

The Headlight

Volume 7

OCTOBER, 1947

Number 10



TOOELE VALLEY RAILWAY ENGINE NO. 12 WORKING BETWEEN
INTERNATIONAL AND TOOELE, UTAH

RANDOM . . . Views and Reviews

by The Editor

★ We're a little self-conscious in this new spot, but we're betting that won't last long!

The nationwide **Community Chest** drives begin this month. Prepare to dig a little deeper when the Chest volunteer worker puts in his or her appearance. Help those who can't help themselves. You'll feel better about it.

Arthur Petersen did a great job as president of **The Western Pacific Club** during his term of office ended September 15. And the man who gave him such fine support, **Timothy Moran**, succeeds him in the presidency. Our hearty congratulations to both.

Our printer (who is really a fine fellow) thoroughly butchered our 'graph in last month's Random where we were bragging (a little) about our mixed team's bowling in a San Francisco summer league. Just for the record, **we won 11 of the last 12 games**, jumped from ninth to third place—one game behind the winner! And we said **Ediths** (not Ediths) because there are two of them . . . **Carter** and **Loeffler**. Not only that, we won bronze medals!

Dr. Alson R. Kilgore, our chief surgeon, did himself and the Western Pacific proud in an address to the members of the **Pacific Railway Club** at the St. Francis Hotel, San Francisco, September 11. Clearly and concisely he dwelt on the work done by and the cost of our railroad hospital departments. His sense of humor and the clarity of his remarks claimed the complete attention of his audience.

Walter Jensen, who was secretary to Ass't. to Gen'l. Mgr. **Henry Fegley** for a year, has left us to teach political science and geography at the Ventura Junior College. Walter, a UCLA graduate, took several years post graduate work at UC-Berkeley.

Do you know anyone, revenue passengers of course (!), planning to come West or go East; or maybe some friend of yours in business who's looking for good carload or lcl freight service? If so, rush to the nearest "tip card," fill it out and turn it in. Our traffic department will do the rest. We need the business, if only to pay that extra 15½¢ per hour!

Our cover photo, showing Tooele Valley Railway engine 12 and train in silhouette, was made by "Bob" Searle, of our GO traffic department, some seven years ago. Bob says rain was falling on him and the train, but beyond the dark clouds the sun was shining on the mountains in the background. We dedicate this effort to Bill Graham, WP agent at Warner!

In his recent "Rip Van Winkle" ad., **Robert R. Young** took a nasty pot-shot at western railroads in particular. He was critical about their freight train speeds. ODT Director Johnson cited the national average of 16 mph, compared to C&O's 15.3 during first half '47, Johnson also cited UP's 19.9; Santa Fe's 19.8, MP's 18.1; Burlington's 16.6; and SP's 15.7. Since he failed to, we'll cite **WP's 20.5 mph** for the same period! Any further questions?

October 5 to 11 . . . "National Employ the Physically Handicapped Week" and "Fire Prevention Week." Food for thought.

Dr. James D. Coulter, head surgeon of our Portola Hospital, and **William G. (Bill) Howell** (and Mrs. H.), trainmaster at Portola, were San Francisco visitors last month.

And, while we're in the **Feather River Canyon**, the **Hudson Publishing Company**, 905 Sixth Street, Sacramento 14, California, has issued a Feather River Wonderland Campers' and Sportsmen's Guide for 1947-48. It's a handy size, roughly 4x8 inches, with sixty pages, including maps. You'll want one of these guides if you plan a trip into the Feather River country.

About this 6% return for which the railroads are campaigning: We've heard some obviously uninformed railroaders assuring each other that railroad stockholders don't need a 6% return. What is this? Who said anything about a 6% return to stockholders? **The 6% return asked is on money invested in plants devoted to transportation purposes.** On that money, they earned 2¾% in '46; on all property investment 2.19%. Incidentally, 54.67% of total operating revenues in '46 went to employes as compensation (average per employe \$3,068.91—63% higher than '39 and 11% higher than '45. In this nutty world of spiraling wages and prices, **no one begrudges** the employes their increased income, but we do think they should solidly back a decent rate of return to the railroads, not only to meet increased wages and costs, but to permit greater investment in road and equipment . . . modernization. That will help **all** railroaders. And an over-all railroad management with sense enough to **reduce its total funded debt by 3½ billions**, which was accomplished through 1945 from the high of the '30s, deserves a pat on the back—not some of the stuff we've been hearing. Think it over.

In conclusion, which is a good place to get, the **Dept. of Justice** (?) has attacked railroad rates on wartime shipments of explosives and ammunition. The record shows the railroads made certain concessions in these rates, which were approved and accepted as reasonable by the War and Navy Departments. Justice will prevail, we think!

THE HEADLIGHT

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



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Anna D. Shuster Retires

★ Anna D. Shuster, one of Western Pacific's very earliest employes, will retire this month from the general freight traffic department at GO.

Anne (as we know her, rather than Anna!) is a native Californian, born at Stockton April 6, 1883. Her first employment with WP began in September, 1906, as a stenographer in the law department, and ended a year later. After a lapse of ten years, she returned to us in October, 1917, as a stenographer in the traffic department, where she stayed thirty years. For the 15 years prior to retirement Anne held the post of head file clerk in the traffic department.

Her many friends gathered at one of San Francisco's restaurants on September 27th for a testimonial luncheon and to present Anne with a handsome gold ring in token of their affection. With them, we join in wishing Anne Shuster good health and much happiness for the future.

