

The Headlight

Volume 8

MAY, 1948

Number 5



Looking Across Lake Merritt Oakland, California

Photograph by John H. Kaler, a Western Pacific fireman,
of Walnut Creek, California

*Error of opinion may be tolerated
where reason is left free to combat it.*
—Thomas Jefferson.

RANDOM... Views and Reviews

by The Editor

★ Arrival of the first "California Zephyr" Vista-Dome coaches, now a part of the regular consist of the "Exposition Flyer" raises our hopes that the complete new trains will be in operation by the Fall of the year. No longer can the cynics claim that the "California Zephyr" was just a dream!

It said, in the "Sacramento Bee" of April 7, that our general agent at Sacramento, **Charles R. Harmon**, was appointed chairman of the **West Sacramento District Chamber of Commerce's industrial committee**. **Frank H. Nott**, our commercial agent at Sacramento, was named to serve on the committee with Charlie, plus a few other good men. Obviously, West Sacramento is laying the groundwork for a boom!

Homer Bryan, ass't. to the general manager, has been known to quote this poem titled "Two Chances"—

"You have two chances—
One to work safely and one not.
If you don't work safely, you have two chances—
One to have an accident and one not.
If you have an accident, you have two chances—
One to get killed and one not.
If you get killed, well, you still have two chances."

We overlooked mentioning last month that **J. H. (Jack) Wade**, ass't. auditor of payroll accounts, saved us from going throughout 1948 with a 1947 copyright! Friends is what we can use a lot of!

A long time ago—it seems—in our March, 1946, issue, we ran a cover picture of **Diamond Head - Waikiki Beach** and a Western Wayfarer story by **Tom Brown** captioned "Hawaii: The Forty-Ninth Star." Maybe Tom was more prophetic than he thought. It appears to be a race between Hawaii and Alaska and the **Gallup** poll last month indicated 66% favoring statehood for Hawaii, compared to 60% in March, 1946 (merely coincidental!) and 48% in January, 1941. A coincidence, too, is that in the general election of November, 1940, Hawaiian citizens voted 67% for statehood and 33% opposed. Were it not that Harold L. Ickes is for Hawaiian statehood we'd be for it unqualifiedly!

Via the "Reno Evening Gazette" we learn that **Lucius Beebe**, famous author of books on American railroads, and his associate **Charles M. Clegg, Jr.** will make their home at **Carson City**, Nevada, in an old business car bought from the **Georgia Northern Railroad**, while writing the history of "Wells Fargo." It pains us, though, to note Beebe's comment that California has no railroad "with a real character." We're acquainted with several "characters" working for California railroads. That's a joke, son!

On April 11, at Seattle, Washington, the **West Side Italian Civic Club** held its eighth annual dinner with some 500 guests. The master of ceremonies was **Arthur H. Lund**. After looking over all the other names on the program, our Seattle general agent announced that for this occasion he would be **Arturo Lundetti**. Art must be commended for his presence of mind!

A **million dollar** (no foolin') **railroad pageant** will be held on **Chicago's lake front** for about six weeks beginning some time this coming July, commemorating the 100th anniversary of the first westward run of a train from Chicago via the **Galena and Chicago Union** (predecessor of the **Chicago and North Western**). Featured will be a dramatic outdoor pageant illustrating the influence our railroads have had upon the history and development of the nation. Practically this entire paragraph is a steal from the April issue of "Modern Railroads," but don't let that stop you from taking in the show!

We would be remiss indeed if we failed to mention the **U. S. Treasury Department's Security Loan Campaign** now in full swing. The payroll savings plan is still in effect on the WP and, though it will soon be three years since the war ended, **we still have more than 1,600 regular subscribers**. No need to tell them about the value of systematic saving the easy way, but maybe the other 4,000 or more WP employees would be interested in signing up. If your supervisor doesn't have a subscription blank, ask us; we know where there's a pretty good supply.

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THE HEADLIGHT

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★
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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

SN Establishes Freight Service Between Chico and Chico Municipal Airport

★ The Sacramento Northern Railway inaugurated daily freight service between Chico and the city's municipal airport on April 12 to serve the growing industrial area on the site of the Army Air Force Base during World War II. Appropriate ceremonies, in which business and civic leaders of Chico participated, marked the departure of the first train from the airport. The SN was represented by VP&GM Walter H. Evans, Industrial Commissioner F. B. Stratton, General Agent Charles R. Harmon and Commercial Agent Frank H. Nott.

Six industries are already located in this growing industrial area . . . Lumber Dryers, Inc.; Continental Nut Company; Victor Industries; Hageman Honey Company; Port-Air Coolers; and the Lewis Venetian Blind Company . . . and it could become one of the larger industrial areas of northern California. We join SN's Chico Agent, George N. Beeny, in looking forward to that development!

Tidewater Southern Notes

By Frank Lindee

★ Patrons along the line had to look twice the other day when they saw a passenger car come down the Tidewater tracks. It was not, however, a wild driver, but Messrs. **Elsay, Mitchell and Kearney** on an inspection tour of the Tidewater Southern.

