

The HEADLIGHT
VOL. VI. MAY - 1946 No. 5

NATIONAL TRIBUTE GROVE OF EVER-LIVING REDWOODS

A friend is a present you give yourself. —Robert Louis Stevenson

EDITORIAL

★ Western Pacific Railroad officers and employes are grateful to the officers and men of the Wendover Army Air Field, to the Red Cross, to all the doctors and nurses and others who so promptly and capably came to our assistance when the Exposition Flyer eastbound was derailed at Pilot last month.

★ The Portola electorate will go to the polls early this month to decide whether or not that community should be incorporated into a city. From time to time we've supported incorporation with our reasons for such support. To us, it is clear that Portolans have much to gain and little, if anything, to lose through incorporation. The idea that incorporation would

PORTOLA INCORPORATION

limit the ability of a community to finance its projects borders on the puerile. Funds ear-marked for the over-pass will be devoted to that purpose unless the Board of Supervisors of Plumas County, by deliberate action, diverts the funds. We find it difficult to believe that would be done. A sanitary district, no matter how urgent its need, does not have the standing a city enjoys in raising funds. Obviously, a city has a marked advantage; for instance, the State of California has appropriated \$90,000,000 to the use of counties and incorporated cities. Portola, if incorporated, would be entitled to participate to the extent of \$25,000 of this fund by matching the same from its own funds . . . and it appears that is possible. Sanitary districts cannot participate. Either way, the over-pass will be progressed, but, unless Portola is incorporated, the sanitary district will find the going rugged.

★ Situated as it is, Portola will probably always be primarily a railroad and lumber community, but incorporation, with its attendant general improvement, might encourage vacation resort operators to enter the community, or immediate vicinity. This would not only add to Portola's prestige, but to its financial stability and general well being. We simply must conclude that thinking Portolans will go to the polls and vote for incorporation.

★ We believe Percy Emerson spoke words of great wisdom when he said we need "mental reconversion" on our railroad. Mental reconversion means

MENTAL RECONVERSION

many things. The war is over for all practical purposes and the sooner we "get" that the faster we'll move ahead. The excuses, alibis and apologies of the war days just don't go now. We've got to produce service and maintain it . . . and that in every phase of our operations from the highest to the humblest. And we've got to have a sense of humor. We're moving from the automobile age to the era of airplanes. The emphasis is on speed. We must meet our competition. We must be dependable. We must be courteous. Let's stop kidding ourselves about crowded passenger trains and full-tonnage manifest freights. They are not, from now on, going to be handed us on a silver platter. Let's snap out of it and adjust our minds to the new conditions. We must be progressive if we are to share in the business of tomorrow.

★ C&O's Robert Young has won a more or less Pyrrhic victory. Through sleeping car service between the Atlantic and Pacific coasts is now a reality,

PIGS AND PEOPLE

but we can't find that the C&O or the Nickel Plate benefit from same! It was a great fight though, Ma! Incidentally, Mr. Young's ad. writers may have something to learn about railroad freight operations. The little pigs referred to, according to law, must be unloaded within 36 hours for feed, water and rest. Seldom is a train held for this operation. Now we don't know whether Mr. Young's railroads handle pigs. If they do, they obviously don't go far, for we can glean from the ads. that his railroads have a great compassion for pigs and people . . . and would not make either suffer! If Bill Wenneman reads this, remember we must all evidence a sense of humor!

★ Cancer is as deadly as ever. We must all cooperate to combat the menace.

CANCER

Watch for symptoms in ourselves and others and suggest medical consultation . . . offer our financial assistance in the ever-growing struggle against the disease which robs us of more loved ones than war or any other pestilence.

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Bill Stout Business Manager

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Published Monthly by
 The WESTERN PACIFIC CLUB

*Association of Employees of
 The Western Pacific R. R. Co.
 Sacramento Northern Ry.
 Tidewater Southern Ry. Co.*

Western Pacific Building
 San Francisco 5, California

*Member Railway Magazine Editors'
 Association.*

*Member Northern California Industrial
 Editors' Association.*



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WELLESLEY T. RICHARDS

At the March 28th meeting of the Pacific Railway Club, when he was elected president of that organization.

PORTOLA PASSINGS

By "Kirkie"

Eastern Division Fireman **Elmer F. Boice** and Mrs. Boice are on an extended visit in the middle west with relatives.

We now have two Diesel switch engines in Portola yard so none of the extra engineers are objecting too much now when they catch one.

William S. Jones, General Chairman of the ORC, has bid in the passenger run between Oroville and Winnemucca in turn of Conductor **Harry M. Leonard**, who is retiring after 31 years of service.

When ticket collector jobs were pulled off between Oroville and Winnemucca, Conductor **John McTaggart** also took his pension after almost 37 years of service.

Five more well-known Portola boys have returned to work for the W. P. after being released from military service: **Milton LeRoy McNally** (switchman) and **John J. McNally, Jr.** (clerk) sons of Trainmaster **John J. McNally**; **"Bud" Monahan** (brakeman), son of Train Desk Clerk **"Bart" Monahan**; **Orren K. Prentiss** (brakeman), son of Terminal Trainmaster **Philip K. Prentiss** at Stockton; and **Ray Williams** (fireman).

The Portola Baseball Club held a benefit dance April 27th. It looks as though the "Railroaders" are going to have a ball team again this year. Even Trainmaster **"Bill" Howell** has been taking a little work-out.

There are a lot of service pins in evidence at Portola and the men seem very proud to be wearing them. More power to the Western Pacific!

The two **Bruckner** boys, **Clarence** and **George**, Eastern Division brakemen, are off on leaves of absence trying their hand at a business of their own.

Western Division fireman **Adolph Vogel** is also off on leave of absence tending to The Portola Shoe Repair and Fixery Shop. We can use this new business in Portola!

GEORGE A. BRADLEY RETIRES

★ On March 31st, after nearly thirty-six years of service with the Western Pacific Railroad, **George A. Bradley** retired as manager of our San Francisco telegraph office.

Born at Logansport, Indiana, November 20th, 1870, "Brad" joined the W. P. organization on April 13th, 1910, as a telegrapher. A little more than five years later, on July 1st, 1915, he was appointed manager of our San Francisco telegraph office and held that post until his retirement.

That hardly tells the story of all Brad's years with us, but we heard nothing of his retirement until well after it was effective and haven't seen him since.

We will miss him at GO and know his many friends join us in wishing Brad great happiness and contentment in his well-earned leisure.

OUR COVER

By Moulin, this inspiring photograph was made in the heart of the National Tribute Grove of ever-living Redwoods, preserved and established in honor of those who have served in the armed forces of the United States in World War II... those who live, as well as those who gave their lives. We are indebted to the Save-the-Redwoods League for permission to use this picture.

CHARLES FREEMAN

★ Appointment of **Charles Freeman** as Telephone and Telegraph Engineer for the Western Pacific Railroad, headquarters San Francisco, effective April 1st, was announced by Sup't. of Transportation **Quigley**.

Prior to his appointment to this newly created post, **Freeman** was on our telephone and telegraph maintenance staff at Oroville since January 1945. He was associated with the Southern Pacific for twenty-six years before coming to the W. P.

He is a native Coloradan... born at Grand Junction in August 1889.

★ ★ ★

OUR W P MEDALLION

★ Many years ago... in fact some thirty-six of them... **Charlie (C. F.) Craig**, now assistant to the general manager, used his not inconsiderable artistic ability to produce for the Western Pacific Railroad (then Railway) a medallion which has stood the tests of the years. It was in 1910 that **Charlie** made the original drawing and shortly after it was adopted as our railroad's medallion.