Walter R. Groom Retires; Arthur D. Thatcher Appointed Chief Special Agent

★ Walter R. Groom, our chief special agent and claim agent, ended more than 36 years of Western Pacific service by retirement on September 30th. Born near Palmer, Washington County, Kansas, January 29, 1879, he joined the Western Pacific organization as chief special agent June 6, 1911 holding that post until retirement.

Arthur Douglas Thatcher, who succeeds him, was born at Los Angeles January 10, 1906, and began his Western Pacific service as a patrolman on November 2, 1927.

To Walter Groom, our best wishes for happiness in retirement and to Arthur Thatcher our hearty congratulations.

Pay As You Go

★ Our company, in cooperation with local banks, now offers passengers the opportunity to pay for their transportation and incidental travel expenses through a monthly payment plan.

Application for loan may be made at our ticket offices at San Francisco, Oakland, Stockton, Sacramento or Salt Lake City. The passenger fills out a simple application for a loan. When credit is approved, usually within 24 hours, and faster in an emergency, the bank pays the railroad for the tickets, rail and Pullman, and sends the passenger a check for the amount covering incidental travel expenses.

The passenger repays the bank the funds advanced, in convenient monthly payments over a period of 3 to 15 months. The interest charged is \$6.00 per hundred per annum.

An interesting feature of the plan is that the borrower is covered by life insurance for the repayment. This means that in case of death of the borrower, his obligation to the bank, insofar as the travel loan is concerned, is cancelled and no further payments on the loan will be required.

Any Old Lanterns???

★ In the northeastern corner of West Virginia, at the Maryland state line, you will find a community named Keyser. Here, in the Allegheny Mountains, on the north branch of the Potomac River, live some six thousand people. One of them is Thomas Bess, M.D.

Dr. Bess claims not to be a hobbyist, but he is a collector—of old-type railroad lanterns. He already has a small collection on exhibit in a log cabin on Route 50, one of West Virginia's main highways. His is not a money-making scheme; just the thought that, before these old-style lanterns completely disappear, a group of them be gathered for posterity. Under the circumstances, though willing to pay for shipping costs, he cannot offer to buy the lanterns.

From each railroad he would like to get at least one of these lanterns, complete with glass globe—the color does not matter, and is agreeable to the donor placing on the lantern any inscription or identification desired.

Included in Dr. Bess' practice are many railroaders, some of whom have contributed lanterns to the collection. To us, it sounds like a good idea to have the Western Pacific, the Sacramento Northern and the Tidewater Southern represented in the collection viewed each year by the many who visit the doctor's cabin. If you agree, and will donate an old lantern of two or three decades ago, will you contact the editor of The Headlight?

Michigan to California with A Car of Welch's

★ Under that caption, John Burks, of the Welch Grape Juice Company traffic department, wrote a rather interesting story appearing in the Summer 1947 issue of HARVEST, a quarterly issued by the Welch Company.

It narrates the trip of car CP 237561, loaded with 1,810 cases of orange marmalade, from the Welch plant at Lawton, Michigan, to San Jose, California, with a stop at Sacramento for partial unloading, routed NYC-CB&Q-D&RGW-WP. Though in condensed form, the story is a box car's view of what a passenger would see following that route.

The car left Lawton on April 3rd; was out of Chicago on the 7th; reached WP rails the afternoon of the 10th, enjoyed a week-end at Sacramento and was spotted at San Jose the morning of the 15th.

The Welch company, established in 1869, produces not only grape juice, but orange marmalade, tomato juice, apple juice, grape-lade, and strawberry, cherry, red raspberry, seedless blackberry, and seedless raspberry preserves.

Timothy A. Moran New President of Western Pacific Club

★ Timothy A. Moran, of our GO treasurer's office, was elected president of The Western Pacific Club on September 15th.

Edith E. Carter (traffic department) last year's secretary, was elected 1st vice president; Vernon Geddes (accounting department) 2nd vice president; Eugene A. Macomber (freight traffic agent) treasurer; William A. Tussey, (secretary to VP&GM), secretary; Rita Connolly (transportation department), assistant secretary; and directors elected were Arthur W. Carlson, bridge engineer; Emmett Dillon, head payroll clerk; William R. Dunbar, TC rate clerk; Mildred Nielsen, general auditor's office; Arthur Petersen, head statistical clerk; and Frank Rauwolf, freight claim inspector.

Gifts were presented to outgoing president, Arthur Petersen; treasurer, Jonathan Morgan; and secretary, Edith Carter, together with verbal bouquets which they earned.

Ex-Prexy Petersen Reports

It has been both a pleasure and a privilege to have served as President of the Western Pacific Club for the past year.

Due to various and increased sources of income in this past year, we were able to increase the Club's activities.

A golf tournament was held, Christmas dance, both our softball and basketball teams were financed; gave financial aid to the girls' bowling team attending the W.I.B.C. tournament at Grand Rapids, Michigan; financial aid to the men's teams attending the ABC tournament at Los Angeles, our first semi-formal dance at the St. Francis Hotel and joint W.P. Club and W.P. R.R. picnic at Happy Hollow.

To the outgoing officers of the Western Pacific Club, its Board of Directors and to the chairmen and members of the various committees, my sincere appreciation for their hard work in making the above activities successful.

To the editor and to the staff of The Headlight my best wishes for continued growth and success of the Western Pacific Club magazine and may they continue their views and policies in the future as they have in the past, for these are also the views and policies of the Western Pacific Club members.

