

The Headlight



NOVEMBER, 1947

Number 11



WESTERN PACIFIC WELCOMES ARMEA...AMERICAN
RAILWAY MAGAZINE EDITORS' ASSOCIATION, TO
SAN FRANCISCO FOR ITS 1947 CONVENTION



RANDOM... Views and Reviews

by The Editor

★ First, we want to offer a verbal pat on the back to the young fellows in the General Office who, sporting the colors of the Western Pacific Club, are playing basketball in the Industrial Division of the San Francisco Recreation Department. The games are being played at Kezar Pavilion and we certainly admire the spirit of such "diggers" as **Bill Dunbar**, **Norman Jackson** and **Don Johnson**. A couple of weeks ago, our boys fought almost to a standstill a W.P. Fuller Co. team which had pinned their ears 'way back in a practice game some weeks earlier. And a verbal bouquet to the small, but vociferous, WP rooting section . . . "regulars" being **Irene Beccaria**, **Margery Bischoff**, **Edith Carter**, **Minette Pope**, **Roberta Stearns**, **Theodora Alexander**, **Barbara Geddes**, **Walt Harper** and **R. A. (Sarge) Roderick**.

Last month our space was so limited we were unable to record the retirement of **Millard F. (Bud) Ringgold** and **Frederick Arthur Morgan**, both of whom spent many years in WP service. "Bud" Ringgold, who retired July 31, was born at Bellevue, Idaho, in 1885 and began WP service as a chainman in 1917. Subsequently, he served as rodman, ass't. engineer and roadmaster. While holding the latter post, his health necessitated a leave of absence, following which he went to Oakland as assistant roadmaster, the job he was handling at retirement. Fred Morgan, who retired as roundhouse foreman at Stockton on August 31, served the WP more than 25 years. He was born at Meridian, Mississippi, in 1882, and started work for the WP in 1922 as roundhouse foreman at Oroville. Later he moved to Portola in the same capacity and then completed his career at Stockton. Prior to his WP service, Fred worked for the Denver & Salt Lake, the Colorado Midland and the Laramie, North Park & Western. We wish both "Bud" and Fred a full measure of health and happiness in retirement.

Jack Boyer, a former GO employee, now with the Panama Railroad, at Panama City, paid us a surprise visit recently. We're mighty glad to note he seems to be doing well. After a stint with the military in II, Jack decided Panama was for him.

Dorothy Knoles, secretary to **John A. Sterner**, division special agent at Sacramento, was a GO visitor not so long ago. Apparently she dropped in only to see what made the chief special agent's office click.

Alan F. Williams, formerly our division engineer at Sacramento, is now with the California Public Utilities Commission. On October 7th, he left on the Exposition Flyer heading for the USC-Ohio State football game at Columbus. He umpired the game. This trip gave the popular Al an opportunity to visit with some of his many friends along the WP right of way.

We were delighted to hear from **Bert J. Simmons**, retired maintenance of way engineer, now living at Carmel. He likes our little effort, which elevates him even further in our estimation! P. O. Box 2525 is his address at Carmel should you want to send greetings.

The October, 1947, issue of "Railway Progress", publication of the Federation for Railway Progress, carries an interesting article about the Western Pacific by **Alex Streloff**, financial writer for the San Francisco News. It's a history of our WP wrapped up in two and a half pages . . . and it's optimistic!

National Flower Week runs from November 2 to the 9th. Flowers brighten our little lives and this is a week for paying tribute to their beauty and the part they play in our existence.

THE FREEDOM TRAIN is on its way. That's not news to you, but you may be interested to know that at least a small portion of its tour will be over Western Pacific rails—some time in the future. We believe The American Heritage Foundation is doing a great job in reminding Americans of their heritage. We hope that the display of these great historical documents will arouse in all loyal Americans a determination that our democratic principles shall not fail; that our freedoms shall be perpetuated. As rising prices have enveloped us so may our freedoms be liquidated if our vigilance is not constant.

The "Train of Tomorrow," by General Motors, will be on exhibit at Sacramento on November 18 and at Stockton on November 19 and 20. A two-unit, 2,000 h.p. GM Diesel-electric engine powers the train, consisting of a diner, day coach, sleeper and observation car, with Vista Domes, 4 floor levels in the diner and the very latest in modern travel conveniences. The train is attracting great public interest and augurs well for the California Zephyrs when they make their debut in '48. This paragraph contributed by Agnes Welch, of Sacramento.

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Christmas Seals and the Fight Against Tuberculosis

★ The National Tuberculosis Association and its 3,000 affiliated organizations throughout the country will launch their 41st annual Christmas Seal sale on November 24. Funds from the Seal Sale are used by the organization to carry out an effective and intensive campaign to eradicate the white plague.

The Alameda County Tuberculosis and Health Association located in Oakland, California, is typical of other local organizations in the country whose programs to wipe out tuberculosis are based upon the needs of the different communities which they serve.

The Alameda County Association carries on an extensive case-finding program throughout the year. Free chest X-rays are offered to all individuals 15 years of age and over. The X-ray is one of the main weapons used by local associations in their war on tuberculosis. It is the one way to find early TB which unfortunately shows no outward symptoms until the disease is well advanced. Under the auspices of the association, students in every high school in Alameda County have had the opportunity to be X-rayed during the past year. In the first six months of this year, about 54,332 miniature X-rays were taken by the Association. The organization recently appropriated \$5,000 for a tuberculosis research project now being conducted at Stanford University. Another sum of \$5,000 has been given Fairmont Hospital, San Leandro, toward the purchase of a 70 mm. X-ray unit. This equipment will be used by residents in the smaller towns of Alameda County.

