



**W. P. FREIGHT - DIESEL POWERED
EASTBOUND IN FEATHER RIVER CANYON**

...any man's death diminishes me, because I am involved in Mankind; and therefore never send to know for whom the bell tolls; It tolls for thee.

—John Donne's "The Tolling Bell"

EDITORIAL

* On March 1st, the Salt Lake & Utah Railroad (the Orem Line) ceased operations. This little railroad (76 miles; 7 electric locomotives; and 196 cars), formerly operated through Utah's Jordan River Valley, has passed away after nearly 33 years of public service.

THE OREM NO MORE

Timidly, we paraphrase Donne's words...any railroad's death diminishes us. "The Bell" will not toll for the Western Pacific? That is our fond hope, but we must work together...all of us...indefatigably. Maybe our railroads will not eventually go the way of the Pony Express, but the old order changeth and the world moves.

The post-war years and the decades ahead will not be simple for the railroads...far from it. Many readjustments must be made...many problems met. Competition will be more severe...and there will be more of it.

THE WAR IS OVER

Frank Bedient recently wrote some potent words such as... "We should start building for the future now and quit patting ourselves on the back over the wonderful job performed by the railroads during the war. The public forgets rather quickly and sentiment over the past is not going to play much part in the routing of traffic..."

Linking Easter and National Be Kind to Animals Week may seem slightly incongruous, but they both occur this month and we've something to offer which may make it slightly less so.

EASTER AND ANIMALS

apostle of peace in all the history of mankind. Being kind, no matter how, is progress toward peace. Almost all of us are kind to animals the year 'round; still we have a week to remind us not to forget. What we ought to have is a Be Kind to People Week...and have several such weeks throughout the year!

On Tuesday, May 7th, the Portola electorate will again have an opportunity to vote for or against incorporation of that community. In the minds of some, there appears to be a question as to the future of the proposed over-pass and the sanitary district (sewage system)

PORTOLA INCORPORATED

should Portola be incorporated. This mystified us for, on the face of it, we could not see how becoming a city would hinder progress. And we were correct. Wading through a maze of legal phraseology, we find, under Article IV, comprising Sections 1650 to 1654 of the Streets & Highways Code, among other things, that appropriations made for such a project as the over-pass cannot be claimed for any purpose other than that for which it was budgeted.

In other words, Portolans, the over-pass funds are still available should you incorporate. As to the sanitary district, or sewage system: Most competent legal talent confirms that incorporation of Portola would in no way prejudice financing of the sanitary district; that the need of the community is the basis upon which such aid is granted.

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager



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ELKO ECHOES

By Peggy Phillips

★ **Jack Godwin**, discharged Marine Corps corporal, has returned to work as 3rd trick telegrapher at Wells. Jack participated in the landings on Saipan, Tinian and Iwo Jima. He received the Bronze Star for personal bravery on Iwo Jima; also the Purple Heart covering the same operation. He holds the Presidential Unit Citation and the Navy Citation. We're glad to have you back, Jack.

Head Timekeeper **Allen Thorpe** attended a system board meeting in San Francisco in mid-March. Being strictly a business trip, Allen spent only one day in the metropolis.

Another World War II vet, **Joe Cook**, returned to work and made his first trip as a conductor on the 3rd district March 13th. Joe returned to the States from India.

Margaret Kubena, 3rd trick operator, Elko, was called to Fort Worth, Texas, because of the serious illness of her father. We sincerely hope he has a speedy recovery.

Another service man to return to us is **W. (Bill) L. Stevenson**. Discharged from the Navy, Bill is 1st trick train order operator at Winnemucca.

Reed Shaw, dispatcher, has transferred to the Salt Lake City office and **Alva Overlin** has moved to Elko as 3rd trick dispatcher.

Trainmaster **Harry L. McGlothlen**, returned to his desk at Salt Lake City late in February, after a visit to San Francisco for a medical checkup. We understand, and hope, he returned considerably improved.

Switchman **Phillip K. Williams** was called from work March 13th because of a serious heart attack suffered by his wife. It is our hope her recovery will be rapid and complete.

* * *

PACIFIC RAILWAY CLUB HONORS RICHARDS AND FEGLEY

★ At the 29th annual meeting and banquet of the Pacific Railway Club, held in San Francisco March 28th, **Wellesley T. Richards**, our division engineer at Sacramento, was elected president and **Henry R. Fegley**, assistant to the general manager at San Francisco, a vice-president of the club.

Among those who attended the meeting were Messrs. Mason, Mitchell, Phillips, Eglebright, Quigley, Peterson, Curtis, Droit, Combs, C. E. McDonald, Hoover, Bryan, E. A. Thompson, Spowart, Shelmerdine, Klotz, Stanley, Homer Dunn, Paul Jenner, W. W. Nelson, Tom Brown and Mittelberg.

FEATHER RIVER INN

★ One of the most attractive summer resorts in northern California, if not the United States, will reopen for the summer season of 1946, according to Manager Gus Mann.

Substantial expenditures will be made prior to the opening to further improve the naturally beautiful grounds and handsome buildings. Those who have visited the Inn need no reminding of the magnificent swimming pool, the excellent cuisine, the colorful 9-hole golf course, the green-surfaced tennis court, the picturesque chalets, the commodious porch and other comfortable appointments of the main building and, above all, the hard-to-equal friendliness of Gus Mann and his splendid staff.

Feather River Inn is near Blairsden in the Feather River Canyon. We wish Gus a completely successful season.

OUR COVER

picture was taken from the Feather River Highway, across the river, after the train photographed had emerged from the east portal of tunnel 9, one mile east of Poe, according to Trainmaster John J. McNally... in our book, the indefatigable John, who knows every bend, every rock and every rill in his habitat, the Feather River Canyon!

The engine powering our train over the man-made ledge through the heavily forested slopes of the Sierra Nevada is a Diesel-electric 5,400 h.p. freight locomotive of the 901 class.

The picture was made by Rudolph Haas, of San Francisco... one of several he "shot" while on a photographic expedition with John McNally and Tom Brown.

EARL THOMAS MORIARTY

★ Earl T. Moriarty died at his home in San Francisco March 17th. He was No. 5 (date July 1st, 1910) on the Western Division engineers' seniority roster.

Born at Danville, Indiana, September 21st, 1879, Moriarty came to the Western Pacific as a locomotive engineer in 1910. He spent many years in the Feather River Canyon and broke in our first mallet engines. For the past several years he worked in our San Francisco yards. His only hobby was helping others in time of trouble. He will be missed by his many friends.

APRIL

★ We've dug up a few dates for this month which you may have overlooked. The 1st being what it is, our magazine will come out on the 2nd, we hope! Army Day is the 6th. It was established in 1927 to commemorate the day on which we joined the Allies in World War I. National Be Kind to Animals Week begins about the 10th. The 12th is the anniversary of the death of Franklin D. Roosevelt one year ago. Pan American Day is the 14th; celebrates the day in 1890 when the Pan American Union was created. The 14th is also the beginning of National Garden Week, Easter falls on the 21st and on the 30th, in 1789, Washington was inaugurated in New York as our first president.

PLEASE REFER

the ill and aged;
newcomers to the city;
young people traveling alone;
anyone emotionally disturbed
to

TRAVELERS AID

Ferry Building - GARfield 6732
Mills Field - S. San Francisco 3596
Greyhound Bus station - DOuglas 4664

STOCKTON STRAYS

By Velma Mikolash

★ **Orren K. Prentiss** was discharged from the Navy at Camp Shoemaker in February. He is planning to enter College of Pacific this autumn, but will return to work as a brakeman during the summer.

Keith Reese, clerk on military leave, has been discharged and expects to return to work shortly. Keith was on Okinawa during the typhoons and says he enjoyed them!

Lester Morrison is Trainmaster Stapp's new clerk. Lester was discharged from the armed forces recently after seeing considerable service in France and Germany.

Local freight house reports loss of three girls... **Alta Kopp**, retiring to position of housewife; **Arletta Wichman**, whose husband has just returned from Europe; and **Marie Fredrick**, who has left for New York to make her home there. But, then, they've gained two new girls... **Ellen Coslow**, from Idaho, and **Betty D'Andrea**, from New York.

Bobbie Robertson is expected to join the ranks of "new brides" in April. We all wish Bobbie and Jack much happiness.

Greta Starr flew to Mexico last month to visit her brother, who is studying medicine there.

Marcella Kidd has returned from an Idaho visit and **Elma Turner**, assistant cashier, has been enjoying a visit from her daughter and grandson, of Memphis, Tenn.

Hy-Lites

By JACK HYLAND

turning veterans are: **Roy Olson** (Traffic); **Ted Travins** (Aud. Overcharge), **Russell Vaccaro**, **Vernon Kastl**, and **Ernie Huesby** (Gen. Auditors); **Al McQuaid** (Car Record); **Hal Furtney** and **Forrest Mote** (Manifest) and **John Beltz** (Gen. Mgrs.). To these men, we extend a very warm... "Welcome home, fellows".

Charlie Van Zandt (Traffic) informed me that while he was working in Los Angeles, he used to ride home in **Frank Sell's** (Los Angeles) automobile every night... and always had to listen to Frank's favorite radio program... "**Captain Midnight**". Charlie indicated it was a difficult decision—either ride the street-car or listen to the same radio drama, night after night. (Frankie you shouldn't punish your friends by forcing them to make such drastic sacrifices).

Albert Bramy (formerly Trans. Dept) dropped into the office last month looking very well and... mentioned about a position having been offered him while in Japan paying a salary of around 8,000 yen per month (broken down understand it would mean about \$550.00 per month in U.S. dollars) and he "darn" near accepted it. However, Albert is a married man with a wife and baby daughter and must think of the future... for three people.

Last month AFTM **Frank Steel** (Traffic) moved into his new office which is located on "the-sunny-side-of-the-street", in fact Frank stated the new office is so much lighter than his former location, he almost has to wear sun glasses during the day time.

In talking with **Harold Heagney** (AF&PA) learned that **Mary Audrey Heimel** (formerly AF&PA) resigned last month, and immediately thereafter she changed her name becoming... **Mrs. Audrey Wetmore**. Didn't find out the date of the wedding, but she married **Doris Roeder's** (nee Wetmore) brother so... instead of Audrey and Doris being just friends, they are now... relatives.

Cradle news graciously submitted by **Josephine Bein** (Trans. Dept) is that **Nancy Moore** (nee Taber), formerly Trans. Dept. is expecting an addition to the family—sometime during August. Nancy's present home is in Seattle.

Then we understand **Carl Flaig** (Treas. Dept) has made reservations with... not "**Harvey**" but the "**Stork**" for sometime during August (or September says Carl) and he seems very happy about the coming event. Carl and **Muriel** already are the proud parents of youngsters, **Ronnie** and **Miriam**.

Helen Decker (Traffic), with some able assistance from co-hostess **Margaret Hayes**, entertained a gathering of friends at her home last March 2nd, in honor of the new **Mrs. Jeanette O'Grady** (nee Sayles) and husband, **Frank O'Grady**. Jeanette was formerly employed in our Traffic Dept. and although the newly-weds will reside somewhere in or around Chicago, both plan to return to California in a few years. (We'll be waiting for you).

Frank Ferguson (Gen. Auditors) on behalf of the **Brotherhood of Railway Clerks** sent a telegram which was read aloud at the Downtown Bowl last Feb. 23rd, wishing the Western Pacific keglars "**the best of luck**" just prior to their participation in Southern Pacific Bowling Tournament. Thanks very much Frank, it helped greatly... as you will notice in our "Sports Review".

Walter Winchell had better watch out for his laurels... for we now have a New York reporter on our staff named **Kenway Stoney** (our Eastern Foreign Freight Agent) and while he didn't submit any "key-hole" news items, he did enlighten us that our New York office has a new solicitor named **John Still** who came to us from Missouri Pacific RR, and that former Lieut. Commander **Joe Mason** has returned to the N.Y. force. Thanks very much Ken, but how about signing up either John or Joe as your "news-gather-upper" for New York City.

Anne Kenney (Treas. Dept) recently returned to the Western Pacific from the Marine Corp. only to quickly leave the Company... to become **Mrs. John Gardner** on February 24th at the St. Johns Presbyterian Church, San Francisco. Our very best wishes are extended to the happy couple.

Everett Lamphere (formerly Traffic) took the step, but this one was his leaving the Western Pacific services—for he is now listed as a super-duper salesman for the Leslie Salt Co. "**Frenchy**" has promised **Byron Larson** and myself a sample of salt (Leslie's naturally) but we both wish he had gone to work for some **butter** or **bacon** outfit, then possibly we could have really imposed upon his friendship.

