



LASSEN NATIONAL PARK IN JULY

The best way of all to have friends is to be friendly.

Editorial

★ Difficult to appraise, the value of a smile versus a frown is not inconsequential. That applies to practically any business; more so to transportation agencies and public utilities. The worth of a smile is infinite. What a world of difference it makes to the customer if the Western Pacific people he must contact to travel or ship greet him in a friendly manner. It's so much easier to smile than to scowl. We know; we've given it a thorough

What Price A Smile??

test! It is not at all pleasant to see our associates treat the public cavalierly . . . superciliously, if you will. Only in very rare instances will friendly manner and a ready smile fail to win friends under any circumstances. For our own selfish ends, many of us handling travelers might well cultivate a more cheerful attitude; similarly those of us contacting shippers and receivers of freight may be surprised by the response to a more friendly approach. Try a smile, if you haven't. We think the results will amaze you!

★ A disposition or effort to promote the happiness or social elevation of mankind; literally, love of man . . . that is philanthropy. Substantial monetary philanthropy is way beyond most of us, but when we support the work of our Community Chest to the best of our financial ability we enjoy the inner satisfaction of contributing to the general social improvement of the community in which we live . . . or, at the very least, stemming

Philanthropy

the tide of the evil element existing in greater or lesser degree in almost all communities. A few of us feel the Community Chests don't function perfectly. Quite true, but you name the organization that does and we'll stop praising the Community Chest! Preliminary work is now being done for the Fall campaigns, which will be conducted in late September and through October. For most of us, the Community Chest provides our only avenue for keeping our self-respect so far as local social work is concerned. Let's stop the carping and do some contributing . . . generously and benevolently.

★ The peoples of the earth seem to be writhing and moiling, as the earth itself once shuddered and heaved up and reformed itself. These are the words of a contemporary author. Now it seems to us those pearls of wisdom pose a rather interesting question. Is the "writhing and moiling" a concerted affair in which, directly or indirectly, a majority of "the peoples of the earth" are participating; or is the w. and m. the bright idea

Writhing and Moiling

of certain characters, located at all the world-outposts, designed to keep ALL the people in a state of constant physical and/or mental turmoil? Our fond hope is that only good will come of the "heaving", though we fear the bright light of truth would disclose much selfishness involved. We've searched diligently to find what the leading writhers and moilers sacrifice in the general process. All we discover is that only the deluded followers of the "writhers and moilers" lose much . . . and they frequently lose almost everything! Consider well!

★ We are embarking on a series of articles bearing on the attractions offered by the states and communities served by the Western Pacific Railroad, in the course of which we will also, step by step, reveal the delights and pleasures to be enjoyed when travel on our new

Plans

California Zephyrs is possible. Preliminary to all this, we are, in this issue, offering "Steel Rails on Old Trails" by Thomas P. Brown, WP Publicity Manager and our invaluable colleague in production of this magazine. We hope our efforts will prove interesting, as well as educational.

THE HEADLIGHT

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Jack Hyland Associate Editor
Bill Stout Business Manager

★
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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Paul Shelmerdine to Alaska

★ Major Paul Shelmerdine, south Pacific veteran, ex-editor of The Headlight and chief clerk to our sup't. of transportation, has been granted a year's leave of absence to accept the post of personnel director for The Alaska Railroad, operated by the U. S. Dep't. of the Interior, headquarters at Anchorage.

Paul was born at Salt Lake City, Utah, January 11, 1901; was educated through high school there, later receiving some private school education at San Francisco. He began his railroad career with the Union Pacific in April 1918 handling interline and local claim papers.

In January 1919, he began 4½ years of service in the Rio Grande and WP local freight office at Salt Lake City; then, in July 1923, he became chief clerk of the Joint Interchange Bureau in the same city, holding that post until August 1928. When the Joint Interchange Bureau was abolished, he moved over to the Oregon Short Line in September 1928, establishing the interchange desk. Three months later, he joined the Southern Pacific's general freight office as manifest and commerce clerk, remaining there until April 1931.

On May 1, 1931, Paul came to us as car distributor in the office of the sup't. of transportation at San Francisco. Later, he was made chief of the manifest bureau and, at the time he entered the Army as a 1st Lieutenant in November 1942, was assistant chief clerk. Upon his return in February 1946, he was appointed chief clerk and held that position until his recent move.

Universally popular, Paul's engaging grin and all-around know-how will be sadly missed. Sincere cooperation is routine with Paul and we personally admire his willingness to take on tough assignments. He can be counted on to shun garrulity and accept the challenge for leadership when that is required.

We join Paul's host of good friends in wishing him all possible success in the new venture.

George William Asher

★ On July 29th, George W. Asher was assigned as day roundhouse foreman at Oakland, succeeding Joe Nash.

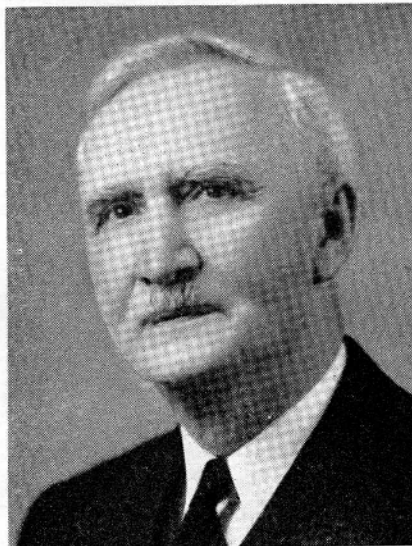
Asher was born at Ironton, Wisconsin, December 28, 1882, and began his Western Pacific service on July 15, 1923 as a machinist. Prior to this assignment, he had been second trick roundhouse foreman at Oakland for some time.

Harry William Gibson

★ One of the most popular and most capable Western Pacific employes... Conductor Harry W. Gibson... retired on July 1st, just a few months short of completing **forty** years of service with our railroad.

Born at Morris (Tioga County), Pennsylvania, May 17, 1876, Harry started with the Western Pacific on December 10, 1906, six months after construction of the Eastern Division was begun.

After his last run, Harry and Mrs. Gibson enjoyed a visit in California,



followed by a trip east including stops at Washington, D.C. and New York.

Harry is planning to ride the first CALIFORNIA ZEPHYR out of Salt Lake City. We wish the Zephyrs could have begun their regular runs before Harry's retirement so his career might have been climaxed by handling one or more of those luxury trains.

We have, for a long time, considered Harry Gibson the paragon of railroad passenger train conductors... courteous, capable, helpful. Add to that Harry's natural handsomeness and always trim appearance—and the picture is complete.

We salute Harry Gibson, conductor and gentleman, on his magnificent service and wish him many years of complete happiness in retirement.

August Lofholm

★ Sadly we record the passing of "Gus" Lofholm, Western Division Engineer, at Portola on August 19th.

Gus was born in Sweden on October 15, 1886, and began his WP service on August 3, 1909. Kind, considerate and capable, he stood high in the affection of his many friends. In his death, Portola loses a respected citizen.

William Joseph Nash Dead

★ The dean of our roundhouse foremen, beloved by all who knew him, William Joseph Nash passed away at his Oakland home on July 19th. He was serving his 27th year as foreman at our Oakland roundhouse.

Born at St. Charles, Missouri, March 13th, 1884, Joe came to the Western Pacific, as a machinist, on May 15th, 1911. A little over eight years later... on November 10, 1919... he took over duties as roundhouse foreman at Oakland, remaining on that job until his death.

Respected and admired by subordinates and superiors alike, Joe had the happy faculty of making friends of all who crossed his path. Never shirking responsibility, he would attempt the impossible if called on to do so. He was a hard worker, but always seemed to have enough time to stop and listen to the problems of his associates... almost always responding with friendly and sound advice.

To say that we will miss Joe is superfluous. His likeness is rare. He lives on in the memory of his many friends.

