

The Headlight

Volume 7

AUGUST, 1947

Number 81



**VIRGINIA & TRUCKEE RAILWAY MORNING MIXED TRAIN
BETWEEN RENO AND MINDEN . . . PHOTOGRAPHED BY LUCIUS BEEBE**

Editorial

*Let no one say, and say it to your shame,
That all was beauty here until you came.*

THE GJOA RESTORATION . . . Long-time San Franciscans, who can still vividly recall the 'quake and fire of '06, have had their memories refreshed by recent newspaper stories of another event dating back to that fateful year, for it was in October of the same year that Roald Amundsen, famed Norwegian explorer, brought the sloop GJOA into San Francisco Bay, after having completed the first successful navigation of the Northwest Passage in one of the great voyages of modern times . . . but Tom Brown's article on page five tells that great story. Amundsen presented the GJOA to San Francisco in 1909 and for 38 years it has been berthed in Golden Gate Park. San Francisco has been trying, by public subscription, to raise funds to rehabilitate the gallant vessel, but it took Norway's recent gift to put the fund over the top. For this generous gesture, our figurative hat is doffed to Norway, a country only a few years out of enemy occupation and surely not currently blessed with great wealth.

RAILROAD EMPLOYMENT . . . The Missouri Pacific "Newsreel", July 1st edition, offered some interesting figures on the average number of railroad employes and total payrolls for selected years. Here they are:

Year	Average Number Employes	Total Payroll
1921	1,659,513	\$2,765,218,079
1945	987,675	1,863,000,000
1939	1,419,505	3,862,000,000
1946	1,358,838	4,170,000,000

The Newsreel indicated there was no way of determining the number of persons directly depending upon railway employes for their support, but assuming three each, the total in '46 would have been 4,076,514! And taking into consideration employes in allied industries, such as car builders and industries from which railroads purchase substantial quantities of fuel, material and supplies, the total number of Americans depending directly or indirectly upon the railroads for their livelihood might be estimated at some 10,000,000!

SCENIC GUIDES . . . An interesting series of twelve travel encyclopedias covering our Western states is being written and compiled by H. Cyril Johnson, of Susanville, California. Nevada was the first of the series; Northern California second; and Southern California, Arizona and Utah are now available. These little guides carry a wealth of information on the regions covered and don't appear to be over-priced at the one dollar tariff.

TAX REPEAL . . . The nation's railroads have asked the House Ways and Means Committee to repeal the excise taxes imposed on rail tickets and freight bills. These taxes had their place in time of war. Now they are just a nuisance, and a costly one, to travelers and shippers, as well as to the railroads. They should be eliminated!

OUR COVER PICTURE . . . By Lucius Beebe, noted author, photographer and columnist, will be found, along with some 500 others, in his new book "Mixed Train Daily"—a book of short-line railroads. This one shows Virginia & Truckee Railway's morning mixed train between Reno and Minden running double-headed just south of Carson City. The V&T, which had its beginnings in the romantic bonanza times of the Comstock Lode at Virginia City, connects with the Western Pacific at Reno, where freight is interchanged. "Mixed Train Daily" carries a fancy tariff—\$12.75, but it is also a fancy volume.

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

East Bay Notes

By Margery Glatt

★ Rumor has it that **Howard Hoffman**, Oakland roundhouse, became a blushing bridegroom the 19th of May. Since this is supposed to be a deep, dark secret (was, that is) your reporter's efforts to obtain the bride's name met with little success.

Sooner or later it comes, despite all denials and protests that "it can't happen to me", quoting **Don Naylor**, who has finally admitted that he too will say those famous last words by the side of his bride, Eileen, come September 21st.

The Oakland freight house is suffering the temporary loss of two more of its employes, **Marjorie Ward** taking a three months' leave of absence, and **Corinne Hillyer** a year's leave, both awaiting the arrival of the stork.

A lot of strutting on the part of **Glenn McCormick**, yard office, was brought about by the arrival of **Kathleen Diana** weighing 8 lbs. Glenn also became a Third Degree Mason July 9th, another accomplishment of which he might well be proud.

The "sidewalks" of New York seem to have quite an attraction for we "Westerners", as we find **Car Foreman Ed Moss** and his daughter will be visiting that fair city. **Andy Anderson** will be among the weary travelers, as he will be visiting his father who lives in New York.

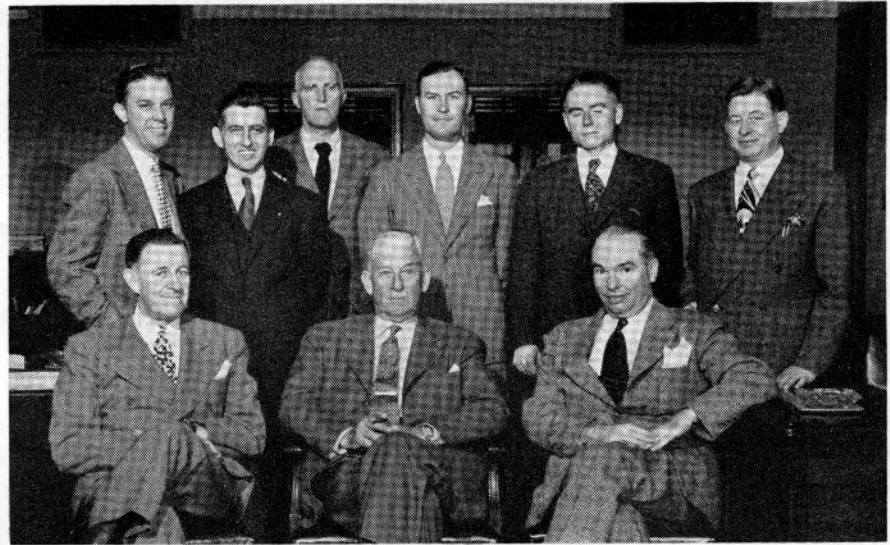
Being somewhat isolated, visitors to the B&B are scarce. However, we did have the unexpected pleasure of meeting **Agnes Welsh**, from Sacramento, last month while she was down here on business.

We extend our congratulations to **Bill Bording**, freight house, on his recent graduation from Traffic School which he has been attending for the past two years.

Due to illness, **Purl A. Binney**, fireman, has been confined to the hospital for the past eight months. **Johnny Kaler**, fireman is taking up a collection for "Benney" and he will be presented with the money as a gift. A very practical thought, and one that will be greatly appreciated!

WP Clicks In Clutch

★ Western Pacific operating forces did a remarkable job during the 5-day period July 19 through July 23 in handling 1,626 carloads of perishable traffic, some 1,400 of which moved via our line because of the SP strike, being routed our way by growers and shippers or diverted to us by the SP under emergency routing authority. Our ice decks at Portola and Carlin, with limited facilities, handled the heavy load efficiently. We aren't surprised that WP employes can click in the clutch; we just want to give them a public pat on the back.



