

THIS IS THE PLACE



THIS MONUMENT COMMEMORATES THE GREAT WESTERN CATTLE DRIVE OF 1866-67. THE DRIVE WAS THE LAST OF ITS KIND AND WAS A MAJOR FACTOR IN THE DEVELOPMENT OF THE WESTERN CATTLE INDUSTRY. THE DRIVE WAS LEADED BY JOHN G. HUNTER AND HIS BROTHERS. THE DRIVE WAS A MAJOR FACTOR IN THE DEVELOPMENT OF THE WESTERN CATTLE INDUSTRY. THE DRIVE WAS LEADED BY JOHN G. HUNTER AND HIS BROTHERS.



This Is The Place!—Brigham Young

Vol. 5 NOVEMBER, 1945 No. 11

EDITORIAL

★ To Brigham Young and the other doughty pioneers of the westward trek of 1846-47, present-day citizens of Utah and her sister states owe a great debt of gratitude. So we think it fitting, in this Thanksgiving Day month, to feature on our cover the magnificent Mormon monument, to be dedicated in 1947, and Tom Brown's discussion of it on page five.

★ You've probably run across him—the man who sorrowfully declares he hates the idea of another war, but his "study" of the world situation "forces" him to conclude we'll have to fight Russia . . . or Britain . . . or Argentina . . . or ad infinitum! If you run across him again, ask him for his score. What did his study of the world situation "force him to conclude" about Munich, lend-lease, the destroyers-for-bases deal, the intentions of the Japanese selective service, and so on? If you find, as you probably will, that he batted around .00002 on these and the "and so on's," you'll be "forced" to conclude that as an appraiser of world events he rates with certain radio commentators and a few newspaper columnists. If he's determined to fight Russia, or someone, suggest he try it on his own!

HOW'S YOUR SCORE?

★ Under the same caption we're using, THE NEW YORK TIMES, in its leading editorial on September 27th, said . . . "Either we have to do away entirely with the old system under which every diplomatic failure was followed by a resort to violence or we will enter upon a Journey of Death from which there can be no returning. The thing that happened in New Mexico on the morning of last July 16 has changed human destiny. If it has in it the possibilities of infinite good — which it may have — it has also the possibilities of unimaginable evil." Arch Oboler's fantastic (?) radio story one day late last September gave us food for thought. The theme was that of a rocket trip to the moon by a scientist and two others. Close inspection of the moon's craters revealed a startling resemblance, though immeasurably larger, to the New Mexico crater. On the return trip, the scientist theorized on the possibility of life on the moon and development of atomic power long before us, his ultimate conclusion being the moon dwellers had exterminated themselves atomically. Nearing the earth, the rocket travelers found the earth dwellers exterminating themselves similarly. Don't laugh too hard! Think it over.

JORNADA DEL MUERTO

★ Chief Executive Officer William Wyer, of The Central Railroad Company of New Jersey, has advanced a profit-sharing plan contemplating cooperative action on the part of labor and management. According to Wyer, principal advantage of such a plan would be to transform traditional position of employes vs. management to employes with management. Other advantages would be steadier employment, lessening of suspicion by showing labor, through consultation, what really goes on in management of a business, strengthening the credit of the company and utilizing more directly the political power of organized employes to help bring about less legislative discrimination against the railroads and in favor of their government-subsidized competitors. We applaud Bill Wyer's efforts. We hope the profit-sharing plan will be accepted and broadened to include wages so that railroad workers will automatically share the railroads' prosperity and tighten their belts a little in the lean years.

PROFIT-SHARING

★ With this issue we complete two years of Headlight editing. While we know our readers have not shared equally with us the pleasure of this work, we hope they have found some enjoyment in our efforts. Five Presidents were born in November . . . Warren Gamaliel Harding (28th) and James Knox Polk (11th) on the 2nd; James Abram Garfield (20th) on the 19th; Franklin Pierce (14th) on the 23rd; and Zachary Taylor (12th) on the 24th. Local elections will be held throughout the country on the 6th; World War I Armistice Day is the 11th and Thanksgiving Day is the 22nd . . . we think! We can be devoutly thankful for the end of the war.

NOVEMBER DATES

THE HEADLIGHT
Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager
Published Monthly by
The WESTERN PACIFIC CLUB
Association of Employees of
The Western Pacific R. R. Co.
Sacramento Northern Ry.
Tidewater Southern Ry. Co.
Western Pacific Building
San Francisco 5, California
Member American Railway Magazine Editors'
Association.
Member Northern California Industrial
Editors' Association.



WESTERN PACIFIC CLUB

Officers

- Jack Hyland President
Frank Rauwolf . . . 1st Vice President
Art Petersen 2nd Vice President
George Welch Treasurer
Bill Banyard Secretary
Beth Deatherage . . . Assistant Secretary

Directors

- Mary Genoar Treasury
Peggy Smith Disbursements
Spen Lewis Transportation
Harold Heagney . . . Freight Accounts
Cliff Norden Engineering
Walter Mittelberg Traffic

STAFF REPORTERS

- Agnes Welch Sacramento, Calif.
L. H. Rodebaugh . . (SN) Sacramento, Calif.
Marie Libbe Chicago, Ill.
Irene Schuepbach St. Louis, Mo.
Frank Sell Los Angeles, Calif.
Jessie Morgan Portola
Floella Jones Wendover, Utah
Bette Elliott Stockton
Gene Neri Stockton
Peggy Phillips Elko, Nev.

BUY VICTORY BONDS



WILLIAM EVERETTE DENNY WILMER RYLAND ANDERSEN

★ Sacramento Northern's "Bill" Denny retired August 31st after more than 29 years of service with that road.

Bill was born April 24th, 1885, at Soldier, Kansas, and from 1907 through 1915 was agent for the Butte County Railroad. On January 3rd, 1916, he began with the SN as a clerk in the accounting department, subsequently serving as cashier and paymaster, bookkeeper, chief clerk to auditor, acting auditor, assistant treasurer and chief clerk to general manager, the post he held at retirement.