Art Petersen (AF&PA) has been missing from bowling for quite a few nights and from information gathered (here-and-there) it seems Pete was trying to assist **John Corven** (Gen. Auditors) in untangling the bumper of his automobile which had caught onto the "always there" bumper of some other car parked just ahead. "**Hercules**" Petersen did the trick and they were able to drive on, but not until after he had suffered a bruised ankle for his troubles. (Next time Pete, you drive the car and let John do the muscular work).

John Skinner (Traffic) has offered to serve "free dinner" to anyone interested in washing and polishing his automobile, and from what I learn the... car is quite long, and the dinner is quite short. If John would reverse the order (long dinner, short car) he may receive a few offers.

While partaking of an order of roast beef, with spaghetti, etc. last month at "New Joe's", San Francisco... noticed a familiar face... that of **Eddie Ratto**, our former Duplicating Bureau disher-outer. Eddie still has his slick coal black hair and his happy-go-lucky smile.

THE MANAGEMENT OF RISKS

* It has been pointed out before in these columns that the elimination of physical hazards to the maximum practicable extent is requisite to first division safety performance. It has also been pointed out before and we want to emphasize now that all risks cannot be removed from railroad operation, because risks are inherent in motion. These risks must be recognized and managed. In this phase of accident prevention exists our greatest opportunity to reduce the high personal injury frequency on our road. We all know that cars, engines and trains cannot always be stopped for a man to get on or off, yet there is risk in doing so. But we can manage that risk as we manage the risk incidental to getting in and out of our bath tubs. The engineer must manage the risk by keeping speed of train down, the brakeman must look to his footing and be sure of a firm grip. A train must be started although risk is associated with that movement. But the engineer can manage the risk by taking plenty of time and keeping his speed down to a barely moving rate until he knows positively that the slack is stretched.

Cars must be moved in yards, despite the fact that there is risk involved in so doing. But we can manage that risk by not shoving blind, by keeping at least 10 feet away from ends of standing cars, as per Rule 2121. Trains must be stopped and there is risk associated with it. But that risk can be managed by engineer taking plenty of time, keeping train well under control; by the fireman advising the engineer of any condition affecting the movement that the engineer has not or could not observe; by trainmen remaining in their seats at such times, keeping themselves well braced for unexpected slack action unless their duties require them to be up. A trainman who stands casually on the caboose platform playing with the air whistle passing a station just isn't taking care of himself. And taking care of himself is an important part of his business. See Rule 2080.

Our new Safety Rules provide many guides for the management of risks that are, and always will be, necessarily involved in railroad operation. And these rules are not to be taken casually. They are authorized by the same signature as the Rules and Regulations of the Transportation Department.

HOMER BRYAN

WHAT'S IN A NAME?

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

(Copyright, 1946, by Thomas P. Brown)

★ **LODI**, San Joaquin County, Calif.—Through the courtesy of Mr. Emery Oliver, Sacramento, who was Western Pacific division engineer from June 1, 1905 to Dec. 31, 1909 and who was in charge of construction of the railroad first from Keddie, in the Feather River Canyon, California to the south bank of the Yuba River and later from Keddie to the north bank of the American River (Sacramento Valley), we have a third version of how Lodi received its name. First, however, we quote from a special edition of the Stockton Record, published several years ago:

"There are two versions of the name history of Lodi. There is the better authenticated theory that an early day resident of the community, ardent admirer of Napoleon, studying the story of the battle of Lodi, noted how the site of the new California community repeated so many of the features of the site of the Italian city, and suggested it repeat the Old World name. This man was Robert Cope, a shoemaker who, with his brother, Richard Cope, farmed the land which is now the Emerson B. Herrick Ranch southwest of town.

"The second theory is that the town was named to honor a great race horse which brought the thrill of the sport of kings to a track on the Lawrence property. A picture of the equine Lodi hangs on the walls of the Lodi District Chamber of Commerce office".

Mr. Oliver's version is based on information given him by his Chinese house-boy Lai Fong, who has been with him for ten years. Lai is the son of a former Chinese merchant of Vacaville, California and is now about 45 years old. Lai says the story was told him by an old Chinese of Vacaville and that it was accepted generally by the Chinese of that section as being true.

The story goes back to gold-rush days when a few Chinese established a camp on a bank of the Mokelumne River. One day some whites passed by and questioned an old Chinese, who was the only one in camp, as to the name of the place. Not understanding English, but wishing to excuse himself for his inability to speak the language, the old Chinese said: "Lodi", which means, in Cantonese, "I am old man."

STEAMBOAT, Nevada, is on a railroad—the historic Virginia and Truckee R.R. The station derives its name from nearby Steamboat Springs which are hot springs in Washoe County on the way from Reno to Carson City.

DELLE, Utah, station on the main line of the Western Pacific, was named by Benjamin Amos McBride, pioneer farmer, prospector, mail carrier, railroad worker, and musician, born Sept. 20, 1854, St. Joseph, Missouri.

This information we have from Miss Marguerite L. Sinclair, secretary, Utah State Historical Society, State Capitol, Salt Lake City, who in turn credits Mr.

and Mrs. McBride, now residents of Salt Lake City. Miss Sinclair writes:

"Mr. McBride came to Utah with his parents in 1858. The family was one of the first to settle Grantsville, Utah. Mr. McBride and his wife, Mary Ann Parker, a schoolteacher, boarded railroad surveyors and sheep men at their home west of Grantsville. He carried mail from Beaver, Utah, to Pioche, Nevada, by horseback for eight years and had many experiences while making these trips. In a little dell or ravine not far from the town of Delle, a spring of beautiful, clear water was discovered, and Mr. Benjamin McBride always called it the 'Dell', so when the Western Pacific railroad station was established, it was named 'Delle'."

PLATO again breaks into this column because of a letter received from Director Jay A. Carpenter of the Mackay School of Mines, University of Nevada, Reno. To recapitulate: We said in the January issue that Plato was a nickname meaning broad-shouldered. In February we quoted President John O. Moseley of the University of Nevada as saying: "The word 'Plato' means 'flat' and the chances are he was called that because he had a flat head."

Referring to the February article Director Carpenter writes:

"I suggest that to the mining engineer plato, meaning flat, brings to our mind our geological term, plateau. It is defined as a stretch of flat land usually adjoining a range of mountains towering higher above it. Therefore I suggest if the name Plato was given as a nickname, the most noticeable personal characteristic of flatness is not that of head or shoulders, but rather that of **flat feet** and a **flat footed** walk!"

As we track down Plato we learn collaterally that he wrestled well, fought in three battles and wrote some poetry—which he ditched on meeting up with Socrates. We reflect that he had the makings of a modern columnist and as a case in point we lift a quotation which must have been written by Plato **on or about a March 15th** somewhere between 2,293 and 2,373 years ago:

"When there is an **income-tax** the just man will pay more and the unjust less on the same amount of income." (The bold-face is ours).

S. O. S.—Fred G. Greulich, who handles publicity and edits "Nevada Highways and Parks" for the Nevada State Highway Commission, would like to know the name-history of **Fernley**, Lyon Co., Nevada. And we would appreciate information as to why **Alazon**, Nevada and **Yellowknife**, Alaska, came to be so named. And we would like to be enlightened as to a number of intriguing names on the Denver and Rio Grande Western R.R.: **Endo**, **Troublesome**, **Yarmony**, **Toponas**, **Shorter**, **Pania**, **Chacra**, **Solitude**, **Gilluly**, **Olathe**, and **Gomex**. We shall be glad to pass on the information to our readers and with due credit.

A NEW SATELLITE

★ Executives and communications engineers of more than 20 railroads and the Ford Motor Company participated last month in the first major test of high-frequency railroad radio communications ever held in the Detroit area at a special demonstration arranged to highlight a series of extensive tests being conducted by the Detroit, Toledo & Ironton Railroad in association with the Farnsworth Television & Radio Corporation, of Ft. Wayne, Indiana.

The tests were designed to gather important technical and operating data on the use of mobile radio communications in railroad and industrial freight yards and terminals at the very high frequencies in the 158-162 megacycle band recently assigned for railway use by the FCC. William G. Clinton, DT&I signal and communications engineer, was in charge of the tests.

For the tests, high-frequency transmitter-receiver equipment was installed in the DT&I yardmaster's office at Flat Rock, Michigan, in the cab of a steam locomotive and in the cab of a Diesel locomotive. A "satellite" transmitter-receiver station has been erected in the area of the Ford Motor Company's Rouge Plant, Dearborn, Michigan, sixteen miles north of Flat Rock. The satellite unit is unattended and is used to extend the range of the yardmaster's primary transmitter at Flat Rock, as well as to eliminate "dead spots" caused by terrain or structural obstructions in the line-of-sight path of high-frequency wave radiation.

In the demonstrations, the steam locomotive pulled a special coach equipped with a streamlined receiver-transmitter unit duplicating that in the locomotive cab, so that executives and newsmen aboard heard all communications and followed all aspects of the test.

One interesting phase of the demonstration was the passage of the locomotive and coach through a ten-mile series of steel-reinforced concrete overhead arches, standing at 300-foot intervals along the track between Flat Rock and the Ford Plant. While these arches could be expected to interfere seriously with the reception and transmission of standard broadcast signals, Farnsworth engineers said the new high-frequency technique would operate with 100 per cent intelligibility.

The highly industrialized Detroit-Dearborn railroad area was selected for the tests because DT&I and Farnsworth engineers believed equipment meeting the demands of this area would perform satisfactorily in industrial applications anywhere else in the world.

WESTERN DIVISION WHITTLINGS

By Agnes Welch

★ During the last couple of days a spring fever epidemic hit the Superintendent's Office and is gaining momentum rapidly. The theme of day—gardens and more gardens. Green thumbers **Jack Radonich** and **Bert Norlen** have theirs planted, while some of the rest of us are sitting around talking and dreaming about turning up the good earth and giving Mother Nature a chance with a few choice seeds . . . well, howsomever (always did shy from the business end of a spade), cometh spring, cometh vacations, which reminds me that Wire Chief **Clint Terry** is taking a trip to Mexico; expects to be gone about a month and will visit Mexico City, Vera Cruz and several other cities of interest. **Clyde Lawson**, night wire chief, will step up in Clint's place; **Clovis Ooley** will take Clyde's spot, and **Everett M. Thomas**, a new man for W.P. will take over Clovis' duties.

Agent **Ralph E. McElroy**, San Leandro, is laying off account illness and **Harry H. Denney** is filling his job during his absence.

It is with profound sorrow we record the death of one of our most genial and efficient co-workers, Assistant Accountant **Samuel Marion Long**, who, on February 27th passed away in Mercy Hospital, Sacramento, after a brief illness. Sam entered service of W.P. in September, 1929 and held various clerical positions during that time. Our sincere sympathy is extended to his family.

We extend a hearty welcome to the following employes who have returned to their jobs from military service.

Harold Dirks returned to the Supt's Office on March 1st, taking over the position of asst. T&E timekeeper. Harold was overseas from 1942 until December, 1945, and saw service in England, France, Belgium, Holland and Germany.

Herman G. Rohdenburg returned to the water service gang in Stockton after a couple of years overseas. Understand—and from a good source—that Herman returned with a wife from deep in the heart of Texas.

Don Richmond, working as check clerk at Fruitvale when called to the colors in February, 1942, is now assistant accountant. Don went overseas in 1942 and saw most of his service in Africa and France; in fact was an active participant in the Normandy Invasion. He

returned to home shores in December, 1945.

★ **Johnny Rossi** has also returned from military service and on March 13 took over his former duties as secretary to Asst. Supt. **McDonald**. He spent almost three years in the Operations Division of the War Department General Staff, Pentagon Building, Washington, D. C.

★ After several years of faithful service B&B Carpenter **Eugene P. Murray** has retired from active duty with Western Pacific. He was born at Grand Rapids, Michigan, and started railroading with W.P. in 1929 as a carpenter's helper. All of us join in extending our best wishes to him for a happy future of well-earned leisure.

★ ★ ★

MERCER JOHN BEASLEY ELMER ANTHONY MANIER

★ On March 1st, Mercer J. Beasley, who for many years was local agent at Sacramento, retired from active duty after almost thirty-five years of faithful service with the Western Pacific. Beasley was born at Trenton, N.J., February 10th, 1881, and began railroading in the early 1900s. He entered W.P. service in 1911 as clerk and, in 1925, was appointed agent at Sacramento, the position he occupied until his retirement.

