic) wasn't taking chances—having both **David** (4½) and **Richard** (2½) entered. I guess it does pay to have a large family, especially for these picnic races.

That is all I have room for—but I know we all had fun and enjoyed every minute of the day, and we desire to thank everyone responsible for a wonderful outing.

## "The Road of the Century"

★ Alvin Fay Harlow's second contribution to the Creative Age Press' "The Railroads of America" series is, as the title implies, the story of the New York Central System. "Steelways of New England" was the first of the series.

Tracing the history of the NYC from its 17-mile beginning to its growth into a 10,000-mile network, the author leads us through the trials and tribulations of the pioneers, into the era of that railroad colossus and stormy petrel of the 19th century, Commodore Cornelius Vanderbilt, and down through the years to the present-day Road of the Century.

We all know the growth of our nation paralleled the progress of the railroads, so it follows that this book visualizes New York, Chicago, Buffalo, Cleveland, Detroit and others before their development into tremendous metropolitan areas. And as they must in such a story, the activities of men like Pullman, Westinghouse, Wagner, Fargo and Wells are brought to life.

Twenty-four pages of glossy photographs of personalities, old-time engines, posters, etc., plus numerous other sketches and illustrations brighten the 426 pages of historical text.

But the author's very last paragraph is a far better description of his endeavor . . . "It is a proud story this—of many beginnings by widely-scattered amateurs, small-town business and professional men, often with little more than their bare hands and the will to progress, of repeated failures and losses, of the replacing of those who feel broken in the first struggles by others with the indomitable spirit to carry on. Not all of them were saints, though it is not always easy to label the exceptions with the epithet, "robber barons," so lightly flung about nowadays by those who like to vilify the American past. It is a story of the genius of a family of great builders and executives who have written their name indelibly upon the history of New York City and of America. In the teeth of odds such as no line of big business has ever before encountered, the New York Central, along with its fellow-carriers, faces the future with the same unshakable courage which inspired those who built it and made it what it is."

Tariff: \$4.00.

# THE BONNEVILLE SALT FLATS, UTAH

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

(Copyright, 1947, by Thomas P. Brown)

★ Eyes of the world are focussed in the summer time on the Bonneville Salt Flats of Utah, whose hard, smooth silvery surface has been proved by internationally renowned ace pilots to be the finest and safest speedway on the face of the globe for automobile time and distance tests, their purpose being to determine how engines, tires and materials, gasoline and oil will perform under stress and strain.

From Salduro (coined from two Spanish words and meaning hard salt), on the Western Pacific Railroad, 113 miles west of Salt Lake City and 815 miles east of San Francisco, may be seen the tent city that springs up on the desert when the racing is on. For eight miles the railroad is laid on the salt crystals, which glisten in the sun like snow. The salt deposits, 96 per cent pure, and 1 to 5 feet deep, are about 30 miles long and 10 to 15 miles wide. Despite its porosity, the firmness of the salt gives tires unusual tractive power, also reducing danger of skidding. Due to various reasons, the shorter racing tests are usually staged at the zero hour of 5 a.m.

The salt was deposited by a vast pre-historic lake, named for Capt. L. E. Bonneville, U. S. Army officer and explorer. Its largest remnant is Great Salt Lake, the Dying Sea of America. At one time Lake Bonneville had a maximum depth of 1,053 feet and was 145 miles wide and 346 miles long. It extended from the base of the Wasatch Mountains, above Salt Lake City, to Pilot Peak and Toano Mountains, west of Wendover, Utah. Its ancient shore-lines, high above the railroad, are distinctly visible at various points.

Kit Carson was the first white man to cross the salt beds (1845), being followed by Lieut. John C. Fremont a few days later. In 1846, using Pilot Peak as its guiding landmark, the Donner Party lost fatal time on the cut-off across the barren terrain. Remains of their abandoned emigrant wagons still discolor the salt. In 1896, W. D. Rishel of Salt Lake City rode

across the salt flats on a bicycle and in 1914, Teddy Tetzlaff, driving his "Blitzen Benz" at a rate of 142.46 miles an hour, hung up a new world's record—the first on this scene.

The Bonneville Salt Flats were re-discovered, so to speak, in 1932 by D. A. ("Ab") Jenkins of Salt Lake City, Utah. Under the sponsorship of the Salt Lake City Chamber of Commerce, he established a 24-hour record at an average of 112.91 miles per hour, which he raised to 117.82 miles (Official A.A.A.) in 1933. Other stars, including Major John Cobb, England, joined him in 1934 in a renewed assault on world records. Records achieved by Jenkins in 1937 in his "Mormon Meteor" on circular 10 and 12.5 mile tracks, include 100 miles at an average of 175.11 miles per hour, and a 24-hour run, guided by kerosene flares at night, at 157.27 miles per hour.

Spectacular in the extreme was the record made by Sir Malcolm Campbell in 1935 when his "Bluebird Special" thundered over a measured mile on the 14 mile straightaway course at a speed of 301.12 miles per hour, topping by 24.3 miles his best mark at Daytona, Fla. In 1937, Capt. George E. T. Eyston, also of England, rocketed his "Thunderbolt No. 1" past the A.A.A. electric timing eye at 311.42 miles per hour. Up to that time, this was the swiftest land mile ever traveled by man. Contrast this with 39.24 miles per hour, the world's record in 1898!

Nevertheless, Campbell's record was to give way before the performance of John Cobb, also of England, who in 1939, driving the "Railton Red Lion" raised the mark to 368.85 miles per hour. Thus all records, except the 5-mile run, have been made and held on the Bonneville Salt Flats. Due to World War II, all was quiet on this far-western front for a number of years, but again the quest for glory is to be resumed and the speedmen declare that former records will be shattered before long.