Art Tibbetts, agent, Escalon, has fully recovered from some eye trouble. We thought at first it was from gazing at the sleek, young thing with trim lines and the 'new look' standing along the highway—his 1948 Chevrolet.

The Tidewater country is reverting to the 49er days, with beards on enthusiasts and false fronts on stores. Plenty of celebrations are planned in the hills. However, when a town of 200 throws a weekend for 5,000 or more people, it means that plenty of motorists will do some hiking.

Ernie Skinner, agent, Manteca, is all ready for the coming perishable season, with a knotty pine office and windows on three sides—so he can watch accidents on Highway 99 from any direction. Ernie can tell you how it feels to live in a fish bowl!

Link Hupp, agent, Turlock, and his assistant, **Roy Collins**, took their vacations early, but I am not sure they were able to get their gardens in between raindrops.

With three Diesels, we are well equipped for power, and customers are very pleased with the ease with which their cars are spotted and pulled.

Rex Kearney doesn't have headquarters in San Francisco. It merely seems that way. He has become a regular commuter between Modesto and San Francisco.

Glenn Marshall Morton and John William Deems

★ Glenn M. Morton and John W. (Jack) Deems, engineer and conductor on the Exposition Flyer, made their last run on No. 40 into Salt Lake City on March 30. Both retired March 31st. Glenn had been on the Elko-Salt Lake City passenger run for 30 years and Jack had, for several years, been a conductor on Nos. 39 and 40.

Glenn, who was No. 1 on the Eastern Division engineers' seniority roster, was born at Seneca, Illinois, March 2, 1883, was one of Western Pacific's original employes, entering service as an engineer December 14, 1906. In those early days, his



Glenn Morton and "Jack" Deems photographed at Wendover on their last run.

work was not confined to handling the throttle; he doubled in all sorts of capacities. Glenn furnished practically all the historical data presented in our June, 1946, issue under the caption "In the Beginning . . ."

Jack was born at Kidder, Missouri, March 14, 1883, and joined the WP as a brakeman on February 10, 1913, being promoted to conductor October 26, 1918. Before coming to the WP, he had several years of rail service, including a stint with the Burlington, under his belt. He will continue to make his home at Winnemucca and is looking forward to good hunting and fishing.

Glenn indicates he's going in for full-time farming at Idaho Falls. We hope they will both enjoy many happy years doing the things they like.



"Jack" Deems and Glenn Morton, their families and a few friends, photographed at Wendover by Bob Allison.

Forest Lodge Resort

★ We'll soon be thinking about vacations and if you don't want to go too far afield, but still want to get away from it all in the mountains, you might consider the Forest Lodge Resort, at Greenville, on our northern California extension, about 15 miles north of Keddie and a few miles south of Lake Almanor.

Manager Ted Pfalsgraf tells us they've increased their capacity to 105; that 11 of their cottages are now lined with knotty cedar; that all cottages are now complete with showers and lavatories, not to mention more furniture, drapes, etc.; that they've converted their hot water wood-burners to oil burners; prettied up the dining room, lodge and recreation hall; built a small cocktail lounge away from the main buildings and activities for privacy; and, in general, have improved the surroundings. He also tells us that 38 couples honeymooned at Forest Lodge Resort last year! Just a thought, but we wish it were summer and we were there right now! For the active ones (!), they have a swimming pool, badminton and tennis courts; also you'll find it possible to play croquet and shuffle-board, and to ride, fish and hike.

—W.C.M.

Low-Lites

(with apologies to Jack Hyland)
By FRANK RAUWOLF

★ We put these words on paper with a slight feeling of futility, as the sudden graduation from 'pulp' to 'slick' causes a sinking sensation in the pit of our stomach. We hope you will bear with us until next month, when **Jack Hyland** will be back in this space with his usual interesting column.

As is usually the case with our offerings, the printed matter is again coming out a more or less hodge-podge of this and that about people here and there . . . In our ramblings about the City Beautiful . . . San Francisco, we learn the reason **Jim Hickey** has been seen with his nose at a 180 degree elevation is that new Oldsmobile he got April 19 . . . and, that rumor to the contrary, **Johnnie Allison** (CTO) did not return from Arkansas with blisters on the soles of her feet . . . She wore shoes all the time she was gone, so there, too . . . and, we were indeed sorry to hear of **Lee Marshall's** (Reservation Bureau) recent illness which necessitated his visiting Oak Knoll Hospital in Oakland.