Scholarships at the county lung clinic have been awarded by the association to three local doctors to increase their knowledge of chest diseases. A total of \$50 a month has been allocated to Arroyo Del Valle, tuberculosis sanitorium at Livermore, for the monthly publication of its magazine, **The Arroyan**. For a number of years the organization has paid for a health educator, three public health nurses and clinicians on the staff of the Oakland Health Department, as well as a Public Health Nurse in the Alameda County Health Department and a clinician in the City of Alameda.

Thus it is that Seal Sale dollars are used by local associations, such as the Alameda County Tuberculosis and Health Association, to benefit the communities which they serve. Seal sale funds are used in the interest of every individual to make the nation a healthier place in which to live.

Frank Asprer

★ Frank Asprer, dining car and hotel accountant in the general auditor's office, passed away at San Francisco on October 2nd. He was 53 years old.

Born in Manila, P.I., Frank started for these shores to study for the priesthood. He attended St. Mary's College and, after a course in law, was graduated. He also studied canon law in Rome.

He entered Western Pacific service November 12, 1917, as a clerk at Oakland and, on November 1, 1922, was transferred to San Francisco as dining car and hotel accountant, the post he held until his death.

But there was much more in the life of Frank Asprer than these bare facts. His personal popularity extended far beyond the confines of our general office. All who have fished the Feather River, and they are legion, knew Frank, or knew of him, for, in the Feather River Canyon, Frank was almost a legendary figure. Tod Powell, in his column "The Woodsman" (San Francisco Chronicle, October 4th) said . . .



"In all of the years over the country, we have never known a finer angler, or a more wholesome and generous personality, than the 'Good Will Ambassador' of the Western Pacific, as we have so often termed Frank in our many years of fishing excursions with the great little chap."

"Asprer knew more about fishing the Belden-Storrie stretch of the North Fork of the Feather River than anyone who has ever cast into the stream."

"The grand river and its fishing will never seem the same again to this writer. The memory of Frank Asprer will be along every rock and riffle. No one who ever has been at Tobin, Belden or Storrie will ever forget the remarkable fellow; all will miss him, and all will join me in most profound respect to his memory."

Following a Mass at St. Leo's, in Oakland, October 9, the remains of Frank Asprer were transported to Belden, in his beloved Feather River Canyon, and there buried in a rustic, hillside cemetery, with Father Patrick McGrath, of Quincy, officiating at the grave-side rites.

Frank Ferguson and Emmett Dillon, of the general auditor's staff, accompanied the body to Belden, where Albert E. Miller, section foreman, John G. Howard, foreman of tunnel gang No. 3, and their crews; together with Col. McCrillis, WP Agent Charles Long and local residents, all friends of Frank's, joined in paying last respects to our good friend and associate. —W.C.M.

Western Pacific Railroad Employe Retirements

Bostrom, Carl Robert	Tunnel Miner	Western Division
Cooper, Royal Shelton	Brakeman	Eastern Division
Darlow, Thomas Clarence	Machinist	Sacramento
Dawson, Longfellow G.	Telegrapher	Sacramento
Ford, John D.	Brakeman	Eastern Division
Gibson, Lovel H.	Conductor	Eastern Division
Grummett, Herbert Frank	Switchman	Oroville
Hardwick, Carrie Etta	Telegrapher	Eastern Division
Henderson, John Wesley	Extra Gang Timekeeper	Western Division
Houston, George	Chair Car Porter	Western Division
Johnson, John Jacob	Switchman	Oakland
Johnson, William H.	Trucker	San Francisco
Laster, Thomas B.	Switchman	Portola
Manicucci, Peter J.	Engineer	Eastern Division
Morgan, Frederick Arthur	Roundhouse Foreman	Stockton
O'Meara, Leo Thomas	Telegrapher	Hayward
O'Northam, Bert	Conductor	Western Division
Peterson, Preston	Waiter	Western Division
Rankin, Walter Ray	Boilermaker	Sacramento
Torasso, Luigi	Boilermaker	Oroville
Sales, John George	Cooper	Oakland
Shively, Noah D.	Machinist Helper	Sacramento
Skaggs, Gilbert	Carman Helper	Elko
Stanisfer, William Donnelly	Brakeman	Western Division
Steely, Victor Lee	Carman	Sacramento
Wallace, John F.	Switchman	Oroville
Wemmer, Clifford LeRoy	Engineer	Western Division

Hy-Lites

By JACK HYLAND

Western Pacific on their trip to the Bay area, being escorted by our own "Headlight" editor, **Walter Mittelberg**, who is serving as general convention chairman.

A "father's" work is never done . . . for we recently learned **Howard Yager** (Interline Bureau-AF&PA) has been working at the office during the day and then assisting at night. The night duties are . . . (well), Howard became a proud father last October 1st, when a little lad arrived at the East Oakland Hospital, weighing 7½ lbs., by the name of . . . **"Keith Grady Yager."**

Tena B. Webster (Traffic-retired) returned to the Bay region, from far away North Carolina . . . and being a true Western Pacific employee (through and through), she arrived on October 3rd on our train . . . "Exposition Flyer". Our latest report is that she is visiting her sister at Napa, Calif., but will shortly arrange residence in San Francisco. Welcome home—Tena.