Recently, **Homer Bryan**, expressed a wish for a medallion in connection with his safety program. He got it... and it looks so much like our W. P. medallion that, at first glance, you may miss the "SAFETY FIRST" in place of "WESTERN PACIFIC". Our tip to you is don't ever forget SAFETY FIRST!

THE NEW BLUE ROOM AT THE "WENDOVER ARMS" HOTEL

The completely renovated restaurant at **Wendover** opened for business at 6 a.m. on March 20th. The opening was a gay affair... the over-all setting colorful. Walls are finished in light Dutch blue, wainscoted in matching blue tile, with a ceiling of creamy white.

The room is illuminated by eight large fluorescent lights casting a soft glow throughout. This effect was augmented by the rays of the morning sunlight through the nine large windows, draped in baby blue and old rose cretonne in an attractive floral pattern.

The counters, running the full length of the dining room, with wings on either end, have a seating capacity to accommodate twenty-nine persons. The counter surface has a hard stain resistant finish of beautiful buff composition.

The center-piece, in the middle of the circle, consists of a combination refrigerator, equipped with three sinks and a coffee urn, water faucet for drinking water and adequate space for preparing the nicest of delicacies. Further decoration was a floral piece of budding roses in a setting of sprigs of Baby Breath. The food was served by three lovely waitresses dressed in uniforms of blue.

The kitchen is equipped with a new butane burning range with overhead ventilation, automatic dishwasher, two walk-in mechanical ice-boxes for meat and vegetable storage, with circulating cooling system, which can be regulated to five degrees below zero. The kitchen is also day-lighted by a fluorescent lighting system.

The entire hotel upstairs is air-conditioned, with newly painted and remodeled washrooms; also a remodeled bathroom, including tub and shower baths, with cement floors and new fixtures arranged to suit the taste of an Eastern Potentate.

In addition, the waiting room, telegraph office, yard office and trainmaster's office have also been brightened by the installation of a fluorescent lighting system.

We hope this beautiful dining room and kitchen, and all the modern improvements in the hotel, will be appreciated by the employes who use them to the extent that they will cooperate with Manager **Charley Weinberg** in keeping them clean and comfortable... their "other home at the end of the run" —I. L. "Kil" Kilgore.

★ ★ ★

FRANK DOLLINS OF THE MOP

J. Frank Dollins, district passenger agent in San Francisco for the Missouri Pacific Lines, has been promoted to assistant general passenger agent at Kansas City.

Frank is well known to all Western Pacific passenger representatives in the northern California territory and they were all happy to hear of his promotion.

Bruce C. Rayburn, formerly traffic representative at Little Rock, will henceforth be the Missouri Pacific's district passenger agent at San Francisco.

Hy-Lites

By JACK HYLAND

George Welch (AF&PA), with some assistance from **Howard Sevey** (Treas. Dept) has worked hard on this affair... and as it will inaugurate our first official dance party for Metropolitan Oakland, you "**East Bay.....ers**" had better mark this as a "must" on your calendar... as should the San Franciscans.

Another returned veteran made his civilian appearance in the Traffic Dept. after a long spell in the Army services which took him as far west as Japan... when on Monday April 8th, **Robert** (Bob) **Harlan** took over his former desk, and all the duties (grief) that goes with it. Glad to have you back with us again, Bob.

After nearly two years employment in our Treasury Dept., **Elynor Lowrey** left the Western Pacific services on April 6th. The **Girls** in her department bid Elynor a fond adieu at an informal luncheon held at Louis' Fashion Grill on April 10th, presenting her with a gift, so she could take along with her to San Diego (her old home town) something from San Francisco, in addition to the very best wishes of her many friends.

Robert Witts (Traffic) is once again on the... "house, apartment, flat or even a tent" hunt, for starting April 16th, Bob was transferred to Sacramento becoming Chief Clerk to **Charlie Harmon's** General Agents office. (How about a trailer Bob?... any offer.

Parker Swain (Manifest) must have taken his bowling a little too seriously or possibly too strenuously, for immediately following the close of the season, he promptly reported to St. Joseph's Hospital where he underwent a minor operation on April 2nd. We are glad Parker is back on the job and without any ill effects or complications.

San Francisco may be overly crowded, but in some respects it's still a very small city—for last month the "**Hyland family**" while seated in a San Francisco theatre, had the two vacant seats to their right, promptly filled by none other than... **Mrs. and Al Potter** (Loc. Frt. Office). Then to further prove my story—the next afternoon (Saturday) we dropped into a "refreshment" establishment and noticed **Richard and John Beltz** (Gen. Mgrs) and **Jim Currey** (Traffic). Maybe the atomic bomb brought all of us closer together.

In the recent "Flyer" accident at Pilot, Nev. last month—four of our Traffic Dept. employes were aboard... **FTM Malcolm Roper**, **EFFA Kenway Stoney**, **Byron Larson** and **Hal Nordberg**. They were all enroute to Chicago, and we are exceedingly happy the group was able to continue their trip without anything more than... "an experience".

Understand **Mary McConnell**, secretary to **Ed. Gallagher** (Asst. Supt. Trans) recently had her tonsils removed, afterward resting a few days in Elko, Nev. (her home town) on sick leave. Mary is now back on the job.

A little card announcing a "**Lingerie Shower**" for **Nell Blocke** (Treas. Dept) on April 27th, arrived at our house one evening last month (addressed to my wife naturally), being given by **Caroline Condit**, a former Treas. Dept. employe. (Hadh't heard anything before, Nell... about your "**seeking a deacon**"... how come? Did you tell Janie to keep it quiet.)

We learn through **Frank Rauwolf**, our W.P. Club's Vice-President and picnic arranger, that on April 15th—**Bill Royal**, veteran of the U. S. Navy returned to the Freight Claim Dept. Welcome home, Bill.

Traffic Department... **Ruth Lyon** recently enjoyed a well earned vacation visiting relatives and friends in Chicago, and **Olga Cagna's** recent Easter Greeting card to **Ann Shuster** was mailed from New York City, also **Marilyn Riddle** has returned to the office... looking better than ever, following an operation which required confinement at home and at St. Joseph's.

I'm not sure how many people already know... but by way of, through, and via **Paul Meyer** (Traffic) we recently learned that **Tom Kearns Sr.** (our Auditor of Frt. & Pass. Accts) is once again a "**grandfather**". Understand former Traffic Dept. employe **Tom Kearns Jr.** and wife, **Patricia**, have a three months old baby... daughter. Congratulations to the Kearns'... both **Senior** and **Junior** divisions.

Harvey Jenkins (Traffic), our dapper solicitor, appeared at the office one day last month with a covering over his discolored right eye. Was unable to secure any particulars as to the name of the "**consignor**" but our Harvey was very definitely, the... "**consignee**".

Our staff reporter "**L. H. Rodebaugh-SN-Sacramento**" doesn't often submit news but when he does, it usually involves a number of individuals... and this time we learn **Joyce Miller**, secretary to **J. B. Rowray** (Gen. Mgr. SNRy) and **Lester Frost** are planning a formal wedding for the evening of April 27th. As this item must be released to the printer prior to that date, we must assume the ceremony was performed as planned and that both Mr. and Mrs. Frost are now "**honey-mooning**". Capt. Frost recently returned from Japan where he served with the 6th Army Engineers. Our very best wishes are extended.

While we have a **Charlie Van Zandt** working in our Traffic Dept., don't suppose people thought his name common enough to be used for the name of a city—but there is a place in Washington, located on the Northern Pacific which is "**Van Zandt**". Oh well, this station, as well as **Hyland**, Ore. are two more for **Tom Brown's** "What's in a Name" reviews to cover.

