

WESTERN PACIFIC, JR.

BUILT AND OPERATED BY BETH AND PAUL RUSSELL IN ELKO, NEVADA, CITY PARK

*Look to this Day for it is Life, the very Life of Life.
 In its brief course lie all the verities and realities of your existence,
 The bliss of growth, the glory of action, the splendor of achievement,
 For yesterday is but a dream and tomorrow is only a vision.
 But today well lived, makes each yesterday a dream of happiness
 And each tomorrow a vision of hope.
 Look well therefore to this day, such is the salutation of the Dawn.*

—from the Sanskrit

Editorial

IMPROVING HUMAN RELATIONS: At the June meeting of the Pacific Railway Club, Southern Pacific's Hob Ferguson concluded a talk with these words . . . "We get results from people only through understanding, friendship and appreciation. Remember that you can be friendly and understanding of people without fraternizing with them. You understand people by understanding yourself . . ." He wound up with the quotation above from the Sanskrit. Wrapped up in those thirty-one words, Hob Ferguson is offering a hard-to-beat philosophy of life. Now, it's true that he was talking about improving human relations AND making friends for the railroads, but who will say that those principles if applied to all our talking, thinking and acting . . . local, national and international . . . would not lead to the great understanding so needed throughout the world today? Working for cooperation and striving for understanding seem to us far better than talk such as the New Orleans STATES quoting the national commander of the American Legion, to wit "we ought to aim an atomic rocket right at Moscow—and save one for Tito, too." Are we so naive as to think such statements are not headlined in the Soviet press and so obtuse that we cannot grasp what the run-of-the-mill Russian will think of them? If ANY Russian spoke so, in reverse, naturally our newspapers would feature it and we leave it to you what the average American's reaction would be. Go ahead; try it! Let's assume the Russians have atomic rockets (maybe they have; we don't know). Pick a Russian at random . . . say Capt. Basilievski (in charge of personnel service of the Red Navy in a Berlin district) . . . and you read a statement (copied after the one previously quoted) credited to him, something like . . . "we ought to aim an atomic rocket right at New York—and save one for Churchill, too." That would make our blood boil, wouldn't it? You're derved tootin' it would! Them's fightin' words, chum. Yet that is probably how unthinking American statements affect the Russ and block the path to world peace.

How can any sane human talk glibly about "another war" in this atomic age? If you do, you can't have heard the American Broadcasting System's presentation of John Hershey's HIROSHIMA; nor can you have read that report covering the lives of some half dozen Japanese following the dropping of the first atom bomb. This report stated that radiation killed 95% of all people within a radius of one-half mile of the bomb explosion—and many others; further, that 62,000 of the 90,000 buildings at Hiroshima were destroyed! With these bombs being developed into even more destructive forces, are we so dull that we cannot see another war would be a murderous holocaust unprecedented in the history of mankind? Do you believe the civilization we know would survive such a debacle? Do you believe YOU would? Think it over carefully. Maybe trying to understand each other would enable the peoples of the world to live out the natural lives fate has in store for us. In slightly more than three decades we've sadly decimated the ranks of two generations.

Fondly do we hope that the American Legion Convention, meeting at San Francisco September 29 to October 4 will go on record for understanding rather than damaging emotional statements.

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Bill Stout Business Manager



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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

President Hyland's Message

★ Taking over the duties of the presidency of the Western Pacific Club last September 12th, 1945, it was with sincere appreciation of the honor conferred upon me and with an earnest hope that during the successive next twelve months it would be possible to maintain the high standards previously set by our former club presidents Walter Mittelberg, Cliff Norden, Harold Heagney and Frank Lindee.

Having in mind that the goal of the Club is the creation of a better understanding and closer relationship among all the members of the Western Pacific Railroad system organization, it is hoped that during the past twelve months our club has acquired a few additional friends and through its activities has brought our membership closer together.

We know that during the past year, a few memories have been added... the foremost being the ending of World War II, and the return of some of our Western Pacific service men and women, and then the events of the Club... the two turkey raffles, the Christmas Party-Dance held at the Ariel Club, the Tennis Tournament, our Spring Dance at Ligure Hall (Oakland), the Shrine Circus Party, and our Annual Club Picnic held at the Zoological Gardens, Oakland. All these are memories—but the "Recording Machine" purchased by our Club during the past year, will be for the future, for as soon as the two record albums (which have been donated to us) have been purchased—we shall have music.

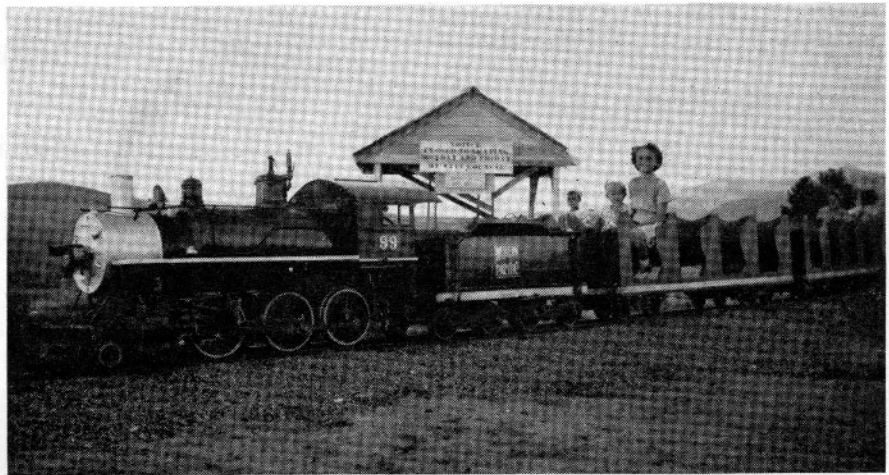
It is to George Welch, Frank Rauwolf, Arthur Petersen, Howard Sevey, Vernon Geddes, Nick Schoepfle and Bill Stout that we owe our grateful thanks for the enjoyment attained at each affair, for they handled and assisted in doing their share to see that the things were done, making each event a success.

Last month our Western Pacific Club reached its "Fifth Birthday", for it was less than three months prior to the Pearl Harbor episode that our Club's banner was unfurled and hoisted. During most of that time our country has been at war, but with thanks to our officers, board of directors, committeemen and members who have given their support, we have managed... and we know our new officers will continue to keep our colors flying.

And so, as we go into our sixth year of existence, your president steps down from his temporary pinnacle to become just an ordinary member.

—JACK HYLAND

EDITOR'S NOTE: *We fully intended to follow Jack's message with the story of the Club elections and the roster of new officers and directors, BUT, as most of us know, "the best laid schemes o' mice and men gang aft a-gley" (Robert Burns 1759-1796 and still good). Oh, the elections were held all right, but a slight misunderstanding makes it necessary we postpone the matter until the November issue so the situation may be clarified!*



Western Pacific Jr.

by Engineer Glenn Morton and
Special Agent William Boebert

★ The Western Pacific, Jr. is a miniature railroad located in the Elko (Nevada) city park. It is owned and operated by Paul Russell, Western Pacific Railroad engineer, and his wife, Beth. Beth is secretary-treasurer and sup't. of transportation. Paul, besides being engineer and fireman, fills in as track laborer, car inspector, hostler, machinist and any other jobs required in the operation of a railroad. Daughter Janet, age 6, was a valuable asset in the construction period and deadheads over the line on almost every trip!