Our very best wishes go to Bill in his retirement and we know his many friends on the SN and the Western Pacific join us in wishing him well.

Wilmer R. Andersen succeeded Bill as chief clerk to the general manager.

Wilmer was born at Waynesville, Missouri, March 2nd, 1910. He started with the SN as a general clerk on April 9th, 1930, and later saw service as roadmaster's clerk, T&E timekeeper, division accountant and chief clerk to superintendent of transportation, the spot he was holding when promoted on September 1st.

Congratulations and good luck to you, Wilmer. LHR and WCM

★ ★ ★

THE TRAIN BOOK

★ Jeffrey Victor, an outstanding creator of toy books, has engineered a new one for children, THE TRAIN BOOK. The pictures are by John English, famous children's artist; the Madison Square Publishing Company, of New York, is the publisher and the tariff is One Dollar.

The book is actually made in the shape of a locomotive. More than thirty pictures, in color, depict the various cars—freight and passenger, people who work on the railroad, scenes inside the train . . . all combining authentic detail with a style children will like. We've tried it on two children—one nine and the other five. If their eager interest in this book is any criterion, it should have a great appeal to children of railroaders and all others interested in railroads and trains.

Trains have always been a popular subject for children's books, but usually the trains are caricatured. Not so with THE TRAIN BOOK, with which Victor and English use a more realistic approach. Thus the book should have fascination for both children and adults.

The book is featured in catalogues of large mail order houses and should be available at leading book, toy and department stores. THE EDITOR

NUERNBERG MEMORANDUM

Gunnar Wikander

The Nazis have reaped their harvest of dead—

By faster means than gun or rope;
And now of their victims' bodies—
behold!

The Master Race is making soap.
They boil down the fat of foe and of
friend,

Of Russians and Poles—and Ger-
mans, too,

Of Greeks and Italians and English-
men,

But mostly they use the tallow
called Jew.

Their product is rich in courage and
tears,

But little it has, if any, of hope;
For few can believe, and few have
faith,

When a Master Race is making
soap

Of innocent children, mothers and
men;

When God is at most—in many a
nation—

Only a name that signals the close
Of a speaker's attempt at the art
of oration!

In the quiet hush of an autumn day,
In a sheltered spot on a hilly slope,

Close to a prison and charnel house,
The Master Race is making soap—

A soap to cleanse their bodies and
clothes,

Made in the hush of autumn time.
But where is the soap to cleanse

their hearts,
And wash away their awful crime?

Gunnar (G. W.) Wikander is on our general auditor's staff at GO. He's a native Californian, born at Crockett a little more than 31 years ago, and has been with us since 1934. This is by no means his first attempt at metrical composition; nor is it the first time a work of his has broken into print. This verse is offered now not only because we consider it good, but as well for its timeliness.—The Editor.

"AL" McCARY—NAVY TO THE "MET"

★ Early this month, Albert Connell (Al) McCary, of our general auditor's office, leaves us to go to New York for further training of his baritone voice. His goal is no less than the Metropolitan Opera Company!

"Al" was born at Wellington, Kansas, some 23 years ago. After his discharge from the Navy, he came to us in July this year. As Y3/c, while stationed at Perth, Australia, he used his spare time training his voice. He has now, wisely in our opinion, decided to capitalize on his ability.

In San Francisco, he studied under Stewart Brady and in New York he will be guided by a tutor who has trained other successful Metropolitan aspirants.

Good luck, Al!

W. P. PENSION PLAN

★ President Eelsey has announced that the moratorium previously placed on the Provisional Retirement Plan, and expiring December 31, 1945, will not be extended and, therefore, any employee who may be eligible may now make application for retirement, the commencement date to be subsequent to December 31, 1945. However, the compulsory provision of the plan has been relaxed permitting those employees 65 years or over to remain in the service until June 30, 1946. The action was taken to encourage our workers to stay on the job until conditions are more nearly normal.

Vice-President and General Manager Mason states that unless there is an improvement in the manpower situation between now and July 1, 1946, he will request another six months' extension permitting such employees to continue to work up to January 1, 1947.

If you are physically able to do so, take advantage of this extension and delay your retirement. You are needed!

★ ★ ★

CALIFORNIA ZEPHYRS ON WAY!

★ The Western Pacific, Burlington and Rio Grande announced last month that orders had been placed with the Edward G. Budd Mfg. Co., of Philadelphia, for six stainless steel streamlined trains to be operated daily between San Francisco and Chicago starting late next summer.

President Charles Eelsey stated the trains, with Diesel locomotives, would cost ten and a half million dollars; that the new cars will embody all recent developments in design and construction for the comfort and convenience of the traveling public, including cars with the "Vista Dome" features affording sleeping car and coach passengers full enjoyment of the scenic wonders of the Rockies and the Feather River Canyon in the Sierra Nevada.

Mr. Eelsey indicated that executives of the three roads were unanimous in their opinion that the post-war years will bring expansion and development and affirmed their faith in the future of the territories served by their lines.

★ ★ ★

JESSE ROCHE HOLMES

★ Has resigned as freight traffic agent at Oakland to accept appointment as Clerk of Oakland's Police Judge Edward J. Smith's Court No. 3.

Jesse, who came to the WP in 1927, has for many years interested himself in civic affairs. He is a member of Post No. 5, American Legion (Oakland); past commander of Daylight Post, American Legion (San Francisco); past president and present secretary of the American Legion Service Club of Alameda County and had been a member of Oakland's city board of library trustees, a post he resigned at the time of his recent appointment.

Though we regret the severance of Jesse's connection with our company, he has our best wishes for complete success and happiness in the future.