RAIL TRANSPORTATION INSTITUTE

★ Thirty-seven junior executives of thirteen American railways and one Canadian railway left Washington March 30, after completing a month-long course of study in the Rail Transportation Institute of The American University, Washington, D.C., under the direction of Professor L. M. Homberger.

In attendance were representatives of the Rio Grande; Pittsburgh & Lake Erie; Reading; Pere Marquette; Baltimore & Ohio; Rock Island; New York Central; Bangor & Aroostook; Minneapolis & St. Louis; Gulf, Mobile & Ohio; New Haven; Toronto, Hamilton & Buffalo; Atlantic Coast Line; Norfolk & Western; and General Electric Company (transportation division).

The men who have been studying in the Institute organized an alumni association, electing Thomas E. Burke of the Rock Island Railroad, St. Paul, Minnesota, as president; F. Hartley Woolfall of the New York Central System, New York, N.Y., as vice president; Alexis Coquillard, Jr., of the Denver & Rio Grande Western Railroad, Denver, Colorado, as secretary; and Jack Hause of the Transportation Division of General Electric Company, Erie, Pennsylvania as treasurer.

The unique, intensive four week course was designed to give junior railroad executives, representing all railroad departments, a comprehensive understanding of all fields of railroad problems and policies, as well as an understanding of the problems of other modes of transportation. In addition to the coordinating course given by Professor Homberger, professor of transportation and an international transportation authority, other subjects were presented by outstanding experts from the Association of American Railroads, transportation agencies, manufacturing concerns, and government agencies. Field trips were made to Union Station, Potomac Yard, B&O Mont Clare Shop, Southern Railway Diesel Shop, Baltimore Harbor, Washington National Airport, and Railway Express Agency. The students attended one of the Senate Interstate Commerce Committee hearings on the Bulwinkle Bill and an argument before the Interstate Commerce Commission.

Four supper meetings were held at the home of the president of the University. At the opening of the Institute on March 3, the students were welcomed by Commissioner Walter M. W. Splawn, Senators Austin and Wheeler, and Congressmen Bulwinkle, Harris, and Sullivan. On March 20, Colonel J. M. Johnson, Director of the Office of Defense Transportation, discussed "Transportation Problems in the War and Postwar Periods". Senator Clyde M. Reed and Congressman Carl Hinchshaw spoke about "The Legislative Aspects of Transportation" at the March 28 meeting.

It is planned to repeat the Institute in the next academic year.

THE WESTERN WAYFARER

CALIFORNIA'S REDWOOD FORESTS: LIVING CATHEDRALS

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

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★ Life, mystery of mysteries, becomes a thing of beauty, of wonder, of awe, when one visits the two unique chains of redwood forests, Nature's gift to the gifted Golden State.

We plan to marshal some of the outstanding facts about California's redwoods and to tell of the nation-wide movement to establish the **National Tribute Grove** in northwestern California.

By way of orientation may we observe that the terms "Redwoods" and "Big Trees" are confusing. Rather, we should say "Coast Redwoods" and "Sierra Redwoods" because "Redwoods" are big trees and "Big Trees" are redwoods.

The Coast Redwoods and the Sierra Redwoods (both evergreens, both conifers) are sufficiently alike to be classed by botanists as of the same genus: *Sequoia*. But they have distinctions whereby they are classed as separate species. Hence the names ***Sequoia sempervirens*** (ever-living) for the Coast Redwoods (first to be discovered), and ***Sequoia gigantea*** (or *Sequoia washingtonia*) for the giants of the Sierra Nevada. But recently the name **Giant Sequoia** has come into use.

On a bronze plaque in the Mariposa Grove of Giant Sequoia (Yosemite National Park) is this inscription by the late Col. C. G. Thomson, Yosemite Park superintendent from 1929 to 1937:

"These *Sequoia gigantea* are of a noble lineage that bridges humanity back through the eons to the age of reptiles.

"Here live venerable forest kings in reveries that carry back a thousand years before Jesus Christ walked the shores of Galilee.

"In their majestic shadows fretting men may well pause to ponder values—to consider the ironic limitations of three-score years and ten.

"Here, through a compelling humility, men may adhere to a finer integrity of soul."

With the Coast Redwoods in mind, the late Joseph B. Strauss, chief engineer of the San Francisco Golden Gate Bridge, wrote:

"The nations that with them were young,
Rich empires, with their forts far-flung,
Lie buried now,—their splendor gone;
But these proud monarchs live on.

"To be like these, straight, true and fine,
To make our world, like theirs, a shrine;
Sink down, Oh traveler, on your knees,
God stands before you in these trees".

Coast Redwoods. First seen by Portola's men in 1769 and scientifically described by Archibald Menzies, naturalist of the Vancouver expedition, 1792. Range, 500 miles from the Santa Lucia mountains, Monterey county, north to Curry county, Oregon. Extend 10 to 30 miles inland from the Pacific; elev. from sea level to about 2,500 ft. Greatest development is in Humboldt and Del Norte counties of the Redwood Empire.

Diameter of the largest trees from 8 to 18 ft. Height, 190 to 360 ft. The **tallest known tree in the world** is the **Founders' Tree**, a Coast Redwood, 364 ft. high, with diameter of 15 ft., named for the founders of the Save-the-Redwoods League. It is on North Dyerville Flat in Humboldt county.

From a commercial standpoint the Coast Redwood has many distinct and splendid qualities which recommend it

for the uses of commerce but space will not permit us to expand on this phase at this time.

Sierra Redwoods (*Giant Sequoia*): Generally believed they were first seen in 1852 by A. T. Dowd in the Calaveras Grove. In 1858, Hale Tharp first traversed the "Giant Forest" (*Sequoia National Park*), named by John Muir and held to be the "finest of all forests."

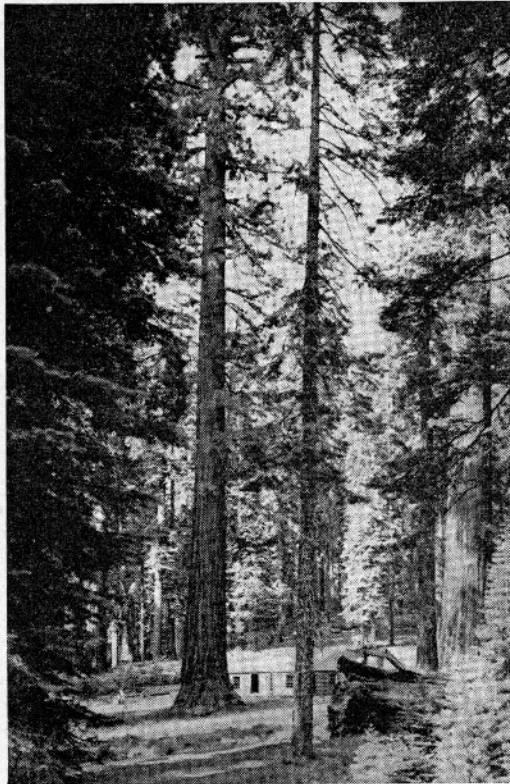


Photo by Major Paul Shelmerdine, Western Pacific Railroad, of a Giant Sequoia in Mariposa Grove, Yosemite National Park. In the background is the cabin (now a museum) of Galen Clark, discoverer of the grove.

Range, 250 miles, from Tulare county to Placer county. Normally at elevation of 4,000 to 8,500 feet. Found only on the western slopes of the Sierra Nevada in California. Said George B. Sudworth, U. S. Forest Service: "The Sierra Redwoods are only a more massive and grander edition of the Coast Redwoods."