This railroad consists of a half mile of 16½"-gauge track, built in a circle, three open air coaches and engine No. 99. The track is of 8 and 12 lb. rail obtained from Salt Lake City and from an old historical mining camp at Tuscarora, Nevada. The coaches, ten feet long, have an 8-passenger seating capacity, with two-wheel trucks under each end. Journals are roller-bearing with alemite fittings.

The engine was built by Paul and Beth. It is a 4-6-0 and was built along the lines of old Western Pacific engine No. 99, whose number it wears. They bought the boiler from an ex-railroader who had given up the idea of building the railroad. Then they had the cylinders and wheels made and started to build in 1941, completing the job in 1946. The engine is 11 feet, 6 inches long and 40 inches high. It has Walchart valve gears, 3¾" cylinders, with 5-inch stroke. Drivers are 13 inches high, one of which is blind, an injector, lubricator, sanders, brassed journals all around, whistle and headlight. An air pump is to be installed this winter, when the engine goes to the back shop. Safety valve pops off at 140 lbs. Engine tank has roller-bearing journals, coal capacity 50 pounds and carries 40 gallons of water. The engine weighs 2,800 lbs. ready to go. Tonnage rating is not known, but there is no question of power as it handles a full tonnage train without difficulty!

Western Pacific, Jr. is operated for the pleasure of the children of Elko County, but it's a common sight to see adults enjoying a trip around the loop. Paul would have little difficulty getting a man to take his run when he is away attending to the business of Western Pacific, Sr., for there are plenty of experienced engineers quite willing to accept a call to make a trip on the 99. When Paul is in town, he goes out to the right of way, fires up and prepares for the afternoon and evening runs. He backs the engine out of the roundhouse (!) and, after steaming up, blows the little steam whistle, which has good carrying power and can be heard, especially by the children, practically all over the city of Elko. This is the announcement that Western Pacific, Jr. is running and customers soon begin to arrive at the depot. The train operates Saturdays, Sundays and holidays, when Paul is in town, as long as anyone wants to ride.

Beth and Paul Russell have received many compliments, from people who have seen this train in operation, for the work done on the miniature road's equipment and, naturally, the parents of Elko County children are happy to have entertainment of this kind available to their youngsters.

Editor's note: Sight unseen, we think Beth and Paul Russell have done a swell job and we're indebted to Glenn Morton and Bill Boebert for calling the project to our attention. When transmitting the story and pictures, Bill wrote a covering letter from which we'd like to quote in the hope you'll appreciate his comments as much as we...

"When you think of it, this man has the real McCoy in railroads. He runs it around in a circle, thereby eliminating a lot of expense and trouble. He does not need dispatchers, conductors, flagmen, etc. He doesn't have to worry about rear-end collisions, as he runs only one train, or head-enders, as traffic is all in one direction. When I build my railroad, I'm going to build it along these lines!"

Hy-Lites

By JACK HYLAND

I haven't detected any odor of smoke or burning wood, so will continue with this month's news reviews.

Charlie Vincent (Dupli. Bureau) has returned to the WP fold. It seems he always does things **double**... for he's had service in the U.S. Navy during World War "One" and in the Marine Corp. during World War "Two", and since his return the Duplicating Machines have been doing **double duty**.

Marilyn Marshall (Treas. Dept) strolled down the aisle last Sept. 15th at the Northbrae Community Church, Berkeley, Cal. at exactly 4 p.m. and shortly thereafter became **Mrs. Don Fullmer**. Following a reception at the "Marshall" residence, the happy couple dashed away to Brockway Resort, Lake Tahoe.

From "Grandpa" **Emmett Dillon** (Gen Auditors) we learn his daughter, **Mrs. Agnes Maysonhalder** (formerly Car Record) became a very proud mother last August 31st, when "**Kenneth Michael**" weighing 6 lbs. 9 oz. arrived at St. Joseph's Hospital around 5:45 p.m. We are glad to know... "Sis", young Kenny and **Papa Kenneth** are all doing fine.

John Skinner (Pass. Dept-Oakland) decided to return to active military duty after being placed upon "inactive list" a few short months ago following his return from a five year hitch in the Army. Henceforth, after Sept. 20th he shall be known in these United States as "Capt. John".

Mrs. Harriet Tyler (Attorney-Law Dept) just returned from Laguna Beach, Cal. where she enjoyed a muchly needed vacation. Too bad we can't have vacations for "**50 Weeks**" and work for only "**Two Weeks**", but then we still have hopes for a "**5-day week**".

A very clever card arrived last month announcing the arrival of "**John Robert**" on Sept. 12th, weighing 8 lbs. 7 oz., who has as his parents... **Edna** and **Robert Runge** (TFA-Stockton). Congratulations Edna, and to Bob, also—who can now teach "Johnnie" the railroad business or at least buy him a "**train**" for Christmas.

Marge Patsey (Car Record) spent her vacation lounging in the sun, and we definitely mean "under the sun" for she is really... tanned. The place where the sun is the warmest and shines the most-est is... La Jolla, Cal.

While **Earl McKellips** (Gen. Aud.) couldn't provide all particulars, we did learn that **Evangeline Overtown** (Gen. Aud.) was married during August to a fellow named **Dwight Dickinson**. Extend our best wishes.

Slightly over a month ago, **May Alberigi** (Law Dept.) departed via "Air Lines" for an extended trip to visit relatives on the east coast, but from **Beth Deethrage** (Law Dept.) we learn she is very homesick for good old San Francisco.

Taking over May's position... is **Fritzen Mihailoff**, who hails from Iowa and is a graduate of Principia College. Upon further inquiry, learned "Fritz" is quite talented with a pencil for drawing and a brush for painting... and furthermore, is married.

Last Sept. 5th, **Norma Schenke** (Gen Aud.) bid her friends "adieu" to take over household duties which was occasioned by the return and release of her husband, who was a member of the technical squad assigned to the Bikini "Atom Bomb" test.

Just so **Walter Bryant** (C.C.-Loc. Frt. Office) can't scream about lack of news from his office, maybe he had better "**appoint**" someone to submit it. Anyway, with thanks to **F. J. R.** (Frt. Claim) we learn **Bob Barrett** is on a 30 day vacation; two new girls employed answering to **Hazel McDaniels** and **Eloise Garcia**, and that **Al Potter** (witnessed by **Barbara Lathrop**) popped a corny when stating "**Macomber's** name is **Gene** and his wife's name is **Gene**—so that makes them a pair of 'Jeans' doesn't it".

Tena Webster (Traffic) visited the office force last Sept. 13th (Friday at that) after having been on the retired list since June 30th. Tena is more spry than ever and dashed about here and there greeting her many friends, definitely enjoying herself... and everyone was equally happy to see her.

Had hoped to develop this information from the original owner, but had to rely upon other sources... because **Papa** (three times) **Carl Flaig** (Treas. Dept.) hasn't returned to the office yet. Anyway, it was a girl—born Sept. 11th in Oakland, Cal. weighing 8 lbs., and will in the years to come answer to the name of "**Carol Ann**".

While returning to San Francisco last month, **Ann Malfa** (Car Record) met **Byron Larson** (Traffic) on the Exposition Flyer and it seems Ann put her foot 'oo far out in the aisle (and on purpose) and he stumbled over it. The odd part was, while she knew Byron, he didn't know her... at least not before the tripping episode. Anyway, all is forgiven and everyone... friends.

Catherine Gee (Car Record) became the bride of **Leong Wong** last Sept. 15th at the Chinese Presbyterian Church, San Francisco at 6 p.m., after which all friends attended a reception and wished the newly wedded couple their very best. Catherine's father and mother made the trip from New Orleans to attend the ceremony and see their other daughter, **May Gee**, also employed in our Car Record Dept.

