

The Headlight

Volume 8

NOVEMBER, 1948

Number 11



THE PORT OF SAN FRANCISCO "GATEWAY TO THE ORIENT"

Projected World Trade Center Will Be Located in Area Adjacent
to Ferry Building (Tower on Waterfront Just North of Bridge)

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Random... Views and Reviews

by The Editor

★ Respect for the rights of others! It is authoritatively stated that World War II cost 78,000,000 human lives. War rears its monstrous head when the rights of others are ignored. Only a few years ago, one nation bore the brunt of the frightful struggle to eliminate Hitlerism. Another nation provided the means to wage that successful action. Now the people of these two nations are being educated to dislike each other and are being led to the brink of war . . . World War III—the Atomic Folly (or let's give the world back to the tadpoles). We refuse to believe that either Russians or Americans want war (ignoring the swash-bucklers in each case). Cooler heads can and must prevail. What better prayer for our Day of Thanksgiving?

France's **Train of Gratitude** . . . From **Tom Brown** we learn that a French war veteran sponsored 'Train of Gratitude' is probably now rolling through France. Forty-nine cars—one for each state of the Union and the District of Columbia—will stop at the principal French cities and villages collecting items such as white lace head dresses from Brittany and Normandy, clay figures from Provence, pelota souvenirs from the Basque country, plus innumerable other art objects and handiwork for which the French are famous. This is France's way of saying thank you for the 'Friendship Train.'

Thomas Higginbotham was the porter in car CZ-15 (Silver Palisade . . . one of the new **California Zephyr** sleepers) on No. 39 arriving Oakland Pier the a. m. of October 26. Now, Thomas probably won't receive an award from the Federation for Railway Progress for an outstanding act of courtesy or service, so we'll award him an imaginative medal for efficient and courteous service far beyond that we've experienced for many years, if ever.

Having missed the entire **Portola Festival** we don't know this first-hand, but there's a strong rumor abroad that a Western Pacific Railroad float captured first prize in the colorful Portola Parade!

With several high-ranking officials of Western Pacific aboard from Denver, a westbound trial run of our new California Zephyr train was made late last month. We had to go to press before the run was completed, but we'll bet it was successful, if only in experience gained via such a test.

Gradually we're meeting all members of the **Walter Parks** (dining car steward) family. We still have the V. I. P. to go. Met Barbara (Mrs. Parks) at Wendover recently, where Walter was relieving Restaurant Manager **Elbert E. Pittman**, who was enjoying a vacation. While on the subject, a bow to WP Steward **George Normoyle** and Rio Grande Steward **Leonard Bernstein** for genuine efforts to help our passenger customers enjoy their visits enroute the WP and Rio Grande.

The railway editors of the nation met in convention at Pinehurst, N. C., last month. On the last night, in an after-dinner address, **O. Arthur Kirkman**, executive vice president of the High Point, Thomasville & Denton Railroad, delivered what we considered a magnificent dissertation with a real message. He discussed the political mediocrity generally obtaining in our nation from the top national level to the lowest local level; he suggested (and how sadly true) that the likes of Winchell and Pearson (we marvel at our ability to write those names without being ill) probably do most of the thinking for the majority of the American people. Answering the obvious question "What can I do about it?" ("it" being local, national and world problems), Kirkman urged that first we set **ourselves** straight; that we practice democracy in every phase of our daily lives . . . in our homes, at work, in all our activities and, most important, in our hearts; and he importuned us to do our own thinking. That last is old stuff to readers of this column. It's amazing what refreshing results you get when you exercise those little gray cells in the cranium and do your own thinking rather than listening to or reading the stuff of sensation-mongers and taking the easy "yeah, that's right" way out. Match your own experiences and all the facts available to you against those phony "flash . . . flash" characters and maybe you'll begin to wonder how intelligent people can be deluded by high-powered frauds . . . counterfeits, that is! Subpoenas may be delivered at the editor's home sanctum 2043 Hyde Street, San Francisco 9!

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THE HEADLIGHT

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★

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Harry C. Munson Appointed Ass't. VP-Operation

★ Harry Carlton Munson, formerly assistant general manager at Chicago for the Milwaukee Road, was appointed assistant vice president-operation for the Western Pacific, effective November 1.

Born at Oslo, Norway, June 25, 1901, Munson came to this country as a boy and attended the public schools of Muskegon, Michigan. He was graduated from Muskegon High School in 1919 and from the State University of Iowa, with his degree in civil engineering, in 1923, shortly after entering Milwaukee Road service as rodman.