WESTERN PACIFIC'S NEW YORK TRAFFIC STAFF

Seated, left to right . . . **John P. Conger**, general agent; **Dana C. McCready**, eastern traffic manager; and **John C. Nolan**, assistant general passenger agent.

Standing, left to right . . . **Charles J. Ward**, stenographer-clerk; **Alexander E. Rich**, secretary to ETM; **Elroy H. Harford**, chief clerk; **Kenway R. Stoney**, eastern foreign freight agent; **John G. Edwards**, clerk; and **John D. Still**, commercial agent. Missing is **Joseph Mason**, traveling freight and passenger agent, who was recovering from an illness.

Ken Stoney's headquarters are in Chicago, but obviously he was in New York when this picture was made! And don't let Jack Edwards' sleepy attitude fool you. He's a wide-awake young man as we think his monthly columns "Manhattan Murmurs" prove!

CTC Board Moved From Keddie To Sacramento

★ In a remarkable transfer job, actively supervised by **Fred A. Tegeler, Jr.**, assistant signal engineer, the Western Pacific CTC board was moved from Keddie to Sacramento with a stoppage of only 12 hours 29 minutes in the operation of the board. The signal maintainers began their job of covering signals and placing switches in hand-thrown position at 3:01 a.m., July 6th, and at 3:30 p.m. all tests had been completed and the CTC machine was in service at Sacramento. The move was made by special train.

Though planned in detail in advance, obviously it required complete cooperation of many men and several departments to accomplish so efficient an operation. **Fred Tegeler** modestly credits all who had a hand in the work for the fine job—and that is proper, but we have Superintendent **Glenn Curtis'** word for it that **Fred** did quite a remarkable chore himself.

The signal maintainers who participated in the move were **James O. Van Benthussen**, **Burton G. Wetzler**, **Earl A. Thompson**, **Irwin T. Eslinger**, **Floyd A.**

Yokum, **Arno H. Schmitt**, **Ferris J. Emerick**, **John E. Williams**, **Paul R. Duffy** and **Robert B. Stewart**.

L. B. (Nick) Carter, signal supervisor; and **Arthur M. Nuzmann**, lead signalman, were right up in front. **Leslie D. McClintock**, foreman of signal gang 4 and **Randolph H. Miller**, foreman of signal gang 3, along with **James S. Anderson**, signal supervisor on the new work between Oakland and Stockton; **John W. Gavey**, acting office signal engineer (at GO); **Wilford J. Hallam**, signal inspector; and **Allen L. Herbert**, of GO signal engineer's office, all put their shoulders to the wheel.

Charles Freeman, telephone engineer; **Arthur W. Carlson**, bridge engineer; **Sup't. of Transportation Gallagher**; **Chief Engineer Phillips**; **Signal Engineer Ellis**; **Trainmaster John J. McNally**; **Division Engineer Richards**; **Superintendent Curtis** and **Ass't. Sup't. McDonald** contributed to the successful transfer.

We are indebted to **Fred Tegeler**, **John McNally** and **Tom Brown** for the facts enabling us to chronicle this amazing achievement.

Hy-Lites

By JACK HYLAND

deal at Fort Ord, Cal. and she will be living in San Francisco for about three weeks with her former (and still) best friend... **Helen Decker** (Traffic).

Because of the many newly engaged and prospective newlyweds in our organization, believe the following especially important. We understand romance far outstrips divorce in Las Vegas, Nev., the town of busy wedding chapels. Of particular note—to the "cupid minded," have learned the altar-bound will now have to pay \$3.00 more for their licenses to wed, as the state legislature boosted the tariff from \$2.00 to \$5.00 effective July 1, 1947.

Just learned that **Carl Lindsey** (popular Night Ditto clerk in our GO Telegraph Office) became a proud father last March 1st—when his wife **Elaine**, presented him with a baby daughter... "**Diana Gale**". Both Carl and Elaine are ex-Marine, so Diana will have a military training.

Those of us that might remember **Bett's Kellerer**, who came to work for the WP in our Treasurer Dept. about two years ago as a tiny little girl, later becoming **Mrs. Darrol Mason**—may be surprised to learn she is now a mother... since last July 6th when, little "**Nancy Carol**" arrived weighing 6 lbs 15 oz.

On July 9th—**Dura Chesley** (Traffic) either misplaced or lost her purse, including many valuables, etc. (meaning money) but didn't notice the loss until the next morning (July 10th). At least it hasn't changed her disposition, but naturally she disliked losing identification cards and other personal items. We are sorry Dura, but surely such an incident must remind you of a friend having "**G. K.**" for initials, who always was losing or misplacing things.

Our genial (and competitive bowling) friend—**Howard Sevey** (Treas. Dept.) resigned last June 30th after slightly more than 10 years service for the WP to accept position with "**Abbey Rents**" (who have stores in San Francisco and Oakland, renting hospital and invalid equipment). We hope, and know—Howard will do very well in his new venture, and if any of us need or require the use of a wheel chair, crutches, etc... we'll know where to rent them.

The Treasury Dept. also lost the services of **Jack McCarthy** during June when he decided to accept position with **Atkins Kroll & Co.** (Importers and Exporters), San Francisco. We extend best wishes to Jack.

We really have news this time... for we learned **Margaret Patsey** (Car Record) became engaged to **Gene Powers** last July 10th. At present their (both of them) plans contemplate having the wedding ceremony performed at **Old St. Marys Church**, San Francisco on Sept. 7th. Relative the whereabouts of their honeymoon location... well that is strictly (as promised), a secret, but we all extend our very best wishes for continued happiness.

Then a week later on July 17th... our good friend **Ray Lee** (Treas. Dept.) surprised everyone, becoming engaged to **Dorothy Peck** (GO Medical Dept.)... but his happy smile gave it away. So we understand—wedding plans are indefinite only because of the necessity of first locating an apartment, and we ask your help in finding them a place they may call... "home".

Last month we completely overlooked mentioning the departure of **Roy Olsen** from our Traffic Dept. who resigned on June 15th to accept position with the **Shell Oil Co.** Now it seems (or appears) the Traffic Dept. is moving out... lock, stock and barrel, for on July 12th **Clifford Worth** left our company to accept better position with **Arabian American Oil Co.**, and then on July 15th **Tom Pray** resigned to accept position with the **Chesapeake & Ohio Ry.** We extend congratulations to Roy, Cliff and Tom and hope they will do well in their new positions.

At Marys Help Hospital (San Francisco) last June 26th... a young man arrived weighing 5 lbs. 7 oz., giving as his name "**Frank James Hyatt, Jr.**" asking for his parents... who turned out to be **Adrian** and **Frank Hyatt** (amiable and obliging Day Ditto Clerk in our Telegraph Office).

Last June 30th... **Nell Berkle** (Treas. Dept.) left the WP services to take over full time duties of making a home for "Walt", her husband. Nell normally worked the payroll stenciling machine which placed those figures on our paychecks... so most of us know her (even though indirectly), and we extend our best wishes.