Hy-Lites

By JACK HYLAND

★ It is with great pride that your columnist can report the following scoop . . . **T/5 Robert Witts** (Traffic) is now a married man, the vows being exchanged at 11th a.m. September 14th, in the Camp San Miguel Chapel located at Luzon, P. I. The wedding ceremony was followed by a luncheon in the WAC mess hall and a reception in the Recreation Hall, after which the bridal couple dashed away to Manila for a seven day honeymoon. Understand **Mrs. R. E. Witts** (nee Edith Elizabeth Cliff), who is from Pittsburg, Pa., first met Bob when her WAC unit was sent to Australia during July 1944, and when it became necessary for Bob to move to New Guinea, etc., the romance was continued through the medium of correspondence until Edie arrived in Luzon on September 7th. The bride wore a corsage of several tropical orchids and the bridesmaid wore a corsage of roses, and as Bob would say, "who cares what was worn by the groom." Our very best wishes are extended to Edie and Robert for continued happiness, with a special hope they will shortly return to the USA and home.

A very clever card was recently received by **Spem Lewis** (Car Record) from the "Stork Heir-Lines, Ltd." which announced the arrival of a new model plane reading as follows: Pilot, **Alfred McQuaid**; Co-pilot, **Eileen**; Passenger, **Barbara Rose**, weight 7 lbs. 10 oz., arrived September 1st, 3:31 p.m. (without baggage). Too bad Albert didn't give us the car number, but anyhow, congratulations.

Another letter dated September 23rd from long lost (as far as letters are concerned) **Capt. Don Burgess** (Traffic) indicating he has been on Okinawa, where he can look across five miles of water and see the small island with a single peaked spiral that is Iwo Shima, where Ernie Pyle lies honored by the soldiers of whom he had written. Don stated he has **105 points** and only needs **85 points** to get out but the Army's mathematics are "very poor."

If any one finds a **stray dime or quarter** . . . it belongs to **Pearl Mayfield** (Gen. Mgrs.) for we learn through the "underground grapevine" that she lost one (maybe both) recently. A search of my pockets reveal only pennies and nickels, but our "F.B.I." men intend to extend the search to include Southern California regions in the near future. Can you guess why, Pearl?

A short letter received from my cousin, **George Gladden**, Mo.M.M.3/c (son of the late Roy Gladden, Supt. Telegraph), telling of his receiving at Iwo Jima . . . "Ice Cream," the first time in over a year. Another "hy-lite" he mentioned was that his ship was sailing for Tokio the following morning. Good luck (and when you arrive, don't forget, George, your cousin likes souvenirs).

Understand **Miss Lois Dragoo** (Sect. to VP-M) was overheard talking with three Mexicans about her travels through Mexico. Wonder who was telling whom about the Mexican area—south of the border . . . anyway, we'll wager our money on Lois, even though the odds should be three to one, we'll take even money.

Grace Kent (Traffic) was all excited last September 7th, because **S/Sgt. John Kent** had telephoned from the southland, telling her he was to secure his release within 48 hours. Well, the Army's 48 hour periods are sometimes quite long, but, anyway, Grace and John commenced their civilian married life on September 21st, when he arrived in San Francisco.

Wonder who **Caroline Condit** (Treas.) was trying to fool when on September 29th she came to work late, having as an excuse the setting of her clock back one hour. The time change was all right but instead of **too much** it was **too soon**, for the actual change over date was not until Sunday morning. So, "who was fooling whom?"

The Traffic department has again reconverted—**Jay Barbeau** returned to the WP fold (working in Gen. Agt. John Coupin's office) on October 1st after a couple of years in the Coast Guard; and on November 1st we find **Johnnie Skinner** casting aside his captain's uniform for a desk job in the Divisional Department.

Ralph H. Allen (formerly Auditors), now retired, dropped into the General Offices on September 28th, and we heard a few remarks about a "lovely nudist colony" which is located adjacent to his Southern California home. Ralph looked quite well, but we noticed his upper lip sort of reflected a shadow . . . a "mustache," a retired man's trait.

A wonderful long letter was received from **Pic Albert Bramy** (Trans. Dept.) post-dated Manila, Luzon, in which he mentioned his unit was getting ready for another cruise to Kyushu Islands, where he is scheduled to set-up the administrative procedure for the rail system on Kyushu. Although Albert didn't state where Paul was located, he did mention having a couple of nice long "bull sessions" with **Major Paul Shelmerdine**, so assume he is also at Manila. (I previously hadn't heard of Paul's promotion, but in case he reads this . . . and any former editor should . . . Congratulations.

Most of us have noticed . . . **Elynor Lowrey** (Treas.) is once again smiling her usual smile, for last October 12th hubby **Richard**, after four solid and we do mean "solid" months of studying, passed his final examinations and is now a full-fledged "Ensign." Congratulations, Dick, the "gold braid" is quite becoming and we also . . . "go for that hat."

Tena Webster (Traffic) was very happy one day last month for she received a postal card from an old friend . . . **Gilmer Bell**, who had spent (or rather was forced to stay) 45 months in the Mukden, Manchuria, prison camp. His mention of losing 45 pounds in weight during his confinement would seem to indicate his stay involved a loss of "one pound per month."

(Continued on Page 6)

SPORTS REVIEW

By Jack Hyand

★ The Western Pacific Bowling League got off to a smashing start last September 6th, marking their sixth year of existence, at the Henry Golobic "Downtown Bowl," with the Passenger Traffic keglers winning all three games to take the opening night lead, but since then the going has been rougher and tougher—and we now find the Auditors holding down the leadership, closely followed by the Traffickers and Freight Accounts team.

