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WESTERN UNION

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DENNEYS

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EASTERN
Outfitters

SHRINERS ON DRESS PARADE AT FRESNO
SAN FRANCISCO'S ISLAM TEMPLE BAND

*Happy the man, and happy be alone;
He who can call to-day his own;
He who, secure within, can say,
To-morrow, do thy worst, for I have liv'd to-day.*
—John Dryden

EDITORIAL

★ Many of our colleagues retired... "took the pension"... the first of this month. Many more will follow in their footsteps as the months go by. Yes, youth will be served, but we're going to miss some of those "old-timers".

RETIREMENT It's next to impossible to associate with the same group of people for thirty, thirty-five, or more, years and not leave the impress of your personality. For a while at least, instinctively, those retiring will, in our minds, be at the old stand doing business as usual. But we do not grieve; rather we rejoice with them in their well-earned leisure. We hope their days will be many and filled with happiness. We hope, too, as we will not forget them, they will not forget us or the dear old Western Pacific.

★ We are born; we are educated, in more or less degree; we work thirty, forty or fifty years, during which we dream dreams—most of which go unrealized; and we retire. But what of the years between adolescence and retirement? Do we act realistically and prepare for the day when we will leave the engine cab, the caboose, the machine, or the desk, to accept retirement? Far from it. All too many of us ignore the obvious. We do not, in our spare time, develop our interests, or hobbies. Rejecting the examples all about us, we plod along like automatons and reach the age of retirement with nothing to do but clip coupons!! Consider yourself. Are you preparing for a grand job of loafing and indulging your hobbies after retirement?

ARE YOU READY??

★ Western Pacific Railroad last month issued its thirtieth annual report (for 1945) to stockholders. Mentioned prominently by President Eelsey in his remarks was our participation in the purchase of the new CALIFORNIA ZEPHYRS and the proposed sale of the Pullman Company owned sleeping cars to the nation's railroads.

When the CALIFORNIA ZEPHYRS begin their daily treks between Chicago and San Francisco, there will be no finer trains in the country. Five cars in each train will feature the newly developed Vista-Dome. Each Vista-Dome compartment will accommodate 24 passengers in air-conditioned comfort, permitting side and sky views through glare and heat-resisting safety glass. Without extra fare, these luxury trains will offer a fast, comfortable service through the Colorado Rockies and the Feather River Canyon in both directions by daylight.

WP 1945 ANNUAL REPORT

Shades of Biddle and Berge! After the Federal District Court finally approved the sale of Pullman's sleeping car business to the group of railroads, on March 4th, this year, the Department of Justice filed a last minute appeal to the Supreme Court. The District Court then stayed all proceedings and ordered Pullman to continue its operation until further notice. Ah, Justice; what deeds are perpetrated in thy name!

Perhaps the most startling figure in the annual report is the passenger department's astronomical earnings total of \$10,123,884, achieved by handling 766,925 revenue passengers at an average revenue of 12½ cents per mile! Freight revenues of \$46,681,588, gleaned from the handling of 9,959,600 tons, set a record we suspect will stand for many moons. Dividends declared payable to more than 4,000 stockholders during '45 totalled \$2,549,595. Wages paid to an average of some 6,900 employes during '45 totalled \$21,795,363. Lack of space prevents further analysis. Demand it, if interested!

We will be happy to place all interested retiring employes on our mailing list. Just furnish the editor your complete mailing address and keep him informed of changes!

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager

★

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THE SHRINE VICTORY CONVENTION

★ Within a couple of weeks, Shriners will begin gathering in San Francisco for the first mass Shrine conclave since the war...and the first in California since 1932. Twenty-five thousand Nobles from more than five hundred American cities and towns will visit San Francisco during the convention.

More than fifty thousand flags and banners will be hung on Market Street, between the Embarcadero and Fulton Street. Union Square and the Civic Center will be decorated and illuminated by special electroliers.

Two gigantic parades will be held, featuring scores of uniformed bodies and marching units. One parade will be in the daytime; the other at night.

On the agenda are two grand balls...one for the Imperial Potentate and the other for the incoming potentate; a world's championship swimming meet at



SHRINE LEADERS MAP VICTORY CONVENTION

Washington I. Kohnke, Potentate of Islam Temple, left; William H. Woodfield, Jr., Imperial Potentate of the Shrine of North America; and Dr. Howard M. McKinley, director general of the Shrine Victory Convention, draw up plans for the convention.

Fleishacker pool (19 events and a water ballet) with five girl champions participating... Ann Curtis, Sugar Sahner, Pat Sinclair, Patsy Elsener and Zoe Ann Olsen; a golf tournament; tours and many other special events.

The Anchorage (Alaska) Shrine has 70 members. Forty-two of them, in two planes, will fly from Anchorage to Juneau...to Ketchikan...to Seattle...and to San Francisco, returning via the same route in their chartered planes.

More than seven thousand rooms have been reserved in San Francisco's eight-hundred hotels. Fifty percent of all Pullman accommodations in the nation have been allocated to the Shrine delegates and uniformed bodies...and a Pullman city will be established in the railroad marshalling yards of San Francisco.

This is San Francisco's first great convention since the war's end; the first time in fourteen years the city has played host to a National Shrine convention. Welcome, Shriners!

SHRINERS ON DRESS PARADE

Our front cover this month shows Islam Temple of the Shrine band, nattily dressed, putting on a show for a class of 250 candidates being initiated at a giant ceremonial at Fresno.

The ceremonial was a forerunner to the national Shrine Victory Convention, to be held at San Francisco July 23, 24 and 25, and gave the Islam band an opportunity to strut its stuff for Fresnans after a lay-off during the war years.

TESTIMONIAL DINNER

★ A testimonial dinner was tendered retiring officers and employes at St. Francis Hotel, in San Francisco, on June 26th. Honored were Ira Guy Burks, Lewis Cronk, Deane Cornelius DeGraff, James Wilmer Grace, Edward Wilson Mason, John Phillip Quigley, Lewis Hagy Rodebaugh, James Byron Rowray, James Wilkinson Waide, Thomas Frederick Watson and Tena B. Webster. Ada Lee Shaeffer, who was to have been similarly honored, could not attend because she was visiting in Southern California.

The Colonial Room was filled to capacity by two hundred and fifty fellow-employes, who heard president Charles Elsey, Vice-President-elect Harry A. Mitchell, Vice-President Henry E. Poulterer, Chief Engineer Thomas L. Phillips and Brotherhood Chairmen Clyde E. Whitman, of the BLF&E, and Richard J. McCarthy, of the BRC, laud the men and women with whom they have worked for the past three or more decades.

The dinner concluded with the presentation of several gifts to the honored guests...mementos from their associates, both on-line and GO.

Of those retiring, "Jim" Grace is the veteran in years of continuous service...a few months short of forty years.

The long arm of coincidence was noted. Tena Webster, "Jim" Waide and "Tom" Watson were born on the same date...October 13...Tena and "Jim" in the same year, which means they will be celebrating their Seventy-Fifth anniversary in a few months. And again, "Jim" Waide and Lewis Cronk, both born in England, began their Western Pacific work only fifteen days apart—in 1920.