## THE CAMPAIGN TO SAVE SAN FRANCISCO'S CABLE CARS

★ Encouraged by the storm of protest, from all over the nation and from Norway, Denmark, India, Guam, England, Mexico, Brazil and Canada, over the proposal to junk San Francisco's famous cable cars, two women, Mrs. Hans Klussman and Mrs. E. O. Kelsey, undertook to consolidate the protest into a wave of opposition which has developed more strength and importance than almost any civic movement in that city's colorful history.

They called a mass meeting and organized the Citizens Committee to Save the Cable Cars, with the avowed purpose of finding ways and means to perpetuate the municipally-owned Powell Street line. Volunteers helped circulate petitions to have a charter amendment placed on the November ballot making this line a permanent part of the city's transportation system. In six weeks, more than 40,000 signatures were procured. The Board of Supervisors then put the proposed amendment on the ballot. The Committee is now preparing its campaign to have this amendment made a law.

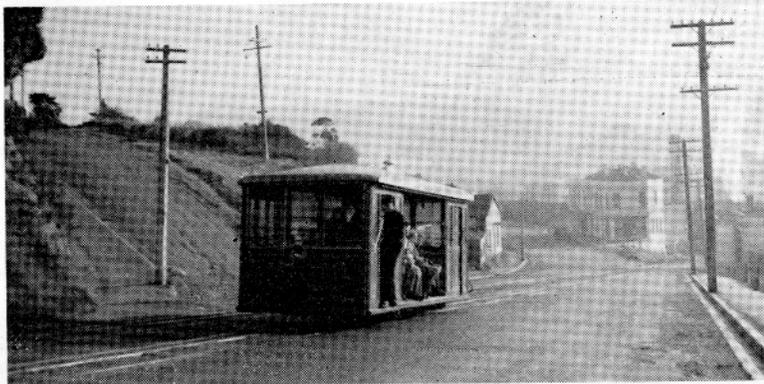
Says Mrs. Kelsey, vice-chairman of the Committee, "As a result of the months of research, the scope of our campaign has widened and grown to amazing proportions. From the first facts concerning safety, low accident costs, availability of rails, frequent renewal of cables and preference of the public for this type of transportation, have been developed many other angles of great importance to the economy of San Francisco directly allied with the perpetua-

tion of the cable car. Our tourist trade demands their retention; our outlying counties, whose goodwill is so important to our welfare, are indignant over the suggestion they be junked. A nation-wide poll is overwhelmingly for the cable cars. The eyes of the world are once again on San Francisco and people of many lands, not to mention our own, will rejoice with us when the cable cars are safe-guarded by law."

In the March, 1947, issue of The Headlight, we urged editorially, pictorially and via Tom Brown's fine story, the retention of one of the few remaining vestiges of San Francisco's earlier history, a drawing card for the tourist trade, and an important element in what we refer to as the city's peculiar flavor. Somehow, a copy of this issue made its way to Dunedin, New Zealand, according to Dunedinite Stan A. Rockcliff, who writes on the general subject of cable cars. Now, Dunedin is a seaport at the head of Otago Harbar, on the east coast of the South Island. It is beautifully situated in an amphitheatre of hills and, like San Francisco, has cable car lines connect-

ing the business section with the residential districts. The picture, courtesy of Stan Rockcliff, shows a cable "tram" Dunedin style. He claims one of Dunedin's lines is the steepest cable-operated street tramway in the world!

However, a sour note is injected by Rockcliff when he indicates Dunedin's cable car lines are scheduled for abandonment. We hope these New Zealanders will rise in their righteous wrath, as have San Franciscans, to perpetuate the picturesque and efficient cable "tram" operation.



—Courtesy Stan A. Rockcliff

Dunedin Corporation Transport, Kaikorai (Stuart Street line) cable tram climbing out of the Kaikorai Valley enroute to the city. The photograph was made at Dunedin, New Zealand, on May 17, 1947, by Stan A. Rockcliff.

## East Bay Notes

By Margery Glatt

★ That gorgeous new Pontiac to be seen around Oakland Yard belongs to none other than Car Foreman **Ed Moss**. Ed drove it from Pontiac, Michigan, on his return trip from New York. It certainly is a sleek hack.

A change of pace in the trend of vacations on the part of **Lou Evans**, car dep't., who is resting on pine needles in northern California.

With practically no one to tease during the absence of **Hazel Petersen**, steno., "**Hardhat**" **Johnson** spent a rather lonely two weeks. Hazel spent a very enjoyable two weeks at Yosemite with her husband and young son.

That livewire of the rails, **Milton McCann**, has gone south for a vacation of basking in the sun and otherwise relaxing (?); so that lull you hear up and down the line has been brought about

by the absence of our favorite brakeman.

Vacations may come and go, but "papa" stork goes on forever and his journeys brought Special Agent **Elmer Carleton** a baby girl weighing 8 lbs., 9 ozs., born July 24th. Her name is **Phyllis Jill** and we slyly note at least two buttons missing off Elmer's vest.

We happily note, after a siege of boy babies, that girl babies are coming into their own. **Bill Dance**, car dep't., who, by the way, is all settled in his new home, welcomed a six pound baby girl the 13th of August. Let it not be said that we're in favor of all girl babies, but the boys do seem to hold the margin!

The car desk at Oakland freight house has been taken over by **Ed Wuelfing** and "**Doc**" **Crampton** has taken over Eddie's duties on the train desk at Oakland yard office.

Due to an unfortunate accident, **Johnny Kaler's** mother passed away in August and to him we extend our deepest sympathy in his bereavement.