After seven weeks of play, the team standings including games of October 19th are as follows:

	Won	Lost	H.G.	H.S.
Auditors	14	7	923	2471
Traffickers	13	8	885	2503
Freight Accts.	13	8	844	2494
Oak-Carmen	11	10	844	2385
Transportation	10	11	863	2444
Freight Agents	9	12	837	2464
Pass. Traffic	9	12	926	2451
Engineers	5	16	840	2397

The Traffickers have registered the highest team series with 2503, with the Freight Accounts 2494 and Auditors 2471 next highest, but these scores will undoubtedly go by the boards before the season is over.

Sevey-Wilkinson-Rintala Share Leadership

Following the opening night's spectacular performance of "Ace" Hudkins who slammed out a 609 series and that of Axel Rintala who brushed the timber aside for a 605 series on October 19—Howard Sevey has constantly held the leadership, climbing to a 175 average after 21 games and after consulting the "A.B.C." book of rules, find an established average for a bowler is based upon their total pinnage for 21 games or more, thus we must recognize Howard as our top man. However, Bill Wilkinson is sporting a 181 average after six games and is only topped by Axel Rintala (bowling alternate for McKelips) who now has a 188 average, including the league's high game of 243, after six games. The balance of the "Big Ten" list of keglers show the following:

	Gms.	Avg.	H.G.	H.S.
Rintala*	6	188	243	605
Wilkinson	6	181	223	551
Sevey	21	175	237	579
Dooling	18	172	203	537
Heagney	21	168	225	540
Hudkins	21	168	211	609
Brown	21	167	195	547
Corven, Joe	21	166	231	513
Craig	18	166	199	545
Gentry	21	162	192	546
Hyland	18	161	201	519

*Alternate

Incidentally, Joe Corven is our first regular bowler to return from the Armed Services and the bowling gang welcome his return. His 166 average seems to prove Joe's two and a half years overseas hasn't harmed his bowling arm.

THE WESTERN WAYFARER

"THIS IS THE PLACE" MONUMENT

By Thomas P. Brown, W. P. Publicity Manager, San Francisco

(Copyright, 1945, by Thomas P. Brown)

"To live in hearts we leave behind is not to die,"—From "Hallowed Ground," by Thomas Campbell, 1777-1844

★ Were we to gaze into that crystal globe where 'tis said the future may be read, we would envision a great event that is in the making. The day will be Thursday, July 24, 1947. The stage, set by Nature, will be the mouth of Emigration Canyon, overlooking Salt Lake City, "citadel of the Mormon Empire." The occasion will be the dedication of the "This Is The Place" Monument, a magnificent conception which, with its surrounding park, is destined to be one of the meccas of the Western Hemisphere and a stellar attraction of both scenic and legendary interest.

This commemorative celebration will be a centennial. The pages of history will be turned back to noon of Saturday, July 24, 1847. We shall see, shadowy in memory's eye, the vanguard of the Mormon pioneers who had left their Nebraska winter quarters 109 days before—143 men, 3 women, 3 children—slowly emerging from Emigration Canyon.

Their leader is Brigham Young, President of the Council of the Twelve Apostles of the Church of Jesus Christ of Latter-day Saints—a man of courage, imagination and decision. Ill, he is riding in the carriage of Wilford Woodruff. A halt and Brigham Young raises himself to view for the first time the panorama—Salt Lake Valley below, Great Salt Lake beyond. He speaks a few words—they are laden with destiny:

"It is enough. This is the right place. Drive on."

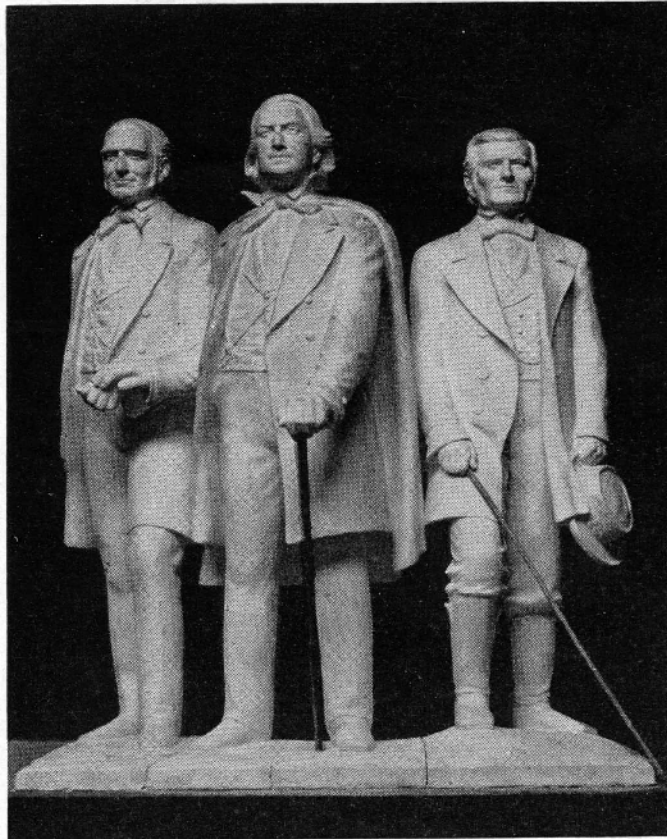
By nightfall the Mormon vanguard is encamped on ground near what is now Temple Square. The weary trek is over but obstacles are yet to be met and overcome before Utah becomes the great commonwealth it is today. All this is history.

Traditions of three generations are represented in the distinguished sculptor who has designed the monument and conceived its fourteen groups and figures—Mahonri Mackintosh Young, son of Mahonri Moriancumer Young, a son of Brigham Young. The sculptor, now of Ridgefield, Conn., and Gramercy Park, New York, has achieved world-wide fame. The Seagull Monument is one of his notable works. His heart is in the present undertaking. The Salt Lake City firm of Taylor Woolley and Clifford Evans is acting as consulting architects and technical advisers, also for landscaping the park.