San Francisco Veterans Information Center

★ San Francisco's Veterans Information Center (supported by the Community Chest) in City Hall celebrated its first birthday with a total of 77,000 veterans having used the Center's facilities.

Since the Center began operation July 16th last year, interviewers have answered in excess of 110,000 queries from veterans of both World Wars as well as a few from the Spanish-American War.

Beginning with a staff of three, Veterans Information Center has now greatly expanded. Veterans may avoid "the old run-around" and obtain the right answers, or proper assistance, from five interviewers, an expert on G.I. loans or from full-time representatives of the Veterans Administration, United States Employment Service, American Red Cross and the California Department of Veterans Affairs.

Problems concerning education vary according to the time of year. Just before a new school semester the number of queries rises sharply. And now with the veteran becoming more entrenched in civilian life inquiries pertaining to loans, both State and G.I., are on the upgrade. As with loans, the same holds true with national life insurance. As the veteran becomes more settled, or is married, he seeks the Center's advice on insurance reinstatement or conversion.

The San Francisco Veterans' Center is located in the City Hall, Room 164.

Hy-Lites

By JACK HYLAND

★ As is the working man's misfortune—vacations must come to an end, and not being able to alter the custom nor change the tradition which has been handed down through the years—my vacation has passed, but at least the memory of the pleasant days enjoyed during (our) stay in New Orleans, La. shall

lighten the dreary days ahead. Wish to express my appreciation to **Lee Brown** (AF&PA), **John Carroll** (Traffic), **Frank Rauwolf** (Frt Claim) and **Boyd Sells** (Traffic) for their assistance concerning things to see, places to go and foods to eat while in the southern city. Am also deeply indebted to **Tommy Kyle** (Pass Dept) for accomplishing the difficult... in the way of Pullman reservations.

Upon returning found a letter announcing a shower for **Betty Kellerer** (Treas, Dept) scheduled for August 15th, given by **Mary Preece** (Treasurers) with kitchen utilities being prevalent as gifts. Was somewhat surprised but understand **Betts** plans to say "I do" sometime during September and the other party who will also speak the same words is... **Darrel Mason**.

A second letter conveyed the announcement of a shower on August 22nd for **Mary Tanner** (Treas. Dept) with **Marilyn Marshall** (same Dept) being the hostess. The wedding plans indicate Mary and **Charlie Rathburn** will exchange vows sometime during October.

On August 12th, **John Carrol** (Traffic) had a couple of cysts removed from his left eye, leaving it somewhat discolored but it didn't stop him—for on August 16th **Johnnie** and **Mrs. Carroll** started on their motoring trip (in a new automobile) to Seattle, Wash., from where they will travel via steamer to Victoria, B. C. on their vacation.

An article "In the Beginning" appearing in the June issue of the Headlight mentioned **W. J. "Billy" Meehan**, the conductor on the first train over the Western Pacific. **Frank Sell** (Traffic-Los Angeles) writes—some of his old friends might be interested in knowing Billy resides in Long Beach, Cal. and makes regular trips each month into Los Angeles to secure a copy of the Headlight. Understand Billy was the first conductor hired by the Western Pacific and this distinction should justify his name being upon our mailing list.

Just ran across an old letter from **Jimmy Dillon** (Oakland) enclosing (\$2.00) to cover payment of WP Club dues for many days to come. Although slightly belated, am happy to inform all interested parties the money eventually reaches the proper person and now it's **Howard Sevey's** worry and if Jim doesn't get a Club card with paid up dues for 1946 and 1947 he'll know the reason.

While in Los Angeles last month, with time to spare between train connections, **Janie** and I traveled out to Van Nuys, Cal. and visited "**Kathy**" Senior, age one month, who is the daughter of **Mrs. Bobbe Senior**, nee Boyd (formerly Treas. Dept). We learned the "Seniors"... meaning all three, plan to visit Berkeley, Cal. after the youngster is "two months" old.

E. J. (Gene) Neri (Stockton) and family, as well as **Alta Kopp** (Stockton) and her husband, apparently enjoyed our July 21st picnic as they promised to make an appearance at our next picnic. Wonder why it has to be an annual trip, Gene?

Chas. Faye (Perishable Mgr) and **Walter Mittelberg** (GFA) were overheard last month in a heated discussion ??? regarding golf handicapping, which obviously arose because Chuck's name is the only one appearing on our "Golf Trophy". **W. C. M.** was heard to say "There'll be some changes made", and I'm sure he wasn't quoting the title of a song. (Could there be foul play in the (g)olfing?)

Received a short note from **Jack Kenady** (Modesto) recently telling me his latest issue of the "Headlight" was delivered the other day, after having traveled from San Francisco to India and back to Modesto. Jack indicated he was sorry he failed to inform me of his change of address... but I'm sorry for not having learned of his return sooner. Anyway, we are now both glad... you are back home

Paul Meyer (Traffic) returned from his vacation last July 16th, and while in the southland—he visited **Tommy Kearns** (formerly Traffic) who is now a proud father—which we understand includes the washing of diapers. This latter statement is "unbelieved" and I may quote him says... **Tom Kearns Sr.** (Auditor of F&PAccts).

Didn't mention it before because it had me, as well as others wondering... when **George Welch** (Aud. Overcharge) was seen purchasing a whole flock of toys for children. It later developed—the toys were for the "youngsters prizes" at our picnic... so I guess what I previously thought was in error.

Marilyn Marshall (Treas. Dept) was listening through only one ear awhile back, account her left ear being bandaged following an operation. However, everything is now alright and she will not have any trouble hearing the marriage vows when she and **Don Fulmer** appear at the Northbrae Community Church in Berkeley, Cal. on September 15th to become "husband and wife".

Immediately after the Headlight came out mentioning **Van Zandt**, Wash. and **Hyland**, Ore. in my "Hy-Lites" column... **Manuel Bettencourt** (Pass Dept) wanted to know why we overlooked "**Bettencourt**", Wash., located on the Milwaukee RR; and then suppose if I don't mention it—**Ralph Ott** (same dept) will ask why I neglected "**Ott**", S.C., on the Southern Ry as well as "**Burgess**", Va., by **Donald Burgess** (Traffic). How about it Mr. **Tom Brown**—how come the name?

Understand **Albert Bramy** (formerly Trans. Dept) is lined up with a chain of these "Juke" boxes around town, so when you are listening to some of that jive or classical stuff while lounging around here or there, possibly Albert sold them the record and "got" your nickel. (How about a few records for our WP Club recording machine, Al?)

.25 or .10

★ The decimals in the title of this article .25 and .10 represent, respectively, the number of employes on the Western Pacific who lost their lives for each million man-hours worked during the year 1945 and the first seven months of 1946.

It was pointed out in the July issue of The Headlight that had all the railroads achieved the average fatality rate of the leading six, rated according to Interstate Commerce Commission records, there would have been 445 fewer deaths on our railroads during 1945. It was also pointed out that had we, on the Western Pacific, achieved the average of .11 fatality ratio of the six leading roads we would have had three less deaths among our employes. As of June 30th this year, our fatality ratio (number of employes killed per million man-hours worked) was .13, almost down to the average of .11 made by the six leaders last year. As of July 31, our fatality ratio was .107, or just under the 1945 average of the six leaders last year. At the end of July last year, our fatality ratio was .26. Just as a record, this isn't so important. What is important is what the record reflects. And it reflects the fact that the difference between .107 and .26 is the lives of two men. These two men, who are alive today because we've done better than we did last year in the fatality rate, may be any of you who read this article. Could its importance be made any more obvious?

Insofar as our employe fatality rate is concerned, we made a splendid showing during the first seven months of 1946. But here let me utter a word of warning before those two we saved are killed. There is a menace hanging over us. This is revealed in the injury ratio for this year. Injury ratio is the number of on-duty reportable injuries per million man-hours worked. When such injuries result in a loss of more than three days time in the first ten days after the injury, such casualties must be reported to the Interstate Commerce Commission.