So we have two Englishmen, one Canadian, two Missourians, two Minnesotans, one Louisianan, one Michigander, one Illinoisian, one Pennsylvanian and one Californian contributing more than four hundred thirty nine years of their lives to the progress of the Western Pacific Railroad. They have done well; as have the other Western Pacific veterans who retired on July 1, who are not forgotten. We wish all of them could have been with us on the 26th. They have more than earned the leisure years ahead. To them all, our best wishes for all possible happiness.

★ ★ ★

LONG TUNNELS

★ In connection with an illustrated article on railroad tunnels, RAILROAD MAGAZINE has compiled a list of North American railroad tunnels exceeding one mile in length.

Western Pacific's Spring Garden tunnel ranks 17th on the list of 34 tunnels, followed by the Chilcoot and Jasper tunnels in 27th and 30th places.

Hy-Lites

By JACK HYLAND

statement, for Frank has given away many, many trout skillfully caught by him during his 30 or more years of fishing around Tobin, Cal. (Understand they are very good eating, but Frank doesn't seem to have my name on his "favor" list... yet).

Kenny Baird, husband of **Muriel Baird** (Treas. Dept) having served sufficient time at "sea" to warrant release from the Merchant Marine is now a land-lubber and after noticing his dancing at our recent "Spring Dance" it didn't take long to lose his "Sea Legs".

Arthur Allen (Traffic) is really a "fastie"... for he has been acquiring that "5 o'clock shadow" around 4:15 to 4:30 p.m. every afternoon. It seems his new electric razor doesn't permit shaving as closely as his former one... but then maybe Art's standing too far away from the razor.

Learned that last month **Nick Schoeplein** (AF&PA) read each and every single line of the June Headlight looking for an article concerning a certain individual. We apologize Nick, for not having included the item in last month's issue, but we can't disappoint you again, so in case you're again scanning every line, you can stop right now... for here it is, right below.

One evening last month, Editor **Mittelberg** and myself, noticed **Harry Stark** (AF&PA) leaving the building in the usual manner, but this particular night he was carrying a... "shovel". We previously knew the waybills, etc. were piling up considerably, but neither of us were aware the situation had become so drastic... a shovel was necessary.

Showers (not to be confused with light drops of rain) were very much in evidence during the month of June... **Mary Genoer** (Treas. Dept) held a shower for **Mrs. Bobbe Senior**, nee Boyd (formerly Treas. Dept) on June 5th and the trend of gifts were "baby things" account an addition is expected shortly; then on June 10th, **Mary** was the recipient of many lovely "kitchen things" at her shower given by **Betts Kellerer** (Treasurer).

To those of you who are still... spiritually... minded, wish to again repeat **Dr. Leo Boyle** (Flood Bldg) still passes out the "soothing syrup" in the form of a drink following extractions. My last extraction... tasted very good.

Flickering candles together with tall tapers furnished the only lighting, and created a very romantic atmosphere at the Northbrae Community Church, Berkeley, Cal. last June 16th as Rev. Robert Burns performed the wedding ceremony uniting **Mary Genoer** (Treas. Dept) and **Earl Preece** (U.S. Maritime Service). Following a reception held at the Church, the bridal couple slipped away to the Claremont Hotel, later traveling to Coronado Beach for their honeymoon, taking with them the blessings of their many friends for continued happiness.

Our friend... **Marie Libbe** (Chicago) writes to tell us the Chicago office is being completely remodeled and will be quite ultra-swank when they have the Grand Opening. We learn **Charles Faye** (Perishable Mgr) said some (not) nice things about Chicago on his recent trip—mainly concerning the extreme heat and the rainstorms. (Chuck was only fooling Marie, for he was born in Chicago). And **George Wenig** has troubles—the building in which his apartment is located is being "sold" and the new owner wants George's apartment, but he took time out to fix up **Richard Gollan** (Traffic-San Fran) with a sight-seeing trip as he passed through enroute home from Cincinnati. Marie says—that's about all, very dull place, etc... (What happened to **Kenway Stoney** and his temporary "two-bits").

A new "Mrs" was added to the Car Record Dept. when **Miss Angela Salerno** strode to the altar on June 8th, 1946 at 4 P. M. The setting was the St. Marys Cathedral, San Francisco—and the lucky groom was **Carl Gambrill**. We wish them a world of happiness in "their new world".

We understand "our **Frankie**" **Sell** (Los Angeles) was somewhat confused when **Hazel Wochos** (Chief-PBX) called him "Captain Midnite" sometime last month instead of the usual endearing names... but then, said Frank, "We received our copies of the Headlight". It seems **Charlie Van Zandt** (Traffic) gave out "for press release" something of a secret about Frank's favorite radio program, so he now retaliates by mentioning Charlie always wanted to hear "Jack Armstrong—the all American boy" program. Well, what's next fellows?

While most prospective brides were awaiting the arrival of June... not so for **Elizabeth Featherstonhaugh**, because on May 25th at the Calvary Presbyterian Church, San Francisco, she became "Mrs. **John Sandstrom**". Incidentally, the Sandstrom's are both employed in our AF&PA-Interline Dept... so we extend our best wishes for happiness "at home" and "at the office".

We just learned that **John J. Farley** (Gen Auditors) recently returned from the U.S. Navy, and **Miss Alice Clare O'Connell** were united in marriage on Saturday June 15th at 10:30 a.m. at St. Augustine Church, Berkeley, Cal. We add our blessings.

As our column has mentioned many weddings, believe it proper to extend congratulations to those who have not forgotten "their marriage vows"... like **Harold Heacaney** (AF&PA) with "13 years" last May 29th; or **Bill Stout** (Gen. Aud.) with an "18 year anniversary" on June 30th; or **Tom Brown** (our Publicity Mgr) who will celebrate "27 years" when July 14th rolls around.

TAKING OUR GUARDS DOWN

★ Richard Roe told the following story:

"A tourist who was visiting a mountain resort was taken to the edge of a precipice to enjoy the view from a great height. Observing the danger as he looked down into a gorge from the unprotected edge he remarked: 'This seems awfully dangerous without a guard of some kind at the edge of this cliff.' To which the native guide replied, 'There was a guard up there for a long time but nobody fell over so they took it down.' That is comedy in a story, of course, but how often are accidents, with their consequent injuries or deaths, due to that very philosophy? For years a man may get on and off moving cars guarding himself by using care, and then because he has never been injured he lets down his guard and becomes a casualty. How often do men climb over locomotives and tenders, for years, protecting themselves by watching their steps and keeping firm and then let down those guards in a hurry or with wandering mind and bring upon themselves severe or fatal injuries? How often do switchmen work years on end throwing switches without injury, and then, because no accident has happened to them, let down their guard of thought and care only to break a toe by letting the ball on the switch lever hit his foot. How often do firemen work long periods of time putting out classification signals and taking water and then because "nobody fell over" they let down their guards and suffer serious consequences.