After eight years in the "Milwaukee" engineering department, he was appointed trainmaster at Ottumwa, Iowa, subsequently serving as assistant superintendent, superintendent, general superintendent and, since June 1, 1946, ass't. general manager lines east of Missouri River.

WP Club Christmas Party

★ Under the able and vigorous guidance of Frank Rauwolf, chairman of our club's Entertainment Committee, the 1948 Christmas Party bids fair to outstrip all others by the proverbial mile. If you want in you'd better get your pasteboards promptly. Only three hundred tickets (each good for a couple) will be sold and less than one hundred are left. Tariff: \$1.20 per ticket (couple).

December 18th is the date at the California Hall (downstairs ballroom), 625 Polk Street (near Turk), San Francisco. Larry Cannon, his orchestra and vocalist Donna Craig, will be on deck from 9 p. m. to 1 a. m. Interspersed will be a vaudeville show emceed by Dick Kimball, a buffet supper and other activities, including, of course, dancing designed to intrigue you.

No tickets sold at the door. No admission without a ticket. Don't say we didn't warn you!

The Book of All Nations

★ It has been said truly there is no better reading than The Bible . . . the Book of All Nations.

The American Bible Society, in promoting the Fifth Annual Worldwide Bible Reading—Thanksgiving to Christmas, 1948, is offering a modest paper bookmark, on which is printed selected Bible readings for each of those thirty-one days, plus suggestions as to how you may get the most out of your Bible reading.

Copies of this bookmark may be obtained at the office of the American Bible Society, 224 McAllister Street, San Francisco 2.

Dalton V. Rourk Winner of Western Pacific Essay Contest; Gilbert A. Lathrop Places Second and Gilbert I. Patterson Third

★ Richard J. McCarthy, as spokesman for the judges in the Western Pacific Essay contest "Why I Like to Work for the Western Pacific Railroad," announced last month that the efforts of Dalton V. Rourk, clerk in the general office transportation department (car records); Gilbert A. Lathrop, engine foreman, San Jose; and Gilbert I. Patterson, engineer, Portola, had been judged first-second-third respectively. Thomas P. Brown and Charles F. Craig served as judges with McCarthy. The three winning Western Pacific essays will be entered in the national contest, winners of which will be announced some time in December.

Honorable Mention awards went to Druzilla Keibler, terminal trainmaster's office, Stockton; Grant S. Allen, assistant trainmaster at Tobin; and Walton H. Harris, yard clerk, Stockton.

Western Pacific prizes were \$50 for first; \$25 for second; \$10 for third; and three \$5 honorable mention awards. The Western Pacific Railroad and the Western Pacific Club provided the funds for these awards, plus the entry fee in the national contest.

Dalton Rourk's Prize-Winning Essay Why I Like to Work for The Western Pacific Railroad

★ "Men tend naturally to like their work in proportion to what it offers beyond merely material satisfactions. I rode in the cab of a locomotive! Except through working for a railroad, how else could a clerk realize that universal boyhood ambition? Western Pacific **does** offer material advantages, but even more, it satisfies spiritual wants.

"Western Pacific offers real opportunity to rise to a decently important position before the mental paralysis of routine sets in; practically impossible in the service of the average giant corporation.

"Recognition of seniority rights is a guarantee that the knowledge and experience acquired through long and diligent service will not be wasted while important places are assigned for personal or capricious reasons. On the other hand, exempt positions reward outstanding ability and special qualifications, difficult under rigid adherence to mere tenure rights.

"The geographic location of the Western Pacific lines is most fortunate in that every climate is duplicated, and all shades of preference in communities can be satisfied. Free transportation is a decided factor, especially when located within commuting distance of large cities, or in computing the cost of vacations.

"Western Pacific does not have wide seasonal variations in the number of employees, and wages compare more than favorably with those in other businesses offering similar advantages. But, while wages and working conditions determine the degree of happiness, fundamentally they are still ends to material satisfactions.

"I like to work for the Western Pacific because I am part of an industry which has helped incalculably to make

America great. Behind the description of a railroad as 'A business affected with the public interest' lies the story of development from a steam boiler moving a cart along two wooden rails, into a miraculous mechanical colossus which has become the skeleton, arteries and sinews of the economic body of America. We can be proud that Western Pacific has kept pace with the times. In spite of regulations made necessary by public convenience and necessity.

"The true 'Rail' is not engaged in a business; he is a vital part of a living, feeling being. He is in the service of a demanding, but rewarding—a jealous, but a beneficent mistress.

"Not only does Western Pacific give the spiritual lift of work which advances the welfare of our country, but offers the opportunity, almost unique, to choose from a wide variety of skills and trades; from accountant to yardman. One list contains 128 separate occupations—a vocational omnibus!