Our injury ratio of 28.47 is poor, and we cannot go on forever keeping our fatality ratio low with our injury ratio so high for the simple reason that accidents cause deaths and injuries. When accidents happen whether a death or any injury occurs is often beyond the control of any one. A case in point: A machinist recently laid a hammer on top of a Diesel without placing it securely. Then he knocked it off. When he knocked it off the top of the Diesel, the accident happened. What occurred thereafter was largely a matter of luck. Luckily the man who was under it was struck a glancing blow on the back of the head instead of being struck squarely on top of the head. The fact that the man struck is alive is due to his good fortune more than to any judgment on the part of the careless man who knocked the hammer down. If we are to maintain our splendid fatality rate for the balance of the year, we must prevent the accidents that are resulting in so many injuries. (Continued on page 8)

"Steel Rails on Old Trails"

By THOMAS P. BROWN

Western Pacific Publicity Manager, San Francisco

THE objective of this article is to set forth some of the outstanding points as to the early history, location, surveys, construction and other features of the Western Pacific Railroad, last of the transcontinental railways to be built across the Sierra Nevada.

The title of the article is taken from one used in the earlier days of the railroad and we regret that we are unable to give the name of the author. The phrase, "Steel Rails on Old Trails" is authentic as well as expressive. Some of these trails connected trading posts or mining camps. Others marked broken tracks through Indian country, subsequently followed by emigrants of prairie schooner days, trudging westward alongside their oxen and hoping to reach the Land of Promise, that is to say, El Dorado, but oftentimes meeting a tragic end short of their goal. Biography keeps pace with history and so the route of the Western Pacific recalls roles played by Bret Harte, Mark Twain, John A. Sutter, Peter Lassen, Kit Carson, John C. Fremont, Brigham Young and others.

The Western Pacific Railroad is the terminal line in the through, transcontinental route between San Francisco and Oakland, on the west, and Chicago and the Great Lakes, on the east, via the Salt Lake City gateway. The main line of the Western Pacific, operated between San Francisco and Salt Lake City, is 928 miles in length. Under a cooperative arrangement the "Exposition Flyer", is operated daily between San Francisco and Chicago by the Western Pacific, the Denver and Rio Grande Western and the Burlington railroads, via Salt Lake City, the Moffat Tunnel, Denver and Omaha. The route traversed by the Exposition Flyer will be that of the California Zephyrs when they are placed in service next year.

For orientation and reference two maps accompany this article. One, known as a "line map", gives bearings in general as to the route of the Western Pacific. The second or "profile map" is of special interest as distance is shown horizontally and elevation is shown vertically. The profile map shows how a railroad conquers topographical features, following valleys and passes, ascending summits, taking the line of least resistance, crossing bridges and going through tunnels where necessary.

Referring first to the line map, we note that passengers eastbound take the ferry at the foot of market Street, San Francisco, for the brief trip across San Francisco Bay to Oakland Pier, where the train is boarded. From Oakland the Western Pacific runs southerly to Niles, thence to Stockton, in the San Joaquin Valley, and north through Sacramento and Marysville, to Oroville, all in the Sacramento Valley. Next the ascent of the 117-mile, rugged and picturesque Feather River Canyon, California. After crossing the summit of the Sierra the railroad traverses the northern plateau of Nevada, via Winnemucca, Elko and Wells, all Nevada points. Then it heads east via Wendover to Salt Lake City, Utah. Between Winnemucca and Wells the Western Pacific and the Southern Pacific have a "paired track" operation

which gives each the advantage of a double track for something over 182 miles. That is, between Winnemucca and Wells, eastbound, Southern Pacific trains use Western Pacific rails, and between Wells and Winnemucca westbound, Western Pacific trains use Southern Pacific rails.

The profile map brings out features not apparent in the line map. Thus, Altamont Pass where one of the ranges of California's Coast Range Mountains is pierced. Stockton, and Sacramento are not much above sea level, but Oroville has an elevation of 203 feet. The summit of the Sierra Nevada is crossed at a point in Chilcoot tunnel—5,018 ft. high.

Then, descending the eastern slope of the Sierra Nevada, the line traverses a relative depression between Sand Pass and Golconda. Here are characteristic deserts—and one may write of them now because we have air-conditioned trains—which are the beds of pre-historic Lake Lahontan. This ancient lake once had a maximum depth of 880 feet. Its largest existing remnant is Pyramid Lake, Nevada.

From Golconda the Western Pacific goes on via Elko to Flower Lake summit which has an elevation of 5,909 ft., highest point on the line between San Francisco and Salt Lake City. Then it crosses Toano Range, which the Indians called "The Mountains of the Night", and then, from a point called Pilot after the mountain across the canyon, it traverses a great depression of the Great Basin. This is the area once occupied by pre-historic Lake Bonneville which at one time extended from the Toano Range to the Wasatch Mountains above Salt Lake

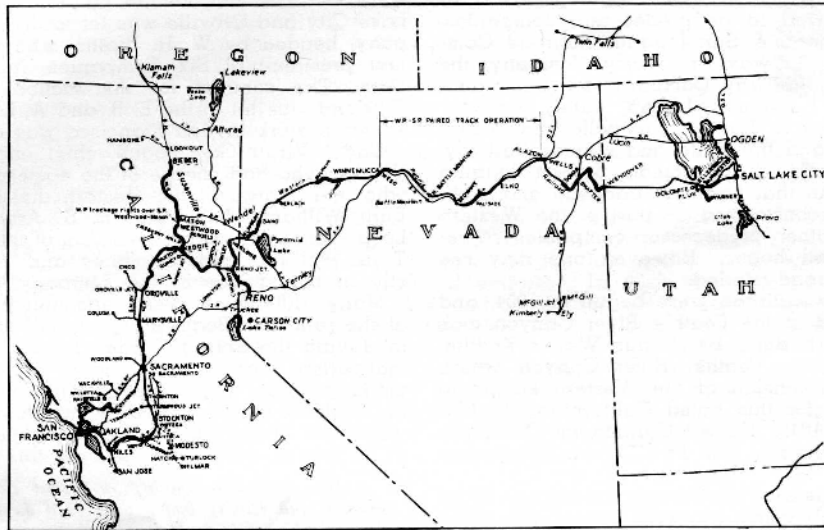
City. This lake was 145 miles wide and 346 miles long and its greatest depth was 1,053 feet. Great Salt Lake is its largest existing remnant.

The salt flats at Salduro, eight miles east of Wendover, are deposits of pre-historic Lake Bonneville. It is on these salt flats, which have been proved to be the finest in the world for automobile speed tests, that Sir Malcolm Campbell, Ab Jenkins, Captain George E. T. Eyston and Major John Cobb have made world records.

As shown by the map the Western Pacific skirts the southern end of Great Salt Lake, dying inland sea of America, before reaching Salt Lake City.

While the profile map makes ascents appear to the layman to be quite abrupt, we note that the trust agreement for the first mortgage bonds of the Western Pacific Railway Company provided that a maximum grade of one per cent compensated and a maximum curvature of ten degrees must not be exceeded on the line between San Francisco and Salt Lake City. And, so although there are 100 miles of continuous grade in the Feather River Canyon, the grade never exceeds one percent compensated.

Again, to maintain this construction requirement, we have, at a point 2 miles east of Massack in the Feather River Canyon, Williams Loop which is 1,500 feet in diameter, and nine-tenths of a mile in circumference. And again, at the summit of the Toano Mountains there is Arnold's Loop. For most of the way, the distance across the loop is less than 2,000 feet and at a point one-half mile from the head of the loop, the distance is less than 250 ft. By the construction of this loop an original grade of three percent was reduced to one percent. While the distance traversed by the railroad is made longer by these loops, they



"Line Map"—Western Pacific Railroad

make it possible for the railroad to maintain a ruling grade of one percent compensated.