The Western Pacific has a bowling team participating in the Industrial League (Mixed Summer Handicap Tournament) and at present writing they are in 5th place, which isn't too shameful considering the league is composed of 15 teams. All teams have three women and two men, and our WP unit is represented by **Lou Jean Keller** (formerly Treas. Dept.), **Edith Loeffler**, **Edith Carter**, **Walter Mittelberg** and **Jack Hyland** (all Traffic).

While on the subject of bowling—recall seeing **Luella Hampton** (Gen. Aud.) having a difficult time knocking the pins down while bowling with the "**Pheasant Cleaners**" team at Downtown Bowl on July 10th. She had a miserable first game (we know, but wouldn't dare mention the total) and became so angry she decided to wear her blouse... loose fashion (outside of the skirt), and it helped.

Our good friend... **Charlie Fischer** (Asst. G.A.—Salt Lake) was a welcome visitor at the Gen. Offices last June 21st, having escorted from Salt Lake City to San Francisco, a group of "**National Ass'n. of Retail Grocers**" men from Chicago and St. Louis. Charlie appeared in perfect physical health... but why shouldn't he with all those groceries around.

★ While strolling through The White House on July 12th... was fortunate in meeting an old (not in years) friend of ours... **Jeanette O'Grady** (formerly Traffic) who left us about two years ago, becoming married and living in Chicago, Ill. It seems her husband **Frank**, is out west—working on some sort of a training

High Load On The "High Line"

★ From General Agent Arthur Lund, Seattle, and through courtesy of the Boeing Aircraft Company, comes this photograph and the story of a rather remarkable load.

The shipment... a stabilizer and vertical fin assembly... originally moved from Boeing at Seattle to Moffett Field, California, via Bieber (GN-WP to Oakland-SP to Mountain View)



and, late last month, was returned to Seattle via the same route.

From the photograph it is noted that the height from the top of the rail was 18 ft. 2 in., but Art Lund points out that, in addition to this, the shipment was loaded in a well car and, even so, it was necessary to remove the wooden flooring in the well and load the boxed stabilizer on the floor channels of the car. The apex, or center, of the stabilizer extended down between the floor channels in the car well to approximately 8" from the top of the rail! A small section of steel plate was welded to the bottom of the floor channels to protect the load.

We are proud that our Bieber route is the only one providing proper clearances for such a shipment and Boeing's Traffic Manager A. P. Graham has indicated the load was handled in an efficient and expeditious manner.

Donald Claude Miller Dies

★ Donald C. Miller, section foreman at Clio, died on July 7th at our Portola Hospital following an operation.

Miller was born at Houma Terrebonne, Louisiana, September 6, 1900, and began his Western Pacific service July 22, 1935, as a track laborer.

He was a member of the Beckworth Lodge of Masons; a past patron of the Order of Eastern Star; and affiliated with the Royal Arch Masons, Knights Templar and the Shrine.

CAPTAIN ROALD AMUNDSEN AND THE GJOA

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

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★ In Golden Gate Park, San Francisco, close to the ocean beach, just south of the world-known Cliff House, is one of the unique monuments of the world—the little white-painted Norwegian sloop Gjoa, pronounced "Yoa," in which the intrepid Captain Roald Amundsen made the first and only voyage through the Northwest Passage, an exploit which many distinguished Arctic explorers had envisioned for nearly 400 years.

Noted aircraft of recent decades and pioneer locomotives of still earlier years are enshrined in the spacious halls of the Smithsonian Institution at Washington, D. C., but the Gjoa, built in far away Norway and named for the wife of its shipbuilder, nestles beneath windswept cypress trees, not far from the Great Highway, within sight of the Pacific Ocean and within sound of its waves as they break and roll on the California shore.

Although Amundsen, discoverer of the South Pole, lost his life in the French seaplane Latham while searching for the Italia expedition, commanded by Nobile, this diminutive ship still survives as a monument to the courageous Norwegian explorer, and is visited annually by thousands of visitors to the City by the Golden Gate.

To visualize what the Gjoa denotes and connotes, one must let his imagination play and at the same time summon his knowledge of geography, of the sea, and of the annals of exploration in the distant, difficult, ice-bound Arctic regions, to appreciate what Amundsen and the Gjoa accomplished.

It was Amundsen's boyhood dream to conquer the Northwest Passage. At midnight of June 16, 1903, and in a deluge of rain, he and six chosen companions boarded the Gjoa in the harbor of Christiania, now Oslo, Norway. The sloop had only one mast but was equipped with a petroleum engine, deemed a hazard at the time. It was only 70 feet long, with beam of 20 feet and a net registered tonnage of 47.

Amundsen made his first stop at Disco Island on the west coast of Greenland. Drifting ice and heavy winds complicated the navigation across Melville Bay. Then, after crossing Baffin Bay, Beechey Island was reached.

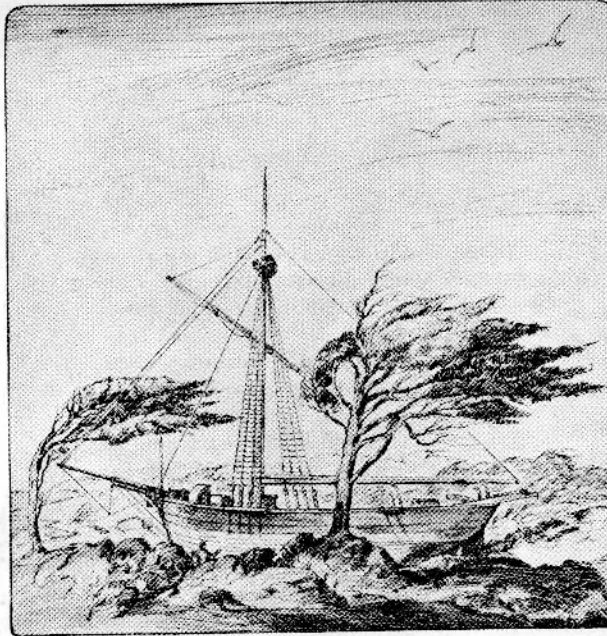
With no charts to go by, Amundsen had to resort to soundings. Many perils were encountered. At one time the Gjoa, threading a treacherous channel, almost lost its rudder. Again, the engine room was set on fire. And still again, the little ship encountered a terrific gale of four days' duration which almost wrecked it on the Arctic shore. Although the ship was of very light draft, there were times, according to Amundsen's own account, when there was scarcely an inch of water beneath its keel.

Finally Amundsen reached a point on the southern coast of King William Island, where nearly two years were spent while invaluable observations were made of the Magnetic Pole. A third winter was spent near Herschel Island and then on August 31, 1906, Amundsen and the Gjoa arrived at Cape Nome, having completed the first navigation of the Northwest Passage.