Effective March 4th, Elmer A. Manier was appointed local agent at Sacramento succeeding Beasley. Elmer was born at Arcola, Indiana, September 4th, 1890, and began his railroad career at the tender age of 17. He worked as a telegrapher on the Pennsylvania from 1907 to 1910, part of that time between Crestline and Chicago. He came West and, after a couple of years with the Southern Pacific, entered our service in 1912 as a rate clerk. He became chief clerk to the local agent shortly after World War I and occupied that post until his recent appointment as agent. Congratulations to you, Elmer.

★ ★ ★

PATRICK RICHARD LEO

★ Word has just reached us that retired Dispatcher Patrick Richard Leo passed away on February 7th, this year. He was born at St. Joseph, Illinois, February 12, 1874, and entered service of W.P. as a dispatcher in June, 1921, retiring August 1, 1938. Dispatcher Leo had a colorful railroad career, occupying many positions of importance with several roads. Our sincere sympathy is extended to his family in their bereavement.

PORTOLA PASSINGS

By Kiki and Kirkie

★ Roundhouse clerk and Mrs. **Jack W. Weddell** are the proud parents of a 7 lb., 10 oz. baby girl born at the Western Pacific Hospital here March 9th. Congratulations.

Good-byes were said to Acting Road Foreman **Clifford F. Fields**, who has been recalled to Elko, and a welcome extended to Road Foreman of Engines **Frank H. Long**, who has been assigned on the first sub-division, Eastern Division.

Switchman and Mrs. **Charles M. Pendergast** are the happy parents of a baby girl born March 12th. Pendergast is local chairman of the SUNA here.

On March 7th, at Reno, Clerk **Henry E. Baldwin** was married to **Roberta T. Hollan**. Later, the same day, Henry was painfully injured in an automobile accident on the highway near Delleker. We hope his injuries are not serious and that his recovery will be rapid.

Lester T. Davis, local chairman for the BLF&E here, has announced his candidacy for assemblyman from the Second District (comprising the counties of Siskiyou, Shasta, Trinity, Modoc, Lassen, Sierra and Plumas). Your platform sounds good, Les. Good luck!

(Editor's note: Early in March, there was a shooting fracas in Portola which the girls, our staff reporters, mentioned in their notes. In view of the way this matter was handled, we will not demean ourselves to discuss the details, save to say we are glad **Lorne Shirton**, local representative of the fourth estate, was not injured AND to suggest that were Portola incorporated such affairs would not be judged misdemeanors!!)

★ ★ ★

WILLIAM JOHN REEDER

★ Conductor William J. Reeder, of Oroville, has retired after completing almost 37 years of service with the Western Pacific Railroad.

Born at Lamoni, Iowa, September 27, 1880, Reeder worked for the Union Pacific and Southern Pacific before coming to the W.P. as a brakeman on April 12th, 1909. For the past 34 years he has been a resident of Oroville.

We wish him many happy years to enjoy the leisure of retirement.

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TOM BROWN ATTENDS NEVADA PRESS CONVENTION

★ Thomas P. Brown, Western Pacific Railroad publicity manager, attended the 21st annual convention of the Nevada State Press Association, held on the University of Nevada campus at Reno, March 23rd. Graham M. Dean, general manager of the Reno Evening Gazette and Nevada State Journal, retiring president, presided; with A. L. Higginbotham, Nevada University professor of journalism, as secretary.

To serve for the ensuing year, Chris H. Sheerin, Elko Free Press, was elected president; John W. Suverkrup, Gardnerville Record-Courier, vice-president; and A. L. Higginbotham, U.N., secretary-treasurer of the press association.



WESTERN PACIFIC RAILROAD SERVICE PIN AWARDS



★ In recognition of the thousands of years (in the aggregate!!) of loyal service rendered by so many of its employees, the Western Pacific Railroad management last month awarded gold pins to more than 1,750 workers, each with 10 years or more of continuous service. Reproductions of our pin made by Ernest Clayton, flank these words. With each pin went a message from President Charles Elsey expressing appreciation for the work done and good wishes for the years ahead. Employees named received pins as indicated.

40 - YEAR PINS

LAMB, F. A. PHILLIPS, T. L.

35 - YEAR PINS

ADAMS, B. F.
BAKER, H. E.
BAKER, T. A.
BAKER, W. P.
BATES, E. C.
BECKER, A. G.
BLACKMORE, J. M.
BRADLEY, G. A.
BREIER, J.
BRESEE, D. O.
BRYAN, O. H.
BURKS, I. G.
CASE, H. L.
COIN, C. R.
COMFORT, A. J.
CRAIG, C. F.
CRONIN, R. E.
CURTIS, G. W.
DAVIS, H. L.
DeGRAFF, D. C.
DROIT, C. L.
DUARTE, M. H.
ELLIS, C. L.
ELSEY, C.
EWEN, L. L.
FERGUSON, D.
FOX, C. E.
FREASE, D.
FRITZ, G. A.
GIBSON, H. W.
GOUDIE, G. M.

GUFFRA, J. A.
HARDY, H. H.
HARDY, J. W.
HOOVER, J. C.
HUFF, B. R.
HUFFMAN, F. R.
INGERSOLL, W. L.
JOHNSON, A.
JONES, H.
KEYES, G. D.
KRAMM, A. A.
KREIS, B. R.
LAMPSON, R.
LOFHOLM, A.
LORENZ, G. A.
LOVE, G. A.
MARTIN, G. I.
MASON, E. W.
MEAD, L. F.
METTLER, J. H.
METZGER, W. F.
MEYERS, W. E.
MIDGLEY, J.
MOODY, R. H.
MORIARTY, E. T.
MORTON, G. M.
MUHL, K. W.
MULLEN, H. A.
McELROY, R. E.
McKAY, G. S.
McKENNA, P. J.

McTAGGART, J.
NEWMAN, G. H.
ORR, A. T.
PETERS, J. W.
PETTIBONE, E. C.
PROFFITT, S. R.
PURCELL, J.
QUIGLEY, J. P.
REEDER, W. J.
REINER, A. G.
RENNER, C. E.
ROLLINS, I. C.
ROWLAND, D. A.
RUSSELL, C. P.
SAUER, W.
SCHOLLARS, W. A.
SEATON, F. R.
SKOGMAN, W.
SMITH, J. W.
SPRINKLE, R. L.
STRATTON, J. R.
TAYLOR, R. G.
TERRY, F. B.
TOBIN, J. A.
VENABLE, B. E.
WASHBURN, J. L.
WHITAKER, L. W.
WOOD, F. C.
WOODS, L. W.
WOODWARD, A. G.
WORSLEY, F. H.

30 - YEAR PINS

ALLISON, E. B.
ANDERSEN, E. W.
ANTON, M.
ARDLEY, H. M.
BAGGE, F. C. S.
BARNARD, G. F.
BARRETT, R. F.
BEASLEY, M. J.
BECKER, M. E.
BENJAMIN, E. L.
BERG, J.
BLAIR, G. M.
BROOKS, W. H.
BROWN, J. D.
CAMPBELL, E. J.
CAMPBELL, N.
CARNEY, F. J.
CHRISTIAN, E. E.
CONNELLY, J. P.
CURTISS, W. G.
CURTZWILER, A. R.
DAMON, E. S.
DAVIS, C. L.
DEAMS, J. W.
DRYDEN, A. W.
DuBRUTZ, E. R.
EALES, W. E. R.
EMERSON, P. H.
FISHER, C. A.
FOLLINE, C. R.

FOX, T.
FRANCIS, M. F.
GLEASON, E. E.
GOLITHON, A. V.
GORHAM, R. B.
GOULDY, J. B.
GROOM, W. R.
HEARING, O.
HEFFERON, J. J.
HENRICH, K. F.
HENRY, L. A.
HERRON, W. Q.
HESTER, B.
HILZINGER, H.
KING, F. A.
LANG, W. W.
LEONARD, H. M.
LONG, C. W.
MALLISON, C. R.
MANIER, E. A.
MARCHAND, J. C.
MAYNARD, B. D.
MILLER, F. E.
MILLER, N. E.
McCULLOUGH, F. J.
McDAVID, S. C.
McENERNEY, A. C.
McKENNA, D. J.
McNALLY, J. J.

NASH, W. J.
NICKOLS, A. C.
OERLINE, W. H.
PENDERGAST, S. J.
PRICE, H.
PULTZ, F. E.
RANDALL, H. E.
REYNOLDS, C. J.
ROBERTI, M.
ROBERTS, C. O.
ROHRER, F. J.
ROSA, B. F.
ROSS, R. M.
SABALA, S.
SCOTT, E. E.
SCHAEFFER, L.
SILVA, M. C.
SILVA, M.
STANSBERRY, W. U.
STUART, J. E.
SWARTZ, G. L.
TAFT, R. S.
THRAILKILL, W. W.
THRING, H. R.
VAN HULTEN, C. J.
VRISMO, A.
WALDMAN, U. C.
WENDT, H. C.
WHITING, F. W.
WOOD, F. T.