Now for some early history of the Western Pacific Railway Company, as it was first known, the name being changed in 1916, after a brief period of receivership, to its present name which is "The Western Pacific Railroad Company". The Western Pacific was projected about the year 1900 by interests (the Goulds) controlling the Denver & Rio Grande Railroad and the Rio Grande Western Railroad, which are now embraced by the Denver & Rio Grande Western Railroad, to open the Salt Lake City gateway and to give those railroads an independent connecting line from Salt Lake City west to San Francisco.

The Western Pacific Railway Company was incorporated under the laws of California on March 6, 1903, for a period of 50 years to construct and operate a broad gauge line of railroad from Salt Lake City to San Francisco, and also to construct branch lines in California. The Company was organized three days later with head offices in San Francisco.

The Western Pacific Railway Company was not a consolidated company, although it acquired at the outset or shortly thereafter the property and the corporate franchise of seven companies referred to as predecessor companies.

These were: The Alameda & San Joaquin Railroad Company; the San Francisco Railway and Ferry Company; the Stockton & Beckwith Pass Railway Company; the Sacramento & Oakland Railway Company; Indian Valley Railway (not the later Indian Valley Railroad); Marysville and Susanville Railroad Company; and the Butte and Plumas Railway.

Of these seven railroads, the Alameda & San Joaquin Railroad was the only one that had any trackage and eighteen miles of this was reconstructed as part of the Western Pacific main line. The other predecessor companies represented merely visions and hopes. However, one may see that California was railroad-minded.

The surveys for the new railroad were begun in 1904, and the line as finally located in the Feather River Canyon took into account pioneer work done by Arthur Walter Keddie. The town of Keddie, in the Feather River Canyon where the Northern California Extension of the Western Pacific to Bieber begins, is named for this noted Californian. Keddie was born in Scotland in 1842. He left Canada for California in August of 1863 and arrived in San Francisco in September of that year.

Keddie's diaries and letters to his Canada sweetheart Maggie Barnes Whitty, who became his wife, reveal the times in which he struggled. New words were becoming part of the vocabulary of that now distant day and so we find Keddie explaining to his Canadian correspondent the meaning of "two-bits", "grub" and "pack". Other surveys were also made in the Feather River Canyon, including that by Dillman, but Keddie holds rank as the pioneer. It must be remembered of course that "Jim" Beckwourth, noted Indian scout, was the one who discovered the pass, now named for him, through

which the Western Pacific crosses the summit of the Sierra.

Because the Feather River Canyon is very rugged, and because its sides are steep, the making of the line survey and the driving of location stakes involved great hazards. It is a fact that the surveyors had to be let down the faces of cliffs by ropes. Harry Ardley, now with the industrial department of the Western Pacific, worked as a helper when the surveys were being made. He recalls that at one time he was being lowered by rope with a transit. "It was tough going", said Ardley. "I arrived at a point where either I or the transit had to drop to the bottom of the canyon, and so I let the transit go."

Ardley also functioned as an aide-de-camp to Virgil Gay Bogue, chief engineer, with headquarters at Quincy. For conveyance in delivering messages to Bogue's subordinates Ardley rode a horse which was named "Whiskey Bill" because the horse drank whiskey from a tin cup. There were no roads to the surveyors' camps in the canyon and supplies had to be transported on burros via a trail leading down from Spanish Peak.

Construction work was begun in 1905. Three contracts were let. The first, for the building of the line between Salt Lake City and Oroville was let to the Utah Construction Company, headed by W. H. Wattis, who years later became the first president of Six Companies, Inc., which built Boulder Dam. The contract for the section between Oroville and Oakland was let to the E. B. and A. L. Stone Company. Construction work in San Francisco was done by H. A. Whiteley.

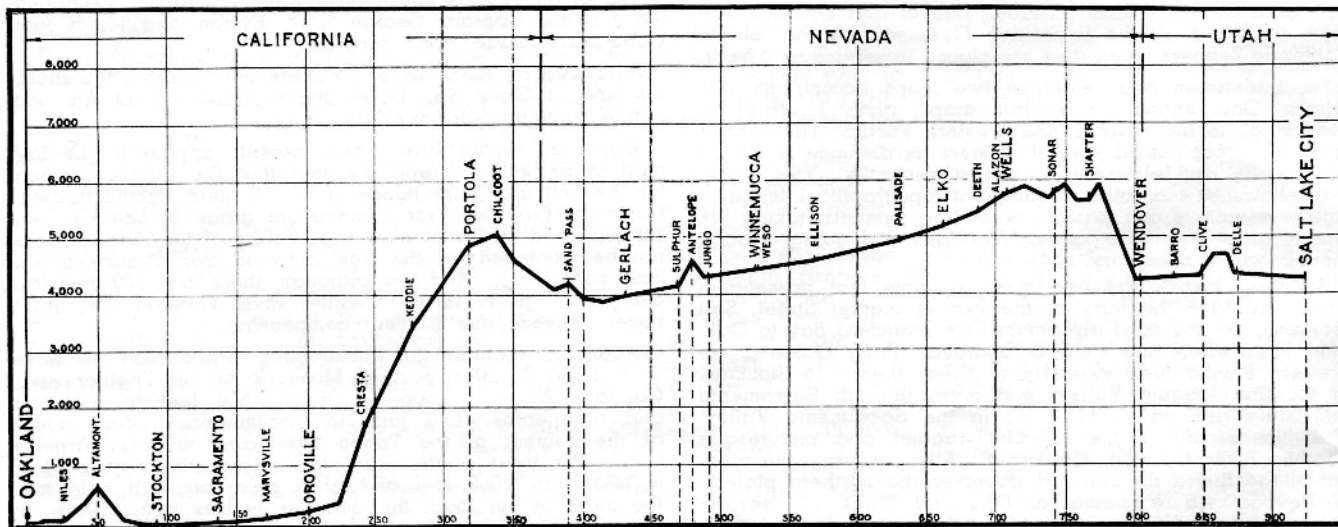
Under Virgil Gay Bogue, chief engineer, were Thomas J. Wyche, who had charge of the eastern division, Emery Oliver who had charge of the western division, J. T. Williams who built Williams' Loop and E. S. Arnold who built Arnold's Loop. Among the other members of the engineering staff were T. L. Phillips, Louis A. Jones and A. A. Kramm, who are still in the service of the company.

Many difficulties were encountered in the construction of the railroad. Bogue's reports tell of obstacles encountered in driving the Spring Garden tunnel at an elevation of 4,000 feet where water and boulders from an underground river made progress slow. Bogue also had trouble with driving the Chilcoot tunnel. However, hopefulness as well as courage were part of his make-up, and here is a quotation from one of his letters, which will illustrate this point:

"A few days ago, having inspected the progress on Chilcoot tunnel, and having had a very hard day, I walked over the surface of the ground. It had been raining all day but as I neared the eastern portal of the tunnel, the sky cleared and there was a beautiful rainbow. I took this as a good omen and the promise that our efforts would be crowned with success."

And so this point, where the branch line departs for Reno, was first named Rainbow. In later years the name was changed to Reno Junction, in accordance with prosaic railroad custom.

(Continued on page 12)



Western Pacific Railroad—"Profile Map"

"THE HEADLIGHT"

By WALTER C. MITTELBERG

Editor of Western Pacific Railroad's Magazine for Employees Tells How It Started, Why and What It Is Doing Now.

Western Advertising Editor's Note: *THE HEADLIGHT* is published monthly by the Western Pacific Club, composed of employes of that railroad. Although loyal to the company, *THE HEADLIGHT*, now in its fifth year, is not precisely a house organ and, therefore, represents a type of editorial management something out of the ordinary. For this reason we asked Walter C. Mittelberg, who founded the Club in 1941 and who has been editor of *THE HEADLIGHT* since December 1, 1943, to tell the readers of *WESTERN ADVERTISING* something of what goes on in his editorial sanctum.

THE HEADLIGHT was conceived by the founders of The Western Pacific Club three months before Pearl Harbor and made its debut with the October, 1941, issue. The Club is an association of employes of Western Pacific Railroad and its subsidiaries, the Sacramento Northern Railway and the Tidewater Southern Railway.