"I like the genuine friendliness and willingness to help one another, extending from the highest official to the lowest grade. Also the encouragement of a social and recreational life, through sports, dances and the like.

"Finally, it affords the rare chance to connect a hobby to the field of daily work. The model-maker, amateur historian, collector, student of language; the disciple of every art and craft enjoyed as an avocation, finds ample scope in the many-faceted life on Western Pacific."

Dalton was born at Watertown, South Dakota, October 27, 1904, and entered WP service in September, 1947, in our GO manifest bureau; is now car record clerk, office of sup't. of car service.



DALTON V. ROURK

Hy-Lites

by JACK HYLAND

★ Last month we thought our "Birth" list covered all of our Western Pacific family additions, but it appears we completely overlooked a few, such as . . . the arrival of young **William Thomas Knapp** last August 11th at the Mt. Zion Hospital to join the household of **Mary and Gordon Knapp** . . . also the arrival of **Bruce Stephen**

Lewis at the Mills Memorial in San Mateo, who first saw the light of day on September 21st to make the family group of **Constance** and **Kenneth Lewis** a threesome. We understand **Gordon** and **Kenneth** have adjoining desks in the VP&GM's office and quite naturally there is considerable . . . "baby talk."

Then, on September 30th . . . a young fellow weighing 7 lbs. 1 oz. announced his name as being "**Jeffery Edmon Furtney**," and indicated he was very proud to have **Juanita** and **Glen Furtney** (Oakland Coachyard) for his parents, and needless to say . . . (Mama) **Juanita** and (Papa) **Glen** are very happy with their first youngster.

On October 16th . . . the Traffic Dept. was somewhat surprised by having **Hal Nordberg** (EFFA—Chicago) drop in and say "hello" to all his former office friends. We understand he was able to locate a temporary place to live in Waukegan, Ill. . . . while awaiting permanent residence in Evanston, Ill. and when he returned east, **Edna** and their three youngsters accompanied him to their new home.

It is considered "News" when **Frank Rauwolf** (Freight Claim) bowls sufficiently high enough to have his name listed in our "Bowling League Sheet," but when the San Francisco Chronicle of September 30th contained an article commenting upon **Frank** leading the Western Pacific Bowling League with a "557 series" . . . that's really something for the 'books'. (Still have the paper clipping, **Frank**, if you want it).

On the morning of September 22nd . . . **Frank Steel** (AFTM) came into the office with a very happy smile, and we soon learned the reason. After waiting for nearly two years, he received delivery of his 1948 Buick sedan the previous afternoon, and we were almost as happy as **Frank**, just knowing that "good" feeling that comes with having possession of a new car.

We also learned that **Joe Corven** (Asst. Aud. Disbursements) will soon be the proud owner of a brand new Oldsmobile sometime during December, and what a wonderful Christmas present that will be for the **Corven** family.

While on the subject of cars . . . we learned that **Harold Heagney** (AF&PA) decided it would be better to keep his (not so old) Buick for at least another year . . . and consequently concluded to have the car given a "new look" paint job last month.

At 9 a. m. on October 23rd . . . **Eileen Marie Albrecht** walked down the aisle of the St. John's Church, San Francisco, and at the altar exchanged marriage vows with, and became the wife of **Cornelius Murphy** (on leave from our Car Record Dept.) in a double ring ceremony. Following a reception at the home of the bride's parents, the happy couple dashed away on their honeymoon (destination unknown). We extend to both **Eileen** and **Connie** our sincerest blessings, and wishes for many happy years of continued married life. (A few of us, **Connie**, are expecting . . . "3210 Specials").

Recently learned from **Arthur Allen** (Traffic Repr.) . . . his former buddy while in the services (and also in the Traffic Dept.) . . . Capt. **John "Pershing" Skinner**, has received his orders to "Report for Duty" in nearby . . . **Korea**. We understand the rules forbid **Johnnie** from taking his wife and youngster (21 months old on Nov. 25th) until after a year and a half of overseas service, but we hope everything will work out all right for the three of them.

On Friday night, September 24th . . . **Norman Jackson** (Treas. Dept.) had to receive "emergency" hospitalization . . . having a couple of stitches taken in his lower lip. The unfortunate accident occurred during the W. P. Club's first basketball game at Kezar, when during the heat of the contest—an opposing player's head collided with **Norman's** face (or vice versa). The cut has completely healed and **Norman** is again playing with his old time . . . vim and vigor.

