

The Headlight

Volume 7

MAY, 1947

Number 5



MIRROR LAKE AND BECKWORTH PEAK - NEAR PORTOLA

RIDERS AND HORSES FROM WALTON'S GRIZZLY LODGE CAMP FOR BOYS

Editorial

Tomorrow will be the results of today.
—Elbert Hubbard

"THE PUBLIC BE . . . WHAT?" . . . On a recent trip East we found that, though the war ended a year and a half ago, many Pullman porters and railroad trainmen are still enjoying "war hysteria" in their treatment of passengers. Some of them even need training in plain, ordinary, everyday manners. It's true that many questions asked by passengers enroute may sound moronic to the all-knowing railroad employe, but since the people asking the questions help pay our way, what possible harm can there be in answering civilly and as intelligently as possible? It might be well to remember that *if there were no people to ask questions, there would be no need for passenger trainmen and porters.* The same applies to dining car stewards and ticket sellers. And time-table preparers should try to regard the public as a big boy now . . . stop showing arrival and departure from certain points as exactly the same time, particularly when a 5-minute, or more, stop is a practice. There are quite a few passengers who know it's almost impossible to stop at a station at 8:33 and depart at 8:33! On the credit side of the ledger, we hear that one of the automobile companies in San Francisco volunteered the mighty pleasing information that practically all their dealers, particularly in the Sacramento Valley territory, have spoken highly of Western Pacific service, not only in actual railroad performance, but as well in the courteous attitude and helpfulness of Western Pacific employes. We like to believe that WP employes are always courteous and helpful, but when one of our patrons volunteers such information it emphasizes what such an attitude really means. It is probably the greatest asset of a railroad.

FRP . . . Robert R. Young's new Federation for Railway Progress officially announces its purposes . . . 1) To inform the public about all matters pertaining to American railroads, and particularly to keep before them the facts regarding any deterrents to the full accomplishment of the purposes of the Federation; 2) To modernize railroad equipment and facilities and otherwise improve railroad passenger and freight services so that the public will have available a more efficient transportation system in the interest of the national safety and the public convenience; 3) To bring about an equitable balance among wages, return on investment and rates in the railroad industry so that employes, investors, and the shipping and traveling public will all receive fair treatment; 4) To staff railroad management with progressive, energetic, efficient personnel who have full confidence in the future of railroads in the United States; and 5) To abolish monopolistic practices and bring about the return of free enterprise to the railroad industry.

THE CROSSER BILL . . . This is the popular designation of the legislation recently amending the Railroad Retirement Act, legislation chiefly sponsored by the leaders of the railway brotherhoods. We've heard other more recent names for this legislation from some of the members of those brotherhoods, but they wouldn't look good in print. It appears this legislation has "liberalized" payments under the Act . . . for instance, instead of a death benefit of four percent of the individual's payments into the fund, the benefit now is merely payment of funeral expenses. Again, phoney illness is encouraged. Further, benefits to women employes resulting from acts which could not, by a considerable stretch of the imagination, bear any relation to their railroad work. There are many more such "liberalized" provisions, for which we have the doubtful pleasure of ante-ing up another \$2.50 per \$100.00 of earnings monthly. Oh, yes, male employes must still work until age 65, unless they want to take a reduced annuity. No, there's no increase in the annuity, except a negligible upping of the minimum. Railroad men can hardly be blamed for their milder designation of this bill as the Double-Crosser bill!

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

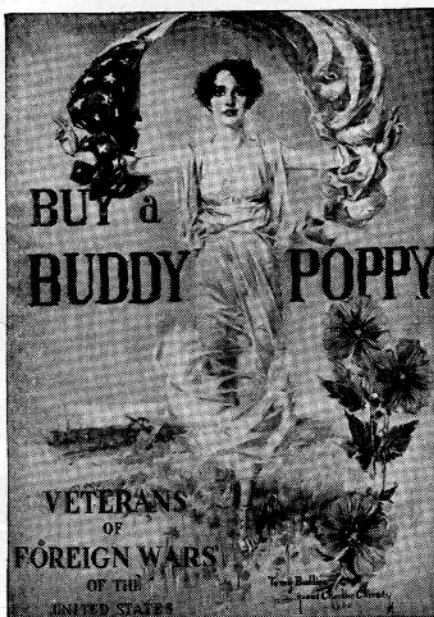
California Zephyr

Christy Poster Helps VFW Buddy Poppy Sale

★ Painted by Howard Chandler Christy over twenty years ago as a contribution dedicated "To My Buddies", the inspiring poster of one of the earliest Buddy Poppy Sales will be featured again this year in connection with the 1947 appeal of the Veterans of Foreign Wars.

"I am most happy that the Veterans of Foreign Wars are again using this poster, painted shortly after the close of World War I, for their Sale of Buddy Poppies in 1947", said Mr. Christy, who is himself an honorary member of the VFW and has taken a consistent interest in its activities.

"Designed in its initial inspiration as a tribute to those gallant heroes of a generation ago who sacrificed life and health on the altar of liberty, the poster



symbolizes, too, the unbroken thread of patriotism which continues our American tradition and our American way of life.

"The central figure of the poster symbolizes the glorious spirit of our country, triumphant and exalted, transcending the background of battle. The crimson poppies symbolize the brave courage of her sons, who gave their all in defense of the aims and ideals for which we as a nation stand.

"I feel, too, that the poster is doubly significant in that the Buddy Poppies for which the poster makes its appeal, are the handiwork of disabled and needy veterans and a portion of the proceeds goes toward the maintenance of the VFW National Home for Widows and Orphans of Ex-Service Men. Each of these tiny flowers is a token that America does not, and cannot, forget. That was the message of my poster in tribute to the boys of 1918 as it is today to the boys of World War II."

Edward Wilson Mason, Retired VP&GM, Dies Suddenly at St. Helena

★ Col. Edward W. Mason, who retired from active duty on December 31, 1946, collapsed and died at St. Helena, California, upon arrival there on March 26th accompanied by Mrs. Mason. Western Pacific associates and his innumerable friends were shocked by his sudden passing for he appeared to be in good health and seemed to be thoroughly enjoying retirement.

On the occasion of his retirement as VP&GM on July 1, 1946, The Headlight covered the story of his career. He continued with the Western Pacific in an advisory capacity as vice-president and director until the end of the year. His Northern Pacific and Western Pacific career covered a span of fifty-three years. He was born at Moberly, Missouri, in 1877.

Editorially, in our January issue, at the time of his full retirement, we spoke, among other things, of the affection in which the Colonel was held by Western Pacific people. The memory of his friendliness and hearty laugh will be with us always.

As an expression of the feeling of the men on-line, we would like to quote a retired Western Division engineer following the passing of Col. Mason... "The men on the Western Pacific will never know the friend they had in him. I figured he was the best friend I had among the officials on the road. His door was always open to any of the boys who wanted to see him. It didn't make any difference whether it was business or just a social call."

On the Tidewater Southern

★ George N. Lyon succeeded Jim Harkins as agent at Modesto. George came to us from the Santa Fe, with twenty years of railroad experience. He was agent for the Santa Fe and the M&ET at Empire, California. Already settled in a home at Modesto, he does not have any home-hunting worry in connection with the transfer. With a daughter, Nancy, and a hobby of photography, George won't have much spare time to indulge in the many other activities the Valley has to offer.