On behalf of the officers of the Western Pacific Club who served with me, our thanks to the management of the W.P.R.R. for their moral and other support which also helped make the Club's activities a success.—Arthur Petersen

Hy-Lites

By JACK HYLAND

★ When the "Riviera Restaurant" located at Union and Stockton Sts., San Francisco, opened last September 27th, it could easily have been re-named "The Cagna's", for we understand through **Olga Cagna** (Law Dept.) that **her cousin** is manager and a partnership owner, and that "**Daddy**" Cagna is the Chef. Olga

jokingly stated she had hoped to handle the dish-washing position but after seeing those enormous sized pots and pans . . . she resigned before commencing.

Last month we were concerned about the non-appearance of **Mrs. and Harold Heagney** (AF&PA) at our annual picnic, but have since determined the reason . . . they were vacationing in the Pacific Northwest (Victoria Island and the Puget Sound area) where they caught considerable—good sized salmon. Yes . . . we mean "they", and if you don't believe me, ask Harold.

We also missed seeing at the picnic, the **Hal Nordberg** (For. Frt.) family, and by that we mean, wife, **Edna**—and their three youngsters—**Diane, Ellen** and **Billy**. However, we now learn (they) were moving into their new home in Menlo Park, Calif. We know the new location will prove more satisfactory to all concerned, especially the youngsters.

Last "Fourth of July" . . . **Frank Schmalenberger** (Traffic) started on a trip to Boulder Creek, Calif. but met with misfortune on the way when another car smashed into his automobile. The repairs required 45 days (straightening out kinks, etc.) and on the day Frank was inside the garage arranging for release of the car . . . "S-M-A-S-H," a truck ran into the back of it (out front) which required further repairs. Too bad, Frank, but suggest you just keep the car off the street entirely.

Donald Cathcart (formerly Gen. Aud.—now with Gambertson Green Lumber Co.) dropped into the office the other day to proudly inform me—their family had been enlarged last August 20th by the addition of another son . . . "**Michael Kent Cathcart**" weighing 7 lbs. 10 oz. Mike out-weighed his brother Donald (age 2½ years) by one-half ounce (7 lbs. 9½ oz.).

At about 5 p.m. on September 7th . . . **Margaret Ethel Patsey** (Car Record) adorned in a very beautiful white satin wedding gown, strode down the aisle at the Post Chapel of the Presidio, San Francisco, to the altar—where shortly thereafter she exchanged marriage vows and became the bride of **Gene Littl Powers**. Following a reception given by Marge's parents . . . **Mrs. Rose** and **Arthur Petersen**, the bridal couple dashed away to Lake Tahoe for their honeymoon, after which they will reside in Alameda, Calif. We join their many friends in extending our very best wishes and blessings for a happy future.

Last August 19th—the telephones and PBX services were better than perfect, and the happy voice we heard on the telephone exchange was that of **Hazel Wochos** (Chief Operator) who had been receiving "Happy Birthday" greetings from all her many friends. Incidentally, the enlargement of the "Telephone Department" office, could have been counted as a 'birthday present' from the management.

On Sunday September 14th, **Boyd Sells** (Traffic) went into the surf near Half Moon Bay—and while swimming a short distance beyond the breakers he came "face to face" with an ocean-going "sea lion." Both were frightened and quickly ducked below the surface and . . . neither have seen each other again.

Our **Western Pacific Basketball** team has been formulated for participation in the Industrial League Class "C" division with games being played at Kezar. Capt. **Bill Dunbar** (Traffic) advises he has the following players: **Jimmy Mills, Ernie Lambert** and **Jerry Lillis** (AF&PA) **Temple Broaz** (Frt. Claim), **Bob Ahlgrim** and **Norman Jackson** (Treas. Dept.), **Don Johnson** (8th & Brannan), **Charlie Alexander** and **Johnnie Dullea** (Traffic). **Axel Rintala** (Treas.) will handle the coaching duties and **Vernon Geddes** (AF&PA) will manage the team.

This may surprise a lot of us—but our good friend **Tena B. Webster** (Traffic—retired) has deserted our fair city of San Francisco and is now residing in West Asheville, N. C. Knowing Tena, we are sure she will not pick up any of that "suth'rn twang" in her speech.

Just found out **Minette Pope** (Treas. Dept.) met a certain boy on a blind date sometime ago, and being such a nice fellow—they have been going 'steady' ever since. We now learn the boy is . . . **Johnnie Nolin** (a former W. P. employee).

In our last month's issue of the "Headlight", **Walter Mittelberg** gave us a very complete article (including pictures) concerning John Cobb's "Railton Mobil Special" racing car, but it seemed even more important on September 16th when we read of the "394.196 miles per hour" speed attained on the Bonneville Salt Flats, Utah. Our "Headlight" covered the scoop even before it happened, only omitting the actual speed. Incidentally, **Reid Railton**, the English engineer, who designed the car, now resides in Oakland, Calif.

Barbecue steak dinners . . . were in order last month for on Sept. 14th **Charlie** and **Mary Rathburn** (Treas. Dept.), **Janie Hyland, Tim Moran** and **Ray Lee** (all Treas.), **Dorothy Peck** (Medical Dept.), **Lou Jean Keller** (Standard Oil) and 'yours truly' (Traffic), all made the jaunt to Adobe Creek Lodge, near Los Altos, Calif. for their picnic outing. Then on Sept. 17th—**Edith Carter, Edith Loeffler, Walt Mittelberg** and myself (all traffic), **Janie Hyland** (Treas.) and **Frank Rauwolf** (Frt. Claim) went to Sigmund Stern Grove, San Francisco, for another "Bar-B-Que" steak dinner. After eating our team received medals for finishing "third" in the standings of the Mixed Bowling Tournament, sponsored by the S. F. Recreation Department.