Bill McGrath (Chicago) writes to thank us for following him all over the "Globe" with our Headlight, and says we can now "cease and desist" for he is back home at "1300 Bankers Bldg". O.K. Bill and we appreciate your "thank you" for it's nice to know we... helped a little.

The Mastery of Our Environment

★ We are living in an era of unparalleled scientific development. This development places upon us the obligation of adjusting our minds and methods to ever-changing conditions and opportunities. In no other way can we have mastery over our environment. To ascertain a man's age, it is only necessary to observe the amount of pain caused by the introduction of a new idea or method! Yet the measure of return accruing to us from scientific development depends upon our adaptability to the need for increased control of nature's forces that science places within our grasp. Physical effort is reduced, but power is increased and individual responsibility is enlarged. Thus knowledge, mental alertness and care are vital as greater weight is set in motion at higher speeds about us, whatever our place in life may be.

To meet the need for adaptability, education is constantly being made more comprehensive, by schools, industries and by some labor organizations. Knowledge of our tools and equipment is essential; care and skill in their use is vital. Otherwise, the potentiality of the superior workmanship, the more attractive jobs, and the better place in which to live, that is inherent in the progress of science, will never be a reality. Only by study, by a willingness to adopt better and safer methods, by skill and by care can we contribute to our ability to gain mastery over our environment.

We, as individuals, must keep tuned to the necessity for more knowledge, a higher degree of skill, and greater care, for scientific progress will not stop. Unless we keep up, the parade will march by and we will be left in a house by the side of the road.

HOMER BRYAN



Gordon Stanley McKay

★ On August 31st, Stanley McKay retired as road foreman of engines on the Eastern Division.

Stanley was born at Winnipeg, Canada, August 23, 1881. Some twenty-eight years later, on September 13, 1909, he began as a locomotive fireman for the Western Pacific.

After almost thirty-seven years of service, Stanley should enjoy the leisure of retirement. We join his many friends in wishing him good health and happiness.

Over the Sierra Nevada via the Western Pacific

By THOMAS P. BROWN

Western Pacific Publicity Manager, San Francisco

A DESCRIPTION of the territory traversed by the main line of the Western Pacific Railroad, terminal line in the trans-continental route between San Francisco and Chicago via the Salt Lake City Gateway, naturally falls into four sections. First, that between San Francisco-Oakland and Oroville, western gateway to the Feather River Canyon; second, the ascent (or descent) of the Sierra Nevada; third, the trip across Nevada's northern plateau; and fourth, between the Toano mountains and Salt Lake City, Utah.

This article takes the reader from Oroville to Reno Junction and covers general subjects appertaining to the Feather River Canyon, California. The treatment is after the manner of a travelogue, with interpolations at appropriate points of subjects of related interest, such as gold mining, the Plumas National Forest, fishing, hunting, geological history and so forth. The sequence is from west to east. The numbers following the names of places are those of the "mile-boards" on the telegraph poles along the way.

The Feather River Canyon, which is traversed by the Western Pacific in crossing the Sierra Nevada, is renowned in many ways. It is the route of the Exposition Flyer, the through train between San Francisco-Oakland and Chicago, operated cooperatively by the Western Pacific, the Denver and Rio Grande Western and the Burlington railroads. It will be the route of the new California Zephyrs when they are placed in service next year.

To sound a keynote to the descriptive and narrative matter which follows, we quote verse entitled "The Feather River Canyon", composed by William Wikander of the Western Pacific Railroad:

*These Canyon walls are old as they are deep;
Here wild things made their lair and here lived out
Their days in constant fear and savage bout;
The redskin here once saw the water leap
Its foam-capped way; here white men sought to reap
A golden harvest from the river's mouth;
And here at last men built a wonder-route—
What matter though the way was rough and steep!*

*Few things remain consant. Things at last
Take on new shape; or crumble into dust;
Or fade, or, candle-like, burn out in time.
This Canyon will alone remain here fast
Throughout the years to come, unchanging, just
As it now stands, impressive and sublime.*

FEATHER RIVER CANYON terrain is one of ever-changing skylines. It is noted for its great scenic beauty, a beauty that is varied and that affords a natural backdrop for scenes of impressive panoramic magnificence which are successively revealed to the traveler from point to point as the railroad threads the mountain ways. The Feather River Canyon is, moreover, an unsurpassed vacation land for those who seek rest and ozone far from the crowded cities on the Pacific coast or from California's interior valleys of the Sacramento and the San Joaquin rivers. With its enchanting beauty

of forest and stream—and there are many small streams—the Feather River Canyon is also a veritable sportsman's paradise.

The Feather River Canyon extends for a distance of 116 miles between Oroville (205.1) and Portola (321.4). It is, roughly speaking, the dividing line between two great mountain systems of the Far West, these being the Sierra Nevada and the Cascade Range. Although Lassen Peak is popularly considered as the southern end of the Cascades, Professor R. S. Holway of the University of California is authority for the statement that the Sierra Nevada terminate at the North Fork of the Feather River, not far from the line of the Western Pacific.

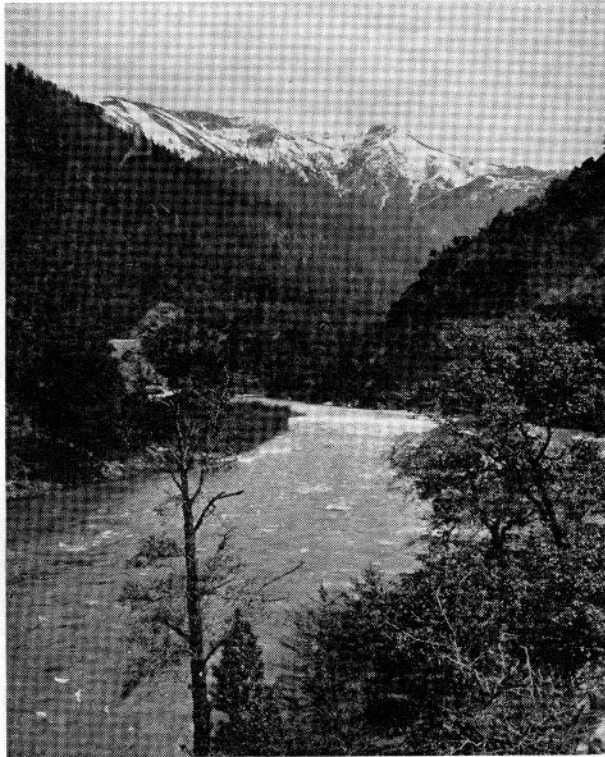
The Feather River Canyon derives its name from that of the Feather River. The Feather River is the third longest river in California, being exceeded in length only by the Sacramento River and the San Joaquin River. In 1820, Don Luis Arguello, Spanish conquistador, while on an exploring expedition, observed quantities of wild pigeon feathers floating on the surface of the river. Hence he named it "Rio de las Plumas" (Ree-oh day lahs Plum-ahs), which is to say, "River of the Feathers".

The Feather River, which is a tributary of the Sacramento River, is one of the most beautiful as well as one of the most historical rivers of the Far West. Although the origin of the name is quite definitely that which is associated with the explorations of Arguello, there still is extant the fanciful idea that the river was so called because of the feathery spray and beauty of its rapids and falls. This is ascribed to Hollywood influence, because numerous movies have gone on location in this territory to stage scenes of picturesque and romantic setting. The atmosphere, so Hollywood expert photographers have asserted, has a clarity at certain hours which make ideal conditions for the camera and in addition, the natural appeal of the spray of the water is ever present.