Strictly GI is the trainmaster's office of the TWS at Modesto! Trainmaster Jack Kenady was an Army sergeant; Vic Christenson, clerk, was a Navy flyer; and Velma Hanson, steno-clerk, was a Wave. Vic gives them the "word", instead of the train order. Jack can use his sergeant's training to advantage as a trainmaster! F.G.L.

Bert Hazlett Appointed General Agent at Reno

★ Elaborating on our brief announcement in the April issue covering Bert Hazlett's appointment as general agent at Reno, to succeed the late George I. Martin, effective April 1:

Bert was born in 1894 at Jewett, Illinois, and, after grammar and high school education, began his railroad career with the Chicago & Eastern Illinois Railroad, with which he was associated more than seven years, eventually becoming assistant agent at Tuscola, Illinois.



He served in the United States Army during World War I and is the holder of the Purple Heart for wounds received in action.

On June 8, 1923, he entered Western Pacific service in the operating department at Elko, subsequently working at Gerlach and at Winnemucca, where he was local agent. In March, 1929, he was appointed TF&PA at Salt Lake City and on May 1, 1932, was transferred to Elko in the same capacity. Except for fifteen months during World War II, when he was stationed at Keddie, Bert was continuously headquartered at Elko until his recent appointment.

Well known throughout Nevada as a capable railroader and a solo player (ability open to debate), we predict good reports from Bert in his new responsibility and extend to him, along with his many friends, best wishes for continued success.

Martin William Mikkelson

★ Martin W. Mikkelson, general clerk in the office of our auditor of payroll accounts, retired in mid-April completing seventeen years Sacramento Northern and Western Pacific service.

A native San Franciscan, born August 13, 1885, Martin began his SN service April 1, 1930, as a stenographer and was absorbed into the WP organization in the subsequent consolidation of the SN-WP accounting departments.

Martin will now spend much of his leisure at his summer home in La Honda, though he recently bought a boat and expects to spend some time on the Sacramento River with his grandson—fishing... and loafing! Added note: When Martin and his bride went to Honolulu for their honeymoon, they liked it so much they stayed ten years!

Hy-Lites

By JACK HYLAND

★ The month of April ushered in other things beside April showers, one of which was the appearance of a WP section hand who definitely had an "eye" for humor. The incident occurred in our Gen. Office Passenger Dept., when after being ably directed by our **Florence Sawyer**, to the Treasurer's office for the purpose of securing his pay check, he stopped in again for a further bit of banter, and with a somewhat roguish smile on his face, said "I'll wager you never saw this one before". And with that he quickly flicked a finger to his face and, much to the horrified amazement of our Passenger Dept. personnel, **bounced his glass eye on the counter** (as we would a coin) then replaced it in the eye socket, laughed and departed. Who is there who can say, this man **doesn't have an "eye" for humor?**

After having been on the sick list for over five months...restricted to a "milk, cream and soft foods only" diet, we were happy to learn that **Ernest Knox** (Oakland) had returned to work last April 1st (and no foolin'). The diet must have been just what the doctor ordered... (and quite naturally it was)...for from reports understand Ernie looks better now than he has for many years past. (Glad you beat the illness, Doc.).

During the return trip from Chicago following the February T.C. meeting we learn that "**Tux**" **Wadsworth** and **Tom Pray** defeated partners **Malcolm Roper** and **Byron Larson** (all Traffic Dept.) in a couple of friendly domino game sessions. We understand Byron's domino playing is upon a par with **Ken Stoney's** (EFFA-Chicago) inability to solve the mysteries of playing "Hearts".

We just heard that **Lewis Cronk** (retired AF&PA) intends to take unto himself a wife...sometime during the month of May. Did not learn the present name of the bride-to-be and we didn't take too much time to find out, for she will soon be "**Mrs. Lewis Cronk**".

Around 4 p.m. last April 12th...**Rose Colby** marched down the aisle of the Piedmont Community Church, Piedmont, California, and shortly thereafter she and **Frank Schmalenberger** (Traffic Dept.) repeated their marriage vows. Following a reception, the bridal couple dashed away to Santa Barbara, California, for their honeymoon, after which they will reside in El Cerrito. We extend our very best wishes for a happy future.

Food for thought...Youngsters eating in the dining or grill cars of the N.Y.N.H.&H. are enjoying a novelty that this railroad has prepared for them. It is an especially arranged menu, illustrated with drawings of trains and different railroad equipment, and is a printed replica of the old fashioned school-room slate, being printed in white on a black background. In addition, the youngsters also receive a 24-page crayon book entitled "**Fun on the Train**", together with a box of crayons. The pictures of the book depict scenes commonly views from train windows. (P.S.—Wonder what the WP have in mind for the younger generation... anything new, Mr. **Joseph Wheeler?**)

Oscar Larson (Trans. Dept.) is now the proud father (owner) of a brand new 1947 Chevrolet Master...delivered on St. Patrick's Day. We wonder whether the salesman knew that "Larson" is not an Irish name, anyway...it did require a few "green" backs to purchase the car and that possibly helped a great deal.

Strolling along Geary Street, San Francisco last month, we noticed a portrait appearing in the window of the Wallace Hairdressing Salon...of **Marjorie Hoyt** (a former Western Pacific employe, in fact Marjorie was Editor Mittelberg's secretary) which proves...through our "portals" pass some very charming young ladies.

Under the managerial direction of **Vernon Geddes** (AF&PA) our WP Club softball team won its first game in the Industrial League schedule last April 15th at the Rolph Playground, when they defeated **Blake Moffitt & Towne** outfit by gathering five runs in the last inning to pull out in front with a 11 to 9 victory.

If reports seeping back from the East are true, our girls representing the Western Pacific in the **Woman's International Bowling Congress** at Grand Rapids, Michigan are doing themselves and the railroad proud. As a 5-girl team, they entered the "booster division" (teams with average of 625 or less), and on April 19th our "gals" rolled a 3-game total of 1867, averaging 622 per game. We're proud of them...them being **Marion Bong, Edith Carter, Edith Loeffler, Lou Jean Keller** and **Luella Hampton**.

The **Western Pacific Club's Semi-Formal Dance** held on April 19th in the beautiful and spacious **Colonial Room** of the St. Francis Hotel was thoroughly enjoyed and will long be remembered by all in attendance. Some of those we noticed (and the crowd exceeded 200 people) were: Traffic-V.P. **Henry Poulterer; Louise** and **John Amos** (AGFA); **Henry Stapp** (Trainmaster-Stockton); **Edna** and **Bob Runge** (Stockton); many large groups from the various Gen. Office departments including the Local Freight Office and Freight Claim Dept. Entertainment Chairman **Timothy Moran** is to be highly complimented for a wonderful evening.

We overlooked mentioning it before—but last March some additional duties were added to the ever increasing number of tasks of Editor **Walter Mittelberg** when he was elected Secretary-Treasurer of the **Transportation Club** of San Francisco. Congratulations, Walter.

While roaming through the Passenger Dept. looking for news, was enlightened by **Patricia O'Malley**, learning that...**Ruth Holling** is no longer, for last March 21st—she became **Mrs. Dean Dorcey**, the wedding having taken place in Oakland, California. We extend our tardy blessings and a wish for years of happiness.

Manhattan Murmurs

By Jack Edwards

★ **ETM McCready** and Mrs. McCready have deserted New York and its cold wet spring rains for a few weeks in sunny California. Among those present at an impromptu track-side farewell party for them at Grand Central Station were **EFTM Hirsch** of the Santa Fe, **Charlie Dobil**, of the D&RG, and our own **John Still**.