## Sports Review

By Jack Hyland

★ The final curtain fell last July 31st, closing a very successful run of the Western Pacific's "Summer League" session which played at Downtown Bowl for a run of nine full weeks, and taking the bows on closing night for an excellent performance throughout the season were . . . the Gnomes (composed of Mildred Nielson, Bill Williams, Arthur Petersen and Capt. Joe Lombardo) who won 20 games out of the 27 game season. Pete Casey's quartet (the Bear Cats) had been winning the applause during the forepart of the season but their acting during the final two weeks needed something more than one win each night to rate top honors.

However, the final listings read as follows:

|                     | Won | Lost | H.G. | H.S. |
|---------------------|-----|------|------|------|
| Gnomes . . . . .    | 20  | 7    | 672  | 1860 |
| Bear Cats . . . . . | 18  | 9    | 634  | 1856 |
| Pelicans . . . . .  | 17  | 10   | 633  | 1807 |
| Wolves . . . . .    | 17  | 10   | 654  | 1856 |
| Goonies . . . . .   | 13  | 14   | 645  | 1803 |
| Ducks . . . . .     | 11  | 16   | 699  | 1843 |
| Beavers . . . . .   | 11  | 16   | 651  | 1834 |
| Gremlins . . . . .  | 11  | 16   | 651  | 1863 |
| Tigers . . . . .    | 9   | 18   | 648  | 1750 |
| Penguins . . . . .  | 8   | 19   | 635  | 1775 |

### Marge Patsey and Pete Casey Rated Tops

The top billings for the season were shared by Marge Patsey and Pete Casey, with the balance of the top five in the feminine and masculine leads awarded to:

|                             | Gms. | Avg. | H.G. | H.S. |
|-----------------------------|------|------|------|------|
| Marge Patsey . . . . .      | 27   | 139  | 179  | 489  |
| Irene Butler . . . . .      | 24   | 130  | 160  | 430  |
| Lillian Casey . . . . .     | 24   | 128  | 164  | 424  |
| Peggy Drury . . . . .       | 21   | 127  | 159  | 426  |
| Florence Clifford . . . . . | 27   | 126  | 161  | 408  |
| Pete Casey . . . . .        | 27   | 179  | 224  | 587  |
| Charles Dooling . . . . .   | 24   | 171  | 209  | 567  |
| Jack Hyland . . . . .       | 27   | 169  | 233  | 577  |
| Jim Drury . . . . .         | 24   | 163  | 213  | 559  |
| Lee Brown . . . . .         | 27   | 162  | 215  | 523  |

Following the close of the season, a "sweepstakes" was held on August 7th for cash prizes, which was promptly won by Al Thomas, with "Hank" Donnelly and Joe Corven taking second and third places. Marion Bong won the ladies' first place cash money, with Lou Jean Keller and Louella Hampton winning second and third place awards for their efforts.

Just a reminder—the Winter League Bowling season commences on Thursday night, September 4th at 7 p.m. at the House of Golobic, i.e., Downtown Bowl.



## "Mixed Train Daily, A Book of Short Line Railroads"

EDITOR'S NOTE... This is a publisher's "bandout" in connection with publication, on September 15th, of "Mixed Train Daily," by Lucius Beebe with photographs by Charles M. Clegg and the author. As our readers have noted, it is not our practice to use "canned" reviews, or "canned" anything, but, when we finished reading this bandout, we felt that, rather than being nudged into a purchase, our railroad knowledge had been enlarged. We hope, dear reader, you will have the same experience.

★ There are all kinds of railroad fans and historians. There is, for example, Ed Hungerford, a professional biographer of railroad corporations who on the side collects old time locomotives the way some people collect stamps or butterflies and whose "Railroads on Parade" at the New York World's Fair was viewed by scores of thousands. There is Vincent Astor, whose passion is for live steam working train models and whose summer estate a few miles up the Hudson from New York is scarcely distinguishable from a roundhouse and engine shops on a miniature scale. There is Elliott White Springs, the novelist, who is president of an industrial road in South Carolina and whose pleasure it is to people his board of directors with characters of national fame.

And there are Lucius Beebe and Charles M. Clegg, who "collect" short line railroads in the sense that they have probably ridden on, photographed and written about more off the beaten track railroads in the United States than even Tom Hood, president of the Short Line Association. Their latest book, MIXED TRAIN DAILY, A Book of Short Line Railroads, published by E. P. Dutton at the fancy price of \$12.75 contains more than 300 action photographs taken by the authors along railroad rights of way whose very names are unknown to the vast majority of people, but whose freight and passenger business are none the less ponderable items in the national economy.

A century ago all railroads were short lines in an age when it was necessary to change cars five times on a trip between Boston and New York, but today most of these little pikes have been swallowed up in the big trunk systems so that the mighty Pennsylvania system is composed of no fewer than 300 once individual roads. There are still, however, more than 500 short line railroads in business in the United States, most of them possessed of but a few miles of indifferently ballasted track and many of them operating with but a single ancient locomotive of archaic design.

"Many of these short lines are really living on borrowed time," explains Beebe, whose previous volumes on railroading, "High Iron," "Highball" and "Trains in Transition" are regarded as standard works in their fields. "Some of those we have ridden and photographed have folded up and disappeared forever even while we were working on this book. We feel that a record of their operations and old time simplicities of railroading is very much an item of Americana. You can imagine how valuable it would be today if the fast action camera had been available to provide a record of the Concord stagecoach days in the far west or the Mississippi River packets. Even the Amoskeag steam fire engine, once a familiar sight in the every-day life of city dwellers, is hardly represented at all in the files of the great photographic agencies. Yet the horsedrawn steam fire engine was universal only twenty-five or thirty years ago."

Some of the prize items in Beebe's and Clegg's collection of short lines are the Mississippi and Alabama Railroad, the last wood-burning common carrier in the United States; the Nelson and Albermarle in the Blue Ridge Mountains, the only common carrier to haul mail and passengers behind a saddle tank locomotive; the Virginia and Truckee, "most romantic railroad in the world" which flourished during the days of the Comstock bonanza in the boom-towns of Nevada, and they have ridden on and photographed each of the five still surviving narrow gauge railroads, relics of a time during the seventies when the diminutive three-foot gauge spanned thousands of miles of the American continent. One of these, the Sumpter Valley, in the Blue Mountains of Oregon, is being abandoned even as this is written.