From **Byron Larson** (Traffic) we recently learned that former Traffic Dept. employe . . . **Robert "Bob" Ottesen**, who is taking a business administration course at the Univ. of California, also took unto himself a wife last August 1st . . . when **Frances Jean Henderson** became his bride. The ceremony took place at the University Christian Church, Berkeley, Calif., and the happy couple reside in the same city. We extend our belated, but very best wishes for continued happiness.

We were saddened last month in learning of the passing of **Albert Oscar Lee** (father of **Ray Lee**, Treas. Dept.). Our very sincere sympathy is extended.

Just recently learned that the former **Mary Hogg** (Manifest) changed her name last August 21st, in Alameda, Calif., when **Vincent Doll** and **Mary** became "husband and wife." Our tardy, but very best wishes to the happy couple of "Dolls."

Last September 30th a familiar person walked into the Downtown Bowl around 7 p. m. and was promptly persuaded to participate in our League games . . . the person being, **Thomas Kearns**, retired Auditor of Frt. & Pass. Accts. All the bowlers were happy to see **Tom** once again rolling that bowling ball down the alley. While on the name of "Kearns," we noticed that **Tom's** daughter . . . **Nancy Kearns**, is working in our AF&PA Dept. following in the footsteps of **Daddy Tom**, and brother **Tommie, Jr.**

Beehive State Notes

by Mel Graham

★ **J. Clarence Hoover**, retired assistant to general manager, and **Charlie Self**, yardmaster at Keddie, California, dropped into our office and said hello. These two gentlemen were in Salt Lake City attending the annual convention of the 31st Railway Engineers of the AEF of World War I.

Earl Bentz and **Leland Michelson**, traveling auditors, spent a few days with us auditing our books.

Arthur D. Thatcher, Sr., chief special agent and claim agent, San Francisco, and **Robert Stenovich**, ass't. special agent, Elko, dropped into the office to say hello.

Mrs. Dave C. Charlebois, wife of our roadmaster at Wendover, and **Mrs. Augusta Lofholm**, who is visiting with the Charlebois' at Wendover, came in to see us. We always have the welcome mat out for visitors.

We learned today **Frank R. Boulware**, Eastern Division conductor, has purchased a new home in Salt Lake City and we understand he and his family are settled in it now.

Points of interest in and near Salt Lake City: The Salt Lake City **L. D. S. Temple** . . .

Construction of the Temple was begun in 1853 and completed in 1893. It was designed by **Brigham Young** and **Truman O. Angell** was the architect. It is 136½ feet long and 118½ feet wide. East tower is 210 feet high and the west tower reaches up 204 feet. The figure on top of the east tower represents Moroni, a Book of Mormon character. It is 12½" high and is made of hammered bronze, covered with gold leaf. It is the work of **Sculptor Cyrus E. Dallin**, of Springville, Utah.

The temple is built of granite taken from Little Cottonwood Canyon, about twenty miles from the temple site. Before a railroad was constructed in 1873, ox-teams were used to transport material for its construction. The larger blocks of granite required four yoke of oxen from two to four days to come from the quarry to the temple site. The foundation walls of the structure are 16 feet thick; the basement walls are 9 feet thick; and the main walls are 6 feet thick. The cost of the building is estimated at some \$3,500,000.

The temple is used exclusively by members of the L. D. S. Church for sacred ceremonies.

Wendover Wires

by Elsie Hart

★ All the boys are back from their summer vacations on passenger trains since No. 1 and No. 2 were taken off! We enjoy seeing their bright and shining faces in these parts again; however, we extend our sympathy. It must be tough to go back to work on dirty old freight trains. "Doc" McQuarrie says he is back with the rabble again!

Orville Hays, Eugene Beitel, Jim Herron, Joe Cook, Guy Parry, Mose Cavender, Conductor Wilson, Engineer Harper and the rest of the boys are some of our favorite people. Welcome home.

Nice to see **Jim Rutherford** back working again after being on the sick list for three months.

Fred Kenley, Jr., who spent his summer school vacation working at the freight house, was rushed to the hospital for an emergency appendicitis operation September 27th. One week later he was back in school!

We didn't get an opportunity to say goodbye to **Charlie Myers**, conductor, who retired last month. He took us by surprise; just up and quit. Goodbye to you, Charlie, and many happy returns.

Jim Parkinson is back on the Wendover helper. Another of the boys who got bumped off a passenger run. Glad to see you back, too, Jim.

Earl S. Bentz, traveling auditor, took beanery manager **Pittman** to task for his illegible handwriting. After Bentz left Wendover he wrote Pittman a letter. Pittman is wondering if the letter was on the same subject. He doesn't know, because he couldn't read Bentz' letter!