The "Charge It" rail travel credit plan being the complicated bookkeeping proposition that it is, **AGPA John Nolan** did his bit to alleviate the headaches of his brother members of the Rail Travel Promotion Committee by arranging the attendance of **Hugh W. Siddall**, chairman of many things, in this case of the RTCA, at a special (informal) luncheon at the New York Traffic Club for the express purpose of getting clarification right from the source. The 100% attendance that April 7th and the number of questions presented showed a real interest in the working of the new plan.

Chief Clerk **Roy Harford**, who prides himself on running the neatest railroad office in New York, is relieved to know that the new lease specifically provides for repainting the premises. We're in full sympathy; four years of excuses haven't cleaned the walls any.

The New York office welcomes **Loren Bigger** to its membership. Loren's official designation is Secretary to the ETM, replacing **Charlie Ward** who has moved over to the car records desk left vacant by **Sam Scott**.

In numbers, we were less favored with visitors last month. However, the New York staff were delighted to see again our old friends **GFA Walter Mittelberg**, and **GA Charles Harmon**, of Sacramento. General Agent **John Conger** introduced to us Mrs. **George L. Murison**, sister-in-law of **AFTM W. G. Curtiss**, Mrs. Conger, and, to the members of the office, **Lyle McKim**, GFA of the General Steamship Co., San Francisco, whom we have not had the pleasure of seeing since last year. Miss **Jeanne Isner** was introduced to us by **Charlie Ward**, who had been holding out on us and should have done it sooner.

Recognizing the general interest of "A Day in the Life of a Traffic Solicitor" which appeared in last month's "Headlight", we made a point of observing its reception in several of the neighboring railroad offices and came back with the following quotable comments:

Tom Walsh, CB&Q: "Undoubtedly written in a spirit of levity—no one gets his hair cut every day."

Eddie Jaycox, CB&O: "Monstrous!"

King Yeager, D&RGW: "Oh, oh!!"

Joe Mason, returning from Boston, remarked, "This article is not applicable to WP solicitors."

Portsmouth Square, San Francisco

—The Monument to "R.L.S."

By THOMAS P. BROWN

Western Pacific Publicity Manager, San Francisco

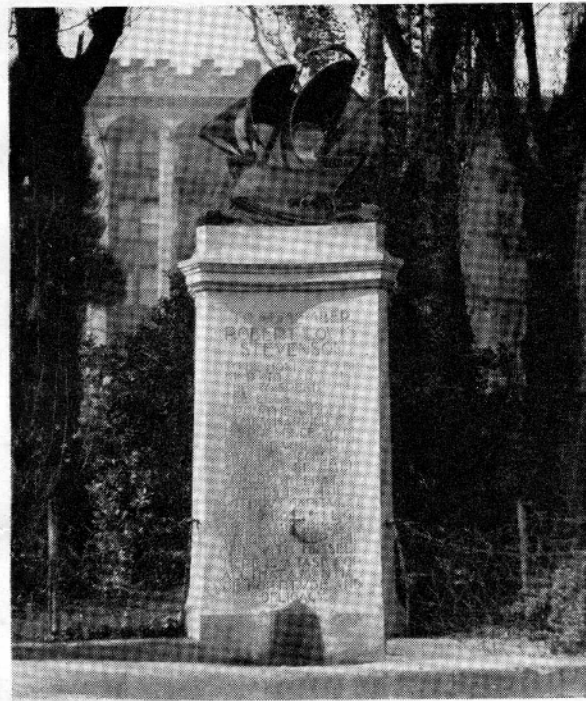
(Copyright, 1947, by Thomas P. Brown)

★ Portsmouth Square, situated on the Chinatown side of Kearny Street, between Clay and Washington, was known as the Plaza when San Francisco, first called "Yerba Buena", was under Mexican rule. The first Custom House, authorized by the Mexican Government in 1844 and built of adobe, was erected on its southwest corner.

On July 9, 1846, Capt. John B. Montgomery of the U.S. Sloop-of-War Portsmouth, landed with 70 men, marched up Clay Street and hoisted the American flag on

the pole in front of the Custom House—whence the names Montgomery Street and Portsmouth Square. This square was also a rendezvous of the Vigilantes. And here in 1859 Col. E. D. Baker delivered the funeral oration at the bier of Senator David C. Broderick, killed in a duel on the shore of Lake Merced, San Francisco, by Judge David S. Terry.

But Robert Louis Stevenson, author of "Treasure Island," "A Child's Garden of Verses," "The Strange Case of Dr. Jekyll and Mr. Hyde" and "The Silverado Squatters," has perhaps given to Portsmouth Square its greatest claim to fame because it was here that this beloved writer used to sit in 1879 and gather material for his tales from foreigners who dwelt in the Latin Quarter at the base of Telegraph Hill, from sailors attracted by the "Barbary Coast" and from Chinatown.



THE STEVENSON MONUMENT

And so this spot was chosen by San Francisco for Stevenson Fountain, the first monument erected to his memory. Flanked by poplars, it is surmounted by a golden galleon modeled by George Piper, sculptor, after the "Hispaniola" of "Treasure Island." On the east facade of the monument of which Bruce Porter was the architect, is a quotation from Stevenson's Christmas Sermon. It reads:

"To be honest, to be kind, to earn a little, to spend a little less . . . to make upon the whole a family happier for his presence . . . to renounce when that shall be necessary and not be embittered . . . to keep a few friends, but these without capitulation . . . above all, on the same grim condition, to keep friends with himself, here is a task for all that a man has of fortitude and delicacy."

Should one visit this historic spot in the evening or, better still, at midnight when recollection and imagination mingle in reverie to conjure up scenes and characters of a fast receding past, he will be amply repaid. Even at night the inscription on the monument may be deciphered but one must not be surprised should he find that the little galleon has deserted its anchorage place. For there is a legend, as told in verse by W. O. McGeehan, that every night this little ship with its queer, phantom crew, sails away in the moonlight and the mist for a cruise "on the sea of dreams," not to return until just before break of day. And perhaps in the stillness of the night one may, if he listen intently, hear wraith voices sing the old-time sailors' chantey, or perhaps catch echoes of the tread of Montgomery's marching men.

Robert "Lewis" Balfour Stevenson, born November 13, 1850, in Edinburgh, Scotland, died December 4, 1894, on his Vailima estate, near Apia, Samoan island of Upolu. Hailed as chief by the Samoans, and called "In-si-ta-la" (Teller of Tales), he rests on Vaea Peak, Upolu. Cut in the stone over his grave is his famous requiem, the last three lines of which are:

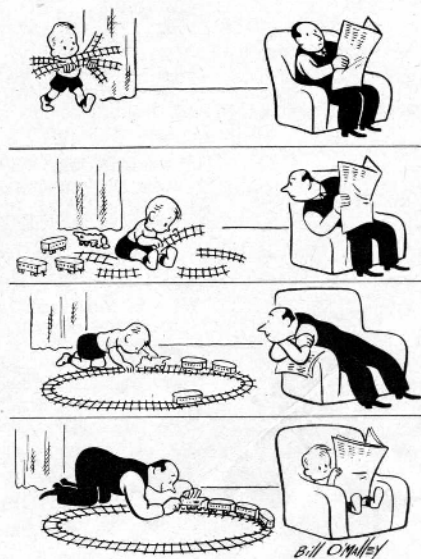
"Here he lies where he longed to be.
Home is the sailor, home from the sea,
And the hunter home from the hill."