Beebe and Clegg are also connoisseurs of romantic railroad names and have traveled the length and breadth of the United States to ride on the Arcade and Attica in Upper New York State; the Tonopah and Goldfield in the ghost towns of the Nevada desert; the Sylvania Central in Georgia; the Waco, Beaumont, Trinity and Sabine in east Texas; and "Tweetsie" as the East Tennessee and Western North Carolina Railroad is affectionately known to the mountain folk of the Great Smokies in Tennessee.

They point out, too, that it is possible to go pub-crawling on short line railroads should the spirit move you, as the Frankfort and Cincinnati in Kentucky serves six great distilleries and its principal traffic is in Bourbon whiskey; the St. Louis and O'Fallon is owned by the Busch Brewery in St. Louis; and the Bath and Hammondsport, in the Finger Lakes region of New York, exists almost solely to serve the native wine industry and proudly calls itself "The Champagne Route."

When Beebe and Clegg wanted to chronicle the rarest of all short line "Collector's items," the Rio Grande Southern, a narrow-gauge line in the lonely mountains of southwestern Colorado, the Denver and Rio Grande Western, the parent railroad, provided them with a special train of two narrow-gauge business cars dating from the seventies, and they spent three days traveling over the Southern's

162-mile right-of-way. The cars were staffed with servants from the private car of the Rio Grande's trustee and stocked with rare wines and costly viands and the authors startled the natives in Durango and Telluride by dressing for dinner on the cars.

Other camera safaris were more rugged!

Beebe has been a member of the editorial staff of the New York Herald Tribune for eighteen years and Clegg is a professional photographer whose prints are familiar in international photographic salons.



—Courtesy Edward Chernoff

The 801 at Elko headed West on its maiden run.

## San Francisco Warehouse Company Expands

★ Sale by Western Pacific Railroad of more than 200,000 square feet on the north side of Napoleon Street, between Jerrold and Evans Streets, San Francisco, to the San Francisco Warehouse Company in mid-July was called the largest industrial site transaction of the week by Call-Bulletin's "Real Estate Review."

The buyer plans to erect a new warehouse on the property, to be operated in addition to the company's present warehouse at 605 Third Street.



—Courtesy Edward Chernoff

The 803 being held down (!) at Elko by Ed Chernoff, operating instructor, Electro-Motive Division, GMC.

## Elko Echoes

By Nevada Michelson

★ **Loren Ames**, chief clerk at Sacramento for the past two years, has returned to Elko to his former position as chief clerk to the sup't. of the Eastern Division. Illness forced him to leave California and we hope returning to Elko will restore his health. **Leland Michelson** has resumed his position as asst. chief clerk, **Hans Teichman** is again the statistical clerk and **Johnny Murphy** has returned to the time-keeping department. **Tony Primeaux** is now on the files; **Frank Clawson** is the 800 clerk, and that big husky voice you've been hearing on the PBX board belongs to handsome little **Keith Peterson**. **Jane Hood** has returned from an extended vacation in San Francisco and for the present will be on the PBX board.

When we were returning from San Francisco, we saw **Jack Goodwin**, roadmaster, walking down the track at Winnemucca. Account 202? Walking track!

**Carl Pacini's** neighbor's children keep Carl in a dither with their questions. One day during one of those Nevada rainstorms one little boy asked Carl, "What makes it rain?" and Carl answered, "Mother Nature." The other little fellow looked at Carl with one of those "you know everything looks" and said, "Who's her husband?"

"**Jack Duggan**, superintendent, told us that he has been enjoying our little quips and quirks in The Headlight, so we hope he won't mind our telling this one. One day we heard him talking to someone on the telephone and, after what seemed to us like a very lengthy conversation, the connections were sud-

denly broken and the conversation disrupted. "Jack" spent the next five minutes frantically trying to get the connection restored only to say, "Well I guess that's all, Bill!"

And now we'd like to pass on to you some of the amusing incidents that caught "our reporting eye" while we were on vacation. We were delighted when we learned we were to have one of those sleek new Diesels all the way to Oakland. We were happy to have Conductor **Huffman** help us brush up on our Western Pacific history. "Huff" is the conductor who can tell you not only how the Western Pacific was built, but why.

The day we went to the general office to say "hello" to our friends we were unable to convince the elevator operator that **Howard Bryant** worked there. He was very sure that we were confused in the name and that the person we wanted to see was **Homer Bryan**. Arguing with him was useless,—it was Homer Bryan we wanted to see and it was Homer Bryan we were going to see. He was on the fifth floor and that's where we were going to get off,—and that's where we did get off! We walked down one flight of stairs and through the kindness of **Jack Wade**, we found **Howard Bryant**, **Jack Strachan**, **Herb Harrison**, and **Joe Corven** in a cozy little office built for four. We were sorry **Frank Asprer** disappeared so quickly. After listening to the stories Jack Strachan tells us about the fish Frank catches it would surely be worth while listening to the stories Frank Asprer tells about the fish Frank catches. We later learned it was Jack's "gift of gab" that got us our hotel room and we're very grateful. We dashed into **Phil Wyche's** office just

in time to make Phil late for lunch. We're closely guarding our "rain-check" on that dinner date, Phil!

We're truly sorry we didn't learn the names of the very nice gentlemen we found in the paymaster's office, but we're happy to tell you "they're a grand bunch." There's just one thing more,—hereafter when we're in California, we're not "**Nevada**," we're New Mexico! Every time **Caroline Wolf** shouted Nevada at us, the Californians looked at us as if they were debating to which zoo they should return us. We'd like to tell you about our ride on the "roller-coaster" but we promised **Caroline** we wouldn't!