Between Oroville and Portola, the Western Pacific climbs from an elevation of 203 ft. to 4,834 ft. As the Western Pacific traverses Plumas County, which is named for the river, it describes from west to east a broad and flowing letter "N". First the railroad follows the Feather River proper from Oroville to Bidwell (212.7) where it crosses the Middle Fork of the Feather River. Then it runs along the North Fork of Feather River to Smith's Point (264.5) and then it follows the East Branch of the North Fork to the junction of the latter with Spanish Creek (278.4). From this point the railroad follows Spanish Creek to Quincy Junction (287.8) and from there it keeps company with Spring Garden Creek as far as Spring Garden (236.6) where again the railroad meets the Middle Fork of the Feather River, following its drainage to Beckworth Pass (339.6).

Although the ascent of the western face of the Sierra Nevada through the Feather River Canyon and beyond involves a virtually continuous climb of approximately 135 miles, the grade is never more than one percent compensated and there are no curves in excess of ten degrees. These grade and curve limitations apply, in fact, to the entire line of the Western Pacific between Oakland and Salt Lake City. This makes for safe, comfortable and swift passenger service and also enables the railroad to maintain fast, dependable freight service.

Although the Feather River Canyon is extremely picturesque, it also is very rugged, having precipitous sides which



Scene in the Feather River Canyon, California

give it the character of a gorge in sections. Because its sides are so steep, the making of the line survey for the railroad, preliminary to its construction in the first decade of this century, and the driving of the location stakes involved great hazards. It is a fact that surveyors had to be let down the faces of cliffs by ropes. Where the railroad came close to the river, retaining walls were constructed. The roadbed, however, is well above the flood range of the river.

Historically, the Feather River Canyon is intimately connected with the famed gold rush days of '49 and the early 1850's. The drive of the Argonauts and the covered wagon pioneers to the Feather River Canyon was precipitated by the discovery of light scale gold by General John Bidwell on July 4, 1848 at Bidwell Bar on the Middle Fork of the Feather River about two miles from the point where the Middle Fork meets the North Fork. This was the second major discovery of gold in California, following only a few months after the discovery of gold at Coloma by James W. Marshall on January 24 of the same year. Other gold strikes in the Feather River Canyon quickly followed Bidwell's find, the greatest of these being at Rich Bar (264.6).

Millions of gold have been panned from the shining bars of the Feather River and its net-work of tributary streams. Miners still are working those old diggin's hoping to find color in their pans. Here and there the traveler may catch a glimpse of them from the car window. Then there also are to be seen, high up on the sides of the steep-walled canyon, crumbling cabins, once the temporary abodes of miners who clung to hopes such as are revealed in the following verses, written by Etha R. Garlick:

A SONG OF GOLD

*Where the sparkling Feather River
Leaps and dances on its way,
Linger countless crumbling cabins,
Landmarks of a by-gone day.*

*How eloquent these shelters,
Crude as mountain grizzly's lair,
Of Man's immortal hopefulness,
Of what his heart will dare.*

*What gilded dreams of splendor
Those campfires must have known!
What shadow-shapes of happiness
Those mountain flames have thrown!*

*What love-light must have glistened
In the lonely miner's eyes
As he dreamed of lifting burdens
From hearts 'neath harsher skies!*

*And as the Feather River
Leapt and danced upon its way,
The miner's heart kept pace with it
Though he was doomed to stay.*

*For it sang a song of gold to him,
So golden were its gleams;
His heart to him of gold did sing,
And golden were his dreams.*

*Man is happy in a hovel
If hope but with him stay;
He is wretched in a palace
If you take his dreams away.*

(To be Continued)

Sacramento Northern Notes

by Frances Nuccio

★ Your reporter will try to emulate L. H. "Rodie" Rodebaugh, but remember this staff reporting is all new to me.

Recent additions to the GO staff include Ruth Crane, secretary to gen'l. manager; Yvonne Killick, stenographer; Glen McDaniel, clerk; Edith Record, clerk; and Gregg Myers, draftsman.

Joyce Frost and Ruth Crosby left us to make housekeeping their full-time jobs.

Nelda Abell (transportation); Wilfred A. Blue (T&E timekeeper); and Tony Edgar, Al Penzel and Charlie Harmon (traffic) all report having enjoyed their vacations.

Report has it that Nelda is reeling in her hook and should be sporting a ring on that certain finger before long. Edith Record is becoming quite adept at changing automobile tires (doesn't speak very well of the gallantry of the male when a gal has to change her own tires!). Milford E. Parker, division accountant, has finally secured the services of a plumber after waiting 8 months! Norma Ming was seen downtown with a handsome six-footer, who she claims is her brother. Something tells me I shall have to see more of Norma! Wilmer Andersen, chief clerk, went out to pursue the elusive deer late last month. He is sporting a bandaged left hand, injured when a bottle exploded. We wonder what was in that bottle!

Your reporter would be grateful for any news items particularly from points along the line of the S.N.

Our office was stunned the morning of September 14th when the news was received of the death of recently retired General Manager James B. Rowray. "JB" was admired by all and his passing was shockingly sudden. He and his wife had been planning an extensive trip when death came.

William M. Bugbey, John E. Chapman and Joseph W. Jones, dispatchers, have returned from vacations and again are busy dispatching trains.

It's good to see Vernon E. Greer back at his desk after his recent illness.

Edward Charles Murphy

★ Retired Conductor Edward C. Murphy died suddenly while visiting at the general office of the Western Pacific Railroad at San Francisco on September 25th.

A Western Pacific pioneer, Murphy retired in October, 1943, following more than thirty-five years of loyal and capable WP service. His son, Frank, carries on the Western Pacific tradition in the general freight traffic department at GO.

Our sincere sympathy to Frank and his family in their bereavement.

Late Flash

★ George Wenig, of our Chicago traffic office, now has one of his legs in a cast because of a wrong "break." The editor's recent experience enables him to sympathize fully!

Portola Passings

By Gladys Loggins

★ Road Foreman of Engines George M. Lorenz has moved into the trainmaster's office, after his appointment to succeed Stanley McKay, retired August 31st.

Joe M. Reed, clerk in the local station, son of Fred Reed, switch engineer at Oroville, married Adrian Pacheco, of Los Angeles, August 31st at Reno. They will make their home at Portola.

Michael Rooney, age five, son of Orville E. Rooney, brakeman and extra conductor working out of Portola, passed away September 16th following a tonsilectomy.

Kathleen Dewhirst, roadmaster's clerk, spent a few days in our Portola hospital following a minor operation.

Firemen Norman G. O'Neill and Robert J. Fisher, and Switchman Roy A. Monahan have returned from military service. They are, or soon will be, back to work at Portola.

Evert Humpherys . . . "Humpty" as he is better known . . . has returned to work as day crew dispatcher after a 60-day leave.

Canopus . . .

CANOPUS (Ca-no'-pus) is a brilliant star of the southern hemisphere, in the constellation of the ship Argo. It is the second brightest star in the heavens, according to Plutarch, it received its name from Canopus, the pilot of Menelaus.

When quacks with pills political would
dope us

When politics absorbs the livelong day,
I like to think about the star Canopus
So far, so far away!

Greatest of visioned suns, they say who
list 'em;

To weigh it science must always despair,
Its shell would hold our whole dinged
solar system,
Nor ever know 'twas there.