It is not our new men in train service who have the most accidents—look at the records—it is the fellow that takes down his guard because "nobody has fallen over."

Last year we killed six of our employees; this year to date, we have killed one. Unless we do better than we did last year there are now five of our employees, somewhere out along the line, who will be dead at Christmas time. If there is any doubt, in the minds of any who read this, that saving those five is worthy of the utmost of our intelligence and care then consult your families, they will know.

HOMER BRYAN

★ ★ ★

ROBERT E. GONSALVES PROMOTED

★ On July 1st, Robert E. Gonsalves succeeded "Bill" Crossen as our district passenger agent at Salt Lake City.

Bob was born June 9, 1910, at Franklin, Indiana, and joined the Western Pacific as passenger agent at Chicago on May 1, 1939. He was transferred to Salt Lake City, in the same capacity, December 1, 1942.

When the eastbound troop movement became very heavy in the fall of 1945, Bob was temporarily assigned to the general passenger office at San Francisco and, for several months, acted as night military passenger agent. He returned to his regular duties at Salt Lake City in May, 1946.

Congratulations, Robert!

These columns, usually reserved for Thomas P. Brown's "What's In A Name?" or "Western Wayfarer", were graciously relinquished by Tom so we might devote the badly needed space to current stories of retirement and promotion. This is the first issue since July 1942, failing to carry a contribution of Tom's!
—The Editor

JAMES WILMER GRACE RETIRES

★ James W. Grace, who has been industrial commissioner for the Western Pacific for twenty-three years and whose railroad career spans some forty years, retired on June 30th.

"Jim" Grace was born on June 11, 1874, at Brush Creek, in Butte County, California. His father crossed the Isthmus of Panama in 1862 to work in the gold diggin's as a hydraulic miner at Rich Bar, in the Feather River Canyon.

His birthplace, the Mountain House hotel, was owned by his parents and famous badman "Black Bart", who specialized in holding up stages, was a guest at times at that hotel, according to "Jim", who recalls one occasion, when a sheriff had "Black Bart" in custody at the hotel, the stage-robber made his escape from a second-story room by using a rope made of strips of blankets.

After "Jim" was graduated from Oroville high school in 1892, he passed the county examinations for a teacher's certificate and began teaching—at the age of 19—in what he terms the "chaparral districts" of Butte County. He became principal of the Oroville grammar school in '97 and held that position until 1905.

In November, 1906, "Jim" became right-of-way agent for the Northern Electric Railway, subsequently becoming its claim and tax agent, also superintendent of farming operations. He continued in that capacity for the Sacramento Northern Railway, when it acquired the Northern Electric, headquarters at Sacramento.

He is a past master of Oroville Masonic Lodge; past high priest of Oroville Royal Arch Masons; past commander of Oroville Commandery; and past patron of the Order of the Eastern Star, Oroville chapter. He is also a member of Islam Temple, A.A.O.N.M.S., San Francisco.

"Jim" Grace has a host of friends over the length of the Western Pacific Railroad and affiliates. With them we join in wishing him the best life can offer in his leisure years.



DEANE CORNELIUS DeGRAFF RETIRES

★ On June 30th, Deane C. DeGraff retired as general auditor of the Western Pacific Railroad after more than twenty-five years in that position.

He was born at Palmyra, Michigan, December 5, 1868; was graduated from Michigan Military Academy—then situated at Orchard Lake, Michigan—in 1888; and that year went to the Union Pacific at Denver as a clerk in the mechanical department.

In 1896, he joined the Oregon Short Line at Salt Lake City as right-of-way agent in the engineering department and, in '98, went over to the Rio Grande Western, holding various positions in the transportation and accounting departments.

He first entered the service of the Western Pacific at San Francisco on the day of the great earthquake and fire of April 18, 1906, staying seven and a half months. When he rejoined our organization on March 1, 1908, as general bookkeeper, he remained to become our general auditor on March 1, 1921.

After more than thirty-eight years with the Western Pacific and a 58-year railroad career, Mr. DeGraff has certainly earned some years of leisure. We shall miss him at the old stand... the calm mien and the fine sense of humor. Our very best wishes to him for happiness and contentment in retirement.

EDWARD TODD GALLAGHER NAMED SUP'T. OF TRANSPORTATION

★ On July 1st, Edward T. Gallagher was appointed superintendent of transportation for the Western Pacific Railroad.

Ed. was born at Covington, Indiana, April 7, 1886. After graduation from high school, he took his first railroad job as a telegraph operator with the Pennsylvania at Fort Wayne in February 1903, subsequently working as an operator for the Wabash, Union Pacific and Southern Pacific.

His first Western Pacific service was at Stockton from March, 1910, to January, 1917, as telegrapher and car distributor. In October, 1919, he rejoined Western Pacific as a dispatcher; moved up to night chief and finally to chief dispatcher. In 1942, he was appointed assistant superintendent of transportation, the position he held until his recent promotion.

Congratulations, Ed. and good luck all the way.

FEATHER RIVER INN REOPENS

★ Feather River Inn, world famous resort near Blairsden, on the main line of Western Pacific, high in the Sierra Nevada, reopened, after war-time closure, on June 20th for the 1946 summer season.

The Inn, which was built in 1914, is owned and operated by the Interstate Company and was last operated in 1942. The facilities include a swimming pool, golf course, tennis court, bowling alley, centered in and around a huge rustic main building. Most of the living quarters are in beautiful rustic chalets which range in a semi-circle close by the main Inn building.

Gus Mann, renowned hotel manager, who had managed the Feather River Inn for several seasons prior to the war-time closing, is again the host this year. Advance reservation requests indicate the 1946 season, extending through the first week of September, will be a banner one for the Inn.

The Western Pacific has arranged to stop Trains 39 and 40 on flag at Feather River Inn station for the accommodation of passengers who desire to use that train. For those who prefer to make a daylight scenic trip from the West, Trains 1 and 2 will also stop on flag at Feather River Inn.

★ ★ ★

JAMES WILKINSON WAIDE

ADA LEE SHAEFFER

TENA B. WEBSTER

★"Jim" Waide, Lee Shaeffer and Tena Webster, general office employes for many years, retired on June 30th.

Lee Shaeffer, who was born at Roanoke, in Calcasieu Parish, Louisiana, May 4, 1881, came to the Western Pacific in March 1915. Except for a few months with the store department at Sacramento, all her 31 years of service were in the purchasing department.

Tena Webster, of our freight traffic department, was born at Redwing, Minnesota, October 13, 1871, and began her Western Pacific work in November, 1918. Tena recalls the earliest humble days of the now great Sears, Roebuck organization, with whom she began her business career before they had a Chicago office!

Jim Waide was born at Ipswich, Suffolk, England, on October 13, 1871. He joined the Western Pacific organization on March 18, 1920, and has since been with us. At retirement he was on the staff of the purchasing department.

Our sincere wishes to all three for happiness and contentment in the years to come.

THOMAS FREDERICK WATSON RETIRES

★ "Tom" Watson retired as local revising clerk in the accounting department at GO on June 30th.