Bill Woodall, engineer, has joined the "grandpa" class. The new arrival is **William Woodall Parkinson**. Bill's brother-in-law **Gus Zackerson**, contends a new grandfather should modestly wait at least a week to start bragging. Wonder if he did? Gus is feeling sort of happy, too, about having his picture in the Engineers' Journal. No. 39, just leaving Salt Lake is in the picture, too. Just background, of course.

All we have heard around here lately is deer hunting and baseball. Now that the baseball season is over the boys can get away from the radio long enough to go after that buck. **Cliff Pennington**, beanery cook, caught a nice one. We know it was, for we had some steaks from it.

Dorsey Farris, carman, is back from Oklahoma and working again. He reports that **Mrs. Farris'** health is much improved.

Carl Yost, roundhouse, dropped an air pump on his foot and suffered a broken bone.

Two new members of the WP force at Wendover are **Samuel Richey**, carman helper, and **Sammy Richey, Jr.**, relief yard clerk.

William I. March, assistant car foreman at Elko, has transferred to Wend-

Edith Kelley Elected President of The Western Pacific Club

★ Feminine glamour invaded the presidency of The Western Pacific Club with the election last month of Edith Kelley as the eighth president of our club. It couldn't have happened to a nicer person. Or a more deserving one. Edith is secretary to the AFTM in our GO general freight department.

Edith Elizabeth Russell Kelley was born August 27, 1924, in New York City's most famous borough—Brooklyn (and she's proud of it), but shortly after moved to not-so-well-known East Rockaway, Long Island. There she received her public school education and, following graduation from East Rockaway High School, attended the Katharine Gibbs School in New York. Edith has held three jobs . . . the first with the John Hancock Life Insurance Company in New York City; then with the Red Cross at Jacksonville, Florida; and, since August 13, 1945, with the Western Pacific traffic department.



EDITH KELLEY

Dogs (the 4-legged variety) are Edith's favorite animals — more specifically, a noisy one who answers (loudly) to "Pop-eye." Her favorite sport is swimming; as a spectator: football (mostly the San Francisco Forty-Niners). Edith lives in the Parkside District of San Francisco; only (?) vice—willingness to bet on anything . . . or almost.

Also elected were **Vernon Geddes**, 1st vice president; **Eugene Macomber**, 2nd vice president; **William Royal**, treasurer; **Rita Connolly**, secretary; **Edith Loeffler**, ass't. secretary; and, as directors, **Spencer Lewis**, **Jim Mills**, **Frank Murphy**, **Bill Paden**, **George Vedder** and **George Welch**.

Committee appointments announced by President Kelley were **Jim Mills**, Athletics; **Mildred Nielsen**, Membership; **Frank Rauwolf**, Entertainment; and **George Welch**, Auditing.

Expressing complete confidence in the officers and directors elected to serve with her, President Kelley looks forward to the biggest and best year in our club's history. First event of the new club year will be the big Christmas Party on December 18 at California Hall, San Francisco. A Sierra Nevada snow trip is under consideration. Principal objective is a larger and more active membership.

Hearty congratulations to the new officers and directors and best wishes for a banner year.

over as car foreman.

Coleman (Bill) Pettit, switchman, celebrated his birthday October 14th, but much sleuthing among the yard forces has failed to find out how old he is. Talk about a woman not wanting to tell her age! Ha!

On the Sacramento Northern

by Ruth Crane

★ The can labeled "W. C. T. U." on **Shirley Bice's** desk, we learn, is to contain donations for our Christmas Fund. All extra pennies, nickels, or \$100 bills, are accepted gratefully.

We're glad to see **Jens Volden**, janitor, back from his vacation.

Eleanor Olsen, traffic, has moved from her apartment into a house she'll share with four other girls.

Mel Parker, valuation engineer, who sold his home and bought another, was practically homeless for weeks. This occurred when the people who bought his house moved in and the people

whose house he bought didn't move . . . we understand he has his problems ironed out now and is in possession of his new home.

Bill Caven, storekeeper, Chico, has purchased a 20-acre ranch near Chico.

Floyd Carrico, helper, store dep't., returned to Chico State College after working throughout the summer vacation for the S. N.

Charlie Eck, revising clerk, Sacramento freight office, returned from a train trip through the Southwest, stopping at Memphis, Tennessee, Dallas, Texas, etc. **George Beeny**, agent, Chico, visited Grand Canyon, Arizona.

The **Huffs**, **Arthur** and **Warna**, Marysville, are proud parents of an 8½ lb. boy, **Thomas Arthur**, born on September 27.

Pearl Cook, chief clerk, store dep't., traveled to Arizona and New Mexico to see the Carlsbad Caverns and other points of interest.