When temporary chairmen utter speeches,
And frenzied henchmen howl their
battle hymns,

My thoughts float out across the cosmic
reaches
To where Canopus swims.

When men are calling names and making
faces,

And all the world's a-jangle and ajar,
I meditate on interstellar spaces,
And smoke a mild seegar.

For after one has had about a week of
The arguments of friends as well as foes,
A star that has no parallax to speak of
Conduces to repose.

—Bert Leston Taylor

Bert Taylor, American journalist, was born at Goshen, Mass., in 1866 and died in 1921. He achieved fame as editor of the CHICAGO DAILY TRIBUNE column "A Line o' Type or Two", writing that column for 14 years . . . from 1901 to 1903 and, again from 1909 to 1921.

The Second Grand National

★ The Second Grand National . . . a livestock exposition, horse show and rodeo . . . will be held in San Francisco's Cow Palace, in Visitacion Valley, November 15th to 24th. The Cow Palace seats 12,000 and there will be 15 performances, including five matinees.

The First Grand National held in 1941, shortly before Pearl Harbor, drew more than 142,000 spectators. It was an outstanding success and we're told it put San Francisco on the map as one of the nation's leading livestock centers.

Hundreds of thousands of dollars worth of pure-bred beef and dairy cattle will be on display, along with sheep and swine. Judging will be held daily; also a complete feeder cattle show and sale, livestock auctions and dairy show. Premiums and prizes will total \$106,000.

The Grand National Horse Show will find California's famous thoroughbreds and stock horses matched against entries from every part of the land. Cash premiums totalling \$25,000 will be awarded to tanbark aristocrats in classes for three and five-gaited saddle horses, fine harness horses, hackney ponies, Shetlands, hunters and jumpers, roadsters, Palominos, western stock horses, polo ponies, quarter horses and four, six and eight-horse team hitches.

The Rodeo will find America's top buckaroos pitting their skill against the worst "outlaws" the West can produce. On the program will be bareback and saddle bronc riding, Brahma bull riding, steer wrestling and calf roping. Prize money will total \$11,250, plus approximately \$5,000 in added entry fees. George Mills and "Jasbo" Fulkerson, famous rodeo clowns, will do their stuff. As entertainers and unofficial ringmasters, these rodeo clowns have saved many cowboys from death or maiming, while at the same time entertaining the spectators. Their "under-cover" assignment is to divert an angry bull's attention for the split second a thrown rider needs to recover from a fall and avoid the horns and hoofs of the enraged animal. Mills and Fulkerson played 43 performances last summer at New York's Madison Square Garden Livestock Exposition and Rodeo.

Rounding out the program, will be headline circus and stage acts. Famous stars of the arena promise the usual breath-taking performances.

Tariff for tickets ranges from \$1.00 to \$3.50, plus Federal tax. Requests for tickets should be addressed to the Grand National Livestock Exposition, Geneva Avenue and Rio Verde Streets, San Francisco.



Action photograph of Tom Brown, Jr. during an exhibition match at Prague with the Czechoslovakian champ Jaroslav Drobny. Tom says the ball-boy, shown kneeling, stands at the top of his "profession"! Runner-up for the national singles title, Tom participated in the Pacific Southwest championships at Los Angeles beginning September 21st and the Pacific Coast championships starting September 28th at San Francisco. Following play at Mexico City, we hope Tom will go to Australia with the American Davis Cup Team.

In the group below, left to right, are Pauline Betz; Tom Brown, Jr., the Royal tennis enthusiast King Gustave, of Sweden; Margaret Osborne and Russell B. Kingman, Chairman International Play Committee of the United States Lawn Tennis Association. The photograph was made at Varberg, Sweden.



Random

by The Editor

★ We had three or four additional items scheduled for our editorial page this month, but got wound up on what we consider the most important problem of the day. Matter of fact, we had

hardly got started on that subject when our space ran out.

First, we wanted to supplement editorially what we said last month about the **Community Chest** campaigns now being conducted all over the nation. Quiet and unassuming though the work of the Chest beneficiaries may be, it is nonetheless of tremendous importance to the community, particularly during these days of juvenile delinquency and the mounting crime waves we always suffer in the wake of war. Give to the Community Chest in your locality... and **give generously within your financial limits.**

Also, we wanted to greet **Frances Nuccio**, our new staff reporter at Sacramento. Frances will conduct a column of notes on **Sacramento Northern** doings. She really started in whirlwind fashion; accepting the chore on September 17th and completely astounding your weakening editor with a full column prepared the next day! Frances is maintenance of way timekeeper in SN's general office.

Two of our pet peeves are the people (goons?) who apparently go to the movies only to discuss everything from Sinatra to somnambulism, the while you are vainly trying to enjoy the pictures which you thought was the purpose in paying the going tariff, and street car motormen and bus drivers who habitually ignore traffic signals, stop signs (even under the noses of the police) and stop ON intersections to discharge passengers!

The **Railway Express Agency** and your editor seem to have trouble with their names! Your editor's name is frequently butchered and some people still insist on calling the REA The American Railway Express, though the name was changed to Railway Express Agency in 1929. The REA likes to be designated properly and we hope all our readers cooperate. As for our name, we give up!

Rex T. Kearney, recently named president and general manager for the Tidewater Southern, suffered a fractured back a few weeks ago. He has been released from St. Joseph's and, with the aid of a so-called "corset," is probably back on the job now! The **Tidewater Southern Welfare Club** presented Rex with a handsome traveling clock and their best wishes for his complete recovery.

Jess Doud, recently of the GO office of auditor of freight and passenger accounts, is now a traveling auditor working out of Sacramento.

California's defeat at the hands of Wisconsin's football Badgers is no doubt directly attributable to **Marion Bong**, who rooted noisily (!) for her home-staters!

Last month we thanked several members of our staff who have been helpful with our publication's problems. Seems to us we overlooked **Dura Chesley**, who has frequently offered valuable assistance, and recently we caught **Lois Heiman**, "**Chuck**" **Faye's** amanuensis, putting in a few licks!

In our January, 1944, issue we reported that **Major Bert J. Simmons**, our engineer of maintenance of way and structures, was, because of ill health, accepting less arduous duties in an advisory capacity. We've now learned that the Major retired on August 31st. Along with all his friends, we want to wish him the best of everything in the future.

Irving F. Lyons, freight traffic agent for us at San Francisco, ended several years service September 14th to join the **Pacific Far East Steamship Lines** in charge of their inbound cargo at San Francisco. Capt. Lyons returned from military service only a short time ago. This leaves **John Carroll** the sole surviving Western Pacific member of the three musketeers, **Carl Moore** having deserted us for the Western Transportation Company more than two years ago!

William J. Duever was transferred from our Chicago office to become freight traffic agent in our San Francisco freight general agency in the spot made vacant following Irv's departure and the subsequent shifting.

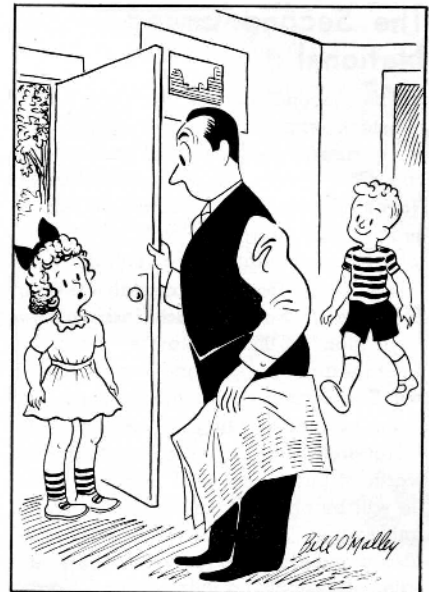
Francis E. Bédient, traveling freight and passenger agent, formerly headquartered at Keddie, is now making his office at Portola.