. . . And, that **Marion Bong** (Gen'l Auditor) is involved in an 'international incident' . . . Involved that is with **Gene Snyder** of Indiana (that's foreign, isn't it?) in an engagement expected to culminate in a marriage some time during the month of August . . . and, that **Cliff Norden** (Ass't. Engineer) was elected president of the Alameda Stamp Club last April 14 . . . and, that **Aurilla Troy** (Manifest Bureau) made a pretty picture in the Examiner (a rival of ours) while attending the opening game at Seals Stadium and very vocally offering assistance to the umpire . . . and, that **Dolores O'Looney** (Car Records) is, for more reasons than one, a good girl to know . . . she has an 'in' with the Internal Revenue Bureau . . . Why? . . . 'cause on June 12 she has a date at Old St. Mary's Church with **Jim Sheehan**, of the office of the Collector of Internal Revenue, at which time Dolores' cousin, **Father O'Looney** will perform the ceremony making one out of two . . . and after that last item we hope we will be excused if we write with a slight brogue . . . shure an we do now.

. . . And, that **Esther Carmella** (Car Records) was hostess at a shower for the above-mentioned Dolores O'Looney, on April 29, very well attended by the many friends of Dolores . . . and, that **Al McQuaid** is returning to the Car Records office after an absence of a year while on leave.

. . . And that **Mary Hogg** (Manifest Bureau) is a civic minded citizen . . . and proves it by serving on jury duty in Oakland . . . and, that from what we can understand, the Key System wishes Mary was a little less civic minded . . . and, that we would like to hear more about the "wooing" of **Jeannie Loo** (Car Records) by one, **Homer**, and we don't refer to the classics . . . but to, and we quote, ". . . a very personable good-looking boy who quite regularly meets Jeannie in front of 526" . . . and, that **Laverne Holten** (Manifest Bureau) announced that all was lost for one **Verne Penny** by publicly sporting a diamond of Verne's on the right finger, or should we say left finger . . . and, that through the 'courtesy' of **Bill Foster** (Ass't. Sup't. Trans.) VP&GM **Harry A. Mitchell**, accompanied by **Ed Gallagher**, **Percy Emerson**, **W. J. O'Neill**, **Ed. Gleason** and **Bill Tussey** 'toured' the vast expanses of Nevada and Utah via Motor Car 101 . . . and, that while on the subject of traveling, 'Tourist' **Walt Vanskike** (Treasurer's) has just returned from a trip that took him and his family through Death Valley and other warm spots of the sunny (?) south . . . and that **Max Potter**, formerly of the Freight Claim Department, is now holding forth at the Salt Lake City ticket office, relieving **Bob Hansen**, who is now located in San Francisco's 'Brooklyn' (are you listening **Ernie Gommer**) as a Passenger Traffic Representative . . . and, that **E. J. "Gene" Neri**, formerly of the Stockton Local Office is now in the Freight Claim Department.

. . . And, that this department (FCD), in addition to having that 'new look,' due to a new decor (coat of paint, to you, patient reader) is also getting some better 'looking' . . . at least on the part of the male inmates . . . because of the presence of **Patricia Lee Woods**, a member of the 3B's Club (Blonde, Bubbly, and Beautiful) . . . and, that **Marcelline Carey** nee **Bailey** (Freight Claim Dep't.) dropped her nee on April 3rd to walk down the center aisle at St. Boniface with **George Carey** . . . and, that big wind blowing around the Bay Area last month was not a hurricane, but only the result of whistles by the men of Uncle Sam stationed on Treasure Island when **Edith Loeffler**, **Edith Carter**, **Luella Cogdill**, "**Bernie**" **McHugh** and **Marion Hertell** (all of GO Depts.) attended the Industrial League (SF) Annual Dinner at the Officers' Club on Treasure Island . . . and, that if you have read this far, you are more tired than we, so we know you will be glad to turn the page.

Honor the Dead— Help the Living

★ One of the most poignant-meaning of the flowers that bloom in May is the Buddy Poppy. The Buddy Poppies are fashioned by disabled ex-service men patients in government hospitals and the entire proceeds from their sale are used by the Veterans of Foreign Wars to raise relief work funds. The VFW conducts the Buddy Poppy Sale nationally each year during the week prior to Memorial Day.

The Buddy Poppy Sale funds are used to alleviate conditions of distress among veterans and their families. An allotment to the VFW National Home for Widows and Orphans of Ex-service Men in Eaton Rapids, Michigan, is also included.

The allotment to the VFW National Home is perhaps the most heart-warming of all the projects to which the Buddy Poppy funds are diverted. At this Home the widows and orphans of men who died for the United States are given the opportunity to enjoy the American heritage which their husbands and fathers died to preserve for them and for all of us.

The Veterans of Foreign Wars, the "Gold Stripe" organization, all of whose members have seen service overseas or in hostile waters, introduced the replica of the Flanders Poppy to the American public twenty-seven years ago as a symbol of the sacrifices made by America's war dead. The public immediately gave recognition to the ideals which the Buddy Poppy symbolized. Since then public recognition has grown steadily for the little blood-red blossoms which the Veterans of Foreign Wars of the United States sells annually.

In anticipation of the 1948 Sale, approximately 100,000 Buddy Poppies are being made daily by disabled veterans to be worn on Memorial Day, when Americans everywhere, as a united people, will offer their proud and reverent homage to their soldier dead.

"The message of each Buddy Poppy," said National Buddy Poppy Campaign Director, Bryan M. Crosby, "is honor the dead by helping the living."