25 - YEAR PINS

ALBEE, C. W.	ELLIS, H. G.	LAMBERTY, M. W. MRS.	SANFORD, W. M.
ALLEN, H. R.	ENKE, C. W.	LARSON, R. E.	SARGENT, H. L.
AMES, L. W.	ETCHEBEHERE, S.	LEIS, G. N.	SCOTT, E. MISS
ANDERSON, H. H.	EVANS, L.	LENER, F. H.	SCOTT, V. V.
ANDERSON, J. H.	EVANS, M. N. MRS.	LEWIS, M. W.	SEALE, F. J.
ARMSTRONG, C. B.	FAHEY, S. J.	LEWIS, T. E.	SEGUR, D. W.
ASBURY, J. E.	FALQUIST, R. E.	LEWIS, W. B.	SEYFERTH, L. L.
ASPRER, F.	FAUST, F. L.	LONG, F. H.	SHUSTER, A. D. MRS.
AVERITT, L. D.	FERGUSON, F.	LOSER, A.	SILVEIRE, F. E.
BAKER, E.	FEVRIER, G. F.	LOVASS, A.	SIMMS, F. G.
BAKER, G. H.	FLEMMING, D. D.	MAMALIS, P. D.	SMITH, B. F.
BARTON, W. S.	FLIPPIN, J. D.	MATTINGLY, E. J.	SMITH, J.
BELEW, B. G.	FORD, J. F.	MEIER, F. W.	SMITH, L. J.
BELTZ, R. C.	FORSMAN, J. G.	MEIERS, G. J.	SMITH, W. J.
BENNYHOFF, F. N.	FOSTER, A. P.	MELIN, J.	SOLARI, J. A.
BERG, J.	FRAGA, J. W.	MEYER, P. E.	SORENSEN, L. H.
BERTERO, A. J.	FRICK, J. H.	MIDDLETON, G. M.	SORENSEN, P.
BEST, A. W.	FRINK, C. A.	MILLER, M. C.	SOUZA, E. F.
BETTANNINI, J. J.	FULLER, A. W.	MOORE, E. L.	SPIVA, G. W.
BETTENCOURT, M. M.	FULLER, H. H.	MOOTS, B. B.	SPRY, H. H.
BINGHAM, J. W.	GALLAGHER, E. T.	MORRILL, V. W.	STAHLNECKER, J. H.
BIRDSALL, R.	GAMBLE, G. T.	MORRIS, L. L.	STAPP, H. E.
BITTICK, J. A.	GANEY, J.	MOSELEY, A. R.	STATES, W. L.
BODEN, J. E.	GASKINS, H. R.	MUGRIDGE, H. A.	STEEL, F. W.
BONE, H. G.	GIBSON, C.	MUNSON, E. E.	STENOVICH, N. F.
BRANDT, C. W.	GIBSON, L. H.	McCAULEY, G. W.	STEVENSON, H. B.
BREEDLOVE, J. G.	GIVEN, O. R.	McELROY, J. F.	STOWELL, W. R.
BROPHY, P. J.	GLATT, H. B.	McGLOTHLEN, H. L.	SULLIVAN, D. J.
BROWN, D. S.	GONSALVES, J. L.	McGREGOR, R. M.	SWEEM, H. J.
BROWN, J. A.	GORDON, M. P.	McILVEEN, R.	TASWLES, P.
BROWN, W. H.	GORHAM, G. B.	McKINNIE, F. C.	TAYLOR, A. W.
BRYANT, H. T. Sr.	GRAF, E.	McMANUS, C. J.	TAYLOR, W. M.
BURK, D. H. MRS.	GRIMES, F. H.	NANNARY, W. A.	TERRY, C. N.
BURKETT, C. A. Sr.	GROVES, E. R.	NELLIGAN, T. A.	THOMAS, C. R.
BYE, C.	HAGEN, C. F.	NELSON, C. H.	THOMAS, O. S.
CARBINE, F. W.	HAM, N. E.	NELSON, F. M.	THOMPSON, E. A.
CARSON, C. B.	HAMMA, G. P.	NELSON, N. L.	THOMPSON, W. E.
CELLI, A. N.	HANSEN, C.	NICHOLS, F. J.	THOMPSON, W. S.
CHICCONI, L.	HANSON, E. M.	NOTT, F. H.	TOBIN, P. R.
CHRISTY, R. E.	HARDER, L.	O'BRIEN, J. J.	TOROSSO, L.
COLLINS, R. J.	HARPER, S. J.	OLIN, A. M.	TROTT, S. E.
CORDER, R. W.	HATTLEY, E. G.	PAPPAS, C. A.	TRUMBO, C. G.
COUGHLIN, M. D.	HENRY, C. K.	PARKER, E. A.	TRURO, L. T.
CRONK, L.	HICKOK, C. M.	PARKINSON, J. K.	TYRRELL, C. D.
CROSSEN, G. W.	HILL, O. J.	PARRIS, T. N.	VANCE, B. O.
CURREY, J. B.	HUGHES, L. J.	PARRY, G.	VEDDER, G. C.
CURRIER, J. C. Sr.	HUTCHINGS, M.	PELIOS, A. B.	VELIOTES, J.
DANIELSON, R. E.	HUTCHINSON, G.	PERKINS, S. D.	VERBARG, G. MRS.
DARLOW, T. C.	IRWIN, D. A.	PERRY, C.	VILLEGAS, J.
DASELER, W. C.	JAMES, F.	PERRY, F. V.	WAIDE, J. W.
DAVENPORT, R. J.	JAMISON, S. I.	PERRY, S. J.	WARD, F.
DAVIS, B. R.	JENNER, P. H.	PIERS, A. J.	WATSON, T. F.
DAY, A. B.	JENNINGS, E. R.	PINKIERT, B.	WEBSTER, T. B. MRS.
DEAN, J.	JOHANSEN, H.	POINDEXTER, O. M.	WESLEY, E. E.
DeCOSTA, A.	JOHNSON, R. L. MISS	PONCIONI, V.	WEIKLY, J.
DeGREGORIO, P.	JOHNSTON, C. W.	PRATO, A. D.	WEYER, J. M.
DePANGHER, J. V.	JONES, B. W.	PRENTISS, P. F.	WHITTEN, A. H.
DEUEL, T. N.	JONES, E. B.	QUILICI, P.	WILKENS, D. C.
DEVELEY, H. M.	JONES, G. W.	QUILICI, V. M.	WILKS, E. L.
DILLAVOU, C. A.	JONES, R. L.	RATH, C. H.	WILLIAMS, A. E.
DILLON, J. B.	KANAVAN, F. N.	REAVES, L. D.	WILLIAMS, I. E.
DiMAGGIO, G.	KAUFMAN, R. C.	REED, T. F.	WILLIAMS, R. A.
DORITHY, L.	KELLER, E. W.	RILEY, W. A.	WILLIAMS, W. H.
DRAGOO, L. J. MISS	KILGORE, A. R. DR.	RINGGOLD, M. F.	WITHROW, R. N.
DRYDEN, C. M.	KILGORE, I. L.	ROBBIE, W. M.	WOCHOS, H. MRS.
DRYDEN, R.	KELLEY, O. J.	ROBERTS, J. W.	WOOD, E. H.
DUGGAN, J. J.	KIRK, F. A.	ROBERTS, P. B.	WOOD, W.
DUHIG, J. H.	KOCOTIS, T. K.	ROBINSON, E. R.	WOODALL, W. R.
DUNCAN, D. V.	KOGEONES, G. T.	RODERICK, I. F.	WOODS, D. T.
DYCUS, V. W.	LAMBERT, A. N.	ROWE, G. R.	WOODWARD, E. A.
DYKE, H. C.	LAMBERT, E. C.	RUSHMER, C. B.	WOOLVERTON, R. H.
EDGAR, T. W.	LAMBERTY, A. M.	RUTHERFORD, G. T.	YEAH, W. H.
ELLIS, F. T.			ZINN, E. L.

20 - YEAR PINS

ADAMS, C. F.	ALLEN, G. C.	ASHER, G. W.	BARRY, T. B.
ADAMS, F.	AMONDSSEN, H. S.	BAILLY, N.	BAUMERT, H. A.
ADAMS, J. E.	ANDERSON, J. S.	BALLARD, E.	BEARD, O. M.
ALBERTSON, J. G.	ARNALL, A. W.	BARCLAY, R. A.	BEATIE, H. B.

20 - YEAR PINS

BELL, B. D.
 BELLOWES, D. L.
 BERG, H.
 BERGFELD, J. L.
 BIESER, F.
 BIRDSALL, H. G.
 BISHOP, R. E.
 BIXLER, R. M.
 BOLL, F. J.
 BONNER, R. O.
 BOOTH, W. J.
 BORJAS, C.
 BRALEY, E. T.
 BRANTING, P. F.
 BROWN, L. M.
 BROWN, M. W.
 BURCH, G. A.
 BURKETT, C. A. Jr.
 BURT, J. H.
 BUTLER, J. M.
 BUTLER, M. J.
 BYBEE, C. E.
 BYRNE, F. K.
 CALCATERRA, P. J.
 CALLISTER, A.
 CANNON, L. G.
 CANTELOW, R. W.
 CARTER, L. B.
 CASANOVA, F.
 CAUGHEY, J. C.
 CHICCA, A.
 CHRISTIANSEN, C.
 CLAFFEY, F. M.
 CLASSEN, V. L.
 CLAYS, A. V.
 CLEGG, H.
 COLBERG, J. M.
 COLLETT, S.
 COMBS, C. A.
 COMPTON, A. L.
 COMPTON, R. M.
 CONDON, E. J.
 CONNOLLY, W. Z.
 COULAM, H. R.
 COVEY, R.
 COWAN, J. J.
 COX, C. E.
 COX, R. C.
 CRENSHAW, J. D.
 CRENSHAW, W. A.
 CROCKER, R. W.
 CRONAN, P. E.
 CROWDEN, J. O.
 CROWDER, A. H. MISS
 CROWE, O. J.
 CULLEY, N. S.
 CUNHA, C. F.
 CUTTING, C. E.
 DACK, J. E.
 DAMON, P. O.
 DARR, H. B.
 DAVERKOSEN, H.
 DAVIS, E. S.
 DAVIS, R. W.
 DECKER, C. S.
 DIETZ, S.
 DONNENWIRTH, A. C.
 DOOLING, C. W.
 DOUGLAS, G.
 DOUGLAS, J. J.
 DOWE, R. J.
 DOWNS, C.
 DROUILLARD, A. J.
 DUDLEY, J. N.
 DUFFY, P. J.
 DUNCAN, E. C.
 DUNTON, K. K.
 EAGER, E. C.
 EBY, B. J.
 ECHEGON, J. P.
 EDMUNDS, H.
 EDWARDS, J. A.
 EGAN, J. B.
 EMERSON, V. E.
 ENNIS, L. E.
 EVANS, M. W.
 FARLEY, C. J.
 FARLEY, F. E.
 FERGUSON, W. J.
 FIELDER, J. E.
 FISTER, T. E.
 FITTS, C. L.
 FLETCHER, J.
 FLORES, F.
 FLYNN, H. J.
 FONDA, E. D.
 FORD, W. O.
 FORTUNE, B. A.
 FOSHA, W. E.
 FOSTER, L.
 FUGETT, J. H.
 GALLARDO, A.
 GARCIA, S.
 GARGAN, J. C.
 GARRICK, L. D.
 GEIL, D. M.
 GEORGE, J.
 GERHARDT, H. E.
 GERMANN, C. L.
 GIBSON, H.
 GLOSTER, R. I.
 GONZALES, C. R.
 GOOD, R. E.
 GORDON, J. D.
 GRACE, J. W.
 GRAHAM, C.
 GREBENC, L.
 GRIFFITHS, T. F.
 GRUBBS, R. L.
 GRUMMETT, H. F.
 GUMM, H.
 HALL, J. B.
 HALLAM, W. J.
 HALVORSEN, C. H.
 HAMILTON, L. P.
 HANES, T. M.
 HANNIGAN, T. B.
 HANSEN, E.
 HARGROVE, H. R.
 HARRIS, P. B.
 HART, G. R.
 HAWKINS, C. L.
 HAZLETT, B.
 HEAD, R. E.
 HEAGERTY, D. F.
 HEAGNEY, H. G.
 HEINTZ, G. F.
 HENDERSON, L. F.
 HENNESSY, E.
 HERNANDEZ, D.
 HERNANDEZ, J.
 HILL, R. F.
 HILLAM, J. R.
 HINCH, C.
 HOLCOMB, J. V.
 HORTON, F.
 HOUSER, J. W.
 HOWARD, M. K. MRS.
 HOWELL, M. O.
 HOWELL, R. F.
 HOWELL, W. G.
 HUFFMAN, E. P.
 HUGGINS, D. B.
 HUNTER, T. D.
 HURLEY, M.
 HUTCHINSON, L.
 IVAN, L. A.
 JOHNSON, A. V.
 JOHNSON, A.
 JOHNSON, G.
 JOHNSON, G.
 JOHNSON, H. L.
 JOHNSON, I.
 JOHNSON, Y.
 JONCAS, E. W.
 JONES, C.
 JONES, D. W.
 JONES, H. D.
 JONES, W. S.
 KARRAS, G. J.
 KASPER, A. S.
 KEARNEY, P.
 KELLY, F. T.
 KENDALL, A. D.
 KENNEDY, W. E.
 KIRBY, O. L.
 KLEIN, H.
 KOEHN, J.
 KOROJOHN, M.
 KOSERIS, J. N.
 LAPHAM, A.
 LARSON, O. H.
 LEE, J. L.
 LEVY, W. G.
 LEWIS, J.
 LEWIS, S. H.
 LIND, E. B.
 LOMAS, R.
 LONG, T. J.
 LORENZANA, P. G.
 LOYD, H. H.
 LUCHESE, C.
 LUND, P. J.
 LYNCH, J. F.
 MacLEOD, M.
 MADISON, H. J.
 MAGUIRE, J. M.
 MAJOR, L. F.
 MANCA, S. L.
 MANGUM, C. W.
 MENICUCCI, P. J.
 MARILUCH, W.
 MARONEY, B. F.
 MARTIN, E. C.
 MARTIN, L. B.
 MARTINEZ, G.
 MARTY, J.
 MATTSON, O.
 MEDER, H. A.
 MENDOZA, G.
 MERCADO, J.
 MERCER, W. W.
 MEYERS, A. C.
 MILLER, W.
 MILLS, L.
 MITCHELL, B. M.
 MIX, G. A.
 MOORE, E. T.
 MOORE, J. E.
 MOORE, R. N.
 MORGAN, F. A.
 MORRIS, A. V.
 MORRISON, P. G.
 MORROW, W. J.
 MOSS, W. E.
 MOYES, E. S.
 MOYES, S. W.
 MUIR, W. C.
 MURCHIC, A.
 MURPHY, A. P.
 MURPHY, E. D.
 MURPHY, F. S.
 MURRAY, D.
 McBRAYER, G. N.
 McBRAYER, M. C.
 McCANN, J. B.
 McCARTHY, D. E.
 McCARTHY, R. J.
 McCLYMONDS, J. W.
 McCOY, W. J.
 McCULLOCH, J. E. MISS
 McDONALD, C. E.
 McGHAUEY, E.
 McKNIGHT, J. E.
 McLANAHAN, J. D.
 McMULLIN, F.
 McNABB, A. B.
 NANNINI, M.
 NAYLOR, G. W.
 NAYLOR, H. L.
 NELSON, J.
 NELSON, W. J.
 NICHOLAS, W. R.
 NIPPER, C. R.
 NORTON, G. M.
 NOWELL, O. A.
 ODERMATT, C. W.
 OELS, C. A.
 O'KELLY, H.
 OLIVERA, M.
 O'MALLEY, I. F.
 O'NORTHAM, D.
 O'SULLIVAN, J. J.
 OWEN, O. X.
 PAOLETTI, J.
 PAPPAS, G.
 PAQUETTE, F. J.
 PARKER, F. J.
 PATTERSON, G. H.
 PATTERSON, G. R.
 PELZMAN, J.
 PENNER, E.
 PERRINE, H. F.
 PETERS, F. E.
 PETERSEN, A.
 PETERSON, E. P.
 PHILLIPS, G.
 PICKARD, D. H.
 PIERCE, R. W.
 POTTER, J. A.
 POUNDS, R. J.
 POWERS, P.
 POWERS, W. J.
 PRATT, R. C.
 PRESTON, R. T.
 PRINGLE, M.
 PULLEN, J. B.
 RAAB, G. L.
 RACINE, W. A.
 RADA, D.
 RAGUSA, M.
 RAMIREZ, J.
 RANDOLPH, R. G.
 RAY, K. A.
 REAMES, B. L.
 REPERT, B. F.
 RICHARDS, C. P.
 RICHARDSON, D. G.
 ROBERTS, N. F.
 RODDY, J. E.
 RODRIQUEZ, L. E.
 ROKE, A. E.
 ROMERO, F.
 RONAN, R. T.
 ROPER, M. W.
 ROTZLER, W. C.
 ROWE, F. M.
 RUDLAND, A. E.
 SALOMAN, A. C.
 SANFORD, A. E.
 SCHOENFELD, R.
 SCHRADER, H. E.
 SCHROEDER, A. MRS.
 SCOTT, R. H.
 SEBRING, J. C.
 SEI, A.
 SHEPARD, O. C.
 SHOEPLEIN, N. A.
 SHOLL, W. M.
 SHOSTROM, V.