Belatedly, we report that **Paul J. Berkeley** has been transferred from Winnemucca to Oakland as roundhouse foreman; also that **Len W. Shirley** was transferred from Portola to Winnemucca as roundhouse foreman.

October anniversaries? Well, the 6th marks the beginning of National Business Women's Week, sponsored by National Federation of Business and Professional Women's Clubs. The ladies, bless 'em! On the 10th, in 1845, our Naval Academy at Annapolis was opened. The same date is Chinese Independence Day and the 12th is, of course, Columbus Day. The transcontinental telegraph line was completed on the 24th in 1861 and the 27th is Navy Day. In 1886, on the 28th, the Statue of Liberty was unveiled and dedicated. The 31st is not only Hallowe'en, but also the birthday of **Juliette Low**, founder of the Girl Scouts and that date begins Girl Scout Week.

The "Life Insurance Companies in America" are running some fine newspaper advertisements, subject: Common Sense can beat Inflation. There's plenty of common sense in the text of the ads and we've always felt that common sense applied to any problem would provide a good answer.

General Mills, Inc. (Sperry Division) in an effort "to combat the forces of reaction and isolationism which are working to prevent the success of the United Nations", has produced a poster designed to promote public sympathy with the



"IS THE MAN OF THE HOUSE IN?"

cause of the United Nations. While we haven't room in our publication to reprint the poster, we do go along with General Mills in pledging support to the principles of the United Nations "that they may not be lost through impatience and discouragement merely because the road is not always smooth." The way things look right now, the United Nations Assembly appears to be our "last best hope" for world security.

Quotation from the San Francisco Examiner of Sept. 22... "Boeing is planning a 'strato-freighter', a commercial version of the B-29 capable of carrying 41,000 pounds—about twice as much as a boxcar—at 300 miles per hour." Waddumeen, friends? No doubt what you're trying to imply to uninformed readers is that the figure is twice the **capacity** of a box car. Backed against the wall, you'll probably innocently insist you were referring to the **weight** of an empty box car. Tsk; tsk!

John Pershing Skinner Returns to Army Service

★ John P. Skinner, city passenger agent at Oakland, resigned September 15th to return to the United States Army, assuming his former rank of Captain. He will be succeeded as city passenger agent by Dewey Allread, Jr., who has been military passenger and ticket agent at Camp Beale for the past several months.

Succeeding to Allread's post at Camp Beale will be Clyde L. Goodnight, formerly ticket clerk at the Camp.

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.	11:30am Wed.	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.	11:30am Wed.	39-5-39	B-392
Chicago	W-404	141	12 Sections, 1 DR	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-393
St. Louis	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
*New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	9:30am 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.	9:30am Thu.	67-39-5-39	6703

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

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
Chicago	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	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
San Francisco	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
San Francisco	B-393	141	12 Sections, 1 DR	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-404
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	3:40 pm Sun.	4:55 pm Sun.	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	3:45 pm Sun.	4:45 pm Sun.	40-6-40-68	4048

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

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

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

Report to Employe Blood Donors

by Dr. A. R. Kilgore

★ In the September issue of the Headlight, a note was published expressing our appreciation to employes for contributions made to the Irwin Memorial Blood Bank. Perhaps those who contributed would like to know where some of the blood has gone and what it has done. Without making a complete list of cases in which blood has been given so far, may I illustrate with one case in which we were particularly grateful for the supply?

One of our conductors recently came down from Portola with repeated severe stomach hemorrhages. We were unable to control the bleeding by any medical measures and operation was decided upon. He could not possibly have survived in the state of anaemia to which he had been reduced. We drew upon the Western Pacific account at the

blood bank for **six pints within three days.** The operation was performed and we were completely successful in removing the source of bleeding. He was returned to his home well. There is no doubt in our minds, or in his, that he owes his life to blood transfusions.

We would not mention his name without his permission, but we have the following letter from him...

"You sure may use my name for getting blood donors and as soon as I can spare blood, I will be more than willing to donate." The signature is Edward J. Harris.

In this connection, General Chairman A. W. Harris, Brotherhood of Railroad Trainmen, advises his organization is conducting a campaign to secure contributions for the blood bank fund from his members, so the burden of supplying blood will not fall on the San Francisco and bay area employes only.

Broader Railroad Retirement Benefits

★ Recent Congressional amendments to the Railroad Retirement Act, increasing the payroll tax on both employes and employers from \$3.50 per \$100.00 of earnings to \$5.75 per \$100.00 of earnings (on maximum of \$300.00 per month) effective January 1st next, broadened already existing benefits and established others.

We estimate the total additional cost to Western Pacific employes and the Company at \$65,000 annually, divided evenly, of course.

Briefly, the amendments to the Railroad Retirement and Railroad Unemployment Insurance Acts provide...

Sickness Benefits... Beginning July 1, 1947, a railroad employe who is not able to work because he is sick or injured may be paid benefits equal to those he would get if he were laid off for lack of work;

Unemployment Benefits... A worker may now be paid benefits for 26 weeks in a year, instead of 20. Also, two new and higher daily benefit rates are added so that the maximum is now \$25.00 per week;

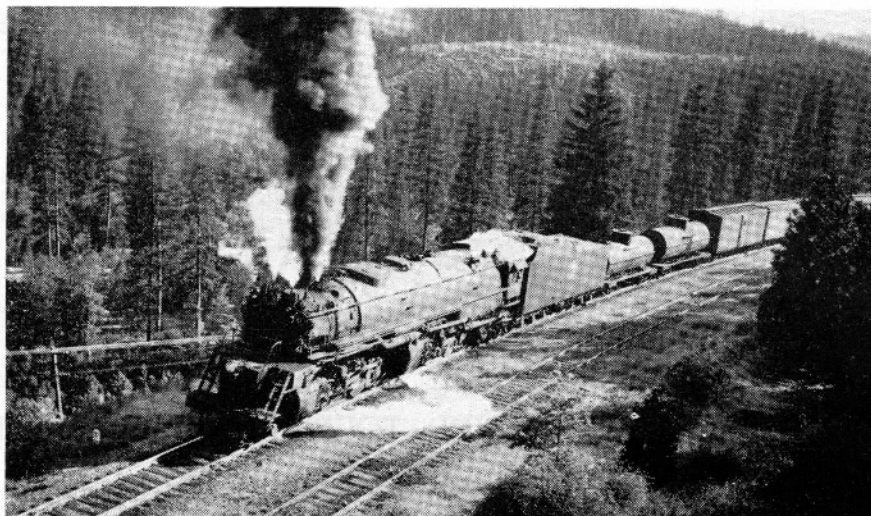
Survivor Benefits... Monthly annuities similar to but averaging 25% higher than those paid under the Social Security Act will become payable January 1, 1947, to railroad employes' widows over age 65; widows with dependent children under 18; dependent children under 18; and, where there is no widow or dependent minor children, to dependent parents over 65;

Disability Benefits... The service required for total disability retirement will be reduced from 30 to 10 years effective January 1, 1947. Retirement on total disability at age 60 after less than 10 years of service is allowed as before, but the reduction in the amount of annuity is eliminated. Also, a worker who is disabled merely for his regular railroad occupation may receive a benefit at age 60, or after 20 years of service;

Minimum Retirement Benefits... The minimum annuity provisions, also effective January 1, 1947, will be extended to disability as well as old-age retirements and, in most cases, will be \$50.00, instead of \$40.00 as at present; and

Old-Age Retirement Benefits... The basic provisions applying to old-age retirement remain unchanged. Maximum benefit remains at \$120.00 monthly. Only change in formula for figuring benefits occurs in lowest wage and service brackets. However, beginning January 1, 1947, women with 30 years service may retire under the new law between the ages of 60 to 64 without taking a reduction.