A Prayer of the Freight Solicitor

★ The following article is copied from an edition of "The Wheel," the official publication of the Traffic Club of Houston, Texas:

"Oh Lord, look with forgiving way, we beseech Thee, on the shipper who lies to us about the fast service our competitors give him; strengthen the memory of those shippers who are forever going to try out our service or bear us in mind on the next shipment. Lord, soften the hearts of the shipper—who—as soon as we appear, becomes exceedingly busy—like a hen with one chicken, and keeps us standing around until our feet warp, and then gives us a short haul and wants a 100 pound shipment rushed. Surround with Thy powers, Oh Lord, the Superintendent, the Chief Dispatcher, the Train Crews, so that our trial shipment will not go astray, causing the shipper to cuss evermore. Cause us to look with charitable eye, on our competitors, they know not where of they speak. Help us with our expense accounts, which cannot be made to cover a multitude of sins. Soften the hearts of our employers, so they may look tenderly upon our iniquities. Oh Lord, we beseech Thee to cause our wives to have mercy on us, and patience to await the coming of our pay check before spending too much thereof. When we have made our last trip, and all the consolidations have been made, we ask humbly we may not be sent below, for verily we have suffered much here on earth. Amen."

EDITOR'S NOTE: . . . In partial rebuttal to "Day in the Life of a Traffic Solicitor", appearing in our April issue, this was offered by certain freight traffic agents who shall be nameless!



"Hope Springs Eternal in the Human Breast"

A poor old man with trembling limbs
 And stooped decrepit form,
 Stood on a weather-beaten dock,
 And faced a wintry storm.

He minded not the icy winds
 That fanned his snow white beard,
 But holding high a telescope
 Straight down the track he peered.

The scene about the place he stood
 Was one of desolation,
 But patiently he took his stand,
 Such was his occupation.

Off to the right there stood a mill,
 The roof had blown away,
 And where they once had piled the lath,
 Now grew a crop of hay.

Grey timber wolves in howling droves
 Were living in the stable,
 Wood rats through the plant had eaten
 All except the cable.

The pond which once had held the logs
 And germs of typhoid fever,
 Now formed a quiet breeding place
 For several dozen beaver.



The boiler room was cold and chill,
 The flues were full of bats;
 The office with the windows out
 Had been sealed up with slats.

Long moss upon the planer-shed
 In great abundance grew,
 And from her nest on the old sidetrack
 The timid pheasant flew.

Here and there, all weather worn,
 And piled high on the dock,
 Was what had in the bygone days
 Been the ready-for-shipment stock.

The poor old man with his tottering frame
 Through the tall grass trudged each day,
 And he'd take his place with telescope
 And he'd only look one way.

He would look 'way off t'ward the sunkist South,
 And his face was filled with sorrow,
 And the only thing that he would say
 Was "They promised me some tomorrow."

A stranger passing by one day
 Enquired of a native son,
 "Who is that man who sits over there
 With the antique vision gun?"

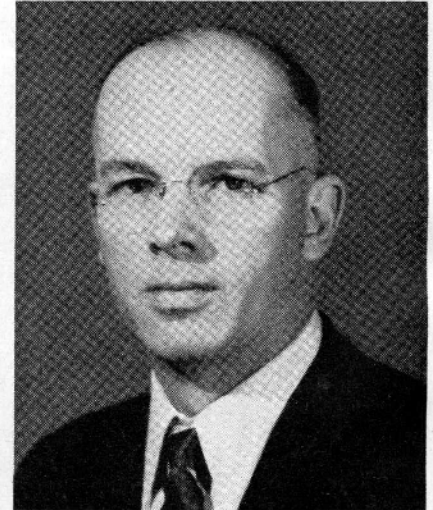
"My friend," the native answered,
 As he wiped away the tears,
 "You shouldn't speak of him that way,
 For he's been there fifty years.

"Why, that man's story to us here
 Is as common as the stars.
**He's a Western Oregon lumberman,
 Looking for S.P. cars."**

The above was originally written and published about 1915 by C. C. Crow, Editor Crow's Pacific Coast Lumber Digest.

Cecil Chester Duck Appointed TF&PA at Elko

★ Cecil C. Duck, our local agent at Winnemucca since August 19, 1942, was appointed traveling freight and passenger agent at Elko in April, succeeding Bert Hazlett, now general agent at Reno.



Born at Avard, Oklahoma, December 19, 1902, Duck was educated at Wellington, Kansas, and began his railroad career on the Kansas Division of the Union Pacific Railroad, working as telegrapher and agent during the years 1924 to 1935.

On September 13, 1935, he entered WP service as a telegrapher at Gerlach, subsequently working at various points on the Eastern Division as telegrapher, ticket clerk and car distributor at Elko.

"Flashcast"

★ The San Francisco CALL-BULLETIN gave that city its first traveling electric news sign last month. Installed on the Bank of America building at Powell and Market Streets, it is similar to the famous traveling news sign on the New York TIMES building in Times Square, New York City.

Flashcast will operate daily, except Sunday, between 11 a.m. and 11 p.m. Keep your eyes peeled for it the next time you're in San Francisco!

OUR COVER . . . Walton's Grizzly Lodge Camp For Boys is located 5 miles from Portola, in the heart of the Feather River country. The camp, for boys 10 to 17 years of age, is directed by C. A. (Pop) Walton and Mrs. Walton, fine people who understand and enjoy this work. Our photo shows some of the boys at Mirror Lake, with Beckwourth Peak in the background.

A Letter From Harold Flynn, of the Texas & Pacific Railway

★ As our readers know, we aren't great hands at quoting letters (or maybe you think we don't get any!) from our friends. This one, though, from Harold J. Flynn, soliciting freight agent, Texas & Pacific Railway, San Francisco, seems well worth passing on to you. If, after reading, you don't agree, sue us, but here it is...

"For some time now, through your thoughtfulness, I have been receiving your interesting publication 'The Headlight'—and finding it always worth reading. Your February issue, however, struck me more forcibly than any of the others; the reason for which cannot be ascribed to your editorial or the articles by your capable staff; it was caused by the work of that unnamed photographer, identified only as being with the Baldwin Locomotive Works, who stood in the chill weather at Mile Post 260, Belden, California, and snapped the picture on the back cover; thereby risking chilblains, frostbite and death from exposure!

"I have a personal interest in that scene and feel somewhat disturbed, Walter, my lad, that you did not use it under your masthead. It is one of the best railroad pictures I have looked at in a long time. Not only did it interest me for this reason, but it carried me back to a week in August, of 1945. At that time, I spent a week with my wife and two children at Belden, and one of the days during that week I thought I would drop in and become acquainted with your agent there (at the same time escaping helping the wife do the breakfast dishes!). This idea struck me as a postman's holiday, but it turned out to be a very good idea. I found your agent a very interesting chap, though I have long since forgotten his name. He knew

John Coupin and several others who had visited Belden for the elusive trout, and perhaps the hospitality of Major McCrillis. We talked railroading, fishing and rattlesnakes.

"At the same time, being an 'amateur' who dabbles in watercolors and other media (and I do mean dabbles), I was struck with the possibilities of this particular setting; dashed back to my cabin, eluded the wife (who was still doing the dishes!)... cautioned the children to stay away from the river and returned post-haste to dash off the accompanying sketch, which I think you might find interesting.

"The unknown photographer from the Baldwin Locomotive Works and the unknown solicitor from the Texas & Pacific Railway apparently saw eye to eye! Of course, he may have had his eye on that locomotive, probably a Baldwin! I guess I saw only the warm colors of the station... the tool shanty... the old baggage truck... the rails shimmering in the heat... the wooded slopes of the mountains in the background... the vigilant semaphore...