Born at St. Catherines, Ontario, Canada, October 13, 1867. When quite young, he moved to Chillicothe, Missouri, and, in 1883, came to California. Was graduated from Oakland High School and went to work for the Oakland Tribune. Later, worked on the Petaluma Courier and took a business course at Petaluma Commercial College.

Moved to Salt Lake City in 1890, going to work two years later for the Rio Grande Western Ry. When the Denver & Rio Grande Railroad bought the RGW in 1901, Tom was transferred to Denver, where he remained five years; then returned to Oakland.

He was with the Southern Pacific for three years beginning in 1906; then joined the Western Pacific on December 4, 1909, remaining with us three years.

During World War I, he worked for the Government in the transportation department at Fort Mason, San Francisco, returning to the W.P. in 1918.

In 1932, the Mayor of Oakland appointed Tom a member of the Board of Park directors. He served for twelve years, two terms as president of the board.

Tom and his wife celebrated their 54th wedding anniversary last month. We wish them many happy returns and years of happiness.

★ ★ ★

NORMAN WALKER MENZIES APPOINTED SUPERINTENDENT OF TELEGRAPH

★ Effective July 1st, Norman W. Menzies was appointed superintendent of telegraph.

Born at Alameda, California, September 4, 1907, Norman received his education there and was graduated from Alameda High School in 1924. Then worked in office of Architect Charles F. Strothoff, as draftsman and specifications writer until February 1933.

He joined the Western Pacific organization in December 1933 as statistical clerk in the transportation department. In September, 1936, he transferred to the tax agent's office as statistician; then back to the transportation department in July, 1937.

In May, 1939, he was appointed chief clerk in the telegraph department, the position he held until his recent promotion.

FRANK BERTRAND STRATTON NOW INDUSTRIAL COMMISSIONER

★ Effective July 1st, "Bert" Stratton was appointed industrial commissioner for the Western Pacific Railroad and affiliated companies.

Born at Healdsburg, Calif., October 2, 1900, Bert was graduated from Oakland's Technical High School in 1920 and landed his first job with the Western Pacific as an office boy. Later,



he became secretary to the VP&GM and then was made perishable traffic agent. In October, 1931, he was appointed general agent at Seattle.

He entered the Transportation Corps, U.S. Army, April 19, 1943, as captain, and reported to the zone transportation officer at Dallas. Was promoted to major July 4, 1945. Bert served at the Albuquerque Regulating Station, the Shreveport Holding & Reconsignment Depot and in the 8th Zone Transportation Hqrs., Dallas, where he was released in October 1945.

Upon returning to the Western Pacific, he was appointed assistant to the freight traffic manager on November 1, 1945 and held that post until his recent promotion.

★ ★ ★

CHARLES P. RUSSELL

★ On July 1st, Charles P. Russell was appointed general auditor. Russell was born on May 6, 1880, at Los Angeles. He began his Western Pacific service as a general clerk in December, 1906, and rose through various positions to become assistant general auditor, the position he held at the time of his recent promotion.

THE STOCKTON GRAPEVINE

By Velma Mikolash

★ Well, readers, by now you know what I mean and why I'm envious of that Runge technique. Hope you enjoyed reading last month's Grapevine as much as I enjoyed my vacation in the Middle-west.

Quite a dash of color around the yard office with Trainmaster's clerk **Lester D. (Pinkie) Morrison** trying to establish a reputation for wearing the loudest neckties. His closest competition... Chief Clerk **McAtee**.

(Editor's note: Here Velma has a paragraph about **Hughie Allen**, from which we gather only that Hugh is in bad shape!)

Conductor **Milton E. McCann**, who is trying to be a baseball magnet, is dividing his time between railroading and managing the Stockton Ports, ably assisted by Crew Clerk **Jim Kennedy**.

Our genial Conductor **Thomas J. (Red) Carroll** has declared himself on the Portola extra board in order to help himself to a few of those famous Feather River trout whose whereabouts he claims to know. "Red" just couldn't seem to catch any in the San Joaquin River!

Walter Mercer, assistant agent at the wharf warehouse, has been away for some time because of illness, but we're glad to report a rapid recovery and that he will soon be back on the job.

Ticket Clerk **Bob Harrigan** has returned from his vacation after spending a good part of it in Los Angeles. Understand most of his time was spent in Union Station learning the routine of answering those questions that so often stump a ticket clerk!

Gladys Quigley, afternoon crew desk clerk, has returned from her vacation and all were surprised that she was still Gladys Quigley, since via the Grapevine anything could happen!

Telegrapher **Frank Bravo** just returned from his vacation, spending most of it at home and doing some San Joaquin River fishing. He had been relieved by **Alta Kemble**, wife of Conductor **William B. Kemble**.

Queen, mascot of the yard office for the past nine years and favorite of all, has again presented her valet, **Tom King**, with seven bouncing pups. Now comes the regular scramble of employees of "who takes which".

STUART JENKINS ELECTED WESTERN PACIFIC DIRECTOR

★ Stuart Jenkins, formerly of New York City, now president of The Western Realty Company, San Francisco, and associated with the San Francisco firm



of McLaren, Goode & Co., public accountants, has been elected a director of the Western Pacific Railroad.

A graduate of Yale University, Jenkins was a lieutenant-colonel on the staff of the commanding general, U. S. Forces in the China-Burma-India theater during World War II.

★ ★ ★

PORTOLA PASSINGS

By Gladys Loggins

★ Between May 26th and June 16th, the Portola Ball Club played and broke even in four games, beating Herlong 4 to 2 and Reno 10 to 9, but losing to Lovelock 20 to 7 (!) and Fallon 6 to 5. In the June 16th game against Reno, war hero **Walter Powell** became a civilian hero when, in the 10th inning with Reno leading 9 to 7, the bases loaded and two gone, he stepped up and banged out a homer! The team's record is three wins and two losses.

Roundhouse Foreman **Dave Sarbach** is nursing a sore thumb acquired while hitch-hiking from Winnemucca to Portola after No. 39 died at Winnemucca because of the strike on May 23rd!

Brakeman and Mrs. **Sam R. Heath** are the parents of a baby boy, born May 19th, at Oroville.

Yardmaster and Mrs. **Charles M. Beam** are on an extended visit to the South and Middle-west.

Firemen **Robert V. McGinnis**, **Norman G. O'Neill** and **Joseph E. Bramse** should soon be back in service, as they went through Portola recently on a Main headed for Camp Beale and discharge.

Brakeman and Mrs. **Alvin Miles** are the parents of an 8½ lb. baby girl, born May 31st at the Western Pacific Hospital here... name Flinda Odette.

Portola incorporation is slowly coming along. **Bert E. Long** has been elected Mayor. The Councilmen have decided to run the City under the Commission form of Government. Appointments... **John C. Richards**, roads and streets; **Dan A. Irwin**, franchises and taxes; **George M. Saxton**, sanitation; **E. T. Alderman**, building; and **Bert E. Long**, finance, police and fire.