Major Paul Shælmerrine was the magazine's first editor. He was succeeded in November, 1942, by Al Bramy. The present editor took over in December, 1943, when Editor Bramy joined the Army.

Not a house organ in the accepted sense of that term, *The Headlight* editorial policy is based on the expressed aim of the Club . . . to promote good fellowship and cooperation among employes of the parent and subsidiary companies. Thus the magazine endeavors to perform the functions of a house organ, at the same time not neglecting its responsibility to the Club as its official publication.

At the outset, we depended upon one "system" correspondent to gather news about and of interest to on-line employes. Though this coverage was quite inadequate for more than 1,300 miles of railroad, it was a beginning. Too, there was the problem of gathering news from the company's traffic agencies located at widely scattered points throughout the nation.

Even at the General Office in San Francisco, headquarters of the Club and magazine, picking up news items was not easy. As experience proves, almost every one will send one on his way with a firm pat on the back

and best wishes for success, but then there's always a tendency to lie back and dare the editorial staff to make good!

The general office nut was cracked by Associate Editor Jack Hyland, who, as a staff assistant, in October, 1942, initiated his column "Hy-Lites." This breezy personal column provides coverage for the general office and traffic agency personals.

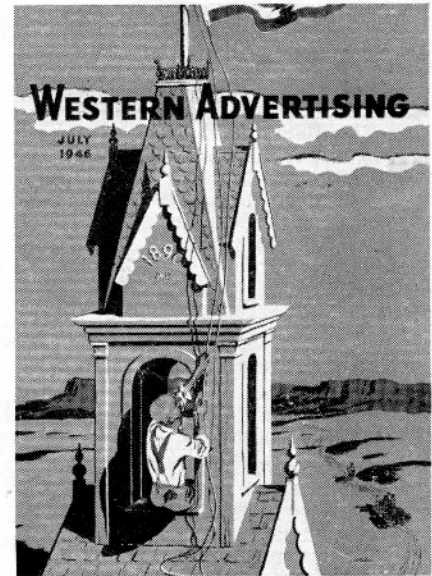
The on-line problem was aggravated by confusion or doubts on the part of individuals here and there concerning the objectives of the Club's publication, though those aims were simply and clearly sketched by the first editor in his inaugural editorial. In such situations, time and good faith almost invariably turn the tide . . . and so it has proved in our case. From a minimum of three, the editorial staff of *The Headlight* has increased to ten, with staff reporters at Sacramento, Stockton, Portola and Los Angeles, California; Elko, Nevada; Wendover, Utah; St. Louis, Missouri; and Chicago, Illinois. A majority of these reporters have columns of their own . . . and so the fundamental principle of "playing up" local news is carried out.

PUBLICIZE COMMUNITIES

Now, while our emphasis is on names and local or national news of possible interest to our people as railroad workers, we consider it of vital importance too, as a part of the Western Pacific family, to publicize communities and promote projects in the states through which our railroads operate. A most valuable addition to our publication's editorial staff was Thomas P. Brown, Western Pacific publicity manager, for, with his "What's In A Name?" and "Western Wayfarer" contributions, it has been possible for us to achieve a considerable measure of success in offering material of interest not only to our employes but to other readers of our magazine.

Out of the editor's frequent trips over the railroad during the war years, came the column "RANDOM," devoted almost wholly to the doings of on-line personnel and the peregrinations of our employes in military service.

Believing an intelligent and vigorous editorial page a prime requisite in a publication of this character, we have endeavored, since assuming the editor's chair in December '43, to offer an aggressive policy . . . albeit good-natured and constructive. Rather than editorializing on everything that comes to mind,



Reproduced from the July issue of WESTERN ADVERTISING, a San Francisco monthly of the Ramsey Oppenheim Publications . . . Archibald MacPhail, Editor.

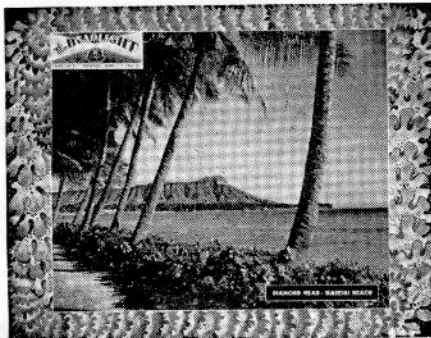
we've attempted to discuss only issues of vital importance in a definitive manner . . . impersonally. We want our readers to know where we stand, so no concessions to expediency and no straddling!

The Headlight began modestly . . . with but 1,000 copies of the initial issue of eight pages. The circulation has risen to 10,000, with twelve pages standard and occasionally sixteen pages. Originally, *The Western Pacific Club* bore the entire expense. With recognition of the service it was performing, the Western Pacific Railroad management offered financial assistance to permit printing of sufficient copies for all employes. In doing this, management made it clear that there would be no interference with editorial policy . . . and there has been none. Additional recognition of the value of *The Headlight* came recently when our passenger department, through the action of General Passenger Agent Joseph G. Wheeler, volunteered additional assistance in exchange for regular space.

ATTLEE'S FRIEND

The Guaranty Printing & Lithograph Company has done our printing for years. The American Engraving Company handles our cuts and art work. The printer is always a very important factor in publications of this kind and Guaranty's Robert Collier, old-time friend of Britain's Prime Minister Clement Attlee, exercising great ingenuity, has pulled us through many tight spots. Though changes have been made in the original lay-out, the only change in format was a reduction from 8³/₄ x 11¹/₂ to 8¹/₂ x 11 in the over-all size.

In the early days of our magazine, when copy was rather scarce and funds extremely limited, we handled perhaps one page of advertising, but, with good progress made in securing news and modest improvement in our financial cir-



Cover art for THE HEADLIGHT is often far removed from immediate railroad subjects. Here are Diamond Head and Waikiki Beach, 2200 miles from the western termini of America's major rail systems.

cumstances, we eliminated the ads., not because of any aversion to them (or the consequent fattening of the exchequer!), but simply to make available maximum space for text and photographs.

All **The Headlight** editors have persevered in avoiding use of "typical," or hackneyed, railroad magazine covers. Probably no phase of our effort receives so much attention as the cover problem. Occasionally, the Don Spencer Company, of New York City, comes up with a cover meeting our requirements and pocket-book; more often the editor searches long and wearily for that "unusual" cover; and, happily, Columnist Tom Brown has, not infrequently, resolved our doubts with a "gem" garnered from his apparently inexhaustible sources!

DISTRIBUTORS

Just as we try for the unusual in covers, so we persist in avoiding use of "canned" copy, with the exception of brief items in the philanthropic field. Too, we believe propaganda anathema to our readers. Now, there is much good propaganda and some good "canned" material—and we use it, but via the editor's rewrite pencil! Our columns are not wittingly used for the personal aggrandizement of any individual or group, but are open to subjects tending to improve the general welfare of our own employes, or railroad employes generally.

During the war, our magazine was sent regularly to hundreds of our fellow-employes in the armed forces... and still goes to many not yet released. Some six thousand copies go to on-line employes in the States of California, Nevada, and Utah and off-line all over the country. Hundreds of copies go to friendly Western Pacific patrons and widely diversified mailing lists absorb the balance.

The locomotive headlight lights the way for the railroad engineer, thus the selection of the name **The Headlight**. Our hope is that we may perform somewhat the same function for our employes, who may, on occasion, find themselves in the dark.

Quoting GM's Osborn...

★ During a recent visit at our Oroville Shops, General Manager C. R. Osborn, of the Electro Motive Division, General Motors Corp'n., complimented Ass't. to SMP Ed Cuyler, Roundhouse Foreman Ray Ronan and the local Diesel men on the cleanliness of the Diesel shop and the excellent care those gentlemen were giving our Diesel locomotives. Mr. Osborn was quoted as saying our men were doing a job unexcelled by any other railroad.