20 - YEAR PINS

SHOWLER, T. W.
SIEGAL, J. P.
SILLINERI, L. L.
SILVA, C. A.
SIMMONS, B. J.
SINGH, C.
SMITH, A. J.
SMITH, T.
SMITH, T. T.
SMITTEN, H. M.
SNIDER, G. A.
SNOWBERGER, G. A.
SORENSEN, J. H.
SOULE, W. A.
SPANN, W. C.
SPOWART, D. J.
SPRADLIN, H. D.
STADLER, A.

STEINERT, H. W.
STOKES, L. R.
STRATTON, F. B.
STRICKLER, A. C.
SULLIVAN, C., MISS
SULLIVAN, J. H.
SURJAN, N.
SWANSON, J.
SWARTZBURG, L.
SWEENEY, A. E.
TAYLOR, J.
TAYLOR, R. R.
TAYLOR, W. F.
THOMAS, F. H.
THOMPSON, F. W.
TOLLEFSON, I.
TOOMEY, M. L.
TORGERSON, E. T.

TORRES, B.
TOUT, W. E.
TRIMBLE, G. S.
TROLLINGER, J. L.
TSEKURAS, J.
TWOHIG, L. R.
TYLER, H. P. MRS.
TYROFF, F.
UGRIN, F.
VANDERVOORT, H. E.
VAN HOOREBEKE, H. W.
VOLFI, A.
VRAGNISAN, J.
WALTS, F. O.
WECKERLE, H. I.
WELLIVER, A. L.
WEST, J. O.
WHITE, A.

WHITE, E.
WHITE, W. A.
WHITTLESEY, A. G.
WILKINSON, J. L.
WILLIAMS, A.
WILLIAMS, C., MISS
WILLIAMS, F. O.
WILLIAMS, L.
WILLIG, F. C.
WILSON, C. S.
WILSTRUP, G.
WINTON, T.
WISE, W. H.
WRAGG, K. L.
WYCHE, P. L.
YARRINGTON, L. B.
YOUNGBLOOD, R. G.
ZACKERSON, G. A.

15 - YEAR PINS

ACKERET, R. L.
ADAMS, O.
ADDIS, G. J.
ALERICH, T.
ALLEN, C. L.
AMOS, J. L. Jr.
ANDERSON, A. L.
ANDERSON, V.
ANDERSON, W. B.
ANDREASEN, A.
ARRUDA, J. C.
ASHLEY, C. L.
ASVITT, W. F.
BAHNMILLER, J. E.
BAIRD, J. C.
BAKER, A. G.
BAKER, T. W.
BALDWIN, I. C.
BANCROFT, J. R.
BANKS, R. L.
BARNETT, J.
BARNETT, W. H.
BARRY, C. R.
BASHFORD, H. T.
BEEBE, R. R.
BEITEL, E. H.
BENTZ, E. S.
BERG, W. M.
BERGMAN, G.
BINGHAM, R. W.
BINGHAM, T.
BLYDENBURGH, A. H.
BOATES, G. C.
BONHAM, E. W.
BOULWARE, F. R.
BOWERS, W. S.
BRADY, J. H.
BRAIN, V. C.
BRANHAM, R. A.
BRAVO, F. P.
BREE, T. W.
BRIDGES, C. W.
BRIDGES, F. O.
BROWN, A. C.
BROWN, J. R.
BROWN, P. L.
BROWN, T. P.
BROWN, W. C.
BRUSCO, M.
BUELL, C. W.
BUNKER, J. H.
BURNS, W. A.
BURROWS, F. C.
BUTLER, G. E.
BUTLER, R.
BUTTERIES, A. J.
BYRD, M. B.

CADJEW, C. C.
CALVIN, K. H.
CARLOCK, A. W.
CARNAHAN, R.
CARR, V. J.
CARRILLO, M.
CARROLL, T. J.
CARSNER, F. L.
CASEY, R. F.
CAVENDER, J. C.
CEHAND, J. D.
CELLI, T.
CHAPEN, P.
CHAPMAN, J. W.
CHAPMAN, W. Sr.
CHARLEBOIS, D. C.
CHARLEY, S.
CHRISTENSEN, A. J.
CHRISTOPULOS, P. A.
CLARK, W. W.
CLIFFORD, H.
COBIAN, M. D.
COLE, R. L.
COLEMAN, R. W.
COLLINS, J. L.
COMPTON, S. N.
CONDON, J. L.
CONTRERAS, N.
COOK, J. A.
COOK, J. L.
COOK, W. B.
COON, E. S.
COPELAND, D. W.
COPELAND, F. M.
CORRA, A. B.
CORVEN, J. E.
CORVEN, S. B.
COSTELLO, D. T.
COTTLE, T.
COUPIN, J. H.
CRAWFORD, C. W.
CROSLY, T. E.
CROSS, E. B.
CUSENZA, T.
CZEIKOWITZ, R. F.
CZEKALLA, A.
DAILEY, H.
DALTON, R.
DART, E. O.
DAVIS, F. F.
DAVIS, L. T.
DEMSON, L. R.
DEUTSCH, G. M.
DEWEY, B.
DILLON, E. M.
DISOTEL, C. J.
DOANE, C. L.

DODDS, S. F.
DORRIS, G. L.
DOYLE, F. E.
DREW, H. B.
DRURY, J. F.
DUNLAP, J. J.
DUNN, W. T.
DUSTIN, C. M.
ECKENROAD, C. G.
EDGERTON, W. D.
EDWARDS, H. W.
EDWARDS, V. H.
ELLIOT, H. H.
ELCHINGER, E. A.
ELSHOLZ, L.
EMERSON, W. C.
ENGLERBRIGHT, E. W.
ENGLISH, I. B.
ENGSTROM, J. E.
ERICKSON, R. H.
EVANS, G. H.
EVICK, F.
FAHY, P. A.
FALLON, D. A.
FAUNTLEROY, W. A.
FEELEY, C. J.
FEGLEY, H. R.
FIELD, L. S.
FIELDS, C. F.
FIGHTMASTER, E. E.
FINCH, C.
FINLEY, I. V.
FISCHER, C. J.
FISCHER, L. J.
FITZPATRICK, H. J.
FLAIG, C.
FORD, M. H.
FORSETH, C. E.
FOSTER, V. A.
FOX, G. E.
FOX, J. H.
FOX, R. K.
FRANCIS, H. W.
FREEMAN, C. W.
FREY, W. L.
FRITSCHER, F. F.
FRITZ, J. C.
GAFFNEY, C. E.
GALATI, J.
GARCIA, F.
GARNER, P.
GARRIS, J. D.
GARTNER, L. F.
GAVEY, J. W.
GEIL, W. W.
GIANETTI, A.
GIBSON, R. E.

GIBSON, S.
GIERSCH, E. F.
GIESSER, J. L.
GILBRAITH, T.
GILLIAM, J. F.
GIULIO, A. J.
GLENN, A. O.
GOMMER, E.
GONCALVES, F. Jr.
GOOD, W. D.
GORTON, A. E.
GRACANIN, S.
GRAHAM, C. E. Sr.
GRAHAM, H. W.
GRANADOS, R.
GREEN, A.
GROOM, R. D.
GUDMUNDSON, S. C.
GUY, L. E.
HAINES, J. H.
HAMBY, L. J.
HAMILTON, J. P.
HANCOCK, H.
HANLON, T.
HARDY, G. J.
HARDY, J. D.
HARDY, T.
HARMON, C. R.
HARRIS, A. W.
HART, C. E.
HART, U.
HARTON, B.
HARVEY, C. C.
HASTINGS, J. L.
HATFIELD, O.
HAYS, O. F.
HECKER, E. H.
HECOX, O. C.
HELMICK, R. F.
HENDERSON, J. W.
HENRICKSEN, S.
HENSLEY, E. L.
HERDMAN, E. D.
HERNANDEZ, J. J.
HERNANDEZ, J.
HERRON, J. R.
HETTINGER, C. F.
HIATT, S. F.
HICKMAN, M. V.
HILTON, H. T.
HILTON, S.
HINTON, B.
HIRBISH, N.
HOFFMAN, D.
HOIT, E. R.
HOLLENBECK, R. A.
HOLLIS, E.