CAPTAIN DAINGERFIELD FAUNTLEROY AND CALIFORNIA'S EARLY DAYS

★ One hundred years ago... Tuesday, July 7, 1846... the flag of the United States was raised at Monterey by Commodore John D. Sloat. The anniversary will be marked by appropriate ceremonies. Purser of the "Savannah", Commodore Sloat's Flagship, was Capt. Daingerfield Fauntleroy, great-grandfather of William Amos Fauntleroy, our assistant general freight agent.

Daingerfield Fauntleroy was born in Virginia in 1798. Gov. John Randolph appointed him Captain of State Militia in 1828 and, on July 7, 1834, President Andrew Jackson appointed Fauntleroy a Purser in the United States Navy. He sailed around the world in the sloop of war "Levant" in the years 1836-7.

The "Levant" was part of Commodore Reed's squadron sent to the East Indies to suppress the Malay pirates who were preying on commercial shipping of the United States. Fauntleroy participated in the attack on Muckie, Sumatra, headquarters of the Qualla-batoo pirates.

Following Commodore Sloat's flag-raising at Monterey, Purser Fauntleroy volunteered his services, on July 8th, for duty on shore. He was authorized by Sloat to organize and to command a company of dragoons—mounted marines—not to exceed thirty-five. Commodore Stockton subsequently raised the number to fifty. Robert Sample, who, with Walter A. Colton, established the first newspaper in California—the "Californian"—was number 49 on the roster. First issue of the "Californian" appeared August 15, 1846.

Fauntleroy occupied San Juan... just when is a moot subject. Julian Dana, in "The Sacramento: River of Gold", says Fauntleroy raised the Flag there July 12th. Bancroft says: "July 17th a force is dispatched from Monterey to raise the flag at San Juan. Fremont reaches there about an hour in advance of them and raises the flag."

Irving B. Richman, in "California Under Spain and Mexico", says: "On the 17th, Fremont, from New Helvetia, took possession of San Juan, which he occupied jointly with a party of dragoons sent by Sloat under Purser Daingerfield Fauntleroy to hoist at that point the American flag." Fauntleroy was relieved of his command at San Juan by Capt. Swift, commanding a detachment of Major Fremont's battalion, under orders from headquarters at Monterey, dated September 5, 1846, to "return to the U. S." in the "Savannah".

On March 14, 1847, Com. James Biddle declined a request of Purser Fauntleroy that he be permitted to return to Virginia overland and advised him to return in the "Savannah".

It appears this was not Capt. Fauntleroy's first visit to California, for, in a letter to Rev. Padre Anzer, written July 28, 1846, Fauntleroy invites the padre to return to San Juan and hold services at the mission, recalling to the padre that he had visited him at the mission in 1844.

It is also recorded that, along with John C. Fremont, Wm. A. Leidesdorff and one Hyde, Daingerfield Fauntleroy owned an undivided interest in a parcel of land near Mission Dolores "within three miles of San Francisco" in February, 1847!

We are indebted for this interesting historical narrative to Joseph Fauntleroy, grandson of Daingerfield Fauntleroy and father of "Bill". To him, our thanks.—The Editor.

★ ★ ★

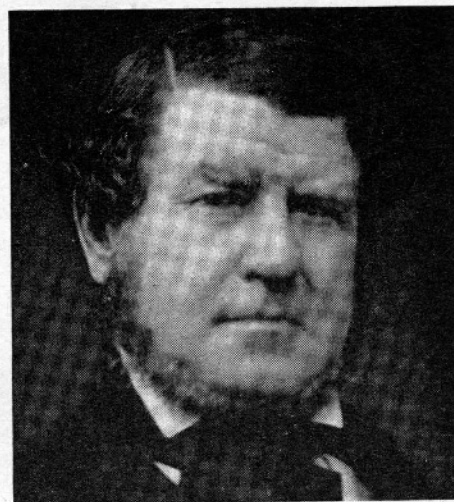
JUST UNDER THE WIRE

★ We regret to record the passing of **Raymond L. Sprinkle**, retired conductor, who died at Oroville on June 8th.

John G. Nolte, returning from wartime service with ODT, has been appointed assistant trainmaster, Stockton.

Karl W. Muhl, road foreman of engines, Stockton, retired on June 30th.

Don "Doc" Frease, division accountant at Elko, retired June 30th after 25 years in that post and more than 35 years in Western Pacific service.



JAMES BYRON ROWRAY AND LEWIS HAGY RODEBAUGH RETIRE

★ James B. Rowray, general manager, and Lewis H. Rodebaugh, general claim agent, of the Sacramento Northern Railway, retired on July 1st. Their combined railroad careers, beginning in the 1890s, totalled more than 105 years!

"JB" was born at Jerseyville, Illinois, November 7, 1873. After completing high school and a subsequent business course, he began his railroad career with the Chicago, Peoria & St. Louis Railway in 1895 as a telegraph operator.

He came to California in January 1897 and entered employ of the Pacific Electric Railway on February 1st of that year. After working as agent, dispatcher and trainmaster, he was appointed superintendent of the PE in March 1904 and retained that post until May 1, 1911, when he moved over to the Northern Electric Railway as superintendent.

On September 1, 1918, he was appointed general manager of the NE; continued in that capacity when the NE became the Sacramento Northern Railway and held that position until his retirement.

"JB" is a member of the Sutter Club, Rotary Club, Chamber of Commerce and Ben Ali Temple, of Sacramento; Blue Lodge and Scottish Rite Masons, Pasadena; and a life member of the Pasadena Elks.

"Rody", born at Plymouth Meeting, Pa., April 1, 1874 began his 55-year railroad career as a telegraph operator with the Philadelphia & Reading Railroad in April 1891. For the next twelve years he worked as an operator for the Pennsylvania, New Haven, Nickel Plate, Boston & Albany and Missouri Pacific.

In 1903, "Rody" came to California as assistant agent for the Southern Pacific at Williams, becoming traveling passenger agent at Sacramento for that road in May, 1905. On May 5, 1909, he was appointed traffic manager for the Central California Traction Company at Stockton. In 1913, he moved to Oakland as traffic manager for the Oakland, Antioch & Eastern Railway (later, the San Francisco-Sacramento Railway). In February, 1929, when that road was absorbed by the Sacramento Northern Railway, he was appointed general claim agent and held that post until his retirement.

"JB" and "Rody" have many friends on the Western Pacific, as well as the Sacramento Northern, whom we join in best wishes for contentment and good health in the years ahead.



JAMES B. ROWRAY

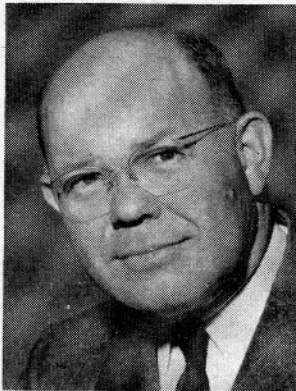
REX THOMAS KEARNEY PROMOTED

★ Rex T. Kearney, superintendent of the Tidewater Southern Railway, headquarters Modesto, was elected president and general manager of that company effective July 1st.