We also recently learned that **Mrs. Albright**, wife of **Allen Albright** (AF&PA) was in the hospital recently for a major operation, but are glad she is doing nicely, having returned home—and we hope for a complete recovery.

More babies . . . for **Freddie Baroni** (Gen. Auditors) who became a father for the second time—when daughter "Darlene Denier Baroni" announced her arrival at the St. Joseph's Hospital at 11:15 a.m. on Sept. 23rd, weighing 7 lbs. 14 oz. An interesting parallel . . . Darlene's sister, **Michele**, was born on May 15th, 1945 at 11:30 a.m., and also weighed 7 lbs. 14 oz.

Traffic Department marriages continue . . . for on October 4th at 4 p.m. **Lillias Axelle Downes** became the bride of **George Hall**, at the First Congregational Church, Oakland, Calif. After a short honeymoon, Lillias will return to work (and a promotion) as secretary to **W. G. Curtiss** (AFTM). We extend our "dual" congratulations, and many wishes for a happy future.

At 2 p.m. on October 2nd, at the Church of the Advent, San Francisco, Calif., **Ruby Cecille Nash** (Traffic) strolled down the aisle to the altar, where she and **John Gore** (Traffic) exchanged marriage vows. The bridal couple quickly dashed away on their honeymoon . . . (destination unknown), but took with them the best wishes of their many friends for continued happiness.

We are sorry to learn of the recent illness of **Mrs. Ida Knox**, wife of **Ernest Knox** (Oakland Roundhouse), but glad to hear she is showing great improvement under the doctoring of **Dr. Robert Thomson**. We understand she has been placed upon a strictly "milk and cream diet", which is the same diet as previously prescribed for Ernest about a year ago. I'll wager a good plate of meat and potatoes, with a vegetable, will be mighty welcome.

Last October 10th, **Harold Blaine** (Gen. Auditors) waited at the altar for the arrival of **Cora Selleys**, where they promised each other to "Love, honor and etc." at the First Baptist Church, San Francisco. We express our wish for many happy years of married bliss.

On October 18th—**Madelyn Blanchflower** (Gen. Auditors) left on a three weeks leave of absence . . . and we learn that during that time, will be married (haven't confirmed yet whether Lake Tahoe or Reno was the setting) to **William Branding** of Burlingame, Calif. We extend our very best wishes, and hope their happiness will continue for years to come.

Emmett "Grandpa" Dillon (Payroll Accts.) confirms report that daughter **Agnes "Sis" Maysenhalder** (formerly Car Record) gave birth to a second son on August 16th at St. Joseph's Hospital. The youngster—"Ronald John" weighed in at 7 lbs. 11 oz. Glad to hear mother and son doing fine, and that father, **Kenny**—can now stop pacing the floor (at least at the hospital).

Last month **Grace Rosing** (Traffic) resigned and immediately left for New Orleans, La., where she will embark on October 31st upon the S.S. Del Norte for Rio de Janeiro, from which port she will board the Dutch steamer "Ruys" for final destination of Harrismith, Union of South Africa. Grace is going to visit her uncle, Louis Rosing (whom she has never seen) who is in the grain and milling business. She hopes to have a pleasant voyage, and we hope so too, at least for her sake.

After concluding his talk at the **Lions Club**, in Brentwood, Calif. on Sept. 29th during "Newspaper Week"—**Tom Brown** (Publicity Mgr.) was asked by **Edgar M. Allen**, editor of the Brentwood News, if he was related to **Jim J. Hickey** (Passenger Agent-San Francisco). Tom's quick reply was . . . "Yes, via the payroll." Tom actually spoke the truth, and many of us are related . . . through the medium of the payroll.

After being employed by the Western Pacific for almost 12 years, our good friend . . . **Cornelius Murphy** (Car Record) left the Company on October 20th (upon a year's leave of absence), and henceforth will be on the payroll of the Public Utilities Commission of the State of California, where he will operate machines similar to those now used in our Car Record Dept. We wish "Connie" the best of success, and hope he has time for a "3210 Special" in the not too distant future.

We just learned that **Mary Corven**, daughter of **John Corven** (Asst. Aud. Misc. Accts.) became engaged on October 14th to **Marty Bjork**. John fully approves of Marty, stating he is a wonderful fellow. Understand their wedding plans are indefinite, but we'll wager the date will be sometime during "June," which is the usual choice of . . . brides-to-be.

Western Division Notes

By Agnes Welch

★ "Life is wonderful," **Lester Morrison** reiterated emphatically one morning in October while gazing fondly at the object of his affection . . . a spankin' new maroon Ford club coupe (it could be June in January, though!). Well, anyway, to go on with the story: **Art Bailey** walked into the office Oct. 14 wearing a broad smile and announced he had just taken delivery of a new 1-ton panel Ford V-8 truck, which has been on order some time for the water service department. **Johnny Rossi** is beaming happily because his Ford coupe has fallen heir to a new motor and is running like a top; **Ed Lindley** is as pleased as Punch over the fine new paint job **Gene Goodrum** put on his Chevie; and **Don Richmond**'s new green Buick is a delight to the eye and is as smooth as satin ribbon.

In quest of a little yarn for the paper, I inquired recently of an attractive young lady where she got those lovely gardenias pinned so jauntily in her light brown hair (Jeannie?). She retorted promptly "Don't get nosey, bub; you ought to know!" I came back, weakly, "Is that a fact?" Said she, "Yes, period." A little confusion exists here, but hope time will tell, or that one of those non-communicative little daisies will at last speak up and clarify this situation.