The annual picnic sponsored by the Clerks was held on August 5th at the City Park and was highly successful, even to the usual Nevada rainstorm. (For the benefit of those who are not familiar with Nevada rainstorms, they are wind storms that deposit the desert in your lap and then take it away again, accompanied by seventeen drops of rain!) The potluck dinner consisted of food fit for a king and there was enough to feed an army. After dinner, the grown-ups played softball while the youngsters were engaged in a new version of "Button! Button! Who's got the button!"—only this game was "Ice! Ice! Who's got the ice!" We're not sure whether the ball we caught in the ribs was the one **Guy Blair** hit or the one **Cecil Duck** missed, or could that rib injury have happened when someone lost the ice? Anyway, the doctor said our floating rib is no longer afloat! Maybe not, Doc, but it's been doing a darned good job of plain and fancy diving!!!

## President Truman Urges Cooperation in Campaign for Registration of "Killer-Type" Firearms

★ Calling attention to the campaign being conducted by the War, Navy and Treasury Departments and the National Rifle Association, to prevent loss of life and destruction of property resulting from possession of explosive-type war souvenirs, President Truman urged the public's cooperation in this public service.

Pointing out that many types of automatic firearms brought into this country as wartime souvenirs are finding their way into the hands of criminals, the Treasury Department has embarked on an intensive campaign, urging veterans and others to register all such weapons in compliance with the National Firearms Act.

Designed to prevent the flow of dangerous weapons into improper hands, the National Firearms Act requires registration of all firearms in certain classifications, and establishes as well, a prohibitive transfer tax of \$200 on each weapon.

When weapons are rendered unserviceable, they may be transferred legally without payment of the \$200 transfer tax.

The Internal Revenue Department makes it clear, however, that they have no objection to veterans owning trophies. The objection comes from the revelation that many such automatic

weapons have found their way, by theft or illegal sale, into the hands of criminals.

Listed by the Department as weapons of the "killer-type" that must be registered are the following:

1. Any firearm designed or altered so that it is capable of firing more than one shot with one continuous pull of the trigger, such as a machine gun or machine pistol.
2. A shotgun or rifle having a barrel of less than 18 inches, except .22 or smaller caliber rifles. A .22 or smaller caliber rifle must have a barrel of less than 16 inches to require registration.
3. Any other weapon, EXCEPT A PISTOL OR REVOLVER, from which a shot is discharged by an explosive, if such weapon is capable of being concealed on the person.
4. A muffler or silencer for any firearms.
5. A revolver or pistol with an accompanying shoulder stock.

Everyone, veteran or otherwise, in the territory traversed by the Western Pacific Railroad, possessing unregistered firearms in any of the classifications listed above, is urged to communicate with the Alcohol Tax Unit, Custom House Building, 555 Battery Street, Room 111, San Francisco 11, California.

## 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              | 12 Sections—1 DR           | WP 40, D&RGW 6, CB&Q 40           | 6:00 pm Sun. | 9:45 am Wed. | 39-5-39        | B-391   |
| Chicago                  | W-402   | 144              | 8 Sections, 5 Dbl Bedrooms | WP 40, D&RGW 6, CB&Q 40           | 6:00 pm Sun. | 9:45 am Wed. | 39-5-39        | B-392   |
| St. Louis                | W-403   | 3330             | 10 Sections, 1 DR, 1 Compt | WP 40, D&RGW 2, MP 16             | 6:00 pm Sun. | 4:00 pm Wed. | 15-1-39        | 153     |
| Salt Lake City           | W-404   | 458              | 10 Sections, 1 DR, 2 Compt | WP 40                             | 6:00 pm Sun. | 7:30 pm Mon. | 39             | W-394   |
| *New York                | 4048    | 4040             | 10 Sections, 1 DR, 2 Compt | WP 40, D&RGW 6, CB&Q 40<br>PRR-70 | 6:00 pm Sun. | 7:30 am 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<br>NYC 66 | 6:00 pm Sun. | 7:20 am Thu. | 67-39-5-39     | 6703    |

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

## EASTBOUND - TOURIST PULLMAN SLEEPING CARS

|                            |    |       |             |                         |              |              |         |    |
|----------------------------|----|-------|-------------|-------------------------|--------------|--------------|---------|----|
| San Francisco to St. Louis | WB | 3343½ | 16 Sections | WP 40, D&RGW 2, MP 16   | 6:00 pm Sun. | 4:00 pm Wed. | 15-1-39 | MP |
| Chicago                    | WT | 105½  | 16 Sections | WP 40, D&RGW 6, CB&Q 40 | 6:00 pm Sun. | 9:45 am 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              | 12 Sections—1 DR           | CB&Q 39, D&RGW 5, WP 39            | 12:45 pm Sun. | 8:50 am 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. | 8:50 am Wed. | 40-6-40        | W-402   |
| Salt Lake City to San Francisco | W-394   | 458              | 10 Sections, 1 DR, 2 Compt | WP 39                              | 8:30 am Sun.  | 8:50 am Mon. | 40             | W-404   |
| St. Louis to San Francisco      | 153     | 3330             | 10 Sections, 1 DR, 1 Compt | MP 15, D&RGW 1, WP 39              | 1:52 pm Sun.  | 8:50 am 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,<br>WP 39 | 3:35 pm Sun.  | 8:50 am Thu. | 40-6-40-70     | 4048    |
| **San Francisco                 | 6703    | 4038             | 10 Sections, 1 DR, 2 Compt | NYC 67, CB&Q 39, D&RGW 5,<br>WP 39 | 3:45 pm Sun.  | 8:50 am Thu. | 40-6-40-66     | 4068    |

\*From New York Sept. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, Oct. 1, 3, 5, etc.  
 \*\*From New York Sept. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Oct. 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. | 8:50 am 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.  | 8:50 am Wed. | 40-2-16 | WB |

All time shown is standard.