Editor's note: We hope soon to offer a series of articles clearly outlining all available benefits so our people may understand to what they are entitled.



This photograph by Western Division Fireman **James E. Boynton** was taken September 4, 1933, and shows WP Engine 260 working east of Keddie. This is one of our giant 2-8-8-2 mallets built by Baldwin. Fireman Boynton, who lives in Alameda, shot this picture at f 8 - 1/200 second; no filter.

Eastern Division Retirements

★ No matter how hard we work at it, frequently we fail to cover employe retirements. We now have a complete list of such retirements on the Eastern Division this year through August 31st and, though we've previously reported a few of them, we're going to call the roll in toto...

		Retirement Date	Seniority Date
Patrick J. McKenna	Engineer	January 6	August 13, 1906
Frank Otanez	Sect. Foreman	January 31	October 1, 1929
*Tom C. Lisenbee	Brakeman	March 18	Sept. 13, 1929
Harry M. Leonard	Conductor	March 31	October 8, 1915
Joseph Magson	Telegrapher	April 30	April 25, 1927
Charles R. Coin	Conductor	June 25	August 2, 1906
Lyman L. Ewen	Conductor	June 28	May 24, 1910
Harry W. Gibson	Conductor	June 29	December 10, 1906
William A. Schollars	Engineer	June 30	May 28, 1909
Charles E. Bybee	Conductor	June 30	Sept. 29, 1923
Augustus G. Reiner	Engineer	June 30	August 31, 1910
George L. Swartz	Ass't. Chief. Disp.	June 30	October 5, 1912
Don Frease	Div. Accountant	June 30	October 3, 1910
Joseph E. Stuart	Conductor	June 30	January 12, 1913
John W. Smith	Conductor	June 30	April 15, 1909
William Z. Connelly	Pumper	June 30	May 23, 1924
A. T. Orr	Conductor	June 30	December 23, 1910
Einer W. Anderson	Engineer	June 30	October 18, 1915
David T. Fullmer	Engineer	June 30	November 12, 1919
William M. Jennings	Brakeman	June 30	December 15, 1913
John McEvilly	Conductor	August 5	December 19, 1928
Ernest Stamos	Sect. Foreman	August 15	May 21, 1930
G. Stanley McKay	Rd. Fore'n of Eng.	August 31	September 15, 1909

*Died August 10th

Charles Edward Fleming Dies

★ With deep regret, we report the passing of "Charlie" Fleming at San Francisco on September 2nd. Burial was at Napa, where he was born March 17, 1879.

Charlie began his railroad career with the Southern Pacific in November, 1897, working for that road as telegrapher, station agent, ticket clerk, cashier, city passenger agent and traveling freight and passenger agent, almost 24 years until September, 1921.

On October 1, 1921, he became general agent for the Western Pacific at Fresno, California, and held that position until April 15, 1934, when he was transferred to San Francisco as commercial agent, the post he held until retirement early in '44, after which he continued living in San Francisco.

Inherently kind and generous, Charlie Fleming had many friends, not only in the ranks of Western Pacific employes and users of our transportation service, but also among all with whom he came in contact. With them, we grieve at his passing.

Wendover Wires

by Elsie Hart

★ Big things are in the air around Wendover these days. The Army is negotiating for withdrawal of three million acres, in addition to one and a half million acres already being used for experimental purposes here. The plan is to make Wendover a permanent Army Post and it is expected that the population will increase to a possible fifty thousand people if it goes through. **Leo Waters**, Agent at Wendover, and **Lester Giffen**, yard clerk and executive chairman of the Wendover Development Ass'n. attended a hearing in Salt Lake City, Sept. 12th, on the land withdrawal question. The meeting was presided over by Assistant Secretary of the Interior Davidson. Nothing has been settled yet, but developments are being watched with interest by all Wendover residents.

Giffen has been the spokesman for the recent proposal to move Wendover over into Nevada. **Governor Maw** says he will consider the proposal if Wendover will help Utah change the boundary line to include a section of the rim of the Grand Canyon.

Martin Buckley, civilian, is back with us. He has bid in second trick telegraph operator at Weso. Mrs. Buckley and their daughter Carol have joined him there. Mrs. Buckley and Carol spent several months in Wendover while Martin was in the Army.

George Lorenz, Sr., retired engineer, stopped in to say hello the other day on his way through Wendover on No. 39. George looks fine and we were glad to see him.

Miss Carol Lee Naylor, age 3, is visiting her father, **John Naylor**, and his mother **Mrs. Mary Naylor**, at Burmester. Carol Lee's mother, formerly telegrapher **Marie Naylor**, now Mrs. Robert Bogan of Los Angeles, will come to Wendover in a few weeks to take her daughter home. Mrs. Bogan plans to spend a few days in Wendover, visiting, before she returns to California.

Bill Gross, from the Western Division, is relieving first trick telegrapher **George A. Dalton** for a few days. Bill has only been over on this end for a few months.

Messrs. Kilgore and **McGlothlen** are riding the passenger trains these days in an effort to eliminate unnecessary delays. They are looking a little harried, what with trying to handle their other duties too. **Margith Hellewell**, Kil's secretary, is holding down the trainmaster's office in Wendover meantime and reports that she has the prize job on the railroad and the finest boss to work for. Bouquets to Kil.

We were glad to see Operator **Billie Webb** on a flying visit to Wendover from Shafter, where she has taken her new assignment on second trick. Mrs. Webb formerly held second trick at Pilot.

Henry Wallock reports that nobody has quit, been fired, or anything over at the roundhouse, so I guess that about winds up the news.

James Byron Rowray Dies

★ We sadly record the passing of **James B. Rowray**, retired general manager of the Sacramento Northern Railway, at Sacramento on September 14th. He had suffered a stroke the day before.

"JB", whose retirement (on July 1st) and career were covered in our July issue, had been planning a tour of the country with Mrs. Rowray. Born in Illinois in 1873, he began his 51-year railroad career in 1895, serving the last 35 years as SN's general manager.

With his host of friends in the railroad world and throughout California, we mourn the loss of **James Byron Rowray**, whose kindness and gentlemanly qualities endeared him to all who crossed his path.

Holdup at Oakland Passenger Office

★ Several of General Agent **Russ Cleland's** Oakland passenger staff were victims of a holdup last month. City Passenger Agents **George A. Mix** and **John P. Skinner**; City Ticket Agent **Henry Hobbie**; Ticket Clerk **Dorothy Kyle** and Report Clerk-Cashier **Lorna Holling**, were relieved of their cash and a sizeable amount of the Company's funds by two armed bandits.

Escaping the ordeal because of absence from the office were **Edith Floersch**, **Russ Cleland**, **Joe Hamer** and **Frank Williams**.