'Way back on Sept. 25, a dinner was given **LaVerne Kohls Williams**, who was married in Reno on Sept. 6, at one of Sacramento's popular restaurants. Attending from the superintendent's office were **Elizabeth Helmick**, **Mildred Griesheimer**, **Blanche Dennis Lower**, **Dorothy Meyers**, **Jean Miller**, **Marie Kistle**, **Betty Landerman**, **Jane Patterson**, **Elaine Forrest**, **Marion Selders**, **Colleen Whitaker**, **Mildred Wingate**, **Clarisse Doherty**, **Maxine Naibett** and your reporter, LaVerne received a pressure cooker at the dinner. Previously she was given an electric percolator by other members of the office staff.

"Zephyrs," "Derailers," "Flyers" and "Express" are not names of new trains this time, but of Winter League bowling teams recently organized by WP employees (all depts.) in Sacramento. Space limitations make it impossible to give the names of the bowlers and early results. Maybe that "dope" will make the next issue.

We're glad to see Chief Dispatcher **Grant Allen** back on the job after a month's illness; also glad to report that **Evelyn Richardson**, stenographer, is convalescing after an automobile accident and hopes to be back on the job November 15.

Roadmaster **Bruce McNeill** spent his vacation profitably by painting the entire exterior of his house. There's an old adage that a change is as good as a rest and I'm inclined to believe it . . . that is, up to a certain point.

CHINATOWN, SAN FRANCISCO

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

(Copyright, 1947, by Thomas P. Brown)

★ In the heart of Tai Fau—that is Chinese for San Francisco, meaning "Big City"—is the largest Chinatown in the world, outside of the Orient. Almost as old as San Francisco itself, Chinatown sprang up during the gold rush. To this day, the Chinese call America "Gum Shan," which is to say "Gold Hill."

Chinatown, population 18,000, largely Cantonese, occupies some fifteen blocks, bounded, in the main, by Bush and Pacific, Kearny and Powell. Within this area also are old St. Mary's Church; St. Mary's Park with the statue of Dr. Sun Yat-sen, sculptured by Benjamin Bufano in stainless steel and red granite; Portsmouth Square where Montgomery first raised the American flag and Stevenson dreamed his classics; and the ghostly traces of what once was called the Barbary Coast.

Grant Avenue (formerly Dupont Street), leading directly north from the shopping district, is the main artery of this city within a city. The transition is abrupt. First, a fringe of shops and then one is in Cathay, to loiter beneath balconies and pagoda roofs, to breathe incense, to be diverted by the colorful and the bizarre.

Whether by day or by night, when the lanterns of Nam Sing are lighted and Chinatown is supremely alluring, the visitor is safe. The Chinese are hospitable and law-abiding. Guides are not necessary. The briefest stroll will give one an indelible impression, as John Cuddy has written, of the "ancient grace and beauty of Old China." But there are many sights.

Here are listed seven wonders of Chinatown:

I.—**Bazaars.** Stocks valued in millions, art treasures, silks, fabrics, vases, characteristic souvenirs for a song.

II.—**Cafes.** Exotic atmosphere. Chinese dishes in great variety and of unexcelled flavor.

III.—**Temples.** That of Kong Chow, dedicated to Kwan Kung, one of the four ancient warrior brothers, and that of Tin How, Empress of Heaven. The word "Joss-House" originated at Macao from "Deos," Portuguese word for God.

IV.—**Theaters.** Chinese music. The authentic "Tai Chung Wah," of the Great China, with old classics, and also the Mandarin.

V.—**Telephone Exchange.** Chinese girls, costumed, operate the switchboards, memorizing 2,400 Chinese subscribers by names, and streets, not numbers.

VI.—**Newspapers.** Equipped with massive, almost unending cases of more than 20,000 ideographs, of which 4,000 are used per daily issue.

VII.—**Conclave Hall of the Six Companies.** Clearing house for community matters. Also the Family Associations or brothers and cousins of the same name. And the schools.

Perennially picturesque, Chinatown outdoes itself at various times during the year, donning full regalia at Chinese New Year's, and the celebration of Chinese Independence Day. On very special occasions, Mo Loong, the great dragon, nearly a block in length, is paraded.

Chinatown, San Francisco, defies description. It must be seen to be appreciated. At every turn in its narrow streets and alleys, the old, the native, jostle with the new. Its residents are intensely loyal to San Francisco, and they, in turn, are beloved by its citizens. Always, Chinatown endures as a unique attraction of the City by the Golden Gate.

RAILWAY MAGAZINE EDITORS HOLD CONVENTION-ON-WHEELS ENROUTE TO SAN FRANCISCO

★ The American Railway Magazine Editors' Association held its 25th anniversary convention via a novel convention-on-wheels, leaving Chicago October 31, with San Francisco as its objective to salute the forthcoming centennials of the Golden State. Route of the convention-on-wheels was Burlington, Rio Grande, Western Pacific, and all routine convention details were scheduled to be handled enroute, freeing the time at destination for a complete inspection of the San Francisco Bay area.

Railway editors making the trip represented three-quarters of a million employees and some 130,000 miles of railroad. Smallest railroad represented was the 34-mile High Point, Thomasville & Denton R.R. (E. E. Humble, editor, The Signal, High Point, N.C.) with 115 employees; largest was the 15,188-mile Southern Pacific system (Emmett Fitzpatrick, editor SP Bulletin-Pacific Lines; John M. B. Malsch, ass't. editor, SP Bulletin-Texas & Louisiana Lines) with some 90,000 employees.