.25 or .10 (Continued from page 4)

In our group of railroads, (Group B, 16 railroads) we are in 6th place from the top in our fatality ratio, but in 16th place in our injury ratio. To get into 6th place in our injury ratio, that ratio must be reduced from 28.97 to 8.57. That's a big jump, but why can't we do it when others can?

Guard well your personal safety.

HOMER BRYAN

Random

★ In the apparently unending chore of writing and choosing material for our magazine and preparing for publication, we're sometimes prone to overlook those who help distribute it to all points of the compass after the presses do their job. This time we won't forget. Of our own staff **Edith Carter, Edith Loeffler, Olga Cagna, Bill Dunbar, Bob Searle** and **Bob Kastl** offer their willing and capable assistance; while Bill Stout continues his cheerless job of handling on-line distribution. We are grateful to them all.

During a visit at beautiful **Feather River Inn**, we learned that **Gus Mann**, genial manager for years, was on an enforced rest. Our best wishes to Gus for completely restored health.

Let's launch a few September anniversaries here. You undoubtedly won't read these lines (if at all!) until after the 2nd, so we hope you enjoyed a happy Labor Day! It will not come as a surprise to thorough students of American history that the 5th is the day in 1774 when the First **Continental Congress** assembled in Philadelphia, but they might not know that **General John J. Pershing** was born on the 13th in 1860... though, again, they should know that our **Constitution** was completed and signed on the 17th in 1787; that **Washington** laid the cornerstone of the Capitol in Washington on the 18th in 1793; and that on the 19th, in 1796, he delivered his farewell address. The first day of Autumn is the 22nd... roughly that's when our San Francisco summer begins and the pigskin gossip is rampant. On the 25th, in 1789 (the year of the French revolution), our Congress adopted the **Bill of Rights** and, on the 26th, in 1513, our authority credits **Balboa** with discovering the Pacific! Observant Californians will have noted our failure to include an important September date. To avoid just criticism, California's **Admission Day** is the 9th! Come 1950, that should call for a rather rousing celebration.

The **Portola Railroaders** wound up in a tie for second place in the Sierra Nevada Baseball League, dropping the finale to the league winners Reno 11 to 10 in ten innings. With Reno leading 10 to 4 in the 6th, Trainmaster **Bill Howell** did some heavy sticking, homering to left with two aboard to reduce the deficit and tripling in the 9th to drive home the tying tally. Congratulations to the men of Portola on their fine showing!

"**Ben**" **Benjamin, Emmett Dillon's** sidekick in the auditor's payroll accounts department, underwent an operation at St. Mary's Hospital in San Francisco on July 31st. We're very happy to pass on the report that Ben is recovering nicely.

The PORTOLA REPORTER (**Lorne Shirton**, Editor) reports appointment of **Dave Sarbach** as pit foreman at our Sacramento Shops. We're always glad to hear about progress for Dave. **Charles B. (Pat) Kirkpatrick** succeeds him as 1st trick roundhouse foreman at Portola. **F. L. (Cris) Crissey** is 2nd trick and **Ralph Sarbach** 3rd trick.

The brochure of the School of Traffic Management, Golden Gate College, San Francisco, covering the 1946-47 classes, reveals five WP people as students in first year courses... **Ruby Nash, Arthur M. Allen** and **William R. Dunbar**, of our freight traffic dept.; **Timothy A. Moran**, of our treasurer's office; and **Fred Raffin**, of our accounting dept. Also noted name of **Alfred C. (Bud) Lamborn**, now with the Santa Fe; and **Irving F. Abramson**, now with Schenley Distillers, Inc., both formerly with WP. It may be remembered that Irv served on the Headlight staff too.

From Elko, we hear that **Peggy Phillips**, secretary to Sup't. **Duggan** and one of our staff reporters, has become engaged. Apparently the diet did it, Peggy! So far, our diet has accomplished nothing but a broken blood vessel!

Retired Conductor **Harry Gibson**, now visiting in the East, reported some time back that Conductor **Tom Fox** was in Milwaukee attending the Spanish War Vets Convention, from where he was going to Parkersburg, West Virginia, for a short visit at the old homestead. Reference to the busman's holiday might fit here! We've just learned that Conductor **Charles Ross Coin** (Eastern Division) has retired after 39 years and 9 months of WP service!

Glad to hear from retired Conductor **Howard E. Coulter**, living in San Jose, and retired Engineer **Patrick J. McKenna**, of Salt Lake City, both of whom want the Headlight regularly. They'll get it!

Costing about \$1,000,000, WP has ordered 250 all-steel box cars from **Pressed Steel Car Company**, Mt. Vernon, Ill. Delivery of cars is expected early next year.

William D. (Bill) Brew, trainmaster's clerk at Portola, leaves early this month for Salt Lake City and studies at University of Utah. Good luck, Bill, and welcome back, **Gladys (Kirkie) Loggins!**

THE EDITOR

Ad Age Notes WP Service Pins

★ From the July 3rd issue of AD AGE, official publication of the San Francisco Advertising Club...

"Western Pacific has presented a gold service pin to adclubber Thomas P. Brown. His copyrighted column 'What's In a Name?' appears regularly in that railroad's monthly house organ 'Headlight'."

We always appreciate press notices, even though we aren't exactly a "house organ"! And Miss Dorothea Gilray, who wrote the AD AGE item, was on her toes in catching Tom's name in that long list of pin recipients. Miss G. is advertising manager for the Western Union Telegraph Company, San Francisco.

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago Chicago to St. Louis *New York	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-392
	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	153
**New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	8:30am Thu.	49-39-5-39	PA-48
	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 68	4:00 pm Sun.	8:30am Thu.	67-39-5-39	6703

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

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis Chicago	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55am Wed.	39-5-39	BT

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45pm Sun.	8:50am Wed.	40-6-40	W-401
	B-392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45pm Sun.	8:50am Wed.	40-6-40	W-402
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	W-403
New York to *San Francisco	PA-48	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	3:40pm Sun.	8:50am Thu.	40-6-40-48	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	3:45 pm Sun.	8:50am Thu.	40-6-40-68	4048

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

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

Chicago to San Francisco	BT	105½	16 Sections	CB&Q 39, D&RGW 5, WP 39	12:45pm Sun.	8:50am Wed.	40-6-40	WT
St. Louis to San Francisco	MP	3343½	16 Sections	MP 15, D&RGW 1, WP 39	1:52pm Sun.	8:50am Wed.	40-2-16	WB

Western Pacific Employees Donate Blood for Own Blood Bank

* Responding to a call from our Medical Department for blood donors to replenish supply required in WP employe emergencies, twenty-five employes traveled to the Irwin Memorial Blood Bank in San Francisco last month. Twenty donated a pint of blood each. Five willing donors were rejected for one reason or another. Their cooperative spirit was greatly appreciated, even though they were unable to make donations.

Seven donors came from our 25th Street Yard led by Yardmaster Fred Thompson, two of whose staff members... Everett F. O'Dea and James G. Burch... accompanied him.

In addition, Switchman Voy L. Neuman, Francis E. Bangs and Donald E. Koors, and Fireman James P. Kane contributed.

From our general auditor's office came Maude Pringle, Johnathan Morgan, Charles Lane and Madelyn Blanchflower; from the office of auditor of freight and passenger accounts June Strauss, Savana Williams, Mary Walker and Trude Conklin; from the office of VP&GM Mary Stewart and Bill Tussey; from the executive office Clarence L. Droit and Sid Henricksen; and from the medical department Georgette Souza.

Chief Surgeon Alson Kilgore and Hospital Association Secretary Anne Crowder were extremely pleased at the fine response. Dr. Kilgore will, in future issues of our magazine, provide reports as to disposition of the blood so the donors may know the great good they do in making contributions.