Rex was born at Stockton June 1, 1900. Upon graduation from high school in 1918, he went to work in the office of the superintendent of the Southern Pacific in that city. On June 7, 1919, during the period of Federal Control, he entered Tidewater Southern service as secretary to the general manager at Stockton, subsequently becoming chief clerk; then trainmaster. He was promoted to superintendent in 1934 and, shortly after, moved to Modesto.

Active in civic affairs, Rex is a past president of the Modesto Rotary Club, the Modesto Chamber of Commerce and the Modesto Community War Chest. He is a past national president of the "20-30" Club and is a member of BPOE No. 1282, Modesto.

We know his many friends join us in congratulations and best wishes for continued success.



LEWIS CRONK RETIRES

★ On June 30th, Lewis Cronk retired as interline clerk in our general office accounting department.

He was born at Sevenoaks, Kent, England, March 3, 1869. Served in the Boer War as a Captain in the British Army from 1898 to 1901. In August 1902, he decided to go West. Winnipeg, Canada, was his first stop. There he worked about a year for the Canadian Government; then for two years with the Canadian Northern Railway and fourteen years for the Canadian Pacific.

In March 1919, he came to San Francisco and entered Western Pacific service March 3, 1920. In December, 1923, he became an American citizen.

Our best wishes to Lewis Cronk for happiness.



RANDOM

★ **John Still**, our commercial agent at New York, back in the old bailiwick after a thorough look-see at Western Pacific properties, appreciates all the kindness and consideration shown him while on his trip. He'd like to write each of the many who smoothed his path, but he's too darned busy hunting revenue freight... sooo, we're glad to pass on his grateful thanks.

Roy Campbell, who left our traffic department a few months ago to join up with the RFC, is now striving to build up New Haven revenues. He's on the staff of New Haven's San Francisco traffic agency.

July dates? No doubt we all know the first U. S. postage stamp was issued in 1847—on July 1st—and that **Independence Day** is on the 4th, even if we aren't too happy about that since it falls on a Thursday! On the 7th, one hundred years ago, the flag of the United States was raised at Monterey, California. In 1793, on the 9th, the first balloon ascension was attempted in the United States and the 13th is the natal anniversary of **Gen. Nathan Bedford Forrest**, one of our foremost military strategists. The fall of the **Bastille** occurred on the 14th in 1789 (we assume you know where) and the 15th is **St. Swithin's Day**. Elsewhere in the nation, if it's stormy this day the outlook is for gloomy weather for 40 days thereafter. This, of course, does not apply to San Francisco. The week of the 22nd-28th is **National Farm Safety Week** and the **National Safety Council** meets at Chicago. On the 24th, in 1704, Great Britain captured **Gibraltar** and, in 1909, on the 25th, **Louis Bleriot** flew across the English Channel in 37 minutes. We've got a million of 'em, but that ought to hold you for July!

In our Eastern Division historical sketch last month, we failed to mention **Mary Lamberty**, a veteran of the early days. Mary handled the stenographic work for the ED's first superintendent and, barring a short period during World War I, has been with us ever since. A fine record and a fine gal.

We're glad to hear that **L. T. (Les) Davis**, local representative of the BLF&E at Portola, has been elected to the State Assembly from the Second California District, having won nomination on both Republican and Democratic tickets by something like a 3 to 1 count!

—THE EDITOR

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 Chicago St. Louis *New York	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-392
	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	153
	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	8:30am Thu.	49-39-5-39	PA-48
**New York	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 68	4:00 pm Sun.	8:30am Thu.	67-39-5-39	6703

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

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

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis Chicago	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:55am Wed.	39-5-39	BT

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
	B 392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-402
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	W-403
New York to *San Francisco	PA-48	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	3:40pm Sun.	8:50am Thu.	40-6-40-48	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	3:45pm Sun.	8:50am Thu.	40-6-40-68	4048

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

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

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

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

"RAILROAD FOR TOMORROW"

★ Edward Hungerford's latest and greatest book "Railroad for Tomorrow" should have a tremendous appeal not only to railroad men and women, but to anyone remotely interested in railroads.

Having spent the past forty years traveling 40,000 miles annually to study the railroads, their terminals and equipment; having gained practical experience with the New York Central, Baltimore & Ohio and Wells Fargo & Co.; and having served as general director of RAILROADS ON PARADE, a pageant of railroad history at the New York World's Fair, Hungerford is well qualified to discuss, within the framework of a factual novel, what the railroads may achieve.

He is a prolific writer on the subject of railroads. A non-

technical style and a genuine enthusiasm characterize his work. He writes with authority, tempered with an easy sense of humor.

In preparing his latest work, he was assisted by former President Herbert Hoover, President Ralph Budd, of the Burlington, Dr. L. K. Sillkox, of the New York Air Brake Co., and Col. Wm. J. Wilgus, consulting engineer.

The "United States Railroad" timetable, corrected to September, 1960, will intrigue. You will like William Wiggins, hero of this blueprint written as history-fiction. One of the illustrations, covering 32 pages, depicts a Vista-Dome car!

Published by the Kalmbach Publishing Co., of Milwaukee, RAILROAD FOR TOMORROW is priced at \$5.00. We predict it will fascinate.

SPORTS REVIEW

By Jack Hyland

★ As predicted last month—the Ducks—are the team to beat, and to further prove my "crystal ball" foresight, they have consistently moved along week after week, losing one game here and one game there, but NEVER two games in one evening. Since last month's issue the Ducks have lost a total of two games while adding ten more games to the win column, to place them well out in front. The Eagles, however, are trailing along very closely losing four and winning eight games during the past month, to hold their 2nd place position.

Following compilation of the scores for league games of June 13th, the team standings look like this.

	Won	Lost	H.G.	H.S.
Ducks	24	4	816	2381
Eagles	19	9	805	2247
Feather River	16	12	776	2338
Dark Horses	9	19	806	2351
Fenogs	8	20	804	2310
Alpines	8	20	852	2336

The foregoing team names were chosen by members of their respective teams and all had a definite meaning, viz: The Ducks because they were all returned service men; the Eagles for they had hoped to fly higher than the Ducks; the Feather River after our W.P. route through the canyon; the Dark Horses because of an unknown quality and the Alpines, because of Al. Pine, their new bowler. The actual unknown team name is the Fenogs for after asking each member of that team, none seem to know where or how it arrived at the top of their score sheet... so if anyone knows—please raise your right hand.