Other lines represented were the Erie (George C. Frank, editor Erie Railroad Magazine); Reading (Irwin L. Gordon, director of public relations); Baltimore & Ohio (Virginia Tanner, ass't. editor; and Inez M. DeVille, field editor, Baltimore & Ohio Magazine); Norfolk & Western (Russell R. Horner, editor; Harold T. Freed, managing editor; and Loline S. Warner, editorial assistant, Norfolk and Western Magazine); Chesapeake & Ohio (Ted O'Meara, editor, Tracks); Texas & Pacific (Chris D. Hobson, editor, Texas & Pacific Railway Topics); Illinois Central (C. E. Kane, executive assistant, Illinois Central Railroad; Harry B. Robertson, editor; and Clifford G. Massoth, ass't. editor, Illinois Central Magazine); Missouri-Kansas-Texas (Jack R. McGuire, editor, Katy Employees' Magazine); Chicago & North Western (George W. Eastland, editor, North Western News-liner); St. Louis Southwestern (Blythe Baebler, editor, Cotton Belt News); Chicago & Eastern Illinois (Earl W. Thornton, editor, C&EI Flyer); Louisville & Nashville (Julian L. James, associate editor, Louisville & Nashville Railroad Magazine); Santa Fe (Herbert Deeming, editor; and Gertrude E. LePitre, western editor, Santa Fe Magazine); Great Northern (Ivan A. Coppe, editor,

The magnificent aerial view of San Francisco, on our cover, is by courtesy of John Cuddy, managing director, Californians, Inc.

Great Northern Goat); Milwaukee (Marc Green, editor, The Milwaukee Magazine); Burlington (Walter Stockton, editor, Burlington Booster); Rio Grande (Harry Walker, editor, Rio Grande Green Light); Missouri Pacific (Helen K. Martin, special representative; Hugh Lee Fitts, publicity department; and Malory McDonald, ass't. editor, Missouri Pacific Lines Magazine); and Western Pacific (Walter C. Mittelberg, editor, The Headlight). Accompanying the group were Alfred E. Greco, editor, The Pullman News, of The Pullman Company; Frank Richter, editor, Modern Railroads; Robert B. Neuman, director of publicity and advertising, Vapor Car Heating Co., Inc.; and Joseph W. Rice, public relations department, American Car & Foundry Company.

Following stops at key points along the route, including Denver, Salt Lake City, Sacramento and Oakland, where the delegates were welcomed by railroad and civic officials—and tours of the cities made, the convention was scheduled to reach its climax at a dinner in the Press Club of San Francisco on November 5, with Frank H. Bartholomew, vice president, United Press, making the principal address. At the dinner, a bronze plaque will be awarded to the railway magazine considered by the editors themselves to have achieved top performance during 1947.

Western Pacific's VP&GM H. A. Mitchell joined the traveling editors enroute from Portola to Oakland, welcomed them to California and addressed them briefly.

The editors were headed by Marc Green, editor of The Milwaukee Magazine and president of the American Railway Magazine Editors' Association. The editor of The Headlight served as convention chairman and was ably assisted by Harold Burroughs, of the Santa Fe; Emmett Fitzpatrick, of the Southern Pacific; Ted O'Meara, of the Chesapeake & Ohio; and Hugh Lee Fitts, of the Missouri Pacific.

The group is indebted to The Utah Motor Tours, of Salt Lake City, and to The Gray Line, of San Francisco, for so generously making available their facilities for the tours at Salt Lake City and in San Francisco.

Wendover Wires

By Elsie Hart

★ Retired Conductor **Fred Walts** was through here on his way to San Francisco on Oct. 8. He has been in South America for the past couple of years with his son. **Florence McClure**, operator at Winnemucca, went through on No. 40 of Oct. 6 and stopped in to say hello. We were glad to see her.

Leo Waters, agent, has a new cashier, **Preston Nuffer**, from the old UIC. We extend him a welcome and expect he'll find himself a busy man from now on.

Wilbur C. Hardy, compressor foreman from Oakland, will be glad when **Lind Hutchinson** finishes the remodeling job on his house in Grantsville. Hardy is in Wendover relieving "Hutch", motor car maintainer, and has been away from home almost all summer. We can't imagine, though, he would really prefer Oakland to Wendover. Bet the bright lights hurt his eyes when he gets home!

John Dunnigan and his associates have been rewiring the depot, removing outmoded and old patched up wires and doing a nice job. We especially appreciate the new lights in the telegraph office, which were badly needed.

We're glad to see **Walter Walbruck** back on the job and if you've noticed how everything in front of the depot looks nice and clean lately, that's because of Walter. He and Mrs. Walbruck went back to Wisconsin, where Wait spent some time in hospital undergoing surgery at New London; then visited at Weyauwega. Don't try to pronounce it! He was off work almost four months.

Oakley F. and Mrs. Peteet, who passed through Wendover on their way to take charge of the section at Luke, and **James C. and Mrs. Raney**, and young Miss Raney aged two (a very handsome platinum blonde!), section foreman at Silver Zone and family, were seen recently about town.

H. A. (Shorty) Little, car inspector, went to San Francisco for treatment of a wrenched shoulder which remains quite painful. Hope he returns feeling much better.