On October 19, 1906, in mid-afternoon, the Gjoa passed through the Golden Gate and dropped anchor in Bonita Cove, San Francisco Bay. The newspapers of that day included a mention of Amundsen's malamute dog, Nikko. Shortly thereafter the intrepid explorer was feted at a reception at which President Benjamin Ide Wheeler of the University of California and President David Starr Jordan of Leland Stanford Jr. University were members of the committee of welcome.

Subsequently, the Gjoa made its way to Mare Island Navy Yard where battleships dipped their colors in naval tribute to the little vessel. On June 16, 1909, the Gjoa was presented by Captain Amundsen to the City of San Francisco.

This is the story, in brief, of Amundsen and the Gjoa—the first ship to pass from the Atlantic Ocean to the Pacific Ocean, north of the Straits of Magellan.



THE GJOA—That sailed the Northwest Passage

By William Wilke

WP Picnic August 17

★ Jointly sponsored by The Western Pacific Club and the Western Pacific Railroad, a picnic for employes will be held at the Happy Hollow Picnic Grounds, near Clayton, California (turn off the highway at Walnut Creek). The date is Sunday, August 17th, and **all WP employes are invited**. Admission is by ticket (free). Applications for tickets should be made to Timothy A. Moran, treasurer's office, GO.

A full program, designed for fun and frolic, is being arranged by Tim. There will be a softball game, swimming in the pool, dancing, horseshoes and the perennial races; also gate prizes!

Coffee, ice cream, coke (liquid), beer and popcorn will be distributed free (until you've used up your quota!), but bring a basket lunch if you really want to eat.

Come join the fun!

Dan Irwin Promoted Again

★ We're happy to again report a promotion for Daniel J. Irwin, this time to the post of chief clerk to the superintendent of the Western Division, succeeding Loren W. Ames, who found it necessary to return to Nevada because of his health.

We covered Dan the first time in our December, 1944, issue when he took over as chief clerk to the general storekeeper; and, again, in our February, 1947, issue when he assumed the duties as chief clerk to the superintendent of motive power. His latest promotion was effective July 16.

Dan was born at Fresno, California, July 30, 1917, and has been with us for eleven years, beginning as a crew caller. He has our best wishes for continued success.

Manhattan Murmurs

By Jack Edwards

★ We were discussing the fact that the New York office is the most far-flung of WP outposts and that, from a mileage standpoint at least, we are as nearly strangers to the on-line people as members of one organization can be. By way of breaking down this unfamiliarity to some extent we would like to say we are nine in number; we have three bachelors; two fathers, one with three children and one with one and a half; six commuters, one from Westchester, three from New Jersey, two from Brooklyn; and three New Yorkers, one from Massachusetts, one from Maine, and one from Galesburg, Illinois; we have seven ex-servicemen of whom five are veterans of World War II; of the seven, two were navy men, there were one each army and navy officers; the average height of the New York office member is five feet ten inches and the average weight is 180 pounds; the average age is a secret; average time spent going to and from work each day for the New York City resident is twenty minutes and for the commuter it is three hours. For the benefit of our feminine readers, we are all very handsome and almost always gentlemen.

We were happy to welcome back to the fold TF&PA **Joe Mason** who has been in the hospital and says that as soon as he regains enough weight to fill out his clothes will feel as good as new.

GA **John Conger**, one of the New Jersey commuters above-mentioned, likes his commuting so well he is moving even farther into the hinterland and is spending busy weekends over-seeing the remodeling and enlarging of the new home he has recently purchased. As soon as we are sure all the heavy grading and ground clearing has been accomplished, we will start our campaign of suggestion for a house-warming party.

Chief Clerk **Roy Harford** finds that the drawback to having the first vacation of the year is that he now has a whole year to go while the rest of us are still making plans for this season. But a vacation is like money, he says, you can spend it only once, and he feels he got good value—good weather and a good time in the State of Maine.

ETM **McCready** also had a respite from the heat and humidity of New York City when he and other eastern officers of western roads attended a meeting held with representatives of the General Electric Company in Schenectady. He found his responsibilities for arranging the transportation of all the New York representatives were not so arduous as to interfere with his enjoyment of the trip and he also reports another successful round of golf while up there.

AGPA **John Nolan** enjoyed the lion's share of visitors to the New York office last month—in fact it was just about a clean sweep. GAPD **Jim Hickey** ar-

rived in Manhattan with his party of San Francisco Recreationers. **Dorothy Davidson** of the general passenger department, and **Vivian Riley**, of the purchasing department, were escorted on a tour of Rockefeller Center and the adjoining St. Patrick's Cathedral. **Patricia O'Malley's** cousins, **Helen Noone** and **Catherine Kane**, enroute to County Mayo in the old country, were heartily welcomed to New York and received a heart-warming bon voyage on departure. **Gerald K. Laumer**, superintendent of equipment for the Sacramento Northern at Chico, dropped in returning from a tour of New England and a visit with his brother-in-law in New Haven.

WP Acquires Interest In Pullman Company

★ The Western Pacific, in conjunction with all of the major railroads in the United States, acquired all of the stock of the Pullman Company on June 30th.

The Western Pacific's portion amounts to 3,072 shares for which we paid \$163,000.00. The Pullman Company owns about 6,100 sleeping cars, 6 general shops and 10 laundries. One of the laundries is in Oakland and one of the general shops is in Richmond. In addition, it operates over 600 light-weight sleeping cars, all owned by various railroads.

An entirely new Board of Directors has been elected by the new owners and Carroll Harding, formerly assistant to the president of the Southern Pacific Company, at San Francisco, has been elected president. There have been no other changes in the management of the Pullman Company.

Western Pacific Railroad Employee Retirements

Brier, John	Engineer	Eastern Div.
Broderick, Charles E.	Brakeman	Western Div.
Bye, Carl	Pile Driver Foreman	Western Div.
Carsner, Francis LaFayette	Bookkeeper	San Francisco
Chambers, Harry W.	Switchman	San Francisco
Delucchi, Joseph F.	Trucker and Clerk	Stockton
Douglas, George	Engineer	Eastern Div.
Evans, Charles E.	Groundman	Oroville
Ford, Mace Henry	Switchman	Stockton
Henson, Clarence E.	Brakeman	Western Div.
Hillgrove, Vic L.	Car Inspector	Stockton
Hollis, Elbert	Carman	Elko
Johnson, Ole B.	Checker and Cooper	San Francisco
Lujano, Benito	Track Laborer	Tulasco
McGregor, Rose Mary	Clerk	San Francisco
Mosbach, Rollin C.	Conductor	Western Div.
Roberts, Fain	Track Laborer	Eastern Div.
Robinson, Wallace E.	Brakeman	Eastern Div.
Shingleur, James A.	Telegrapher	Oroville
Smith, Bernard J.	Brakeman	Western Div.
Thomas, Lee Raymond	Troop Train Escort	San Francisco
Twigg, Joseph L.	Switchman	Oakland

Mikolash—Prentiss

★ Velma Grace Mikolash, trainmaster's clerk at Stockton, and Orren Kenneth Prentiss, Western Division brakeman, Naval veteran of World War II and son of Assistant Trainmaster Philip F. Prentiss, were married at the Central Methodist Church, Stockton, on June 28.