PROBLEM: A motorist was 100 yards from an open railroad crossing proceeding at 50 miles per hour. A train, coming down the track at 60 miles an hour, was 375 feet from the crossing. Did the motorist get across?

SOLUTION: Yes, the motorist got across, a beautiful marble cross purchased by his widow from his insurance payments!

—From the Norfolk and Western Magazine.

Exposition Flyer's Westbound Running Time Reduced

★ Effective May 30, the Burlington-Rio Grande-Western Pacific's "Exposition Flyer"—No. 39—will be placed on a 2-night schedule Chicago to San Francisco, a schedule designed to permit travelers to see both the Colorado Rockies and the Feather River Canyon in daylight. No change is contemplated in the companion train—No. 40.

Elimination of the layover at Denver and reduction in the running time on both the Rio Grande and Western Pacific make the new schedule possible. It follows . . .

Leave Chicago	1:30 p.m. (CT)	First Day
Arrive Denver	8:20 a.m. (MT)	Second Day
Leave Denver	9:00 a.m. (MT)	Second Day
Arrive Salt Lake City	11:45 p.m. (MT)	Second Day
Leave Salt Lake City	11:59 p.m. (MT)	Second Day
Arrive Oakland	8:10 p.m. (PT)	Third Day
Arrive San Francisco	9:05 p.m. (PT)	Third Day

On the same day, Nos. 1 and 2, formerly operated between Portola and San Francisco, will begin operating between Salt Lake City and San Francisco. This train will lose its identity as the "Feather River Express" and will be known as the "Royal Gorge." The schedule will be . . .

No. 1

Leave Salt Lake City	8:50 a.m.
Arrive Elko	2:15 p.m.
Leave Portola	10:45 p.m.
Arrive Oroville	2:55 a.m.
Arrive Sacramento	4:35 a.m.
Arrive Oakland	8:15 a.m.
Arrive San Francisco	9:15 a.m.

No. 2

Leave San Francisco	8:25 a.m.
Leave Oakland	9:10 a.m.
Leave Sacramento	12:55 p.m.
Leave Oroville	2:35 p.m.
Arrive Portola	6:40 p.m.
Arrive Elko	2:25 a.m.
Arrive Salt Lake City	10:10 a.m.

All times shown are Standard.

WP's Peter Casey Paces Bay Area Keglers at ABC Tournament, Detroit

★ "Pete" Casey, of our San Francisco car department, topped the firing in the minor events at the 45th Annual American Bowling Congress championships in Detroit, Mich., April 15-16, with a 211 middle line and a 576 in the singles.

"Pete" teamed with Lee Brown for 1069 in the doubles, with the former shooting a consistent 200-200-224-624 series.

The scores for the "Exposition Flyers," captained by Harold Heagney, were . . .

	Singles	Doubles	All Events
Peter Casey	576	624	1713
Jack Hyland	528	541	1515
Lee Brown	445	460	1325
Harold Heagney	455	466	1390
Bill Wilkinson	501	531	1535

—F.J.R.

Elko Echoes

By Nevada Michelson

★ Gordon Switzer has a way with the ladies that few of the many handsome gentlemen around here have attained. For instance? Well, he gets his coffee every morning by seating himself at the counter in the Coffee Shop, smiling sweetly and saying to the waitress, "Will you buy my coffee, dear?" Now what woman can resist a handsome man when he calls her "dear"? But Gordon learned his lesson! A few days ago he followed his usual procedure, and to his "Will you buy my coffee, dear?" a feminine voice beside him said, "Oh, I'd love to buy your coffee, mister," then added hopefully, "Always!"

Ernst Gommer and John Nolan Mark 20th WP Anniversaries

★ Twenty-four of Assistant General Passenger Agent Ernst Gommer's friends and associates honored him at a surprise buffet luncheon on April 1st on the occasion of his twentieth anniversary with the Western Pacific.



Shown in the photograph are Henry Poulter, Henry Fegley, Tom Brown, Al Rountree, Joe Wheeler, Ralph Ott, Bernie McHugh, Evelyn Lopez, Pete Citron, Ruth Dorsey, Dorothy Davidson, Florence Sawyer, Tal Kelly, Phil Wyche, and the guest of honor, "Doc" Gommer. Others in attendance included John Amos, Manuel Bettencourt (official

photographer), Walter Brunberg, Russ Cleland, Blanche Dewey, Ed Gallagher, Horace Hancock, Jim Hickey, Pat O'Malley and Mike Zellin.

By peculiar coincidence, our New York Assistant General Passenger Agent John Carr Nolan also celebrated his twentieth anniversary on the same day. We understand that Eastern Traffic Manager Dana C. McCready managed to surprise the "Baffler" with an informal ceremony.

Gordon looked up to see a mammoth 250 lb. woman sitting alongside him, her countenance beaming with ecstasy!