Height of the biggest *Sequoia gigantea* ranges from 250 to 290 ft.; diameter from 12 to 33 ft. Bigness is reckoned by volume. The **largest tree in the world** is the **General Sherman**, *Sequoia National Park*. The General, 272.4 ft. high, is pre-eminent because he retains his huge diameter so far above the ground—even at a height of 120 ft. the diameter is 17 feet. Cut down, the General Sherman would make forty 5-room bungalows or a box large enough to enclose a Lusitania.

The General Grant, Kings Canyon National Park is second in size. The Boole Tree, "Last of the Mohicans" in the devastated giant forest of Converse Basin, saved by the plea of Foreman Frank Boole, is third in size. Perhaps the Grizzly Giant, Mariposa Grove, is the oldest of the standing Giant Sequoias. The Wawona Tree, same grove, tunneled through in 1881 to permit big stagecoaches (and later autos) to pass

through, is probably the world's most photographed tree.

Age, like youth, is relative. Although the age limit of the oldest of the *Sequoia sempervirens* ranges from 800 to 2,200 years, the age of the oldest *Sequoia gigantea* ranges up to 4,000 years and more—well, think of Babylon. "The age limit of the Big Tree is unknown because we have no record of one dying of old age," says one authority. Crown fires, yes, although the General Sherman has survived a fire of centuries ago which burned 50 feet into its interior.

Scientists ponder the ancestorship of the Giant Sequoia—perhaps the *Sequoia langsdorfii* of Atane, Greenland. From fossils, we know, however, that ancestors of the Coast Redwood (*Sequoia sempervirens*) once ranged the northern latitudes—Alaska, Manchuria, Europe. Glaciers forced them south to their present California-Oregon habitat.

The botanical names are due to successive studies by scientists including Lambert and Lindley of England, Endlicher of Austria, and Decaisne of France. It is to Endlicher, however, that we owe the name of the genus: *Sequoia*, latinized form of *Sequo-yah*, the half-blooded Cherokee Indian chief, whose statue was placed in the National Capitol by Oklahoma. Endlicher, also a philologist, knew that Chief Sequoyah (George Guess or Gist) had originated a syllabary with 86 characters so his tribesmen could read and write. "Sequo-yah" means "pig in a pen" or one who keeps to himself and was used as an epithet when the Cherokee chief hid out to work on his great "alphabet". The word "Redwood" derives from the color of the wood when cut.

(Continued on next page)

THE WESTERN WAYFARER

(Continued from page 5)

Although the Converse Basin Grove of Sequoia has been erased, Uncle Sam has preserved the remaining giants for posterity principally through the establishment of Sequoia, Kings Canyon and Yosemite national parks. (The North Calaveras Grove is a State Park).

For years, the Save-the-Redwoods League has been working to preserve the finest redwoods. As one of its laudable projects, and to symbolize "the eternal gratitude of the Nation eternally expressed" to those who served in World War II, a nation-wide movement has been under way to establish a National Tribute Grove in the Mill Creek-Smith River forest of Del Norte county, California. Therein are hundreds of Coast Redwoods around 350 feet in height and from 12 to 17 feet in diameter, measured 5 feet above the ground. Some of these trees are older than Christianity.

The suggestion for the National Tribute Grove came from the Garden Club of America, being made at a meeting in New York in May, 1944, by Mrs. Clifford D. Mallory, and later placed before the directors of the Save-the-Redwoods League by Mrs. Joseph M. Cudahy of Chicago, on behalf of the Garden Club.

Joseph C. Grew, former ambassador to Japan, is chairman of the sponsoring committee and President Robert Gordon Sproul of the University of California is treasurer. Officers of the Save-the-Redwoods League include Duncan McDuffie, president; Arthur E. Connick, vice-president; and Aubrey Drury, administrative secretary. Newton B. Drury, who was secretary of the League for 20 years, is now Director of the National Park Service.

Dr. Ralph W. Chaney, University of California, says that the redwoods now owned by the people in their State parks will continue to furnish inspiration for 100 life-times. What is the meaning of "100 life-times"? One hundred times three-score years and ten is 7,000 years. That would bring us to the year 8946 A.D. We have had 32 presidents in 157 years. So by the rule of three we calculate that 1,426 presidents will have occupied the White House before the year 8946 arrives.

Along the coast we have beauty; in the Sierra, majesty; in both, vitality and inspiration. As Joyce Kilmer wrote:

"I think that I shall never see
A poem as lovely as a tree."

Grateful acknowledgement is made to numerous sources consulted prior to this writing. Among them, Aubrey Drury, author of "California: An Intimate Guide," who placed various pamphlets of the Save-the-Redwoods League at our disposal; Maurice E. Thede, Forster, National Park service; the U.S. National Forest Service and the following:

"The Redwoods of Coast and Sierra," by James Clifford Shirley (University of California Press); "Big Trees," by Walter Fry and John R. White (Stanford University Press); "Forest Trees of the Pacific Slope," by George B. Sudworth (U.S. Forest Service); and "Oklahoma Place Names," by Charles N. Gould, University of Oklahoma Press.

RANDOM

★ Someone signing himself "30" writes The Headlight—and we quote verbatim—"Congratulations. Your publication is a wonderful little magazine, but how about giving us fellows on the Eastern Division a little space once in a while. Really, we are not a bad bunch once you know us. Believe if you give us a break we will rustle a few annual subscriptions, cash on the line. How about it?" How about what, Mr. "30"? **And where have you been the past few years to get the impression the editor of this magazine has to get to know Eastern Division people?** We don't make a habit of answering anonymous letters, but this one surprised us. Lest Eastern Division folk develop an inferiority complex in relation to The Headlight, we hasten to direct attention to the 16 issues of our magazine through April of this year. For those months, we used 4 covers relating to Eastern Division points and 3 to the Western Division; and we devoted 40½ columns to ED and 24 to WD. Editorially, we believe we've given the ED a far better break. We say this not to defend our position or justify what we've done but we don't want our Eastern Division friends to fall into the same error as Mr. "30"... assuming it's a "mister".

★ The editor has a most kindly feeling toward the Eastern Division, if only because of the magnificent cooperation extended him during the War Loan Drives and, so long as he is editor, there need never be any worry about the Western Pacific terminating at Portola—thinking in an easterly direction, of course! The problem, naturally, is to get usable material from the points Portola and East. **Peggy Phillips, Gladys Loggins (Kirkie), Floella Jones, Henry Wallock, "Kil" Kilgore,** and others have helped... and they always welcome morsels of information passed on to them, so long as they aren't of a libelous nature or intended to injure. **We've found that, with few exceptions, the people who bel-low loudest are least likely to cooperate in a venture such as ours.** Guess we'll just have to continue to plod along our path of equitable treatment for all and let the "thirties" fall where they may!

Corrections on our April boners: **Andy Thomson** (roadmaster, Salt Lake City) appeared in this column a month ago as Andy Thompson. Now, I know how to spell Andy's name, but the type-setter disagrees and ignores my correction! Too, on the back cover last month **Malcolm Roper's** first name was dropped... left out, that is.

We met **Ira Baldwin**, manager of our Portola ice department, in the GO lobby one morning a few weeks ago. It was morning (that will bear repetition in our case) and we passed the time of day with Ira just as though it was not at least a little unusual to find him in SF. Imagine our surprise, about 3:30 p.m., when we suddenly realized to whom we had been speaking. **Bill Howell**, and no doubt others familiar with the editor's early morning scintillating dullness, will understand!

Lou L. Winters, retired telegrapher, who handled 2nd trick at Oroville for many years, was a GO visitor on good Friday. As was **John D. Still**, our commercial agent at New York. John may still be in our midst as this reaches you.

We welcome the return of **Kirkie (Gladys Loggins)** as our staff reporter at Portola and we greet **Velma Mikolash**, who is now staff reporting for us at Stockton.