Velma and Orren have their home at 1022½ N. Center Street, Stockton, and it is our fond hope that they will always be blessed with the good things of life.

Milepost Memorandum

★ Our Passenger Department has just reissued, in attractive form, the milepost memorandum folder, which enables the traveler to match the milepost boards on the poles with the information given and get acquainted with the communities and region through which we pass.

The milepost map has been brought up-to-date and is more interesting and informative than the original.

"There's More To See On WP" and the milepost memorandum describes it pictorially and via the printed word.

Arthur Green Succumbs To Heart Attack

★ Arthur Green, car inspector at Oroville, died on June 22nd while on the way to work in his car.

Green was born at Olin, Iowa, on April 13, 1888. He came to California in 1906 and had been a resident of Oroville since 1939, employed by the Western Pacific during the last five years.

WP Girl Of The Month

Frances Marcus Sails for Norway

★ Francis Marcus, of Oroville, and more recently of our GO telegraph office where she handled a second trick assignment, is our choice for current "girl of the month."

Frances, a University of California (Berkeley) student, sailed, not so long ago, on the USS Marine Jumper for Oslo, Norway, where she will spend the summer as a scholarship student under the auspices of the Institute of International Education at the University of Oslo, Blindern, Norway, studying the language and history of Norway. Before returning home in the fall, she will visit France and England.

At UC, Frances has been a member of the staff of the Daily Californian and chairman of the NSO foreign travel commission. She is a pre-med student with a minor in history.

Ten years ago, when the Feather River Bridge was dedicated, Frances was chosen the Olive Queen. She attended Bird Street Grammar School (Oroville) and Oroville High School.

Frank James New General Chairman of BRC

★ Frank James, formerly train desk clerk at our Sacramento freight station, was elected to succeed Richard J. McCarthy as general chairman for the Brotherhood of Railway Clerks on the Western Pacific.

Born at Iowa Hill, Placer County, California, on January 18, 1904, Frank's Western Pacific service began on June 26, 1920, as a clerk at Sacramento.

Wilmer Chapman, Sr. Dies Suddenly

★ Western Division Engineer Wilmer Chapman died suddenly following a heart attack at Keddie on July 6th.

Born at Millville, Arkansas, July 22, 1902, Chapman came to California 26 years ago and entered Western Pacific service as a fireman on October 13, 1930. He was promoted to engineer October 20, 1941. He had lived at Keddie the past 16 years and was loved and respected by friends and fellow-workers.

Among the pall bearers were Fireman Harold J. Du Four; Engineer Marvin L. Columbia; Engineer Kenneth H. Beard; Engineer John R. Bancroft; and Engineer George T. Whitlock.



OUR CINCINNATI, OHIO, TRAFFIC STAFF

Left to right... Joseph H. Bunker, chief clerk; Leonard F. Gartner, general agent; and Emil A. Heberle, traveling freight and passenger agent.

BUSINESS PROSPECT

"Offer the route of the California Zephyr"

Name of prospective shipper or passenger		of	street address
city and zone		state	telephone
Passenger	Is planning a trip to _____		
	Approximate date _____		
Freight	Will have shipment of _____ commodity ; approximate quantity _____		
	From _____ to _____ approximate date _____		
Suggestions: _____			
			signature
date		department and location	

Form 1444

Reproduced above, our new business prospect cards soon will be available to Western Pacific, Sacramento Northern and Tidewater Southern employes at all points.

Two hundred and fifty engraved business cards will be given to each employe passing to our traffic department "tips" which develop new or additional passenger or freight business, on the following basis . . .

- 1) Four successful carload tips (except trans-bay); or
- 2) Four successful long-haul passenger tips; or
- 3) Eight successful lcl tips (to or from Salt Lake & East); or
- 4) Any combination of all three categories achieving the same result, such as four lcl tips and two passenger tips; or two carload and two passenger tips.

In addition, a gold wrist watch will be awarded annually to the employe furnishing the greatest number of successful tips calculated as above. The watch will be presented to the winner at San Francisco by the vice president in charge of traffic.

With the exception of strictly freight representatives turning in passenger tips and strictly passenger representatives turning in freight tips, Traffic Department employes, whose duties require regular contact with the shipping or traveling public, will receive no credits under this plan.

The "Headlight" will each month carry a box-score of results.

Random

by The Editor

★ News from Portola has been as scarce as the old saying goes, but we heard about a newcomer anyway. On May 27th, at 4:10 a.m., **Dr. Coulter** brought **Daniel Raymond Fischer**, weighing in at 7 lbs., 8 oz., into the world to make it two sons (we think) for Engineer and Mrs. **Louis J. Fischer**. Our best to all the Fischers.

Another arrival, farther west, at Stockton, was **Howard Quinton Parker, Jr.**, on June 17th, tipping the scales at an even 8 lbs., gladdening the hearts of **Mary** and **Howard Parker** (Western Division engineer). For the Parkers, this is the second visit of the long-legged bird. We wish them well.

At the July 10th meeting of the Pacific Railway Club, WP Attorney **Harriet P. Tyler** spoke about "corporation finance" in connection with the functions of the railroad law department.

Last month we were privileged to receive a call from **Ivan Royal Cranston**, who retired as a conductor July 30, 1941. His WP service dates back to September 1, 1910, when he started as a brakeman. He's now enjoying life in Santa Clara.

We see by the papers that Assemblyman **Lester T. Davis** will, on August 15 at Quincy, crown the successful contestant in the Plumas County Fair queen race. A pleasant chore, Les!

Frederick Woltman was awarded the 1947 Pulitzer Prize in journalism for his exclusive articles during 1946 on Communist infiltration into American life. He won't like it, but this is by way of bragging that we dined with Fred in San Francisco one day last month. He and his wife Virginia appeared to be on a rather comprehensive automobile tour of the country!

Auditor of Payroll Accounts **Frank A. King**, who supervises savings bond accounts, tax deductions, pensions and unemployment and sickness benefits, among other things, was amused recently at being addressed as "Attorney King" by one of his correspondents. We think there's more truth than poetry in that designation . . . to handle all those chores as well as Frank does one either has to be a Philadelphia lawyer, slightly nutty, mighty good, or all three!

In the San Francisco Chronicle of July 13, "Lady Teazle" reported celebration of their Golden wedding anniversary by Mr. and Mrs. **Henry Adolph Rotermund**. You will remember that Rotermund served many years in our San Francisco Waterfront Office as assistant agent and we know you will join us in wishing the Rotermunds many more years of happiness.

After the Conference of Governors at Salt Lake City last month, Governor **Ingram H. Stainback** (of Hawaii) and Mrs. Stainback rode the Exposition Flyer back to Oakland. We are now definitely lined up with the group urging Hawaii as the 49th State!