The monument and its bronze groups will cost upwards of \$300,000; the initial outlay for the proposed Government-State-City park of 570 acres will be around \$100,000 and its development will cost much more. The project is being financed partly by the State of Utah through appropriations now totaling \$145,000 and the remainder from public subscriptions. Re-

sults of the preliminary finance campaign indicate widespread interest and every assurance of complete success.

The monument will be erected on ground belonging to the Fort Douglas Military Reservation at the mouth of Emigration Canyon not far from the simple shaft which has "stood guard" as a temporary marker since 1921. The monument will face slightly north of west and will look toward Temple Square, precisely four miles distant.



This photo shows the final design, as executed by Sculptor Mahonri Mackintosh Young, for the three central figures as they will appear in bronze on the top of the pylon of the "This Is The Place" monument. Brigham Young is in the center, Heber C. Kimball at his right, and Wilford Woodruff on his left. This photo and the cover illustration by courtesy of Mr. John D. Giles, executive secretary-treasurer of the Monument Commission, Salt Lake City, Utah.

The superstructure or rectangular base will be of Utah granite and will be 86 feet in length. The approved model shows a truncated pylon rising in the center, surmounted by figures of Brigham Young, with Heber C. Kimball, who later became his First Counselor, on his right, and Wilford Woodruff, member of the Council of the Twelve Apostles, on his left. When cast in bronze these central figures will be the same height as that of the statue of the Angel Moroni on the Mormon Temple, 12½ feet high. Height of the monument, including the three statues will be 56 feet. Below the group, engraved on the front of the pylon will be the theme words: "This Is The Place."

At the base of the pylon is a bronze group: Orson Pratt, standing, and Erastus Snow on horseback.

At the north end of the base is an historic group of trappers and explorers led by Gen. William H. Ashley, James ("Jim") Bridger, Thomas Fitzpatrick, David E. Jackson, Jedediah Strong Smith, William L. Sublette, Milton G. Sublette, Hugh Glass and Robert Campbell. At the

south end is the group: Father Silvestre Velez de Escalante, Father Francisco Atanasio Dominguez and Don Pedro Cisneros, Don Bernardo Miera y Pacheco, Don Juan Lain, Lorenzo Olivares, Lucrecio Muniz, Andrew Muniz, Juan de Aguilar and Simon Lucero.

On the front of the base section, below and to the right and left of the Orson Pratt-Erastus Snow group, are bas-reliefs showing the Mormon company traversing the Pioneer Trail. There also are bas-relief groups on the north and on the south face of the pylon. North: Orson Pratt, John Brown, Jesse C. Little and O. P. Rockwell. South: George A. Smith, Erastus Snow, Joseph Matthews, John Pack and one other whose name is not available.

On the reverse or east side of the base, which faces toward the Wasatch Mountains, is a central plaque honoring the Donner Party which blazed a trail from Weber River to Salt Lake Valley while en route to California in 1846, thus enabling the Mormon pioneers later to save time invaluable for planting of crops. To the right and left are (Contd. on next page)

Randall, R. W.



single figures, six in all: Etienne Provot, the Shoshone Indian chief Washakie, and Gen. John C. Fremont (left); Capt. B. L. E. Bonneville, Father Pierre Jean de Smet, and Peter Skene Ogden.

Thus, to quote from the splendid brochure issued by the "This Is The Place" Monument Commission, Salt Lake City, "portrayal of outstanding historic events in the history of the Valley of Great Salt Lake, preceding the advent of the Mormon Pioneers, has been combined with the memorialization of that history-making event in the design submitted by Mr. Young."

Under plans now being worked out, the surrounding park promises eventually to become one of the most attractive and interesting mountain parks of the West. The Salt Lake City Zoo and the Bonneville Golf Course, owned by the city and planned to be enlarged, are within the area. A section of the original Mormon Pioneer Trail will probably be covered to preserve it as far as possible in its original condition. It is planned to keep this area much in its native state but thousands of trees, shrubs, vines and wild flowers will be added. At the present writing we are told that the native shrubbery behind the site of the monument is a veritable blaze of color—the effect as if the terrain were covered by a gigantic Paisley shawl.

The Monument project dates back to 1930 when the first definite plans were discussed and preliminary steps taken by the Utah Pioneer Trails and Landmarks Association, including sponsoring of an act of Congress to permit erection of the monument on Fort Douglas Military Reservation. From all sides has come enthusiastic support of the undertaking which is now being directed by the "This Is The Place" Monument Commission. The officers of the Commission are:

President George Albert Smith of the Church of Jesus Christ of Latter-day Saints, chairman; Most Reverend Duane G. Hunt, 1st vice-chairman; George Q. Morris, 2nd vice-Chairman and chairman, executive committee; Right Rev. Arthur W. Moulton, 3rd vice-chairman; Mrs. Cornelia S. Lund, 4th vice-chairman; Rabbi Alvin S. Luchs, 5th vice-chairman; Joseph E. Cardon, 6th vice-chairman; John D. Giles, executive secretary-treasurer; and Ira A. Huggins, assistant secretary-treasurer.

Other members of the Commission

are: Orval W. Adams, chairman finance committee; Marriner W. Browning, John R. Anderson, Lucy Grant Cannon, Mrs. Fred Davidson, George S. Eccles, John F. Fitzpatrick, J. L. Firmage, J. Francis Fowles, James H. Gardner, Earl J. Glade, Marion J. Greenwood, Col. E. L. Hogan, Henry C. Jacobs, Fred W. Keller, Ida M. Kirkham, Fred H. Knickerbocker, John P. Madsen, Judge Wilson McCarthy, William R. Palmer, William H. Reeder, Jr. (vice-chairman executive committee), Joel E. Ricks, Eric W. Ryberg, W. E. Ryberg, J. Wyle Sessions, Glenn E. Snow, Dr. Walter M. Stookey, Silas E. Tanner, A. Leroy Taylor, Mrs. John T. Wahlquist, Mrs. Gerard B. Werner, James L. White, Mrs. Herbert Woods, Taylor Woolley, R. H. Wooton, and Levi Edgar Young. The late Herbert S. Auerbach was a member of the executive committee until his passing.