McKellips in top form

With a definite "A.B.C.—Los Angeles—1947" look in his eye, Earl McKellips (W.P. Bowling President), strolled out on the alleys last June 13 with a brand new bowling ball and without saying a word proceeded to smack the timber right and left to finish up the evenings score sheet with a 557 series, including a 210 game... and those who have seen "Mac's" usual two or three lane hook ball delivery will surely agree, it wasn't the bowler but rather the ball that prevented his previous scores being higher. Congratulations Mac, and soon you'll be in the "Big Six" which now lists:

	Gms	Avg	H.G.	H.S.
Hyland	21	167	214	534
Craig	6	164	203	508
Casey	21	163	188	527
Furtney	21	159	198	496
Kyle	21	156	213	559
Sevey	15	156	222	549

ROUNDHOUSE IN THE PINES

★ This month's back cover photograph was made by Frank E. Thomas, machinist at our Keddie roundhouse. From the Feather River Highway (route 24), he pointed across Spanish Creek to get this picture of the roundhouse, the shop and east end of Keddie yard nestling in the pines on the Western Pacific Railroad right-of-way in the Feather River Canyon.

Photography is one of Frank's hobbies. He tells us this shot was taken on verichrome film, with a yellow filter, 1/5 second at f.22. Frank lives at Quincy, some seven miles from Keddie, in the heart of the Sierra Nevada, and should have many fine opportunities to exercise his camera and tripod.

When Western Pacific, in connection with construction of our Northern California extension from Keddie to Bieber in 1931, expanded its Keddie facilities, THE SACRAMENTO BEE called the project "one of the outstanding feats of modern railroad engineering in America". It was an herculean task, for it involved moving a mountain... close to a half million cubic yards of earth!

Our Keddie roundhouse and shop service principally the locomotives used on the northern California extension. The roundhouse has four stalls for engine storage. Foreman Otto M. Beard has, at Keddie, a modern 120-ft. turntable. During the war years, the Keddie roundhouse employes not only performed well in keeping our engines in service, but consistently maintained one of the best records on our railroad in regular purchases of war bonds.

Keddie, in Plumas County, California, deep in the heart of the Feather River Canyon, is 281 miles from San Francisco and 3,227 feet above sea level.

In our humble opinion, some of the best railroad men in the world make their headquarters at Keddie, for railroading in that territory is the real thing!

SAN FRANCISCO GPO

★ Early in June, a new San Francisco ticket office was opened in the General Office Building, with Harriet E. Cruce in charge as ticket agent.

Miss Cruce entered Western Pacific service in October, 1943, as a stenographer; later promoted progressively as secretary to the general passenger agent, refund clerk and, finally, refund, prepaid order and ticket clerk.

The new ticket office will be designated as San Francisco GPO.

IRA GUY BURKS TO RETIRE

★ Guy Burks will retire on July 31st as chief clerk-passenger accounts in the accounting department at GO, ending almost thirty-six years of W. P. service.

He was born at Pacific, Missouri, July 7, 1881. His parents were Kentuckians and though his father's ambition was to be an educator, circumstances forced the move to Missouri and he became a bridge builder for the Missouri Pacific. Later, the family migrated to Colorado; then Texas,

where Guy, foregoing further schooling, went to work in the mechanical dept of the Houston & Texas Central R.R., later working in the superintendent's office.

After a somewhat rugged initiation in hard-riding and straight shooting,



Guy was asked to join the old Rutherford Rangers. In May, 1898, that organization was mustered into the U.S. Army as Troop B, 1st Texas Cavalry, for service in the Spanish-American War. After that experience, Guy returned to school for a year; then back to the H&TC general office.

Guy met his wife while on duty in Galveston as a State Trooper following the devastating tidal wave of 1900 which all but destroyed that little island city. They were married in 1902. During a visit to his wife's home at Cleburne, Texas, Guy found employment there in the Santa Fe roundhouse. Later they moved to Los Angeles.

Though Guy had decided never again to work for a railroad... and tried the wholesale grocery business and working for the J. R. Newberry Co... the pull of the magnet was too strong and soon he was working for the LA&SL when that road opened for through service in 1905. He stayed with them until the destructive cloud-burst of New Year's night 1910 washed out 90 miles of the LA&SL. Since all traffic was then again routed via SP, Guy joined that organization.

About that time, the Western Pacific Railroad was gaining prominence as a new transcontinental line and friends urged Guy to contact General Auditor John F. Evans. As a result of that meeting, Guy joined our company on October 17, 1910, and became a sincere admirer of Evans, whose friendship he was to value through the years.

Guy is ready and eager for retirement. He plans an extended motor trip through this country and Mexico; then will devote his time to his hobbies... short story writing and building of children's toys (Ernie Peninger, please note).

Our best wishes to Guy with the hope he will enjoy many happy years doing the things he most likes to do.

JOHN PHILLIP QUIGLEY RETIRES

★ John P. Quigley retired as Western Pacific's superintendent of transportation on June 30th, ending a distinguished 59-year railroad career.

He was born at Wabasha, Minnesota, May 1, 1868, and received his primary school education at Cameron, Missouri. With no high school in the community, he took his first job—at 16—in a cigar factory and became a cigar maker. When this factory closed after two years, he went to work as a clerk in a combination confectionery store and restaurant. During the ensuing two years he studied telegraphy nights and during spare time in the Burlington telegraph office at Cameron Junction.

In September, 1887, he entered Burlington service as a telegrapher, subsequently working as telegrapher and agent-telegrapher at numerous stations between Kansas City, St. Joseph and Hannibal, Missouri and Quincy Jct., Illinois. He was promoted to car distributor in the superintendent's office at Brookfield in 1890; then to trick train dispatcher in 1891 and chief dispatcher in 1905.

Early in '05 he took a 90-day leave from the Burlington to accept position as trainmaster for the Clover Leaf—territory between Frankfort, Indiana and Toledo, Ohio, but, finding conditions unfavorable, returned to Brookfield as chief dispatcher.

He resigned from the Burlington in 1907 to join the Rock Island as chief dispatcher at Trenton, Missouri. Later worked for the Rock Island at Eldon, Iowa, St. Joseph, Missouri and Little Rock and Eldorado, Arkansas, as chief dispatcher, yardmaster and train rules examiner.

He resigned from the Rock Island in 1910 to become, on March 1st of that year, chief dispatcher for the Western Pacific. Fourteen months later, he was appointed superintendent of telegraph and car accountant, headquarters San Francisco. On August 1, 1916, he was appointed division superintendent at Sacramento and, in September 1919, returned to San Francisco as superintendent of transportation and telegraph, holding that post almost twenty-seven years until retirement.

While serving as chief dispatcher for the Rock Island at Trenton, Missouri, he was assigned the duty of putting into operation the manual train blocking system between Eldon, Iowa, St. Joseph and Cameron, Missouri and handling instructions in that connection. During the same period, the staff system of operating trains between St. Joseph, Atchison and Leavenworth, Kansas, was installed and he was delegated to supervise the operation following installation.

He is a member of the Pacific Railway Club and a past president of that organization.

An eminent railroader, a fine gentleman and a respected associate, John Phillip Quigley leaves our company with the very best wishes of his host of friends in Western Pacific ranks. His splendid service ended, we wish him a full measure of health and happiness in the years of leisure.

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GEORGE WILLIAM CROSSEN RETIRES

★ On June 30th, G. W. (Bill) Crossen retired as district passenger agent at Salt Lake City.