Tidewater News

by Frank Lindee

★ The Tidewater this fall could well use the Mormon symbol of the beehive. With the grapes and melons moving the same time as the increased movement of dead freight, due to the dock strike, and the dehydrators working into potato flour for the ERP program, any station on the line is a beehive of activity.

Of course this would be the time that old man sickness moves in. **Roy Collins**, clerk at Turlock, had a strep throat which kept him out for a week and **Walter Samuels**, of the Modesto office, did some fancy commuting to help out until **George Lyon**, agent at Modesto, hit the rip track for a couple of days.

To further frustrate our new agent, **Bob Thomson**, at the busy grape depot of Manteca, his wife presented him with a 9½ lb. baby boy September 26. All are fine, except noted that Bob, a previous non-smoker, is now smoking cigarettes.

Velma Hanson, secretary to **Rex Kearney** and the writer, resigned October 1st. As a parting gift, the office presented her with a "Cuddlynest," which will prove convenient to take it anywhere, including this office. Mrs. **Frances McInteer** succeeds Velma and is probably wondering if the present pace keeps up all year.

Engineer **Frank Edgerton** played good samaritan the other day to help a neighbor to extricate a dog from a fence. However, the neighbor lost his hold on the dog's head and Frank wound up with a bitten hand, naturally the one that holds the throttle.

Link Hupp, our agent at Turlock, covers the town on a "Doodle-Bug," which is the smallest scooter made. As small as it is, it will not run without gas, which he found out when the gas tank fell off one day!

East Bay Notes

by Hazel Petersen

★ Regret that **Marge Glatt** is unable to continue this column. She did a creditable job and her interesting and entertaining comments will be missed by all.

Word from Mt. Shasta way is that **Ed. Thompson**, retired trainmaster, is recuperating very nicely from his adventure in surgery at St. Joseph's in September; also, nice to hear that **Mrs. Cliff Conley**, wife of **Ass't. Elect. Foreman Conley**, is home from the hospital and well on the road to recovery.

A welcome addition to the car department is **Joan McGuire**, newly arrived from Springfield, Missouri.

Yardmaster Salomon heard the call of the wild and has trekked off to the woods in search of a deer. Not so **Henry Loyd**. He likes fish and he caught his limit in Idaho.

Speaking of yardmasters, we found a card in the mailbox from **Tom Nelligan**, Washington, D. C. On one side of the card was a beautiful picture of a capitol building and on the other was a very perturbed note from Tom about going to see an old, old friend,

who, unfortunately, was not at home; think the name was "Harry."

George Raab, ass't. agent, decided to spend his vacation looking over the northern part of the state while "**Orv**" **Hatfield**, SF car desk, decided to look over the southern part, but **Ray Ackereit**, ass't. car foreman, decided Yosemite was good enough for him.

Miss Marty Rowe, daughter of Mr. and Mrs. **Frank Rowe**, traffic, announces that she has a brand new baby brother. No wonder we smelled cigar smoke the other day. Congratulations are also in order for **Glen Furtney**, carman, and his wife upon the arrival of a baby boy.

Jean McHardy, yard clerk, spent a very enjoyable vacation renewing old acquaintances in Vancouver, B. C., and also enjoyed the beautiful scenery at Banff and Lake Louise.

The dining car department employes have really been going places . . . **Dorothy Storey** to New York . . . **Evelyn Rykkeli** to North Dakota . . . and **Jim Duhig** to Chicago. From all reports a nice time was had by all.

Elko Echoes

by Nevada Michelson

★ **Johnny Murphy**, assistant time-keeper, has returned to his desk after spending several days in the hospital at San Francisco and we're happy to be able to report a decided improvement in his health.

James H. "Heinie" Sorenson, machinist at Elko for many years, passed away after a short illness. Many Elko homes have been made more attractive because of Heinie's handicraft and a legion of friends mourn his passing. Our deepest sympathy to his wife and son.

Art Johnson, night roundhouse foreman, returned from San Francisco where he went for medical care and is now at Salt Lake City under the care of specialists. He was accompanied by his daughter **Jane Hood**, of the personnel department.

Jack Ford is the proud father of a baby boy. The new arrival was named **John Milford** for **Daddy Jack** and **Uncle Leland**.

Last year's Acme bowlers will be the Blatz bowlers this year . . . **Tom Clark**, **Loren Ames**, **Ernie Mueller**, **Bill Zent**, **Frank Oldham**, **Al Glenn** and **Johnny Murphy** wearing the Blatz colors.