What the Industrial Traffic Manager Expects of the Local Freight Agent

JOHN W. WITHERSPOON, *assistant general traffic manager of the United States Rubber Company, made this talk to the members of the Pacific Railway Club at a recent meeting in Los Angeles. It should be interesting not only to our local freight agents, but to all of us anxious to properly serve our patrons, without whom we are nothing. John Witherspoon is a good friend of ours. We believe he offers an able, constructive exposition of his subject. We commend it to our readers.*—The Editor

★ The subject of this meeting of the Pacific Railway Club is very broad in its scope because the reciprocal relations in the handling of freight, is in my opinion, the hub of the wheel of transportation. A wheel to operate smoothly and efficiently, must have bearings so sensitive, so well balanced that it enables the wheel to function smoothly and without friction. That element which is so vital to the proper functioning of the wheel of transportation is, gentlemen, the subject of my discourse, the local freight agent. In treating this subject, I do so from an actual knowledge of those attributes necessary and essential to the making of an outstanding freight agent.

KNOWLEDGE

Knowledge is the first essential required of a freight agent, as he must be in a position to answer intelligently and promptly questions on transportation. As these questions will not apply to any particular phase of transportation, he must be conversant with many fields of thought on transportation that would not come within the requirements of any other branch of railroad work. This knowledge becomes comparatively worthless unless he has reduced it to practical wisdom and common sense, and is able to impart that knowledge to the traffic manager in such a manner as will enable him to assimilate and apply it to his own problems. It has been said that knowledge is power, but it seems to me that the ability to impart your knowledge to the other fellow in such a way as will enable him to make use of that knowledge, is much more powerful than merely having the knowledge. Nothing so exasperates a traffic manager as to have his questions answered in a highly technical manner, without the freight agent elaborating on ways and means of applying the answer, where the traffic manager has had no experience in making such an application.

There are many of us traffic managers who have worked for railroads and do have a knowledge of some particular field. In my case, I started performing the duties of a freight agent at the tender age of sixteen (16) years. I did not of course carry the title of agent, but I actually did the work, and by virtue of this knowledge gained

over a period of years, I would probably be in a better position to understand and apply the answer to any question much quicker than someone who had never worked in a railroad office.

In summing up what the traffic manager expects from a local freight agent, as they relate to knowledge, I would say, in the words of another, that knowledge dwells in heads replete with thoughts of other men; wisdom, in minds attentive to their own.

Now for the prosaic side of what the traffic manager expects from the local freight agent. A traffic manager can read a rule or regulation, but what he wants is an interpretation of such a rule or regulation, because in their various forms, there can be, and is placed upon all rules and regulations, varied interpretations by different individuals, and the freight agent should place such an interpretation as will not prove questionable at any future time when the traffic manager has occasion to act on that interpretation.

The traffic manager expects the agent to act as a buffer between him and other departments such as, the yardmaster, the terminal superintendent, the car service division and others, so that he feels free to call the agent and request action from any of these departments, and be confident that such action will be forthcoming. It is much more satisfactory for a traffic manager to be in the position of having one man through whom he can work and who can make available to him, the services of other departments without having to go to them individually. While I appreciate the fact that probably we are building up in your mind a job that would be more than one man could possibly handle with the number of traffic managers that would be calling on the agent for such services, at the same time, if this agent would establish for the traffic manager a particular contact in these different departments on whom the agent could depend to give out the proper information, and effect the necessary service, this would prove satisfactory because at any time the contact failed to function, the traffic manager could go back to the agent and he in turn would either change the contact, or see that the contact did function.

Too many times the freight agent is inclined to shift responsibility and evade the obligation he owes to the traffic manager, by virtue of the position he holds. Where this occurs, the traffic manager loses confidence in the ability of the agent, which results in the traffic manager building up a spirit of antagonism between himself and the

freight agent which is detrimental to both. The freight agent should take the same attitude I have always taken in the operating of an industrial traffic department, and that is to answer all questions, and if the answer is not available at the time the question is asked, never resort to the expression, I do not know, but instead, delay the answering of the question until such time as you do know. Procrastination is another evil that the agent should avoid in his dealings with a traffic manager, for nothing is so provoking as to handle a matter with an agent and have him put you off from time to time, hoping no doubt that you will forget the matter or seek the answer from some other source.

The average traffic manager expects a freight agent to be more or less a walking encyclopedia, and because of this, it is essential that he be in close contact with all departments under his jurisdiction and keep himself acquainted with what is going on in a general way. We realize of course, it would be impossible for a freight agent to know all the details of each division, but his close contact with other divisions would give him such a knowledge of the overall picture, that he would be able to give a fairly intelligent answer to the average question. If on the other hand, he depends entirely on other departments to take care of their work, and does not keep in touch with them, he is about as useless as a last year's bird nest to a traffic manager.

EXPERIENCE

Experience is another necessary asset, and is almost as essential as knowledge. Never was there a man so skilled in the conduct of life as not to be able to receive new information from age and experience. Experience is a safe light to walk by, for where it has been extensive and uniform, it brings about a judgment of the future which amounts to almost a certainty.

We traffic managers as a rule, have practical ordinary minds, and I believe it was Cicero who said, that the wise are instructed by reason; ordinary minds by experience; the stupid by necessity; and brutes by instinct. Assuming this quotation is true, we can find ourselves most benefited by a freight agent who has had years of experience in the field of transportation, and can therefore impart to the average traffic manager from this storehouse of experience, a knowledge that far surpasses any school of transportation he might attend.

I feel there should be a closer contact between the traffic manager and the local freight agent, because I know in my experience here in Los Angeles, I have been brought into closer relationship with the freight agents, than

the average traffic manager experiences in a large city, due to various committees on which I have served along with the agents. Through this relationship I have come to know the men and their thinking, and it has been very beneficial to me in my work. Whenever I have had a railroad problem in the course of my twenty-five (25) years experience as an industrial traffic manager in Los Angeles, I have always brought that problem to the agent, either directly or indirectly, and have never yet failed to get the solution. This ability on the part of the agent to give the solution is in a large measure due to his experience applied by the rule of common sense, and knowledge or experience without common sense is folly. There is a proverb which says, that one pound of learning requires ten pounds of common sense to apply.

I feel that in the school of experience, we learn more and more the value of applying common sense to the working out of our problems, and I therefore feel that a traffic manager expects a local freight agent to use more than an ordinary share of common sense in his dealings with him on the matter of transportation.

COURTESY

Courtesy is the next essential element expected from the local freight agent by a traffic manager. Courtesy, kindness and consideration, practiced in our relationship with each other, give a greater charm to the character than the display of great talents and accomplishments, for courtesy is the grace and beauty which charm at first sight and lead on to future friendship.

One should remember that there are various forms of courtesy, and a churlish courtesy is more shocking than rudeness could be, because his manner indicates that he thinks it mere condescension on his part and that it is out of the goodness of his heart alone, that he bestows upon you what you have no pretense to claim, and where such courtesy is extended, there usually creeps into the voice a sarcastic note, which immediately transforms the traffic manager into a beast of prey, going forth to kill and devour all the good will that may have been built up over a period of years.

There are doubtless many times when it would be much easier to be discourteous because of the apparent ignorance or disregard of the limits to which an agent can go in dispensing service or information. At such times, it would of course help if the agent knew the reasons which prompted the requests for information or service, because frequently a traffic manager is asked to accomplish something that in his own mind he knows without asking, is not only impossible but impractical, yet because his superiors require things at his hand, he must of necessity pass them on to the agent for acceptance or refusal. Unless he does pass these matters on to the agent, and for some unknown reason they should be accomplished through another agency at the request of his superior, the traf-

fic manager would be much worse off than had he suffered the humility of being thought ignorant or impractical by the freight agent. For this reason the traffic manager expects the freight agent to be courteous at all times regardless of what he may request in the way of service and information, and out of this courtesy, will grow in the mind of the traffic manager, a respect and admiration for the freight agent beyond words to describe.