## Wendover Wires

By Elsie Hart

★ Lots of excitement around town now. **John Cobb**, British automobile racer, is here with his Railton Mobil Special, as is **Ab Jenkins**, of Salt Lake City, with his Mobil Special. Both are awaiting ideal track conditions before attempting new speed records. In spite of the blistering heat we've enjoyed (?) this summer, we've had several heavy rains, which, however, helped by leveling off the chuck-holes in the salt flats. Day and night flocks of tourists and sightseers surrounded the buildings housing the complicated-looking racing cars.

Roundhouse Foreman "**Bob**" Colvin is back from his vacation. He went to Sacramento and San Francisco visiting friends; also did some fishing but didn't catch any of the big ones.

**Shirley Brown** is now second trick at the Wendover telegraph office.

**Henry Wallock**, roundhouse clerk, visited his wife's family on his vacation and during that time, **James C. Davis**, machinist helper, handled his job. **Louis R. Demson**, machinist, is back from his vacation—spent on a ranch watching the pheasants—out the window, it unfortunately being out of season for pheasants.

**Frank J. O'Keefe** is our new cashier. Frank is well known among WP employes since he formerly was with the Rio Grande at Salt Lake City. Agent **Leo Waters** hasn't much hair left; he pulled most of it out before he got a cashier on the job experienced enough to handle it. Frank has had 27 years experience and is a capable man.

The **Wendover baseball team** made good its promise by winning four straight games—from Battle Mountain and Carlin by forfeit and from Eureka and the Army nine at Wendover in free-hitting affairs, 18 to 14 and 10 to 5 respectively. In the Eureka game, the Wendover boys pulled their first triple play of the season.

## Lawless—Davis

★ Pauline Lillian Lawless and Lester Thomas Davis were married at The Little Chapel of The Flowers, Berkeley, on August 3rd, with a reception, immediately following the ceremony, at the Coit Hotel, Oakland.

Pauline was employed at our Stockton Yard office and "Les" is a Western Pacific engineer and a member of the State Legislature.

The Rev. B. J. Morris, of the Portola Community Church, officiated; matron of honor was Neva Sundstrom; best man was Arnold Sundstrom; Fay Hayden, brother-in-law of the bride, gave her away; and Clyde Whitman and John Davis were the ushers. The beautiful chapel was filled to capacity by the wedding guests, many of whom came from Portola and Stockton for the ceremony.

With them we join in wishing Pauline and Les great happiness.

## On The Sacramento Northern

By Betty Jones

★ **Bettye Harrison**, traffic dep't., was pleasantly surprised when she was presented with a box of ice cream bars as a birthday gift from the office staff who, of course, helped her eat same! Now what was the age again, Bettye??

A newcomer to the Power Department is **Norma Hughson**, secretary.

**Bert Norlen**, traffic dep't., was seen taking a bite of **Nelda Del Ponte's** ice cream bar! Can't say she isn't generous and, from the look on Bert's face, it was dee-licious!

We hear that **John Kiely**, section foreman at Oroville Junction, and **Fred J. Schindler**, trackwalker at Marysville, have retired.

**Charles A. Sparks**, acting chief engineer, is getting used to the water from our shiny new water cooler!

**Ray Murphy**, sup't. of store dep't., is away from his desk because of illness. We all wish him a speedy recovery.

Last month a group of Caterpillar Diesel representatives from Peoria, Ill., San Leandro, Calif. and other localities, along with a General Electric representative, visited the SN shops at Chico to look over our Diesel equipment with **Gerald Laumer** and **Art Campbell**.

**V. E. (Bob) Hull** is now working as secretary to the sup't. of equipment.

Editor's Note: Our apologies to **Shirley Bice** and **Al Fippin** for the mis-spelling of their names in our August issue. For some time we've **thought** our eyes were failing; now we **know** they are! Hope you'll forgive us on the promise we'll try to be more careful in the future.—WCM.

## Manhattan Murmurs

By Jack Edwards

★ In case you haven't been here to see for yourself, the New York office is located in the very heart of the mid-town section in a sky-scraper building ("Salmon Tower") on the north-west corner of one of the country's best-known intersections—Fifth Avenue and 42nd Street. You will see the familiar Western Pacific insignia on our two large windows, which are on the fourth floor of the 42nd Street side of the building, right straight across the street if you should happen to arrive in the neighborhood via the Queens subway. Harry, the elevator starter and sergeant-major of the building's uniformed employees, will direct you to the bank of elevators serving the first twenty floors. As you leave the elevator bear left for room 412.

It is easy enough to find then. It is flanked on one side by the Unity Church, which conducts its services and meetings in room 410 and is furnished with chapel chairs and a grand piano, rather than the traditional desks and typewriters expected in a business building. On the other side, in Room 414, the Weber Dental Supply Co. has a show room displaying, proudly, more varieties of dentist's chairs and drill rigs than the average person has courage to contemplate, or cares to know about.

You can also find the proper door for our office by looking at the illuminated cut glass sign over head which says "Western Pacific" or by glancing at the gold leaf letters on the door which repeat the same legend. However, if you are the third, sixth, ninth, etc., person to come in that day the printing will for some reason probably be invisible to you, for just about one person out of every three who comes in is under the impression that he is visiting the Southern Railway, (also on the fourth floor, on the **other** side of the Weber Co.).

Now that you know the way, come up to see us on your next trip to the east.