Also on the casualty list is **Mrs. C. O. Lorenz**, who was severely bitten on the ankle by a dog while on her rounds delivering Western Union telegrams. It seems postmen and door-to-door salesmen have no monopoly on that hazard. Anyway, "C. O." has had to pinch-hit for her lately.

We're sorry to hear of the death, in San Francisco, on Oct. 8, of **Alfredo Chicca**, section foreman at Wells. The funeral was held in Wells, October 11.

Elko Echoes

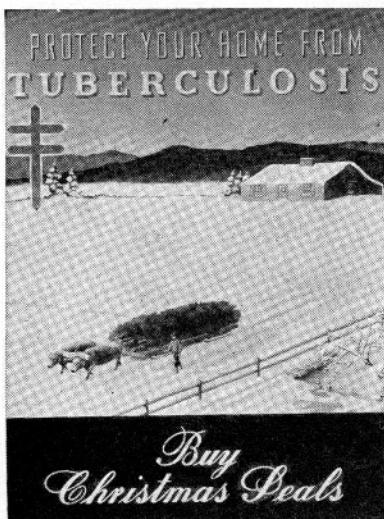
By Nevada Michelson

★ While the offices of the clerks are being remodeled, the clerks are occupying the offices that will later be occupied by the officials. Since the accounting dept. has been assigned the first office, the accountants are interrupted several times daily by persons seeking the timekeeper's office. After several days of such interruptions, one of our brilliant accountants conceived the idea of putting a sign above the door of the timekeeping dept. that read "Timkepers." About two days later, there appeared above the door of the accounting dept. a sign that reads "A-kowitzents."

The price of tobacco seems to be soaring higher—anyway **Carl Pacini** has been emptying the pencil sharpener into his tobacco pouch! Did that first pipeful remind you of when you smoked bark behind the woodshed, Carl?

The personnel in the dispatcher's office thought they were smart when **Dick Tryor's** wife presented them with a baby girl, but since **Carl Pacini's** wife presented the clerical force with a baby girl, just try reaching us with a ten-foot pole. Dick hasn't sufficiently recovered to be able to walk up the stairs yet—well, anyway, we didn't get in on the candy! Personal to Sacramento! Did **Grandpa Tryor**, your district passenger agent, pass the candy and cigars down there?) Suppose **Doris Lorraine Tryor** will be dispatching trains soon, and the present generation will remember **Karen Louise Pacini** as the first woman President of the U.S.A.

We thought we had seen everything when **Lillian Carrillo**, steno. to the divn. accountant; **Hanna Bowler**, B&B clerk; **Alta Rickenbach**, secty. to the divn. engr.; **Carl Pacini**, roadway clerk; **Jimmie Calkins, Jr.**, accident clerk and **Bob Blair** and **Leland Ford**, asst. accountants, took to chewing bubble gum and blowing bubbles all over the place—we mean all over their faces—but the pay-off was when **Tom Clark**, divn. accountant, surprised himself by blowing a bubble that burst and got all mixed up in that misplaced eyebrow Tom's still wearing!



George William Naylor

Now Chief Dispatcher

At Elko

★ George W. Naylor, who, for a time, was assistant chief dispatcher at Salt Lake City, was appointed chief dispatcher for the Eastern Division, at Elko, effective October 1st, succeeding Edgar J. Mattingly, retired.

Born at El Paso, Texas, April 22, 1906, George began his WP work as a clerk in October, 1918, no doubt via the age-faking route! He was promoted to telegrapher April 9, 1924; and to dispatcher September 9, 1926.

We join his many friends in congratulations and good wishes to George.

East Bay Notes

By Margery Glatt

★ Many of us find high prices a little rough on the pocketbook, but "our boy," **'Swede' Westman**, freight house, has found the solution to his particular problem. Of course this all has been a deep dark secret but your reporter has managed to ferret out the truth. Yes, 'Swede' is a "baby sitter" and one we highly recommend. His rate of pay is 50 cents an hour, plus carfare, quite reasonable we think.

These little motor scooters to be seen around town look quite harmless, that is, almost always. However, **Mace Gordon, Jr.** has a slightly different opinion about them, being the proud possessor of a bright red one. Traveling at 50 per, with arms and legs flying, isn't the latest thing in sports, nor plowing up someone's lawn isn't exactly the neighborly thing to do, but—need I say more?

With the hunting season in full swing, Yardmaster **Albert C. Salomon** is off to the wilds in quest of a deer. Here's hoping you will bring back more than just a picture, Sol!

That silence you may have noticed in **Charles Davis'** department, Oakland freight house, was brought about by the absence of **Olga Olsen** who has just returned from a trip to Council Bluffs, Iowa. **Jean McHardy**, yard office, is back to work after an enjoyable week in Los Angeles with her young daughter.

Quite handy with a shovel is **Elsie Bell**, who is gardening these days now that she is all settled in her new home. Speaking of new homes, yours truly has just acquired the same. Who knows, I, too, may have to use a shovel!

Congratulations to **Elmer Carleton**, special agent, who has been promoted to division special agent and claim agent at Elko, Nevada, replacing **William F. Boebert**. We all wish Elmer success and happiness in his new surroundings.

No longer with us is **Larry Haggerty**, who has resigned from the services of the Western Pacific. We all miss Larry as he was a pleasant person to work with.

Manhattan Murmurs

By Jack Edwards

★ ETM McCready says his efforts in the Bonnie Briar Country Club Annual Golf Tournament were not as successful this season as they were last year. His friends console him with the thought that he can't expect to win all the prizes all the time.