Bill Crossen who is known far and wide on the Western Pacific, was born at The Dalles, Oregon, December 4, 1875, and entered our employ as a ticket clerk in our San Francisco ferry ticket office on March 1, 1915.

He resigned in October, 1917, to become city passenger agent for the Missouri Pacific Railroad at San Francisco and, when the roads were taken over by the Government in 1918, he returned to the WP for a short time as a ticket clerk in the San Francisco city ticket office. Somewhat later in 1918, he resigned to become a special agent for the U. S. Dep't. of Justice. When the railroads were returned to private ownership in 1920, Bill resumed his service with the Western Pacific as city passenger agent at San Francisco.

In 1934, he was promoted to district passenger agent at Los Angeles and, in 1939, was transferred to Salt Lake City as district passenger agent.

We join Bill's many friends in best wishes for future happiness.

WALTER HUBERT EVANS

★ Walter H. Evans, vice-president of the Sacramento Northern Railway since October 1944, was appointed vice-president and general manager, on July 1st.

Evans was born at Denver, Colorado, April 14, 1883, and was graduated from high school at Salt Lake City. After three years at Stanford, he transferred to Cornell, where he received the degree of electrical engineer in 1906.

From 1906 to 1909 he was with the Central California Traction Company at Stockton, as engineer, and from '09 to '14 he was in Southern Pacific service at Portland, Oregon, and San Francisco.

In November, 1914, he became electrical engineer for the Northern Electric, headquarters Sacramento; continuing in the same capacity when that road was taken over by the Sacramento Northern. In '29, he came to San Francisco to serve on the staff of President Harry A. Mitchell.

Evans is a member of the Engineers Club, of San Francisco, and of the American Institute of Electrical Engineers.

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MELVIN E. GRAHAM

★ Recently transferred to Salt Lake City as city ticket agent, Melvin E. Graham, on July 1st, was promoted to the newly created position of city passenger and ticket agent.

Graham entered Western Pacific service in 1934 as a clerk on the Western Division and was transferred to the traffic department at Camp Beale, California, as military passenger agent and ticket clerk in 1945.

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WEST END WHITTLINGS

By Harry Alders

★ Catherine, weight 9 lbs., 3 oz., arrived from Heaven to sojourn with Office Engineer and Mrs. Owen Stanley, May 24th, at Sacramento. Congratulations, Owen, and may you pass the cigars many more times.

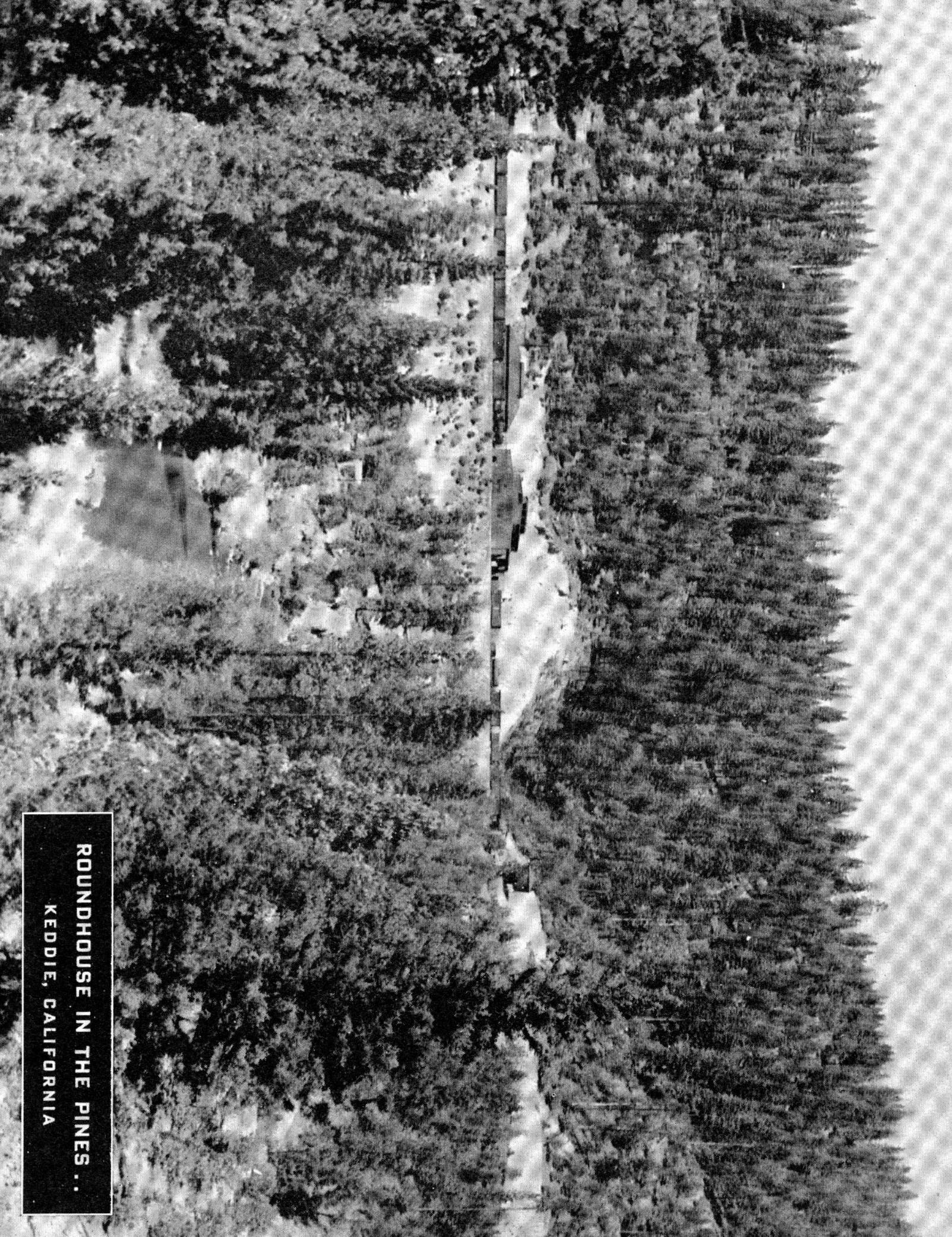
We welcome the return of Motor Car Operator Edwin B. Allison, who has been off duty, with a serious illness, for a couple of months.

William Ulysses Stansbery, division accountant, Sacramento, decided to hang up his gloves July 1st. A luncheon was given in his honor on July 27th and he was presented with a farewell gift by fellow employes. You're going to be missed around here, Stan, so drop in often for a visit.

Louie Chiconne, section foreman, has been off account illness and is not expected to return for about sixty days.

Section Foreman William P. Peacock, Cousman; Julius Swanson, Oakland; and Francis P. McQuillan, Quigley, were planning to retire July 1st, but, due to shortage of competent foreman, have consented to defer such action until January 1st.

Bob Keck, Clarisse Doherty, Catharine Ferrera and Bert Norlen, all of the superintendent's office, celebrated birthday anniversaries early in June.



**ROUNDHOUSE IN THE PINES ..
KEDDIE, CALIFORNIA**