To assure the unveiling and dedication of the monument on July 24, 1947, the Commission has mapped out a schedule for progress. Landscaping of the terrain begins this Fall; the superstructure of the monument will be completed in the Fall of 1946; final castings of the bronze groups and figures will be completed early in 1947. A highlight is that from the standpoint of the use of bronze this is one of the largest monument projects ever to be carried out in America.

In concluding this necessarily brief but absorbing story, the writer expresses grateful appreciation of the invaluable cooperation given him by Mr. John D. Giles, executive secretary-treasurer of "This Is The Place" Monument Commission.

★ ★ ★

ALVIN LEE GENTRY

After 16 years of service with the WP, "Bud" Gentry has left us to join the Wisler Printing Company, of San Francisco, as sales manager.

"Bud" saw the first light of day at Panaca, Nevada, and began with us as a steno-clerk November 1st, 1929. He served subsequently as secretary to our FTM, secretary to VP-traffic and freight traffic agent at San Francisco. Prior to his WP employment, "Bud" worked for the Utah-Idaho Sugar Company and the United States Fuel Company at Salt Lake City.

Good luck in your new venture, Bud!

FRANKLIN ERNEST FOWLER LOREN WINFIELD AMES LELAND DRISCOLL MICHELSON

★ "Frank" Fowler is forsaking us on December 1st to trek eastward to President Truman's home town of Independence, Missouri. Purpose: to enter private business. Since September 9th, 1929, when Frank started with us as a stenographer, he has worked at several points on our railroad, including the general office where he acted as secretary to VP&GM Mason. His latest post was chief clerk to the superintendent at Sacramento. Frank was born October 14th, 1909, at Salt Lake City and, unless we're very mistaken, began his WP service at Wendover. We know Frank's many friends join us in wishing him complete success in the new venture and much happiness with his family in the "show-me" state!

Loren Ames, who succeeds Frank as Glenn Curtis' chief clerk, was born at Wyandotte, Kansas, September 17th, 1895. His WP service began as head timekeeper at Elko August 15th, 1919. Subsequently, Loren became chief clerk to the superintendent of the Eastern Division, the post he held when his new appointment was announced. Loren has our best wishes for success at Sacramento.

Succeeding Loren as chief clerk to Superintendent Duggan will be Leland (Mike) Michelson, who forsakes his post as traveling freight and passenger agent at Elko to accept the new assignment. Leland was born at San Francisco July 5th, 1914, and began with us as a crew caller in July '28. Subsequently he served as clerk, cashier-agent, assistant accountant, timekeeper, assistant chief clerk at Elko and, since September '44, as TF&PA. The Michelsons are truly a railroad family and we wish Leland continued success.

HY-LITES

(Continued from Page 4)

Surprising the Treasury Department at their October 6th Lake Temescal picnic, Marie Skovbo announced her engagement to Emil Seppa, with the wedding being planned for November 24th. Also surprising the same department, Barbara (Bobbe) Senior left the Western Pacific services on October 15th, departing for San Diego from where her husband Billy is scheduled to sail for distant parts of the South Pacific. Then, Muriel Baird was very happy on October 16th, for her husband Kenny was able to secure leave from the Merchant Marine school to celebrate their "First" year anniversary.

PORTOLA PUTTS

By Jessie Morgan

★ Engineer **Robert Loggins** and his wife **Gladys**, trainmaster's clerk, spent ten days with Bob's parents at Bend, Oregon. They had a grand trip, flying to Bend from Sacramento.

Traveling Iceman **George Hinkle** and **Pauline Kamnerer**, of Sacramento, were married at Salt Lake City on October 10th. They plan to make their home at Portola. Our best wishes to them.

Brakeman **Bruno E. Palulis** is a father for the first time. Mrs. Palulis presented him with a 7 pound 10 ounce baby girl on September 26th. A day earlier, Conductor **Arthur Dryden's** wife presented him with a 9 pound boy. All doing well. Congratulations.

Vance Shipton, night foreman of the ice department, left in mid-October for Missouri to visit his relatives. He plans to stay a month.

Lt. Harry R. Lawrence, Jr., and his wife, the former **Betty Scott**, of Portola, arrived in late September and hoped to spend his 55-day leave with their folks, Conductor and Mrs. **Harry R. Lawrence**, of Portola. Lt. Lawrence, a former brakeman, has been in the Army three years, seeing most of his service in Europe. He participated in the invasion of Africa.

Brakeman **Darius Varley** met near disaster on October 15th when he missed his footing boarding the caboose returning to Portola from Winnemucca. Though it is reported he fractured some ribs, the accident was not sufficiently serious to confine him to the hospital.

T/Sgt. Jim F. Dodds, WP fireman in the Army for the past 41 months, has been discharged and is back home. Jim served with a railway battalion in the African and European theatres and can relate many hair-raising experiences.

Harry H. Marshall, yard checker, formerly of Oakland, has reported for duty at Portola. Before Harry joined the Navy in '41, he worked at Wendover. As a Y1/c in submarine service, his home base was Pearl Harbor. All of his duty was on the submarine **SWORDFISH**, receiving Presidential citations twice and citations from Admiral Halsey as well.

Yardmaster and Mrs. Charles M. Beem have returned from a vacation enjoyed at Chicago, Kankakee and Champaign, Illinois. They made the trip by automobile and did not attend the World's Series while at Chicago!

Louis David Bentel, retired WP engineer, passed away at Portola on September 13th. Bentel, born June 25th, 1870, at Mt. Airy, Ohio, began his service with our railroad September 11th, 1910, and retired February 29th, 1940.