"That's why your February issue struck home, and in a gesture of appreciation I am presenting you herewith this sketch. I wish I could portray the chuffing and clanking of a long line of freight coming up the grade... the snorting and wheezing of your mountain engines which are a beauty to behold and their deep throaty whistles quickening the mountain air with their echoes."

We note in passing that Harold's watercolor of Belden (where Charles Long is our agent!) and surrounding terrain is not at all bad for an "amateur dabbler" and we're delighted to have it. Need we add that we've appropriately answered Harold's constructive criticism?

Wendover Wires

By Elsie Hart

★ The Easter Bunny brought a prize package to Car Inspector and Mrs. **Carl Wilkens**... a baby girl born Easter Sunday. The Wilkens' now hold a pair of queens!

The Orville McNights, of Shafter, have a baby boy born April 4th—their first. They named him James Bruce. Orvy, having just undergone an operation, the whole family was in the hospital at the same time, but all are doing well, we hear.

Jack Combs, car inspector, and Mrs. Combs are back from their vacation. They went to Bryan, Texas, first; then to New Jersey and taking in New York, where they both spent a few days fighting the "flu" bug. The Combs' bought a new Pontiac (no adv't.) in Texas and used it for the remainder of their trip, arriving back in Wendover late in March.

H. C. (Boomer) Ford, night yardmaster, had a fine vacation, he says. He went back to Kentucky, where he was the honor guest at a family reunion. This was the first time he had seen some of his brothers and sisters for twenty-four years! He tells us they really trotted out the fatted calf (home-cured ham), but since there were 31 people to eat it, we can only hope it was a full-grown cow!

H. A. (Shorty) Little went to San Francisco during his vacation, where he claims he called on his relatives at Fleishhacker's (editor's question: the zoo or the pool???)

We're happy to welcome back **Ralph Zook**, Salt Lake dispatcher. Ralph says he thinks he will move his family out here and stay with us from now on, as he likes the people on the WP. We'll buy that, Ralph.

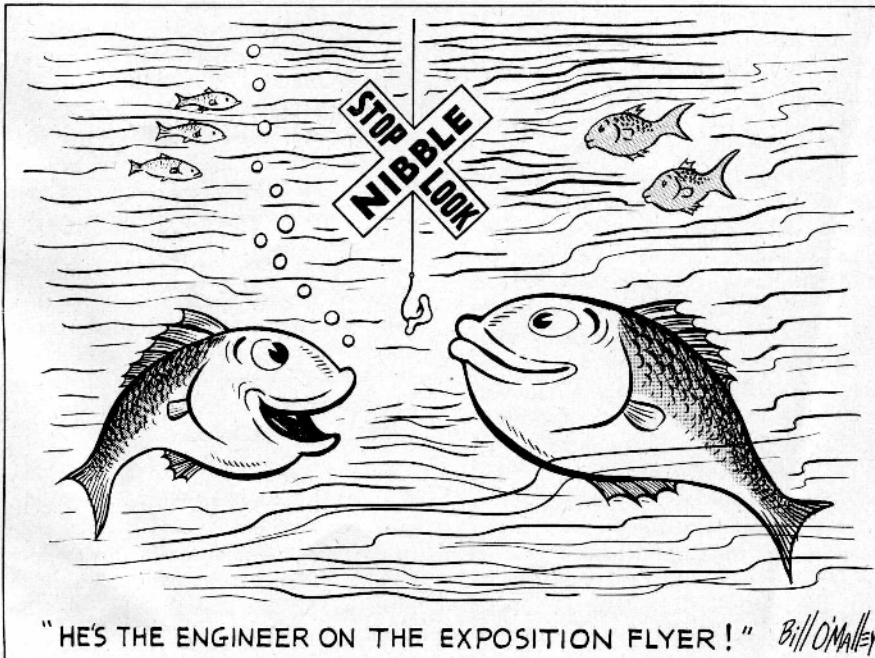
We have a new hotel manager again... **Walter Parks**, formerly of the dining car service.

Our deepest sympathy to the family of Conductor **Francis Paquette**, who passed away at Salt Lake City in March.

And We Quote

★ Probably there are no finer, nor more faithful and useful men in the country than the railroad workers. They live in the towns and cities of the country, where they own homes, belong to business and civic organizations, support the schools and churches and engage in the social life of their communities as prized and respected members.

—Gulfport (Miss.) Herald



The Stockton Grapevine

By Velma Mikolash

★ The absence of last month's "Grapevine" wasn't due to lack of news or color at Stockton, but due to procrastination and column not being mailed in time for publication!

The old platform at Charter Way Spur, previously used for fumigating potatoes, is being rebuilt into an up-to-date warehouse, which has been leased to the M&W Truck line.

The Western Pacific will discontinue operations at the Port of Stockton on May 1, when the Santa Fe will take over operations for the coming year.

Entire "B" yard at the west end of Stockton Yard has been taken out.

Instruction car, in charge of **Homer Bryan**, was at Stockton for several days the week of April 7.

Friends and fellow workers of Switchman **James Weikley** were shocked to hear of his unexpected passing the morning of April 3 as a result of a heart attack. Jim had waved his customary "goodbye" at the completion of his day's work on April 2, apparently in the best of health. The deceased entered Western Pacific service on April 17, 1916.

William F. Keough, just recently returned to the service of the Western Pacific, passed away suddenly at his home on April 2. The deceased, for many years employed at Stockton Yard office, resigned 2 years ago to accept a position with the USN as Civilian Supervisor of Railroad Transportation on Rough and Ready Island. The recent retrenchment by the government caused Bill to wonder about the permanency of his position, which resulted in his return to WP ranks. His passing was a shock to all who knew him.

Yardmaster **Vincent J. Satterlee** has been granted a one year leave of absence effective April 15. Vince plans to go into business for himself at Sioux City, Iowa.

Rader Williams has been granted a 90-day leave of absence and has gone back to his home town in Texas to handle the settlement of an estate.

Mary Leach (freight house) spent her vacation and Easter in Salt Lake City. Mary reports she had a good time and also saw snow while she was there!

Bernice Parks entered St. Joseph's Hospital today (April 17) for an appendectomy. Fellow yard office workers wish her a speedy return to the record room.

Editor's note... From **L. Ivan McAtee**, chief clerk in the Stockton yard office, we have additional Stockton news concerning our columnist **Velma** and the **Prentiss** family. Ivan tells us Velma has announced her engagement to **Orron Prentiss**, WP brakeman and son of Trainmaster Phil. Orron is a veteran of World War II, having seen considerable service overseas with our Navy. Ivan also tells us that at a birthday

party on April 12th, attractive **Marilyn Prentiss**, daughter of Trainmaster Phil, announced her engagement to **Edgar A. Goff**, also a WP brakeman. Says Ivan... "With both the Prentiss youngsters announcing their engagements, it looks as if Phil will not need the larger house he has been seeking so intently. Of course, as everyone knows, Phil really needs a commodious house for his own use." Now what can Ivan mean by that (joke) and why doesn't **Yardmaster Gertrude** ever get into these stories?

Random

by The Editor

★ Many happy returns of the day to **John P. Quigley**, our retired superintendent of transportation, who celebrates his 79th birthday May 1st.

Greetings to London-born **Yvonne (Killick) Gardner**, who takes over as our staff reporter in SN's general office at Sacramento, succeeding **Frances Nuccio**, forsaking us for wedded bliss.