Prentiss—Goff

★ Marilyn P. Prentiss, daughter of Assistant Trainmaster Philip F. Prentiss, and Edgar Alderson Goff, Western Division brakeman, were married at the Nazarene Church, Oakland, on July 3rd.

Interested friends will find them at home at 546 E. Alpine Street, Stockton.

We hope Marilyn and Ed will be very happy.

Lions International

★ In the heaviest concentrated movement of passengers over the Western Pacific since the military volume of World War II, five special trains of delegates to Lions International were handled out of Salt Lake City on July 26th. Two of these specials carried delegates from Texas, two brought representatives from Cuba and one was designated the "All International Special". Extra cars on the Exposition Flyer out of Salt Lake City July 25th and 26th transported additional Lions to the convention.

One of the Texas delegations brought with it the 40-piece Hardin-Simmons University Cowboy Band from Abilene, Texas; six white horses, transported in a "Palace Horse Car"; the Melody Maids, a singing group of sixty-five girls from Beaumont, Texas; and the "A Capella Choir" from Bryan, Texas.

The Iowa delegation, which was on the "All International Special", brought with it the 35-piece University of Iowa All-Girl Scottish Highland Band.

At the same time we were handling this westbound movement of Lions, Western Pacific was handling a heavy volume of Knights of Columbus, east-bound.

British Sportsman John Cobb Will Attempt 400 MPH On Bonneville Salt Flats

★ The American Automobile Association has announced that John Cobb, present holder of the 369.7 mph record established by him on the Bonneville Salt Flats in 1939, will try to set a new world's speed record on August 15th over the same course.

In Cobb's new assault upon his own record, he will be driving a Railton Mobile Special. We hope he makes it.

Sports Review

By Jack Hyland

★ The Western Pacific "Summer Session" bowling league is now past the half-way marker and because the Beavers had the strongest aggregation (on paper) we previously predicted they had a chance to overtake the leaders, but they have fallen below expectations . . . and the up-and-coming Gnomes have climbed up to the top, earning a tie with the Bear Cats, who have Pete Casey bowling like a demon these past seven weeks.

Following completion of the seventh week of play last July 17th, the team line-up is as follows:

	Won	Lost	H.G.	H.S.
Bear Cats	16	5	632	1856
Gnomes	16	5	632	1809
Wolves	14	7	632	1805
Pelicans	12	9	633	1789
Goonies	11	10	616	1728
Beavers	8	13	651	1834
Tigers	8	13	648	1750
Ducks	7	14	642	1808
Gremlins	6	15	651	1787
Penguins	6	15	635	1775

Of particular interest is—the first three teams all have bowled a high game of 632, with the fourth place team having a 633 high game—but the Beavers and Gremlins have hit a 651 game and are away down the ladder. This further proves consistent bowling counts.

Marge Patsey—Pete Casey leaders

In keeping with our plan of listing the top five women and five men bowlers separately, we find that Marge Patsey has passed Irene Butler for top woman bowler, while Pete still maintains the men's leadership.

Including games of July 17th, we find the list reading as follows:

Women	Gms	Avg	H.G.	H.S.
Patsey, Marge	21	136	177	448
Butler, Irene	21	130	160	430
Casey, Lillian	18	127	164	415
Clifford, Flo	21	126	161	408
Drury, Peggy	15	126	147	426
Men	Gms	Avg	H.G.	H.S.
Casey, Pete	21	182	224	587
Dooling, Chas.	18	171	209	567
Drury, Jim	18	167	213	559
Hyland, Jack	21	166	233	577
Murphy, Con	21	161	198	511

Another important fact noted above—**Lillian Casey** and **Pete Casey**, as well as **Margaret "Peggy" Drury** and **Jim Drury** are two husband and wife combinations which are in our "Big Five" listing.

In case some of our Winter League bowlers have (or should we mention it) forgotten, the opening date is scheduled for August 21st—7:00 p.m. at Downtown Bowl and then it will be every man for himself, with no holds barred.

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	12 Sections—1 DR	WP 40, D&RGW 6, CB&Q 40	6:00 pm Sun.	9:45 am Wed.	39-5-39	B-391
Chicago	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	6:00 pm Sun.	9:45 am Wed.	39-5-39	B-392
St. Louis	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	6:00 pm Sun.	4:00 pm Wed.	15-1-39	153
Salt Lake City	W-404	458	10 Sections, 1 DR, 2 Compt	WP 40	6:00 pm Sun.	7:30 pm Mon.	39	W-394
*New York	4048	4040	19 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-70	6:00 pm Sun.	7:30 am 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 66	6:00 pm Sun.	7:20 am Thu.	67-39-5-39	6703

*From San Francisco Aug. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Sept. 1, 3, 5, etc.

**From San Francisco Aug. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Sept. 1, 3, 5, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	6:00 pm Sun.	4:00 pm Wed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	6:00 pm Sun.	9:45 am 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	12 Sections—1 DR	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50 am 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.	8:50 am Wed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 2 Compt	WP 39	8:30 am Sun.	8:50 am 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.	8:50 am 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	3:35 pm Sun.	8:50 am Thu.	40-6-40-70	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.	8:50 am Thu.	40-6-40-66	4068

*From New York Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Sept. 2, 4, 6, etc.

**From New York Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Sept. 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.	8:50 am 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.	8:50 am Wed.	40-2-16	WB

All time shown is standard.

Wendover Wires

By Elsie Hart

★ Making good their promise in a big way, our Wendover ball team took a close one from the Wendover Army Air Field team 11 to 10 on July 13th. They also took Ely into camp 7 to 2.

Walter and Mrs. Parks, recently married, passed through on No. 40 recently looking very smart and very happy. David W. Altop, formerly night manager, has taken over management of our Wendover restaurant, succeeding Parks.

Our congratulations also to Harry McGlothlen, trainmaster at Salt Lake City, and best wishes for happiness to him

and his new bride. She was Delta Blumel, and reports are that she is a lovely girl.

Dave Jones, 2nd trick operator at Delle, and Edith Peterson, yard clerk, Wendover, both went to the back shop recently. Dave is back on the job and doing fine. Edith will spend some time with her mother at Grantsville while recuperating.

Operator Joe Diemer has bid in 2nd trick at Shafter and Operator Hart has his old job 1st trick at Wendover. Now we know why Joe bid out of here! (editor's note: If you've missed the point, Operator Hart is Elsie Hart!) Operator Joyner is filling 2nd trick until bids are up.

I. L. (Kil) Kilgore, assistant trainmaster, Wendover, is back from his vacation looking rested and says it's good to be back on the job.

On The Sacramento Northern

By Betty Jones and Thomas Moore

★ It's not an unusual sight these warm days to see **Vernon E. Greer** passing out those huge ice cream cups to the anxious office staff . . . and m-m-m-m they're so delicious.

Imagine our surprise—and confusion!—when **Helen Nowak's** (traffic dept.) twin sister, **Dorothy**, took over the tasks (?) of **Nelda (Abell) Del Ponte** while the latter was on her honeymoon. Needless to say, we're still rubbing our eyes from seeing double!