Carl Pacini is smoking pipes these days . . . pipes . . . and pipes . . . and pipes, and not a curved stem among them. But Carl isn't worried about the smoke getting in his eyes . . . his latest invention is a gadget that looks like the top of a salt shaker, which, when worn over the bowl of his pipe, keeps the sparks from blowing back in his face when he's in a hurry!

The last meeting of the Clerks was held at the apartment of ye scribe. Guy Blair, agent, Elko, (recently retired), was presented with a folding camp table and camp stools, and when he gets his camp set up at Lamoille in the summer the clerks will be on hand to help him dispose of the fish he hopes to catch.

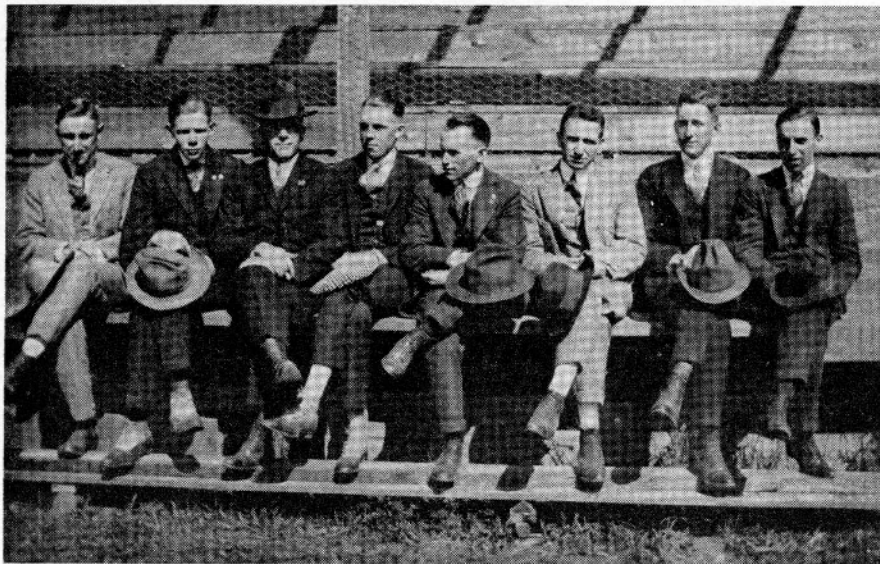
This one we can't pass by! An Easter Egg hunt in the spacious back yard of the Keppler Apartments netted the clerks a total of 40 eggs. We didn't tell them that we had hidden only 39!

We're happy to have Mary Lamberty, stenographer to the chief clerk, with us again after an absence of a year. Mary's health is greatly improved since spending several months in Maryland and West Virginia, the land of her nativity. And it's nice to see Al Welliver, supervisor of telephone and telegraph, on the job again after a week in the hospital. Can't you think of any other way to get a rest, Al?

It's all right for a road foreman of engines to borrow money from a stenographer for a cup of coffee, provided he remembers to pay it back. That reminds us, George . . . why don't you try Gordon's plan?

Recently we stopped at the service station for that sine qua non that makes cars run, when whom should we see emerging from underneath a car but Special Agent Elmer Carleton. El's handsome features were scarcely recognizable. He was smeared with mud and grease, his forehead was scratched and bruised and he had a gash between the eyes . . . he also had an alibi! The wrench slipped! We've heard that one before, El. If we borrowed the service station tools and then used the corner of the lot to do our own work, we'd expect to get a monkey-wrench, in the face, too!

And lest we forget, our congratulations and sincere good wishes to Dave Hutchinson and Sam Hargrave, recently promoted to B&B inspector and assistant roadmaster, respectively, both with headquarters at Elko.



Thirty Years Ago!

★ In May, 1918, this picture was taken in the ball park at Quincy, California. Most of the baseball club representing the WP superintendent's office at Sacramento are shown—left to right (with 1918 jobs!) . . . **Frank Nott**, file clerk; **Eugene "Slim" Burton**, ass't. timekeeper; **Ed. T. Gallagher**, train dispatcher; **C. A. "Mike" Fisher**, personal record clerk; **E. A. Tambert**, head timekeeper; **Charlie Brandt**, telegrapher; **Carl Frazier**, ass't. timekeeper; and **Horace Bone**, freight clerk. Pipe the button shoes sported by "Mike" Fisher! Missing team members were **E. B. Allison**, motor car operator; **Charles Bone**, **Paul O'Neal** and **George W. Neuborg**, manager.

Charlie Brandt and "Mike" Fisher dug this 'oldie' out of the archives after we run that pic in our January issue this year of the 1928 WP club. And Ed. Gallagher claims there was an even more ancient team back in 1913-14-15, but no pictures!

We weren't told who won that game played at Quincy in May, 1918!