Homer Bryan tells us that **Len W. Shirley**, formerly our sup't. of shops at Sacramento, is now working in that capacity for the Union Pacific at Portland, Oregon. Our greetings to Len.

It says on the paper... **Helen (Dinah) Decker**, of our GO traffic department finds being a prominent clubwoman quite demanding on one's time and energies. "Dinah" recently very willingly and generously accepted the chairmanship (or ladyship) of the Research Committee of the San Francisco Women's Traffic Club. With such unbounded ambition and resourcefulness, we'll bet on her to pull her committee through with flying colors and will eagerly await the announcement that she has been elected president of the club. Signed **J.B.C.**—initials vaguely reminiscent of Elko and way stations!

And from **Marie Libbe**, staff reporter in our Chicago traffic office, comes welcome news of... ROMANCE! Marie says that on Easter Monday, **Rita McEnerney** was wearing a beautiful diamond engagement ring given her by **Bill McGrath**. We quote Marie... "You will recall that both Bill and Reets are very good-looking young people (that they are), the blue-eyed, dark-haired Irish type. According to Mendelian Law, their children should be blue-eyed. We all knew Bill was that way about Reets ever since he first met her when he came into the office on leave from the Navy, but we overlooked the fact that it might become serious, so we were quite surprised. Don't know that the wedding date has been set, but think it will be in the not too dis-

tant future." The vital statistics: Rita Mae McEnerney born at Peoria, Illinois, February 11, 1925; and William Francis McGrath, a native Chicagoan, born June 6, 1922. All of us who know Rita and Bill welcome the good news and we hope their cup of happiness will be full to overflowing.

General Office employes continue blood donations at the Irwin Memorial Blood Bank, San Francisco, for WP employes. From on-line, Brakeman **Perry L. Brown**, Western Division, was the only new donor.

The Rotary International Convention will be held this year at San Francisco June 8 to 12. Next year the convention will be held at Rio de Janeiro, Brazil.

The **Western Pacific Club** and general office employes wrote some interesting history last month... three teams of men bowlers participated in the ABC at Los Angeles; a team of our girls traveled to Grand Rapids, Michigan, to participate in the Woman's International Bowling Congress; and a semi-formal dance was held by the Club in the Colonial Room of the St. Francis Hotel. We seem to be well on the road to a repudiation of our previous ostrich-like tactics. More power to us!

Our most humble apologies to **Elmer Lindquist**, freight traffic agent on our Oakland staff, who was shown second from the right in the second row of our April back cover photo, but whose name inexplicably failed to show in our description. And our thanks to Elmer for maintaining a polite silence on the subject. We're accustomed to having our head handed to us on such occasions!

For the magnificent job he is doing in modernizing and livening the pages of the PORTOLA REPORTER, our sincere congratulations to the new Editor and Publisher **Stanley Bailey**. His vigorous editorial policy is refreshing. Through his efforts we may yet get those highway signs to admit the existence of Portola!

Recently heard from retired Engineer **Frank W. Taylor** (Eastern Division 1910-1942), now living on his avocado ranch at Encinitas (Rt. 1, Box 154), 26 miles north of San Diego. We hope our magazine will keep him in touch with old friends on the railroad.

We quote from the STOCKTON RECORD, courtesy Trainmaster **Phil Prentiss**... If railway accidents were the only possible cause of death and if a passenger traveled 100 miles a day on American railroads, his life expectancy would be 20,000 years!

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	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
Chicago	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
Salt Lake City	W-404	458	10 Sections, 1 DR, 2 Compt.	WP 40	4:00 pm Sun.	7:30pm Mon.	39	W-394
St. Louis	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.	9:30am Thu.	49-39-5-39	PA-48
**New York	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 68	4:00 pm Sun.	9:30am Thu.	67-39-5-39	6703

*From San Francisco May 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, June 1, 3, 5, etc.
 **From San Francisco May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, June 2, 4, 6, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am 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	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
San Francisco	B-392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 2 Compt.	WP 39	8:00am Sun.	8:50am Mon.	40	W-404
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&RGW 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	4:55 pm 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	4:45 pm Sun.	8:50am Thu.	40-6-40-68	4068

*From New York May 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, June 1, 3, 5, etc.
 **From New York May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, June 2, 4, 6, etc.

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

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

Western Division Notes

By Agnes Welch

* Heigh, Ho, the Merrie-O, a-bumpin' o'er the rails, he'll go—and in the Merry Month of May! Division Chairman, BRC, **Ed Lindley**, will take off around the 1st to attend the National Convention of Railway Clerks at Cincinnati, Ohio—May 12th to 18th. On his way a stopover at Terre Haute, Indiana, will be made to see his mother, after which he will journey onward to the convention. A just and fitting penalty for one who will have such a good time will be a stop-off at Portola, California, to join in the Annual Inventory Trip over the entire Western Division—5700 rail miles will be covered in making this expedition. Is there a headache tablet in the house?

Lillian Woods (Lillian is Head Timekeeper **Charlie Brandt's** girl Friday) and **William "Les" O'Kelly** were married in Reno, April 3, 1947. On April 9th, at one of the fashionable restaurants in Sacramento, a group of friends in the supt's. office gave a dinner in her honor and at that time presented her

with a practical wedding gift of some hard-to-get percale sheets, etc. Those in attendance were: The bride, **Lillian O'Kelly**, **Mildred Griesheimer**, **Anne Levy**, **Elaine Forrett**, **Dorothy Meyers**, **Betty Jane Landerman**, **Clarisse Doherty**, **Jean Miller**, **Elizabeth Helmick**, **Mildred Wingate**, **Blanche Dennis**, **Maxine Naisbitt**, **LaVerne Kohls**, **Marion Selders** and **Eileen Rogers**. All of us join in wishing Lil and Les a happy and successful future.

Steno-clerks **Anne Levy** and **Blanche Dennis** are planning a vacation trip to Mexico around May 1st. They really should take along a good chaperone! Understand **Johnny Rossi** will follow—but some time in July.

Conductor **John Conrad Sebring** retired account of disability in March, 1947. John first entered WP service as a brakeman in July, 1925. He was born in Kalamazoo, Michigan, August 23, 1888, and had considerable railroad experience with the Grand Trunk before coming with WP. We hope years of contentment and happiness lie ahead for John.

WHEN SEGOS BLOOM IN UTAH

(I LOVE YOU, MY DEAR)

Words and Music by Will Hanson

Segos bloom in the mountains, rain clouds fill the air,
Sun and shower in the valley, springtime's everywhere.
She gently melts the snowdrift, and breathes upon the hills,
To waken all the lilies and freshen brooks and rills.

Chorus

When segos bloom in Utah, I love you, my dear;
Then all the world is springtime, happiness and cheer.
The birds, the bees, the blossoms, too, are calling,
calling love to you.
When segos bloom in Utah, You I love, my dear.

Editor's note: The poem "When Segos Bloom In Utah", run last month, was actually written by the late Harrison R. Merrill and erroneously credited to William F. Hanson, assistant professor of music at Brigham Young University, Provo, Utah. We are so informed by reliable Utah sources. The song, quoted above, caused the confusion. As indicated, the words and music of this song are by Will Hanson and it was published by Hanson's Wigwam, Provo. Now, having finished our "song-and-dance", we await only your requests and some soft music to render our version of "When Segos Bloom in Utah"!