We're getting a bit fed up with these stories about people not ever hearing of the Western Pacific, ad infinitum, ad nauseum! We would cure this, assuming we held the W.P. purse-strings (which, just for the record, we don't!), by loosening up said p-s to the tune of whatever was necessary to sponsor a national network radio show for a year. The war brought Western Pacific into considerable prominence; we would complete the job with our radio show and forever lay that ghost. Then, the next character mentioning that unknown stuff would get a minimum of four radio scripts rammed down his throat!

Since our W.P. medallion prominently displays a red feather, it may be interesting to know that the **Oakland Community Chest** has officially designated the Red Feather as their year-round symbol of service.

It certainly is interesting to learn that many Western Pacific employes are "improving each shining hour" as witness report from **International Correspondence Schools** that 89 lesson texts and drawing plates were received for correction and grading from our employes during the year 1945.

May 1st is **May Day** and **Child Health Day**. The 5th is **Arbor Day**. The 8th is the first anniversary of the unconditional surrender of the despicable Nazi machine... **V-E Day**. May 12th is **Mothers' Day**, as well as **National Hospital Day**, commemorating the birth of **Florence Nightingale**. **Foot Health Week** begins on the 18th. The National Association of Chiropractors makes a few suggestions to sufferers from foot trouble... 1) Visit a chiroprapist at the first sign of foot trouble and follow his advice; 2) Guard constantly against athlete's foot by using a fungicidal powder daily on your feet and in your shoes; 3) Wear correct shoes for work; 4) Whatever the occasion, shoes should fit properly; and 5) Change shoes frequently.

National Maritime Day is the 22nd and **Memorial Day**, honoring our war heroes, is the 30th. Sponsored by the **Veterans of Foreign Wars**, "Buddy" Poppy week begins on the 20th and ends the 26th, the Saturday before Memorial Day. The Buddy Poppies are made by disabled veterans and the entire proceeds of the sale are devoted to further relief extended to veterans and their dependents, such as the VFW National Home for Widows and Orphans at Eaton Rapids, Michigan. **"Honor the dead by helping the living"**.

THE EDITOR

THE SALVATION ARMY

★ Announces a nation-wide program designed to strengthen America's facilities for meeting both material and spiritual needs of the postwar years.

More than 5,000 Salvation Army officers in 1,381 corps and outposts in the United States will spearhead the program with the aid of thousands of men and women volunteers interested in this army's work.

Major objectives are...

- 1) Character-building activities for youth to aid in prevention of juvenile delinquency;
- 2) Aid to veterans to cover the human gap between government and other programs;
- 3) Readjustment and emergency aid to Army and Navy personnel and their families;
- 4) Aid to servicemen at home and abroad;
- 5) Extension of services in police courts and prisons;
- 6) Extension of Service Units to smaller towns and communities in the United States;
- 7) Additional training facilities and advanced courses to provide more trained leadership; and
- 8) Rehabilitation of Salvation Army work in war-torn countries.

The Salvation Army is keenly aware of the social and emotional upheavals resulting in the transition from war to peace and is keenly aware of its responsibilities during this period of universal insecurity and sorrow. We know their past record. They deserve our help.

CARL HENRY RATH

★ On April 2nd, Carl H. Rath was named to succeed George A. Bradley as manager of our San Francisco telegraph office.

The ever-genial Carl, born at Chicago, Illinois, on September 9th, 1903, is descended from a long line of rail-roading ancestors. His great grandfather was a locomotive engineer on



the Burlington and his grandfather was shop foreman for the GC&SF, with almost 65 years of service before retiring!

Carl was educated at Cleburne, Texas, working his way through military school. He entered GC&SF service as a messenger boy in 1918 and was promoted to telegrapher in 1919. Went to Oroville in 1920, to visit his uncle (roundhouse foreman Edgeworth) and decided he liked California. To get a job as "brass pounder", he ran his age up from 17 to almost 21 (but is glad now to have those years back!). He got the assignment by remote control... the late Tim Coyle hired him sight unseen.

After working at Keddie, Oroville

yard and other points, he was cut off in 1921 and eked out a living shoveling coal in the Gerlach roundhouse as a hostler helper. Later, he worked at Portola as caller and yard clerk, getting some fine experience from men like John Paul McSweeney and Pete Barry. Carl says he also increased his vocabulary (profane) and learned some new words about "hot boxes", "busted lungs" and other equipment! He also learned much about human nature—and insists, believe it or not, that it's about 90% good!

Carl finally got back as telegrapher here and there, again winding up at Portola in 1927 for a 5-year stay on first trick, during which he may or may not have given JJD many headaches! In 1932, he came to GO telegraph office on second trick.

We join Carl's many friends in congratulations on his recent appointment.

★ ★ ★

JOHN LOUIS BERSCHENS

★ On May 1st, John L. Berschens was appointed district passenger agent at Los Angeles, a position vacant during the war period since late in 1942.

After many years of railroad and steamship experience, "Jack" came to us from the Burlington in Chicago on December 6th, 1943.

In August 1944, he became manager of our newly organized reservation and information bureau at San Francisco and in January 1945 he came to the general passenger office as military passenger agent, the position he held until his recent promotion and transfer to Los Angeles.

Jack was born at Waunakee, Wisconsin, in October 1894.

★ ★ ★

JOHN PERSHING SKINNER

★ John P. Skinner was appointed city passenger agent at Oakland effective May 1st.

Born at Nampa, Idaho, June 3rd, 1919 he entered Western Pacific service as a junior clerk at San Francisco on April 26th, 1940. Soon after, John enlisted in the Army and advanced from buck private to Captain, returning to us late in 1945 as a rate clerk in our traffic department, the position he held when recently promoted.

John's military service of 4 years and 9 months began in the Hawaiian Islands on Oahu. His overseas service began in March 1943 when he participated in the African campaign from Casablanca to Bizerte; then from Bizerte to Palermo, Sicily; to Bari; to Ancona; and back to Bari. He was attached to the 599th Composite Service Battalion and served with the 7th Army and with the Adriatic Base Command of the Air Force.

John was at Bari when enemy planes dropped bombs on the ammunition ship and oil tanker in Bari harbor. We all remember that disaster which resulted in the loss of 17 ships.

He goes to Oakland with the best wishes of his friends at GO.

WHAT IS THE NAME OF THE ENGINEER ?

The engineer, fireman and brakeman of a train are named Robinson, Smith and Jones, but not necessarily respectively, i.e., not necessarily in the order given. There are three passengers on the train, their names being **Mr. Robinson**, **Mr. Smith** and **Mr. Jones**.

There are six facts regarding these six gentlemen:

- (1) The brakeman's nearest neighbor, who is one of the three passengers, earns exactly three times as much as the brakeman per year.
- (2) Smith beat the fireman at billiards.
- (3) Mr. Robinson lives in Detroit.
- (4) The passenger, whose name is the same as the brakeman's lives in Chicago.
- (5) Mr. Jones earns \$7,000 per year.
- (6) The brakeman lives halfway between Chicago and Detroit.

WHAT IS THE NAME OF THE ENGINEER ?

The solution is on page 11, but why not give this conundrum a whirl before looking?

THE STOCKTON GRAPEVINE

By Velma Mikolash

★ Know many of you have missed the interesting columns once contributed by "Smiling" **Bob Runge** and it has been the desire of the writer for some time to acquire some of the Runge technique in giving to you the Stockton Grapevine, but, even though he is a daily visitor, have been unable to have him "give", as the tracing of asparagus, livestock, automobiles, and what-have-you keeps him on the go.

On May 1st, the Western Pacific again takes over operation of the Port of Stockton for the coming year. This added activity increases positions for the various crafts and we can expect to see several changes among the old-timers.