Western Pacific Railroad Employee Retirements

Biggs, Ira Samuel	Dispatcher	Sacramento
Corder, Raymond Washington	Conductor	Oakland
Deems, John William	Conductor	Winnemucca
Knightly, Frank Patrick	Telegrapher	Oakland
May, Francis Joseph	Carman	Oroville
Morton, Glenn Marshall	Engineer	Salt Lake City

Cancer—Public Enemy No. 1

★ The American Cancer Society estimates the price of cancer to the nation as high as two billion dollars a year—a staggering sum, as contrasted with the 16 million dollars sought by the Society. This money is needed to finance research, establish clinics and detection centers—where cancer can be diagnosed and treated early—and educate the public to safeguard themselves against the disease.

"Cancer can be cured by two standard methods of treatment—surgery and radiation," the American Cancer Society states. **"But, as a rule, it must be detected and treated in its early stages for either of these methods to be effective."**

"Some chemicals have shown promise as a means of treating various kinds of cancer. But these are not regarded as cures by any means. Some of them ease the terrible pain and even make it possible for some cancer patients to continue a useful and productive existence.

"We are now financing scores of research scientists in their efforts to find chemicals that will kill cancer without damaging normal tissues and organs, to devise means of detecting cancer easily and early (like a blood test) and to learn how to prevent cancer.

"Considerable progress already has been made. The lock on the iron door to cancer's secrets has been sprung. A great deal of work remains to be done before cancer can be controlled. But with continued public support, the American research scientists can do the job."

The Stockton Grapevine

By Velma Prentiss

★ At this writing, Assistant Chief Clerk **Jack Peters** is in St. Joseph's Hospital, San Francisco, where he is receiving eye treatments. Jack has had trouble with his eyes for quite some time and we sincerely hope that his troubles will be gone when he returns to work.

Switchman **Harry Wait** is getting along very nicely after being injured in an automobile accident in Livermore some time ago.

Conductor **R. S. "Tule" Rolfe** has been granted a year's leave of absence in order to go into business for himself. Everyone wishes him luck in his new venture.

Vincent J. Satterlee returned April 15 from a year's leave of absence. Vince was assisting his brother in his business in Sioux City, Iowa. He displaced Yardmaster **Potter** on his return to work.

Telegrapher **Alta Kemble** completely demolished her car while on her way to work when she fell asleep at the wheel and her car hit a bridge! Fortunately she wasn't injured.

Charlie Buell, who has been away from Stockton for the last few years, has bid in 5th trick telegrapher at Stockton Yard.

Brakeman **Harry Tracy** is a very busy man these days putting the finishing touches on his new home, most of which he built himself. He did a lot of planning before he built it, so it should be "just right." (We hope so, Harry).

Employees are sponsoring a dance to be held May 12, at Moose Hall, for the purpose of securing funds for the campaign of Engineer **Howard Q. Parker**, who is running for State Assemblyman from this district; funds also to be used for a WP Christmas party later this year. Our ambitious Conductor **Milton E. McCann** has been selected to make the necessary arrangements. Milt has thus far secured Chuck Raggios' band to play and has contacted various department stores and places of business who have donated attractive merchandise orders and gifts to be given away as door prizes.

The Stockton Grapevine will not be next month—unless someone voluntarily pinch-hits, due to yours truly and spouse having left April 24th on a 60-day vacation trip to Tyndall, South Dakota, and neighboring states; and must admit it is also for the purpose of introducing Orren to the rest of the family and to show him that South Dakota is a nice place to be FROM.

Howard Thomas Waight Retires

★ Howard T. Waight, chief clerk at the SN Sacramento freight station, retired February 28, after more than 30 years of railroad service, of which 29½ years were spent with the SN. He was born at Olathe, Kansas, February 10, 1883. Left Kansas in 1903 for Los Angeles (pop. then about 110,000!), where he continued his trade as a carpenter. He says there are still a number of homes around Exposition Park that he built.

During the slack building days of 1913-14, Waight spent his time learning clock repairing. He used that knowledge to good advantage during World War II—for 4 years he spent all his spare time repairing hard-to-get alarm clocks for defense plant workers and Army personnel, most of which work was done gratis because of the financial condition of the customers!

He began railroading in 1917, after returning from the Hawaiian Islands where he spent 10 months superintending the construction of homes, one of which was high on the side of the large extinct crater Haleakala, on the Island of Maui (which should interest our good friend, Boyd Sells!). After 8 months of railroading around the Bay area, he went to Sacramento as cashier for the OA&E (SF-S); then, on August 23, 1918, he transferred to the Northern Electric (now the SN). On July 1, 1919, he was appointed chief clerk of the freight office, holding that post until retirement.

At that time, the freight shed had been converted from a hay barn, with two depressed tracks inside running the full length of the shed about three car lengths. The office was on the alley side on a mezzanine floor about car roof level. Waight says it was not uncommon to see the big doors at the entrance knocked down and he has many other amusing stories of the old days.

He and Mrs. Waight are planning train and auto trips which have been in the offing for several years, after which he'll turn his hand to repairing clocks and jobs of carpentry. There doesn't seem to be much relationship between those "hobbies," but we wish him all happiness in retirement.

★ Hanging in **Marshall Boyd's** (AFTM) sanctum at "GO" is an amazingly good piece of advice by **Henry Thiele**. It goes like this . . .