East Bay Notes

By Margery Glatt

★ A lovely table lighter and cigarette box was presented to **Milton Young** by his fellow workers at the Oakland Freight House as Milton is in the "Newlywed" class these days.

To our brand new bridegroom **Don Naylor** was given a blanket along with all of our best wishes for his future happiness.

"We've arrived"—**Judith Ann** and **Gregory Collis** weighing 5 lbs and 9 ozs.; and 4 lbs 5½ ozs., born August 27th, now established at the **Marjorie Ward** residence. Needless to add, Mama and Papa are just a little smug about the whole thing.

Other members on the "proud parents" list last month are **Don** and **Carina Hillyer** who welcomed an 8 lb. 2 oz. baby boy on the 17th of August. Their pride and joy will answer to the name of **Christopher Malcolm**.

It's back to the old grind for **Gus Garcia**, roadmaster's clerk after vacationing in Sequoia National Park. It's really not too bad, Gus, you still have Christmas to look forward to! Looking rested and full of pep is **Elsie Bell** after her sojourn down South.

That character you see strutting around with a picture of something or another is **Ray Rich**, who professes to have bagged a deer on a recent hunting trip, so the picture—however, I maintain you can't eat a picture!

After 47 years of railroading, Switchman **John J. (Jack) Johnson** retired September 21st. Jack and Mrs. are at a little mountain retreat at Maton, foot of Mt. Lassen, where they plan to stay several months. Jack first started his railroad career on the Milwaukee in April 1900. In the spring of 1908, he came to the WP at Wendover and went from there to the Colorado Midland Railroad. After several attempts on various railroads, Jack returned once again to the Western Pacific in 1916, at Stockton. It was in February 1925, while working for the Feather River Lumber Co. at Portola, Supt. Coyle called him to work as an engine foreman and this time he stayed with the Western Pacific until his retirement. While working on the Northern Pacific over the Rocky Mountains as a brakeman, Jack was paid the magnificent sum of \$2.53 per day! We will all miss Jack and to him we extend our very best wishes for happiness and well being in the years to come.

60 to 100 Degrees Cooler Inside— Yuba City Cold Storage and Quick-Freeze Plants

★ A million dollar industry is beginning to come into its own at Yuba City, California, on the rails of the Sacramento Northern Railway . . . the Yuba City Refrigerating Co., Inc. and the plant of the A. D. Atterbury Co., the latter a quick-freeze project and both providing cold storage facilities.

Don Atterbury's plant has been in operation for several years, but the first building of the Yuba City Refrigerating Company was completed only a year ago this month, ground having been broken April 1, 1946. This building has eight rooms each 43 feet wide, 86 feet long and 21 feet high, providing one half million cubic feet of storage space, or 5,000 gross tons, the equivalent roughly of 25 carloads of storage space in each room! A temperature of 32 degrees is maintained, but zero temperature can be produced if necessary. The General Air Conditioning & Heating Company, of Oakland, a General Electric subsidiary, installed the compressors and coils.

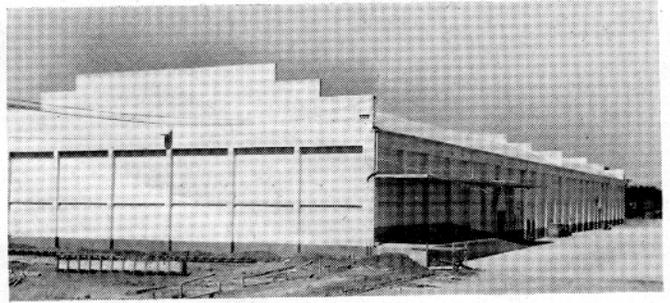
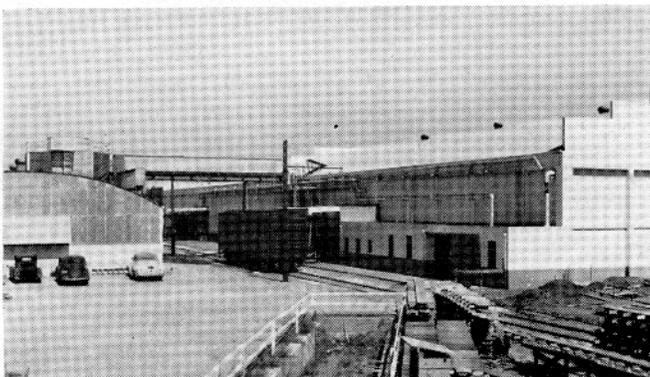
A second building of four additional rooms, increasing the storage capacity about 50%, or an additional 100 carloads, is already under way and should be completed by the first of the year. These rooms will be 134 feet wide by 184 feet long and zero temperature will be maintained.

Gene Morrison, president of the refrigerating company, tells us a third building, with four additional rooms, is under contemplation for the early future.

The plant has operated at capacity since its completion and capacity use is indicated even with the new 4-room addition. Pears, peaches, meat and grapes are the principal storage items so far.

The original building of the refrigerating company cost some \$600,000 and the cost of the second building is estimated at \$200,000, bringing that investment up to \$800,000, which, with the adjoining A. D. Atterbury quick-freeze and cold storage plant, brings the total investment up to something like 1½ millions. An industry such as this is bound to have a fa-

Sacramento Northern Tracks at Rear of the Yuba City Cold Storage Plant



Yuba City Refrigerating Co.—Original Building

vorable effect on the economy of a community. If it continues to expand, and all signs point in that direction, it is almost certain to become the biggest industry in the thriving community of Yuba City.