AGPA John Nolan capitalized on his years of experience in the travel business and worked up a very fine vacation itinerary for a couple of new customers—Mrs. Nolan and himself. A few days in the Poconos was only the start of it with the best part yet to go.

Another late vacationer will be Charles Ward. Charles is planning to give that new car of his its first real workout and is going to take his parents and fiancee on a trip through upper New York State. We tried making some clever remarks about Niagara Falls, but Charles says no, he's not getting married yet.

Chief Clerk Roy Harford is preparing himself for the role of host and guide to the City of New York. His sister, whom he manages to see several times a year in Maine, is paying a return visit this month. Roy is afraid she will want to see everything in about three days and then go home wondering how he can stand that pace all the time!

CA John Still is glad to see the end of the summer this year. Because of the housing shortage he was so happy to find an apartment he rented it practically sight unseen. It's a nice place, too, except for the way it stays hot in warm weather. John says that until the first frost came along the other day he was beginning to wonder if a roof to sleep under was such an advantage after all.

We are a little worried about GA John Conger—we're sure he almost referred to us as "you-all" the other day and we wonder how long he can hold out against an almost 100% southern environment. He travels in the south all week, of course, but now that he gets the accent along with southern cooking at home he will probably have us talking that way too.

We will have to counteract the influence by listening more attentively to the way TF&PA Joe Mason talks. He travels in New England and being a bachelor there is no secondary influence on his accent.

Speaking of accents, Carl Berg (secretary to ETM) has still another one. He comes from Illinois and those full-sized "R's" are a dead give-away.



Group photo taken at Annual Picnic of Western Pacific Maintenance of Way Foremen, near Blairsden, in the Feather River Canyon, July 27th this year.

"Tip Card" Box Score

★ This is by no means a complete record of all business prospect cards received. Actually, it is because of the large volume of cards turned in, that we're limiting the report to the successful tips; in other words, only those tips which have already developed new competitive passenger or freight traffic. Under the rules of our contest, each successful carload tip counts one point; each successful passenger tip the same; and each successful lcl tip counts one-half point; four points are needed to secure business cards and all the points are credited toward the grand prize of the wrist-watch.

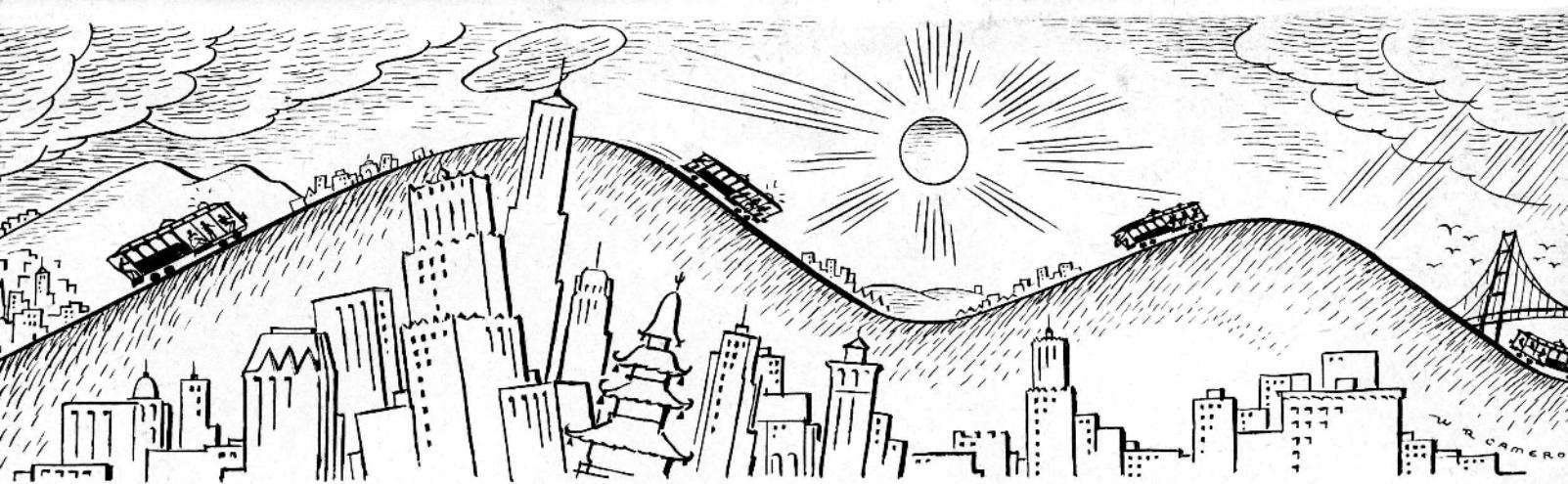
Name	Occupation and Location	Total Points To Date
Lloyd J. Miller	Brakeman, Stockton	32
Kenneth K. Dunton	Ass't. Agent, San Jose	12
James B. Dillon	Agent, Oakland	6
Harry J. Sutherland	Tax Commissioner, San Francisco	6
Karl F. Henrich	Signal Material Stockman, Livermore	5
Dan T. Costello	Commercial Agent, San Francisco	3
Andrew A. Crist	Special Agent, Sacramento	2
Harry C. Dustin	Boilermaker, retired, Sacramento	2
William L. Moore	Chief Clerk, freight station, Stockton	2
Boyd C. Sells	Secretary to FTM, San Francisco	1½
Lawrence T. Haggerty	Bill Clerk, Oakland	1
Charles E. Renner	Conductor, Eastern Division	1
Walter M. Samuels	Bill Clerk, Modesto	1
Volney V. Scott	Chief Clerk, freight station, Sacramento	1
Charles Woods	Tavern Car Attendant, Oakland	1

Lloyd Miller appears to be holding a slight (!) lead in this wrist-watch derby, but we're hoping we have some stretch runners in our midst!