Another good thing about telling the TRUTH is—
You don't have to remember what you say!

Dana Charles McCready

★ Dana Charles McCready, eastern traffic manager for the Western Pacific at New York since 1941, retired on April 22nd.

Dana was born at Arcade, N. Y., April 7, 1878, and after many years of railroad service, plus five years with the Kent Garage Corp., at New York, entered WP service February 15, 1933, as traffic representative at New York; was promoted to eastern traffic manager March 1, 1941.

With him in retirement go our best wishes for good health, happiness and many pleasant sorties on the fairways and greens.

Perl E. White Appointed ETM, New York; Joseph J. Kirch, Spencer Gibbons General Agents at Omaha, Pittsburgh

★ Perl Elijah White, who has been our general agent at Omaha since February, 1940, was promoted to eastern traffic manager at New York, succeeding Dana McCready, retired.

Born at Beattie, Kansas, June 29, 1900, Perl began his railroad career with the Union Pacific and also saw service with the Missouri Pacific. He came to the WP June 18, 1928, as chief clerk to the general agent at Omaha, and was promoted to TF&PA in June, 1934.

Joseph John Kirch succeeds Perl as general agent at Omaha. Joe was born at Rossford, Ohio, April 21, 1900, and worked for the Chicago & Eastern Illinois Railway before joining the WP as chief clerk to our St. Louis general agent on April 16, 1928. He was appointed TF&PA at Kansas City in May, 1937.

Spencer Gibbons was appointed general agent at Pittsburgh, effective April 1, succeeding the late beloved Eddie O'Brien. Spence was born at Chicago, Illinois, September 15, 1897, and, after previous service with the Illinois Central, entered WP employ as passenger and freight traffic agent at Chicago, July 1, 1936.

Our congratulations to Perl, Joe and Spence, with all good wishes for continued success.

"GO" Dot and Dash Notes

★ **Carl F. Lindsey**, ex-ditto clerk, telegraph office, GO, has been promoted to telegraph-teletype operator, relieving **George A. Dalton**, who is on leave of absence. Carl, we believe, is the first telegrapher "made" in the GO telegraph department. He joined the WP organization after his honorable discharge from the Marines, having seen service at Saipan and Iwo Jima.

Major **William S. Manning**, GO telegraph operator, is taking a short leave for indoctrination at San Francisco's Presidio, by request of Uncle Sam! Bill served in both World Wars, in the first as a Second Looney; in the second as a Major and with the OWI in Australia.

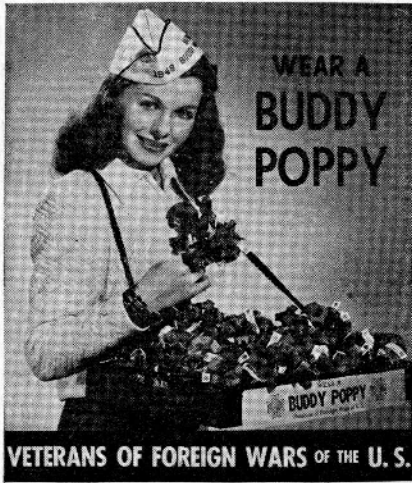
Leta Bedient is the attractive and active blonde addition to **Carl Rath's** staff. She's the daughter of TF&PA **Frank Bedient**. Leta, we understand, is busy studying Russian—not, we trust, a fore-runner of things to come!



Charles Freeman Assumes Norman Menzies' Duties While Latter on Leave of Absence

★ Norman W. Menzies, superintendent of telegraph, left March 31 for southern California on a year's leave of absence in an effort to fully restore his health. We hope the sunny climes will do right by Norman and that he'll return next year as good as new.

Charles Freeman, who takes over in Norman's absence, was born at Grand Junction, Colorado, August 16, 1889, and began his WP service in January, 1945, as telephone and telegraph maintainer.



Portola Festival October 2 - 25

★ San Francisco will be the mecca for hundreds of thousands of visitors between October 2 and 25, when the famous Portola Festival and Pageant is revived in the city by the Golden Gate.

Historically, the fete commemorates the discovery of San Francisco Bay in 1769 by Don Gaspar de Portola. Included in the pageantry will be the arrival in San Francisco of the news of gold being discovered in California in 1848.

Portola's trek up the California coast will be re-enacted, as will the founding of Mission Dolores and the Presidio in San Francisco.

Vacation-minded Americans who plan to include San Francisco and the Portola Festival in October will visit San Francisco at its most delightful time—the exhilarating Indian Summer season.

In 1909, when the Western Pacific was nearing completion, the original Portola Festival, celebrated by San Francisco and its neighbors, was on. It was then that the community situated at the eastern gateway to the Feather River Canyon was named Portola—a community which has now grown to the stature of a city. Virgilia Bogue, daughter of construction-days WP Chief Engineer Virgil G. Bogue, was the Queen of the 1909 Portola Festival and our Feather River Canyon station, Virgilia, was named for her.