15 - YEAR PINS

- HOLLISTER, C. B.
 HORN, W. E.
 HORTON, C. G.
 HOWARD, A. W.
 HOWARD, V.
 HOWELL, F. E.
 HUGHES, A. V.
 HUNTER, H. H.
 HYLAND, J. H.
 JACKSON, A. C.
 JALACICH, J.
 JAMES, J. L.
 JARAMILLO, E.
 JARRELL, W. C.
 JEFFREY, J. F.
 JENSEN, O. D.
 JERABEK, J.
 JIRAL, R. A.
 JOHNSON, N.
 JOHNSTON, G. T.
 JONES, A. E.
 JONES, L. H.
 JORGENSEN, H. A.
 KEANE, J. J.
 KEARNS, T.
 KEIL, H.
 KELLY, F. A.
 KELLY, H. J.
 KELLY, T.
 KELLY, W. C.
 KENNEDY, C. C.
 KERN, F. G.
 KETCHMARK, W. G.
 KIRCH, J. J.
 KIRKLAND, C. M.
 KISTLER, R. S.
 KNOX, E. W.
 KOCH, F.
 KRAMER, L. L.
 KRULIC, V.
 LaBARGE, L. J.
 LAMPLEY, S. V.
 LAMPMAN, H. B.
 LANDEROS, J.
 LARSEN, H. J.
 LARSON, E. A.
 LARSON, L. B.
 LATHAM, J.
 LATHROP, L.
 LAUGHLIN, D.
 LAWRENCE, H. R.
 LAWSON, C. O.
 LEMON, F. F.
 LeQUELLAC, A. C.
 LERNER, W. H.
 LESSLEY, F. H.
 LEWIS, A. C.
 LIBBE, M. C.
 LICHTI, G.
 LIECHTY, A. R.
 LIGHT, F.
 LIMIT, J. C.
 LIND, O. W.
 LINDQUIST, E. H.
 LISENBEE, E. C.
 LISENBEE, T. C.
 LONDON, T. P.
 LONG, S. M.
 LOPEZ, E. D.
 LORENZ, G. M.
 LORSHETER, F. J.
 LOZANCICH, S.
 LUCKEY, T. C.
 LUND, A. H.
 MADDOX, J. A.
 MAGSON, J.
 MAHLIN, H. G.
 MAIN, H. Jr.
 MAJESTIC, M. F.
- MALSTROM, C. F.
 MANAHAN, J. A.
 MANNING, M. F.
 MARQUEZ, A.
 MARCHAND, C. H.
 MARSHALL, D. C.
 MARTELO, S. L.
 MARTIN, V. A.
 MARTINEZ, F.
 MATICH, M. M.
 MAYFIELD, P. MISS
 MERCER, H. H.
 MERCHANT, G. L.
 MESSER, H. E.
 METTET, A. H.
 MICHELSON, L. D.
 MILLER, H. W.
 MILLFELT, E. R.
 MINOR, M.
 MITTELBERG, W. C.
 MOLDENHAUER, A.
 MONAHAN, D.
 MONTANELLI, A. A.
 MOODY, G. R.
 MORLOCK, O. M.
 MORRISEY, C. J.
 MORAN, J. P.
 MORTENSEN, H. D.
 MORTON, E.
 MORTON, G. W.
 MOULTON, N. T.
 MURPHY, P. H.
 MURRAY, E. P.
 MURRAY, J. F.
 MYERS, C. L.
 MYERS, C.
 McALISTER, P.
 McCARTHY, E. A.
 McCLINTOCK, J. H.
 McCOLLAM, F. T.
 McCOMISH, J.
 McCULLEY, B.
 McDANIELS, M.
 McDERMOTT, M. MISS
 McDONALD, H.
 McDONALD, L. E.
 McDONALD, W. W.
 McEVILLY, J.
 McKINLEY, E. D.
 McLAUGHLIN, P. A.
 McNEILL, B. L.
 McQUARRIE, R. L.
 McQUILLAN, F. P.
 NEILSEN, S.
 NELSON, A. B.
 NELSON, E. W.
 NELSON, L. F.
 NELSON, V. A.
 NOLAN, J. C.
 NOLDIN, E. R.
 NORDEN, C. A.
 NORDHOLM, C. A.
 NUZMAN, A. M.
 OMNES, F. L.
 OOLEY, C. V.
 OTANEZ, F.
 OTT, J.
 OTTOSON, A. A.
 PAINE, L.
 PARKER, H. Q.
 PARKER, W. F.
 PARKINSON, L. C.
 PARKS, J. H.
 PARROTT, E. G.
 PATERSON, J.
 PATTERSON, W. T.
 PAULE, C. F.
 PEACOCK, W. P.
 PEDROTTI, M.
- PEDROZA, J. G.
 PELZMAN, F. J.
 PENINGER, E. L.
 PERKINS, A. G.
 PERKINS, L. F.
 PERKINS, W. E.
 PETERS, R.
 PETERSON, B.
 PETERSON, L. E. MRS.
 PETRICK, H. E.
 PICANSO, J. D.
 PIERCE, J. I.
 POND, W. R.
 POTTER, O. C.
 POULTERER, H. E.
 PREISMAN, A.
 PRICE, J. B.
 PROCARIONE, J.
 PUMPHREY, A. C.
 QUIGLEY, H. J.
 QUINTERO, J.
 RANKIN, A. M.
 RATHBURN, R. F.
 REAY, S.
 REED, S.
 REY, M.
 RICH, R. W.
 RICE, J.
 RICE, J. C.
 RICHARDSON, B. D.
 RICHARDSON, E. C.
 RICHARDSON, R. E.
 RICHINS, V. N.
 RICHMOND, D.
 RICKMON, R. F.
 RICKMON, R. P.
 RINTALA, A. F.
 ROBERTSON, H. P.
 ROLFE, C. P.
 ROWBERRY, W. L.
 ROWELL, C. L.
 RUEPP, R.
 RUNGE, R. L.
 RUSHING, L.
 RUTHERFORD, J. G.
 RUTHERFORD, P. E.
 RYBICKI, R. C.
 RYDER, C. L.
 SALES, J. G.
 SANDERS, O. V.
 SANDERS, R. V.
 SANDSTROM, J.
 SARGENT, R. A.
 SARINANA, J.
 SAUNDERS, A. B.
 SAUNDERS, F. J.
 SAXTON, G. M.
 SCHMIDLIN, J. E.
 SCHUEPBACH, I.
 SCOTT, J.
 SEATON, F. D.
 SEAVERS, H. F.
 SECOR, H. E.
 SEGUR, D. F.
 SELLS, B. C.
 SHAFLEY, W. E.
 SHINE, G. J.
 SHUSTER, F.
 SIBLEY, B.
 SIECKMAN, W. F.
 SILFVAST, A. W.
 SILVA, W. F.
 SIMONSEN, O. G.
 SINGH, K.
 SKOOTSKY, A.
 SMALES, J. E.
 SMITH, A. J.
 SMITH, A. M.
 SMITH, F.
- SMITH, H. E.
 SMITH, L. J.
 SMITH, R. J.
 SNYDER, C. N.
 SOMERS, D. E.
 SOMMERS, W. R.
 SPOON, C. G.
 STAMOS, E. G.
 STAPP, H. F.
 STENDER, A. J.
 STEPHENS, F.
 STEVENSON, S. W.
 STEWART, R. B.
 STITT, J. R.
 STOCKWELL, J. R.
 STODDART, O. P.
 STONE, J. F.
 STONEY, K. R.
 STORY, C. C.
 STRACHAN, J. R.
 STUDER, W. P.
 SULLIVAN, C. E.
 SULLIVAN, D. W.
 SULLIVAN, J.
 SULLIVAN, T. N.
 SUTHERLAND, C. W.
 SUTHERLAND, H. J.
 SWAIN, E. P.
 SWANSON, F.
 SWANSON, W. E.
 SWEENEY, W. K.
 SWITZER, G.
 SYPHER, J.
 TACKETT, C. N.
 TANNER, A. F.
 TAYLOR, C. A.
 TEICHMAN, H. M.
 TETLOW, M. E.
 THATCHER, A. D.
 THOMAS, F. E.
 THOMPSON, C. V.
 TILBURY, G. W.
 TILLERY, W. I.
 TOMLINSON, E. L.
 TOOMEY, O. M.
 TRANSUE, C.
 TRAVEL, R. E.
 TROUPE, C.
 TROUT, N.
 TUCKER, J. M.
 TUCKER, W. T.
 UHL, C. A.
 VAIL, B. J.
 VAN ALSTYNE, M. E.
 VAN BENTHUSEN, J. O.
 VANSKIKE, W. E.
 VASQUEZ, F.
 VEALE, G. E.
 VETTER, C. N.
 VINTON, J. S.
 VICARI, P.
 WADSWORTH, T. P.
 WAKEFIELD, M. H.
 WAKEMAN, J. D.
 WALLACE, J. F.
 WALLACE, J. F. Jr.
 WALLIS, L.
 WALTERS, W.
 WARREN, G. E.
 WALTERS, L. P.
 WATSON, W. R. MRS.
 WEAST, G.
 WEATHERSBY, H. P.
 WEBB, J. A.
 WEIBEL, W. T.
 WEIMER, C. F.
 WELLS, W. C.
 WEMMER, C. L.
 WENIG, G. K.

WERNER, P. F.
WEST, W. F.
WHEELER, J. G.
WHITE, J. F.
WHITE, P. E.
WHITLOCK, G. T.
WHITMAN, C. E.

WILFONG, J. A.
WILKINSON, J. W.
WILLIAMS, G. F.
WILLIAMS, G. H.
WILLIAMS, J. E.
WILLIAMS, J. F.
WILLIAMS, S.

WILSON, E.
WILSON, S. C.
WILSON, F. E.
WINENOW, F. E.
WOOD, M. C.
WOODWARD, B. H.
WORK, F. V.

WRIGHT, J. G.
WRIGHT, J. W.
WURTH, J. A.
YARRINGTON, G. F.
YOE, H. M.
ZAHN, J.
ZUBER, H. W.

10 - YEAR PINS

ADLER, G.
ALDANE, J.
ALLAIN, F.
ALLEN, M. Jr.
ALLRED, F. M.
AMPARAN, P. V.
ANDERSON, N. G.
ANDREWS, E. W.
ARGO, W. D.
ATKINSON, F. E.
BAKER, S.
BARLOW, R. J.
BARNETT, J. I.
BARRETT, J. F.
BATES, W. L.
BEDIENT, F. E.
BEEM, C. M.
BENISH, R. J.
BENNETT, C. C.
BLAGG, R. N.
BOBLET, J. A.
BOEBERT, W. F.
BOGUS, L. J.
BORDING, W.
BOWERS, L. L.
BOWLER, J. D.
BOWMAN, M.
BRANTING, H. D.
BREW, D. G.
BREWER, J. W.
BROCKMAN, W. J.
BROWN, J. R.
BROWN, C. R.
BURKE, R. E.
CABRERO, C.
CALKINS, J. C.
CANFIELD, M. L.
CAMERENA, T. M.
CARL, J. T.
CARLISLE, H.
CARSON, G. H.
CASTELLANOS, Y.
CASTRO, J.
CHAPMAN, R. A.
CITRON, P.
CLARK, M. T.
CLONTZ, C. G.
COAKLEY, J. J.
COPE, J. R.
COPENHAGEN, D. H.
CORVEN, J. B.
COWAN, J. J.
CRUIKSHANK, J. W.
CUTRIGHT, F. H.
DAVENPORT, S. A.
DAY, G.
DEL MORO, P.
DELVENTHAL, L. F. Jr.
DENNEY, G. B.
DOTSON, J. A.
DOURAS, S.

DRENNAN, N. A.
DuBOIS, W. R.
DUCK, C. C.
DuFOUR, E.
ECKER, A.
EDLER, P. S.
EIQUIHUA, B.
ELIESON, P.
ELLIOTT, C. L.
ELLIOTT, F. E.
ELLIOTT, H. H.
ERICKSON, O.
ESPINOZA, F.
EVANS, O. W.
FAYE, C. K.
FERGUSON, A. W.
FERGUSON, E. L.
FLETCHER, G.
FLETCHER, W. H.
FLOOD, B. J.
FRANCEN, C.
FRATANGELO, L. E.
GARWOOD, V. A.
GARZA, V. C.
GEARHART, S. E.
GEDDES, V.
GOERTZ, H. M.
GOMEZ, M.
GOODWIN, J. O.
GOSNEY, L. J.
GRAHAM, L. J.
GREEN, J. R.
GUMESINDO, V.
GURROLA, S.
HALL, R.
HAMER, J. F.
HAMILTON, J. A.
HAMMOND, L. F.
HANLEY, L. P.
HANSEN, R.
HANSEN, R. A.
HARALDSON, E.
HARGRAVE, S. J.
HARRINGTON, H. H.
HARRIS, D. W.
HARVEY, W. G.
HATFIELD, W. L.
HEDGE, C.
HENDERSON, R. A.
HERMAN, C.
HICKEY, J. J.
HIGLEY, C. L.
HODSON, J. J.
HOLSCLAW, H. A.
HOWARD, T. D.
HUTCHINSON, D. G.
HUTCHINSON, H. A.
JACKSON, R. M.
JAEGER, H. W.
JOHNSON, K. W.
JOHNSON, T. M.

JONES, B. A.
JONES, J. W.
JONES, L. C.
KATSOVOS, P.
KELLY, P.
KENNEDY, W. T.
KIDD, M. C.
KILGOUR, J. M.
KIMBALL, L. Q.
KIZER, M. L.
KNIGHT, R. L.
LAUGHLIN, Jr. Sr.
LEE, D. W.
LEWIS, K. D.
LEWALLEN, C. W.
LEYVA, F.
LEYVA, J.
LINDLEY, B. J.
LIPPARELLI, A.
LORD, J. E.
LUJANO, B.
LYLES, O. E.
MACKEY, A. T.
MARTIN, J. J.
MEAD, O. G.
MENZIES, N. W.
MIKKELSEN, M. W.
MILANO, M. R.
MILES, A.
MILLER, D. C.
MILLER, W. H.
MLAKAR, F.
MONTEZ, A.
MOORE, E. P.
MORAN, T.
MORRISON, A.
MORROW, W. J.
MOSBACH, R. C.
MOSS, W. E.
MURPHY, C. M.
MURRAY, J. V.
McCANN, E. L.
McCREADY, D. C.
McGOVERN, J. A.
McKELLIPS, E. R.
McKENZIE, J. F.
McNEILL, B. L.
McPHERSON, E. R.
McPHERSON, N. A.
NASH, H. L.
NAVARRA, J.
NELSON, E.
NELSON, J. C.
NUZMAN, R.
NYBERG, C.
O'KEEFE, B. C.
OTT, R. T.
OWEN, E. F.
PADDOCK, J. W.
PARK, O. A.
PARTAIN, E. L.