Edgar Joseph Mattingly Retires

★ Edgar J. (Matt) Mattingly, chief dispatcher, Eastern Division, retired September 30th, ending almost 29 years of WP service.

Matt, born at Mulberry Grove, Illinois, February 13, 1882, came to the Western Pacific as a telegrapher on November 3, 1918, and was promoted to train dispatcher November 6, 1923. He was No. 2 on the Eastern Division dispatchers' seniority roster and No. 3 on the telegrapher's roster.



San Francisco...A City of Faith...A City That Never Was Quite True

This article of Hal Boyle's first appeared in the "San Francisco Chronicle" of June 21st, with the accompanying sketch by Will R. Cameron, of the Chronicle's art staff. We're indebted to Press Association, Inc., affiliated with The Associated Press; to the San Francisco Chronicle and to Will Cameron for their kindness in allowing us to use the story and the drawing. We believe those who love San Francisco as we do will enjoy Hal Boyle's verbal and Will Cameron's artistic description of one of the world's most interesting cities.—EDITOR

By HAL BOYLE, Associated Press Staff Writer

★ San Francisco—this isn't really a city—it's a matter of faith. There is no such thing as San Francisco. You can see it on the map, and drive through it, and get run over by a motor car in it. But it isn't really there.

This is the second time I've been in it, but you can't convince me it really exists. It is like London in Shakespeare's day or Paris for restless Americans in the 10 years after the first world war.

It is Nineveh and Tyre and a mist-riden Babylon—well policed. It is the Far East in transfusion, and the Old West wrapped in amber. It is a melting pot where the ingredients mix without anger.

San Francisco is a product that sells itself. The people who make up the place are glad to see you when you come, but they wouldn't give you a lead nickel to induce you to stay. They would pay money to keep from being a second New York, and they'd mortgage their homes to prevent becoming another Los Angeles.

They are one of the most history-conscious communities west of Cairo, but they never have got the idea that history doesn't keep on happening.

There is always a fog coming up here, and there is always a breeze to blow it away. That is what is known locally as the climate.

It is the only settled place in America where a stranger wishes in summertime he had brought along his long woolen underwear. When the hot sun sets, he starts looking around for the penguins. Nature air-conditions it to the temperature of a Kansas movie theater in July.

San Francisco is grown up. Like New Orleans, it believes in food. It is the happy hunting ground of the finicky alimentary canal, a palace of the palate, be it steak-hungry or in quest of tapioca-tasting Oriental bird's nest soup. A shrimp is shrimp-sized here as it is in Copenhagen. If you want what the statue-worshiping Manhattanites call a "shrimp", your pocketbook is in pawn to a "prawn."

You have heard of the "Hollywood diet?" You will never hear of a "San Francisco diet!" A fat man here doesn't have to apologize every time he reaches for the olive oil. He isn't embarrassed to stick his fork into a well-flavored calorie.

San Francisco is one of the few places left in the world under a million population that is still lusty, gusty, sentimental and individual. It builds the country's most modern underground garage—but it wants to get out its six-shooters when somebody tries to abolish its historic cable cars.

It stands on as many hills as Rome—but stays on the level. It tamed the Barbary Coast without destroying the exuberance that made it. It has both Alcatraz, the symbol of quarantine, and Treasure Island, which carried on the legend of the Golden Gate.

It built the two great bridges of tomorrow without letting go of its bridge to yesterday, when the gold miners and clipper ships gave it the peculiar luster it has never lost.

But San Francisco still isn't so. It's the fabled city that never was quite true, like Athens of old, the city that everybody wants to be in, and never wants to leave. It's a long municipal romance without a Carthage ending.

It doesn't exist and never did. Yet here it is. And while you're here — you have to believe in it. For San Francisco is purely a city of the heart, a projection of whatever you came to find.

Promotions for William Forrest Boebert; Elmer Herbert Carleton

★ W. F. (Bill) Boebert, formerly division special agent at Elko, has been appointed assistant chief special agent and claim agent, succeeding Arthur Thatcher, whose promotion was chronicled last month. Bill was born at Woodburn, Oregon, in 1902, and previous railroad experience was with the OWR&N and SP. His WP service began in 1935.

Elmer H. Carleton was appointed division special agent and claim agent at Elko, succeeding Bill. Elmer was born at Honolulu, T.H., in 1915 and entered WP's special agent's department in 1940. He served in World War II as a technical sergeant in the 25th Infantry Division and was wounded on Luzon, P.I. He returned to WP service in 1946 as special agent at Oakland.

Third Grand National Exposition at San Francisco's Cow Palace

★ The Third Grand National Livestock Exposition, Horse Show and Rodeo opens in San Francisco's Cow Palace November 1st for a 9-day stand.

This event, four shows in one, is a three hour spectacle, featuring a parade of the continent's finest beef and dairy cattle, sheep and swine competing for \$77,666 in premiums; a national horse show with \$25,000 in prizes at stake; a rodeo with the nation's top cowboys riding, or not, for the Grand National titles and purses of \$11,250; and top-notch circus and tanbark acts.

It's a great show with popular admission prices prevailing.