AGPA **John Nolan** was elected, by acclamation, to the position of vice-chairman of the New York Committee, Western Lines-Trunk Lines-New England Lines-Southeastern Lines, Rail Travel Promotion Agency. We are particularly proud of the recognition since that meeting was the first attended by representatives of the New England and Southeastern lines, which have just affiliated themselves with RTPA and, because of its augmented size and scope, it was well known that the duties of the committee's officers would be more than ever demanding of experience and ability. Among those present as he assumed office was **Hugh W. Siddall**, of Chicago, National Chairman of RTPA.

TF&PA **Joe Mason** and **Charlie Ward** have a new interest in common these days, both being proud owners of re-

cently purchased automobiles. We, still committed to a decision made some years ago which tied up chronic pedestrianism and matrimony in one package, find most of their conversations pretty technical but we gather garage rent around New York City is outrageous and there ought to be a law about it.

Chief Clerk **Roy Harford's** New England vacation didn't quite relieve his itching foot so last Saturday he took off in the other direction and went to Atlantic City. He has convinced himself and the rest of us that traveling is an excellent way to improve oneself. He improved himself by \$137 on a two-dollar daily double ticket!

Under the heading "Vacations" this month we commiserate with CA **John Still** who has just returned from the sylvan delights of New Hampshire's White Mountains to the super-heated realities of mid-summer Manhattan. As consolation we remind him that he missed the season's first real heat-wave.

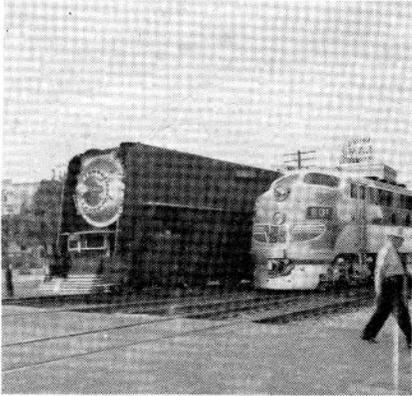
GA **John Conger** has just left on his vacation, unabashed by the envious looks which followed him out the door. He avoided our inquiries as to where he expected to go, which makes us think he may have a cottage at one of the nearby shore resorts. It would have been a real kindness for a party of us to go down to cheer him up next week-end!

In our "Welcome to the Family Department" we would like to introduce and say hello to **Carl Berg**, who recently left his former employment in the Pentagon Building in Washington and is now a member of the New York office staff as secretary to the eastern traffic manager.

## John Henry Brady Retires

★ John Henry Brady, Western Pacific machinist at Elko since June 7, 1930, retired on July 31st ending a 58-year railroad career. He was born in New York City. His first railroad service dates back to 1889 and since that time has worked on railroads all over the nation, including a stint on the Sacramento Northern.

Brady was honored at ceremonies held in the Elko roundhouse when fellow-workers presented him with luggage and a fountain pen, the presentation being made by Gerald Scott with some two hundred employes in attendance. Master Mechanic William Parry acted as master of ceremonies and paid tribute to Brady on his capable and faithful railroad service.



—Courtesy Edward Chernoff

The 481 and 801 at Elko on occasion of Exposition Flyer's maiden run with Diesel power.

## Western Pacific Railroad Employee Retirements

|                         |                     |                  |
|-------------------------|---------------------|------------------|
| Brady, John Henning     | Machinist           | Elko             |
| Bumps, Arthur E.        | Towerman            | San Francisco    |
| Elebeck, George Elmer   | Laborer             | Sacramento Shops |
| Hunter, Herman Hugh     | Machinist           | Portola          |
| Kane, Aloysius W.       | Brakeman            | Western Division |
| Kennedy, Robert William | Machinist Helper    | Elko             |
| Lewis, Albert C.        | Switchman           | San Francisco    |
| McMullen, James Arthur  | Machinist           | Sacramento       |
| Sanders, Philander V.   | Stationary Engineer | Winnemucca       |
| Simms, Fritz G.         | Machinist           | Sacramento       |
| Sorensen, John Nelson   | Engineer            | Eastern Division |
| Wickstrom, Victor       | Blacksmith          | Sacramento       |

## Random

by The Editor

★ For the second time in fifteen months, the Portola, California, electorate evidenced, we think, rare good judgement. First, on May 7, 1946, Portola citizens voted overwhelmingly for incorporation of their community into a city; more recently, on August 5th last, they beat down, by a substantial margin, a recall move aimed at Mayor Bert Long and Councilmen George Saxton and Dan Irwin. The number of votes cast against incorporation bears a remarkable resemblance to the number of votes favoring the recall! It appears the Better Government League, as the recall proponents so amazingly dubbed themselves, did little more than create an unnecessary disturbance and add to the burden of the local taxpayers.

More good news from Portola: Trainmaster Bill Howell, second-baseman for the local Portola Eagles baseball team; Pitcher Tom Nally and Catcher Bill Conant were named on the all-Nevada team. Our congratulations to Bill, Tom and Bill!

And on the subject of sports, we've been trying to get Jack Hyland to include in his Sports Review a report on another summer bowling activity in San Francisco. A mixed team of WP bowlers is participating in the Industrial League play. They were really mixed in the early weeks of play, but with a rush in the last four out of 12 games and finishing in third place (out of 15) one game behind the leaders. Edythe Carter and Loeffler, Lou Jean Keller, Marion Bong, Luella Hampton, Jack Hyland, Hal Nordberg, Frank Rauwolf and the editor are the regulars and alternates.

Thomas P. Brown, WP publicity manager, addressed the Modesto, California Rotary on August 19th; subject: "The Place of Place Names in California History." Tom was introduced by President Rex Kearney, of the Tidewater Southern Railway, and discussed the derivation of local names in the Modesto area, continuing with mention of the historical names involved in the California centennials which are already upon us.