The cold storage plant serves a vast territory . . . Bakersfield to the south; Medford, Oregon, to the north; San Francisco to the west; and mid-western points (principally meat stored in transit).

Gene Morrison has many interests. He is not only president of the Yuba City Refrigerating Company, but is as well the owner of the Associated Transportation Company (truckers); the northern California representative of the Standard Oil Co. of California, handling that company's gas and oils, not to mention butane and propane; and he is the owner of Lakeland Village, a Lake Tahoe resort. Serving with him in the operation of the cold storage

plant are Gerald Allen, secretary, and George Stuckey, manager; and with him on the board of directors are A. D. (Don) Atterbury, Howard Harter (of Harter Bros.); and Richard Hodges, of Richmond-Chase.

The Atterbury quick-freeze room maintains a temperature of nine below zero. Through the courtesy of Traffic Manager Daniel E. Carroll, we quickly learned the difference, in our shirt-sleeves, between an outside August temperature in the nineties and an inside temperature below zero! In addition to the quick-freeze and cold storage facilities, the Atterbury plant also handles relabeling and repacking of vegetables in transit. It is undoubtedly one of the cleanest of its kind we've ever had the pleasure to inspect and the production record of its employes is no doubt a reflection of that condition and the other pleasant conditions with which Don Atterbury surrounds his workers.

Both plants are served exclusively by the Sacramento Northern Railway and Commercial Agent Frank Nott, Assistant Trainmaster Milt Rowe and Agent George Sylva are zealous in their efforts to properly serve them.

George L. Hickey Dies

★ George L. Hickey, retired vice president and general manager of the Nevada Northern Railway, and well known to Western Pacificers, as well as throughout the states of California and Nevada, passed away at Reno in mid-September.

Wendover Wires

By Elsie Hart

★ Everyone who was able to leave town was out on the salt flats for John Cobb's official record tries on Sunday, Sept. 14th and Tuesday, the 16th. After exceeding his former record one way on the 14th, the return run had to be cancelled because of damage to his car. However, as our readers probably already know, Cobb finally succeeded on the 16th in establishing a new world's record of 394.2 for the mile. On the northbound run he averaged 403.135 mph which meant that on this run he was in the measured mile only 8.93 seconds!

We said our good-byes this month to **Lovel H. Gibson**, retiring conductor, and **Frank J. O'Keefe**, cashier, who had to leave us on account of the illness of his wife. The freight house is in a sad state with Frank gone. With **John Hampton**, baggageman, and **Leo Waters**, agent, on the sick list, poor **Kenny Byrne** is the entire staff. He has to be so many different places at the same time he almost meets himself coming around corners.

Mrs. **Robert Collins** (Annette to us), wife of Fireman Collins, Winnemucca, was in Wendover for a few days the first of September visiting her brother, **Bruce Sinz**. Everybody was glad to see her as she hasn't been in Wendover since she used to be our crew caller a couple of years ago.

Our welcome to **R. D. "Dick" Tryor**, Western Division dispatcher, who is working relief in Elko at present, relieving **Wayne E. Buckley**, who is on the sick list. We hope he is happy with us over here.

Roland Morton, fireman, and his family, went to Yellowstone for his vacation. His small son, on his seventh birthday, caught the first fish taken from Yellowstone Lake that morning, weight 1¼ pounds. Quite a thrill for the youngster.

Fred Beiser, boilermaker from Sacramento Shops, paid us a visit examining engines and equipment; also **Jack Dunningan**, electrician from the west end, is here installing the electrical equipment on the new Diesel tanks being placed in Wendover Yard.

John P. Bowers, operator at Garfield, spent his vacation traveling the Pacific Northwest. His daughter and son accompanied him and took turns with the driving, taking in all the points of interest, including the boat trip from Seattle to Victoria, Grand Coulee Dam, Banff National Park, Lake Louise, Jasper National Park, Glacier National Park and down to Yellowstone. They covered almost 4,000 miles by auto and 162 miles by boat. "JP" says they saw places in Canada covered by 15 feet of snow . . . in August! Many glaciers and thousands of small mountain lakes. A very wonderful trip. Isn't it too bad vacations last so quick, "JP"?

On The Sacramento Northern

By Betty Jones

★ Traditional cigars were joyfully passed out by **Glenn McDaniels** in honor of a 7 lb. 1 oz. bundle of joy born August 22. Yes, it's another "she," and will be known as **Patty Jo**. Poppa Glenn is doing fine!

Ruth Crane reports she vacationed as far south as Tijuana, Mexico, and **Norman Macdonald's** vacation locale was Carmel-by-the-sea. Roadmaster **N. D. (Nick) Captan** took in Salt Lake City.

"It was sure bumpy," was **Mavis Manner's** opinion of her recent, and first, airplane ride to Los Angeles.

Lois Nelson is helping out in the transportation dept. and **Joseph W. Jones** has replaced **Jesse E. Taylor** as chief dispatcher.

Floyd Carrico, son of **R. N. (Slim) Carrico**, who worked on the rip at Chico during the summer, has returned to Chico State to study law.

The Stockton Grapevine

By Velma Prentiss

★ After several weeks of specialized work by the Western Electric Co., the new PBX board and dial office at the yard office will soon be turned over to the PT&T.

Cecil Myers, who for many years was blacksmith at the Stockton roundhouse, has been appointed afternoon roundhouse foreman in place of **Fred A. Morgan**, who retired and was honored by his fellow workers at a dinner at a local hotel soon after his retirement.