We're happy to report the wife of **Hans Jensen**, signal maintainer at Carlin, is recovering from an emergency operation for appendicitis and **Marlene Moldenhauer**, daughter of **Adolph Moldenhauer**, signal supervisor, able to re-

turn to school after several days in the hospital.

Carl Pacini is the first of the office employes to bag his deer. All the nice write-ups we've given Carl should rate just one little steak! Heard via the grapevine that "**Boot**" **Howell**, conductor, bagged an exceptionally large deer, having had it staked out for several weeks. (Betcha' that one gets us a hoof!)

Seems as if our congratulations to a section foreman for the achievement of a section foreman's dream were a little out of line. Now we learn . . . a roadmaster is a piece of track equipment (that's not the way Webster defines a roadmaster). Anyway, we're willing to admit the joke was on us and if the roadmasters are a little irked . . . oh, well . . . as long as we have seventy-seven section foremen on our side . . . !

WP Basketball Squad

★ Under the tutelage of their new coach **John Susoeff**, our Club quintet won four of its six games in Class DD-D (American) of San Francisco's Recreation Department's 1948 Industrial Division basketball tournament, all games played at Kezar Pavilion.

Norman Jackson, **Jim Mills**, **Bob Ahlgrim**, **Don Johnson**, **John Dullea**, **Ernie Lambert** and **Ken Fowler**, our under-manned but hard-working and courageous squad, opened with a win over Veterans Administration 33-24; then nosed out **W. & J. Sloane** 36-35; dropped one to **Remler Radio** 43-27; won their next two starts against **Link Belt** (37-18) and **Glen Falls Insurance** (40-25) and dropped the heart-breaking final game to **American Factors** 34-32.

Most of you don't know it, but you've a basketball team of which you may well be proud. They play the game to the hilt, yet their court conduct is exemplary. Too, the small but enthusiastic WP rooting section has done itself proud.

We like to see our boys win them all, but the win over the Sloane outfit pleased us most of all, not only because of the numerous officials on the court . . . two "official" officials, plus the private Sloane operatives . . . but also because of the nauseating poor sportsmanship exhibited practically constantly by the Sloane "rooters." **Sam Dickson** ought to offer a lesson in good sportsmanship during one of his "This Is Your Home" Sunday a. m. broadcasts!—W.C.M.

Retirements

Western Pacific Railroad . . .

Bralley, Elias Taylor
Brooks, William
Brummett, Oscar
Everett, Dudley Pinkney
Fielder, Jack Edward
Fritz, Joseph Christian
Maynard, Ben Douglas
Miller, John Howard

Division Lineman
Trackwalker
Trackwalker
Engine Foreman
Brakeman
B&B Carpenter
Section Foreman
Ticket Clerk

Stockton
Poe
Dixie
Winnemucca
Oroville
Sand Pass
Berry Creek
San Francisco

More Random . . .

★ Congratulations to **Dalton Bourk**, **Gilbert Lathrop**, **Gilbert Patterson**, **Druzilla Keibler**, **Walton Harris** and **Grant Allen** for their winning essays and better luck next time to all the other Western Pacific participants, many of whom were in the running until the final lap.

With **Velma Prentiss** away on a year's leave of absence, **Eugene A. Trace**, trainmaster's clerk at Stockton, has taken over **The Stockton Grapevine** as of this issue. Eugene volunteered his services and we're grateful.

Another change in staff reporters: **Margery Glatt** retired from **East Bay Notes** after a year and a half of sincere and faithful columning. We'll miss her, even while we welcome **Hazel Petersen** of the terminal trainmaster's office, who offers her first Oakland column in this issue.

Harry M. Ardley, retired chief clerk, Industrial Department, is now living at San Bernardino—Route 1, Box 49, for those who want to write. We were delighted to hear from Harry.

Now we'll find out how serious **George Heintz** was about that golf challenge! Conductor **Milton E. Baust**, Portola, has picked up the gauntlet for himself and Engineer "**Abe**" **Tout**, also of Portola. The editor is authorized to arrange details. How now, George?

Anent freight train names and nicknames, Conductor **Walter Reynolds**, Stockton, nominates for top honors "**The Cabbage Cutter**," operated daily out of Oakland Yard doing local switching and pick up between Oakland and Stockton Yard. Not bad, Walter; not bad!

Howard M. Sevey, formerly of our treasurer's office, is now with the E. T. Mape Music Company, San Francisco. Hope that means sweet music in more than one way for Howard.