Harry Beattie, record clerk at the yard office, is on his annual vacation and expects to spend his time pitching hay on a farm where he was raised near Anderson, California. We all wonder if he will be as adept in handling a pitchfork as a pencil.

Believe condition of the Stockton Yard parking lot will be much improved since one of our extra gangs has just completed installing parking dividers, a needed improvement.

The response to the vaccination bulletin has been almost unanimous among the Stockton employes and the evidence of this is very noticeable by those favoring sore arms.

Ticket Clerk **Arthur J. Decker** has purchased a new auto and will break it in on vacation by driving to New York to visit relatives whom he has not seen for several years.

The "Call of The Wild" and the lure of those big trout seems to have become paramount with Conductor **Andy Stene** as he has bid in a run at Keddie and we know many will miss his jovial personality.

The local scribe is planning a trip to South Dakota and will be gone about a month. Perhaps **Bob Runge** can be prevailed upon to handle the next column.

* * *

ELKO AND WINNEMUCCA DORMITORIES

★ Contracts have been let for the construction of two 46-room dormitories to cost approximately \$65,000 each, including furnishings... one at Elko and the other at Winnemucca, Nevada, primarily to make accommodations available for our employes.

Construction is under way and it is expected the dormitories will be ready for use in July or August assuring employes of the company, principally train and engine men, of proper hotel service.

The Elko dormitory will be built on the corner of Third and River Streets, one block from the Western Pacific depot. The Winnemucca dormitory will be built southwest of and immediately adjacent to the Western Pacific passenger depot.

Plans for the dormitories are identical. They will be "H" shaped buildings,

125 ft. long and 100 ft. wide. They will have 36 single and ten double-rooms, the latter with twin beds. There will be two central wash, lavatory and shower rooms in each wing of the "H." The cross section of the "H" will have a pleasant central lounge room.

Sleeping rooms will be comfortably and adequately furnished. Installations will be made for steam heating in the colder months and for air-cooling in the summer months. There will be ample lighting throughout the dormitories. The dormitories will be of frame construction with redwood rustic on the exterior and fireproof plaster board on the inside.

* * *

THE CALIFORNIA ZEPHYRS

Present expectations are that the new California Zephyrs, with their novel vista dome cars, will be placed in daily service between San Francisco and Chicago early next year. Fulfillment of this prediction is dependent on progress made by the companies which have the contracts for construction of the stainless steel cars and for the building of the Diesel-electric passenger locomotives for motive power.

The new service, which will be operated jointly by the Western Pacific, the Rio Grande and the Burlington, will require a total quota of 60 cars... ten to each train. The total cost of cars and locomotives will be \$10,500,000.

The territory traversed will be THE scenic route between the Great Lakes and San Francisco Bay. Larger cities to be served by the California Zephyrs, in addition to the terminal cities of Chicago, on the east, and San Francisco and Oakland, on the west, include Omaha, Lincoln, Denver and Salt Lake City.

Passenger schedules have not yet been worked out in detail, but the time for the trip between Chicago and San Francisco will probably range from 46 to 48 hours when the service is inaugurated.

The streamlined equipment will have the most modern conveniences yet devised for the satisfaction of passengers and will include both standard and tourist sleepers.

Each California Zephyr will have five vista dome cars, including coaches and the observation car. Sitting in the dome or cupola of the vista car, the passengers will have a view... from all points of the compass... of the scenery as the train speeds along.

The schedules will be arranged so that the traveler will have a daylight view of the Colorado Rockies, whether he is making the eastward or westward trip. The section of the trip through the Rocky Mountains... this being the Moffat Tunnel route... includes the Gore Canyon and the Glenwood Canyon of the Colorado River.

Likewise, the passenger will make a daylight trip, whether going east or going west, through the rugged but picturesque Feather River Canyon which the Western Pacific threads in making the ascent or descent of the Sierra Nevada of California.

ELKO ECHOES

By Peggy Phillips

One of our railroad family **Fred W. Egelston**, personal record clerk, has thrown his hat in the political ring, announcing his intention to run for the Nevada State Assembly. Fred, prior to his railroad career, was a newspaperman and understands the ins and outs of state politics. He is president of the clerks' union here, serving a second term. Fred has also been commander of the Elko American Legion post.

Leslie S. "Tex" Thornhill is back on his regular 1st trick telegraph position at Elko after a leave of absence spent in Mississippi. Um boy—those catfish tales he brought back too!

Jim Hamilton has returned from Pilot where he worked during the derailment. **Pat McEligot**, former operator from Winnemucca who relieved Jim will be on 3rd at Elko.

Irene Weyland, one of our two lady operators at Sonar, has been in the hospital at Elko for several days. We hope she will soon be well enough to be released.

Cecil D. Adams worked as agent at Shafter while **Charles J. Thurber**, regular agent, enjoyed a vacation.

Nancy Law is now working 3rd trick train order operator at Elko.

Fay Strange, former head timekeeper, has returned from the European theatre of war. He is now working as yard clerk at Elko.

John Murphy and **Norman Vaughn**, members of the W.P. bowling team at Elko, feel confident of their bowling ability. So confident in fact they have wagered a chicken dinner they can spot **Allan Thorpe** and **Bonny Bardsley** 50 pins and still win. We are looking forward to witnessing this match of the season.

Sure sign of spring—**W. F. "Bill" Bebert** and **Cliff Fields** have been spending some time working over their fishing tackle. Both are expert fishermen and have the ability to land the canny lake trout. Why don't you let us in on your secret, boys?

Ray Sargent in his spare time has a hobby of selling. He is apparently successful, for every place we go we see the clever inexpensive sewing kit made of polished woods, shaped like a duck, which he has been selling. It keeps all the sewing tools, thread and buttons handy for instant use and is very attractive, neat and durable. (Editor's note: Not a paid advertisement!).

* * *

HAROLD KLEIN PROMOTED

★ **Harold Klein** was recently appointed city passenger agent at San Francisco.

Born at Colusa, California, in September 1919, Harold joined our organization in December of last year as ticket clerk in our San Francisco city ticket office and held that position until his recent promotion.

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55amWed.	39-5-39	B-391
Chicago	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55amWed.	39-5-39	B-392
Salt Lake City	W-404	458	10 Sections, 1 DR, 1 Compt	WP 40,	4:00 pm Sun.	7:30pm Mon.	39	W-394
*New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	8:30amThu.	49-39-5-39	4939
**New York	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 68	4:00 pm Sun.	8:30amThu.	67-39-5-39	6703

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

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to Denver	WR	451½	16 Sections	WP 40, D&RGW 6,	4:00 pm Sun.	12:50pmTue.	7-39	505
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55amWed.	39-5-39	BT
Chicago	WA	105½	13 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55amWed.	39-5-39	BM

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:35pmSun.	9:50amWed.	40-6-40	W-401
San Francisco	B-392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:35pmSun.	9:50amWed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 1 Compt	WP 39	8:30amSun.	9:50amMon.	40	W-404
New York to *San Francisco	4939	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	3:40pmSun.	9:50amThu.	40-6-40-48	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	3:45pmSun.	9:50amThu.	40-6-40-68	4048

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

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

Chicago to San Francisco	BT	105½	16 Sections	CB&Q 39, D&RGW 5, WP 39	12:35pmSun.	9:50amWed.	40-6-40	WT
San Francisco	BM	105½	13 Sections	CB&Q 39, D&RGW 5, WP 39	12:35pmSun.	9:50amWed.	40-6-40	WA
Denver to San Francisco	505	451½	16 Sections	D&RGW 7, WP 39	5:00pmSun.	9:50amTue.	40-6	WR

FREIGHT RATE INCREASE SOUGHT

★ The nation's railroads have filed a petition with the Interstate Commerce Commission requesting a general increase in freight rates to average about 25%, with certain exceptions as to which lesser increases are asked, effective May 15.