Our well-known Conductor **Milton E. McCann** is again attracting wide attention by having his picture in the local newspapers as one of the candidates for Councilman for the 9th district in the City of Stockton. **Vic Hilgrove**, retired Western Pacific car inspector, is also running for Councilman in the 9th District.

Bernice Parks, record clerk, was absent from work for a week as a result of injuries she received in an automobile accident. Yard Clerk **Ray D. Reese** also suffered injuries in an automobile accident. Ray is still on the sick list and we wish him a speedy recovery. Telegrapher **Alta Kemble** has been absent from work about a month now due to illness. Latest reports indicate Alta is getting along very nicely and should be back to work soon. **Mary Leach**, PBX operator at the freight office, is now back at work after being on the sick list since May. **Cherry Rowley**, OS&D Clerk, is back at work after a two week's illness.

Stockton Yard employes remembered **Mrs. Lester Davis** (nee **Pauline Lawless**) with a Dormeyer Mixer as a wedding gift.

Elko Echoes

By Nevada Michelson

★ **Hanna Bowler**, whose duties are B&B clerk, roadmaster's clerk and signal supervisor's clerk, quite frequently finds herself caught between the proverbial two fires, in this case three fires. Her three bosses, **Gordon Switzer**, B&B supervisor, **Bill Zent**, roadmaster and **Adolph Moldenhauer**, signal supervisor, seem to have the faculty of requiring her services at the same time and Hanna's loyalty forces her to try to be in three different places all at one time. Now we'd work it differently if we had three bosses! Oh, yes, we'd be loyal—to the most handsome! But they're all handsome? Hmm! Now just how would we determine which one is the most handsome!!!

Bill Zent, roadmaster, and his family have returned from their vacation in California. Bill reports a wonderful vacation, but we learned that his pet peeve is the same as ours—California drivers! He was forced off the road so many times by California drivers taking their half of the road right in the middle, that he spent more time driving in ditches than on the highway. Bill and "ye scribe" are investing in a 2½ ton surplus army truck and next year when vacation time rolls around we're going to load the Zent and the Michelson families into the truck and take off for California, with a huge sign on the front of the truck that reads, "California, here we come," we're going to take our two-thirds of the road, right smack in the middle!

Hearing **Caroline Wolf** and **Florence Duncan** (Scotty) checking time rolls for status and SSA members, we've often wondered whether they were playing a game or if they were just a little crazy. A survey of the rolls reveals such first names as these attached to lofty gentlemen—**Alma**, **Beverly**, **June**, **Lavon** and **Gertie** (could be **Gravel Gertie**), and such last names as **Ladyman**, **Redmule**, **Huffstutter**, **Whitcotton**, **Mothershead**, **Widowich**, **Winnum**, **Woodhead**, **Shivers**, **Dollarhide**, **Twitty**, **Creamer** (without the sugar?) **Coffin** and **Fine** (we should make fun of this one.) And then there are such names as **Max L. Coffey**, **Estanislado Bustamantes**, **Franklin Brothers** (he must be twins), **Iby B. Bear**, (the B. stands for Black), **Max Macs**, **Henry Sitter** (we've heard of baby sitters) and, believe it or not, we still have **Ulysses S. Grant** and **Booker T. Washington** with us. And if that isn't enough, you might try twisting your tongue around these — **Klawichn**, **Duszynski**, **Drozowski**, **Ckedan**, **Zitzman**, **Rimzinskiyork**, **Korobkoff**, **Kowalezkyk**, **Lobschtat**, **Kukuck**, **Kurdupski**, **Kaukay**, **Kansveriskis**, **Klawuhn**, **Lopusshansky**, **Rutkowski** and **Freuchtenicht**. Caroline and Scotty say you don't have to be crazy, but they'll admit it helps a lot.

Sacramento Northern Railway • Tidewater Southern Railway

SERVICE EMBLEMS



★ Sacramento Northern and Tidewater Southern service pins, reproductions of which are on this page, were recently awarded to the employees named by VP&GM Walter G. Evans, Sacramento Northern Railway, and President Rex T. Kearney, Tidewater Southern Railway.

Emblematic of the railroad industry, these service pins are in the shape of a rail section made to scale. They are gold, inlaid with hard, furnace-fired, hand-stoned, cobalt blue enamel, and the border, lettering and numerals are highly polished gold. They were designed by Norman Macdonald, assistant to the general manager, and executed by Morgan's, Inc., of Chicago, Illinois.



SACRAMENTO NORTHERN RAILWAY

40-YEAR PINS

MURPHY, RAYMOND H. NELSON, WILLIAM W.

35-YEAR PINS

CHAPLIN, FRED W. HOOK, OVID H.
COUEY, JAY L. KERSH, ROBERT C.
CROISSANT, OTTO H. LANGENBACH, JOHN A.

30-YEAR PINS

BAGGARLY, EUGENE V.
BEENY, GEORGE N.
BOOTH, ROBERT B.
CAPTAN, NICHOLAS D.

FREEMAN, HARRY F.
GLERO, JOHN
HADEMAN, GEORGE
HANLON, JAMES
HILL, WILLIAM H.
JULIEN, BERT
KALLAS, PETE
LANGON, MICHAEL O.

MANUEL, FRANK D.
MATTHIAS, EDWARD W.
MITCHELL, HARRY A.
MOREBECK, THEODORE C.
NEILL, HENRY F.
PTOMEY, WILLIAM H.
RODEBAUGH, LEWIS H.
RONNOW, CARL J.

MEIER, ADOLPH H.
PRITCHARD, FRANK S.
TATMAN, WILLIAM E.