Elmer Manier, WP local agent at Sacramento, is now a grandfather, and his grandson is a red-head, according to Son Elsworth. Ignoring Grandfather Elmer, let's talk about Elsworth for a minute. Not long after joining the WP at Sacramento, he joined the U. S. Air Force, was captured on Mindanao and incarcerated in a Japanese prison camp at Tokyo for 3½ years. The Japanese surrender secured his release and return to the States, where he reentered WP employ for a brief period; then to college from which he will be graduated in December. Congratulations to Elsworth and, indirectly to Elmer!

Thanks to **Ernie Peninger**, we now know that the head-end brakemen on 39 and 40 really have a job to do in the Feather River Canyon!—The Editor.

Western Division Notes

by Agnes Welch

★ The Motor 601 never seems to cease fascinating **Frances Elmo**. A ride in the luxurious vista dome car even failed to dim her enthusiasm for it . . . so the following (with apologies to all the poets) is dedicated to her and the good old 601 . . .

When the 601 comes into view

I just get all a-shiver
But can I help it if I love
that dear old bounding flivver?

I never see the durn thing pass
without a hearty cheer,
And I yearn and yearn to travel
to stations far and near.

My great ambition isn't one
to sail the sea so wide
But just to hop the 601
and have a glorious ride.

This venerable hack has worn
the rail for many a mile
From Frisco Bay to Great Salt Lake
cheered on by Allison's smile.

She's never failed to meet her call
for lo! these many moons.

While reposing on her cushions rode
a flock of rail tycoons.

She's a gallant railroad classic
and her place on line she won.

And some day, maybe, she'll be classed
with the "C. P. Huntington."



Wild Horse Dam, on the Owyhee River about 72 miles north of Elko, Nevada. These waters provide irrigation for the Owyhee Indian reservation at Owyhee and constitute one of the ideal fishing spots of Elko County. Many 1½ to 2-pound trout have been taken from this lake. Note reflection of snow-covered mountain in the lake. Photo was made by Herbert Winfield Francis, originally from Freeport, Maine, now a WP carman at Elko with a 25-year service record.

The Stockton Grapevine

by Eugene A. Trace

★ PBX Operator **Bertha Griffin** recently returned from a month's relaxation and vacation in Arizona on her parents' ranch where she said she was completely spoiled by her mother, not having to do anything but play lazy.

Also I noticed **Angelo Prato**, the new agent at Stockton, buzzing in and out around the yard office, getting more thoroughly acquainted with the many new phases of his job. Then, too, the betting around the yard office was hot and heavy during the world series and who should come out on top the very first day, but my boss **William G. Howell** . . . we were both surprised. (The editor isn't!).

I see where **Eleanor** and **Bob Harrington**, of the yard office and depot respectively, recently returned from a vacation trip. They said they had such a good time they had to take several days to rest up before returning to work.

My friends in San Francisco tell me that **Greta Starr**, former PBX operator at the yard, and now currently decorating the freight office, was seen in San Francisco last Sunday watching the Portola Festival Parade and also going highbrow by taking in the opera—"Carmen" to be exact.

Inez Keibler, now taking **Velma Prentiss'** place in the terminal trainmaster's office, recently returned from three months in Europe and what she has to tell is worth listening to . . . Inez is also being congratulated on winning one of the prizes in the "Why I Like to Work for the Western Pacific" contest.

Service deluxe from the Sacramento office. A couple of weeks ago I was trying to locate Trainmaster Howell, who was riding a freight train somewhere between here and Oroville. I put a call through to Sacramento and while talking to "**Pinky**" **Morrison**, I asked him if he had seen Mr. Howell around there, knowing that the train was due in Sacramento about that time. While we were talking, he happened to be glancing out the window and saw Mr. Howell's head sticking out of a passing caboose . . . he transferred the call to the Sacramento yard office and by the time the train stopped and WGH got off, I had him on the phone. How's that for service?

Conductor **Cedric J. Morrissey**, who has been off since last May due to injuries sustained when he was hit by an automobile in Oakland, has been released by the doctor and reported to work fit as a fiddle October 21.

Let it be known that now Western Pacific employes . . . trainmen, engineers, switchmen, etc. now have a coke dispenser at their convenience. After much perseverance and many meetings and discussions on the subject, Stockton yard finally got its coke dispenser installed. Thanks to all those who had anything to do with it . . . it's really appreciated.

San Francisco's Foreign Trade Zone . . .

Now a reality, San Francisco's Foreign Trade Zone comprises Sheds "B" and "D" of Pier 45, lying immediately north of Fisherman's Wharf (the area may be located top right on this page just left of the fold). This "international island" places San Francisco and the West Coast on an equal footing with New York and New Orleans. Here, import cargo may be unloaded and stored duty-free, subject to transshipment to other countries, with or without further manipulation or processing, or entry into the United States upon payment of duty.