(Editor's note: **Jessie Morgan**, who has been our loyal Portola correspondent for some time, is leaving the WP. We are grateful to Jessie for the fine help given us and wish her much happiness. We will try to get someone to supplant Jessie and, if mental telepathy works, maybe we'll get an offer!)

ELKO ECHOES

By Peggy Phillips

Mrs. William S. Thompson (formerly **Margaret Barry**, telegrapher) presented her husband, Engineer "**Bill**" **Thompson**, with a baby boy September 23rd. He has been named **William Joseph** and is certainly a 100% Western Pacifier!

Lt. Ernest E. Mueller, former ticket clerk and husband of **Theda Mueller**, secretary to master mechanic, is home on furlough, having returned to the States in late September. He will report at Santa Ana November 15th for re-assignment and Theda will accompany him.

Capt. Noble A. Drennan is returning to Elko as a dispatcher and **Leland D. Ford** has returned to work as assistant accountant, after serving in the Army since August, 1942.

Sgt. Robert Massie, who served overseas for 21 months of his 33-month Army career, has come to us as steno-clerk at Elko.

Mrs. Harry L. McGlothlen, wife of our trainmaster at Salt Lake City, has been in the hospital for medical attention. We hope by the time this appears in print she will be much improved and back home again. In which hope the editor sincerely joins.

Eileen Daly, assistant file clerk, is back at her desk after an absence of a week. Eileen was thrown from her horse, whose moniker is "Lady," but who certainly didn't live up to her name! Don't be disheartened, Eileen, you know the old axiom . . . "If at first," etc.

Three more girls have arrived from Texas to work as telegraphers at various points on the Eastern Division. Texas is doing her share in supplying native daughters for the WP and the girls are doing a fine job. (Editor's note: How about names, Peggy?)

★ ★ ★

WESTERN DIVISION WHITTLINGS

By Agnes Welch

★ Surprise visitors in the superintendent's office were **M/Sgt. Sam Dewhirst**, U. S. Army, and his wife **Kathleen**, of the Marine Corps. Sam received his discharge early in September after more than three and a half years overseas. In May of this year he sustained a wound on Mindanao Island from a Jap mine fragment.

Marcia Whitlock, of the Marines, dropped in, too, and had lunch with the gang.

Lt. "Ace" Arnall, Western Division conductor prior to enlisting and serving overseas, will probably be back with us soon.

Marie Kistle has taken over her new duties as ticket clerk and **Maxine Naisbet** has been assigned to position of social security clerk, the job formerly held by Marie.

June Matters, asst. T&E timekeeper, and **Bert Nolten**, secretary to Superin-

tendent **Curtis**, are wearing happy smiles these days . . . and for good reason, too. June's husband, who is in the Navy, is expected home soon and Bert's family arrived from the East. Bert's still smacking his lips over the fine home cooking. Sacramento restaurant fare almost got him down . . . or was it just old man nostalgia?

FLASH NEWS FROM OVERSEAS: **Lt. Comdr. A. F. (Al) Williams** is in Nagasaki, Japan, in charge of repairs to roads, docks, etc., on the waterfront—both sides of the bay. Al says there isn't any trolley system left, but that the railroad is still running . . . a double-track 3' 6" gauge, with automatic block signals, etc. At least a good rail system will help make Al feel at home! Word has been passed along that **T/Sgt. John Jessiman**, formerly section foreman at Jellico, is in China, but is expected home soon.

★ ★ ★

WHAT ACCIDENT RECORDS REFLECT

★ The railroads keep records of the accidents on their individual properties. The Association of American Railroads keeps records of the accidental deaths and reportable injuries (a reportable injury is one that keeps the employe out of employment for more than three days) for all of their reporting roads. The A. A. R. groups the roads into six groups and sets up comparative statistics indicating the success of each in reducing the accident frequency. The ratios are based upon million man hours worked. As pointed out before, our position in the rating is not one of which we can be proud. This, I am sure, is not because we are less competent than others to do our work without accidents, but rather because, as we personally observe only an occasional accident, we do not realize the suffering and wastage of human and material values resulting from the sum of all of the accidents scattered over the road. Another contributing factor is that we have not sufficiently realized that by using more care we can prevent a great many of them.

Let's take a look at the facts that these statistics reflect. The Michigan Central won the Harriman Award for 1944. In 1923, this road killed 34 employes and injured 1,151. In 1944, they killed 6 and injured 182. There are now 1,346 employes on the New York Central System who would have been dead if their accident record had not been improved. There are many thousands who have been saved from disabling injuries who would have been injured if accident frequency had not been reduced. This is food for thought; yes, and certainly a motive for putting forth our best efforts in the months to come.

We can greatly improve our performance. There is evidence that the interest needed is increasing. With in-

(Continued on Page 8, Col. 3)

RANDOM

★ It seems the cardinal rule of writing is to get off with a wow opening! All our stuff looks hot, so we'll begin by taking a verbal poke at **Senator Theodore G. (Dear Dago) Bilbo**, D., Mississippi, who told reporters on the 29th of September that he was planning a (another!) filibuster. Surprise! Surprise! The man is consistent, though; he always filibusters with the object of defeating sound (opinion ours) legislation. This time he's agin' a Senate bill "to abolish the 50% railroad freight rate reduction on military shipping which the Government has enjoyed during the war." The legislation Bilbo dislikes is designed to eliminate the superannuated land-grant rates. Bilbo's attitude should help our cause!

Apologies to **Homer Bryan** and **Dominic Goodmann** for the misspelling of their names in last month's issue. They were okeh in the copy, but we didn't check our printer too well! Regrets too for the improper spelling of **Harry W. Forman's** name and for the other errors which we hope to minimize in future.

Irv. Abramson, erstwhile associate editor, has left his berth in our engineering department to accept a post with Schenley Distilleries Inc. Our best to Irv and happy samples!