PENZEL, A. T.
PEREIRA, A. E.
PERRY, J. M.
PERRY, L. W.
PINKHAM, J. H.
PINKHAM, T.
PLESKO, T.
PORRIA, T. J.
POULOS, G. G.
POWERS, H. C.
QUACKENBUSH, A. D.
RAMIREZ, J. S.
RAYMOND, R. E.
REITH, F. C.
RICHARDSON, D. F.
RICHICHI, S.
RIESS, R. W.
ROBYLER, V. C.
ROMAINE, B.
ROTH, W. E.
SAWYER, P. C.
SCHWYHART, E. E.
SCOTT, G. S.
SEMENZA, F. P.
SHELMERDINE, P.
SKOOTSKY, A. S.
SMALL, R. L.
SMITH, W. J.
SPENCER, L. B.
STANBERRY, R. V.
STARR, J. N.
STEINER, F. X.
STERNER, J. C.
STEWART, D. C.
STITH, R. C.
STOGSDILL, F. W.
STONESTREET, G. W.
STOUT, W. H.
SWARTSFAGER, R. O.
THEOBALD, W.
THOMAS, A. C.
THOMSON, A. P.
TIBBEDEAUX, S. A.
TONKIN, A.
VELASICH, M.
WAISTELL, R. H.
WARREN, R. L.
WEBB, E. A.
WEYMAN, G.
WHITLEY, H.
WIEST, M.
WIGHTMAN, D.
WIKANDER, W.
WILLIAMS, R. E.
WOODS, C.
WYMAN, H. G.
YOUNG, W. H.
YOUNT, H. E.
YSLAS, A.
ZENT, W. C.

* Our service pin is just about normal size for an emblem of that sort, isn't it? But the job behind the delivery of the pins to all those named above was not normal by any means! And the man behind the job behind the delivery of the pins was Logan Paine, assistant secretary of the company attached to our president's staff. After the project was approved, Logan took over and labored indefatigably for many weeks perfecting all arrangements. Naturally, the task could not be entirely accomplished by one man. Assisting Logan in various ways were Blanche Dewey, Dorothy Davidson, Mary McConnell, Jo Bein, Dorothy Peck, Marvel Levy, Leon Sherwood, Syd Henricksen, Dick Beltz and Charlie Craig. While principle credit for the job goes to Logan, he is grateful to all those who assisted in ironing out the details.

RANDOM

★ **Agnes (Aggie) Welch**, our faithful staff reporter at Sacramento since the current editor's first effort in December 1943, has tendered her resignation. What can one say when an arm is severed? We will sadly miss you and your dependable column, Aggie. The good wishes you send us are heartily reciprocated and we hope you thoroughly enjoy the vacation...and we are not referring to your resignation!

And while we're talking about loyal service and members of the fair sex, we'd like to pin verbal medals on **Anna Belle Albrecht**, agent at Gerlach; and telegraphers **Edna Scott** (Stockton), **Lucille Peterson** (Oroville) and **Florence McClure** (Winnemucca). Among others, they have done and are doing outstanding jobs.

We've kidded a great deal about Wendover, the garden spot of the salt flats! Soon we may have to eat those words! **Chris Sheerin's** Elko Daily Free Press reports that Utah's department of publicity and industrial development (**Ora Bundy**, commissioner) is considering a program of beautification and recreational development; further, that residents of Wendover have asked for incorporation! **Portolans, please note!** Strangely, it is said that "incorporation as a city will make available Federal funds to Wendover, Utah, for installation of parks and other projects." Where, now, is this misguided talk at Portola about incorporation of a community making Federal funds not available for improvements.

The old war-horse can't refrain from calling attention to the fact that U. S. Government Series E bond purchases are being well maintained at a high level, with 80% of all E bonds purchased since May 1941 still in the hands of original owners. Apparently still a good way to save your money!

Ray Lee, of our GO treasurer's staff, returned from the wars too late last month to make **Jack Hyland's** column. The editor being tardy, Ray makes the news here. Welcome home and best wishes, Ray.

Winton V. Hanson, erstwhile Captain, U. S. A. and our TF&PA at Milwaukee, Wisconsin, was appointed TF&PA at San Jose March 1st. Good luck, Winton.

Floella Jones, of our Wendover yard office, who was doing a chore of staff-reporting for us, has resigned—from The Headlight! We appreciate your cooperation, Floella. **Henry Wallock** has taken over for us at Wendover.

In company with **Joe Wheeler**, **Tom Brown** and **Tal Kelly**, on one of our 39s last month, we enjoyed a visit with **John F. Harbeson**, a Philadelphia architect associated with the Edw. G. Budd Mfg. Company and **Lawrence F. Hanke**, director-decorative designing, of the **Burlington Railroad**. Their visit was in connection with our new California Zephyrs. Harbeson is also a collector of very unusual chess sets as described in the initial issue of HOLIDAY.

The new Blue Room at the Wendover (Arms) Hotel, opened March 19, must be seen to be believed. Resident Manager **Charlie Weinberg** really has something now. Paint has been applied liberally throughout the building. The handsome kitchen now has two huge refrigerator rooms...one for meat and the second for other perishables. It's a fine step in the right direction. Take good care of it, boys! Trainmaster Kil's description of the grand opening arrived too late for this issue. Look for it next month!

Bill Deuver, of our Chicago office, was noted on line getting a first-hand look at things. Hope he enjoyed his visit.

Early last month, the editor barged into a safety discussion in Ass't. Trainmaster "**Kil**" **Kilgore's** "study" being conducted by Roadmaster **Andy Thompson** and Conductor **Jim Collins**, local chairman for the BRT. The editor listened attentively! No, there will be no verbatim report!

We don't often mention personalities of other railroads, but will make an exception in the case of the party at Salt Lake City given by Rio Grande people for **Bill Howe**, who retired as their ass't traffic manager on March 1st. **Fred Hogue** was there, as were **Ollie Grimes**, **Bill Carey**, **Knox Bradford**, **Henry Riggert**, **Sterling Lawrence** and **Sam Burnside**, all of the Grande. The WP was there too in the persons of **Ray Coulam**, **Charlie Fischer**, **Bob Crocker**, **Bill Crossen**, **Bill Silfvast** and the editor.

Rio Grande's FTM **Bill Carey** flattered us no little with the news that he has kept and is maintaining a complete file of The Headlight. We thrive on news of that kind!

After our March issue went to press, we read in the San Francisco CALL-BULLETIN that **Harold Perazzo**, of the same city, has a toy rail system of some 600 feet of track, 22 passenger and 50 freight cars, two locomotives and a Diesel engine, all built to scale of a quarter-inch to the foot. His "railroad" is built against a background of tiny houses, railroad stations, water towers and motor roads. The item said Perazzo's "chief interest is in reproducing in miniature the rolling equipment of the Western Pacific Railroad." First we heard of it. Thought you'd like to know!

SPORTS REVIEW

By **Jack Hyland**

★ The final curtain is gradually lowering on the Western Pacific Bowling League's 1945-46 schedule for only two more weeks remain, after which the winning team of the second-half will play the winners (Auditors) of the first half for the Grand Championship. From the following standings, it will be noted we cannot predict the winner for any of the first six teams could (by a miracle) wind up in first place with six remaining games to be played. This list includes games of March 14th:

	Won	Lost	H.G.	H.S.
Freight Agents	22	14	864	2438
Traffickers	20	16	884	2425
Auditors	20	16	835	2430
Freight Accounts	20	16	871	2504
Oakland Carmen	19	17	871	2438
Transportation	18	18	874	2437
Passenger Traffic	14	22	845	2408
Engineers	11	25	824	2338

Bill Wilkinson (Oakland Carmen) by virtue of consistent bowling still maintains the leadership with a 172 average, with **Joe Corven's** 169 and **Pete Casey's** 166 average placing them in 2nd and 3rd spots. The rest of the "Big Ten" list includes:

	Gms.	Avg.	H.G.	H.S.
Wilkinson	36	172	228	579
Corven, Joe	33	169	230	572
Casey	36	166	204	505
Hyland	36	165	219	570
Nordberg	24	165	213	559
Prise	33	164	224	552
Heagney	36	163	226	556
Murphy	36	161	226	595
Brown	30	161	210	527
Kyle	36	159	203	526

The S.P. Bowling Tournament of Feb. 23rd-24th had a great turn out with 32 teams, 58 doubles and 112 singles' events—out of which we placed in the Team Events: Traffickers-2949 (6th—and in the money); then Auditors-2741 (20th); Frt. Agents-2704 (22nd) and Transportation 2690 (27th). Doubles event, **Pete Casey** and **Tom Kyle**-1208 (11th); Singles, **Joe Corven**-614 (21st); All Events, **Pete Casey** 1860 (4th). We greatly appreciated the invitation extended us by the Southern Pacific Bowling League and hope to do better next year.

Local Sports—sometimes during the early part of April our **Tennis Tournament** will get under way; and practice has already started for the **W.P. Softball team** which will play in the S.F. Industrial League starting April 22nd. Additional details will appear in our "Tale-lite" publication just released.

RAILROAD PUBLIC AND EMPLOYEE RELATIONS . . . A Commentary

EDITOR'S NOTE: Because we believe that in the fields of public and employe relations there's still room for tremendous improvement on most of the nation's railroads, we offer our readers, with permission of Railway Age, what we consider an enlightening discussion of the subject written to the editor of "Railway Age" in January, by Douglass Welch, staff writer for Seattle's Post-Intelligencer.

Col. Robert S. Henry's "Diagnosis of RR's Public Relations Task", which previously appeared in "Railway Age" and to which Mr. Welch refers, concluded with the words . . . "Success in such an effort to *inform* railroad men about the business of which they are a part, and to *enthusias* them with its possibilities and meaning, could mean a million 'missionaries' . . . a mighty force toward the sound public policies of transportation upon which so largely depends the future of the railroads *and of all connected with them.*" The last italics are ours. We know many of our 5,500 or more fellow-employees are now "missionaries" for the Western Pacific, if not for all railroads. We hope our efforts now and then will result in increasing the number of those intelligently equipped to protect their future.

We hope, too, for some realism from those railroads on whom the editor of "Railway Age" has "put the finger" when he said . . . "The point, of course, is that if the railroads, generally speaking, have not staffed themselves adequately to deal even with their press relations to a degree commensurate with the need, they are obviously falling even further short of the requirements in the more comprehensive job of public relations in its entirety. *A one or two man department isn't big enough to do this job properly—and many railroads do not even have that.*"

Mr. Welch's letter . . .

"This is an unsolicited commentary on railroad public relations. It's something I've long wanted to say out of a genuine liking and appreciation for the railroad industry, and it is something that must be said and must be understood by a great many persons in that industry before there is any considerable improvement in railroad relations with the press, radio and magazine media, and, through them, with the public.

"It is prompted by Robert S. Henry's article in your issue of January 12, "Diagnosis of RR's Public Relations Task." It was a good article of its kind, to be sure; well written and nicely organized. Still I had the feeling that it was scarcely more than a reaffirmation of the need of railroads for better public relations.

"I wondered as I read it exactly what it would mean to a roadmaster, a chief dispatcher, a division superintendent or a city passenger agent, and I came to the conclusion that it would mean very little. It told nothing about the very practical business of *getting* favorable publicity into newspapers, magazines and on the radio for one railroad in particular and for the industry in general.

"And until your roadmaster, your chief dispatcher, your division superintendent and others at their level are made to see the desirability of better public relations and until they have been instructed how to improve such relations, there can be very little improvement.

"Mr. Henry does say that the job is one for the whole industry. But he leaves it there. I don't doubt for a moment that he personally would know exactly how to interest a magazine editor in an article favoring the industry. I am sure he could talk a city editor into moderating a story about a railroad accident, giving the railroad at least a fair break. And I am quite certain that if he wanted to publicize a faster freight schedule or glamorize a new passenger train, he could arouse a radio commentator. But the point is—he doesn't tell his readers how to do these things, and nobody else, as far as I know, has told them how to do these things; and, as a result, the air transport people, who *do* know how to

do these things and who have developed a very lively interest in publicity in every branch of their service, are stealing the greater share of such publicity throughout the nation.

"Perhaps I am beginning to sound presumptuous, and I had better identify myself. For thirteen years I have been a staff writer for the most railroad-minded newspaper on the West Coast, the Seattle-Post-Intelligencer. And I have written for national magazines, including the Saturday Evening Post; and among my published stories have been railroad yarns which have found their way into several anthologies. I have never worked for a railroad, I don't work for a railroad now, and I don't propose to in the future. But in a somewhat restrained way I am a railroad fan. I don't much care whether a locomotive is a Northern or Mountain type, and I am not unduly excited when No. 15 carries an extra sleeper or two, but I am interested in why railroads were built where they were, why some prospered and some languished, and the part they played in the building of the nation.