Opening events are the National Hard Court Tennis Championships at the California Tennis Club (Scott and Bush Streets) Oct. 2-10; Open Skeet-Shooting Championships at Lake Merced Oct. 2-3; Open Golf Tournament at Harding Park Oct. 6-10; Oakland Mohawks vs. San Francisco Clippers (basketball—Kezar Pavilion), Oct. 8; and Mexico vs. California in a polo game at Golden Gate Park Oct. 10.

Wendover Wires

By Elsie Hart

★ We didn't mention Conductor **Orville Hays'** trip to Florida and Havana, Cuba, last month because we lacked sufficient information about it, but have had an interview with the gentleman since and can only say we are green with envy. The Hays, with their son, Lawrence, brakeman, Elko, covered a lot of territory all by train, except the 'plane trip from Miami to Havana and return. They went first to Los Angeles then to New Orleans to take in the Mardi Gras celebration and stopped in to visit Mrs. Hays' people at Colby, Kansas. They were gone about a month.

Dick Tryor, Sr., father of **Dick Tryor**, dispatcher, now at Stockton, California, just dropped in on No. 39 to say hello. He said Dick said to send his greetings and showed us a picture of that granddaughter, who, surprisingly, is now seven months old already and a beauty.

Word was received here by friends of **Jack** and Mrs. **Combs**, car inspector, that they are the proud parents of a baby girl, Marcella Lorrain, 6 lbs. 15 ozs., and all doing fine. Congratulations and best wishes from all at Wendover, Jack and Pat. Jack is now living at El Cerrito, California, and working as car inspector at San Francisco.

It was also a girl, March 28th, for Mrs. and **William Sweetwood**, crane operator, Wendover.

Mrs. **Leo Waters** is now recovering from a long siege with virus pneumonia. Leo has been chief cook and bottle washer around home and is wearing a harried look.

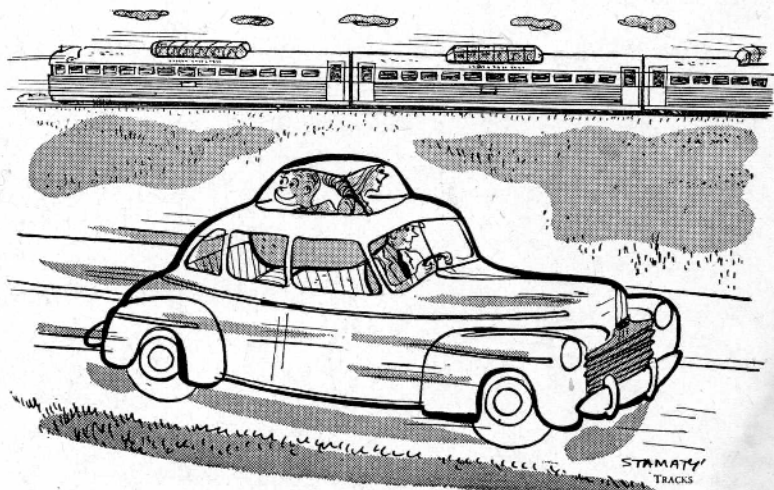
Cliff Williams, watch inspector, arrived at Wendover April 1st by automobile, without advance notice. He said he wanted to make an April Fool visit and see if he could surprise anybody.

The engagement of **Russell Pettit**, brakeman and **Cindy Peterson**, of San Jose, California, was announced on Easter Sunday at San Jose. The wedding will take place late in the summer, or early fall.

We said our farewells to Conductor **John William Deems** and Engineer **Glenn M. Morton**, as they made their last trip together on 39 and 40, March 29th and 30th. Jack was accompanied by Mrs. Deems, their daughter and a grandson. He was with the WP 35 years, since February 10, 1913, starting his railroad career in Missouri in 1903. He certainly has a handsome family. Glenn was accompanied by Mrs. Morton, five sons and their families—Glenn, WP fireman; Art, machinist helper, Wendover; Roland, fireman; and Ray and Don of Idaho Falls. Shirley Morton, his daughter, was also with the party, but another daughter, Mrs. H. W. Pujol, of Monterey Park, California, was unable to be present. With the party were friends **Maurice Hammond**, WP fireman, and Mrs. Hammond; also Mr. and Mrs. Thornley, of Idaho Falls. Glenn's many Elko friends honored him at a dinner there on March 29. Mrs. Morton was presented with a hand-tooled leather handbag and Glenn was given a fishing pole, line and reel, plus a wallet and a Masonic ring.

Dave K. Fulton, electrician, from Elko, sustained a painful injury to his right hand while repairing the refrigeration unit in the Wendover Hotel kitchen. A wrench slipped, causing his hand to strike the framework. He was taken to the Army doctor at Wendover Field where several stitches were taken in his index finger.

It's an 8 lb. boy for the **Walter Parks**. All are doing fine. Mother and son are in Fresno, California, and Walter departed for there immediately.



—Courtesy of TRACKS, Chesapeake and Ohio System Magazine