Physical Fitness Program

★ The San Francisco Adult Education Program is conducting without cost, two health and physical training programs, one for women and one for men, at the Commerce Adult Night School, corner of Van Ness Avenue and Hayes Street. The course includes:

1) General physical conditioning which embodies a large scope of physical activity;

2) Posture and corrective work which aims for more perfect and symmetrical build;

3) American games and sports for rigorous work and group play. Arts of self-defense for the purpose of offering protective skill; and

4) Competitive schedules will be set up and schedules arranged in popular competitive games.

The activities are conducted in two large, well-equipped gymnasiums, one additional training room for men and one physical conditioning room for women. Towels and showers are furnished all participants.

The course is now open to Western Pacific employes every Monday, Tuesday, Wednesday and Friday nights from 7 to 9 p.m. and is supervised by two graduate health and physical education teachers. We're indebted to **Bill Gertsen**, boss of our general office mail department, for the "dope" on this fine project.



Sports Review

By Jack Hyland

★ The Western Pacific Bowling League commenced its "7th year" of existence last August 22nd for the 1946-1947 winter league season which will continue for 36 weeks play, every Thursday evening at 6 p.m. at Downtown Bowl . . . San Francisco's finest "keg-larium." That's a new word to me, too, but Henry Golobic, Rodney Minister and Downtown Bowl are all old friends of the WP keglers, for this year marks our fifth consecutive season at the same establishment proving it is the choice bowling alley in San Francisco.

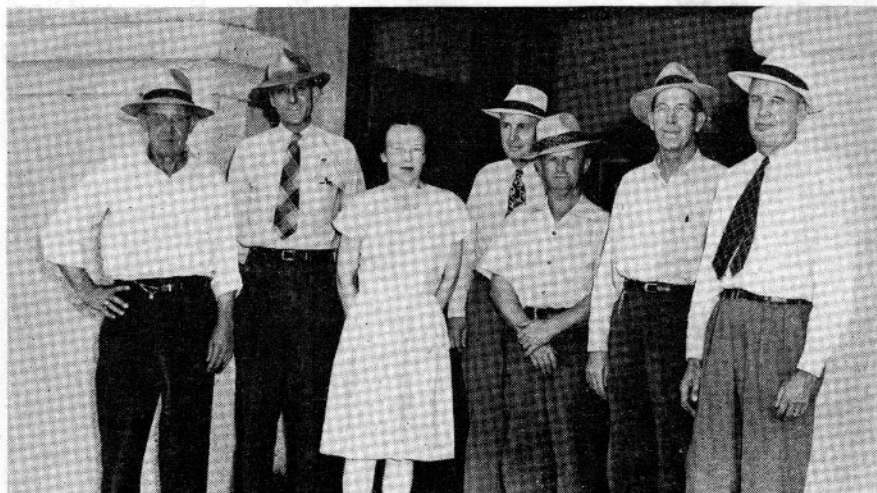
The opening night of play appeared a little "rusty" for many of the so-called higher average bowlers hadn't had any Summer League practice and the newcomers were just a bit tense, but then . . . came the fourth week of play and Bill Wilkinson (Oakland Carmen) found the range pounding out a 636 series, but his 246 game was beaten by Hal Nordberg (Traffickers) on the same night when he collected a string of strikes to wind up with a 255 game and a 600 series. Incidentally, Bill's series of 636 tops by two pins the previous all-time WP League high of 634 . . . set by "your columnist" a couple of years ago, so now I'll have to go out there and "poosh-em over" . . . (but how?).

The "Big Ten" this year really means just that, for if you have an average of less than 160—you're not included, as you "can plainly see" . . .

	Gms	Avg	H.G.	H.S.
Wilkinson	12	177	246	636
Nordberg	12	174	255	600
Heagney	6	171	209	529
Kyle	6	166	203	511
Casey	9	164	213	550
Drury	12	163	203	501
Rintala	9	162	191	533
Dooling	12	161	209	495
Neuman	9	161	176	503
Murphy	12	160	180	494

On paper (and on the alleys), it appears the Oakland Carmen are the team to beat, but none of the teams seem to remember this—when they are their opponents, so the team standings are as follows:

	Won	Lost	H.G.	H.S.
Oakland Carmen	10	2	882	2463
Treasurers	8	4	815	2310
Frt. Accounts	7	5	811	2379
Frt. Agents	6	6	845	2368
Traffickers	6	6	830	2345
W.P. Ducks	5	7	823	2396
Transportation	5	7	817	2314
Engineers	5	7	786	2258
Calif. Zephyrs	4	5	789	2330
Auditors	1	8	788	2298



THE DAY SHIFT AT MARYSVILLE PASSENGER STATION

Left to right: Loyal A. Potter, baggageman; George S. Sylva, agent; Laura Tryor, ticket clerk; Charles S. Wilson, ticket agent; Samuel W. Baber, baggageman; F. J. Ellis, clerk; and Charles G. Tryor, district passenger agent at Sacramento.

Lace Curtain Notes

by Tal Kelly

★ Major James R. Montgomery, dean of our troop train escort corps, has taken a three months' leave of absence. Accompanied by Mrs. Montgomery, Monty will have a reunion in El Paso with his World War I buddies and expects to celebrate his fortieth wedding anniversary at Houston.

Ruth E. Holling, ticket clerk in our San Francisco city ticket office, was temporarily assigned to the general passenger office as ticket agent during vacation of Harriet E. Cruce.

Most ticket clerks and many other railroad people will enjoy looking at page 617 of the August and September issues of the Official Railway Guide!

Harold Wyman, sup't. of dining cars, and his able assistant, Walter (Broomstick) Brunberg, are proud owners of brand new Studebakers!

New Honorary Members of Club

★ The Western Pacific Club recently elected the following to honorary membership . . .

Ira Guy Burks
Lewis Cronk
Deane Cornelius DeGraff
Harry William Gibson
James Wilmer Grace
John Webb McClymonds
John Phillip Quigley
Lewis Hagy Rodebaugh
Ada Lee Shaeffer
Bert Joseph Simmons
James Wilkinson Waide
Tena B. Webster

James Byron Rowray and Edward Charles Murphy had also been elected to honorary membership prior to their deaths.

Colonel Kenneth H. Gibson

★ A three months old newspaper clipping, which just came into our possession, describes the important role played by Col. Kenneth H. Gibson in the recent Atom Bomb tests at Bikini atoll. Col. Gibson is the son of popular Harry W. Gibson, retired Western Pacific Railroad conductor.

The Colonel left Washington, D.C. shortly after mid-June to direct final deployment of aircraft taking part in "Operation Crossroads." He observed the atom bomb tests as air operations officer. His assignment to the atom bomb tests capped a series of important jobs performed for the Army Air Forces, one of which was his command of the 21st bombardment group, the first to bomb Japanese home islands from Saipan and Tinian.

He was commended for the planning and execution of the 300-plane low-level raid on Tokyo March 9, 1944, from which was made the famous Army film "Target Tokyo."

A member of the Army Air Forces since 1933, Col. Gibson went to Great Britain in '41 to teach Royal Air Force pilots how to handle Flying Forts. After Pearl Harbor, he was called home and assigned to lead B-24 Liberators in defense of the Aleutian Islands. He then became commanding officer of the B-29 group which spear-headed attacks against Japan.

Harry Gibson has two other sons who distinguished themselves in the air . . . Harry L. Gibson, now a Los Angeles manufacturer of airplane parts, and Lt. Gerald E. Gibson, who was a B-29 pilot stationed on Guam during the war.

Harry should be—and we suspect he is—very proud of his boys.