I could talk on indefinitely about what the industrial traffic manager expects of the local freight agent, but when everything has been said that could be said, you could sum up in the three elements, knowledge, experience, courtesy, all that could possibly be expected of a local freight agent. I leave these elements with you for reflection and consideration, knowing that you will agree, any local agent who has knowledge and is in a position to answer any and all questions with experience, can render any service essential to transportation, and with the gift of courtesy, he can pass them on to the traffic manager in a manner both acceptable and effective.

The Stockton Grapevine

By Velma Mikolash

★ On August 7, Brakeman **Arthur C. Williams** took retirement after 24 years of faithful service. Art returned to his native state of Arkansas where he intends to make his home.

Road Foreman of Engines **Hugh R. Allen** is back from his vacation. Hugh had many places he wanted to go, but, being Stockton's leading baseball enthusiast, could not give up a single game . . . result—Hugh got the much needed rest.

Trainmaster **Phil Prentiss** has returned from his vacation after spending a few days in Yosemite Valley and the balance of the time at Pacific Grove where he enjoyed the waters of Monterey Bay . . . that is, ankle deep, as no bathing suits Phil's size were obtainable, and his sun-tan was limited to face and neck only. He says next year he will take shorts and a sweat-shirt and really displace some of that ocean.

Switchman **Albert F. Tunsen**, who has been on military leave for over two years, is returning to work. Most of his time was spent in the ETO and he returned by air over the southern route via Brazil, Porto Rico and Miami.

Cherry Rowley, our amiable employment girl, is enjoying a much needed vacation at Santa Cruz. Cherry, who is always on the look-out for new employes, will no doubt have several new recruits.

After returning from her vacation in Santa Cruz, Steno, **Evelyn Wyatt**, who is known as the "Fresh air girl from Ripon", now complains more than ever of our office stuffiness.

Bernice Park, afternoon desk clerk, has been granted a 90-day leave of absence to regain her health, which has been impaired by the steady grind during the last 2 years.

"Big Dan" by Frank Cunningham

★ The story of a colorful railroad . . . Daniel Goode Cunningham, "Big Dan", authored by his nephew Frank Cunningham and published by the Deseret News Press, of Salt Lake City, provides reading dear to the heart of railroaders in the Rocky Mountain country—interesting indeed to railroaders and rail fans throughout the country.

"Big Dan" Cunningham, born on a Virginia plantation, in Bedford County, on April 19, 1873, began railroading at 18 as a machinist apprentice, working 10 hours a day for 6 cents an hour! Later, as a full fledged machinist he received 23 cents an hour, the top wage of that time. Eventually Dan



Frank Cunningham, author of "Big Dan" at Exposition Flyer Controls.

became general foreman for the Norfolk & Western; then general foreman for the Santa Fe at Needles; sup't. of shops for the Rio Grande at Salt Lake City; sup't. of motive power for the Denver & Salt Lake; and, finally, master mechanic for the Rio Grande's Salt Lake Division.

In the book's foreword, Mark Petersen, general manager of The Deseret News, says of Big Dan . . . "His life is a life of service. His work, a labor of love. He is big in body and big in soul. His heart embraced the whole operation of the road; it took in the community. This volume is a tribute to the railroad industry; it is also a tribute to the men of that industry . . ."

Get aboard for a word picture of plantation life in Virginia, experiences with mountaineers of Kentucky and West Virginia, the Indians of the Southwest and the dynamic days of Utah and Colorado. You'll meet railroaders you know and others you'll wish you had known. This is a book for railroaders. And you'll do no "skimming" because your interest will be held from beginning to end.

Price is \$3.25 postpaid. There are 339 pages of text, some 56 pictures and the dust jacket is a 3-color Currier & Ives job. By special arrangement with the publisher, Big Dan will autograph all copies ordered directly from Big Dan Cunningham, 621 South 13th East, Salt Lake City, Utah. If it's good reading you like, don't miss BIG DAN.

John Carr Nolan

★ John Carr Nolan who has been on a military leave of absence since the Fall of 1942, was appointed Assistant General Passenger Agent at New York effective August 16th, a newly created position.

He was born in Galesburg, Illinois on July 6, 1899 and after serving with



the Santa Fe, joined the Western Pacific in April, 1928 as City Passenger Agent at Chicago.

On January 15, 1932 he was promoted to Assistant General Passenger Agent at Chicago and was granted a leave of absence in 1942 to enter the United States Army Transportation Corps as a Captain.

He served in North Africa, Sicily and in the invasion of Italy, earning the nickname "Keep 'em rollin' Nolan". In Italy he was promoted to Major and later he was invalided home, spending considerable time at Gardner General Hospital in Chicago.

He later served as District Transportation Officer at Cincinnati and was finally promoted to Lt. Colonel.

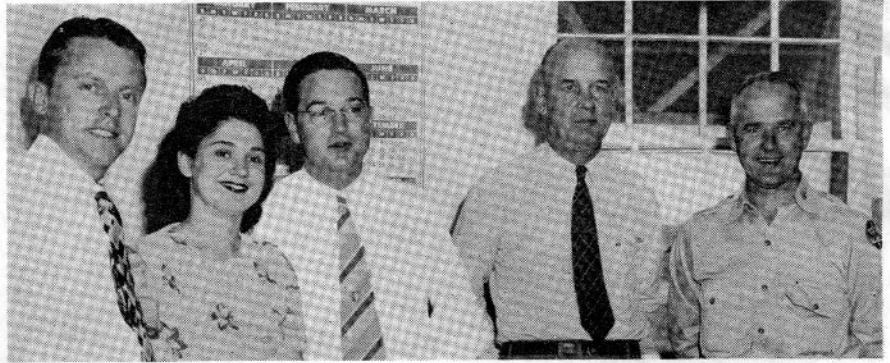
In the picture above, Nolan is reading his citation for the Army Commendation Ribbon.

"Steel Rails on Old Trails"

(Continued from page 6)

The line was completed late in the Fall of 1909, the last spike being driven at milepost 280.51, near Keddie, on November 1 of that year. An unsung hero, as was Pheidippides who ran the first marathon, was Leonardo Di Tomasso who, working under Major Arthur Thomas, swung the spike-maul that drove home that last spike.

The line was then opened for infor-



OUR CAMP BEALE TICKET OFFICE STAFF

Left to right: Clyde Goodnight, Ticket Clerk; June Reid, Ticket Clerk; Dewey Allread, Jr., Military Passenger and Ticket Agent; Charles G. Tryor, District Passenger Agent at Sacramento; Captain R. E. Greening, Post Transportation Officer, Camp Beale.



OUR DAY TICKET STAFF AT SACRAMENTO PASSENGER STATION

Left to right: Charles G. Tryor, District Passenger Agent; Mary Croft, Ticket Clerk; Marie Kistle, Ticket Clerk; Maurice F. Lawson, Agent.

mal operation. Formal operation of the railroad began with the arrival at Oakland, on August 22, 1910, of the first passenger train, a special, from Salt Lake City

This special train carried officials of the railroad, prominent citizens of Utah, Nevada and California, and members of the press. Photographs show the train slowly moving through a street jammed with crowds, and the roofs of nearby buildings, also telegraph poles, darkened by spectators. The official passenger itinerary heralded the occasion as "the most auspicious commercial event thus far in the 20th Century". A story in the Oakland Tribune was headed: "When Western Pacific Horses Drank the Water of the Pacific".

We close this limited account by saying that The Western Pacific Railroad Company is a California corporation and that the home of the Company is the Western Pacific Building, 526 Mission Street, San Francisco.

OUR COVER . . .

Is a photograph, again by "Bob" Searle, of our GO traffic department, taken in Lassen National Park on July 5, 1941, at an elevation of approximately 8,000 feet.

Mt. Lassen towers 10,453 feet above sea level and, as you know, is the only active volcano in the United States. Lassen Volcanic National Park, an area of 163 square miles in northern California's Sierra Nevada, was established in 1916.

Bob tells us the highway had just been opened the day before he made this picture and that the snow was piled higher than the car tops.