ALBERTSON, FREDERICK
AMICK, BERT I.
BARHAM, ANNA
BAUGH, ALBERT C.
BILLER, ANDREW K.
BOLTON, IRA E.
BUGBEY, WILLIAM M.
DRAEGER, FREDERICK H.
EVANS, WALTER H.

25-YEAR PINS

ABBAY, JAMES A.
ABRAHAM, PERRY O.
ANTONOPULOS, GEORGE A.
BRUNER, CLAUDE B.
BUCKLEY, ROBERT H.
BURNS, BYRON A.
DENNY, WILLIAM E.
DEYO, PALMER C.
EVANS, ROY V.
GREER, VERNON E.
HOLMES, CHARLES H.

HERMAN, OLAF
KARRAS, JOHN D.
KNOBLOCK, EDWARD D.
KOSOVICH, NICK J.
LEMENAGER, NITA
LEWIS, JACK A.
MARTIN, CHARLES H.
MOROPULOS, THEMEOS P.
MOSER, CLARENCE A.
OATES, JACK R.

OBENCHAIN, JOSEPH C.
OLDAG, GEORGE D.
OWENS, EDWARD D.
PARKS, WILLIAM R.
PHELPS, FRED
PINGREY, ALBERT D.
PORTER, THEODORE
PRICE, JOHN H.
RIPPEY, MARJORIE
SALARNO, JAMES J.

SCHEUER, WERNHART C.
SCHINDLER, OSCAR H.
SCOTT, ROBERT B.
TITLER, ROY
TRUESDELL, CHARLES E.
VAN CLEAVE, WALTER T.
VARDES, GEORGE
WAIGHT, HOWARD T.
WAIT, ALFRED
WEATHERS, WILLIAM T.
WISEMAN, CLARENCE H.

20-YEAR PINS

ANDERSON, ORTELL J.
ANESTES, PETER L.
AZEVEDO, FRANK
BARGIOTIS, WILLIAM J.
BEARSE, RAY
BLUE, WILFRED A.
BOWMAN, SWAN R.
BROWER, FRANK P.
CHAPMAN, JACK E.
DAVIS, JAMES W.
DeLONG, ALBERT A.

FEAGAN, EDGAR J.
HALVERSON, BENNIE
JENKINS, CLARENCE L.
JONES, ROY E.
KARUTZ, WILLIAM W.
KEENER, LOWELL R.
LAWSON, CHARLES B.
LUNDY, JOSEPH A.
MARTIN, WILLIAM H.
MAUS, RUDOLPH

McINTOSH, GEORGE
MOORE, WALTER
MULFORD, HAROLD I.
NERVIG, LOUIS O.
NORGREN, JOHN
PAGE, WILLIAM A.
PARKS, VICTOR L.
RAMSEY, LAWRENCE R.
RILEY, HARRY W.
ROWE, MILTON R.

RUSSO, ROCCO
SACHS, RICHARD K.
SANTOS, ANTHONY
SCHINDLER, FRED
SYLVA, GEORGE E.
TKACH, JOHN B.
TURNER, GEORGE L.
WHEELLOCK, JAMES H.
WILSON, JOHN C.
ZIEHN, MILTON F.

15-YEAR PINS

ANDERSEN, WILMER R.
ANTONOPULOS, GEORGE C.
AYALA, FRANK T.
BALABANIS, PETE D.
BROWN, LESLIE B.
CALAVA, VICTOR
CLARK, FRANK R.
DANOS, ANTHONY N.
FARSTEIN, MIKE

FINLEY, CLAUDE E.
GLEASON, JAMES B.
GOVAS, PETER G.
HARRISON, WALTER
HASEL, GEORGE G.
HUNTING, JOSEPH L.
HURLBURT, LEE C.
KELLY, JOHN L.

LAUMER, GERALD K.
MAKRES, GEORGE E.
MENA, SALOME C.
MILLER, GEORGE F.
PETTIT, GEORGE G.
RODEBAUGH, KARL D.
SANT, ROBERT S.
SCHULHOFF, THEODORE W.

SILVA, JOSEPH F.
TENNANT, JAMES B.
TIDWELL, CLYDE S.
VAN DUSEN, CLARENCE F.
WASSON, EUGENE B.
WOOLLEDGE, JOSEPH W.
YNIQUEZ, REFUGIO M.
ZAFER, BILL

10-YEAR PINS

BLANCO, APOLINAR A.
BLANCO, MACARIO A.
BONHAM, AUBREY B.
BOSTIC, RICHARD L.

BRANDON, ALBERT E.
BRAT, JOHN N.
CISNEROS, MANUEL J.
COYLE, LEBARON T.

DAVIS, CHARLES H.
ECK, CHARLES E.
ENRIQUEZ, FULCANO P.
HOFFMAN, ALBERT G.

JONES, JOSEPH W.
LONG, STACEY S.
MACDONALD, NORMAN G.
NAVARRO, FRANK

TIDEWATER SOUTHERN RAILWAY

30-YEAR PINS

CAMERON, CLARENCE A.
CHALMERS, HAROLD A.
LEMONS, JOE

25-YEAR PIN

KEARNEY, REX T.

20-YEAR PINS

DAVIES, SAM V.
EDGERTON, FRANK B.
GONZALES, SOFONIAS
SKINNER, ERNEST C.
SOLTERO, JESUS
WESTFALL, NICHOLAS S.