Additional WP Employe Retirements

- | | | |
|-------------------------|------------------------|---------------|
| Baker, Thomas Alexander | Sheet Metal Worker | Stockton |
| Barnes, Roland Curtis | Signal Maintainer | Elko |
| Beardmore, Arthur Henry | Brakeman | Stockton |
| Boren, Benjamin Richard | Machinist | Portola |
| Carson, George Brown | Conductor | Stockton |
| Christopoulos, Peter A. | Carman | Sacramento |
| Cook, Clarke Christy | Switchman | Stockton |
| Crowther, Ernest H. | Telegrapher | Portola |
| DeLeon, Manuel | Trucker | Elko |
| Develey, Hazel Marie | Cashier | Fruitvale |
| Doherty, John | Track Laborer | Keddie |
| Foster, Alred Philip | Carman | Stockton |
| Fortune, Andrew Brodie | Car Inspector | Stockton |
| Galvin, John | Crossing Flagman | San Francisco |
| Greenway, Jess Med | Extra Gang Laborer | Extra Gang 1 |
| Groth, William Frank | Brakeman | Portola |
| Hattley, Ernest Graham | Engineer | Stockton |
| Hilzinger, Henry | Section Foreman | Fruitvale |
| Houser, Lester T. | Fireman | Western Div. |
| James, Tilden Hendricks | Engineer | Western Div. |
| Janney, Harold | Claim Clerk | San Jose |
| Johnson, John Lewis | Boilermaker Helper | Oroville |
| Johnson, Peter Martin | B&B Miner | Floating Gang |
| Johnson, Ruth Lenora | Stenographer-Clerk | Elko |
| Jones, Calvin Jackson | Switchman | Stockton |
| King, Clarence Deloss | Engine Foreman | Eastern Div. |
| Kotsovos, Paul | Track Laborer | Marysville |
| Lewis, Walter Angelo | Trackwalker | Spring Garden |
| Lopez, Emilio Domingo | Laborer | Elko |
| Lovass, Alexander | Boilermaker | Sacramento |
| McCarthy, Dennis Edward | Brakeman | Western Div. |
| Martinez, Gaspar | Laborer | Milpitas |
| Mitchell, Jesse Addison | Brakeman | Stockton |
| Morgan, Dewey Saint | Telegrapher | Carbona |
| Morrill, Vernon Ward | Conductor | Portola |
| Morrow, William James | Clerk | Oakland |
| Murphy, John Frederic | Clerk | San Francisco |
| Nally, Michael J. | Switchman | Eastern Div. |
| Nystrom, Edward | Extra Gang Laborer | Wells |
| Ouellet, Joseph Edmond | Telegrapher | Eastern Div. |
| Pauley, Henry Flemming | Carman | Sacramento |
| Perry, Luther Rouse | Switchman | Oakland |
| Sarbach, Fred Edward | Machinist | Portola |
| Sebring, John Conrad | Brakeman | Portola |
| Smith, Austin John | Conductor | Stockton |
| Smith, Daniel | Sheet Metal Wkr. Hlpr. | Sacramento |
| Smith, Samuel H. | Brakeman | Portola |
| Steinbach, Theodore | Boilermaker Helper | Sacramento |
| Thomas, Frank Hiram | Carman | Oakland |
| Trenor, Harry Arthur | Switchman | Oakland |
| Veale, George Edward | Conductor | Stockton |
| Villa, Gumesindo | Flagman | San Francisco |
| Vito, Nicodemes Camelo | Marine Oiler | San Francisco |
| Ward, Frank | Carman | San Francisco |
| Williams, Alphas Roy | Dispatcher | Sacramento |
| Williams, Richard Emory | Pipefitter | Elko |
| | | Sacramento |

East Bay Notes

By Margery Glatt



★ Everywhere there are harbingers of spring; "Hardhat" Johnson tripping oh so lightly into the yard office with a gorgeous bouquet of poppies for Hazel Petersen, steno. Ed Moss, car foreman, proudly displays a BEAU-tiful red necktie decorated with prancing horses.

A new addition to the Oakland freight house is Mace Gordon Jr., who has taken over the window clerk's job in the cashier's office. His predecessor, Sheldon Glatt, is now holding forth in Carl Mangum's office.

It's blue booties at the Bill Castro residence as of March, and "papa" Castro is well pleased, thank you!

How that long-legged bird does get around, and July is the month he has picked out for Corinne Hillyer, freight house.

As always, all good things end much too quickly, as learned by Isabel McLeod, freight house, who has returned to work after vacationing at Denver.

The Western Pacific was well represented on the horseback trails in Golden Gate Park Easter Sunday, Claud Webber showing off his talents as a rider.

Congratulations to Glenn McCormick, yard office, on his entry into the Masons in April. Bert Lewis, freight house, is also to be included as he became a member in March.

Joan Hatfield, Bob Barrett's office, is now appearing on the job with a new diamond on the proper finger. Seems that far-away look in her eye really meant something after all!

Due to illness, Louie Jones has been among the missing and it is our hope that he will return to work soon.

What's this we hear about the superintendent's office having a big blowout recently? Probably celebrating the installation of the new furnace, or is it the other way around—the new furnace was installed because of the blowout? We wish the little bird who puts these bugs in our ears would get his rumors straight, so that our "reader" could get his information correctly.

We all extend our deepest sympathy to Charles Downs, ass't. trainmaster, in the loss of his wife.

The Salvation Army

★ First time in 25 years, the Salvation Army in San Francisco is making a capital funds drive for \$650,000 to finance vitally needed rehabilitation and expansion. The Community Chest, which provides funds for maintenance, has placed its stamp of approval on the campaign.

Through the Salvation Army doors go the hungry to find food, the poor to find shelter, the unwanted to find a friend. Let's help widen the doors!

Extra 754... Test Trip

By Kittie and Dan Miller

★ The Western Pacific Railroad had been making ready for the coming of the new California Zephyrs expected in early 1947, and we, on 106, had been keeping our fingers crossed, hoping to be on the test train.

Our joy knew no bounds when our car, which had just finished the supply trip, was ordered to Oakland from Salt Lake City. We got all shined up and repaired for the special test train, which was operated between Oakland and Salt Lake City, December 16 to 19, 1946.

This train (Extra 754) was made up to equal the weight of each new Zephyr train and consisted of General Motors' new type F-3, three unit, Diesel-electric 4500 h.p. locomotive and eleven cars, including the Burlington's dynamometer car, our Vice President Mitchell's business car 101, Eastern Division Sup't. Duggan's car 106, Western Division Sup't. Curtis' car 105, a cafe coach, a pullman, a lounge car, and four coaches. The Burlington's dynamometer car was in charge of their locomotive test engineer, Colin C. Eldridge. This car was equipped with apparatus to measure and make a complete record of the performance of a locomotive in action.

Our test train made the speediest runs ever made on the Western Pacific and, in order to see the entire route by daylight, the trip was made in four stages—Oakland to Gerlach, Gerlach to Salt Lake, Salt Lake to Portola, Portola to Oakland.

As a result, we saw all of the scenic and man-made beauties of the San Joaquin and Sacramento Valleys with their fine cities; olive groves; orange groves, and peach orchards; vineyards; grain; rice; dairy, poultry and livestock farms; Hamilton City in the distance, where the largest gold-dredging machine in the world is located; old Flat Top mountain; and the straightest track for miles and miles; the new county hospital at Marysville; the Feather River Canyon with the Williams Loop; honeymoon tunnels; magnificent timber and bright red berries; then Portola with her little glass lookout station over on the mountain; little engine No. 78; and the friendly WP Hospital with Dr. Coulter; then tunnel No. 37 at Chilcoot, where Les and Boots waved at us; Gerlach with its Portland Cement plant and WP's own (Blonde Bomber) operator there.