From **L. H. (Rody) Rodebaugh** we learn that **S/Sgt. Wilfred A. Blue**, U. S. Army, returned to SN's general office as T&E timekeeper on September 10th after almost three years in the armed forces. He received his basic training at Schofield Barracks, Hawaii, and left there in June '43 for Sydney, Australia, and in January '44 moved to New Guinea. Later saw action at Leyte, Mindora and Mindanao. Returning, he landed on the East Coast and was confined to a hospital for treatment of infection of a foot and eye. On July 21st he received his discharge at Camp Beale, Calif. He served with the 24th Division, 21st Infantry, known in peacetime as the GIMLETS.

We've just been handed another letter of appreciation . . . for all Western Pacific employees . . . from the American National Red Cross, signed by all the officials of the San Francisco Chapter-Blood Donor Service. So many of our people did a magnificent job in donating their blood. Wish we had the names of our champion donors so we could pass out a little credit.

In our December '44 issue we confidently announced that **Gus Mann** would reopen the Feather River Inn during the summer of '45. We were wrong; our only excuse being that Gus really expected to reopen, but the labor situation didn't permit. We now repeat the prediction for the summer of '46 based on Gus' definite statement to us in Chicago last month. Hope the California Zephyrs are ready in time to help the cause!

In our latest September issue, we announced the annexation of the San Francisco City Tennis championships by **Tom Brown, Jr.** We're happy to report now that Pfc. Tom went on to pound out a grand slam in the Pacific Coast tennis championships late in September. Tommy won the men's singles, the servicemen's singles and paired with **Harry Buttimer** to win the men's doubles.

We hear that **Clyde Edmondson** has returned to his peacetime post of general manager of the Redwood Empire Association, which he had held for 17 years prior to acceptance of a Navy commission in 1942. He experienced three years of active duty in the Pacific as an executive officer in the Navy.

Jack Hyland stole our thunder re **Capt. Don Burgess**, but we'll scoop Jack anyway since we've learned that Don is leading a charmed life, or the equivalent, having survived a plane crash in which he was the only uninjured man and, later, was crowded off a bridge by drunken (!) celebrants, yet sustained only injury to his feelings! Hope Don will be back with us soon.

Also from the Pacific . . . Saipan this time . . . we've word from **Earl R. Stratton**, coxswain, has been processed out of the Navy and is awaiting transportation to the States for discharge. Earl claims he is a "Mr." again and seems happy about it! He is on our chief special agent's staff.

With the war over and blood donations for the armed forces no longer necessary, let's turn to our own problem, which is to provide a blood bank for Western Pacific people. Some time ago, several of our people traveled to the Irwin Memorial Blood Bank, San Francisco, to make donations. This blood is credited to Western Pacific account and is available when our people require transfusions, which is not as infrequent as you may think. **Doris Wetmore**, office of auditor of freight and passenger accounts, is doing splendid work in promoting this project. Last month two of her associates started the parade . . . **Ailene Stolberg** and **Dorothy Murdock**. Congratulations to them and to Doris for her efforts. These donations should not be confined to GO people, for the blood is available to all Western Pacificers hospitalized in San Francisco. Just remember, you may need this service one day!

John Lewis Saxon, commercial agent in our New York traffic office, has left WP service. We've no other details, but wish him well. John was born in London, England, attended New York University and Columbia and before coming to us was chief rate clerk for the SP in New York.

Robert Lester Runge, formerly freight traffic agent at Oakland, has transferred to Stockton as traveling freight and passenger agent. Good luck, Bob.

Which reminds us, two of the tallest gentlemen in our traffic department—possibly on the railroad—are now on the staff of our Stockton general agency . . . **Bob Runge** and **Frank Lindee**.

Carl Rath claims the following is one for the book. We'll leave it to you.

Operator at Bieber: "There goes the 210s pulling out. The engineer is a full-blooded Sioux Indian." Other operator: "How times change! His grandpappy was busy pulling arrows out of the soljers; now here the grandson is pulling the lungs out of boxcars!" We disavow the whole business!

Again from the Pacific: **RT/3c Orren K. Prentiss** reports from Subic Bay, Luzon. Apparently Orren has seen plenty of action, has done considerable wandering in the Pacific Ocean and is ready to come or go home, depending on how you look at it. We hope he gets his hope!

Notes on our Eastern trip: We're grateful to the folks in our New York and Chicago offices for the hospitality extended. Glad to see that **Dana McCready** has fully recovered from his surgery. The miracle twins of Pullman reservations . . . **Jim Warren** and **Jake Ephraim**, both of our Chicago office, amaze us. They get space where space is supposed to be unavailable. **George Wenig** and the other members of **ATM McCarthy's** staff cannot be overlooked either. And leave us not overlook **Roy Harford** in our New York office!

We thoroughly enjoyed a visit with **Mr. Schumacher** at his New York home. We don't anticipate a long life, but if it should be our lot, we could ask for little more than to be able to think as clearly and be as considerate and good humored 40 years hence! In retirement, Mr. Schumacher's thoughts are as much with the Western Pacific as they were while on active duty.

The Gallup Poll claims that 56% of labor union members polled in a recent survey replied that the government should not own the railroads. Majority expressing opinions were also opposed to government ownership of banks, coal mines and electric power companies, though the latter by a slim margin. Our interest is, of course, in the attitude toward the railroads and we're very happy over what we consider the intelligence of the railroad brotherhood member. Only 26% said the government should own. Should government ownership ever come, we'd bet that 26% would be the first to holler . . . and loud!!

THE EDITOR

What Accident Records Reflect

(Continued from Page 7)

creased and constant interest, we cannot fail to improve. But let us remember that one group, yes, one individual, can mar the record established by those who meet their responsibility to themselves and their fellow-men.

The record reflects the human lives saved, the family financial disasters averted, and the human happiness conserved. That we have a proper concern for the welfare of ourselves and others should be the goal of each of us. And may we keep that goal ever before us.

HOMER BRYAN