Al Pippin is back from one of those "it was swell while it lasted, but didn't last long enough" vacations, which included fun at Feather River, Lassen National Park and Shasta Springs.

That smile on **Bartell McDaniels'** face results from the purchasing of and moving into a nice new home. Will be back in the Carmichael Local Baseball Team from here on.

Congratulations are in order for **Shirley Rice** upon the celebration of her first anniversary. Don't worry, Shirley, the first hundred years are the hardest!

Harold J. Mulford enjoyed the grandeur of Yosemite National Park while on his vacation and **Frank Nott** (traffic) is just "undecided" about the dates of his vacation!

To Manager **Fred Torrey**, Business Manager **Hans Wellendorf** and Playing Captain **Bob Devine** our compliments on the way you handled the new softball team—maybe a losing team on the scoreboard, but not in spirit. All the boys gave their time to train and practice and always did their best in each game. Now that you've won your first game of the second half, hope you'll be inspired to continue the good work. Good luck from all of us at the Shops.

We all shall miss **Walter G. Moore**, who was a good friend to us all. The memories of his good deeds will remain with us always.

Jim Abbey, Senior and Junior, two of our welders, are as alike as two peas in a pod, Jim, Sr. was quite a ball-player in days gone by and young Jim is on our softball team.

Roy Couey and his gang were noted taking down trolley lines on the rip-track making way for Diesels and making safer conditions on the rip.

Forrest Van Dyke and **John Pires** sawing a 40-ft. side-sill for a flat car on the rip; **Alfred Bevin** going around with a big smile since the marriage of his brother Tom to **Joy McCorkle**. The bride's father, **Edward McCorkle**, worked at the shops here for some time. **Lester Hunting** and **George Pettitt** taking the Pilot from a Diesel to be repaired.

Look out, **Joe Louis!** We have a College man, **Jim Bullington**, working at the shops during vacation. Jim weighs 220 and stands over six feet. Plays football and the way Jim handles **Ray Bearse** and his pal Oscar, we don't want Jim to tackle us.

The Plumas County Fair -- 1947 Version

By Stan Bailey, Editor, Portola Reporter

★ One of California's oldest and most colorful County Fairs, the Plumas County three-day show at Quincy, is to be held this year August 15, 16 and 17 in the heart of the Western Pacific's vacation Wonderland.

An extensive advertising and publicity campaign, supplementing the outstanding job being done by the railroad, will tell thousands of Californians the many attractions and features of this scenic and sportsmen's paradise.

This year's Fair will have a record number of fine horse class entries among the nearly 30 classifications programmed. Livestock, likewise, is expected to top last year's entry list.

Total premiums for the horse show, livestock judging and the rodeo and roping events will exceed \$27,750, fair officials announced.

Showing of agricultural products, mining exhibits, logging and lumber displays and a host of machinery exhibits are expected at the big Fair exhibit tent.

Special contests include one for veteran Feather River fishermen and newcomers to this region, and contestants will vie for trophies and fishing equipment prizes in a series of fly and bait casting contests.

A trout fishing derby, extending from August 9 to sundown, August 16, offers additional prizes for the longest trout, second and third longest and a prize for the best balanced, best all around one-day's catch.

Other contests include "occupational" competitions. The contestants, virtually all of them from Plumas County, will test strength and skill in some of the every-day tasks of the lumber and mining industries.

Lumberjacks, who fancy their skill and speed with a crosscut, will tangle in



Photo by Frank R. Austen, Quincy

Norma Jeanne Self, left, and Bonnie Barnhill start the arduous "training grind" in the race for Queen of the Plumas County Fair.

the Log Bucking contest for prizes which, with a big entry list, may provide a pot of more than \$500 for the first three buckers to divide.

Top men from a dozen or more logging camps and mills are expected to file their entries and, according to the grapevine rumor route, wagers on the various contestants by their supporters, camp bosses and lumber company officials against rival camps and mills, probably will top the amount of prize money involved by quite a few hard round dollars. It's considerable of a show, chums, and there's plenty of heat generated.

The miners from the creeks, likewise, are not averse to making a few bets amongst themselves as to who will be first to show "color" and who will pan the biggest haul of nuggets and dust in the Gold Panning contest, another hometown contest. A second contest is planned to enable amateurs and Fair visitors to try their luck and skill with the "salted" creek gravel.

The usual round of trick riding, by professional stars from the Eddie Burke attractions, one of the top-flight carnival shows; parades; baseball tourneys; dances and other attractions are on the three-day program.

Arena events feature rodeo and roping in the afternoon and fine horse class showing and judging in the evening under the lights. Extra seating to accommodate an additional 1400 people is being installed, Fair Manager Martin W. Sword, reported. Eight tubular steel grandstand and bleacher sections and 250 box seats will augment the present wooden grandstand capacity.

Elko Echoes

By Nevada Michelson

★ With the daughters enjoying a camping trip with their Scout Troop, **Blanche Alexander**, operator in "KN" and "ye scribe" have been taking our lunch downtown. One day when we sat at the counter in the Stockmen's Hotel Coffee Shop there were two saucers on the counter near us. Suddenly, to our astonishment, one saucer nudged the other one and said, "Say, Bud, didja see those new Western Pacific Diesels flying through Elko the other day?"

Who said June 21st is the first day of summer, and who regulates the seasons in Elko? When you sit at your desk on the day that the calendar says is the first day of summer, and you're so cold that you're afraid to move your feet for fear they'll start breaking off in chunks, somebody, somewhere, **definitely** has his wires crossed.

When we were passing out the July issue of the "Headlight", we were besieged by employes wanting their copy, but when we went into **Cecil Duck's** office to give him a copy, Cecil said, "I don't think I need another of those—I already have a million." Can anyone name **another** magazine that is so good that anybody would want a million copies?

We've seen **Jean Teaverbaugh**, special agent, hot on the trail of winos, gangsters, thieves, and even murderers, but the pay-off was when he tried to get the preacher's dog to go home. "**Tommy**" is educated. He positively **eats** the records in the accounting and time-keeping departments. He can read what's written on Jean's badge of authority, too. The last time we saw Tommy, Jean, after chasing him in and out, around and under the desks for thirty minutes, was dragging him through the hallway with Tommy sliding along on all fours—OOPS! Tommy struck some slivers! It's lonesome without him! Oh, yes, the reason for that hungry look in Jean's eyes! While the "little woman" is in the east visiting relatives, Jean is doing his own cooking. Must be pretty awful!

When the basement of the Blue Jay Cafe caved in and injured a workman who was excavating for a basement next door, everyone was genuinely sorry. And when a two-story building collapsed and fell into the basement that was being excavated next door, killing three and injuring four more, the entire community was saddened. But when the west end of the Western Pacific freight shed caved in catapulting a couple hundred cases of beer into the abyss—that's when the town really went overboard and shed huge tears of regret.