Freight rates are still at pre-war levels and railroad freight traffic has declined sharply. On the Western Pacific, for this year to date, freight earnings are off some 40%. Against these facts, the railroads cite the further facts that, including the most recent wage increases, the total increase in wage levels since the beginning of the war runs to something like 48%. Prices to railroads for materials and supplies, includ-

ing fuel, were one-third higher in 1945 than before the war and it's obvious that these prices will be further increased in 1946.

The railroads have asked the increased rates be made effective May 15th.

In view of the adverse effect of each day's delay upon both the carriers and the national economy... and because increased rates cannot be made retroactive while, on the other hand, shippers can be protected by awards of reparations... the railroads ask that the new rates become effective May 15th subject to subsequent action by the ICC after more complete hearings.

TRAFFIC CONCLAVE SIDELIGHTS

★ All work and no play makes Jack a dull boy... and Eddie and Len and Jim and Perl, to mention a few others! So our traffic representatives' meetings and tours had their lighter moments, most of which, unfortunately, we missed. Still, we made a few notes, as generally suspected, and pass them on, hoping at all times to stop short of libel!

Ed. McCarthy chided us, albeit gently, on our infrequent mention of his Chicago personnel (incidentally, a staff of 18!). We gave him routine #1... the usual song-and-dance about we'd be glad to run the material if we received any, etc. Ed. seemed unimpressed! And gave us no promise to make news by sitting atop the flagpole on the Bankers Building (just the name of an office building in which we're located, boys!), so why should we mention his name?

Now **Jim Warren**, also of Chicago, gave us a morsel. He told us about **J. C. (Johnny) Riegel**, who, at long last, hospitalized himself for removal of gall bladder. Imagine John's surprise when he came out with an appendectomy! And a healthy gall, liver, etc., enabling him to start eating normally for the first time in many moons. This may sound like a diversion, but we're still in the traffic department.

"Mahatma" **Gartner** (we deny originating the adjective or description) not only does not wear a sheet but is the official dues solicitor, east of the Mississippi, for the W. P. Club! More power to him. Too, Len's tap (?) dancing must be seen to be believed!

At Sacramento, **John Conger** palmed himself off as a fellow New Yorker to his room-mate. A little research by the boy (?) from Amsterdam Avenue (the room-mate) disclosed that John is a renegade out of Middlesex, New Jersey.

Just as we always think of our good friend **Dr. Charles Knowles** (and sadly recall that our teeth need attention) when we hear the dulcet and familiar voice of **Carl Mangum**, so we will remember **Jim Condon's** broad smile whenever we run across Elmer Lindquist, of our Oakland agency. Difficult to say which is better looking... and there will be no balloting.

Ken Stoney, our eastern foreign freight agent, made his speaking debut (?) at one of our meetings, in the course of which he used the word routing... and pronounced it "rooting" correctly. Congratulations on both! Incidentally, later we heard **Charlie Harmon** pronounce routing correctly. Apparently we are not alone after all! Doubting Thomases may choose their own reference books for verification.

Oh, those hot piano duets by **Jim Warren** and **Martin Kidd**! No foolin'; they were good. Among the vocalists we found **Ralph Randolph** (surprise), **John Coupin** (no surprise), **Dick Wilkens**, **John Conger** and **Bob Taylor**. And **Dana McCready** soothed our sensitive ears with a fine piano solo in the classical vein!

Fred McMullin (to our personal surprise) turned out to be quite an orator and if we don't now know about lumber, saw-mills and the OPA's relation to same, it's not his fault.

Joe Wheeler's tidbits about our new CALIFORNIA ZEPHYRS fell on welcome ears. **Ernie Gommer**, **Jim Warren**, **Jim Hickey** and **Russ Cleland** were on deck, in various challenging attitudes, should anyone dare to heckle their boss!

Ralph Randolph told us his report, when called upon, would be "The Fresno territory is doing fine and the future looks rosy", but when he got on his feet we seem to remember there was some elaboration on the subject of dried fruit, wine and potatoes!

For a boy from the little village down south (in California), **Dick Wilkens** impressed us as a rather well-informed gent... besides, he said he liked The Headlight!

Eddie O'Brien, **Jack McKenzie** and **Dana McCready** could, on occasion, be found in amazingly disconsolate poses... no doubt thinking about the return of inter-coastal shipping!

According to **Martin Kidd**, **Jack Mettler** and **Charlie Harmon**, their territories are "predominantly agricultural", which may be one reason why Charlie landed for our rails that big national you-know-the-name soup company!

Before the meetings, **Bob Taylor** tested all the "waiting" chairs in our general traffic office! At that, we'll bet they were more comfortable than the one he selected at the Palace.

Needless to say, each time "GI" **Martin** rose to his feet... whether or not to speak, he stole the show. At last we know why it is that "GI" can seemingly retain his vigor into the wee hours, but those who don't know the secret won't get it from us.

It may not be the greatest metropolis in the world, but listening to **John Coupin** describe San Francisco and its industrial facilities you could easily be fooled. Anyway, it's one of the greatest!

Pat Tobin explained the intricacies of import and export traffic, but we wonder, with no children present, why he insisted on spelling out "it"?

We made a note on **Art Lund**, from that other city of hills, but our shorthand apparently isn't what it used to be—and it never was much—so we can't even try to be cute!

Perl White, who always reminds us of our screen favorite of other years... in

name only!... is nominated by us as the No. 1 comedian of the session. Don't get this wrong... that's no reflection on his ability and we don't mean practical jokes; we refer to his ability to keep those in the rear of the bus in constant good humor in spite of the noble dissertations from the front end! Ah, there; we seem to be bordering on libel!

To the **Bekins Van & Storage Company**, we're indebted for the fine maps used during our Oakland and San Francisco tours. To the **San Jose Chamber of Commerce**, the group is indebted for maps and other courtesies extended at the San Jose Country Club luncheon. **Charlie Harmon's** hospitality at the Sutter Club in Sacramento was nothing to ignore. We almost had **Frank Nott** whirling on his head taking care of hotel and other arrangements, but he came through, as always. Incidentally, a bow to our passenger department for their handling of hotel and train reservations. **Jack Mettler** produced a fine map for the tour of Stockton and generous hospitality at the Navy's Rough and Ready Island base.

These were the lighter moments... or those we caught... but the "business-as-usual" sign was always in evidence!

THE EDITOR.

* * *

BETTING \$17,000,000 TO \$1

★ I've been carrying this item around in my notebook for years. I don't know who wrote it, but it's a hot argument for safe working:

"If you had seventeen million dollars and I had one dollar, would you bet your vast fortune against my lone dollar that you could toss a book in the air and catch it as it fell?"

"Of course, you wouldn't. The odds are all out of proportion to the risk.

"Perhaps you think no one in his right mind could take such a chance. If so, you are wrong. You and thousands of other apparently sane Americans do it not once but many times each day. Only you wager years against minutes.

"The average adult of 35 has 17,000,000 minutes yet to live. Every time he takes a chance to save one minute, he wagers all his remaining years. When you gamble on safety, YOU BET YOUR LIFE"—Jack Dunman, The Mengel Company.

SPORTS REVIEW

By Jack Hyland

★ The Western Pacific Bowling League's sixth year of existence was completed last March 28th, with somewhat of a photo-finish for the first few teams—as the 2nd Half Schedule ended with the Auditors taking over first place with 26 victories; the Freight Agents with 25 wins and, the Freight Accounts having been triumphant 24 times. Following the close of the second-half the Auditors (who also won the first half) were declared official "Champions for 1945-46", thus requiring the 2nd place teams of each half to roll-off for official second place recognition. The Freight Agents keglers on April 4th, very definitely established their superiority in trouncing the Transportation outfit three straight games by an 860-815; 817-739 and 801-753 score to become undisputed runner-up for the season.