In this issue we're running a cut asking folks please to be extra careful and

(Continued on next page)

**A corporation may spread itself over the whole world and employ 100,000 men—but the average person will usually form his judgment of it from his contact with one individual...If this person is rude or inefficient, it will take a lot of kindness and efficiency to overcome the bad impression...Every member of an organization who in any capacity comes in contact with the Public, is a Salesman, and the impression he makes is an advertisement, good or bad**



## To Our Covered Wagon Pioneers

By Emery C. Bates

It was morning in the mountains,  
The clouds were drifting past;  
Like billows of the ocean  
They surged until the last.

Its fleecy mantle lifting,  
Disclosed, as curtain drawn,  
The beauties of the valley,  
Resplendent in the dawn.

Each tiny leaf a silvered shield,  
Each blade of grass a spear,  
A phantom host seemed marching on,  
In fancy I could hear

The rolling tap of muffled drum,  
The tramp of hurrying feet,  
The Spirits of the Pioneers,  
A countless host replete.

Reviewing, as they hasten on,  
The changes we have wrought,  
Unswerving yet and resolute,  
To gain the end they sought.

I hear the sound of voices low,  
A tale of hardships told,  
The suffering that our fathers met  
With courage brave and bold.

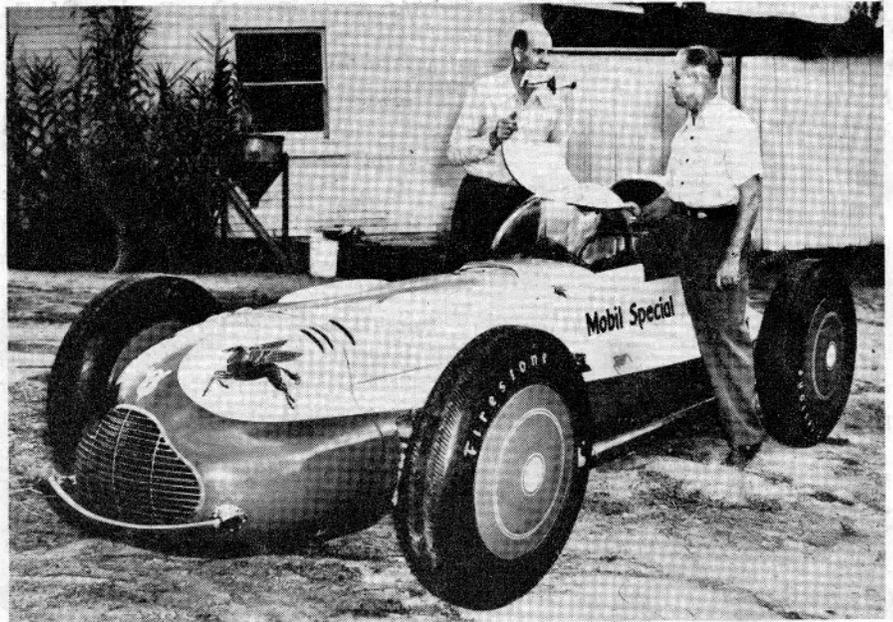
I see again the ploughshare cleave  
Its furrow straight and long,  
That points the way of destiny  
To weld a nation strong.

I wonder if from out the past  
Some restless spirits feel  
That all their toils, visions, hopes;  
Were wasted dreams unreal;

That valor, strength—our heritage—  
Are trailing in the dust,  
And brave ideals from hardship wrung,  
Lie buried with the trust.

May we who follow, in our hearts,  
Enshrine their hopes and fears,  
And dedicate the best in us  
To these, "Our Pioneers."

Editor's Note: *Emery C. Bates is treasurer of the Western Pacific Railroad, with which he started service 37 years ago as a clerk. In June, 1937, he was visiting at the home of his sister on Cheyenne Mountain, Colorado Springs, and wrote these verses for her use at a meeting of the Society of Colorado Pioneers, of which she is a member.*



"Bud" Winfield (left) designer and builder of the Mobil Special, and Ab Jenkins. (see page three)

## Random

(Continued from page eleven)

help prevent forest fires. You may think the bears are "cute," but the message they convey is a mighty important one—in many ways. For weeks now the newspapers have been reporting a steady stream of forest fires, most of them begun by plain ordinary carelessness of visitors. Please do your share to stop this wasteful burning up of a great natural resource.

Recalling the cartoon on page ten, of our February, 1947 issue, Yardmaster "Boomer" Ford was recently approached in his office at Wendover one evening by an inebriated "gentleman of the road" who inquired when the next train going west was expected. "Boomer" told him there would be a train at approximately such-and-such a time, whereupon the potential "passenger" asked whether "Boomer" couldn't be a little more accurate since he didn't want to open his bed-roll and get settled and then shortly after have to get up and re-pack!

The **Frank Lindees** (TF&PA, Modesto) came up for the Western Pacific picnic near Clayton (near being used loosely) last month. This plug for the Lindees because they were squeezed out of Hy-Lites by the perennial space shortage.

Another short-line railroad has "bit the dust" . . . this time the **Utah-Idaho Central Railroad** formerly operating between Ogden, Utah and Preston, Idaho. Sale of its rail, track material and real estate was reported under way in mid-

August. We hope **Lucius Beebe** preserved for posterity the story of this railroad in his new book "Mixed Train Daily" referred to elsewhere in this issue.

We must mention a nice note received from Mr. and Mrs. **Henry A. Rotermund**, who are at Camp Rest, Nashmead, California. They send their greetings to friends on the WP.

In our August 1947 issue we nominated **Frances Marcus** as the "WP Girl of the Month." Frances, now attending the University at Oslo, Norway, wrote **Dick Beltz** that she enjoyed perfect weather crossing the Atlantic, thus no mal de mer; also that she was editor of the ship's newspaper; was being treated royally in Norway and expected to be presented to the King before leaving. Frances will visit in France and England before returning to the States.



Ab Jenkins