Remember the day when **Bill Parry**, master mechanic, looked positively green around the gills? By a very long and roundabout way we gathered this story. Bill returned home one night with a splitting headache and rushed headlong into the bathroom to take an aspirin—sans light, sans water, sans anything. The next morning Bill awoke with that old familiar **brown** taste in

his mouth and went into the bathroom to see whether he had taken something other than aspirin. Investigation revealed that he had eaten two bushels of **Plant Fertilizer**. Oh—alright—but any chemist will tell you that two tablets are equivalent to two bushels of the stuff.

We were contemplating starting a campaign to teach people that three objects **cannot** occupy the same space at the same time, but after seeing **Harry Yoe**, trainmaster, **Hans Teichman**, ass't. chief clerk, and **Eleanor Massie**, general clerk, actually trying to accomplish that impossible feat—Oh, well, they learned the hard way!

Jimmie Lynch, ass't. sup't., is really on a diet. He has lost about 30 pounds avoirdupois and is again beginning to look like the handsome Adonis we remember way back when—. There's such a thing as overdoing it, though, Jimmie, and we wouldn't want you classed among "The little men who weren't there."

The **Elko Jaycees** are sponsoring a "Whiskerino" contest. The rules are that any man appearing at the Fair in September without a beard will be fined \$20.00, and any man who started raising his beard prior to July first will be disqualified. At first we couldn't

understand how they could possibly award 33 prizes, but after seeing the whiskers that are being grown we understand perfectly. There are easily 33 varieties! There are long whiskers, short whiskers, thick whiskers, thin whiskers, bristly whiskers, fuzzy whiskers, straight whiskers, curly whiskers, black whiskers, brown whiskers, blond whiskers, red whiskers, gray whiskers, white whiskers, not to mention the colorless and transparent whiskers and all the other varieties that will develop as time goes on. And when it's all over, some will need a tubful of suds and a scythe with which to cut them off, while others will need only a little milk and a cat to lick them off. **Steve Hernandez** is the only one in our office who hasn't yet started growing his beard. Steve is giving the other boys a head start!

Our sympathy goes out to **Mary Lamberty**, secretary to the chief clerk, whose husband **Arnold Lamberty**, dispatcher, passed away after an illness of several months. We've been through it too, Mary, and we know that nothing that **anybody** can say will ease the ache in your heart or make the loneliness any easier to bear. Only **time** can do that, and, somehow, time **does** have a way of doing just that.



First WP Diesel Locomotive In Passenger Service

★ One day last month, Western Pacific Railroad's "Exposition Flyer" arrived at Oakland Pier behind a Diesel locomotive for the first time. Now two additional similar locomotives have been placed in service and the Exposition Flyer is Diesel-powered over the entire run between Chicago and Oakland.

Engineer Lester L. Seyferth was at the throttle when the 801 pulled into Oakland, and John E. Hartwell was the fireman.

Capable of speeds up to 100 mph, these three-unit locomotives are the latest design of the Electro-Motive Division of General Motors. Sheathed in stainless steel, they weigh 390 tons, are 150 feet long, develop 4500 hp and cost about a half million dollars each.

Acquisition of these three passenger Diesels gives Western Pacific the largest fleet of Diesel freight and passenger road locomotives in northern California, in addition to which switching operations are almost entirely dieselized.

Western Pacific's Glamorized City Ticket Office on Union Square in San Francisco

Recently enlarged and modernized, our San Francisco city ticket office, presided over by General Agent James J. Hickey, now offers an inviting front—and interior—to passers-by, as well as to those seeking travel information and assistance. Also to those interested in good water colors! Making the Service Bureau (information and reservations) an integral part of the ticket office was one of the improvements accomplished.

Our city ticket office is on the southeast corner of Post and Stockton Streets, facing Union Square, a focal point of the city with an interesting history dating back to San Francisco's early days. Comprising an area of two and six-tenths acres, the Square was presented to the City of San Francisco in 1850 by Major John White Geary, for whom the street forming the southern limit of the Square was named. The Square itself derived its name from mass meetings held there in 1861 by Northern sympathizers proclaiming their loyalty to the Union.

Above ground, the Dewey Monument towers over all. President William McKinley broke ground for this monument in 1901 and President Theodore Roosevelt dedicated it in 1903. It commemorates Commodore George Dewey's victory at Manila Bay on May 1, 1898. But the perennial pigeons and the Irish Yew trees in the Square are probably as familiar and famous as the Dewey Monument and vie with it for a place in the memory of visitor and resident.

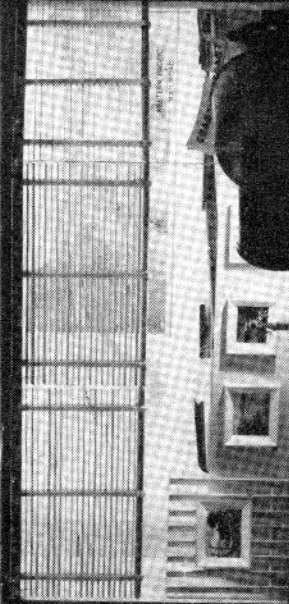
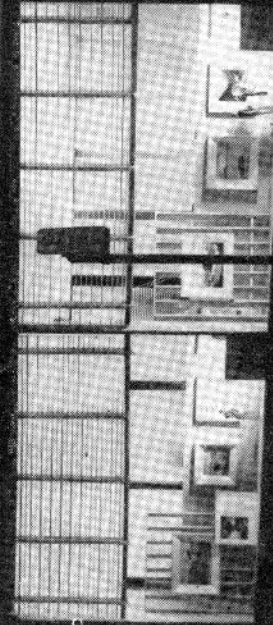
Underground is a 1,600-car garage, the first of its kind in the country. It penetrates to a depth of four stories below the street.

Union Square is close to Chinatown and is the center of the hotel, shopping and theatre district. It might well be called the heart of San Francisco. Facing it are the St. Francis and Plaza Hotels; stores such as I. Magnin, Dohrmann's, The City of Paris, Fred Benioff (furrer), Bullock & Jones, Newbegin's (books), Maison Mendessolle and Hastings, to name a few, which, along with other men's and women's clothing shops, shoe stores, drug emporiums, opticians, florists, jewelers and specialty shops, provide a complete shopping service. The Golden Pheasant restaurant is at the corner of Geary and Powell. In addition to the Western Pacific, several other transportation agencies have ticket offices on the Square, such as the Santa Fe, Union Pacific, Western Air Lines, TWA, Pan American World Airways and United Air Lines. At this writing, Harry Owens and Hilo Hattie will be found in the Mural Room of the St. Francis.

Union Square is completely cosmopolitan, with the peculiar flavor that is San Francisco. It is the matrix of the city.

Our appreciation to John Cuddy, managing director of Californians, Inc., through whose kindness we are able to give you this description of one of the world's famous meeting places.

WESTERN PACIFIC RAILROAD



WESTERN PACIFIC