The close of the 2nd half schedule found the teams lined up in the following positions:

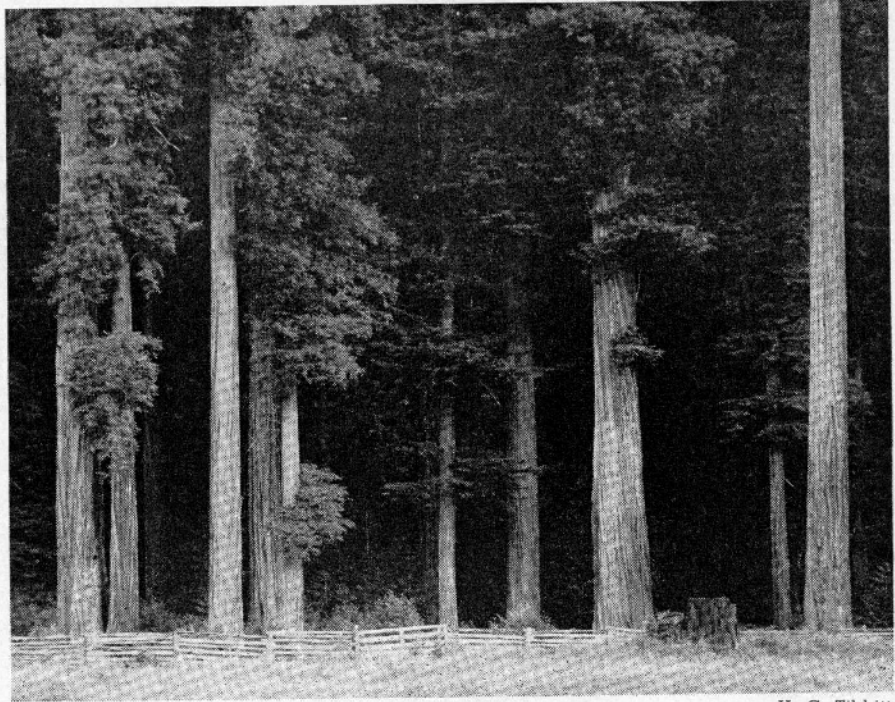
	Won	Lost	H.G.	H.S.
Auditors	26	16	853	2430
Freight Agents ...	25	17	864	2438
Freight Accounts ..	24	18	871	2504
Oakland Carmen..	22	20	871	2438
Traffickers	21	21	884	2425
Transportation	20	22	874	2437
Passenger Traffic..	17	25	845	2408
Engineers	13	29	824	2338

The individual averages continue with Bill Wilkinson holding down first place with a 173 average, followed by Joe Corven's 168 and Pete Casey's 165 averages, and the rest of the "Big 10" are:

	Gms	Avg	H.G.	H.S.
Wilkinson	42	173	228	579
Corven, Joe	39	168	230	572
Casey	42	165	214	512
Prise	39	165	224	552
Nordberg	30	164	213	559
Hyland	42	163	219	570
Heagney	42	163	226	556
Murphy	42	161	226	595
Brown	36	161	210	527
Sevey	39	160	196	529

Throughout the entire season—"Ace" Hudkins was top series man posting a 609 series on opening night, followed by Axel Rintala with 605 and Connie Murphy's 595 series. High individual game was registered by Axel with a 243 with Howard Sevey's 237 and Joe Corven's 230 games running next in line. High Team Game for the year was credited to the Traffickers with a 928, although their High Team series of 2503 was topped by the Freight Accounts keglers who slammed out a 2504 series.

As requested by a limited number of bowlers, mainly our returned "vets" a Summer Handicap League is contemplated to permit the boys a chance to "get their feet, as well as the bowling bowl!"..... on the alley.



—H. C. Tibbitts

MYSTERY OF THE FOREST

Typical Redwood (semperviren) grove in Humboldt County, California

PLEASE REFER

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

TRAVELERS AID

Ferry Building - GARfield 6732
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FAMINE !!

Sweeping like a prairie fire over half the world. Help fight it. Give canned food or money to buy food to your Emergency Food Collection on behalf of UNRRA. Or, you may send checks or money orders to National Headquarters, Emergency Food Collection, 100 Maiden Lane, New York 7, N.Y.

**SOLUTION to:
WHAT IS THE NAME OF THE ENGINEER ?**

We have six unknown quantities and six equations of facts.

Referring to the numbered facts, we find as follows:

From (2): The fireman's name is either Jones or Robinson.

From (3), (6) and (1): Since the brakeman lives **halfway** between Chicago and Detroit, his nearest neighbor cannot be Mr. Robinson because the latter lives in Detroit.

From (1) and (5): The brakeman's nearest neighbor cannot be Mr. Robinson, because he lives in Detroit, nor can he be Mr. Jones, because the latter's salary of \$7,000 per year is not exactly divisible by 3. Hence the brakeman's nearest neighbor must be Mr.

Smith who, like the brakeman, must live halfway between Chicago and Detroit.

From (4): Since Mr. Robinson lives in Detroit, and since Mr. Smith lives halfway between Detroit and Chicago, the other passenger must be Mr. Jones, who lives in Chicago. Also, the brakeman's name must be Jones.

From (2) and (4): As from (2) the fireman's name is either Jones or Robinson, and since from (4) we learn that the brakeman is Jones, then the fireman must be Robinson.

Ergo—

This leaves SMITH as the engineer!

T P B

SAN FRANCISCO AND NEW YORK

THRU SLEEPING CAR SERVICE NOW IN EFFECT

The **EXPOSITION FLYER** now carries a Thru Standard Pullman (10-Sections, 1 Drawing-room, 2 Compartments) between San Francisco and New York, alternating between the Pennsylvania's "GENERAL" and New York Central's "COMMODORE VANDERBILT" East of Chicago.

Via P.R.R. Car 4048 Eastbound from San Francisco and Car 4939 Westbound from New York.
From both terminals May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, June 2, 4, 6, 8, 10, 12, 14, 16, etc.

Via N.Y.C. Car 4068 Eastbound from San Francisco and Car 6703 Westbound from New York.
From both terminals May 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, June 1, 3, 5, 7, 9, 11, 13, 15, etc.

EASTBOUND—Read down	SCHEDULE	WESTBOUND—Read up
Example Sun. 4:00 p.m. Sun. 4:55 p.m. Sun. 7:50 p.m. Sun. 9:00 p.m. Sun. 10:10 p.m. Mon. 8:00 p.m. Tue. 1:50 p.m. Wed. 11:55 a.m. Thu. 8:30 a.m. Thu. 8:30 a.m.	lve SAN FRANCISCO (P.T.)(W.P.) arr. lve. OAKLAND " arr. lve. STOCKTON " arr. lve. SACRAMENTO " arr. lve. MARYSVILLE " arr. lve. SALT LAKE CITY (M.T.).....(D.&R.G.W.) arr. lve. DENVER (C.B.&Q.) arr. arr. CHICAGO (CST) " lve. arr. NEW YORK (EST)(N.Y.C.) lve. arr. NEW YORK(P.R.R.) lve.	Example 9:50 a.m. Thu. 8:50 a.m. Thu. 5:50 a.m. Thu. 4:40 a.m. Thu. 3:35 a.m. Thu. 7:40 a.m. Wed. 8:20 a.m. Tue. 12:35 p.m. Mon. 3:45 p.m. Sun. 3:40 p.m. Sun.

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