The Watchman of the Desert on Antelope Hill; then, Nevada's ranching country along the winding Humboldt River, which we crossed and re-crossed 26 times in the State of Nevada; the Lamoille mountains and Valley south of Elko, where those famous Payne turkeys grow; the Ruby mountains and Star Valley near Deeth and Halleck, another rich ranching section of Nevada; 10,000 foot Mt. Pilot; Arnold's Loop (12 miles around); the Army Air Base at Wendover; the many-hued mountains, together with the sunset, or sunrise, reflected in the mirror-like water on the salt flats of Utah; the huge smelter at Garfield; Black Rock and Great Salt Lake.

There are 43 tunnels on this route, one more than a mile long. Our car



OUR LOS ANGELES TRAFFIC STAFF

Seated, left to right: **Dietrich C. (Dick) Wilkens**, general agent; **Doris Hill**, stenographer-clerk; **John L. Berschens**, district passenger agent. Standing, left to right: **Robert Munce, Jr.**, TF&PA; **Frank A. Sell**, chief clerk; **Edmund R. Millfelt**, TF&PA; and **Wilbur F. West**, passenger and freight traffic agent.

was next to the last, so we got an excellent view of the rest of our train as it traveled along.

While we were in Oakland, Sup't. Wyman invited us to visit his WP Commissary where all of the dining cars are supplied. It is a very clean, well-organized place, and we enjoyed going through it.

We also saw the foundation for the new Diesel passenger facilities the Western Pacific is erecting in Oakland and the ferry where our freight cars ride over to transfer their loads into waiting ships.

Included among the Western Pacific officials who made this trip were VP&GM Mitchell; Ass't. to Gen'l. Mgr. Bryan; Assistant to the President Englebright; General Statistician Wyche; Sup't. of Transportation Gallagher; Sup't. of Motive Power O'Neill; Mechanical Engineer Gleason; Ass't. to Sup't. of Motive Power Cuyler; MW&S Engineer Combs; Master Mechanics Morris and Parry; and Division Engineers Richards and Hollenbeck. Secretaries Tussey and Rossi also made the trip.

We thoroughly enjoyed every moment of this, our very finest trip, the educational and scenic worth of which is recalled each day in happiest memories, and we truly thank everyone instrumental in making it possible for us to be included.

The train and enginemen who so safely and efficiently piloted us on our test trip were . . .

Fireman Frank Aiello
Fireman Andrew L. Anderson
Brakeman Deward C. Anderson
Fireman Chester F. Barnes
Engineer William H. Barnett
Fireman Len A. Barry
Brakeman Wallace Burningham
Engineer Robert F. Casey
Conductor John C. Cavender
Engineer Julius M. Colberg

Brakeman Ancel R. Cook
Fireman Charles C. Daniels
Brakeman James B. Davis
Engineer A. Clair Donnenwirth
Conductor Arthur W. Dryden
Fireman William D. Eyre
Brakeman Gerald J. Gervais
Brakeman Raymond E. Gervais
Engineer Charles Graham
Engineer Guy Hardy
Fireman Charles L. Hawkins
Brakeman Joseph P. Hazel
Conductor Bruce Hinton
Fireman Earl Hurst
Conductor Robert A. Isaac
Brakeman John B. Kanady
Engineer Otto J. Kelley
Conductor William C. Kelly
Brakeman William B. Kemble
Conductor Harry R. Lawrence
Fireman Albert L. Lentz
Conductor Forrest H. Lessley
Brakeman William H. Lucas
Engineer Oscar Mattson
Brakeman James F. McNabb
Conductor George A. Miles
Conductor Marion R. Minor
Brakeman Thomas E. Murphy
Brakeman Carl Nelson
Conductor Charles H. Nelson
Fireman William H. Otis
Brakeman Orren K. Prentiss
Brakeman Lamar Porter
Brakeman Peter O. Rosenkrantz
Brakeman James L. Rush
Conductor James G. Rutherford
Brakeman Samuel F. Seals
Brakeman Charles M. Service
Engineer John Smith
Engineer John V. Stager
Conductor Harold E. Sullivan
Engineer John Sypher
Brakeman Lloyd T. Van Allen
Brakeman Charles E. Vance
Engineer Lawrence B. Wakefield
Fireman John L. Wallis
Brakeman Raymond T. Woodward
Fireman Samuel L. Worthington
Brakeman Robert A. Wirthlin

Exposition Flyer Bowling Squad Does Well in ABC Competition at Los Angeles

★ Western Pacific's "Exposition Flyer" bowlers placed fifth in the 44th annual ABC competition at Los Angeles the night of April 12. On the squad were Lee Brown, Harold Heagney, Jack Hyland, Hal Nordberg and Bill Wilkinson. Thirty-six northern California teams were rolling that night . . . 19 Hi-Twelve squads; 6 Southern Pacific; 8 from various communities and the 3 Western Pacific squads.

Our best were topped only by three Hi-Twelve units and the Ace Bedding Company group from Redwood City. Our "Exposition Flyer" keglers started with a nervous 726, moved up to an improved 790 in the second game and pounded out an 878 in the finale, for a grand total of 2,394. For some unknown reason, the scores for the "California Zephyr" and "Feather River Express" squads are not available for publication!

With one exception, Henry Donnelly substituting for Hal Garriott, Western Pacific was represented by the bowlers

appearing in the page three photograph of our April issue. They are grateful to General Agent "Dick" Wilkens—and his staff . . . Doris Hill, Ed Millfelt, Wilbur West and Bob Munce—for their generous hospitality, and particularly grateful to Jack Berschens, district passenger agent, for his expert handling of hotel arrangements under which the entire Western Pacific party of thirty-seven was accommodated under one roof—The Biltmore. Southern Pacific comes in for favorable mention too because of its provision of a pullman car in each direction for the exclusive use of the Western Pacific travelers . . . at a reasonable tariff.

For the "Exposition Flyers", Harold Heagney had the high series with a 495 and Bill Wilkinson's 188 was high game. Complete scores for this team follow:

Jack Hyland	133	179	179	491
Lee Brown	159	147	179	485
Harold Heagney	155	153	187	495
Hal Nordberg	142	149	145	445
Bill Wilkinson	128	162	188	478



WESTERN PACIFIC BOWLERS AND FRIENDS AT RENO, MARCH, 1941

★ In March, 1941, before The Headlight was born, teams of Western Pacific bowlers journeyed from Elko and San Francisco to Reno for a pleasant get-together and some rather fair kegling. Now that the Western Pacific Bowling League, of San Francisco, has completed its most ambitious undertaking to date . . . participation in the American Bowling Congress at Los Angeles last month . . . we recall, via this photograph, the league's early days when the ABC seemed far, far away!

Standing, left to right . . . Harold Heagney, Arthur Petersen, John Arrascada, Wallace Murdock, Parker Swain, the late A. P. (Mike) Michelson, the late G. I. (George) Martin, W. M. (Bill) Foster and retired Conductor Fred O. Walts.

Sitting and kneeling, left to right . . . George Bennett, Joe McMullen, Jack Hyland, Manuel Bettencourt, "Chuck" Kroll, Walter Mittelberg, Elton McDonald, Paul Shelmerdine and Frank Murphy.