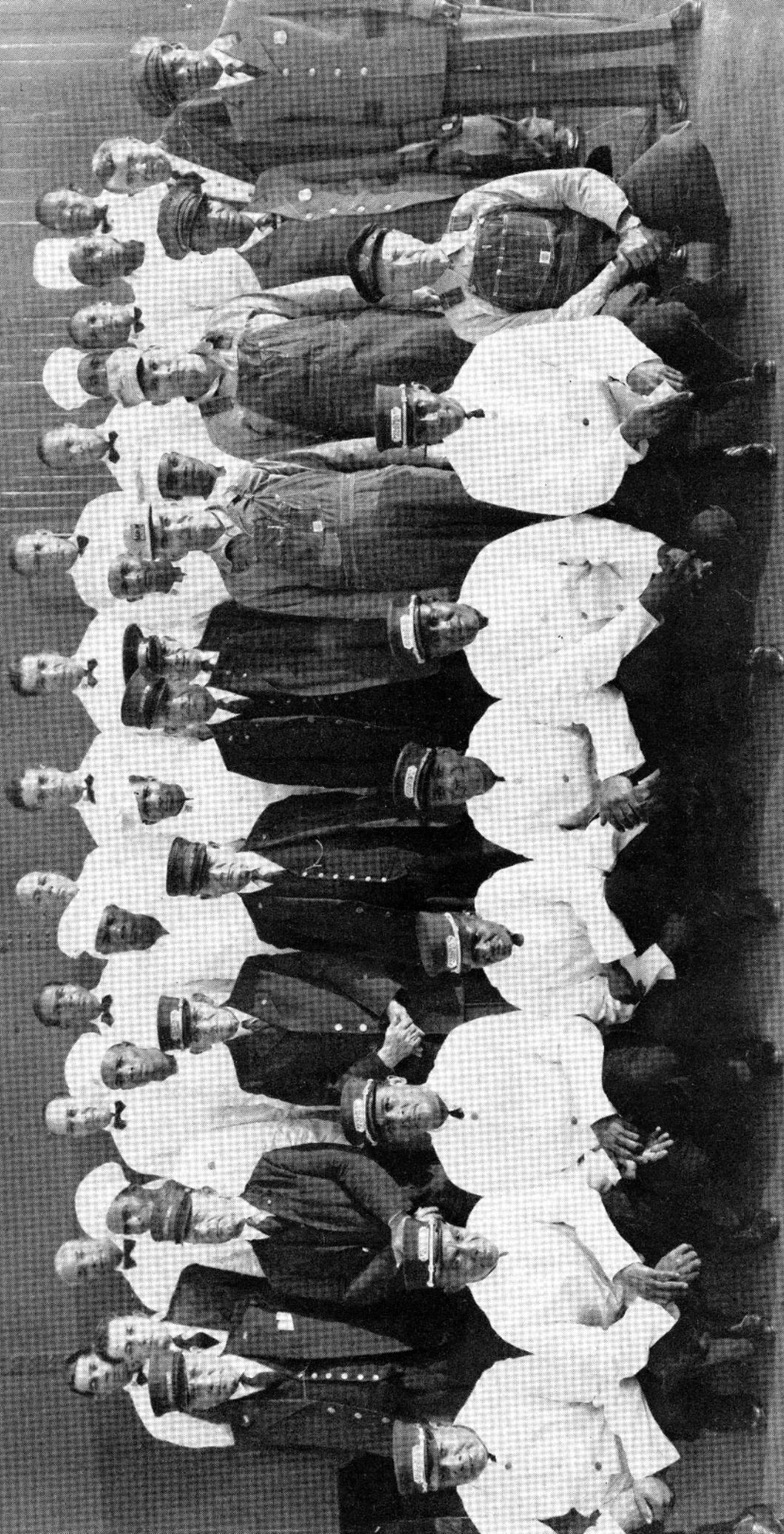
15-YEAR PINS

AGUILAR, JESUS
EVANS, SAMUEL G.
LINDMAN, CARL P.
RINEHART, EUGENE E.
TIBBETTS, ARTHUR G.

10-YEAR PINS

HARMON, GEORGE W.
HARMON, GILBERT C.
KENADY, JACK E.
McAFEE, ALBERT L.
THORLA, THOMAS J.
TRUITT, WARREN C.

COMPLETE CREW OF WESTERN PACIFIC'S "EXPOSITION FLYER"



PHOTOGRAPH TAKEN AT OAKLAND PIER, AUGUST 21, SHOWS PERSONNEL OF 39-MAN TRAIN CREW OF THE "EXPOSITION FLYER"

Left to right, kneeling: Pullman porters Robert A. Bragg, Forest J. Radley, Herman Burgess, Joseph S. Pack, Lonnie Brazier, Major J. Anderson and Edward Pitts; and Fred H. Allemant, train baggage-man-express messenger.

Second row: Almer E. Jones, flagman; Roy F. Hill, brakeman; Lawrence W. Malloy, Pullman conductor; Fred R. Huffman, ticket conductor; Asa W. Arnall, conductor; Charles L. Ellis, engineer; Graham W. Snyder, fireman; Charles Bell, Henry Gates, chair car porters.

Third row: Walter Parks, steward; John Moultrie, chef; Cooks Edward Lewis, Ira Sessions and Willie Stanton; Phillip Caron, news agent; Cooks Alton George, George Sherrrod, Clarence Green and Milton Carter; and George Normoyle, steward.

Top row: Waiters Ernest Williams, Oscar Young, William Conwell, Charles Hewitt, Rudolph Muckleroy, Lawrence Boggus, Frank Allain, Ralph Adams, Willie Jones, Jr. and James Mason; and David Shelton, tavern car attendant.