"I suppose the Post-Intelligencer carries more legitimate railroad stories than any other newspaper of its size in the country, largely because we have built up a wide and friendly acquaintanceship among local railway men and encouraged them to come to us. By that I don't mean we welcome or are vulnerable to "handouts." I don't mean we accept those emasculated, colorless, standardized mimeographed announcements and pronouncements which flow endlessly from railroad publicity offices in far-away headquarters cities to my wastebasket and my city editor's wastebasket. We don't care to take news, official or otherwise, from railroads unless they write us personal letters or telephone us. The little news stories, business and human-interest alike, which we get from general agents and yardmasters and division superintendents whose first names we know, are each worth to us as much as a ton of the mimeographed stuff.

"I sometimes think that railroad presidents know less about what their public relations offices are doing than any other

department of their railroads. If I were a president I should want my public relations man out on the line fully half of his time, calling on newspapers and radio stations in every sizable town, even at the offices of the smallest weeklies. I would expect him to know managing editors and city editors by their first names, to be liked by them, to be seen by them often enough that they would remember him. I would expect him to educate, and this is the most important thing he could do—I would expect him to educate the company officials in each of these communities in the very practical business of maintaining good relations, of "tipping" these editors and radio stations to legitimate stories concerned with the operation of my railroad.

"If he sat in an ivory tower, day after day, grinding out handouts, I'd want to know why. He's contributing to nothing but the paper shortage. His opposite number in airline headquarters across the street is putting his feet up on city desks and getting airlines into the papers. If I were a railroad president, and were genuinely interested in improving my public relations, I would inspect my public relations man once a week to determine if any moss were growing on the north side of him. If, however, I had saddled him with advertising and promotion duties as well as publicity—and the two will never mix—I would be honest enough to admit that the fault had been mine and not his.

"Are there any railroads who do have active traveling public relations men? Yes, a few; but not enough. In the Pacific Northwest we are most impressed with the work of the Canadian railroads. We see in our office here at Seattle much more of the representatives of the Canadian Pacific and the Canadian National than we see of the publicity men of the American roads. They come 150 miles from Vancouver every month or so to jolly us and to remind us that Americans in considerable numbers are traveling by way of Canada. We *like* the Canadian lines because they seem to like us. And when we call on them for some story, or even for information which is in no manner connected with railroad operation, they never fail us. They are, in a sense, our Canadian correspondents.

"I think if I were a railroad president and really wanted a better press and radio I would myself call at newspaper offices and radio stations the next time I took a trip over my line. But I wouldn't appear flanked by my official secretariat; I wouldn't take as much as a single local man along with me. I'd identify myself to the office boy as president of such and such a railroad and when I met the man I wanted to see I would say to him: "Our relations with you have been rotten lately and I want to do something about it. It's been our fault, I am sure. What can we do for you that will improve the situation?" The managing editor or city editor or program director I'm talking to is going to be flattered and the next time my railroad is in trouble he's going to have a personal interest in my problem; I think he's going to give me a better break.

"I would be pleasant to publishers, but I wouldn't spend too much time with them. Except in very small papers, publishers don't sit down at typewriters and write news stories or editorials. They don't edit copy in the early hours of the morning as it comes over the wire. They rarely decide what position will be given in the paper to some story in which I, the railroad president, have a very great interest. If I were about to establish a new train and wanted to make certain it had the best possible publicity break, I would insist that only "working" newspaper men be invited on the first run.

"I have already alluded to railroad accident coverage, and here I want to elaborate. In the handling of accident stories railroads have their greatest opportunity to improve their public relations. Generally throughout the country railroad managements are extremely reluctant to give out details on wrecks where there have been fatalities or injuries, and newspapers and radio stations, working against deadlines, become resentful. That resentment frequently manifests itself in an overplaying of the accident, harmful both to the railroad and the newspaper. But it's human nature. The reporter works hardest on the story that is denied him, and its importance to him and his superiors is magnified.

"We have, in this respect, an almost ideal situation in Seattle. The superintendent of transportation of one of our lines never fails to call us, night or day, on any accident that occurs on the western portion of his line. We receive his reports frequently hours before the wire service stories arrive. Experience has taught us that he always tells us the truth and the whole truth to the best of his ability, and that he never conceals management or employee failure. As a result we have the facts to check against the sensationalized and sometimes highly inaccurate reports which ambitious and imaginative country correspondents often feed to the national wire service.

"For his railroad this enlightened policy has meant the difference between being quietly buried on Page 14 among a welter of 1-inch advertisements and being played on Page One under an eight-column screamer.

"The vice-president of another transcontinental railroad terminating here likewise

calls us, day or night, on any accident of whatever nature, and while we appreciate his attention and similarly tone down stories affecting his line, we do often wonder why he hasn't long ago delegated some other official to this duty.

"Our third transcontinental line doesn't call us on accidents, but its dispatching office does give us any information we ask for. But because we first hear of mishaps on this line from our news services, and because these dispatches often arrive at deadline, leaving us little time to make a local check, this railroad has had some unhappy experiences.

"Recently I interviewed the president of one of our large railroads and found him in a distinctly depressed state of mind. My paper opened to a page on which there were two pictures and stories about prominent persons arriving and departing from the city on airlines, and, in each instance, the name of the airline appeared in the photograph. He pointed out that one of these celebrities had come to Seattle on his line's best train and he wondered why we hadn't photographed her stepping off the train rather than wait until she had appeared at the airport.

"I pointed out that we had not been informed by his company that this young lady, a motion picture actress, was arriving on his train despite the fact that his own city ticket office had spent most of the day previous arranging her airline passage from here. They might have called us, but they didn't. The airline office did, however, call us. On the same day his local freight department had arranged a specially fast run East for a short train of refrigerator cars containing fish and seafood to take advantage of some market break. This would have made a good story for us, tying in, as it did, with a local industry, and it would have enabled us legitimately to dish up a lot of good, old-fashioned romantic railroad lore. But we heard about it three or four days later, not from the railroad, but from a wholesale fish dealer.

"To demonstrate what a little education will do—I once told a brakeman on the Milwaukee to wire me collect if he saw anything out on the road which he thought would make a news story. I knew my man, of course; I was taking no chances. He really had a news sense. A few nights later I got a wire from Eastern Washington that a kitten, half-frozen, had been found on the observation platform of the Olympian by a passenger, that it had been taken into the dining car and fed warm milk and revived, and that the crew would bring it back to the town where it obviously had blundered onto the train. There was a fear that some child in that town was heart-broken.

"It wasn't much of a story, really, but it made Page One of the Post-Intelligencer—and, of all things, Page One of the New York Times, because the Associated Press broadcast it throughout the nation. And the New York Times version mentioned the Milwaukee Railway and the Olympian. But to us the most surprising thing about the story was the public reaction—we had dozens of letters from persons commending the Milwaukee Road for its humanity, and

that, I submit, is the best possible kind of public relations.

"The conductor of a train on another line several years ago delivered a baby one night in a day coach, and did a very nice job of it, too. It was a boy, and the mother, out of gratitude, named the youngster after him. The conductor runs out of here and everyone in the local operating department of that line heard the story and laughed about it. But nobody called us, and only recently did I hear about it. What a priceless opportunity for a first-rate story! If that railroad had been properly alerted to public relations procedure, some station agent, some trick dispatcher, or some employee of the operating department would not have failed to call every newspaper in Seattle. Today, because we have taken the trouble to educate these sources ourselves, such an incident could scarcely pass unnoticed.

"Somebody says at this point that you can't make a newspaperman out of a railroad man overnight. Can't you? Where do newspapers get the great bulk of their news? From "tips," from John Citizen, who has heard or seen something he would like to read in his favorite paper. And John Citizen is more often right than wrong on the subject of newsworthiness. Anything which occurs on a railroad or about a railroad, beyond normal practice or experience, which is of sufficient interest to prompt one employe to tell several others probably has within it the elements of a news story.

"As Mr. Henry says, one field into which the railroads very definitely and immediately must step is the juvenile. Several years before the war the Post-Intelligencer arranged with the Great Northern to run a special excursion from Seattle to the international boundary line at Blaine, Wash., for school children who had not previously ever ridden a train. We quoted a fifty-cent fare for children and a dollar fare for their parents, both roundtrip, for a total run of a little over 200 miles. We thought one, possibly two trains, would fill the demand. In three successive Saturdays we hauled 9,000 children in 11 special trains, and making a careful check on those trains we found that 80 per cent of the riders had never been on a train before.

"If the Great Northern made expenses on a fifty-cent fare it did well, but the value of the publicity the railroad received from us—a solid page each week of stories and pictures—and a word-of-mouth publicity it got from youngsters in 9,000 Seattle homes was beyond reckoning.

"I believe there are hundreds of newspapers which gladly would cooperate with railroads in joint promotion of school excursions, fan excursions and mystery trips. If traffic conditions relax this summer sufficiently to permit it, we ourselves will sponsor a number of "Know Your State" excursions.

"The possibilities of public relations improvement for railroads are limitless once they are taken out of the realm of talk and put into the realm of action; and once management is convinced that the mimeographed handout from headquarters is not the answer, the problem will be well on the way to solution."

WESTERN PACIFIC TRAFFIC REPRESENTATIVES CONVENE IN SAN FRANCISCO



Photo By Haas

From left to right... **Back row:** E. A. McCarthy, assistant traffic manager, Chicago; C. R. Harmon, general agent, Sacramento; T. P. Wadsworth, AGPA; D. C. Wilkens, general agent, Los Angeles; W. A. Funtleroy, AGPA; D. C. McCreedy, eastern traffic manager, New York; J. B. Warren, AGPA, Chicago; Fred McMullin, general agent, Portland; R. R. Taylor, general agent, Klamath Falls; J. L. Condon, general agent, Detroit. **Third row:** G. I. Martin, general agent, Reno; J. F. McKenzie, general agent, St. Louis; Ernst Gommer, AGPA; F. B. Stratton, asst. to TFM; M. C. Kidd, general agent, San Jose; J. P. Conger, general agent, New York; K. R. Stoney, EPPA, Chicago; W. C. Mittelberg, GFA; P. E. White, general agent, Omaha. **Second row:** L. F. Gartner, general agent, Cincinnati; J. J. Hickey, gen'l. ag't.-pass. dept., San Francisco; H. R. Coulam, general

agent, Salt Lake City; E. S. O'Brien, general agent, Pittsburgh, Pa.; A. H. Lund, general agent, Seattle; C. W. Mangum, gen'l. ag't.-freight dept., Oakland; J. H. Meiler, general agent, Stockton; R. J. Cleland, gen'l. ag't.-pass. dept., Oakland; P. R. Tobin, FFA; J. H. Coupin, gen'l. ag't.-freight dept., San Francisco; R. G. Randolph, general agent, Fresno. **Seated:** M. E. Boyd, AFTM; J. G. Wheeler, GFA; H. E. Poulterer, vice president-traffic; E. W. Mason, VP&GM; Charles Elsey, president; H. A. Mitchell, president, Sacramento Northern Ry.; M. W. Roper, TFM; F. W. Steel, AFTM; and C. K. Foye, manager, perishable freight service. AFTM W. G. Curtis was unable to attend the meetings because of illness.

To discuss and activate post-war plans of the Western Pacific Railroad and its subsidiaries, Henry E. Poulterer, our vice-president in charge of traffic, convened a gathering of our freight and passenger traffic representatives from all over the nation. Meetings were held during the week of March 25th beginning at San Francisco and included visits to Oakland, San Jose, Sacramento, Stockton and intermediate points.

Discussions stressed increased industrialization of the Pacific Coast States; improvement in handling freight and passenger traffic; ways and means of meet-

ing needs of shipping and traveling public; and plans for inauguration and operation of the CALIFORNIA ZEPHYRS, daily streamlined trains, with vista-dome cars, between San Francisco and Chicago.

Among those who addressed the group were Presidents Charles Elsey (Western Pacific) and Harry A. Mitchell (Sacramento Northern and Tidewater Southern); Vice-Presidents Edward W. Mason and Henry E. Poulterer; Freight Traffic Manager W. Roper; Assistant Freight Traffic Manager M. E. Boyd and General Passenger Agent Joseph G. Wheeler. The program of discussions and tours ended at Stockton March 30th.